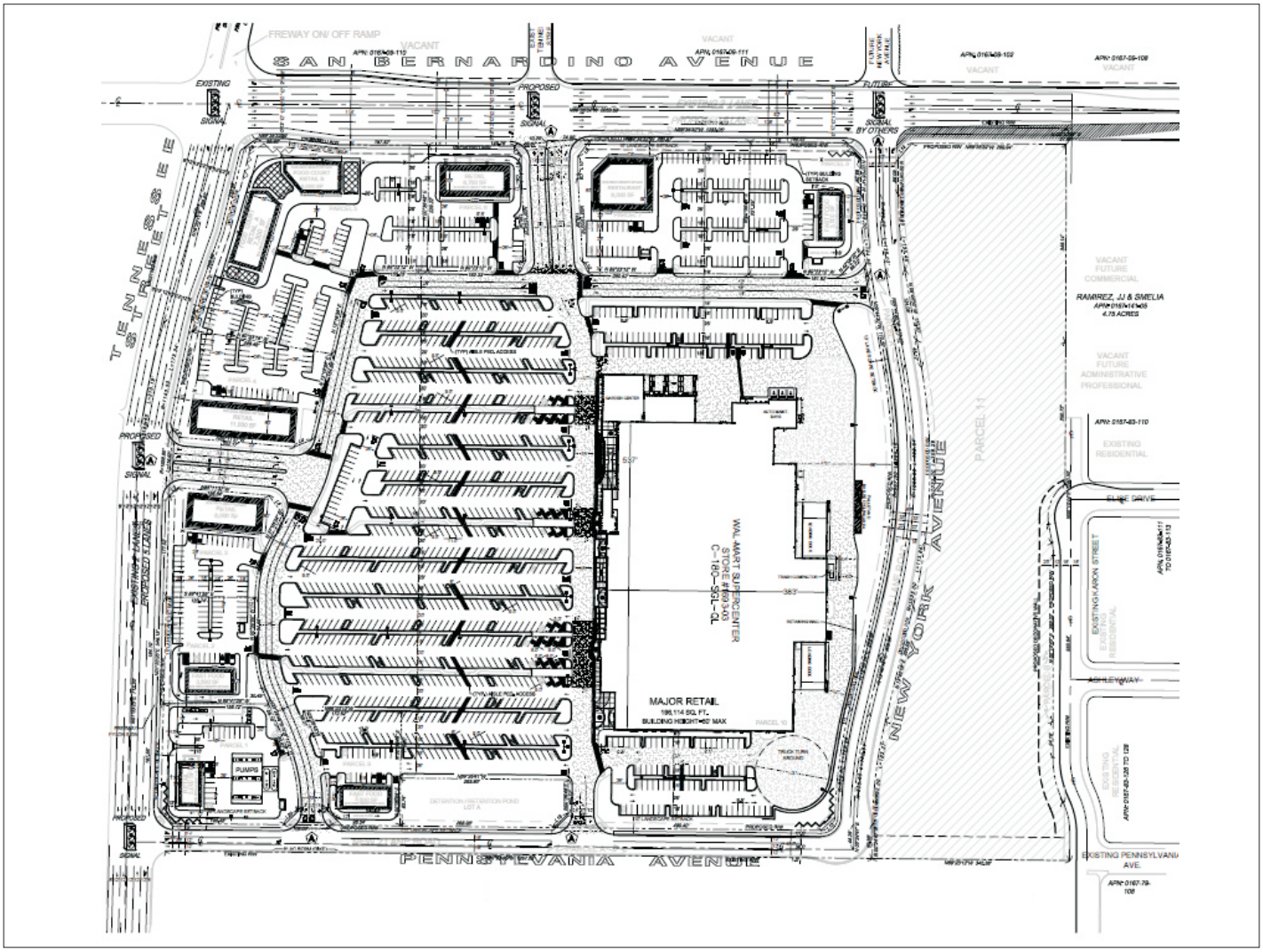

Redlands Crossing Center Response to Comments on the Draft Environmental Impact Report

State Clearinghouse No. 2007081111

City of Redlands • March 16, 2012

Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408

Response to Comments on the Draft Environmental Impact Report Redlands Crossing Center City of Redlands, San Bernardino County, California

State Clearinghouse No. 2007081111

Prepared for:

City of Redlands
35 Cajon Street
Redlands, California 92373

Contact: Robert Dalquest, Assistant Development Services Director

Prepared by:

Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408
909.884.2255

Contact: Bob Prasse, Branch Manager

Michael Brandman Associates

March 16, 2012

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SECTION 1: INTRODUCTION

The Draft Environmental Impact Report for the Redlands Crossing Center was circulated for public review and comment beginning on November 21, 2011 through January 18, 2012. In accordance with Section 15088 of the State of California Environmental Quality Act (CEQA) Guidelines, the City of Redlands, as the lead agency, has evaluated comments on environmental issues raised by persons and organizations who have reviewed the Draft Environmental Impact Report (Draft EIR), and has prepared written responses to all such comments received during the noticed comment period.

The Response to Comments document is organized as follows:

- **Section 1 - Introduction.** This section provides a discussion of the relationship of this document to the Draft EIR. It also discusses the structure of this document.
- **Section 2 - List of Commentors.** This section lists the agencies/organizations/individuals that commented on the contents of the Draft EIR.
- **Section 3 - Responses to Comments.** This section includes a copy of all of the letters received and provides responses to comments included in the letters on environmental issues describing the disposition of the issues, explaining the EIR analysis, supporting the EIR conclusions, and/or providing information or corrections as appropriate. This section is organized with a copy of the comment letter followed with the corresponding responses.
- **Section 4 - Summary of Changes and Additions to the Draft EIR.** This section summarizes changes or additions to the Draft EIR described in Section 3 as well as minor corrections.

This Response to Comments document is part of the Final EIR, which includes the Draft EIR and the technical appendices. These documents, and other information contained in the environmental record, constitute the Final EIR for the Redlands Crossing Center project.

SECTION 2: LIST OF COMMENTORS

Following are the letters received during the public review period on the Draft EIR, followed by responses to the comments contained in those letters. Where a comment results in a change to the Draft EIR, the response provides a specific page and paragraph reference, along with the new EIR text.

Table 2-1: List of Commentors

Letter	Sender	Letter Date
Federal/State Agencies		
SCH 1	California State Clearinghouse	01/05/2012
SCH 2	California State Clearinghouse	01/06/2012
SCH 3	California State Clearinghouse	01/10/2012
CDFG	California Department of Fish and Game	01/06/2012
DTSC	California Department of Toxic Substance Control	01/03/2012
Regional Agencies		
DPW	County of San Bernardino Department of Public Works	12/22/2011
LUSD	County of San Bernardino Land Use Services Department	01/18/2011
NAHC	Native American Heritage Commission	11/30/2011
OMNITRANS	Omnitrans	12/06/2011
Individuals		
KELLEY	Albert Kelley	01/17/2012
FRYE	Amanda Frye	01/07/2012
SPENCER	Ande Spencer	01/17/2012
FUENTES	Anita Fuentes	01/15/2012
ROCHE	Brian Roche	01/05/2012
BUCHANAN	Carol Buchanan	01/16/2012
EMERSHY	Chanel Emershy	01/17/2012
WOODS	Chris Woods	01/02/2012
ROQUE	Christine Roque	01/16/2012
GENGLER - 1	Clayton Gengler	01/10/2012
BRUDIN	Craig M. Brudin, et al.	01/18/2012
BELL	Dennis Bell	01/14/2012
LANDEROS	Dianne Landeros	01/18/2012
WARREN	Donn Warren	01/15/2012

Table 2-1 (cont).: List of Commentors

Letter	Sender	Letter Date
Individuals		
ISENBERG	Dorene Isenberg	No Date
GENGLER - 2	Dr. Sue Gengler	01/08/2012
HARRIS	Ella Harris	01/12/2012
SHAMP	Eric Shamp	01/18/2012
WILCOX	Ethan Wilcox, et al	01/18/2012
GUZMAN	Francisco Guzman	01/17/2012
IMBERT	Frank Imbert	01/13/2012
WALLICK	Helen Wallick	01/16/2012
JULAGAY	Janelle Julagay	01/05/2012
HAYNES	Jim Haynes	11/22/2011
LESSARD	Joanne Lessard	01/18/2012
CASTINO	Joe Castino	01/11/2012, 01/13/2012, 01/18/2012
WALKER	Johnnie Walker	01/17/2012
PESEQUE	Jonathan M. Peske	01/11/2012
OSAJIMA	Keith Osajima	01/17/2012
MCFATTER	Larry McFatter	01/11/2012
RHOADES	Linda Rhoades	01/13/2012
POWELL 1	Lori Powell 1	No Date
ZAPOR	Mary Zapor	01/17/2012
REILLY	Michael Reilly	01/17/2012
MOORE	Molly Moor, et al	01/17/2012
KLEINHANS	N. Kleinhans	01/17/2012
NAJJAR	Natasha Najjar	01/18/2012
COURTNEY	Phill Courtney	No Date
IRVINE	Sam Irvine	No Date
SWAN	Sharon Swan	01/18/2012
RITTER	Stephanie Ritter	01/17/2012
CHAPMAN	Stephen Chapman	01/18/2012
ROGERS	Stephen Rogers	01/18/2012
FINSEN	Susan Finsen	01/18/2012
JOHNSTON	Vicki Johnston	01/16/2012
CUNNINGHAM	William Cunningham	01/17/2012

Table 2-1 (cont).: List of Commentors

Letter	Sender	Letter Date
FORM Letter - 1		
FORM 1	Include Individuals Below	01/17/2012
	Ann Memmott	01/17/2012
	Daniel Bradshaw	01/17/2012
	Dennis Kelsey	01/17/2012
	Jan Memmott	01/17/2012
	Janiece Bradshaw	01/17/2012
	Linda Kelsey	01/17/2012
	Robert Scoggins	01/17/2012
	Sharon Scoggins	01/17/2012
FORM Letter - 2		
FORM 2	Various Signatures of Individuals	No Date

SECTION 3: RESPONSES TO COMMENTS

Following are the letters received during and following the public review period on the Draft EIR. Each comment letter is followed by responses to the comments provided. Where a comment results in a change to the Draft EIR, the specific change is documented in Section 4, Summary of Changes and Additions to Draft EIR.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

January 5, 2012

Robert D. Dalquest
City of Redlands, Development Service Department
Planning Division
210 East Citrus Avenue
Redlands, CA 92373

Subject: Redlands Crossing Center
SCH#: 2007081111

Dear Robert D. Dalquest:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 4, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation." 1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2007081111
Project Title Redlands Crossing Center
Lead Agency Redlands, City of

Type EIR Draft EIR

Description The Project proposes to develop a regional shopping center that consists of approximately 275,500 s.f. of commercial retail uses on approximately 23.9 acres. The Project site is situated at the southeast corner of Tennessee Street and San Bernardino Avenue, and west of the proposed New York Avenue extension. The Project includes 215,000 s.f. for the proposed Redlands Crossing Walmart (Parcel 10) and 60,500 s.f. (Parcels 1-9) consisting of three (3) fast food with drive-thru spaces, three (3) retail spaces, a fast food without drive-thru and retail, a retail with drive-thru space and a restaurant. In addition, Lot A of the Project will consist of an approximately 0.52 acre detention pond.

Lead Agency Contact

Name Robert D. Dalquest
Agency City of Redlands, Development Service Department
Phone (909) 798-7562 **Fax** (909) 335-4779
email rdalquest@cityofredlands.org
Address Planning Division
210 East Citrus Avenue
City Redlands **State** CA **Zip** 92373

Project Location

County San Bernardino
City Redlands
Region
Lat / Long 34° 4' 33.6" N / 117° 11' 48.7" W
Cross Streets San Bernardino Avenue and Tennessee Street
Parcel No. 167-141-01, -02, -03, & -04
Township 1S **Range** 3W **Section** 21 **Base**

Proximity to:

Highways SR 210, I-10
Airports SBIA, and Redlands Municipal
Railways BNSF
Waterways Santa Ana River Watershed
Schools HS, MS, ES
Land Use Present: Vacant/Zone: East Valley Corridor Specific Plan and Concept Plan No. 4 (CP4)/General Plan: Commercial

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 11/21/2011 **Start of Review** 11/21/2011 **End of Review** 01/04/2012

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

January 6, 2012

Robert D. Dalquest
City of Redlands, Development Service Department
Planning Division
210 East Citrus Avenue
Redlands, CA 92373

Subject: Redlands Crossing Center
SCH#: 2007081111

Dear Robert D. Dalquest:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on January 4, 2012. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

1

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2007081111) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

January 10, 2012

Robert D. Dalquest
City of Redlands, Development Service Department
Planning Division
210 East Citrus Avenue
Redlands, CA 92373

Subject: Redlands Crossing Center
SCH#: 2007081111

Dear Robert D. Dalquest:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on January 4, 2012. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project. 1

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2007081111) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Federal/State Agency

Letter SCH-1. California State Clearinghouse, 01/05/2012
Letter SCH-2. California State Clearinghouse, 01/06/2012
Letter SCH-3. California State Clearinghouse, 01/10/2012

Response to Comment SCH-1

Response to Comment SCH-1 is referring to all three of the State Clearinghouse Letters dated 01/05/2012, 01/06/2012, and 01/10/2012, respectively. This comment acknowledges that the Draft EIR was distributed to selected state agencies for review and that comments were received by the State Clearinghouse after the end of the state review period. Enclosed within the State Clearinghouse transmittals are copies of the Native American Heritage Commission (NAHC) comment letter, the Department of Toxic Substance Control (DTSC) comment letter and the California Department of Fish and Game (CDFG). Please see Letter NAHC for responses regarding the Native American Heritage Commission comment letter, Letter DTSC for responses regarding the Department of Toxic Substance Control comment letter and CDFG for responses regarding the California Department of Fish and Game comment letter. No specific comments on the Draft EIR were provided by the State Clearinghouse; therefore, no further response is necessary. (See State CEQA Guidelines, § 15088.)

State of California -The Natural Resources Agency
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-200
Ontario, CA 91764
(909) 484-0167

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

January 3, 2012

Robert Dalquest, AICP
City of Redlands
210 East Citrus Avenue
Redlands, CA 92373

Re: Draft Environmental Impact Report for the Redlands Crossing Center
SCH No. 2007081111

Dear Mr. Dalquest:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the Draft Environmental Impact Report for the Redlands Crossing Center. The Department is responding as a Trustee Agency for fish and wildlife resources [Fish and Game Code sections 711.7 and 1802 and the California Environmental Quality Act Guidelines (CEQA) Section 15386] and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as a Lake and Streambed Alteration Agreement (Section 1600 *et seq.*) or a California Endangered Species Incidental Take Permit (Fish and Game Code Sections 2080 and 2080.1).

For this project the Department will be acting as a Trustee and Responsible Agency. As per Section 15096 of the California Environmental Quality Act statute, as a Responsible Agency the Department is obligated to focus its comments on any shortcomings in the CEQA document, the appropriateness of the CEQA document utilized, and additional alternatives or mitigation measures which the CEQA document should include. 1

The proposed project is a regional shopping center with 275,500 square feet of commercial uses on 23.9 acres. The project is situated at the southeast corner of Tennessee Street and San Bernardino Avenue, and west of the proposed New York Avenue extension.

Impacts to Species

A biological assessment was conducted on July 28, 2005. The biological report states that the following species are present or have a moderate chance of occurring on the site: burrowing owl, northwest San Diego pocket mouse, San Bernardino kangaroo rat (SBKR), Los Angeles pocket mouse, California horned lark, and loggerhead shrike. No focused surveys were conducted for the SBKR (federally-listed as endangered). All the species noted above are State Species of Special Concern. The six-year old biological survey was conducted in the middle of summer. The optimum time to survey for plants and animals is in the spring, therefore, the biological survey may not reflect the species profile for the site.

The Department advises that any biological habitat assessments or walkovers be conducted within a year of distribution of the CEQA document. Please provide a thorough assessment of 2

rare plants and rare natural communities, following the Department's November 2009 guidance for Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. The guidance document can be found at the following link: http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols_for_Surveying_and_Evaluating_Impacts.pdf 2 CONT

Habitat assessments that identify the possibility of listed, threatened or endangered plants or animals should provide the results of any focused surveys in the CEQA document. CEQA documents that rely on future surveys or regulatory compliance (with the exception of pre-construction surveys for burrowing owl or bird nests) as mitigation may not satisfy the Department's obligations under CEQA and may require future supplemental documents processed via CEQA.

Proposed Mitigation

There are two mitigation measures: surveys for burrowing owl and avoidance of the avian nesting season and nests. The proposed mitigation appears to be inadequate and based on outdated/inadequate information. 3

Department Concerns

These are the Department's concerns:

1. Focused surveys should be conducted for the burrowing owl and SBKR;
2. A sensitive plant survey should be conducted at the appropriate time of year in accordance with the Department's 2009 guidance document for special plants;
3. A general biological study should be conducted over the site;
4. If SBKR are found, the results of surveys and any mitigation measures should be included in a subsequent CEQA document; 4
5. Results of the biological studies, special plant surveys, and SBKR surveys should be included in the Final Environmental Impact Report or a subsequent CEQA document; 5
6. The site should not be subject to major disruption by grading, disking or vegetation removal until the surveys are conducted; and 6
7. Mitigation should be provided for impacts to State Species of Special Concern.

If the project involves the take of a Federal threatened or endangered species the project applicant will have to consult with the United States Fish and Wildlife Service (Service). If the impacts and mitigation from the Service are not included in the CEQA document, a subsequent CEQA document will have to be prepared and reviewed by the Department. 7

Thank you for this opportunity to comment. Please contact Robin Maloney-Rames, Environmental Scientist, at (909) 980-3818, if you have any questions regarding this letter.

Sincerely,

Jeff Brandt
Senior Environmental Scientist

Letter CDFG. California Department of Fish and Game, 01/06/2012

Response to Comment CDFG-1

The commentor states that focused surveys should be conducted for the burrowing owl and San Bernardino Kangaroo Rat (SBKR). In addition, the commentor states the following species are present or have a moderate chance of occurring on the site: burrowing owl, northwest San Diego pocket mouse, San Bernardino kangaroo rat (SBKR), Los Angeles pocket mouse, California homed lark, and loggerhead shrike. No focused surveys were conducted for the SBKR (federally-listed as endangered). All the species noted above are State Species of Special Concern. The six-year old biological survey was conducted in the middle of summer. The optimum time to survey for plants and animals is in the spring; therefore, the biological Survey may not reflect the species profile for the site.

Response: The July 2005 date cited by CDFG is incorrect. LSA's Biological Resources and Habitat Assessment Report is dated August 1, 2005, the survey was conducted on May 3, 2005, which is at the appropriate time of year to detect rare annual plants under the California Department of Fish and Game (CDFG) guidance document for special plants. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities, Department of Fish and Game, November 24, 2009 can be located at: http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/ Protocols_for_Surveying_and_Evaluating_Impacts.pdf. Therefore, the project site was surveyed at an optimum time of year and reflects the species profile for the site adequately. In addition, the LSA Biological Resources and Habitat Assessment Report (2005) concluded that sensitive species at the site are not considered significant. As stated within the 2005 LSA Report (see Page 9):

> The sensitive species identified in attached Appendix B as potentially present on the proposed project site have limited population distribution in southern California and development is further reducing their ranges and numbers . These species have no official State or Federal protection status, but require consideration under CEQA. Because the proposed project site is relatively small and is surrounded by existing development, impacts to these sensitive species are not considered significant.

Further, a Biological Update Letter Report was conducted at the Project site by MBA. As stated within the Biological Update Letter Report for Redlands Crossing Walmart Supercenter (MBA 2009):

> Based on the updated survey prepared by MBA, there have been no significant changes in the biological resources or the potential for rare plant or wildlife species to occur on site since the 2005 LSA report. Thus, there are no changes to the original recommendations identified in the original biological report.

Therefore, impacts to sensitive species at the site remain to be less than significant. In addition, mitigation was recommended within the Draft EIR (see Mitigation Measure BR-1b) to minimize and avoid any impacts to migratory bird species (which include the Loggerhead shrike and the California

horned lark) within the Project site, further reducing impacts in this regard. Consistency with Mitigation Measure BR-1b will require vegetation removal to occur outside of the nesting bird season (February to August). If such avoidance is not feasible, the applicant will be required to have a qualified biologist survey for actively nesting birds within the nesting bird season. If any active nests are identified, the applicant will be required to place highly visible construction fencing not less than 100-feet (200-feet for birds of prey) of the active nests.

Michael Brandman Associates also conducted focused trapping surveys for SBKR from August 23-28, 2009. The document was included in the Appendices of the Draft EIR. During the focused trapping surveys, no SBKR were captured on the proposed Project site. In addition, the species diversity is very low within the survey area with only one small mammal species, deer mouse (Peromyscus maniculatus), captured during the survey effort. Further, no Los Angeles pocket mouse or San Diego Northwest pocket mouse were found during the trapping surveys. As well, the Project site is not located within United States Fish and Wildlife Services (USFWS) designated critical habitat for SBKR. The closest designated critical habitat area is approximately one mile north of the Project site (see: U.S. Fish & Wildlife Service Critical Habitat Portal, http://criticalhabitat.fws.gov/crithab/). Based on the negative findings of the focused surveys and the disturbed nature of the habitat on-site, development and operation of the Project will not directly impact SBKR or SBKR critical habitat.

There is suitable habitat for burrowing owl (BUOW) on the project site. During the LSA (2005) and MBA (2009) surveys, no sign of BUOW was observed. Due to the disturbed nature of the project site, it is highly unlikely that burrowing owl will establish a population on site.

However, since this species commonly moves around throughout its range from year to year, Mitigation Measure BR-1a is included in the Draft EIR requiring a protocol focused survey to be conducted at the site prior to grading activity to determine presence or absence. Compliance with Mitigation Measure BR-1a would reduce potential impacts to BUOW to a level of less than significant.

Response to Comment CDFG-2

The commentor advises that any biological habitat assessments or walkovers be conducted within a year of distribution of the CEQA document.

Response: See Response to Comment-CDFG-1 for responses regarding the timing of surveys at the Project site. As concluded within Response to Comment-CDFG-1, based on the updated biological survey prepared by MBA (2009), there have been no significant changes in the biological resources or the potential for rare plant or wildlife species to occur on site since the 2005 LSA report. Specifically, as outlined within the 2005 LSA report and confirmed within the 2009 MBA report, “the proposed project site is vegetated by non-native grass lands and a disturbed citrus grove. Neither of these plant communities is considered to be a sensitive natural community. Thus, impacts to these

plant communities are not considered significant' In addition, "the sensitive species identified within the 2005 LSA report as potentially present on the proposed project site have limited population distribution in southern California and development is further reducing their ranges and numbers. These species have no official State or Federal protection status, but require consideration under CEQA. Because the proposed project site is relatively small and is surrounded by existing development, impacts to these sensitive species are not considered significant." Thus, there are no changes to the original recommendations identified in the original biological report. In addition, mitigation measures are included within the Draft EIR requiring protocol focused surveys to be conducted at the site prior to grading activity to reduce impacts to sensitive species to a level of less than significant.

Response to Comment CDFG-3

The commentor states that a general biological study should be conducted over the site and that provided mitigation measures are based on inadequate and outdated information.

Response: See Response to Comment CDFG-1. Generally, as outlined within Response to Comment CDFG-1, there have been two general biological studies conducted over the site one in 2005 and one in 2009 (as outlined below):

- LSA Associates, Inc. August 1, 2005. General Biological Resources and Habitat Assessment Report, Redlands Crossing, City of Redlands, San Bernardino County, California.
- Michael Brandman Associates (MBA). March 5, 2009. Biological Update Letter Report for Redlands Crossing Walmart, City of Redlands, San Bernardino County, California.

The MBA general biological study was conducted to verify that existing conditions have not significantly changed since the initial survey conducted by LSA in 2005. As stated within the 2005 LSA Report (see Page 9):

> The sensitive species identified in attached Appendix B as potentially present on the proposed project site have limited population distribution in southern California and development is further reducing their ranges and numbers . These species have no official State or Federal protection status, but require consideration under CEQA. Because the proposed project site is relatively small and is surrounded by existing development, impacts to these sensitive species are not considered significant.

Further, a Biological Update Letter Report was conducted at the Project site by MBA. As stated within the Biological Update Letter Report for Redlands Crossing Walmart Supercenter (MBA 2009):

> Based on the updated survey prepared by MBA, there have been no significant changes in the biological resources or the potential for rare plant or wildlife species to occur on site since the

2005 LSA report. Thus, there are no changes to the original recommendations identified in the original biological report.

Therefore, impacts to sensitive species at the site remain to be less than significant. In addition, mitigation was recommended within the Draft EIR (see Mitigation Measure BR-1b) to minimize and avoid any impacts to migratory bird species (which include the Loggerhead shrike and the California horned lark) within the Project site, further reducing impacts in this regard.

Michael Brandman Associates also conducted focused trapping surveys for SBKR from August 23-28, 2009. The document was included in the Appendices of the Draft EIR. During the focused trapping surveys, no SBKR were captured on the proposed Project site. In addition, the species diversity is very low within the survey area with only one small mammal species, deer mouse (Peromyscus maniculatus), captured during the survey effort. In addition, no Los Angeles pocket mouse or San Diego Northwest pocket mouse were found during the trapping surveys. Further, the Project site is not located within United States Fish and Wildlife Services (USFWS) designated critical habitat for SBKR. The closest designated critical habitat area is approximately one mile north of the Project site. Based on the negative findings of the focused surveys and the disturbed nature of the habitat on-site, development and operation of the Project will not directly impact SBKR or SBKR critical habitat.

There is suitable habitat for burrowing owl (BUOW) on the project site. During the LSA (2005) and MBA (2009) surveys, no sign of BUOW was observed. Due to the disturbed nature of the project site, it is highly unlikely that burrowing owl will establish a population on site.

However, since this species commonly moves around throughout its range from year to year, Mitigation Measure BR-1a is included in the Draft EIR requiring a protocol focused survey to be conducted at the site prior to grading activity to determine presence or absence. Compliance with Mitigation Measure BR-1a would reduce potential impacts to BUOW to a level of less than significant. Consequently, the proposed project site is still in the same condition as it was during the 2005 survey and mitigation recommended within the Draft EIR remains sufficient.

Response to Comment CDFG-4

The commentor states that if SBKR are found, the results of surveys and mitigation measures should be included in a subsequent CEQA document.

Response: As outlined within the protocol trapping surveys conducted by Kelly Rios of MBA on August 23-28, 2009, SBKR were not captured as part of the 2009 trapping effort. The species diversity is very low within the survey area with only one small mammal species captured during the survey effort (deer mouse). In addition, the project site is not located within USFWS designated critical habitat for SBKR. The closest designated critical habitat area is approximately one mile north of the project site. Based on the negative findings of the focused surveys and the disturbed nature of

the habitat onsite, activities associated with the proposed project will not directly impact SBKR or SBKR critical habitat. Further, all suitable habitat on site was surveyed using appropriate trapping methods. Therefore, no additional mitigation measures were recommended within the 2009 Focused San Bernardino Kangaroo Rat Survey Report for the Redlands Crossing project site. The SBKR report was included in the original Draft EIR submittal as Appendix C.

Response to Comment CDFG-5

The commentor states that results of the biological studies, special plant surveys, and SBKR surveys should be included in the Final Environmental Impact Report or a subsequent CEQA document.

Response: The results of these studies are incorporated in the Biological Resources section and in Appendix C and are a part of the Draft EIR and Final EIR. This includes the studies performed for LSA in 2005; the 2009 Biological Update Report from MBA; and the results of the focused SBKR surveys also completed by MBA.

Response to Comment CDFG-6

The commentor states that the site should not be subject to major disruption by grading, disking, or vegetation removal until the surveys are conducted.

Response: The project site has been historically used for agriculture and has been routinely disked. The project site is required to be disked for weed abatement and fire suppression by the City of Redlands and San Bernardino County Fire Authority. Additionally, biological assessments were performed in 2005 and 2009, including an SBKR focused survey in 2009, which found no presence of BUOW, SBKR, or other special-status plant or wildlife species. Accordingly, continued disking or week abatement as is required for fire suppression purposes will not result in any potentially significant impacts. No project construction activities (such as grading) would occur, however, until and unless the project is approved and all necessary permits are obtained.

Response to Comment CDFG-7

The commentor states that Mitigation should be provided for impacts to State Species of Special Concern and to address the lack of issues related to the potential for a “take” of a federally threatened or endangered species.

Response: See Response to Comment CDFG-1 as to why impacts to the loggerhead shrike and horned lark are less than significant. In addition, as outlined within Response to Comment CDFG-1, the mitigation measure included within the Draft EIR, listed below, will minimize and avoid any potentially significant impacts to these species and to other migratory bird species within the project site (which include potential impacts to loggerhead shrike and horned lark):

Nesting Birds

MM BR-1b Vegetation removal shall occur outside of the nesting bird season (February to August). If such avoidance is not feasible, the applicant shall have a qualified

> biologist survey for actively nesting birds within the nesting bird season. Any active nests identified shall have highly visible construction fencing installed not less than 100-feet (200-feet for birds of prey) of the active nests. Disturbance shall not occur within the buffer area until the biologist determines that the young have fledged.

In addition, as concluded within the 2005 and 2009 biological assessment reports, due to the lack of Federal threatened or endangered species at the Project site, and with implementation of recommended Mitigation Measures BR-1a and BR-1b there is no likelihood that the Project will result in "take." Further, and to the extent applicable, the project applicant will comply with the all applicable United States Fish and Wildlife Service regulations regarding take of a Federal threatened or endangered species.

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Deborah O. Raphael, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

January 3, 2012

Mr. Robert D. Dalquest
City of Redlands Community Development Department
210 East Citrus Ave.
P. O. Box 3005
Redlands, California 92373

DRAFT ENVIROMENTAL IMPACT REPORT (EIR) FOR REDLANDS CROSSING CENTER (SCH# 2007081111)

Dear Mr. Dalquest:

The Department of Toxic Substances Control (DTSC) has received your submitted Draft Environmental Impact Report for the above-mentioned project. The following project description is stated in your document: "The Redlands Crossing Center consist of approximately 275,500 square feet of commercial uses on approximately 33.5 acres at the southeast corner of Tennessee Street and San Bernardino Avenue west of the future New York Avenue. Additionally, there are approximately 7.8 acres east of the future New York Avenue which will be rough-graded with the Project, but developed as a separate phase, and approximately 4.4 acres that will be dedicated as roadway right-of-way. The project includes a Wal-Mart Supercenter, with all appurtenant structures and facilities, nine out-parcels, and a parcel of land set aside for storm water detention/retention". 1

DTSC sent you comments on the Notice of Preparation for the above-mentioned project on 3/27/2009, which should be addressed. Based on the review of the submitted document DTSC has no further comments.

If you have any questions regarding this letter, please contact me at ashami@dtsc.ca.gov, or by phone at (714) 484-5472.

Sincerely,

Al Shami
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
nritter@dtsc.ca.gov

CEQA # 3426

Letter DTSC. California Department of Toxic Substance Control, 01/03/2012

Response to Comment DTSC-1

This comment addresses previous comments made by the California Department of Toxic Substance Control (DTSC) in response to the Notice of Preparation (NOP) dated February 27, 2009. This comment acknowledges that some of those comments have been addressed in the Draft EIR, and requests that all comments are addressed in the Final EIR. The February 2009 response letter to the NOP can be found in Appendix A of the Draft EIR. See Response to Comment DTSC-2 through DTSC-10, below, for a response to each of the eight (8) numbered comments in the August 2011 response letter are addressed below.

In addition, DTSC describes the Project as including a 7.8 acre future phase. However, as outlined within Section 2, Project Description, of the Draft EIR, Parcel 11 (totaling 9.16 acres), is located between the extension of New York Street and Karon Avenue, immediately east of the Project site, is under common ownership with the Project site. Activities in Parcel 11 will consist of off-site mass-grading and infrastructure improvements provided to support development of the Project site. Off-site improvements within this area include storm drain facility improvements related to the construction of New York Street, a block wall immediately to the West of Karon Street and mass-grading to "match" grade elevations between Karon Street and future New York Street. In addition, a landscape buffer will be located on the west side of Karon Street, which is part of the off-site improvements as proposed by the Project. This landscape buffer is a requirement of the East Valley Corridor Specific Plan and Concept Plan No.4 (CP4), in order to buffer the Project from the residences on the east side of Karon Street. Development of Parcel 11, beyond the activities described above, is not part of this Project, and is outside of the scope of the Environmental Impact Report.

Response to Comment DTSC-2

The commentor states the Draft EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment through review of referenced regulatory agency databases.

Response: Section 3.7, Hazards and Hazardous Materials, of the Draft EIR addresses hazardous materials sites compiled pursuant to Government Code Section 65962.5. As part of the Phase I Environmental Site Assessment (ESA) that was completed for the Project site and included as Appendix F of the Draft EIR, a search of all applicable regulatory databases was conducted. The search determined that the Project site is not listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, based on the site reconnaissance and a review of physiographic, historical, and regulatory information, there is no evidence of incidents or accidents involving hazardous materials on the Project site.

Response to Comment DTSC-3

The commentor states that the Draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

Response: The Phase I ESA included as Appendix F of the Draft EIR and summarized in Section 3.7 of the Draft EIR revealed no evidence of recognized environmental concerns (RECs) indicative of releases or threatened releases of hazardous substances on, at, in, or to the subject site (Project site), and no further environmental assessment was recommended. In addition, Mitigation Measure HHM-1b, located within Section 3.7, Hazards and Hazardous Materials, further reduces potential risks from RECs during grading.

Response to Comment DTSC-4

The commentor states any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup.

Response: As previously discussed, the Phase I ESA that was completed for the Project site and summarized n Section 3.7 of the Draft EIR revealed no evidence of RECs indicative of releases or threatened releases of hazardous substances on, at, in, or to the subject site (Project site), and no further environmental assessment was recommended. This comment is noted. In addition, Mitigation Measure HHM-1b, located within Section 3.7, Hazards and Hazardous Materials, further reduces potential risks from RECs during grading.

Response to Comment DTSC-5

The commentor states if buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs).

Response: In its existing condition, the Project site is currently undeveloped and lacks buildings or paved surfaces that would be demolished. Therefore, construction of the Project site would not require the need for demolition and would not pose a risk to persons or property in the Project area.

Response to Comment DTSC-6

The commentor states future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite.

Response: Hazardous materials have been used on the site in the past, mainly for agricultural uses. Based on the Phase I and Phase II ESAs, there is no evidence of incidents or accidents involving hazardous materials on the Project site. The Phase II ESA did find detectable concentrations of DDE

and DDT (pesticides) in the soil. However, all pesticide concentrations were determined to be below their respective residential and commercial preliminary remediation goals (PRGs) as set by the Environmental Protection Agency. Therefore, there is a potential for soil contamination on the site. As addressed in Mitigation Measures HHM-1b and HHM-1c of Section 3.7, Hazards and Hazardous Materials, all handling of hazardous or potentially hazardous substances such as the contaminated soil would comply with all federal, State, and local health and safety requirements.

Response to Comment DTSC-7

The commentor states human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

Response: A Health Risk Assessment was conducted as part of the Air Quality and Health Risk Technical Report that was included as Appendix B of the Draft EIR and summarized in Section 3.3, Air Quality, of the Draft EIR. As addressed by Impact AQ-4 in Section 3.3, Air Quality, of the Draft EIR according to the Technical Report, the proposed Project's generation of toxic air contaminants would have a less than significant impact on nearby workers and residents with incorporation of the following Mitigation Measure AQ-1 and AQ-2. In addition, as addressed within the Table 3.3-33 of the Draft EIR, the Project's operational emissions would not exceed the South Coast Air Quality Management District's cancer health risk significance threshold for any scenario year.

Response to Comment DTSC-8

The commentor states if it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law.

Response: Hazardous wastes generation is addressed by Impact HHM-2 of Section 3.7, Hazards and Hazardous Materials, of the Draft EIR. The proposed Project would not generate, handle, store, transport, or dispose of significant amounts of hazardous materials. Mitigation Measures HHM-1b and HHM-1c will ensure that onsite excavation and grading will not cause a release of significant amounts of hazardous materials. This comment is noted,

Response to Comment DTSC-9

The commentor states that if the project area was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency in the project area prior to construction of the project.

Response: Although the Project site was historically used for agricultural operations, the site ceased being farmland by 2002. The Phase I ESA and Section 3.7, Hazards and Hazardous Materials, of the Draft EIR determined the Project site's historical use as agricultural lands did not constitute a REC. In addition, as outlined within Section 3.7, Hazards and Hazardous Materials, of the Draft EIR, a Phase II ESA was conducted at the Project site located on the 20-acre portion of land at the west corner of the Project site, adjacent to Tennessee Street and San Bernardino Avenue. The purpose of the Phase II ESA was to collect and analyze soil samples in selected areas of the Project site to identify the presence or confirm the absence of pesticides contamination at those locations and screen any detected chemicals for potential risk. The Phase II ESA tested 11 different sampling points located within the Project site using a grid sampling approach and a basis of approximately one soil sample location for every 2.5 acres.

A total of 26 soil samples were collected from 11 sampling locations within the 20-acre site. One near surface soil sample and one subsurface soil sample were collected from each location from depths of approximately 6 inches and 24 inches below ground surface (bgs), respectively. All soil samples were analyzed for organochlorine pesticides in accordance with the U.S. EPA.

The Phase II ESA concluded that with exception of two soil samples, all soil samples contained detectable concentrations of (Dichlorodiphenyldichloroethylene) DDE. In addition, with exception to four soil samples, all analyzed soil samples contained detectable concentrations of (Dichlorodiphenyltrichloroethane) DDT. However, according to the Phase II ESA, all detected pesticide concentrations (DDE and DDT) are well below their respective residential soil (1.7 mg/kg) and industrial soil (7 mg/kg) EPA Preliminary Remediation Goals (PRG). Therefore, the reported pesticide concentrations are significantly below the PRGs established by the EPA and may likely represent ambient "background" concentrations.

Furthermore, on the basis of slightly elevated results achieved for three of the samples compared to the California Title 22 Hazardous Waste Regulations, soils would be characterized as California hazardous waste. Any removal of the soil from the specific areas of the site will require profiling and manifesting for disposal as potentially hazardous waste. (See Mitigation Measure HHM-1c.)

Response to Comment DTSC-10

The commentor states in future CEQA documents please provide the contact person's title and e-mail address. This comment is noted.

DEPARTMENT OF PUBLIC WORKS
FLOOD CONTROL • LAND DEVELOPMENT & CONSTRUCTION • OPERATIONS
SOLID WASTE MANAGEMENT • SURVEYOR • TRANSPORTATION

COUNTY OF SAN BERNARDINO

825 East Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104
Fax (909) 387-8130

GRANVILLE M. "BOW" BOWMAN, P.E., P.L.S.
Director of Public Works

December 22, 2011

File: 10(ENV)-4.01

Robert D. Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
210 E. Citrus Ave.
Redlands, CA. 92373

RE: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE CITY OF REDLANDS CROSSING CENTER PROJECT

Dear Mr. Dalquest:

Thank you for giving the San Bernardino County Department of Public Works (Department) the opportunity to comment on the above-referenced project. The environmental document was circulated to other Divisions within our Department and the following are their comments:

Traffic Division (Ed Petre, PWE III, (909) 387-8239):

The Traffic Division has reviewed the Traffic Study and the DEIR for the proposed City of Redlands Crossing Center Project. Our comments are as follows:

Traffic Study by Urban Crossroads dated November 2, 2011

1. The traffic study needs to be stamped and signed by a Registered Engineer in the State of California. 1
2. The horizon year conditions shall be 2035. 2
3. Page 35: The County's acceptable peak hour level of service is D in the Valley areas. 3
4. Table 4-3; Cumulative Development Land Use Summary: Consider updating the current projects in the donut-hole area. 4
5. The appendix is incomplete. The analysis for the 2035 conditions with project and mitigation measures was not included. Also the fair share calculation was not included, appendix 7.11. 5
6. Table 7-4, intersection #7 shows dual westbound left turns needed. Exhibit 1-3 shows duel eastbound left turns needed. 6
7. Several total passenger car equivalent volumes are incorrect. For instance, page 3.2-9, at the intersection of Alabama Street at San Bernardino Avenue, the northbound through volume should be 215, not 301. Recheck all volumes. 7
8. Regarding the volume worksheets: Example, page 2.1-2; why is there a difference between the Final 2030 with project volumes and 2030 with project volumes? 8
9. The analysis for the horizon year conditions should show a peak hour factor of 0.95. 9

GREGORY C. DEVEREAUX
Chief Executive Officer

Board of Supervisors
BRAD MITZELFELT ..... First District
JANICE RUTHERFORD ..... Second District
NEIL DERRY ..... Third District
GARY C. OVITT ..... Fourth District
JOSIE GONZALES ..... Fifth District

10. The intersection of Alabama Street at Pioneer Avenue shall be analyzed as one intersection with the appropriate all red delay time to clear the intersection. 10
11. All fair share contributions for any required improvements, as shown for the horizon year conditions within the County of San Bernardino jurisdiction, shall be paid to the Department. 11
12. Table 7-5: the fair share contribution percentage for the intersection of Alabama Street at San Bernardino Avenue for the weekend peak hour is 15.3%. The weekday peak hour fair share percentage is 7.6%. The report is showing 11.7%. The worst case scenario shall be required. Verify the others. Also, provide a fair share cost for all required improvements for the horizon year conditions. 12
13. Submit copies of the traffic model for our review. 13
14. The study is showing that the existing intersection of Alabama Street and Pioneer Avenue, north leg, has two northbound through lanes. This is incorrect. There is one northbound through lane and one right turn lane. 14
15. Show Opening Year without project conditions. 15
16. The eastbound SR-210 ramp at San Bernardino Avenue fails during the opening year conditions. The developer shall restripe the intersection per the recommendations on page 4. 16
17. Regarding the recommended improvements on page 12 for the intersection of SR-210 westbound ramp at San Bernardino Avenue. It appears that bridge modifications maybe needed for the SR-210 overcrossing at San Bernardino Avenue. Please verify. 17
18. Resubmit the final document to the County for review. The County may have additional comments. 18
19. All changes to the traffic study shall also be reflected in the DEIR. 19

Draft Environmental Impact Review dated November 21, 2011

1. Reflect the traffic study comments. 20
2. Page 3.15-34, County of San Bernardino Impact Fee Program: The intersection of Nevada Street and San Bernardino Avenue is currently signalized. 21

If you have any questions or require additional information, please contact the specific individuals that have provided that specific comment, as listed above.

Sincerely,

for

ANNESLEY IGNATIUS, P.E.
Deputy Director – Land Development & Construction

ARI:PE:mb/CEQA Comments to DEIR_City of Redlands_Crossing Center Project.doc

Regional Agencies

Letter DPW. County of San Bernardino Department of Public Works, 12/22/11

Response to Comment DPW-1

The traffic study needs to be stamped and signed by a Registered Engineer in the State of California.

Response: Comment noted. The traffic study will be stamped and signed by a Registered Engineer in the State of California as requested.]

Response to Comment DPW-2

The horizon year conditions shall be 2035.

Response: The Redlands Walmart traffic study utilized the most current version of the sub-regional travel demand model typically used for long-range planning in cities located in the eastern San Bernardino Valley. This model is commonly referred to as the East Valley Traffic Model (EVTM), and is maintained on behalf of the cities within the eastern San Bernardino Valley by the City of San Bernardino. The EVTM uses forecasted growth in population and employment, combined with planned changes to the roadway system, to project future travel patterns in the region. The population and employment data are consistent with the Cities' General Plans as well as the Southern California Association of Government's (SCAG) regional growth forecasts through 2030. At the time of study preparation the EVTM model was based on a horizon (future forecast) year of 2030. Volume adjustments were applied in a manner consistent with methods described in the National Cooperative Highway Research Program Report 255 (NCHRP 255), a nationally recognized source for methods and procedures used in traffic data forecasting. As a final refinement step, Urban Crossroads compared the resulting 2030 traffic volume forecasts to those manually derived for Opening Year 2013, and made adjustments to the model based 2030 forecasts as necessary to reflect reasonable growth beyond the Opening Year 2013 traffic conditions. In many cases the raw model forecasts that were produced from the EVTM for horizon year 2030 conditions were increased to ensure conservative and reasonable growth. In fact, the opening year forecasts could be considered conservative as they not only included an ambient growth factor of 2 percent per year, but also the traffic associated with the planned development of 56 individual cumulative projects estimated to contribute over 125,000 daily vehicle trips. The final 2030 turning movement forecasts used to assess potential traffic impacts included substantial growth (in most cases over 20 percent) from the forecasts derived directly from the model. Based on this substantial growth in traffic forecasts, the 2030 traffic conditions indicated in the traffic report should reasonably be considered post-2030 traffic conditions that reflect potential traffic growth in the study area to 2035 and beyond.

Response to Comment DPW-3

Page 35: The County's acceptable peak hour level of service is D in the Valley areas.

Response: Text has been revised in the Section 4, Summary of Changes and Additions to Draft EIR, to the traffic impact analysis (TIA) to reflect LOS "D" in the unincorporated County of San Bernardino region of the study area. See Section 4, Summary of Changes and Additions to Draft EIR. The said revisions do not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

Response to Comment DPW-4

Table 4-3, Cumulative Development Land Use Summary: Consider updating the current projects in the donut-hole area.

Response: The cumulative development projects included in this analysis were compiled based on numerous consultations with multiple jurisdictions, including the City of Redlands, County of San Bernardino, City of Highland and the City of Loma Linda. At the time of study preparation, it was determined by the City of Redlands (as well as the City of Highland and the City of Loma Linda) that the list of cumulative projects was considered reasonably conservative.

The comprehensive list of cumulative development projects was compiled by the Lead Agency (City of Redlands) at the time of study preparation (summer of 2010) approximately one year after the date of the project Notice of Preparation (NOP) (spring of 2009). In other words, the list used in this environmental document could be considered overly inclusive in that it was compiled at the time of study preparation, which was well after the date of the project's NOP. In addition, it would seem unreasonable to suggest that the environmental document is somehow inadequate because it does not consider newly identified future projects that were unknown at the time of study preparation. Finally, the time and complexity of updating an environmental document for a large project of this size would likely result in a never ending loop of document updates to then reflect the constantly evolving list of past, present, and foreseeable projects that materialize in the real world.

Response to Comment DPW-5

The appendix is incomplete. The analysis for the 2035 conditions with project and mitigation measures was not included. In addition, the fair share calculation was not included, appendix 7.11.

Response: Comment noted. The missing report appendices are included as part of the Final EIR; see Section 4, Summary of Changes and Additions to Draft EIR. The inclusion of the report appendices do not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

Response to Comment DPW-6

Table 7-4, intersection #7 shows dual westbound left turns needed. Exhibit 1-3 shows dual eastbound left turns needed.

Response: Exhibit 1-3, included in Section 4, Summary of Changes and Additions to the Draft EIR, under the Appendix I, Traffic Impact Analysis Report heading, has been corrected to reflect dual westbound left turns, not dual eastbound left turns. These revisions are clarifications and minor modifications and corrections do not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

Response to Comment DPW-7

Several total passenger car equivalent volumes are incorrect. For instance, page 3.2-9, at the intersection of Alabama Street at San Bernardino Avenue, the northbound through volume should be 215, not 301. Recheck all volumes.

Response: The total passenger car equivalent volumes were reviewed and are correct as stated in the Draft EIR. The existing passenger car equivalent (PCE) volumes have been adjusted for flow conservation and are located within Attachment A of Section 4, Summary of Changes and Additions to Draft EIR. Flow conservation has been maintained between study area intersections, where reasonable. The adjustment of PCE's do not result in any new significant environmental impact of the project or substantially increase in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

Response to Comment DPW-8

Regarding the volume worksheets: Example, page 2.1-2; why is there a difference between the Final 2030 with project volumes and 2030 with project volumes?

Response: 2030 with Project volumes were the initial turning volumes reported from the post-processing based on the existing (2010) volumes and EVTM traffic model data inputs. The Final 2030 with Project volumes represent adjustments to ensure that 2030 with Project volumes are greater than 2013 with Project volumes and include adjustments for flow conservation, where reasonable.

Response to Comment DPW-9

The analysis for the horizon year conditions should show a peak hour factor of 0.95.

Response: The traffic analysis was performed consistent with the traffic analysis guidelines and parameters as set forth by the City of Redlands (lead agency). However, in an effort to address the specific concern expressed by the County of San Bernardino, an additional assessment of horizon year traffic conditions has been performed for the six (6) intersections located within unincorporated County of San Bernardino region of the project study area (known as the "Donut Hole"). This assessment utilizes a minimum peak hour factor (PHF) of 0.95 (or higher in instances where the existing PHF is higher than 0.95). Peak hour traffic volumes are utilized in evaluating capacity because it represents the most critical time period. Determination of level of service is based on peak rates of flow occurring within the peak hour because substantial short-term fluctuations typically occur during an hour. Common traffic engineering practice is to use a peak 15-minute rate of flow.

Flow rates are usually expressed in vehicles per hour, not vehicles per 15 minutes. The relationship between the peak 15-minute flow rate and the full hourly volume is given by the peak-hour factor (PHF). The PHF is calculated by taking the total hourly volume and dividing by the product of the peak 15-minute volume multiplied by 4. The additional analysis findings support the original report conclusions as no "new" impacts were identified. In addition, the mitigation measures previously identified for intersections within the jurisdiction of the County of San Bernardino were found sufficient to reduce the previously identified impacts to "less-than-significant." The level of service (LOS) results for the assessed intersections are summarized in Table E-1 provided in Attachment "E" along with the associated HCM analysis worksheets. The intersection LOS results, with mitigation, are summarized in Table E-2 in Attachment "E" along with the associated HCM analysis worksheets. Attachment "E" is included in Section 4, Summary of Changes and Additions to Draft EIR. As shown in the list of technical appendices changes, there were no changes to the mitigation measures only revisions to modify the text to match what was recommended. The said revisions do not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

Response to Comment DPW-10

The intersection of Alabama Street at Pioneer Avenue shall be analyzed as one intersection with the appropriate all red delay time to clear the intersection.

Response: The intersection analysis for Alabama Street at Pioneer Avenue has been revised to assume a four-leg intersection configuration. The applicable volumes exhibits, level of service analysis summary tables have been revised to reflect the four-leg intersection configuration. Consistent with the TIA, the intersection of Alabama Street at Pioneer is anticipated to operate at acceptable weekday PM and Saturday peak hour operations without mitigation for all analysis scenarios. Revisions to applicable volumes exhibits and level of service analysis summary tables are included within Summary of Changes and Additions to Draft EIR.

Response to Comment DPW-11

All fair share contributions for any required improvements, as shown for the horizon year conditions within the County of San Bernardino jurisdiction, shall be paid to the Department.

Response: Comment noted. The project conditions of approval and Mitigation Monitoring and Reporting Plan are anticipated to address mitigation implementation methods and process.

Response to Comment DPW-12

Table 7-5: the fair share contribution percentage for the intersection of Alabama Street at San Bernardino Avenue for the weekend peak hour is 15.3 percent. The weekday peak hour fair share percentage is 7.6 percent. The report is showing 11.7 percent. The worst-case scenario shall be required. Verify the others. Also, provide a fair share cost for all required improvements for the horizon year conditions.

Response: The volumes in Table 7.11-1 (of Appendix 7.11) have been reviewed and revised, where applicable to reflect a worst-case scenario. Resulting project fair share percentages have also changed accordingly. These revised volumes and percentages are reflected in Tables 1-2, 7-5 and 7.11-1 and included within Summary of Changes and Additions to Draft EIR. Change in fair share percentages do not alter any of the impact conclusions as evaluated within the Draft EIR.

Response to Comment DPW-13
Submit copies of the traffic model for our review.

Response: Comment noted. A copy of the traffic model will be submitted to DWP for their review.

Response to Comment DPW-14
The study is showing that the existing intersection of Alabama Street and Pioneer Avenue, north leg, has two northbound through lanes. This is incorrect. There is one northbound through lane and one right turn lane.

Response: The lane geometrics at the overall intersection of Alabama Street and Pioneer Avenue have been revised to reflect the following existing configuration: one northbound left turn lane, one through lane, one right turn lane, one southbound left turn lane, one southbound through lane, one southbound shared through-right turn lane, one eastbound shared left-through lane, one eastbound right turn lane and one shared westbound left-through-right turn lane (See Table 7.1-2 located within Attachment A of Section 4, Summary of Changes and Additions to Draft EIR). This is consistent with the comment. These changes do not alter any of the impact conclusions or significantly change the analysis as provided in the Draft EIR.

Response to Comment DPW-15
Show Opening Year without project conditions.

Response: Consistent with direction from the City of Redlands (lead agency) and in an effort to satisfy CEQA Guidelines Section 15125(a), an analysis of existing (Spring 2009) baseline traffic volumes plus traffic generated by the proposed Project (E+P) has been performed. Existing (Spring 2009) baseline traffic conditions have been compared to E+P traffic conditions for the purposes of determining direct project impacts on the transportation system, consistent with the requirements of the recent “Sunnyvale” court decision. The City of Redlands also requires the analysis of Opening Year (2013) with project conditions, along with horizon year (2030) without project and horizon year (2030) with project conditions for the purposes of establishing cumulative traffic impacts. The Opening Year (2013) with project conditions analysis is primarily intended to provide information regarding the potential phasing of improvements. The project is anticipated to address direct impacts through the construction of off-site improvements as conditioned by the City of Redlands, and contribute toward the funding and construction of transportation improvements necessary to address cumulative traffic impacts through either the construction of off-site improvements, payment of fees, or on a fair share basis as directed by the City. As such, the inclusion of Opening Year (2013)

without project conditions for the purposes of establishing both direct or cumulative traffic impacts and associated mitigation measures was not deemed necessary by the City of Redlands because the EIR's existing analysis is fully supported by substantial evidence.

Response to Comment DPW-16

The eastbound SR-210 ramp at San Bernardino Avenue fails during the opening year conditions. The developer shall restripe the intersection per the recommendations on page 4.

Response: Comment noted. Mitigation Measures TRANS-1c and TRANS-2i were updated to mitigate the project's direct impact at this location (see Section 4, Section 4: Summary of Changes and Additions to the Draft EIR). The clarification to said mitigation measures do not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

Response to Comment DPW-17

Regarding the recommended improvements on page 12 for the intersection of SR-210 westbound ramp at San Bernardino Avenue. It appears that bridge modifications may be needed for the SR-210 overcrossing at San Bernardino Avenue. Please verify.

Response: As shown on Exhibit 5-7 (page 111 of the TIA) and written on page 4, the recommended striping at the SR-210 westbound ramp on San Bernardino Avenue is not anticipated to require any widening to the undercrossing or affect the freeway above.

Response to Comment DPW-18

Resubmit the final document to the County for review. The County may have additional comments.

Response: Comment noted. The final document will be submitted to DWP for their review.

Response to Comment DPW-19

All changes to the traffic study shall also be reflected in the Draft EIR.

Response: Comment noted. Where changes in the analysis are required, such changes are incorporated into Section 4, Summary of Changes and Additions to Draft EIR. The clarification to said mitigation measure does not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

Response to Comment DPW-20

Reflect the traffic study comments.

Response: Comment noted. See Response to Comment DPW-19, above.

Response to Comment DPW-21

Page 3.15-34, County of San Bernardino Impact Fee Program: The intersection of Nevada Street and San Bernardino Avenue is currently signalized.

Response: Comment noted. However, this was not an analysis location in the TIA and the comment does not affect the TIA analysis or results.

LAND USE SERVICES DEPARTMENT

COUNTY OF SAN BERNARDINO

PLANNING DIVISION
385 N. Arrowhead Avenue, San Bernardino, CA 92415-0182
(909) 387-8311 Fax (909) 387-3223
http://www.sbcounty.gov/landuseservices

CHRISTINE KELLY
Director

January 18, 2012

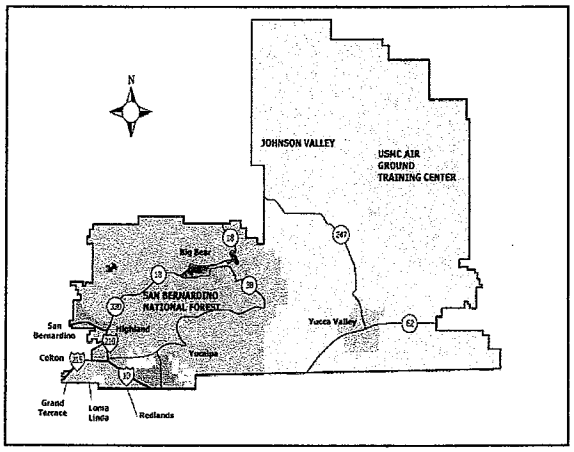
Robert D. Dalquest, AICP
Assistant Development Services Director
City of Redlands
Development Services Department
Planning Division
210 East Citrus Avenue
Redlands, CA 92373

RE: COMMENTS REGARDING THE REDLANDS CROSSING CENTER STATE CLEARINGHOUSE NUMBER 2007081111

Dear Mr. Dalquest:

Thank you for providing the County of San Bernardino Land Use Services Department the opportunity to submit comments regarding the scope and content of the environmental information addressed within the Draft EIR for the Redlands Crossing Center (Redlands Crossing Walmart Project). 1

The project is located within the 3th Supervisorial District of the County of San Bernardino. The unincorporated area of the County is depicted on this district map:



Source: http://www.sbcounty.gov/bosd3/district/DistrictMap.aspx

MM CR-2a (iv) Cultural Resources:

Please consult with the County of San Bernardino Museum in the event that cultural and/or paleontological resources are discovered during the demolition and construction activities for guidance related to how these resources provide a greater knowledge of County natural history and the importance of promoting County identity and conserving scientific amenities for the benefit of future generations. 2

GREGORY C. DEVEREAUX
Chief Executive Officer

Board of Supervisors
BRAD MITZELFELT.....First District
JANICE RUTHERFORD.....Second District
NEIL DERRY.....Third District
GARY C. OVITT.....Fourth District
JOSIE GONZALES.....Fifth District

Other County Divisions such as Environmental Management and Traffic from our Public Works Department may also be submitting comments under separate cover.

Thank you again for providing the County an opportunity to submit comments regarding the scope and content of the Draft EIR which are germane to our agency's statutory responsibilities under CEQA. If you have any questions, please e-mail me at sziasroe@lusd.sbcounty.gov and/or call me at (909) 387-4124. For mail correspondence, please send mail to my attention at 385 N. Arrowhead Ave., First Floor, San Bernardino, CA 92415. 2 CONT

Sincerely,

Shellie Zias-Roe, Associate Planner

cc: Christine Kelly, Director Land Use Services Department
Terri Rahhal, Acting Planning Director Land Use Services Department
David Prusch, Planning Supervisor Land Use Services Department

Letter LUSD. County of San Bernardino Land Use Services Department, 01/18/2012

Response to Comment LUSD-1

The commentor provides preface to the comment letter. Comment noted and no response is necessary.

Response to Comment LUSD-2

The commentor states to consult with the County of San Bernardino Museum in the event that cultural and/or paleontological resources are discovered during the demolition and construction activities for guidance related to how these resources provide a greater knowledge of County natural history and the importance of promoting County identity and conserving scientific amenities for the benefit of future generations.

Response: A complete Cultural Resources Survey was conducted in compliance with standard regulations, and the impacts on cultural resources are explained in detail in Section 3.5, Cultural Resources, of the Draft EIR. A copy of the Cultural Resources Survey can be found in Appendix D of the Draft EIR. In addition, MBA performed a full Cultural Resource survey for the entire Project area, including a Phase II significance evaluation on three potentially significant cultural resource sites. The analysis included contacts with the Native American Heritage Commission as well as paleontological research performed by San Bernardino County Museum staff. Mitigation measures are proposed within Section 3.5 of the Draft EIR requiring development at the Project site to be consistent with all applicable regulations regarding cultural and/or paleontological resources discovered during the demolition and construction activities. Provided Mitigation Measures CR-2a and CR-3a include archaeological and paleontological monitoring during Project demolition and construction activities and to work with the San Bernardino County Museum in the event that cultural and/or paleontological resources are discovered.

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

November 30, 2011

Mr. Robert D. Dalquest, AICP
City of Redlands Development Services Department – Planning Division
210 East Citrus Avenue
Redlands, CA 92373

Re: SCH#2007081111 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **"Redlands Crossing Center Project"** located in the City of Redlands; San Bernardino County, California

Dear Mr. Dalquest:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites. The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

1

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect.

The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the project area identified (e.g. 'area of potential effect' or APE). Also, the absence of archaeological resources does not preclude their existence. . California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to. California Government Code §6254 (r). The purpose of this code is to protect such sites from

vandalism, theft and destruction. The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the
list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Special reference is made to the *Tribal Consultation* requirements of the California 2006 Senate Bill 1059: enabling legislation to the federal Energy Policy Act of 2005 (P.L. 109-58), mandates consultation with Native American tribes (both federally recognized and non federally recognized) where electrically transmission lines are proposed. This is codified in the California Public Resources Code, Chapter 4.3 and §25330 to Division 15.

Furthermore, pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources. 1 CONT

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be

followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects. 1 CONT

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

San Manuel Band of Mission Indians
James Ramos, Chairperson
26569 Community Center Drive Serrano
Highland , CA 92346
(909) 864-8933
(909) 864-3724 - FAX
(909) 864-3370 Fax

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog.
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
(951) 201-1866 - cell
mcontreras@morongo-nsn.gov
(951) 922-0105 Fax

Soboba Band of Mission Indians
Scott Cozaet, Chairperson; Attn: Carrie Garcia
P.O. Box 487 Luiseno
San Jacinto , CA 92581
carrieg@soboba-nsn.gov
(951) 654-2765
(951) 654-4198 - Fax

San Manuel Band of Mission Indians
Ann Brierty, Policy/Cultural Resources Departmen
26569 Community Center. Drive Serrano
Highland , CA 92346
(909) 864-8933, Ext 3250
abrierty@sanmanuel-nsn.gov
(909) 862-5152 Fax

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Serrano Nation of Indians
Goldie Walker
P.O. Box 343 Serrano
Patton , CA 92369

(909) 862-9883

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007081111; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Redlands Crossing Center Project; located in the City of Redlands; San Bernardino County, California.

Ernest H. Siva
Morongo Band of Mission Indians Tribal Elder
9570 Mias Canyon Road Serrano
Banning , CA 92220 Cahuilla
siva@dishmail.com
(951) 849-4676

SOBOBA BAND OF LUISENO INDIANS
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San Jacinto , CA 92581
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(951) 654-5544, ext 4137

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007081111; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Redlands Crossing Center Project; located in the City of Redlands; San Bernardino County, California.

Letter NAHC. Native American Heritage Commission, 11/30/2011

Response to Comment NAHC-1

This comment letter is the standard form letter issued by the Native American Heritage Commission (NAHC) to lead agencies in response to a Draft EIR. The letter contains recommendations for a cultural resources record search, an archaeological survey, preparation of archaeological reports, and mitigation measures created as a result of such work. No project-specific comments were provided, except that it was reiterated that the previously conducted NAHC Sacred Lands File search did not identify any Native American cultural resources within the project area.

The comment letter also includes a list of Native American contacts with knowledge of the potential religious and cultural significance of the historic properties in the Project area. The City contacted each of the listed Native American contacts with regard to the Project on December 20, 2011. The City received one response letter from the Soboba Band of Luiseno Indians, which stated that they have no concerns regarding the project.

We appreciate the Native American Heritage Commission's participation in the environmental assessment process relating to the proposed Redlands Crossing Center. A complete Cultural Resources Survey was conducted in compliance with standard regulations, and the impacts on cultural resources are explained in detail in Section 3.5, Cultural Resources, of the Draft EIR. A copy of the Cultural Resources Survey can be found in Appendix D of the Draft EIR.

Additionally, the Draft EIR contains Mitigation Measures CR-2a through CR-2c, CR-3a, and CR-4a, below, which include appropriate archaeological and paleontological monitors onsite during excavation activities to ensure impacts to Cultural Resources or accidental discovery of human remains remain less than significant.

MM CR-2a Cultural resource monitoring by a qualified Project Archaeologist and/or his representative in the field, an Archaeological Inspector, is required during construction-related earthmoving. The Inspector shall comply with the cultural mitigation-monitoring plan (CMMP) written and signed by the Project Archaeologist. The CMMP shall be based on excavation parameters associated with a rough grading plan the City will approve as part of the construction-permitting process and should, in addition to the qualities noted below, include certain archaeological performance standards specific to the required earthmoving methods. A pre-grade meeting shall occur between the Project Archaeologist, the grading contractor, and a City representative to discuss the details of the CMMP.

The CMMP shall contain the following attributes, and if needed, additional attributes may be added at the request of the City:

i) Archaeological monitoring is defined to include monitoring of all excavation activities of virgin earth encountered within the Project site once Project-related excavations occur at least three (3) feet below the modern ground surface.

ii) On-site archaeological monitoring must be undertaken by the Project Archaeologist and/or a qualified archaeological inspector whose credentials shall be provided to the City of Redlands.

iii) The archaeological inspector shall perform monitoring duties safely and must avoid slowing the rough grading work if possible. The inspector shall keep a daily log of all activities and observations. Copies of the log shall be delivered at the end of each workweek to the Applicant or his/her designated on-site representative.

iv) It is not necessary for the archaeological inspector to observe cuts of earth than were turned during previous Project-related excavations, but the inspector must make certain that no virgin earth will be turned by the contractors before the end of a work day before discontinuing his/her work for the day.

v) If cultural deposits are observed by the inspector, earthmoving shall be diverted temporarily around the find until the deposits have been thoroughly examined. The inspector will create a buffer zone of at least 20 feet around the furthest margins of the find with lathe and yellow tape. Earthmoving shall be allowed to proceed through the area of the find only after the Project Archaeologist determines and reports to the City that all potential isolated artifacts are recovered and/or the site has been mitigated to the extent necessary.

vi) Any observed cultural resources made on or before about 1965 shall be identified and plotted following standard professional archaeological practice. Examination by an archaeological specialist shall be included where necessary, dependent upon the artifacts, features, or sites that are encountered. Resources that are isolated and/or considered not significant by the inspector will be plotted but need not be further analyzed or curated in a local museum.

vii) If it is determined that the observed resources are part of previously recorded resource CA-SBR-7765H, CA-SBR-7766H or CA-SBR-7767H, work on the find can be discontinued.

viii) If the find is not a previously recorded resource, it is understood that the archaeological team will undertake significance determinations with the concurrence of the City. If it is found that a significance determination is required for an inadvertent find, the site shall be evaluated and recorded in

accordance with requirements of California Code of Regulations §15064.5(f) thusly:

a) If the resource is determined Not Significant, no additional mitigation measures, save for recordation of the site onto DPR523 site forms, will be required. Construction-related earthmoving can resume in the area of the find.

b) If the resource is determined to be Significant, it is assumed that the site cannot be avoided by construction and Phase III data recovery must be undertaken before construction-related earthmoving at the resource can continue.

ix) Any resources removed from the Project site for curation in an appropriate facility shall be those resources considered Significant under CR-2a (viii) above. Resources recovered and examined, but not considered significant, shall be catalogued and reburied on the Project site where later Project-related disturbance is not anticipated.

x) A final report of findings will be prepared by the Project Archaeologist for submission to the Proponent and the City. Reports associated with cultural resource finds shall be submitted to the EIC at the University of California-Riverside. The report will describe the history of the Project area, summarize field and laboratory methods used, if applicable, and include any testing or special analysis information conducted to support the resultant findings.

xi) In the event that any potentially significant cultural remains are encountered by earthmoving when the monitor is not present, the earthmoving contractor will divert excavations around the find location and the Project Archaeologist shall called to the location immediately to recover the remains.

MM CR-2b Once a depth of three (3) feet is reached by construction-related earthmoving, the potential for impacts to significant archaeological resources rises to a “moderate” level. Earthmoving of all “moderate” potential soils shall be inspected on a full-time basis, but the Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected after 50 percent of the qualifying ground has been moved during the grading process. If any buried cultural resources are detected by the Inspector, monitoring shall continue until 100 percent of the virgin earth on the Project site has been inspected.

MM CR-2c Following CEQA Guidelines §15064.5 and the objectives, criteria and procedures required by PRC 21082, should any previously unidentified prehistoric or historic-era resources be found during monitoring, they shall be Phase II tested and evaluated for significance following performance standards found in the MMP (see Mitigation Measure CR-2a [i through x]) prior to allowing a continuance of grading in the area

of the find. Should the Project Archaeologist determine that the finds are significant, and with the concurrence of the City, the finds shall be Phase III excavated before earthmoving is allowed to continue in the area.

MM CR-3a Limited paleontological resource monitoring by a qualified Project Paleontologist and/or his representative in the field, a Paleontological Inspector, is required during construction-related earthmoving. The Paleontological Inspector shall comply with a paleontological resource impact mitigation plan (PRIMP) written and signed by the Project Paleontologist. The PRIMP shall be based on excavation parameters associated with a rough grading plan the City will approve as part of the construction-permitting process and should, in addition to the qualities noted below, include certain paleontological performance standards specific to the required earthmoving methods. A pre-grade meeting shall occur between the Project Paleontologist, the grading contractor, and a City representative to discuss the details of the PRIMP.

The PRIMP shall contain the following attributes, and if needed, additional attributes may be added at the request of the City:

i) Paleontological monitoring is defined to include monitoring of all excavation activities of virgin earth encountered within the Project site once Project-related excavations occur at least fifteen (15) feet below the modern ground surface.
ii) If fossil remains are found, the Project Paleontologist must develop a storage agreement with a museum repository acceptable to the City to allow for the permanent storage and maintenance of any fossil remains recovered in the Project area as a result of the mitigation program, and for the archiving of associated specimen data and corresponding geologic and geographic site data.
iii) Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued. Associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized databases) at the museum repository by a laboratory technician. The remains then will be accessioned into the museum repository fossil collection, where they will be permanently

stored and maintained. The associated specimen and site data will be made available for future study by qualified investigators.

iv) A final report of findings will be prepared by the Project Paleontologist for submission to the Proponent and the City. The report shall be submitted to the museum in which the fossil collection has been curated. The report will describe the finds, summarize field and laboratory methods used, if applicable, and include any testing or special analysis information conducted to support the resultant findings.

v) In the event that any fossil remains are encountered by earthmoving when the monitor is not present, the earthmoving contractor will divert excavations around the fossil site and the Project Paleontologist shall called to the location immediately to recover the remains.

MM CR-4a If human remains are uncovered under any circumstances, the County Corner shall be notified. If the Corner determines that the remains are of Native American origin, pursuant to Public Resource Code Section 5097.98, the Applicant shall halt work, and shall ensure that the immediate vicinity of the find is not further disturbed, and that notification of, and conferral with, likely decedents occurs immediately. Through coordination between the Coroner, Native American Heritage Commission, local Native American representatives, the archaeological consultants, and Applicant, the disposition of the remains will be determined. The cost of the recovery and disposition of the remains shall be the responsibility of the Applicant.

December 6, 2011

Development Services Department, Planning Division
Attention: Robert D. Dalquest, AICP
210 East Citrus Avenue
Redlands, CA 92373

Subject: Comments Regarding Redlands Crossing Center Draft Environmental Impact Report

Dear Mr. Dalquest:

Thank you for offering Omnitrans the opportunity to provide comments on the Environmental Impact Report (EIR) for the Redlands Crossing Center project. I was hired at Omnitrans in July as a Planning Projects Manager working on transit and land use. Please add my name to your mailing list for all land use related inquiries in the future.

Following are my comments regarding the objectives and mitigation measures presented in the Draft EIR document. I outlined some suggestions of how to clarify the ideas presented in the EIR. 1

Project Objectives. There could be confusion presented in project objectives 6 and 7. Objective 6 states that the project will reduce vehicle miles driven within North Redlands and the East Valley Corridor Specific Plan area by providing a nearby grocery store for area residents. However, objective 7 strives to "create a regional retail destination accessible from SR-210." Similarly, the analysis of the project's trade area, in Section 3.18 Urban Decay, states that the Walmart facility has a trade area of 5 miles and other retail destinations within the project site will have a secondary trade area of up to 12 miles. As illustrated in Table 3.18-1, North Redlands residents have many existing grocery stores within the 5 to 12 mile trade area, including the existing Walmart just 1.25 miles away. Thus it should be clarified how the project will reduce vehicle miles driven.

Sustainability and Use of Resources. On page 2-21, the EIR states that the project will attempt to "reduce demand for resources," but there is no baseline given from which use of resources will be reduced (i.e., reduced compared to the existing vacant lot, reduced compared to the existing Walmart store, or reduced compared to other alternative build-out scenarios?) 2

Section 2.2.2: Infrastructure and Utilities. In addition to a section on Vehicular Access, I would suggest including a section(s) on Bicycle, Pedestrian, and Public Transit Access. 3

Section 3.3: Air Quality.

MM AQ-7. On-site pedestrian circulation is mentioned as a method of internal trip capture, but off-site pedestrian circulation is not mentioned. While the EIR raises the possibility of nearby households patronizing the businesses in Redlands Crossing Center, there is no mention made of whether there are sufficiently safe pedestrian facilities for those residents to walk to the Center on the streets surrounding the project boundaries. It should be clarified what, if any, pedestrian facilities are existing or planned within walking distance of the Redlands Crossing Center. 4

MM AQ-10. It is mentioned that lockers and secure bicycle parking will be provided for employees who choose to bicycle to work. Security of the bike parking location should be considered, perhaps by providing secure employee bicycle parking that is separated from public areas. In addition, it is recommended to include a shower for employees who bicycle to work. The importance of providing a shower is demonstrated by the fact that the Leadership in Energy and Environmental Design program requires a shower to receive points for bicycle facilities in low-energy buildings. 5

Section 3.12: Population, Housing, and SCAG Consistency.

Compass Blueprint Strategy. The description on page 3.9-2 of the Compass 2% growth strategy as "attempting to concentrate just two percent increase of new growth near freeways and transit routes to help reduce regional congestion" is incorrect. The 2% growth strategy from http://www.compassblueprint.org/about/strategy calls for "changes to current land use and transportation trends on only 2% of the land area of the region."

Similarly, it would be helpful to show the project location in the context of the map of the 2% growth areas. Showing the project in the context of the strategy would help meet the requirement of analyzing the project's consistency with existing plans and policies. Similarly, the project's consistency with the goals of creating mixed use development around transit stations and preserving open space is not analyzed. 6

Jobs/Housing Balance. The discussion of the jobs-housing balance in the project area would also benefit from discussion of the economic match between housing values and income. The EIR states that most jobs created by this project will be entry-level, but in the jobs-housing balance analysis there is no mention of whether the existing housing is affordable for someone in an entry-level job.

Table 3.12-3. Project Consistency with SCAG Regional Growth Principles. Consistency with GV P3.2, P3.3, P4.3, and P4.4 is not substantially explained. On GV Principle 3.3 Environmental Justice, the methodology for how this has been analyzed is not clear. Under the US Department

of Justice definition, environmental justice analysis is an analysis of the equitable distribution of positive and negative impacts of investment in projects upon areas with higher-than-average minority and low-income populations. This is not addressed in the table. 6 CONT

Section 3.15: Transportation Impact Analysis.

Definition of Roadway Network. The descriptions of the roadway network in section 3.15.2 do not include a description of the presence of sidewalks, street trees, crosswalks, or bicycle facilities, which are in fact components of the roadway network and should be included. 7

Measurement of Traffic "Improvements." The word "improvement" is used throughout the EIR to describe capacity increases for vehicular traffic, and so the terminology that should be used is "capacity increase." The only criterion used in the EIR to describe what will be improved is level of service (LOS), which measures the delay for vehicular traffic. If the word improvement is going to be used, I would suggest quantifying how the road will be improved using other criteria such as multimodal level of service, safety for various types of road users, greenhouse gas emissions, or mode share of alternative modes of transportation. 8

Trip Generation Methodology. The section on traffic impact analysis cites the Institute of Transportation Engineers (ITE) Trip Generation Manual from 2008, but it leaves out the modal split component of trip generation used by ITE. 9

Internal Trip Capture. The assertion that the Redlands Crossing Center project will "reduce miles traveled to employment and services by capturing trips within the project boundaries" should be further clarified. There is not a baseline given from which trips are reduced. Additionally, it is unclear whether home-based work or retail trips can be reduced through internal trip capture when there are no residences on-site. Thus, it should be clarified which types of trips are being reduced and how. 10

Site Plan Drawings. As mentioned in the EIR document, the proposed bus stop is not shown in the plan drawings. Omnitrans' Bus Stop Design Guidelines can be found at http://www.omnitrans.org/news/reports.shtml#bs. The EIR also mentions that all off-site street improvements will include Class II bicycle facilities, which are also not shown in the site plan drawings. 11

Thank you again for providing me with the opportunity to comment on the project. Please feel free to contact me if you need any further information.

Sincerely,

Anna Rahtz
Planning Projects Manager
(909)379-7256
Anna.Rahtz@omnitrans.org

Letter OMNITRANS. Omnitrans, 12/06/2011

Response to Comment OMNITRANS-1.

The commentor requests that Omnitrans be added to the mailing list for all land use related inquiries in the future. The City will add OMNITRANS to this Project's mailing list; however, the City needs clarification on what additional lists they want to join.

The commentor also states, "there could be confusion presented in project objectives 6 and 7. Objective 6 states that the project will reduce vehicle miles driven within North Redlands and the East Valley Corridor Specific Plan area by providing a nearby grocery store for area residents. However, objective 7 strives to "create a regional retail destination accessible from SR-210." Similarly, the analysis of the project's trade area, in Section 3.18 Urban Decay, states that the Walmart facility has a trade area of 5 miles and other retail destinations within the project site will have a secondary trade area of up to 12 miles. As illustrated in Table 3.18-1, North Redlands residents have many existing grocery stores within the 5 to 12 mile trade area, including the existing Walmart just 1.25 miles away. Thus it should be clarified how the project will reduce vehicle miles driven."

Response: See Response to Comment OMNITRANS-10, below.

Response to Comment OMNITRANS-2

The commentor states no baseline was given from which use of resources will be reduced.

Response: Section 15125 of the State CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the area of a project that exist at the time that the Notice of Preparation (NOP) is circulated. These environmental conditions normally constitute the baseline physical conditions relative to which the CEQA lead agency evaluates the change in conditions that would result from project implementation. The NOP for this Draft EIR was issued on February 27, 2009. Therefore, environmental conditions as of February 2009 represent the baseline for CEQA purposes. Baseline conditions at the Project site during February 2009 included primarily vacant land previously tended as an orchard and consisted of fallow agricultural land, as well as operation of the existing 126,000 square-foot Walmart discount store (Store No. 1693) located at 2050 West Redlands Boulevard, approximately 1.25 miles southwest of the Project site, which, like the proposed store, includes a grocery component.

In addition, the commentor is referencing a statement within the Draft EIR regarding sustainability features incorporated into the Project involving energy efficiency, water efficiency, and waste reduction. The statement refers to the efficiencies and sustainability features incorporated into the Walmart's overall design and is not a project impact requiring an environmental baseline to be defined under CEQA.

Response to Comment OMNITRANS-3

The commentor suggests including a section(s) on Bicycle, Pedestrian, and Public Transit Access.

Response: Section 3.15 of the Draft EIR includes an impact analysis on Bicycle, Pedestrian, and Public Transit Access. Please refer to Section 3.15 of the Draft EIR for additional information in this regard.

Response to Comment OMNITRANS-4

The commentor would like clarification regarding off-site existing or planned pedestrian facilities within walking distance of the project site.

Response: As identified on page 2-24 of the project description, "The Project consists of the construction of two new public roadways. Pennsylvania Avenue would extend westerly from New York Avenue to Tennessee Avenue. New York Avenue would extend from Pennsylvania Avenue connecting to San Bernardino Avenue." However, there is no mention of sidewalks in the project description or in the Transportation section of the Draft EIR. Therefore, Mitigation Measure AQ-11 is clarified to ensure that pedestrian access is provided on both sides of the streets (see Section 4, Summary of Changes and Additions to Draft EIR). The clarification of Mitigation Measure AQ-11 does not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

In addition, the East Valley Corridor Specific Plan in which this project resides already contains roadway cross-sections that indicate the presence of sidewalks along all roadways of Local or higher classification. These roadway cross-sections are provided on Exhibit 3-5 of the Traffic Study. Further, the Traffic Study included an exhibit (Exhibit 3-7) illustrating the City's map of planned bike lanes and multi-purpose trails. The project will be constructing roadway sections that both provide for new pedestrian facilities, and in some cases providing linkages to others that already exist.

The Citrus Valley High School is located 0.3 miles north of the Project. It is likely that students may access the project during lunch and/or after school. Currently, on Tennessee Street there are not sufficient pedestrian facilities to the Project site. Therefore, Mitigation Measure AQ-7 is clarified to ensure that there is safe pedestrian access on Tennessee Street (see Section 4 Summary of Changes and Additions to Draft EIR). The clarification of Mitigation Measure AQ-7 does not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

The Citrus Plaza retail development is located at Frontage Road and Lugonia Avenue (contains many stores and restaurants including Target). There is also a Home Depot located at Tennessee Street and Lugonia Avenue. Currently, there are not sufficient pedestrian facilities to walk safely from the project site to those developments. Therefore, Mitigation Measure AQ-7 is clarified to ensure that there is safe pedestrian access to those developments (see Section 4, Summary of Changes and

Additions to Draft EIR, for clarification of Mitigation Measure AQ-7). The clarification of Mitigation Measure AQ-7 does not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

Response to Comment OMNITRANS-5

The commentor suggests that secure employee bicycle parking separate from public areas should be considered.

Response: This suggestion is incorporated into revised Mitigation Measure AQ-9 (see Section 4, Summary of Changes and Additions to Draft EIR). The requested revisions/inclusions do not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR. In addition, the commentor also recommends inclusion of a shower for employees who bicycle to work, which is incorporated into revised Mitigation Measure AQ-10 (see Section 4, Summary of Changes and Additions to Draft EIR). Although the proposal would not reduce air quality impacts to less than significant, they are good suggestions and therefore are incorporated.

Response to Comment OMNITRANS-6

The commentor provides clarification of the Southern California Association of Governments (SCAG) Compass 2 percent growth strategy, jobs and housing balance and SCAG growth principles. Each issue area is addressed separately, below.

Response:

SCAG Compass 2 Percent Growth:

As outlined within Section 3.12 of the Draft EIR, SCAG provided a comment letter on the Project. The IGR section, part of the Environmental Planning division of SCAG's Planning and Policy, is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. According to SCAG's NOP comment letter (See Appendix A for comment letter), SCAG determined that the Project is not regionally significant per SCAG IGR Criteria and CEQA Guidelines (Section 15206). Consequently, no further analysis is needed.

Jobs and Housing Balance

The comments provided relate to anecdotal observations regarding wages and affordable housing. Such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

SCAG Growth Principles

SCAG's Regional Growth Principles are provided in comparison to the proposed Project and are listed within Table 3.12-3 of the Draft EIR. As concluded from comparison of SCAG's Regional Growth Principles to the proposed Project, implementation of the Project is consistent with SCAG's Regional Growth Principles and will have a less than significant impact in regards to conflict with regional growth policies established by SCAG as they relate to population, housing, and employment in the Project area. Further, regarding the commentor's reference to the Department of Justice (DOJ) definition, consistency with the SCAG Growth Principles is in relation to the aspects of the proposed Project. The suggestion to follow the United State Department of Justice's definition of environmental justice analysis is outside the scope of CEQA and is not properly addressed within an EIR (PRC § 21060.5 [the "environment" includes only physical environmental conditions; State CEQA Guidelines, § 15064(e –f) ["economic and social changes resulting from a project shall not be treated as significant effects on the environment"].). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment OMNITRANS-7

Definition of Roadway Network. The descriptions of the roadway network in section 3.15.2 do not include a description of the presence of sidewalks, street trees, crosswalks, or bicycle facilities, which are in fact components of the roadway network and should be included.

Response: A description of the number of through travel lanes for study area roadway segments along with the presence of turn lanes and intersection control features are typically emphasized in the description of the roadway network for a typical traffic impact analysis. However, it should be noted that a component of the peak hour intersection delay calculation includes the intersection's ability to accommodate pedestrians. Therefore, although not listed specifically in the report narrative, the presence of crosswalks at each study area intersection has been included in this analysis. The report also includes standard cross-sections depicting typical sidewalks (See Exhibit 3-3 and 3-5 of the Traffic Impact Analysis, a discussion of existing transit service, and information regarding existing and planned future bikeways (See Section 3.3 and 3.4, located within Page 54 of the Traffic Impact Analysis, respectively).

Response to Comment OMNITRANS-8

Measurement of Traffic "improvements." The word "improvement" is used throughout the Draft EIR to describe capacity increases for vehicular traffic, and so the terminology that should be used is "capacity Increase." The only criterion used in the Draft EIR to describe what will be improved is level of service (LOS), which measures the delay for vehicular traffic. If the word Improvement is going to be used, I would suggest quantifying how the road will be improved using other criteria such as multimodal level of service, safety for various types of road users, greenhouse gas emissions, or mode share of alternative modes of transportation.

Response: Comment noted. The definition and use provided in the traffic study is consistent with common practice and analysis within CEQA as it relates to traffic impacts. The comment does not raise any significant issues as they relate to traffic impacts or analysis within the Draft EIR.

Further, the traffic study and EIR use the term "improvement" to indicate a physical addition to either roadway or intersection infrastructure for the purpose of increasing capacity and by association reducing peak hour intersection control delay as necessary to meet a jurisdictional LOS threshold. The use of the term "improvement" throughout the traffic impact report is common parlance in the transportation planning and traffic engineering profession. In addition, it should also be noted that the commentor is inaccurate in their assessment of what was evaluated in the context of peak hour intersection control delay. For example, the methodology used in the traffic study also takes into account the presence of pedestrians, and in the case of signalized intersection locations the minimum green time that is required to allow pedestrians to safely cross a given roadway was included in the calculation of control delay.

Response to Comment OMNITRANS-9

Trip Generation Methodology. The section on traffic impact analysis cites the Institute of Transportation Engineers (ITE) Trip Generation Manual from 2008, but it leaves out the modal split component of trip generation used by ITE.

Response: The trip generation rates used in this report have been obtained from the ITE Trip Generation Manual, 8th Edition and are consistent with and based on data collected in suburban areas with typical suburban transit service. The traffic reducing potential of more extensive public transit (i.e., a modal split component) has not been considered in this report. This was to ensure that the traffic projections provided a "worst case," analysis, in that public transit might be able to reduce the traffic volumes but such reductions have not been assumed.

Response to Comment OMNITRANS-10

Internal Trip Capture. The assertion that the Redlands Crossing Center project will "reduce miles traveled to employment and services by capturing trips within the project boundaries" should be further clarified. There is not a baseline given from which trips are reduced. Additionally, it is unclear whether home-based work or retail trips can be reduced through internal trip capture when there are no residences on-site. Thus, it should be clarified which types of trips are being reduced and how.

Response: As noted in the traffic impact analysis internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses on-site and can be made either by walking or using internal roadways without using external streets. It has been assumed that approximately 10 percent of project trips would remain within the project boundary. As the trip generation for the site was conservatively estimated based on individual land uses as opposed to the

overall ITE Shopping Center rate, an internal capture reduction of 10 percent was applied to recognize the interactions that would occur between the various complimentary land uses. For example, patrons of the free-standing discount superstore may also visit other uses on-site, including the gas station, retail shops or high-turnover/fast-food restaurants, without leaving the site and are therefore considered as vehicle trips that are internal to the site. As shown on Table 7.1 of the ITE Trip Generation Handbook, the internal capture percentage between retail-to-retail land uses is approximately 20 percent during the weekday PM peak hour. As such, a 10 percent internal capture reduction has been utilized in an effort to estimate in a manner which is conservative and defensible based on available data trip generation for the proposed project.

In addition, the traffic study's use of an "internal capture" deduction was in the context of interactions that would occur between the various complimentary land uses. For example, patrons of the free-standing discount superstore may also visit other uses on-site, including the gas station, retail shops or high-turnover/fast-food restaurants, without leaving the site and are therefore considered as vehicle trips that are internal to the site. As shown on Table 7.1 of the ITE Trip Generation Handbook, the internal capture percentage between retail-to-retail land uses is approximately 20 percent during the weekday PM peak hour. As such, a 10 percent internal capture reduction has been utilized in an effort to estimate in a manner which is conservative and defensible based on available data for land uses similar to the proposed project.

There are several categories used in Southern California to represent the purpose of a trip. Home-based trips either start or end at the traveler's residence (examples include home-based-work, home-based-other, etc.). Non-home based trips both begin and end outside the home (e.g. other-based-other and other-based-work). Non-home-based trips could be completely served on-site at the project:

- Someone working at Walmart may get gas on the way home (the work-based-other trip would be internal); and
- Someone shopping on the way home from work may also pick up a meal (the other-based-other trip is internal).

According to the current Regional Transportation Model documentation from the Southern California Association of Governments (SCAG), non-home based trips account for 26.3% of all daily trips in San Bernardino County. The average trip length for these non-home-based trip purposes in San Bernardino County ranges from approximately 10 miles to 16 miles. Trips that are completely served within the project site would reduce the overall average County-wide.

Response to Comment OMNITRANS-11

The commentor states that the proposed bus stop is not shown in the plan drawings. Omnitrans' Bus Stop Design Guidelines can be found at http://www.omnitrans.org!news!reports.shtml#bs. The Draft

EIR also mentions that all off-site street improvements will include Class II bicycle facilities, which are also not shown in the site plan drawings.

A Notice of Preparation (NOP) comment letter was provided by Omnitrans on September 17, 2007. Omnitrans requested the placement of improved bus stops along San Bernardino Avenue. Omnitrans would like the eastbound stop to be located on the eastside of the driveway that runs from San Bernardino Avenue into the new development If possible, Omnitrans westbound stop would be just to the west of this same intersection. Both bus stops should include enough space for the placement of bus shelters and other amenities.

Response: As outlined within Section 3.15, Transportation, of the Draft EIR, the Project area is currently served by Omnitrans, a public transit agency serving the San Bernardino Valley, with bus service along Orange Street, San Bernardino Avenue, Alabama Street, Lugonia Avenue, Mountain View, and Redlands Boulevard through various routes (Routes 8, 15 and 19).

Due to the size of the Project and the employment of approximately 436 jobs to the Project Area, it would be expected that transit usage would increase. Accordingly, it would be expected that Omnitrans would serve the Project. At the time of this writing, the Project site plan does not identify a bus stop. However, mitigation is already proposed in the Draft EIR that would require the Project applicant to install an enhanced bus stop that would include amenities such as a shelter, signage, transit information, lighting, a trash receptacle, and direct pedestrian connection to the store entrance. The implementation of this Mitigation Measure TRANS-6a would ensure that adequate access to public transit is provided.

In addition, the City of Redlands East Valley Corridor Specific Plan identifies a trail system for the Project area. There is a proposed trail located along the east side of Mountain View Avenue trending southeast through the study area, and a proposed Class I bikeway trail located along the east side of California Street trending north-south. Given the proximity of bicycle facilities and nearby residential neighborhoods, it would be expected that some customers and employees would use bicycles to travel to the Project. To facilitate bicycle access, the Project will provide bicycle receptors throughout the Project site to facilitate both customer and employee bicycle storage. The provision of these bicycle storage facilities would ensure that adequate storage is available. Therefore, impacts would be less than significant.

Further, Mitigation Measure AQ-7 would encourage pedestrian use, which would decrease vehicle trips. Mitigation Measure AQ-8 requires that a Transportation Demand Program (TDM) be established, which would ensure that bus route information is contained on the Project site. Mitigation Measures AQ-9, AQ-10, and AQ-11 encourage bicycle use, which also decrease vehicle trips.

Specifics of the Omnitrans' Bus Stop will be further refined within the final design of the Project site plan, prior to development of the Project.

From: Al Kelley [mailto:flow.ak@hotmail.com]
Sent: Tuesday, January 17, 2012 1:47 PM
To: SHERLI LEONARD; Jeff Brandt; orci@cityofredlands.org; Orci, Oscar; City Council
Subject: Redlands Crossing comments

On December 15, 2011, 3 thousand Grebes crash landed into a lit Wal-Mart parking lot covered by a layer of snow that may have appeared as a lake surface. According to resource officials, this isn't the only time it had occurred. The Redlands Crossing Site is located less than a mile from the Santa Ana/Transverse Mountain Range migratory route. Canadian Geese, White Pelicans, and various shorebirds and raptors can be found in the vacant fields paralleling the Santa Ana seasonally. The Wal-Mart proposal, along with Redlands HS lighting, combines with artificial cloud cover from Mountain View Natural Gas Plant, to set up an even greater calamity and EIR fails to even mention it! There has never been a study OR an acknowledgement of the cumulative effects of wanton destruction of so much historically usable land for wildlife migration without ANY mitigation for their replacement with millions of sq. ft. of faceless empty megastores and 'logistic's' ghettos. The Redlands Crossing area seems to coalesce many of the mentioned-species because it's one of the few areas left, only impacted by discing that has resulted in the spread of seed base for species usage! I am including several still photos and video of Loggerhead Shrike (nesting there), Kestrel (on adjacent palms), Red-Tailed Hawk (nesting) in eucalyptus, Copper's Hawk (nest and roost site), Long-Eared Owl (preferring shrub on New York, but foraging on proposed site). Also Greater Egret foraging with Kildeer. The weed species draw large numbers of Lincoln, Vesper, Savannah, Pipets, and Horned Larks as well as Meadowlarks. Of note are the large number of Lawrence's, American, and Lesser Goldfinch that visit site to scrape hairs off Fiddleneck Phacelia to line their nests (speculation is it produces a contact dermatitus discouraging predators). Section 7.21 is clearly in conflict here with several of these nester's permanent residents. Of glaring omission and failure of biologists to either survey accurately or have the expertise warranted (for a 6000 pg. document) is seen in the presence of several Baccharis (Mulefat) and Live Oak species. Both are nesting for summer residents such as Anna's Hummingbird, Lazuli Bunting, Cassin's and Western Flycatcher. Section 3.4.4 discusses cumulative impacts and adverse effects of species, but the circumvention of CEQA during the Donut Hole scandal by the corrupt legislature payed off by developer's doesn't let Redlands off the hook.....Out of 200 acres destroyed so far, not 1 acre has been used for preservation or restoration. Wal-Mart has already destroyed 20 acres on Redlands Blvd. and got a $5,000,000 gift card from former Redland's officials. It is time for the City Council to act responsibly and, if this is allowed, to provide mitigation for the cumulative impacts produced. Honoring 'overriding consideration for a project of this magnitude is a society in imminent moral collapse! 1

Albert Kelley, POB 844, Redlands, Ca. 92373 909n 335-9528

Individuals

Letter KELLEY. Albert Kelley, 01/17/2012

Response to Comment KELLEY-1

The commentor states they provided a video and photographs of special status species as part of their letter. However, no videos and photographs were enclosed within the letter. The commentor covers various concerns regarding biological resources. Unified responses to each of the concerns raised are provided below:

Response: There are several developments with large parking areas in the vicinity of the project area including Citrus Plaza, Home Depot, and the Citrus Valley High School. There have been no reports of any large scale crash landings of migratory birds or waterfowl within the area.

In addition, the Project area is dominated by non-native species, which utilize the surrounding areas for foraging and nesting material. However, the Project site is generally vacant and regularly disked for weed abatement. Consequently, the Project site is in a disturbed condition and lack of suitable habitat strongly reduces the potential for non-native species to use this habitat for foraging and nesting. Further, migratory birds utilizing the Santa Ana/Transverse Mountain Range migratory route would not be significantly impacted due to the lack of suitable habitat at the Project site. However, as outlined within Section 3.4, Biological Resources, of the Draft EIR, the Project site contains approximately 0.25 acre of eucalyptus trees that will, presumably, be taken off the site. Ground clearance and vegetation removal (including the 0.25 acre of eucalyptus trees) could result in potential impacts to the nesting birds, as per Section 3503 of the State Fish and Game Code. Therefore, significant impacts could occur to nesting birds from the Project without implementation of appropriate mitigation measures. The project is required to adhere to the existing State and federal regulations pertaining to nesting migratory birds including:

- **Migratory Bird Treaty Act (MBTA):** The MBTA makes it unlawful to pursue, capture, kill, or possess or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union. As with the Federal Endangered Species Act (FESA), the MBTA authorizes the Secretary of the Interior to issue permits for incidental take.
- **Section 3503 of the State Fish and Game Code:** Section 3503 of the State Fish and Game Code states, “It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.”
- **Section 2080 and 2081 of the State Fish and Game Code:** Section 2080 of the State Fish and Game Code states that no person shall import into this state (California), export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission (State Fish and Game Commission) determines to be an

> endangered species or threatened species, or attempt any of those acts, except as otherwise provided in this chapter, the Native Plant Protection Act, or the California Desert Native Plants Act. Under Section 2081 of the State Fish and Game Code, the CDFG may authorize individuals or public agencies to import, export, take, or possess, any state-listed endangered, threatened, or candidate species. These otherwise prohibited acts may be authorized through permits or Memoranda of Understanding (MOU) if: (1) the take is incidental to an otherwise lawful activity; (2) impacts of the authorized take are minimized and fully mitigated; (3) the permit is consistent with any regulations adopted pursuant to any recovery plan for the species; and (4) the applicant ensures adequate funding to implement the measures required by CDFG. CDFG shall make this determination based on the best scientific and other information that is reasonably available and shall include consideration of the species' capability to survive and reproduce.

These regulations protect direct impacts to all the bird species that are referenced in the commentor's letter. The Mitigations Measure BR-1b is intended to avoid and minimize any impacts to any nesting bird species within the project area.

Nesting Birds

MM BR-1b Vegetation removal shall occur outside of the nesting bird season (February to August). If such avoidance is not feasible, the applicant shall have a qualified biologist survey for actively nesting birds within the nesting bird season. Any active nests identified shall have highly visible construction fencing installed not less than 100-feet (200-feet for birds of prey) of the active nests. Disturbance shall not occur within the buffer area until the biologist determines that the young have fledged.

A Loggerhead shrike was observed by LSA biologists during the 2005 survey. Loggerhead shrike is a State Species of Concern but is not afforded protection under the endangered species act. Mitigation Measure BR-1b will also ensure there are no impacts to nesting shrikes.

When the project site was surveyed in 2009, no Baccharis species, including mulefat (Baccharis salicifolia), or oak species including coast live oak (Quercus agrifolia) were observed. There are some trees including blue elderberry, English walnut and Peruvial peppertree on the site that may look similar to oaks.

Section 4.2.4 of the Draft EIR contains analysis of potential cumulative biological impacts (Section 4, Cumulative Impacts). Section 4, Cumulative Impacts, of the Draft EIR concluded that development of the Project and cumulative development would not have a significant cumulative impact to biological species. In addition, surrounding land uses include the following:

- **West:** Tennessee Street, an existing two-lane road forms the western boundary of the Project site. West of Tennessee Street is SR-210. The Citrus Plaza shopping center is located across SR-210 Freeway, west of the Project.
- **North:** San Bernardino Avenue, an existing two-lane road serves as the northern boundary of the Project site. North of San Bernardino Avenue is the extension of Tennessee Avenue, consisting of orchards and fallow lands.
- **East:** The Project site will be bounded on the East by the future extension of New York Avenue. East of the future extension of New York Avenue and west of Karon Street is a vacant and undeveloped area under common ownership with the Project site that will include limited offsite improvements that will be provided to support development of the Project (see discussion below under Subsection 2.2.1 below). A landscape buffer will be located on the west side of Karon Street, which is part of the off-site improvements as proposed by the Project. This landscape buffer is a requirement of the East Valley Corridor Specific Plan and Concept Plan No.4 (CP4), in order to buffer the Project from the residences on the east side of Karon Street. East of Karon Street is an existing single-family residential subdivision.
- **South:** The future extension of Pennsylvania Avenue is planned for a two-lane roadway, which will be located on the southern boundary of the Project site. South of the future extension is fallow agricultural land.

Therefore, the majority of the Project site is surrounded by development and does not provide for the long-term conservation of sensitive species. See Section 4 of the Draft EIR for further discussion regarding cumulative biological impacts.

Further, final comments raised by the commentor related to the store at Redlands Boulevard and to payments from Redlands officials. These comments do not raise any environmental impacts as they relate to the proposed Project under CEQA. Regardless, comments will be provided to appropriate decision-makers for consideration.

From: Frye [mailto:frac@sprintmail.com]
Sent: Sunday, January 08, 2012 2:59 PM
To: Irwin, Sam; Dalquest, Robert
Subject: Comments on DEIR for Redlands Crossing

Amanda Frye MS RD
12714 Hilltop Drive
Redlands, CA 92373
(909) 794-9526

Robert D. Dalquest
City of Redlands
Development Services Department
Planning Division
210 East Citrus Avenue
Redlands, CA 92373

Re: **DEIR** Redlands Crossing Center

January 7, 2012

Dear Mr. Dalquest:

The Draft EIR (DEIR) fails to point out that the unavoidable impacts to Air Quality and Transportation and Circulation can be mitigated by exploring alternatives to building the Redlands Crossing Center at the proposed location. **Returning the proposed land site to agriculture production will mitigate air quality, transportation and circulation impacts that would be caused by building the proposed Redlands Crossing Center. Better solutions and alternatives to this proposed plan are for the proposed Wal-mart to expand at its current location at California and Redlands Blvd and other proposed retail shops to occupy vacant built sites.** Redlands has many vacant retail spaces and the impact of another large vacant strip mall left by Wal-mart leaving the current location needs to be examined. Redlands already has many built retail structures that sets empty.

The proposed Redlands Crossing Center is not good land use planning especially when the project would destroy prime agricultural land. According to the USDA, the return of economic growth in 2010 should boost food demand therefore increasing the demand for agricultural products.

Redlands could capitalize on this increased demand for agricultural products both domestic and through international markets by returning the proposed site to Agricultural production. The one thing that everyone needs and will continue to need in the future is food. Redlands location to West Coast ports makes agricultural production even more attractive for exports to Asian countries where agricultural demand is growing. The EIR should examine the economic alternatives that can be derived from using the current site for agriculture production instead of the proposed urbanization.

The DEIR has identified significant effects associated with the proposed project that can be mitigated to levels that are less than significant in the following areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Traffic and Transportation, Utilities and Greenhouse Gas. Also identified are significant adverse and unavoidable impacts in the areas of Air Quality and Transportation and Circulation that will remain significant after mitigation. **Retaining the sites agricultural land provides protective health benefits and will help improve the Redlands deteriorating air quality. Furthermore, agribusiness brings new employment to the city whose economy is depressed after the community deviated from agribusiness support. The EIR fails to address these issues.** 1

The surveys of current agricultural land both city owned and private are not up to date and statistics need to use current data. The General Plan and EVCSP have been modified and amended repeatedly to suit wishes of the Building Industry and individual developers resulting in poor and piece meal planning. These modifications have skewed the planning process and have negatively impacted Redlands causing a very depressed economy that was based on construction and redevelopment funds. Much of the farmland data that is given in this DEIR is old from 1997 through 2009 before agricultural lands were destroyed through a rapid construction era that took place in the Inland Empire. **Current surveys need to be conducted to give a more accurate portrayal of current conditions and accurate current data.**

Urbanization of cropland irreversibly changes land use and the environment. The USDA sites concern over the urbanization of agricultural land. While protecting farmland helps to maintain cropland and production there are other benefits to preserving agricultural land. The USDA lists these "Environmental Amenities"

*Open Space
*Soil Conservation
*Biodiversity
*wildlife habitat
*recreational opportunities
*Scenic Vistas
*Isolation from Congestion
*Watershed Protection
*Ground water recharge
*Employment
*Diversified Local Economy

The EIR fails to considered the economic diversification of the local economy by reestablishing this land in agricultural production. Based on Redlands current economic conditions with high employment due to a decline in the construction industry, examining diversification in the economy by agribusiness seems extremely prudent. Building a new Super Wal Mart will only add more low paying jobs to this area instead whereas the alternative agribusiness establishes diversification of new jobs and food for export. 2

Areas in California that have maintained their agricultural lands have faired far better economically. Furthermore, the "Eat Local" food movement is growing offering a large domestic market for agricultural products. The USDA supports this movement through programs such as "Farm to School" Programs.

The EIR mislabels the fallow agricultural land as vacant land instead of following USDA terminology of " idle cropland." The term vacant land is very misleading especially when the site contains prime agricultural land that should be protected from urbanization. Cutting down an orchard/grove and leaving land fallow does not change the fact that the land is for agricultural use.

The USDA further expands the importance of cropland in a community as a Social amenity that maintains cultural heritage. Redlands has a strong cultural heritage founded in Citrus Production. Retaining this site as agricultural will further aid in Redlands Cultural heritage. Agricultural land and production provides scenic vistas to surround the community.

The Farm Bill of 1981 is the start of a federal effort to protect farmland from conversion to non-agricultural uses. The Federal Acts and implications of this agricultural land conversion were not adequately addressed in the DEIR for Redlands Crossing. The future impact of destroying potential agriculture land needs to be considered. Agribusiness is a multi billion dollar business. Agribusiness industry includes businesses that directly engage in or benefit form agricultural activities. Businesses in this industry may produce agricultural commodities or supply goods and services to the agricultural industry. This industry focuses on the food-supply chain up to, but does not include point of sale. By eliminating more agriculture land from the area Redlands is limiting business opportunities. 3

Local Measures U, Proposition R and Meaure N are ignored in this project violating the local voter initiatives. Although these Measures are discussed in section 3.2 they are completely ignored in analysis or mitigation. There is a significant impact to the environment and community by ignoring this section. Therefore the legal impact of this point should be considered. The USDA recommends local ordinances to protect agriculture land from being urbanized but the EIR fails to address these impacts for future generations.

Land use discussion fail to discuss the impact of urbanization of prime agricultural land and future needs for locally grown food. Redlands has a long history in agribusiness and export markets. This EIR has completely ignored the impact of a corporation purchasing land, destroying the agriculture then trying to claim vacant land instead of idle cropland. Once the prime agriculture land is destroyed by building it can never be replaced. These impacts are not addressed in the report.

There are no mitigation measures listed in 3.2 Agriculture Resources. This section needs to be revisited with up to date data, surveys and economic analysis. The impact of land use change really interrelates to multiple areas within this study including but not limited to aesthetics, economics, biology, noise, public services, traffic, and air pollution. The impact of leaving agriculture land intact for future food production and agribusiness should be examined.

Allowing Wal-Mart and other business to expand in current sites or already built structures should be examined and considered as better alternatives to destroying agricultural land the could help feed the community and the world.

Thank you for considering my comments.

Sincerely,

Amanda Frye MS RD

Letter FRYE. Amanda Frye MS RD, 01/07/2012

Response to Comment FRYE-1

The commentor states that Significant and Unavoidable impacts outlined within the Draft EIR may potentially be reduced if agricultural productions were to reoccupy the site.

Response: Impacts for agricultural productions at the Project site may be less than the Project impacts, except for Hydrology and Water Quality, Hazardous Materials and benefit of new employment opportunities would not be obtained if the site were developed as agriculture. Operation of agricultural productions at the Project site would require the use of pesticides, potentially affecting the water quality from polluted run-off and creating hazardous conditions. Mitigation would be recommended to reduce this type of impact at the site.

In addition, in accordance with CEQA Guidelines Section 15126.6, the Draft EIR contains a comparative impact assessment of alternatives to the Project (See Section 6, Alternatives). The primary purpose of this section is to provide decision-makers and the public with a reasonable range of feasible Project alternatives that could attain most of the basic Project objectives, while avoiding or reducing any of the Project's significant adverse environmental effects. Important considerations for these alternatives analyses are noted below (as stated in CEQA Guidelines Section 15126.6):

- An EIR need not consider every conceivable alternative to a Project;
- An EIR should identify alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process;
- Reasons for rejecting an alternative include:
  - Failure to meet most of the basic Project objectives;
  - Infeasibility; or
  - Inability to avoid significant environmental effects

Therefore, the two alternatives suggested by the commentor (i.e. to use the existing site for a different use and to use the existing nearby Walmart and simply expand it) were not analyzed as part of the Alternative Section due to the inability to attain most of the basic Project objectives, while avoiding or reducing any of the Project's significant adverse environmental effect.

In addition, the commentor states that agricultural data and land use references in the Draft EIR are outdated by nearly 10 years, such that the Draft EIR's analysis does not present the true impact of removing this parcel from agricultural production. However, as outlined within Section 3.2, Agricultural Resources, according to the City of Redlands General Plan, the Project site is not located in an agricultural preserve or currently used for agricultural production. However, according to the State's FMMP, the Project site is classified as having only approximately 9.70 acres of prime farmland, 0.15 acre of farmland of statewide importance, 35.68 acres of grazing land, and 0.10 acre of

urban built-up land. However, the FMMP requires that the land be irrigated and used for agricultural production within the past four (4) years to be considered prime farmland and farmland of statewide importance. The Project site has not been irrigated or in agricultural production for over nine (9) years. Consequently, the Project does not fall within prime farmland or farmland of statewide importance as per FMMP requirements.

Further, the Project site is zoned as CP-4 (Concept Plan - 4) per the East Valley Corridor Specific Plan (EVCSP), a designation of General Commercial District in Concept Plan No. 4 and a land use designation of Commercial within the City of Redlands General Plan, which is consistent with the Projects proposed uses. Consequently, the Project site has been planned for urban development as part of the EVCSP. Furthermore, the City of Redlands retains substantial areas of agricultural lands within the City. Specifically, substantial agricultural preserves exist in the City's Canyon areas; concentrated areas of agricultural lands remain in the northern areas of the City; and the City maintains broad areas for Citrus production throughout the City. This is further confirmed by the City's General Plan, which demonstrates that many agricultural lands remain within the City (see Redlands Planning Area MEA Figure 5.2, Agricultural Lands). Implementation of the Project will therefore have a less than significant impact to the conversion of prime farmland, unique farmland, or farmland of statewide importance.

The commentor also expresses concern regarding potential financial impacts relating to operation of the Project. This comment does not relate to an environmental impact, but instead concerns economics, economic diversification, and cultural heritage related to agriculture as it relates to agribusiness. Such comments do not relate to the “environment” as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment FRYE-2

The commentor states that the Draft EIR fails to considered the economic diversification of the local economy by reestablishing this land in agricultural production. Based on Redlands current economic conditions, with high employment due to a decline in the construction industry, examining diversification in the economy by agribusiness seems extremely prudent. Building a new Super Walmart will only add more low paying jobs to this area instead whereas the alternative agribusiness establishes diversification of new jobs and food for export.

Response: This comment does not relate to an environmental impact, but instead concerns economics, economic diversification, and cultural heritage related to agriculture as it relates to agribusiness. Such comments do not relate to the “environment” as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5; State CEQA Guidelines, § 15064(e)). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration. In addition, implementation of the Project would be expected to create approximately 206 new job positions. This includes the creation of 85 new job positions at the new Walmart store

and approximately 121 new job positions for Parcels 1 to 9. In addition, 230 of the existing jobs at the existing Walmart store would be moved to the new Walmart store, from the potential closure of the existing Walmart store. Consequently, the Project would provide an overall of 436 jobs at the Project site.

Response to Comment FRYE-3

Generally, the commentor states that areas in California that have maintained their agricultural lands have faired far better economically.

Response: This comment does not relate to an environmental impact, but instead concerns economics, economic diversification, and cultural heritage related to agriculture as it relates to agribusiness. Such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5; State CEQA Guidelines, § 15064(e)). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

The commentor states the EIR mislabels the fallow agricultural land as vacant land instead of following USDA terminology of " idle cropland." However, in order to be shown on FMMP's Important Farmland Maps as Prime Farmland and Farmland of Statewide Importance, land must meet the following criteria:

> The soil must meet the physical and chemical criteria for Prime Farmland or Farmland of Statewide Importance as determined by the USDA Natural Resources Conservation Service (NRCS). NRCS compiles lists of which soils in each survey area meet the quality criteria.

Therefore, FMMP's maps are based on USDA Natural Resources Conservation Service data. In addition, as outlined within Section 3.2.5 of the Draft EIR, according to the State's FMMP, the Project site is classified as having approximately 9.70 acres of prime farmland, 0.15 acre of farmland of statewide importance, 35.68 acres of grazing land, and 0.10 acre of urban built-up land. Consequently, the Project site is not located within an area categorized as "Other Land" which includes vacant land. Agricultural impacts analyzed within the Draft EIR are therefore accurate.

The commentor states that the Farm Bill of 1981 is the start of a federal effort to protect farmland from conversion to non-agricultural uses. The Federal Acts and implications of this agricultural land conversion were not adequately addressed in the DEIR for Redlands Crossing. Congress enacted the Farmland Protection Policy Act (FPPA) as a subtitle of the 1981 Farm Bill. The purpose of the law is to "...minimize the extent to which Federal programs contribute to the unnecessary conversion of farmland to nonagricultural uses..." (P.L. 97-98, Sec. 1539-1549; 7 U.S.C. 4201, et seq.). The Project will not use federal programs nor is it apart of a federal program and does therefore not apply to the proposed Project.

The commentor also states that the land use discussion fails to discuss the impact of urbanization of prime agricultural land and future needs for locally grown food. See discussion under Response to Comment FRYE-1, which discusses the lack of impacts to agricultural resources within the City of Redlands.

Further, local Measures U, Proposition R, and Measure N are addressed within Section 3.2, Agricultural Resources of the Draft EIR. As concluded within the Draft EIR, a growth control zoning ordinance within the City of Redlands known as Proposition R, as amended by Measure N, purports to allow residential units (excluding congregate and single room occupancy units) to be built within the City provided with service connections located in the County and later to be annexed into the City. The Project does not propose to develop residential uses within the Project site. Therefore, the City's Proposition R and Measure N are not applicable to this Project.

According to the City of Redlands Measure U Referendum (December 12, 1997), the purpose and intent of this initiative measure is to establish comprehensive and inviolable principles of managed development for the City of Redlands that will preserve, enhance, and maintain the special quality of life valued by this community. The principles of managed development established by this initiative measure assure that future development within the City of Redlands occurs in a way that promotes the social and economic well-being of the entire community.

This initiative measure is consonant with and furthers the purpose and intent of Proposition R, approved by the voters in 1978, and Measure N, approved by the voters in 1987 with regard to the preservation of agricultural land. However, as previously discussed, the Project site is zoned as CP-4 (Concept Plan - 4) per the East Valley Corridor Specific Plan (EVCSP), a designation of General Commercial District in Concept Plan No. 4 and a land use designation of Commercial within the City of Redlands General Plan, which is consistent with the Projects proposed uses. Consequently, the Project site has been planned for urban development as part of the EVCSP since its adoption in 1989. Furthermore, the City of Redlands retains substantial areas of agricultural lands within the City. Specifically, substantial agricultural preserves exist in the City's Canyon areas; concentrated areas of agricultural lands remain in the northern areas of the City; and the City maintains broad areas for Citrus production throughout the City. This is further confirmed by the City's General Plan, which demonstrates that many agricultural lands remain within the City (see Redlands Planning Area MEA Figure 5.2, Agricultural Lands). Implementation of the Project will therefore have a less than significant impact to the conversion of prime farmland, unique farmland, or farmland of statewide importance.

Finally, Section 3.18 of the Draft EIR provides a detailed assessment related to the potential for the proposed Project to result in any adverse physical changes to the environment caused by urban decay. The analysis supports the conclusion that the proposed Project will not have a substantial impact on the physical environment as it relates to urban decay impacts under CEQA.

The commentor states that the Farm Bill of 1981 is the start of a federal effort to protect farmland from conversion to non-agricultural uses. The Federal Acts and implications of this agricultural land conversion were not adequately addressed in the DEIR for Redlands Crossing. However, the 1981 Farm Bill was the 4-year omnibus farm bill that continued and modified commodity programs through 1985. It set specific target prices for 4 years, eliminated rice allotments and marketing quotas, lowered dairy supports, and made other changes affecting a wide range of USDA activities. Congress enacted the Farmland Protection Policy Act (FPPA) as a subtitle of the 1981 Farm Bill. The purpose of the law is to "...minimize the extent to which Federal programs contribute to the unnecessary conversion of farmland to nonagricultural uses..." (P.L. 97-98, Sec. 1539-1549; 7 U.S.C. 4201, et seq.). The Project will not use federal programs nor is it apart of a federal program and does therefore not apply to the proposed Project.

17 January 2012

Robert Dalquest, AICP
Assistant Community Development Director
City of Redlands Community Development Department, Planning Division
35 Cajon Street
Redlands, CA 92373

Mr. Dalquest:

I have read through the Urban Decay section of Wal-Mart's EIR several times and, as a citizen of Redlands, I am concerned both about what is in this report and what has been left out or elided. I appreciate the City's need to raise revenues in these trying economic times but fear that short-term requirements have taken precedence over a long-term vision for the development of our City. Over the years, many studies have been undertaken to document the effects of Wal-Mart stores and supercenters and the overwhelming evidence is that the effects of this giant retailer have not been good for the surrounding communities or the communities in which they are located. 1

According to the EIR (3.18.2 - Environmental Setting), urban decay is generally defined as, among other characteristics, visible symptoms of physical deterioration that invites vandalism, loitering, and graffiti that is caused by a downward spiral of business closures and long-term vacancies. The EIR states, "As indicated in the cumulative analysis, the planned and pending aggregate retail development would absorb all of the residual demand through 2022, which could delay the reuse of the existing Walmart store. Based on TNDG's knowledge, the relative success in reusing closed Walmart stores for other retail uses represents a "mixed bag" of sorts, with some successfully reconfigured for other retail stores while others have remained vacant now for two to three years." The long-standing policy of Wal-Mart to leave vacated locations empty would negatively impact the Redlands Boulevard/California Avenue site and urban decay would quickly ensue. Given that the area already is a magnet for loitering with the homeless encampment in the groves behind the shopping center, the closure of that Wal-Mart location and its subsequent abandonment would definitely increase the rate of business closures, deter other business from moving in, raise vandalism and graffiti concerns, and cause decay in the surrounding residential areas. How does the City of Redlands plan to address this situation? 2

RECEIVED
JAN 17 2012
By

Recent California court decisions (*Bakersfield Citizens for Local Control v. City of Bakersfield; Panama 99 Properties, LLC, and Castle & Cooke Commercial-CA, Inc.*, and *Anderson First Coalition, et al. v. City of Anderson, et al. and FHK Companies, et al.*) mandate that a CEQA review address urban decay and that this review have a factual rather than a legal basis. The EIR submitted by Wal-Mart for the proposed supercenter does not address the issue of urban decay factually. Will the City of Redlands require Wal-Mart to supplement the existing EIR and address the issue of urban decay factually? 2 CONT

Evidence from across the country suggests that urban decay is an integral factor associated with Wal-Mart's vision of growth. In the October 1996 issue of *Wal-Mart Today,* an internal company newsletter, Tom Coughlin, executive vice president for operations, summed up the approach: "At Wal-Mart, we make dust. Our competitors eat dust." This is a destructive philosophy which does not encompass Redlands' vision of development. How can the Redlands City Council reconcile the two approaches? 3

The EIR states "With respect to the RRTA [Regional Retail Trade Area], it is possible – as described above – that the market could become overbuilt during the period from 2013 through 2022 if all of the aggregate retail development planned by the proponents comes on line during that period. If an overbuilt retail environment does develop, there would be a potential for business failures with resulting closures of retail facilities in the trade area." The document continues with a disclaimer that potential effects cannot be evaluated in relation to urban decay. However, if the evidence of other cities and towns is assessed, there are no doubts as to the urban decay resulting from Wal-Mart expansions. Why does the City Council of Redlands entertain the possibility of such destruction? 4

The Draft Environmental Impact Report on the planned 165,000-square-foot Tehachapi Wal-Mart Supercenter acknowledges that the retail establishment will bring economic hardship upon some existing stores. The Supercenter, which includes 34,293 square feet for grocery sales, may draw away so much business from Albertson's and Save Mart that one will go under, said the report, prepared for the city by the Natelson Dale Group, Inc., of Yorba Linda, Calif. However, when employed by Wal-Mart, the same firm finds no adverse impact from the proposed supercenter here in Redlands. What are the differences? Why does the City Council believe Redlands will be spared the adversity faced by other cities and towns invaded by supercenter Wal-Mart facilities? 5

RECEIVED
JAN 17 2012
By

Lawyers have sued more than 30 cities that approved the 200,000-square-foot combination grocery and department stores, claiming local officials hungry for sales taxes have miscalculated their environmental consequences. All across the country study after study by reputable academics and economists documents the devastation of business, resulting urban decay, negative impact on jobs and wages, and general malaise which ensues when Wal-Mart moves in. Why, since a viable Wal-Mart already exists, does this City need to invite the deleterious effects of oversaturation of the marketplace, congestion, increased crime, more abandoned space, and denigration of workers that are all hallmarks of this corporate giant's infiltration and expansion? 6

I respectfully suggest that the City Council of Redlands re-evaluate its decision to go forward with plans for a Wal-Mart supercenter, study the effects on other locations when one is built, impartially assess the evidence of deterioration in other places, and determine that Redlands does not require this type of development for future growth. Our City cannot afford to lose its unique character for the sake of short-term budget considerations. We deserve more.

Thank you for your consideration of my concerns.

Respectfully,

Ande Spencer

RECEIVED
JAN 17 2012
By

Letter SPENCER. Ande Spencer, 01/27/2012

Response to Comment SPENCER-1

Although not specifically commenting on the Draft EIR, the commentor states that "many studies have been undertaken to document the effects of Walmart stores and supercenters and the overwhelming evidence is that the effects of this giant retailer have not been good for the surrounding communities or the communities in which they are located."

Response: None of the "many studies" referenced in the commentor's letter are cited in the comment, accordingly, the relevance/applicability of these studies cannot be evaluated. This comment does not raise any substantive issues related to environmental impacts under CEQA, and no further response is required. (*Browning-Ferris Indus. v. City of San Jose* (1986) 181 Cal.App.3d 852 [where a general comment is made, a general response is sufficient].)

Response to Comment SPENCER-2

This comment focuses on the potential for the closed Walmart store to cause urban decay in Redlands. It specifically asserts that "[t]he long-standing policy of WalMart to leave vacated locations empty would negatively impact the Redlands Boulevard/California Avenue site and urban decay would quickly ensue".

Response: This assertion is provided without any evidence, other than citing the worst-case finding in the Draft EIR that the market could become overbuilt during the period from 2013 through 2022 if all of the pending retail development considered in the cumulative impacts analysis comes on line during that period. As is emphasized in the Draft EIR, a more likely cumulative scenario is that retail market conditions would result in a more gradual buildout of planned retail development, such that the pace of retail development would more closely follow the growth in retail demand.[1] Contrary to the commentor's assertion, the Draft EIR provides evidence that the Walmart store would not be abandoned, as indicated in the five reuse examples on Table 3.18-12. Moreover, as documented in Response Moore-5, Walmart actively markets closed stores for sale and for reuse, as opposed to abandoning them.

Finally, this comment indicates that "[t]he EIR submitted by Walmart for the proposed supercenter does not address the issue of urban decay factually." First, Walmart did not submit the Draft EIR; it was prepared for the City of Redlands by Michael Brandman Associates with the urban decay study completed by TNDG. Second, the commentor is referred to pages 3.18-13 to 3.18-32 for factual analysis of the Project's potential effects on urban decay .

[1] This finding is consistent with the developer's plans for the planned Mountain Grove project – the previously proposed 595,000 square foot shopping center, which has been put on hold indefinitely due to current market conditions and limited interest from potential tenants.

Response to Comment SPENCER-3

This comment states "[e]vidence from across the country suggests that urban decay is an integral factor associated with Walmart's vision of growth."

Response: The only evidence for this claim is commentor's citation to an apparent quote from a Walmart representative in a 1996 internal company newsletter. The quote attributed to the representative is "At Wal-Mart, we make dust. Our competitors eat dust." Irrespective of whether this statement was actually made 18 years ago, or in what context it might or might not have been made, it is has no real connection to the issue of urban decay as it relates to CEQA.

Response to Comment SPENCER-4

This comment concerns potential cumulative impacts to the market based on all known planned and proposed retail development/reuse projects (including the existing Walmart building) in the trade area.

Response: As noted on page 3.18-30 of the Draft EIR, the market could become overbuilt during the period from 2013 through 2022 if all of the aggregate retail development planned by the proponents comes on line during that period. Contrary to the commentor's claim, however, the Draft EIR does not provide a "disclaimer that potential [cumulative] effects cannot be evaluated in relation to urban decay." For clarification, the following is excerpted from page 3.18-30:

> If an overbuilt retail environment does develop, there would be a potential for business failures with resulting closures of retail facilities in the trade area. However, most of the future tenants of the planned retail Projects have not yet been identified. As such, it is currently not possible to identify which retail categories might become overbuilt, or to identify existing businesses in those categories, which might be forced to close. Therefore, any attempt to identify specific vacancies, which might result, or to determine the potential for physical deterioration or urban decay, would be speculative in this context. For purposes of evaluating CEQA impacts, it is not required or valid to engage in speculative analysis.

The Draft EIR also acknowledges that this finding is under highly unlikely, worst-case conditions in which all of the planned and proposed projects would come online during this period. A more likely cumulative scenario is that retail market conditions would result in a more gradual buildout of planned retail development, such that the pace of retail development would more closely follow the growth in retail demand. Confirming that this is the more likely case, the Mountain Grove project, which accounts for more than 50 percent of the total planned and proposed space (see Table 3.18-8), has been indefinitely postponed due to current market conditions and limited interest from potential tenants.[2]

[2] See "Majestic VP talks Sports," Redlands Daily Facts, March 4, 2010.

The commentor concludes with the statement that "if the evidence of other cities and towns is assessed, there are no doubts as to the urban decay resulting from Wal-Mart expansions." No examples of these cities and towns are provided, thus preventing any evaluation of this claim.

Response to Comment SPENCER-5

This comment cites an urban decay study for a proposed Walmart store in the City of Tehachapi that was previously prepared by TNDG. The comment states that TNDG concluded that one of the two existing supermarkets in Tehachapi would close as result of the development of the proposed Walmart.

Response: This is not quite correct, as the report stated that the proposed project could potentially cause one of the existing supermarkets to close due to reduction in store sales. The Tehachapi Urban Decay Study also provided substantial evidence that both existing stores could continue to operate after the opening of the Walmart store. For purposes of CEQA, however, the Tehachapi study analyzed worst-case impacts, in which one supermarket would potentially close.

The two trade areas (Tehachapi and the Project) are different in a number of ways, and there is no basis to assume that the potential impacts would be identical.. For one, Tehachapi is a much smaller (and geographically isolated) trade area, and one in which impacts would be absorbed by only two existing supermarkets. In contrast, Redlands serves a much larger trade area, and one in which grocery sales impacts would be spread over a much larger number of existing supermarkets.

It should also be noted that TNDG was not employed by Walmart to complete the urban decay study, as suggested by the commentor. TNDG was engaged by MBA as a sub-consultant to prepare the urban decay section of the Draft EIR on behalf of the City of Redlands. The Urban Decay analysis provides a fact-based, conservative, and independent account of the potential environmental impacts as requiring pursuant to CEQA.

Response to Comment SPENCER-6

The commentor claims that "[l]awyers have sued more than 30 cities that approved the 200,000-square-foot combination grocery and department stores, claiming local officials hungry for sales taxes have miscalculated their environmental consequences."

Response: The commentor does not provide any references to these cities, nor how many of the lawsuits, if any, were successful. In any event, the statement has no bearing on the findings in the Draft EIR's urban decay study. This comment concludes with another sweeping statement: "All across the country study after study by reputable academics and economists documents the devastation of business, resulting urban decay, negative impact on jobs and wages, and general malaise which ensues when Wal-Mart moves in." Again, the commentor cites "study after study," but provides no references to these studies. Thus, it is impossible to evaluate any potential claims in the context of evaluating the potential for urban decay in Redlands. The Urban Decay analysis provides a fact based, conservative, and independent account of the potential environmental impacts

as requiring pursuant to CEQA. In addition, the Draft EIR provides a detailed market analysis specific to Redlands indicating sufficient demand for the Project and to re-occupy the existing Walmart store.

Dalquest, Robert

From: Pastor Anita Fuentes [anita@emoaf.org]
Sent: Sunday, January 15, 2012 1:53 PM
To: Dalquest, Robert
Cc: City Council
Subject: Very Important email concerning DEIR from residents in the City of Redlands on Ashley Way

Hello,
My name is Anita Fuentes and my husband, 6 children and I are residents on Ashley Way in Redlands, CA. We are sending this email with regard to the proposed Walmart Supercenter coming to Redlands, CA. We literally live down the street from where the Walmart is expected to go up. Many concerns we have are as follows: 1

* Increase in traffic in our quiet neighborhood where all of our children play. 2
* Significant loss of business within our local community, i.e., grocery stores (including Rancho, Vons and Stater Bros.) thrift stores, and the small business district located in downtown Redlands. 3

The loss of significant business will result in businesses shutting down, lay-offs, higher unemployment and much more for the small business owner.

Redlands is an outstanding community and City to live and we believe that Redlands, deserves better and the residents of Redlands deserve better. We deserve a say as to this proposed move in making our objective clear, we are NOT interested in a Walmart SuperCenter in the city of Redlands.

A couple of years ago there was a lady who worked for Walmart in Redlands asking people to sign their petition in expanding their Walmart to a Supercenter. When I was approached I declined stating that it would result in loss of business and possible small business closures in the area which would be devastating to many. Her response, "that's okay because they can come and work for Walmart."

Really! I was appalled. I am no small business owner but I know well enough that a person who has worked hard to live the American dream of owning their own business will not be the least bit ecstatic at losing their business and getting paid minimum wage to work for a company that took them out of business. 4

ALOT of our small businesses offer and sell products that are American made. Yes the cost may be higher but it is American made and it helps boost our economy making it well worth it. Walmart on the other hand is a very large retailer that purchases much of its product from China and thus can offer products at much lower prices, which can and most likely will drown out the competition along with stifling our economy while making Chinas economy more robust.

Whats left? Business owners closing shop and a bunch of abandoned stores in the City of Redlands. Along with this, 24 hour Walmarts are famous for attracting many who are pan handlers and homeless. Will this increase the City of Redlands value? Will this make Redlands appealing to fresh home buyers, to the tourists, to the new business owners? What about the parents paying for their childrens college tuition who may be considering the University of Redlands. The trendiness and urban lifestyle look may very well be a thing of the past if this Supercenter moves in resulting in loss of enrollments for the University of Redlands in as little as a couple of years if the Walmart proposal goes through.

I pray this email opens the eyes of those who are the decision makers in the City of Redlands. May God Almighty lead you all in this very important decision making process and may you all be given the strength to quench the very temptation of being led by any amount and/or offer of money from those who are clearly not interested in keeping the American way.

Most Sincerely,
Anita Fuentes
Evangelist of EMOAF and Pastor of Anita's House

EMOAF & Anita's House
Non-Profit Organization
PO Box 9742
Redlands, CA 92375
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www.anitashouse.org
YouTube/Facebook

Letter FUENTES. Anita Fuentes, 01/15/2012

Response to Comment FUENTES-1

The proximity of the commentor's residence to the proposed project is noted, no response is required.

Response to Comment FUENTES-2

The comment indicates she is concerned regarding the potential for increased traffic in the neighborhood, and the implied potential for conflicts with children/pedestrians in the area.

Response: Traffic impacts were thoroughly analyzed in Section 3.15, including the potential for conflicts with pedestrians and potential for road hazards. Although the commentor's concerns regarding traffic and traffic safety reflected in this comment will be taken into consideration by City of Redlands decision-makers, this comment does not specifically address the adequacy of the environmental analysis contained in the Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment FUENTES-3

The comment expresses concern regarding the loss of business in the area.

Response: Please see Response GUZMAN 2.

Response to Comment FUENTES-4

The comment identifies a variety of reasons that reflect the commentor's position that the proposed project should not be approved.

Response: Although the opinions reflected in this comment will be taken into consideration by City of Redlands decision-makers, this comment does not specifically address the adequacy of the environmental analysis contained in the Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088.)

1-5-12

Redlands Planning Commission
Redlands City Council
C/O Robert Dalquest, AICP

The DEIR for the proposed Walmart Super-center fails to apprehend the key planning component that should be central to all Redlands efforts. That component is known as "Smart Growth." Its central principle is that accessible "village centers" (usually anchored by grocery stores but including many other retail and service outlets - barbershops, opticians, pharmacys, hardware stores, etc. -) should be scattered around town. This makes for easier access, promotes walkable neighborhoods, reduces traffic and time spent in vehicles, etc. 1

This situation still obtains to a large degree in Redlands, although, regrettably we have lost our small hardware stores (and now drive to the giant, monopolistic outlets). Part of the famous "Walmart effect" that is inflicted on communities is the defeat of this tenet of Smart Growth; these scattered grocery centers and their ancillary business would, not so slowly, be brought to their knees and then to failure. The Albertsons center is allready having trouble. Vons, Stater 2

Bros., and the others would all be in serious jeopardy. Our downtown business core would be further depressed. 2 CONT

This DEIR fails to account for all of this adequately. We should be committed to the vision of scattered community centers not simply out of a sense of aesthetics but because it makes more sense, and, it keeps far more money in the local community. That should be a deciding factor. 3

The DEIR admits that the traffic impacts cannot be mitigated. It also states that the air quality impacts cannot be mitigated. I believe the big box business model is wrong for our ~~community~~ town. Let the current Walmart remain where it is and we won't have ~~any~~ more traffic and air quality impacts to be dealt with. And we may be able to retain our sense of community. 4

Sincerely,

Brian Roche
31576 Highview Dr.
Redlands, CA. 92373

909-794-7531

Letter ROCHE. Brian Roche, 01/05/2012

Response to Comment ROCHE-1

The commentor expresses the opinion that smart growth principles should be applied by the City.

Response: The potential for land use impacts are fully addressed in Section 3.9 of the Draft EIR. The proposed project would be consistent with applicable land use designations for the proposed site. In addition, the Traffic Impact Analysis assumed that there would be an internal capture of 10 percent for all uses. Internal capture is a percent reduction attributed to trips internal to the site; trips may be made between individual retail uses onsite and can be made either by walking or using internal roadways without using external streets. Further, Mitigation Measure AQ-7, as outlined below, will require smart growth as part of the design of the Project, and no further response is required.

MM AQ-7 The Project shall incorporate pedestrian pathways between onsite uses. Site design and building placement shall provide pedestrian connections between internal and external facilities. Physical barriers such as walls, berms, landscaping, merchandising, and slopes that impede bicycle or pedestrian circulation shall be eliminated. Sidewalks shall be a minimum of five feet wide.

Response to Comment ROCHE-2

The comment raises issues associated with urban decay and the potential for economic impacts.

Response: Please see Response to Comment GUZMAN-2.

Response to Comment ROCHE-3

The commentor expresses support for smart growth principals and concern for potential for economic impacts.

Response: Please see Response to Comment ROCHE-1, above regarding the commentor's discussion of the need to apply smart growth principals. Additionally, the commentor raises further concerns regarding the potential for economic impacts, which are discussed in Response to Comment GUZMAN-2.

Response to Comment ROCHE-4

The comment accurately describes the significant and unavoidable air quality and traffic impacts that were identified in the Draft EIR.

Response: Although the opinions of the commentor regarding the merits of the project expressed in this comment will be taken into consideration by City of Redlands decision-makers, no specific deficiencies in the environmental analysis are identified in the comment, and no further response is required. (See State CEQA Guidelines, § 15088.) In addition, see Response to Comment ISENBERG-2 through 4 for responses regarding impacts and use of the existing Walmart versus the proposed Walmart.

January 16, 2012

Dear Mr. Dalquest, AICP.

I have concerns regarding the Redlands Crossing project which includes a Walmart super center.

I understand that the DEIR reports ways to mitigate problems with the building of a super Walmart. How can Walmart provide easy access to its super center? if ways to pay to mitigate traffic problems are uncertain? (Executive Summary page 6) 1

I am concerned with air quality (Executive Summary p.5) How would Walmart mitigate smog? Why should citizens of Redland accept more smog? 2

I am concerned that a store
that sells fire arms is so close
to Citrus Valley High School
A super center - Walmart -
is not good for Redlands!

Thank you for your attention.

Carol Buchanan

3

Letter BUCHANAN. Carl Buchanan, 01/16/2012

Response to Comment BUCHANAN-1

The commentor expresses concern regarding potential impacts from access to the Project site.

Response: Access to the proposed project site are identified in Section 2.2.2 of the Draft EIR, and evaluated in Section 3.15 (Transportation and Traffic). Mitigation for potential traffic impacts is identified in Section 3.15, however a significant and unavoidable impact related to operational traffic is identified. In addition, a Mitigation Monitoring and Reporting Plan (MMRP) will be prepared for recommended mitigation measures to assure that the mitigation measures contained in the Final EIR, are properly implemented according to State law. The MMRP identifies measures incorporated into the Project that reduce its potential environmental impacts, the entities responsible for implementation and monitoring of mitigation measures, and the appropriate timing for implementation of mitigation measures. As described in Section 15097 of the State CEQA Guidelines, the MMRP employs both reporting on and monitoring of project mitigation measures.

The objectives of the MMRP are to:

- Assign responsibility for, and ensure proper implementation of, mitigation measures;
- Assign responsibility for, and provide for monitoring and reporting of compliance with mitigation measures; and
- Provide the mechanism to identify areas of non-compliance and the need for enforcement action before irreversible environmental damage occurs.

Response to Comment BUCHANAN-2

The commentor expresses the opinion regarding air quality impacts upon operation of the Project.

Response: Air quality impacts are thoroughly discussed in Section 3.3 of the Draft EIR, and mitigation (where feasible) is identified in order to reduce the level of significance related to air quality impacts. However, a significant and unavoidable air quality impact is identified for the proposed project as feasible mitigation is not available to reduce all air quality impacts.

Response to Comment BUCHANAN-3

This comment raises the commentor's concerns regarding the sale of firearms in close proximity to Citrus Valley High School.

Response: See Response to Comment JULAGAY-2.

Chanel Emershy
358 Campbell Ave.
Redlands, CA 92372

January 17, 2012

Robert Dalquest, AICP
Assistant Community Development Director
City of Redlands Community Development Department, Planning Division
35 Cajon Street
Redlands, CA 92373

Dear Mr. Dalquest:

As a lifetime resident of Redlands, I am deeply concerned with the future of the city as it is integrally tied to my own. For this reason, I have decided to review the EIR for the Super Wal-Mart. There are a number of issues that I've identified with the report that I request you to review. Please feel free to contact me to discuss this matter.

The one thing that jumps out as very concerning is that the NOP date used is February 2009. The use of the area surrounding the proposed development site has significantly changed since then, with Citrus Valley High School (CVHS) opening in August of that year. The opening of the school was imminent in February 2009, which makes this omission alarming. To any person going onsite for surveys, the school construction would have been obvious. This a relevant change that I would like considered as part of the EIR. Given the significant tax-payer investment into an educational institution, I want that to be taken into account as development is reviewed for neighboring properties. Will the educational institution be adversely impacted by allowing a Super Wal-Mart to operate directly outside its doors? If so, how will the students and the tax-payers be compensated? There cannot be zero impact and I would like to know what the impact is. 1

The other concern I would like addressed is that of Texonia Park. It is my understanding that the park will be altered. How will the park be altered and why? This park is heavily used and any change to it should be known to the public. Has the use of the park been considered? What is the value of recreation for the surrounding community? How will that value be diminished and what will be done to compensate those adversely affected? We all know that this development is being proposed in one of the poorest neighborhoods of Redlands. How is it fair to give those people more traffic, pollution, diminish their open space, and in countless ways erode their quality of life? Let's not add insult to injury by taking altering their park space. 2

Regards,

Chanel Emershy

Letter EMERSHY. Chanel Emershy, 01/17/2012

Response to Comment EMERSHY-1

The comment raises issues regarding the potential impacts to the Citrus Valley High School.

Response: Impacts to the Citrus Valley High School are discussed in Response to Comment SWAN-1.

Response to Comment EMERSHY-2

The comment raises issues regarding the alteration to Texonia Park and the potential for impacts to Texonia Park.

Response: The project will not alter Texonia Park and will therefore have no effect on Texonia Park. Currently, Texonia Park is located approximately 0.21 mile to the east of the Project site. Due to the distance to the Project site, no impacts to Texonia Park are anticipated.

Chris Woods

1374 Church St

Redlands, CA 92374

01/02/12

Robert D. Dalquest

Assistant Development Services Director

City of Redlands, Planning Division

210 E. Citrus Ave, Redlands Ca 92373

Dear Mr. Dalquest.

I am writing to on behalf of both myself and numerous concerned citizens of Redlands regarding the recently released draft environmental impact report concerning the proposed Wal-Mart shopping center to be located on the corner of Tennessee and San Bernardino Ave.

The report states clearly that "significant adverse and unavoidable impacts in the areas of air quality, transportation, and circulation" will "remain significant after mitigation." It goes on further to point out the inevitable abandonment of the Wal-Mart location already located within the city of Redlands, which will lead to the closure o the surrounding satellite businesses and blighting of the area.

If people wish to shop at Wal-Mart, then there is already a location in Redlands. If they want a Super Wal-Mart, all they have to do is drive 5 minutes down the freeway to Highland. I see no benefit to the people in Redlands and most especially the immediate surrounding area of the proposed site, of blighting on location, only to negatively impact yet another location just so we can install yet another strip mall. If Redlands is really interested in having Wal-Mart help to improve the quality of life and increasing tax revenue, then they should pressure Wal-Mart to redevelop and improve the existing location. 1

Thank you for your time, and please keep in mind the long term impact of this plan versus the short term "benefits."

Sincerely,

Chris Woods

Letter WOODS. Chris Woods, 01/07/2012

Response to Comment WOODS-1

The comment raises issues regarding improvements to the existing Walmart store.

Response: Improvements to the existing Walmart (Store No. 1693) located at 2050 West Redlands Boulevard were analyzed within Section 3.16, Urban Decay, of the Draft EIR. Due to the land use constraints at the existing Walmart location (inconsistency with the City Code pertaining to width and movement for delivery trucks within the existing Walmart store), expansion of the existing Walmart to a Walmart Supercenter would not be feasible. Therefore, although likely to close once the new store opens, since both stores service similar geographic areas, the timing of the closure of the existing Walmart store is unknown. Although Walmart will seek to re-tenant the store once it vacates, the timing of the establishment of a new tenant(s) is also unknown. Therefore, upon development of the Project, the existing Walmart could be either vacant (due to no replacement tenants) or could be re-tenanted upon Opening Year 2013. Consequently, this Draft EIR analyzes potential "worst-case" impacts with respect to the existing Walmart store. For example, analysis of Air Quality, Greenhouse Gases, Noise, and Traffic will assume the existing Walmart to be re-tenanted upon Opening Year 2013. In this case, impacts will be worst-case in that both stores will be occupied and will emit greater air and greenhouse gas emissions and increased noise and traffic levels. In contrast, the analysis of Urban Decay estimates the scenario that the existing Walmart site will be vacant upon Opening Year 2013. In this case, impacts would be worst-case in that the existing store could potentially be closed long-term and potentially create urban decay for the surrounding area.

Please see response to the ISENBERG comment letter for additional information regarding Urban Decay impacts from development and operation of the proposed project.

Christine Roque
940 Texas Street
Redlands, CA 92374

RECEIVED
JAN 17 2012
By

January 16, 2012

Robert Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
PO Box 3005
Redlands, CA 92373

Dear Mr. Dalquest:

I am writing in regards to the Draft Environmental Impact Report for the Redlands Crossing Project which includes a 215,000 square foot, 24 hours per day, 7 days a week Walmart Supercenter. I oppose a Walmart Supercenter of this size and magnitude coming into my North Redlands neighborhood and negatively impacting me and thousands of neighbors. 1

According to the executive summary for the Redlands Crossing Project DEIR, the project will result in the following **significant, unavoidable** impacts: increased air pollution and much more traffic. It is not acceptable for my family and many hundreds of other families to be subjected to these negative impacts so that the largest retailer in the world can do business as usual.

Section 3.3-Air Quality of the Redlands Crossing Project DEIR mentions three local schools, but neglects to mention Citrus Valley High School (CVHS) located a quarter mile to the north of the proposed Redlands Crossing Project boundary. In fact, CVHS can be seen in the DEIR local vicinity map. (Exhibit 1) So not only will thousands of families, children, and the elderly living near the site be exposed to these unhealthy impacts 24 hours a day, but our youth while at school will have to contend with the devastating unhealthy air caused by the proposed project. These issues need to be properly analyzed. 2

Section 3.15-Transportation of the Redlands Crossing Project DEIR does not mention the impacts of the current traffic generated when Citrus Valley High School parents drop off and pick up their children combined with the additional traffic that will be generated by the proposed Redlands Crossing. Moreover, due to the magnitude of the proposed project, the many hundreds of teenagers who drive to and from CVHS will encounter increased traffic. As a CVHS parent, I experience this traffic each and every school day. The proposed project will significantly increase traffic during construction and operation. The project's impact on traffic circulation and safety, especially regarding school children should be analyzed. 3

Section 3.13- Public Services of the Redlands Crossing Project DEIR states, "The proposed 24-hour operation of the Walmart store and outparcels have the potential to increase demands of policing in the early morning hours and during the holiday season. In addition, the Project's location to the States Route 210 (SR-210) Freeway increases the potential for criminal activity to occur on-site. An increase in calls for service has the potential to impact the agency's response 4

time." After reviewing crime reports found on the City of Redlands website, I noticed that crime occurred at all hours of the day at the current 24 hour Walmart; not just in the early morning or during the holidays. (See Attachment 1) As a consequence, one must ask how the surrounding neighborhoods and schools will be affected? Can crime be realistically contained on the Redlands Crossing site? The potential for crime being introduced into the local neighborhood and schools needs to be addressed. 4 CONT

Furthermore, in "Section 1: Introduction" of the DEIR for the Redlands Crossing the following plans are mentioned: City of Redlands General Plan, the East Valley Corridor Specific Plan, and the Cities Pavilion Concept Plan. However, there is no mention of the North Redlands Vision (NRV) Plan. This NRV plan was initially implemented to guide preservation, public works, and future development in North Redlands and endorsed by the City of Redlands. The proposed project boundary for the Redlands Crossing falls within this jurisdiction. According to the NRV Plan found on the City of Redlands website, the Land Use section, 2.8 Future Development, reads, "Commercial development should not include big box warehouse style stores, but should include high-quality businesses." It goes on to say, "A moratorium on non-desirable businesses such as liquor stores, warehouses and auto sales and repair should be instituted. Non-desirable businesses also include those that are open 24 hours, unless it is a 24-hour medical facility." These adverse conditions sound very much like the proposed Redlands Crossing! (See Attachment 2) 5

Lastly, many of the ineffective traffic mitigations reference the widening of numerous city streets. What will be the effect to homeowners who reside along these impacted streets? This may move traffic along somewhat, but in the meantime make the exiting of driveways and the side streets quite difficult and dangerous. The opening and widening of streets will only shift the congestion further away from the proposed site and not truly mitigate it. This should be analyzed as well to give a complete picture of the proposed situation at hand. 6

Many of the negative impacts caused by the proposed Redlands Crossing Project can be avoided if the current Walmart located at 2050 W. Redlands Blvd. remains in its current location. We the citizens of the City of Redlands deserve a healthy, peaceful, and safe living environment where our quality of life is not compromised by irresponsible corporate mega-development.

Submitted by,

Christine Roque

Christine Roque

★ iPhone App Contact Help About Omega

2050 W Redlands Blvd, Redlands, CA

Try: 100 New York Ave, Redlands CA

Crime Types **Dates** **Address** **Agencies**

Version 5.1.9a

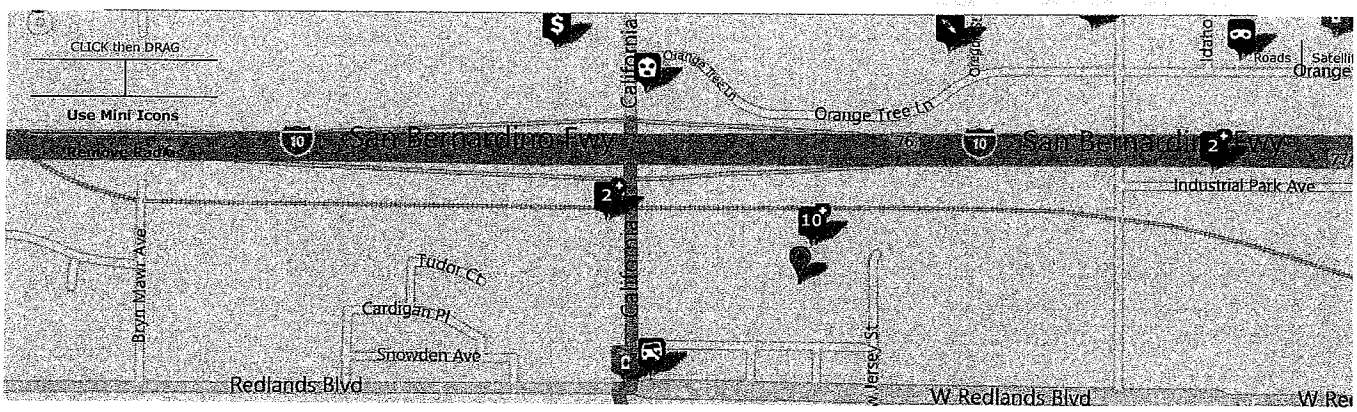
First, select a starting date **"From"** and an end date **"To"**. Then, click **Apply** or collapse the tab.

Reset Dates

FROM: 09/01/2011 **TO:** 09/30/2011 Apply

Thursday, 1 September, 2011 **Friday, 30 September, 2011**

30 crimes between 9/1/2011 - 9/30/2011



CrimeMapping.com Set Bookmark Send Link Print Trend Report

Crime report for 9/1/2011 - 9/30/2011

10 crimes found.

Within a **1 mile** radius of **2050 W Redlands Blvd, Redlands, CA 92373**

Click a crime to "Map It."

Type:	Description:	Case #:	Location:	Agency:	Date:
$	484/487 Theft Res, Non 459	110037819	2000 BLOCK W REDLANDS BLVD	Redlands Police	9/28/2011 09:01 PM
$	484/487 Theft, Prop, Other	110037883	2000 BLOCK W REDLANDS BLVD	Redlands Police	9/28/2011 08:30 PM
$	484/487 Theft Shoplifting	110037800	2000 BLOCK W REDLANDS BLVD	Redlands Police	9/28/2011 05:46 PM
8	459C Burglary, Shoplift	110037649	2000 BLOCK W REDLANDS BLVD	Redlands Police	9/27/2011 06:48 PM
$	484/487 Theft Shoplifting	110036640	2000 BLOCK W REDLANDS BLVD	Redlands Police	9/20/2011 04:28 PM
	484/487 Theft from Auto	110036461	2000 BLOCK W REDLANDS BLVD	Redlands Police	9/11/2011 10:54 AM
8	459C Burglary, Shoplift	110035024	2000 BLOCK W REDLANDS BLVD	Redlands Police	9/9/2011 09:30 AM
$	484/487 Theft Shoplifting	110034951	2000 BLOCK W REDLANDS BLVD	Redlands Police	9/8/2011 10:22 PM
8	459C Burglary, Shoplift	110034893	2000 BLOCK W REDLANDS BLVD	Redlands Police	9/8/2011 05:14 PM
!	415 Disturbing the Peace	110033980	2000 BLOCK W REDLANDS BLVD	Redlands Police	9/2/2011 11:45 AM

★ iPhone App Contact Help About Omega

2050 W Redlands Blvd, Redlands, CA

Try: 100 New York Ave, Redlands CA

Crime Types **Dates** **Address** **Agencies** Version 5.1.9a

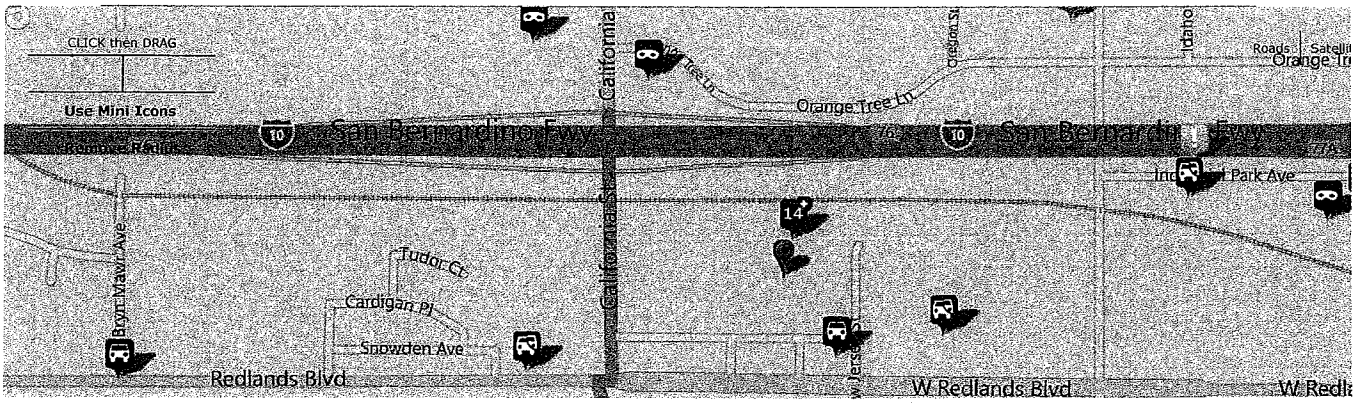
First, select a starting date **"From"** and an end date **"To"**. Then, click **Apply** or collapse the tab.

Reset Dates

FROM: 12/01/2011 **TO:** 12/31/2011 Apply

Saturday, 7 January, 2012 **Friday, 13 January, 2012**

27 crimes between 12/1/2011 - 12/31/2011



CrimeMapping.com Set Bookmark Send Link Print Trend Report

Crime report for 12/1/2011 - 12/31/2011

14 crimes found.

Within a **1 mile** radius of **2050 W Redlands Blvd, Redlands, CA 92373**

Click a crime to "Map It."

Type:	Description:	Case #:	Location:	Agency:	Date:
	459C Burglary, Shoplift	110050952	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/31/2011 12:06 AM
	484/487 Theft Res, Non 459	110050571	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/28/2011 10:45 PM
	484/487 Theft Shoplifting	110050377	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/27/2011 05:45 PM
	484/487 Theft, Prop, Other	110081398	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/23/2011 11:20 PM
	10851 Auto Theft, Automobile	110049410	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/20/2011 06:22 PM
	484/487 Theft Res, Non 459	110049381	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/20/2011 04:29 PM
	459V Burglary, Vehicle	110049095	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/18/2011 12:20 AM
	484/487 Theft Res, Non 459	110047956	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/9/2011 09:33 PM
	484/487 Theft, Prop, Other	110081320	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/6/2011 11:55 AM
	459V Burglary, Vehicle	110047281	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/5/2011 12:10 PM
	459C Burglary, Shoplift	110047236	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/5/2011 03:40 AM
	484/487 Theft Shoplifting	110047228	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/5/2011 12:15 AM
	459V Burglary, Vehicle	110046996	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/2/2011 09:30 PM
	211 Robbery, Strong Arm, Bus	110046865	2000 BLOCK W REDLANDS BLVD	Redlands Police	12/2/2011 03:16 AM

- Tutoring
- Technology
- Career development
- Youth and senior services

A dedicated library will encourage community pride and serve as a vital resource to children and families. The Library Board could facilitate cooperative agreements with local education institutions such as the Redlands Unified School District and the University of Redlands to provide tutoring and mentoring programs. These agreements will allow direct access of services to residents and allow community and faith-based organizations to offer centralized recreational, volunteer, and academic programs to their neighborhood. Programs such as interactive senior and youth assistance mentoring projects would be beneficial to the community. Incorporating public meeting facilities and a small outdoor performing arts venue would also make the facility community-friendly and expand services and events available to all residents. This will allow North Redlands to maintain its unique identity and accentuate the positive impact the area has as part of the larger Redlands community.

2.8 FUTURE DEVELOPMENT

Future development should enhance the surrounding communities and minimally impact traffic flow. Businesses should create a positive atmosphere and clientele for North Redlands.

Land use should also be functional to and from North Redlands for pedestrian traffic. Consideration of handicap accessible walkways is vital to improving quality of life for residents. Priority should be given to Lugonia Avenue and San Bernardino Avenue as they go underneath SR30. Foot traffic is forced to walk in the gutter and in the street when crossing underneath the bridge at both areas. Pedestrian Improvements and Street Maintenance to that area is a matter of safety and should be addressed immediately

DRAFT

The NRVC recommends that future developments incorporate public green spaces and parks into all projects. Landscaping should include citrus trees, well lit meandering walkways and landscaped medians. River rocks and indigenous vegetation should also be used as part of overall design. Examples of this design are visible on San Bernardino Avenue with unique river rock walls and cut stone curbs as seen on Texas Street and throughout North Redlands. NRVC requests specific attention to development detail as this maintains the historical character of the community and creates uniformity and consistency. Transitions between new and existing neighborhoods can also best be accomplished by attractive and expansive green spaces with water features, covered tables, benches and seating areas. Future development could also incorporate mixed-used projects and upscale low-density single-family homes.

NRVC recommends recruitment of businesses to establish corporate headquarters and other administrative offices to the North Redlands.

Commercial development should not include big box warehouse style stores, but should include high-quality businesses. This is a Redlands trademark and should be continued throughout the city and all future developments. A small eclectic village of stores with wide pedestrian walkways, seating areas, and water features in the style of a plaza is what the community would like to see.

A moratorium on non-desirable businesses such as liquor stores, warehouses, and auto sales and repair should be instituted. Non-desirable businesses also include those that are open 24 hours, unless it is a 24-hour medical facility.

As development continues in North Redlands the addition of a post office would be beneficial to residents and businesses. Also the committee overwhelming supports the addition of a library and cultural center in North Redlands.

DRAFT

Land use should also include landscaped entryways into the city at the San Bernardino Avenue off-ramp. These should be focal points of entry into the City and illustrate the character of the community.

NRVC would appreciate the continued opportunity to provide community input on any future development in North Redlands. Support from potential patrons from the surrounding community ensures the overall economic vitality of future developments.

DRAFT

SECTION 3 – RECREATION

This section of the North Redlands Vision Plan addresses the issues of recreation facilities and programs specifically within North Redlands.

3.1 JOINT USE AGREEMENTS AND PROGRAM SPONSORSHIP

While maintaining current services, increase availability of programs and services through expanded joint use agreements with the Redlands Unified School District. Recruit North Redlands business owners, community or faith-based organizations to sponsor programs in their neighborhood. This fosters a spirit of family and restores schools as the heart of a vital Redlands community. This will create a cost savings to the city and a shared liability with regard to public access to:

- School Aquatic facilities
- Performing arts theater
- Multipurpose room
- Visual arts classrooms
- Athletic fields

Letter ROQUE. Christine Roque, 01/16/2012

Response to Comment ROQUE-1

The comment expresses the commentor's opinion that, due to social and economic impacts, the proposed project should not be approved.

Response: The social and economic impacts identified in the comment are addressed in Response to Comment GUZMAN-2.

Response to Comment ROQUE-2

Comment raises issues regarding the potential impacts to the Citrus Valley High School.

Response: Data used to determine air quality impacts were derived from the Air Quality Analysis Report prepared on October 3, 2011 by Michael Brandman Associates (MBA 2011), contained in the Draft Environmental Impact Report (Draft EIR) as Appendix B. The carbon monoxide hotspot analysis contained in the Air Quality Analysis Report uses traffic volumes from the Traffic Impact Analysis, which accounts for traffic related impacts at Citrus Valley High School and the surrounding areas (including operation of the Project). According to the TIA, PM peak hour (occurring between 4:00-6:00 PM, as analyzed in the TIA) occurs hours after the typical high school has been let out for the day. However, when considering potential traffic impacts associated with the afternoon school-related traffic for a high school, it is important to consider that traditional traffic patterns in the school-PM peak hour are different and far less congested as compared to the same school's AM peak hour. For example, high schools traditionally offer a multitude of afternoon/after school activities such as athletics, band, cheer, dance, theater, etc. that tend to occur at the end of the normal school day. As such, traffic surveys conducted by Urban Crossroads at other high schools throughout Riverside and San Bernardino counties have shown a far lower initial outbound traffic flow at the end of the school class day that tends to stay at a lower steady outbound traffic flow over a several hour period that lasts from the end of the school day until about 5pm. As such, the traffic counts conducted for this traffic study in the PM peak hour would have captured some portion of the school-related afternoon traffic flows, and would have therefore addressed potential impacts associated with the high schools afternoon traffic and the new commercial shopping center as part of the PM peak hour analysis. Therefore, air quality impacts to individuals attending Citrus Valley High School were accounted for and mitigation measures were recommended accordingly to reduce any potential impacts. In addition, see Response to Comment LANDEROS-2 for additional information in this regard.

Response to Comment ROQUE-3

Comment raises issues regarding traffic impacts with drop-off and pick up at the Citrus Valley High School.

Response: The Traffic Impact Assessment (TIA) conducted for the Project included the Citrus Valley High School as part of the potential impacts upon development and operation of the Project. See

Response to Comment ROQUE-2 for additional information in this regard. As stated within the TIA and Draft EIR (see Section 3.7, within Impact HHM-3), "The Project site is approximately 1,600 feet (0.30 mile) south from the closest school site (Citrus Valley High School, 800 West Pioneer Avenue), which is over the minimum 1,320 foot (one-quarter mile) significant threshold of CEQA. Consequently, due to the project's aforementioned distance to the High School and technical studies completed (which incorporated the High School as part of the analysis), impacts to Citrus Valley High School students would remain less than significant and no further response is required.

Response to Comment ROQUE-4

Comment raises issues regarding an increase in crime upon implementation of the proposed Walmart.

Response: The commentor provided an attachment showing that crime happens throughout the day. Potential impacts to Police service and crime prevention are discussed in Section 3.13 of the Draft EIR. As outlined within Section 3.13 of the Draft EIR, the Redlands Police Department (RPD) currently provides safety services to the City of Redlands and will provide law-enforcement services to the Project site and surrounding communities. In order to offset the incremental costs associated with police protection in the City of Redlands, the proposed Project would be required to pay a law enforcement fee equating to $0.31 per square foot that would be utilized to fund various capital improvements and personnel additions. The applicant shall pay the applicable law enforcement fee at the time of building permit issuances. Furthermore, impacts on police protection would be minimized through the provision of on-site security personnel 24 hours a day at the Walmart store that would monitor and patrol the store and parking areas. Security personnel would serve as a first line of defense against criminal activities and nuisances, and would be able to resolve minor incidents that ordinarily would not warrant a police response (e.g., a lost child or a verbal dispute between customers).

Exterior lighting would also be provided along buildings and in the parking area, which would serve to deter criminal activity during the nighttime hours. In addition, recommendations for security measures and operational practices will be implemented to deter criminal activity and reduce demands on the City. The recommendations include providing emergency phones, on-site security personnel, exterior lighting, surveillance equipment, and prohibiting overnight recreational vehicle parking and private vehicle sales in the parking areas. The recommendations are reflected in Mitigation Measure PS-2, which is reproduced below. These measures will ensure that there are no significant impacts to communities around the Project site and that the analysis provided within the Draft EIR is adequate.

MM PS-2 Prior to issuance of the certificate of occupancy for each building, the Project applicant shall install the following applicable security measures and implement the following operational practices:

- Install strategically placed emergency phones.

- Provide sufficient, professionally trained loss prevention staff on-site.
- Submit loss-prevention plan with staffing levels on-site to the Redlands Police Department for review and approval.
- Install security devices and alarms in the Walmart pharmacy.
- Ensure that the site layout for the parking lot areas are properly designed to provide maximum safety and security through adequate lighting, and ingress and egress.
- Installation of a police department approved high-quality resolution video surveillance cameras throughout the interior and parking lot areas with consultation from the Redlands Police Department.
- Provide 24-hour staffed roving security patrols throughout the parking lot areas and rear of building. If applicant intends to use an outside private security company, the firm must be from the approved list provided by the Police Department or the firm must be approved by the Police Department.
- Provide Redlands Police Department with access to live and historical surveillance video for investigations, responses to issues, and prosecution of suspects. Surveillance cameras should be of sufficient quality to ensure identification of suspects.
- Prohibit the private sales of vehicles in the parking lot areas.

Response to Comment ROQUE-5

Comment raises issues of consistency with the North Redlands Vision Plan and provided excerpts of the Plan an attachment to the comment letter.

Response: The commentor states the Draft EIR includes reference to the North Redlands Vision Plan and should be analyzed therefore be analyzed within the EIR. The intent to the North Redlands Visioning Plan was to address issues of public works infrastructure, housing and economic development, historic preservation, urban design, and safety and access to services for residents throughout the City. However, the North Redlands Vision Plan is not an approved regulatory document of the City, having the force of law. Consequently, the North Redlands Vision Plan is not applicable to the Project nor is it included as part of the Draft EIR analysis. A Notice of Preparation (NOP) comment letter was provided by the North Redlands Visioning Committee on April 4, 2009 and was referenced within Section 3.1, Aesthetics, as required by CEQA. The NVRC stated that they are opposed to "big box" style warehouse stores. The expectation is that any development be designed to maintain the historical character of the community and create uniformity and consistency. The visual character of the site and the surrounding areas must blend into the existing neighborhood. Landscaping designs should include features such as river rock walls, cut stone curbs and period style lighting in order to maintain the cultural and historical theme of the community. The North Redlands Visioning Committee comment letter was included as part of the Draft EIR analysis and no further response is needed in this regard.

Response to Comment ROQUE-6

The commentor raises traffic issues.

Response: Traffic related issues were addressed within Section 3.15 of the Draft EIR. In addition, See Response PESKE-2 for additional responses to traffic related issues. Further, see Response to Comment ISENBERG-2 through ISENBERG-4 for responses regarding impacts and use of the existing Walmart versus the proposed Walmart.

Clay Gengler RRT
904 Elise Dr.
Redlands, CA 92374
(909) 798-8124

January 10, 2012

City of Redlands
C/o Robert D. Dalquest
Development Services Dept.
Planning Division
210 E. Citrus Ave.
Redlands, CA 92373

Subject: Public Comment on the Environmental Impact report

To the Mayor and the City Council:

Walmart is synonymous with low paying jobs, people living in the parking lots, crime in the area, increased traffic, noise, air pollution, etc… Walmart is also known for reneging on their promises (including the well-documented Cathedral City debacle, in which, Walmart (WM) didn't pay one red cent of tax to the city as promised and moved to the adjacent city). Redlands already has a WM, so why do we need a WM Supercenter to exacerbate the problems?

Another objection I have is that the new WM will abut a fine residential area. The congestion, traffic, and pollution will destroy our fine neighborhood. If you, the mayor, and each of the city council members, would be content with your own home being next to a WM, then so be it. But I for one and those I've spoken with find the situation a wretched one indeed. 1

My wife and I moved to Redlands from San Bernardino almost 20 years ago to get away from the "WM environment". We love the Redlands area because of its small town charm, historic significance, Victorian architecture, century old trees, orange groves, (Only several are left that haven't been bulldozed. This is due to the building of malls, warehouses, parking lots, on and on and on…). To build a WM Supercenter next to a fine residential area is abhorrent. Is there no respect anymore for that which is of historic and aesthetic value?

Mournful that a letter like this must even be written,

Clayton J. Gengler

Clayton J. Gengler
Registered Respiratory Therapist

Letter GENGLER 1. Clayton J. Gengler, 01/10/2012

Response to Comment GENGLER1-1

The comments include a reference to wages and taxation issues from a store in Cathedral City.

Response: Such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within a Draft EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

The comment also includes an unsupported reference to crime and the possibility of people living in the Project's parking lots. Increased crime is a social issue and not an environmental impact. Regardless, Section 3.13 of the Draft EIR includes a discussion related to the potential to increase demands of policing in the Project area. As stated in the analysis, overnight recreational vehicles will be prohibited. Moreover, as included in Mitigation Measure PS-2, a number of additional security measures will be implemented including high-quality resolution video surveillance cameras, professionally trained on-site loss prevention staff, and 24-hour staffed security patrols. Impacts were determined to be less than significant.

The comment includes a reference to increased traffic, noise, and air pollution. The Draft EIR includes a detailed discussion related to increased traffic (Section 3.15), noise (Section 3.11), and air quality (Section 3.3). Included within these analyses are recommendations for all feasible mitigation measures to address potential impacts, and an identification of any impacts that would remain significant and unavoidable despite the implementation of such mitigation.

The Draft EIR includes a thorough analysis of all potential environmental impacts that may occur as a direct or indirect result of the Project. This analysis included the potential for impacts to the surrounding residential neighborhood, including the residences located east of Karon Street. The Draft EIR determined that all potentially significant impacts will be mitigated to a level of less than significant aside from regional and cumulative impacts related to air quality and Horizon Year 2030 traffic impacts (despite the contribution of development impact and fair share mitigation fees).

Further, this comment consists of general statements regarding Redlands and overall impacts of development in the City and does not appear to question the adequacy of the Draft EIR; however, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration. The commentor also expresses concern regarding the aesthetics of the Walmart meshing with the existing historic neighborhood. See Response to Comment CHAPMAN-2 for a response in this regarding.

UNIVERSITY OF Redlands

Date: January 18, 2012

To: Mr. Robert D. Dalquest & The City of Redlands Planning Division

From: University of Redlands Students, Environmental Studies Department

Subject: Response to Draft Environmental Impact Report for the Redlands Crossing Project

To Whom It May Concern,

After reviewing the Environmental Impact Report for the Redlands Crossing Center, it became apparent that this development contains few sustainable building, design, and construction initiatives. When considering a development of this magnitude, it is important to consider sustainable design features throughout the project, as well as promote an environmentally responsible construction process. A sustainable development could be a working example of the city of Redland's commitment to environmental stewardship. Furthermore, the applicant, Wal-Mart Stores Inc., could use this development as an opportunity to demonstrate its own commitment to sustainability. Please consider implementation of sustainable development and construction initiatives for the Redlands Crossing Center for the following reasons:

-Significant reduction of operating costs
-Subsidies from local and national agencies
-Decrease environmental impact 1
-Create a positive public image
-Catalyst for sustainability within industry
-Educate local population on environmentally conscious practicum

The following list is intended to provide City Council with a brief overview of relevant design, planning, and construction elements with an emphasis in sustainability, which may be worth further consideration:

Passive Cooling:
-Implementation of a Passive Cooling System would be viable in Southern California's Climate. A Passive Cooling System would take advantage of a combination of prevailing wind patterns in combination with a system of ventilation fans placed strategically throughout the building. Proper air circulation throughout the building has been proven to cool even larger buildings and will keep all 275,000 square feet at a comfortable temperature during the hottest summer months. Structures such as the Sketchers Distribution Center in Moreno Valley California have implemented this system and project savings on cooling costs into seven figures.
Natural Lighting:

Redlands Crossing Project

-Properly lighting a structure of this size requires hundreds of industrial lighting fixtures mounted inefficiently far from the floor surface. Instead of hundreds of lights, this structure could benefit from the region's abundant sunshine through implementation of skylights. These fixtures offer equal lighting output with none of the energy costs. Night lighting would not require as many fixtures since customer and employee eyes will be adjusted for low light conditions.

Sustainable Construction Process:
-During the construction process of this development, the City of Redlands should consider utilizing sustainable construction and waste management methods. Using recycled material will reduce environmental impacts and financial input costs. Using locally manufactured or distributed building materials eliminates transportation costs while stimulating local economies around development site. Furthermore, the project should consider developing procedures for separating hazardous waste by-products of construction (paints, solvents, oils, lubricants) and for disposing these wastes appropriately.

Landscaping:
- The landscape grid of the development site allows the opportunity for the project to combine aesthetic features with efficient solutions to storm water retention. By using native drought tolerant plant species, the project will gain aesthetic value while effectively managing storm water runoff. Additionally, soil moisture meters and water retention basins will promote ground infiltration and aquifer recharge. 1 CONT

The Walmart Supercenter proposed for the Redlands Crossing development is an optimal site to continue Walmart's exemplary movement to push the retail industry towards sustainable practices. Construction of the new store will be suitable to follow the sustainable standards set by the McKinney Texas Walmart Supercenter. The McKinney Walmart store has been operating successfully since 2005 using techniques to reduce energy use, reduce waste production, and reduce water consumption. Techniques successfully implemented at the McKinney store actively reduced the impact the store had on the environment in addition to the reduced impact on Walmart's operating expenses.

The previously described methods have the potential to enhance Walmart's Sustainability Campaign while reducing operating costs and reducing environmental impact. The example set by Walmart could increase support for the construction of the store and set an example for other large retailers across the country. Other sustainability methods currently in use by Walmart can be found here: http://stopheightswalmart.org/media/supt3-mckinney-wmexperimental.pdf

Although these sustainable design elements may require greater initial investments, the operational savings will exceed the investments in time. High performance developments are far more resource efficient, in terms of electricity and water, which yields significant future economic savings.

Redlands Crossing Project

Thank you for your consideration,

Craig M. Brudin
Chris Marion
Cody B. Meuser
Donald Obradovich
Patrick Morgan

UNIVERSITY OF Redlands
University of Redlands
Environmental Studies Department
1200 E Colton Ave.
Redlands, Ca. 92373

□

Letter BRUDIN. Craig M. Brudin, et al., 01/18/2012

Response BRUDIN-1

The comment raises concerns about the lack of sustainable building, design, and construction initiatives for the proposed Project.

Response: While the comment does not raise any environmental issues or remark on the adequacy of the Draft EIR, the commentor does states that the sustainable elements should be considered because they will decrease environmental impact. Each element is discussed below:

Passive Cooling

The commentor states that implementation of a Passive Cooling System would be viable in Southern California's Climate. In addition, the structure could benefit from the region's abundant sunshine through implementation of skylights.

The recommendations provided by the commentor are addressed within Section 3.17 and Section 2.2 of the Draft EIR, which provides a detailed assessment of the sustainability features that would reduce Walmart's demand for resources and promote energy efficiency. For example, the proposed Project would include the following design features:

- Daylighting System: The Walmart would include a daylighting system (skylights, electronic dimming ballasts, computer controlled daylight sensors, etc.), which automatically and continuously dims all of the lights as the daylight contribution increases.
- Night Dimming: The Walmart would include lighting that would dim to approximately 75 percent illumination during the late night hours.
- Super High Efficiency Heating, Ventilation, and Air Conditioning (HVAC) units: The new HVAC units would be super high efficiency with a weighted Energy Efficiency Ratio of 12.1 to 14.3, which is 4 to 17 percent more efficient than required by Title 24 energy efficiency standards.
- Central Energy Management: The Walmart would continue to employ an energy management system that is monitored and controlled from the Walmart corporate headquarters located in Bentonville, Arkansas. This energy management system enables corporate headquarters to monitor energy usage, analyze refrigeration temperatures, and observe HVAC and lighting performance. It also allows corporate headquarters to adjust lighting, temperature, or refrigeration set points from a central location.
- Water Heating: The new grocery area would capture waste heat from the refrigeration equipment to heat water for the kitchen prep areas of the store.

- White Roofs: The Redlands Crossing Walmart would employ a white membrane roof. The high solar reflectivity of this membrane results in lowering the cooling load by approximately 10 percent.
- Interior Lighting: All lighting in the store would utilize T-8 fluorescent lamps and electronic ballasts, which are the most efficient lighting on the market.
- Light Emitting Diode (LED) Signage Illumination: All internally illuminated building signage would use LED lighting. With lamp life ranging to 100,000 hours, using LEDs significantly reduces the need to manufacture and dispose of fluorescent lamps.

Sustainable Construction Process

The commentor states that during the construction process of this development, the City of Redlands should consider utilizing sustainable construction and waste management methods.

The recommendation provided by the commentor is addressed within Section 3.17 and Section 2.2 of the Draft EIR, which provides a detailed assessment of the sustainability features that would promote sustainable construction practices. For example, the Redlands Crossing Walmart would be designed and equipped to accept the following materials for recycling: Aluminum; Plastic (including bottles, bags, garment bags, shrink wrap, and bubble pack); Glass; Cardboard; Vegetable Oil; Motor Oil; Tires; Auto Batteries; Single-use cameras; Electronic waste; and Silver (from photo processing).

The store roof would also be constructed of a thermoplastic polyolefin-type membrane. This roof would avoid the use of polyvinyl chloride materials, which are commonly used in roofs but also contain toxins. The Walmart would include integrally colored concrete floors. Concrete finishes avoid the use of carpet and vinyl tile that contains Polyvinyl chloride (PVC) and reduces the need for most chemical cleaners, wax and wax strippers.

Refrigeration equipment would use R-404a refrigerant and air conditioning equipment would use R-410a refrigerant. Both refrigerants release fewer ozone-depleting refrigerants than R-22, which is commonly used in these types of equipment.

The Redlands Crossing Walmart would also utilize “low mercury” lamps, the bulbs of which, unlike all other fluorescent lamps, are not considered hazardous materials and can be disposed of in any landfill. Walmart’s standard practice is to recycle these lamps and, therefore, divert them from landfills.

Landscaping

The commentor states that landscape grid of the development site allows the opportunity for the project to combine aesthetic features with efficient solutions to storm water retention. By using native drought tolerant plant species, the project will gain aesthetic value while effectively managing

storm water runoff. Additionally, soil moisture meters and water retention basins will promote ground infiltration and aquifer recharge.

However, the Redlands Crossing Walmart would implement irrigation efficiency measures used in larger landscaped areas by installing moisture-sensing irrigation systems. Further, the Redlands Crossing Walmart would include design features that are in accord with the purposes of the City of Redlands Sustainability Plan, including reducing potable water in landscaping irrigation by 20 percent, reducing solid waste, increasing renewable energy, and countless other measures to which Walmart will tailor its design.

In addition, as discussed under Section 3.8 of the Draft EIR, in order to facilitate groundwater recharge, the permeable areas on-site have been maximized through site design considerations, including vegetated swales, a nutrient separating baffle box and inlet inserts before discharging into one of five infiltration basins. The design feature allows the majority of drainage from impervious surface to permeable areas for on-site infiltration. One surface level infiltration basin and four underground infiltration basins have been incorporated into the site plan to maximize on-site infiltration. In addition, various Best Management Practices (BMPs) have been incorporated in the Project design. Maximizing permeable areas on-site will improve the groundwater recharge in the local aquifer.

Further, Restroom sinks would use sensor-activated, low-flow faucets. The low flow faucets would reduce water usage by 77 percent, while the sensors, which regulate the amount of time the faucets flow, would save approximately 20 percent in water usage over similar, manually operated systems. Urinals would use 0.125 gallon per flush, for a savings of approximately 87.5 percent and toilets would use 1.28 gallons per flush, for a savings of approximately 25 percent.

SAT, JAN 14, 2012

GREETINGS MR DALQUIST,

RE: WALMART EIR

MY ISSUES/CONCERNS:

1) TRAFFIC CONGESTION AND TRAFFIC FLOW WITH THE
E'S CURRENT ~~SITE'S~~ NARROW STREETS AND NEARBY
FREEWAY ON/OFF RAMP. THIS IS SIMILAR 1
TO THE CURRENT WALMART SITE'S HORRENDOUS
TRAFFIC FLOW;

2) AIR POLLUTION FROM TRAFFIC AND EFFECTS ON
SURROUNDING RESIDENTIAL AREAS; 2

3) SAME AS #2 REGARDING NOISE GENERATED BY
VEHICLES VISITING THE SITE PLUS OPERATION 3
OF THE SITE.

I'M STILL MYSTIFIED THAT WALMART IS
PROPOSING TO BUILD THIS SHOPPING CENTER WITHIN 4

(OVER

THE CITY WITH ALL THE HOOPS IT HAS TO JUMP THROUGH, WHEN IT COULD MOVE ACROSS THE FREEWAY TO THE DONUT HOLE. SOMETHING IS GOING ON HERE THAT WE, THE PUBLIC, AREN'T BEING MADE AWARE OF. 4 CONT

THANK YOU FOR YOU AND YOUR STAFF'S WORK ON THIS PROJECT AND YOUR SERVICE TO THE RESIDENTS OF REDLANDS.

Dennis Bell
1125 PINE
#12-C
REDLANDS 92373

RECEIVED
JAN 17 2012
BY

Letter BELL. Dennis Bell, 01/14/2012

Response to Comment BELL-1

The comment raises issues associated with the potential for traffic impacts.

Response: Impacts associated with traffic are fully addressed in Section 3.15 of the Draft EIR, including an analysis of freeway ramps and roadway capacity. No specific deficiencies related to the environmental analysis were identified.

Response to Comment BELL-2

Comment raises issues of air quality impacts associated with operational traffic.

Response: Air quality impacts associated with traffic (operational) was fully evaluated in Section 3.3 of the Draft EIR. No specific deficiencies related to the environmental analysis were identified.

Response to Comment BELL-3

Comment raises issues of noise impacts associated with operational traffic.

Response: Noise impacts associated with traffic (operational) was fully evaluated in Section 3.11 of the Draft EIR. No specific deficiencies related to the environmental analysis were identified.

Response to Comment BELL-4

The commentor's concerns regarding the proposed project are noted.

Response: Although the opinions of the commentor regarding the merits of the project expressed in this comment will be taken into consideration by City of Redlands decision-makers, no specific deficiencies in the environmental analysis are identified in the comment, and no further response is required. (See State CEQA Guidelines, § 15088.)

January 18, 2012

Mr. Robert Dalquest, AICP
City of Redlands, Development Services Department, Planning Division
P. O. Box 3005
Redlands, CA 92373

Dear Mr. Dalquest,

This letter serves as my public comment to the Walmart Draft EIR
Re: Air Quality section.

3.3.3 – Existing Conditions:
You cite that "the annual average temperature varies little throughout much of the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit." No temperature was cited for the high end of the range. This ignores the high temperatures reached in the Inland Empire, Redlands in particular, which is significant because of the effect those temperatures have on air pollution. I request that you cite both ends of the temperature range. 1

Sensitive Receptors:
You defined sensitive receptors as "sensitive population groups include children, the elderly, the acutely ill, the chronically ill, especially those with cardio-respiratory diseases. Residential areas are also considered sensitive to air pollution…" You then state that the closest sensitive receptors are residents to the east and southeast of the Project across Karon Street. You acknowledge Lugonia and Clement schools and the Packinghouse Christian Academy as being in close proximity but say that areas north, south and west of the Project are designated as commercial, and therefore, would not involve the future location of sensitive receptors in these areas. This completely fails to acknowledge the new Citrus Valley High School which is north of the Project site. Citrus Valley, along with the other cited schools, is a sensitive receptor site. Why was Citrus Valley not included in your analysis? You list the distance of the other schools to the Project but fail to state what distance would be considered "safe". Are all four of the schools a safe distance from the Project in terms of exposure to pollutants, including nitrogen dioxide and carbon monoxide? 2

Air Quality Plan
Criterion 1: This section states that "during construction the Project could violate an air quality standard or contribute substantially to an existing or projected air quality violation for nitrogen dioxide. Therefore, without mitigation, the Project results in a potentially significant impact." It further states that "During operation, localized onsite concentrations and impacts at Project impacted intersections are less than significant." There appears to be no explanation for the basis of these conclusions. How did you arrive at these conclusions? Assuming that it was based on data, what is the source of the data? Since the entire section omits any reference to Citrus Valley High School, a new source of traffic congestion, how can this conclusion be accurate? What would the conclusion be if the impact of traffic from the new high school is factored in? 3 4

Criterion 2: This section states that "The Project indirectly would comply with the control measures set by ARB and Southern California Association of governments." It is unclear as to how the Project "indirectly" complies. Please clarify this point. 5

CO Hot Spot Assessment: The EIR states that "In estimating traffic volumes, the traffic generated by the Project was added to traffic growth in the area as well as from traffic from projects that are in the process of or have been approved by the City of Redlands." What are these projects? Do they include the new Citrus Valley High School? 6

Under Mitigation Measures (pg. 3.3-3.8), you reference engines that are Tier 2 or higher. Please clarify/ define Tier 2 engines. 7

On pg. 3.3-4.3, you list sources of emissions as "landscaping equipment, use of consumer products, natural gas consumption…" Please clarify what consumer products you are referring to. Where is natural gas consumption occurring and for what purpose? 8

On the same page, there is a comment: "Error! Reference source not found." What was the error/ reference? Please correct. 9

The Project's incremental contribution to emissions results in a significant cumulative impact on regional thresholds and so does not meet Criterion 1. It also does not meet Criterion 2, which is consistency with existing air quality plans or Criterion 3, cumulative health impacts. The mitigation measures only reduce emissions by 1%, not sufficient to render them insignificant. This is an unacceptable result. More steps must be taken to further reduce emissions to an insignificant level. 10

Some of the mitigation measures listed seem ineffective or unenforceable. For instance, MM AQ-6, suggest that truck drivers shall turn off engines when not in use and that delivery truck shall not idle for more than five minutes per truck trip per day. By what means will these be monitored to ensure compliance? 11

MM AQ-8 will institute a Transportation Demand Management (TDM) program and will advertise the TDM program to the Project's employees. What incentives will be used to motivate employees to participate? Simply advertising the program is unlikely to motivate employees to participate. 12

The report leaves several questions unanswered about the potential air pollution impacts to the area and fails to take into consideration the recent construction of the new high school. It is requested that the above questions be answered and further research be done regarding the effect traffic from the new high school combined with traffic to the Crossing Center will have and the effects the pollution will have on students, who are considered sensitive receptors. 13

Further, your report acknowledges that the area most severely impacted by air pollution is the area by Karon Street, a residential neighborhood. The report claims that the impact will be insignificant. It is hard to see how 24 hour traffic going in and out of the Project site can have an insignificant effect on the health and quality of life of local residents. Why is this area most severely impacted? Can anything be done to move the source of the pollution affecting this area to the west end of the Project, which is adjacent to the freeway and farthest away from private residences? 14

One last comment: Extensive research has been done on "the Walmart effect". Existing research has shown that when a supercenter opens in a community, an average of two existing grocery stores close, and some communities have experienced a loss of many more than that. One of the consequences is that consumers must drive longer distances to grocery shop. In 2008, research 15

study reported that Walmart had contributed to a jump of more than 40% in the amount of vehicle miles American households travelled for shopping purposes since 1990. It was found that a 200,000 sq. ft. supercenter on average generated over 10,000 car trips during a weekday and even more on a weekend day. The additional traffic created by having more local options for grocery shopping unavailable because of store closure has implications on air quality that the current draft EIR does not take into consideration with its myopic focus on air quality on the Project site and immediate vicinity. For a more comprehensive look at this potential "Walmart effect" on air quality in our community, I suggest that the draft EIR factor this into your report. 15 CONT

Yours truly,

Dianne Landeros

Dianne Landeros
1368 Prospect Drive
Redlands, CA 92373
909-792-4839

Letter LANDEROS. Dianne Landeros, 01/18/2012

Response to Comment LANDEROS-1

The commentor suggests that temperature information was not provided.

Response: The commentor is incorrect as temperature data is provided in on page 13 of the Air Quality and Greenhouse Gas Analysis Report (Appendix B in the Draft EIR). Sunshine, VOC, and NOx contribute to ozone formation, as discussed in ozone properties in Table 3.3-1 of the Draft EIR. The potential of the project to contribute to ozone is assessed in Impact AQ-3 in the Draft EIR. The first criterion showed that the project would exceed ozone precursor pollutants, VOC and NOx, during operation. The second criterion demonstrated that the project was not consistent with the Air Quality Management Plan. The SCAQMD conducted basin specific air quality modeling for its Air Quality Management Plan; the modeling includes inputs such as temperature and humidity. Therefore, the project assessed the potential impact of cumulative ozone impacts and found them to be significant during operation of the project.

Response to Comment LANDEROS-2

The commentor questions if Citrus Valley High School was included in the analysis.

Response: The school was included in the analysis, but it was accidentally omitted from the list of schools on page 3.3-15 and 3.3-50 of the Draft EIR; therefore, Section 4, Summary of Changes and Additions to Draft EIR, includes a minor clarification in this regard. The high school was included in the localized and health risk analyses, as the receptor network used for the dispersion modeling extends 700 meters in all directions from the project boundary. All nearby schools are at a safe distance in terms of exposure to pollutants. Pollutants disperse over distance, so the farther away the receptor is, the lower the concentrations. Therefore, the schools are going to have a much lower concentration than the values listed in Table 3.3-9, Table 3.3-16, Table 3.3-17, Table 3.3-18, and Table 3.3-22, as the tables list the maximum value in the dispersion modeling. As discussed in the Section 4, Summary of Changes and Additions to Draft EIR, the worst-case cancer risk at the schools as a result of the Project is less than 0.3 in a million, and the cancer risk specifically at Citrus Valley High School is only 0.1 in a million.

Response to Comment LANDEROS-3

The commentor is questioning the basis for the conclusions in Criterion 1 in Impact AQ-1, Air Quality Plan.

Response: The criterion assesses localized construction and operation impacts. The Draft EIR refers the reader to Impact AQ-2, which contains the localized analysis for construction and operation impacts. The data for the localized analysis is described in detail on pages 3.3-21 through 3.3-36 of the Draft EIR. The data for the carbon monoxide hotspot analysis is discussed on pages 3.3-36 through 3.3-38 of the Draft EIR.

Response to Comment LANDEROS-4

The commentor questions the impact from Citrus Valley High School traffic. The localized analysis only assesses the Project's emission sources, not offsite sources; therefore, the traffic from the Citrus Valley High School does not impact the localized analysis and the conclusions are unchanged.

Response: The carbon monoxide hotspot analysis uses traffic volumes from the Traffic Impact Analysis. The Citrus Valley High School opened in August 2009. The existing traffic counts were taken after the school had opened in May 1, 2010, May 5, 2010, May 8, 2010 (Saturday), May 11, 2010, May 12, 2010, May 13, 2010, and May 17, 2010. As discussed in Response to Comment LANDEROS-2 the high school was taken into consideration in the analysis. In addition, the weekday peak hour the traffic counts were taken between 4:00 p.m. and 5:45 p.m. The school ends at 2:30 pm; therefore, the end of school rush was likely not included in the existing counts. However, as outlined within the Traffic Impact Analysis, the internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses on-site and can be made either by walking or using internal roadways without using external streets. It has been assumed that approximately 10 percent of project trips would remain within the project boundary. As the trip generation for the site was conservatively estimated based on individual land uses as opposed to the overall ITE Shopping Center rate, an internal capture reduction of 10 percent was applied to recognize the interactions that would occur between the various complimentary land uses See Section 4.1.1, Trip Generation, of the TIA).

Response to Comment LANDEROS-5

The commentor would like more clarification regarding the statement in the Draft EIR, "The Project indirectly would comply with the control measures set by ARB and Southern California Association of Governments."

Response: The control measures and strategies are discussed earlier in the paragraph on page 3.3-19 of the Draft EIR. For example, the measures would "reduce emissions from on-road sources by incorporating strategies such as high occupancy vehicle interventions, transit, and information-based technology interventions." One of the sources of emissions from the Project is from motor vehicles. When the ARB and the Southern California Association of Government implement strategies to reduce emissions from motor vehicles, such as increased transit or high occupancy vehicle interventions (i.e., carpool lanes), motor vehicle emissions from the Project could also be reduced, as customers may have carpooled to get to the Project or they could have used transit because it is more accessible.

Response to Comment LANDEROS-6

Please refer to Response to Comment LANDEROS-4.

Response to Comment LANDEROS-7

Comment raises issues of Tier 2 consistency.

Response: As discussed on page 5-9 of the Draft EIR, Tier 2 refers to the United States Environmental Protection Agency standards (also see website: www.epa.gov/nonroad-diesel/regulations.htm#tier2). Tier 2 equipment has reduced emissions of NOx and particulate matter. This terminology is common within the construction industry.

Response to Comment LANDEROS- 8

The commentor questions what consumer products are and what natural gas would be used for.

Response: Consumer products are various solvents used in non-industrial applications that emit VOCs during their use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries. The Project could use natural gas to heat water or for stoves (such as in the restaurants).

Response to Comment LANDEROS-9

The commentor states that on Page 3.3-3.3, there is an error stating "Reference Source Not Found."

Response: The reference error refers to tables in the Draft EIR; the edit is contained in Section 4, Summary of Changes and Additions to Draft EIR (page 3.3-43 of the Draft EIR). The clarification to said mitigation measure does not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

Response to Comment LANDEROS-10

Related to significant operational impacts under Impact AQ-3, the commentor identifies that criteria 1, 2, and 3 are significant for operational emissions and therefore the commentor suggests "more steps must be taken to further reduce emissions to an insignificant level."

Response: The commentor is correct in stating that the Draft EIR concludes impacts under criteria 1, 2, and 3 are significant for operational emissions (See page 3.3-18 through 3.3-21 of the Draft EIR); however, the commentor does not indicate what additional steps should be taken to reduce operational emissions. The Draft EIR implemented all feasible mitigation measures as required under CEQA and despite the implementation of such mitigation, the impacts remain significant and unavoidable as they relate to operational impacts based upon emissions within the South Coast Air Basin. Localized emissions were determined to be less than significant.

Response to Comment LANDEROS-11

The commentor questions by what means will Mitigation Measure AQ-6 be monitored to ensure compliance.

Response: As discussed in (c) of the mitigation measure, signs will be posted with a number to report violations. In addition, as discussed on page 57 of the Air Quality and Greenhouse Gas Analysis

Report (Appendix B), "Walmart has an automatic shutoff on its heavy-duty trucks, which limits idling to 3 minutes."

The health risk assessment and the operational localized analysis assumed that the "delivery trucks were assumed to idle for 15 minutes per day at the building loading areas pursuant to guidance from the SCAQMD…" (page 3.3-28). This assumption of the delivery trucks idle is an overestimation, but is the methodology suggested by the SCAQMD staff. Even assuming 15 minutes of idling per day per truck, the concentrations do not exceed the health risk, or localized significance, thresholds.

Response to Comment LANDEROS-12

The commentor questions what incentives will be used to motivate employees to participate in the transportation demand management program mentioned in Mitigation Measure AQ-8. The commentor states that simply advertising the program is unlikely to motivate employees to participate.

Response: The commentor did not provide a suggestion for clarifying the mitigation measure to provide additional motivation. However, Mitigation Measure AQ-8 has been clarified in the Section 4, Summary of Changes and Additions to Draft EIR, to provide further encouragement for employees to use alternate transportation by providing a grace period for which employees who use public transportation can avoid disciplinary action for arriving late at work.

Response to Comment LANDEROS-13

Commentor raises issues if Citrus Valley High School was included as part of the Air Analysis.

Response: As discussed in Response to Comment LANDEROS-2 and LANDEROS-4, the high school was taken into consideration in the analysis; to provide additional clarification, the results of the analysis are shown in the Section 4, Summary of Changes and Additions to Draft EIR.

Response to Comment LANDEROS-14

The commentor asks why the air pollution impact for the residents near Karon Street will be less than significant.

Response: As discussed on page 3.3-57 of the Draft EIR and as further clarified in the Section 4, Summary of Changes and Additions to Draft EIR, the maximum sensitive receptor cancer risk is 0.8 in one million. The threshold established by the SCAQMD is 10 in one million. Therefore, the risk is far below the threshold. A cancer risk of one in one million is defined by the EPA as "a likelihood that one person, out of one million equally exposed people, would contract cancer if exposed continuously (24 hours per day) to the specific concentration over 70 years (an assumed lifetime). This risk would be an excess cancer risk that is in addition to any cancer that might occur in a person not exposed to these air toxics" (website: http://www.epa.gov/nata2002/natafaq.html#A6).

Similarly, as identified in Table 3.3-9, Table 3.3-16, 3.3-17, Table 3.3-18, Table 3.3-19, Table 3.3-20, Table 3.3-21, and Table 3.3-22 of the Draft EIR, exposure to CO, NOx, PM10, and PM2.5 are also below the thresholds and standards during construction and operation. The thresholds and standards are set to protect the health of sensitive individuals. Therefore, the impacts are less than significant.

The commentor also questions if the residential neighborhood is the most impacted. As shown in the Section 4, Summary of Changes and Additions to Draft EIR, the area most impacted from operational cancer risk is the area near the fueling station. The fueling station is a considerable distance from the residential neighborhood. To rearrange the site plan may result in the fueling station and other sources of benzene and diesel particulate matter being located more closely to the residences. As shown, the current arrangement of the site plan provides the best case for the residents.

Response to Comment LANDEROS-15

The commentor states "existing research has shown that when a supercenter opens in a community, an average of two existing grocery stores close…"

Response: The commentor does not reference the research so the claim cannot be considered or verified. This potential impact is explored under Section 3.18, Urban Decay. Impact UD-1 (pages 3.18-13 through 3.18-19 of the Draft EIR) shows that there would not be long-term store vacancies and the Project would not result in the abandonment of buildings within the retail market served by the Project. As shown in Impact UD-2, the Project would not result in the physical deterioration of properties or structures that impairs the proper utilization of the properties or structures, or health, safety, and welfare of the surrounding community. In summary, this potential issue has been explored in the Draft EIR and has been found to be less than significant.

The commentor references a "research study" prepared in 2008, but fails to include the title or reference information; therefore, the information the commentor states is not able to be considered or verified. Nevertheless, the commentor indicates that a 200,000 square foot supercenter generated over 10,000 trips during a weekday and more on a weekend day. As identified in Table 3.15-8 of the Draft EIR (page 3.15-37), it is estimated that Walmart would have 10,281, 12,398, and 10,859 trips on the weekday, Saturday, and Sunday, respectively. This trip generation exceeds the sample trip generation rate mentioned by the commentor. Therefore, a worst-case scenario was examined in the Draft EIR.

1-15-12

Dear Sir:

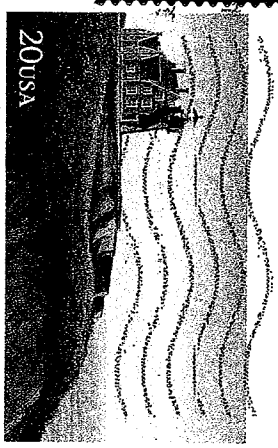
I am against Wal-Mart's Super Store. I thought the stalled economy had blocked it but I guess not. With the help of the city fathers it will be built. I use to current store where I shop about every two weeks and other business in the strip where it is now located. The rest of my shopping + business I carry out downtown where I walk. The Mall now closed would be a better location for me than the north end of town. Once there was a nice hotel located there until the powers to be changed that. Will the old Wal-Mart when orange groves grew become part of the blight of poor planning?

Donn Warren

Robert Dalquist
City of Red Bluff
Box 3005
96373

Box 343
96373

RECEIVED
JAN 23 2012
By J.N.



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Letter WARREN. Donn Warren, 01/15/2012

Response to Comment WARREN-1

The comment raises issues regarding the potential for economic impacts.

Response: See Response to comments GUZMAN2.

Response to Comment WARREN-2

The comment raises issues regarding urban decay.

Response: Potential impacts associated with urban decay are fully evaluated in Section 3.18 of the Draft EIR, which determined that these impacts would be less than significant.

Robert Dalquest, AICP
City of Redlands
Development Services Department
Planning Division
P.O. Box 3005
Redlands, CA 92373

RE: Draft EIR on the Redlands Crossing Project

In the Draft EIR, Section 3.18 is dedicated to assessing the impact of a new Super Wal-Mart (SWM) on its production of blight and urban decay. Effectively, it reaches the conclusion that there is no fear of blight or urban decay from this project. However, when a closer look is taken of the analysis, several questions about the actual impact of this Super Center on Redlands's neighborhoods and commercial districts need to be addressed to allay the fears of commercial distress and blight that Wal-Marts have produced in so many small cities. 1

First, the report indicates in section 3.18.4 that "the Project would result in significant urban decay impacts if it would: create long-term store vacancies or result in the abandonment of buildings within the retail market served by the Project;..." As it currently stands, the proposed new Super Wal-Mart would trigger the abandonment of the current Wal-Mart. In section 3.18.7 the report notes that if the old Wal-Mart building was reused, then it would produce "slight" overbuilding in Redlands. If it's not reused, then it will contribute to a vacancy rate that starts at 21.2% in the high scenario and 19.2% in the low scenario (Tables 3.18-10 and 3.18-11). The city is "damned, if they do" and "damned, if they don't" reuse the abandoned building. In either case, the effects of this additional commercial space could produce blight and urban decay in the area. 2

In the first scenario of reusing the 126,000 square feet of space, there's the possibility of oversupplying the Regional or Community Retail Trade Areas which could produce even lower sales per square feet in retail or food stores. Since these sales per square feet translate into profits and supermarkets in particular operate with a fairly thin profit per sales percent (0.98% after tax in 2010),[1] then as the report notes a few supermarkets could be driven out of business. So, the vacancy rate would again rise. Given that the Draft EIR bench marks a 5-10% vacancy rate as "healthy," the addition of the Super Wal-Mart to Redlands pushes its vacancy rate far outside the healthy range. 3

In the second scenario in the Draft EIR, the abandoned Wal-Mart building would not be reused which is the more common result when a Wal-Mart closes or relocates.[2] If this is the scenario that comes to pass and as of this writing it appears to be the case, then a domino effect is set in motion. The 4

[1] This figure is from the Food Marketing Institute (FMI). The average of the profit on sales data presented by the FMI lies around 1%. http://www.fmi.org/docs/facts_figs/netprofit2010.pdf

[2] While the Draft EIR provides anecdotal information about some partially reused Wal-Mart buildings, the website, http://thewritingonthewal.net/?cat=116, offers a counter set of anecdotes about the widespread non-reuse of these buildings. As of the writing of the DEIR, Redlands's Wal-Mart has not been tasked to either rent or sell its building to someone who will utilize its space in a commercially viable manner. The anecdotes point to many cases in which governmental agencies inhabit the buildings which means they reduce the vacancy rates, but they don't add to the economic well-being of the community.

shopping center in which the current Wal-Mart is housed depends upon Wal-Mart attracting business that is spun off to the other smaller retail units in the shopping center. Even the supermarket, Food For Less, depends upon the Wal-Mart business. With Wal-Mart's customers moving to the new site less than two miles away, these other businesses will not be able to attract and keep customers on their own. As the report indicates, shopping centers need anchors and Wal-Mart is the anchor store in this shopping center. Nowhere in the report is there an analysis of the impact on the shopping center if Wal-Mart is allowed to abandon its current store. This analysis is very important to determining whether there will be even more vacant retail space in a city that already is on the edge of having an unhealthy vacancy rate. 4 CONT

Second, with the scheduled closing of the Redlands K-Mart coupled with the closing and moving of the current Wal-Mart store, the vacancy rates estimated in the report would rise even higher. Given the effect of high vacancy rates on rents, the impact on Redlands' commercial real estate could be powerful. The report tries to redefine what vacant available commercial real estate is after it reports how strong the impact from space made available by competitors who were put out of business and the vacated old Wal-Mart would be (Tables 3.18-10 and 3.18-11). On pages 3.18-26 and -27 the DEIR considers the vacancy rates reported in Tables 3.18-10 and 3.18-11 as "artificially inflated" because they include the Redlands Mall and pending Mountain Grove shopping center. The authors argue that these commercial sites should be subtracted from the available space because the Redlands Mall is deemed to be "functionally obsolete" and the other project is currently postponed. While the Mountain Grove project is not currently under development, the Redlands Mall does exist. Unlike the description in the report which describes it as having "been shut down by its current owner," it is functioning and has rented space. Since the report is supposed to capture the projected vacancy rates in order to better understand from where blight and urban decay may originate, it is important to include all of the currently available and projected to be available commercial space that would exist during the period of the analysis. To include anything less would be to understate the impact from the new project. 5

Third, the analysis of the effect of the proposed Super Wal-Mart on competition among retail and food stores in the regional and community retail area makes some very odd assumptions and seems to understate the impact of the addition of over 100,000 new square feet of food and merchandise on competitors. It is assumed that the proposed Super Center will reach its sales potential during the first year of its operation and never grow beyond that. By undertaking the analysis in this manner, there's an assumption that all projected future growth in sales will then be available to the existing supermarkets.

This assumption is seen in the analysis that begins with Table III-5. It projects expected demand over a 10 year time period and without the Super Wal-Mart or any other additional supermarket space sales per square foot grows from $480 in 2010 to $546 in 2020. Table III-6 introduces the effect of a Super Wal-Mart on sales and adjusts the estimated future demand not through increases in square foot of stores, but by netting it out of projected demand. According to this picture, they start by taking over $26 million dollars in sales from other retailers and they never increase their take. As the projected increases in demand occur, the other supermarket and food retailers in the area reap those sales. Recently, company policy has pushed Wal-Marts into providing groceries and relying heavily on their food sales to attract customers and foster demand for groceries as well as the rest of their discount 6

merchandise.[3] Growth is a crucial aspect of any store's continued viability and the ubiquitous use of statistics on same store sales growth indicates that stores watch this figure closely. Wal-Mart's last quarter growth in same store sales was 1.3% and in Sam's Clubs it was 5.7%.[4] The projected growth in potential supermarket sales in the CRTA in Table III-8 is only 1%, so if the proposed Super Wal-Mart grows only at this average level, then the projections about demand available for other supermarkets in the area are completely without merit. 6 CONT

Returning to the vision provided in the Draft EIR of a no-growth Super Wal-Mart, there are still problems for the continued success of area supermarkets. Given the Super Wal-Mart no growth formula, the impact of the Super Wal-Mart in the first year of its operation is a reduction in sales per square foot of $40 when compared to a scenario where there is no new Super Wal-Mart (Tables III-5 and III-7). Obviously, this is a major loss of revenue to supermarkets in the region. Given the supermarkets operate on a thin profit margin, this change would be strong enough to drive independent markets out of existence. Looking at the reduction in sales per square foot between 2010 and 2013 in Table III-7 it's clear that the $21/square foot reduction in sales means a revenue reduction of $966,000 for a median sized supermarket.[5] This loss in revenue could account for a reduction in sales of 0.46% which could be devastating when the average return on sales is only 0.98%. Profits could be cut in half. Since Redlands defines itself by its unique characteristics which include several small independent markets, these cultural markers could be the first to feel the effects of Super Wal-Mart's effect on sales. And, as Table III-7 indicates, which shows the best case scenario compared to Table III-8, it will take until 2020 for the revenues per square foot to achieve a level that is almost the same as what they would have reached in 2014 if the Super Wal-Mart would not have been built. Such a long period of reduced sales does not augur well for the area's food retailers. 7

Retail firms, especially independent ones, are not able to withstand a long term drop in demand. Table III-7 soft pedals the story of Super Wal-Mart's effects because there are actually two Super Wal-Marts that will be operating within a range of 3 miles from each other. As the report notes, San Bernardino is supersizing their Wal-Mart on Highland Avenue, so as Table III-8 shows, the impact is even more devastating on the community retail trade area. There's a double whammy from the two stores. The 2010 sales per square foot figure declines by $67/sq. foot to $413 and never in the 10 years covered by the study is it able to recover to the 2010 level of sales. Somehow the Draft EIR does not "believe" that these changes will be deleterious to the economic health of the Redlands commercial community. Such changes are sure to alter the ability of independent stores to continue to operate. 8

Finally, since the report looks at April of 2011 for its snapshot of the Redlands community, it hasn't been able to take into consideration the effect of more recent changes. The Target Store in the Citrus Plaza has recently been renovated into Target Super Center. It's already selling food in a geographical space that is about 0.5 miles away from the proposed Super Wal-Mart. Obviously, this 9

[3] http://www.produceretailer.com/produce-retailer-news/Wal-Mart-halts-sales-slump-through-grocery-business-133954598.html
[4] http://money.cnn.com/2011/11/15/news/economy/walmart_sales/index.htm
[5] FMI notes that the size of 2010 median supermarket was 46,000 square feet. http://www.fmi.org/facts_figs/?fuseaction=superfact

change in food retailing in Redlands adds even more square feet to food sales which brings into question, yet again, why there is a need for Redlands Wal-Mart to move from its current location, expand its size, and sell food. 9 CONT

Sincerely,

Dorene Isenberg
Professor of Economics
University of Redlands

Citizen of Redlands since 2003
108 W. Fern Ave.
Redlands, CA 92373

Letter ISENBERG. Dorene Isenberg, No Date

Response to Comment ISENBERG-1

The commentor raises concern regarding Urban Decay impacts within the City of Redlands and potential inadequacy in the Urban Decay Study.

Response: In response to the overall letter, this letter seems to reflect a misunderstanding of what urban decay is and how it differs from other potential economic effects of the proposed project. The term "urban decay" is used in connection with CEQA to analyze potential physical impacts that might, indirectly, be caused by a project. Urban decay impacts are considered significant under CEQA only when there is substantial evidence that a project will cause "a chain reaction of store closures and long-term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake." *Bakersfield Citizens for Local Control v. City of Bakersfield*, 124 Cal. App. 4th 1184 (2004). Urban decay is a severe condition in which commercial buildings have, in effect, been permanently abandoned and allowed to fall into a severe state of disrepair making it unlikely to be re-tenanted or put to other economically productive use. Urban decay is characterized by the pervasive presence of such indicators as graffiti, broken and boarded up windows, substantial physical deterioration of building structures, excessive trash or weed growth in parking lots, homeless encampments, etc.

The sole purpose of the analysis prepared by The Natelson Dale Group, Inc. (TNDG) is to evaluate the potential for the proposed project to cause urban decay. Although TNDG's study discusses other potential economic effects of the proposed project (e.g., sales diversions from existing retailers in the trade area, resulting increases in commercial vacancy rates, etc.), these are only considered relevant and significant to the extent that they may result in the closure of stores which ultimately undergo urban decay. Vacant buildings, in and of themselves, do not constitute urban decay. A vacant building that is maintained in clean, re-leasable condition does not meet the definition or urban decay. Moreover, urban decay does not occur on a building-by-building basis, but relates to conditions that are pervasive throughout a neighborhood or business district.

Urban decay is not synonymous with "blight." As stated by the California Court of Appeal in *Bakersfield Citizens*, *supra*, 124 Cal. App. 4th at 1204, fn. 4:

> "Some of the parties use the term 'urban blight,' assuming that it is interchangeable with 'urban decay.' This is incorrect. ***'Blight' is a term with specialized meaning*** that has not been shown to be applicable." (citing to Health & Safety Code § 33030 et seq.)(***emphasis*** added)

"Blight" is a term used in connection with California Community Redevelopment Law. To create a redevelopment project area (prior to the recent dissolution of redevelopment agencies in the state), a city was required to make findings of "blight." Conditions indicative of blight include several non-physical factors such as depreciated or stagnate property values, abnormally high business vacancies,

low lease rates, and irregular and inadequate lots under multiple ownership. Thus, "blight" is not interchangeable with "urban decay" since the latter focuses on physical impacts.

TNDG's analysis considers a potential "chain of events" leading to urban decay:

1) Would the proposed project cause sales impacts to existing retailers in the trade area?

2) If so, would these sales impacts be severe and prolonged enough that they are likely to result in the closure of existing stores?

3) If vacancies occur, would there be sufficient demand to support re-tenanting of the vacated spaces?

4) If market conditions are such that vacancies may be prolonged, are property owners likely to abandon buildings to an extent that they fall into a severe state of disrepair contributing to urban decay?

Whereas "steps" 1 through 3 above would potentially represent substantial economic effects within the community, only step 4 would meet the conditions of urban decay.

In order to thoroughly evaluate the potential for urban decay, TNDG's analysis acknowledges that under certain circumstances the project, when considered in combination with other pending projects, may cause sales impacts that are severe enough to potentially result in the closure of existing stores. It should be emphasized, though, that these conclusions are based on "worst case" assumptions that are likely to be extremely conservative. In particular:

Under cumulative conditions, the report concludes that up to two competitor supermarkets may close, based on the projection that average sale volumes for the existing stores would decrease from $480 per square foot to $413 per square foot. The report conservatively acknowledges the potential for store closures since the projected average sales volume of $413 per square foot is below the median for supermarkets in the Western U.S. However, as the report documents in detail (see pages 20-21 of the urban decay study, Appendix H of the Draft EIR), many existing supermarket chains in California operate at average sales volumes substantially lower than the regional median. More than half (54 percent) operate at sales volumes below $400 per square feet, and 20 percent operate below $300 per square foot. Thus, while the TNDG report acknowledges the possibility of supermarket closures under cumulative conditions, it is not the report's that such closures are likely.

For purposes of evaluating the potential for urban decay under worst-case vacancy conditions, the report also indicates that a high retail vacancy rate (19 to 21 percent) could result from development of all the planned and pending retail projects in the trade area. This calculation is based on the very conservative (and unrealistic) assumption that all of the planned and pending projects will be developed and operation by 2013. Pages 25-26 of the report document several major reasons why this is highly unlikely. For example, the worst-case analysis assumes that the 595,000 square foot

Mountain Grove shopping center would be opened by 2013. This project has been delayed indefinitely due to market conditions and limited interest from prospective tenants. Thus, it is very unlikely to be operational by next year. Removing this project from the cumulative calculations would reduce the projected vacancy rate in 2013 to a more market-acceptable range of 7 to 9 percent.

The conservative assumptions described above have been utilized in the report in order to fully evaluate the proposed project's potential to cause urban decay. The report's conclusions that the project may, under cumulative conditions, result in the closure of competitor supermarkets and/or high vacancy rates in the trade area are intended primarily to provide a basis for evaluating the potential for urban decay under worst-case conditions. These conclusions are therefore not intended to be "predictions" of what will happen. Most importantly, the report concludes that even under the indicated worst-case conditions in which high vacancies would occur, long-term market dynamics would be favorable enough to prevent the development of urban decay – the critical 4 step in the analysis of the "chain of events."

In addition, the commentor refers to "commercial distress and blight that Wal-Marts have produced in so many small cities."

As described above, "commercial distress" and "blight" are not the same as urban decay. Moreover, the commentor has provided no evidence of Walmart causing these impacts in other communities or of the comparability of such communities to Redlands. In contrast, the Draft EIR provides a detailed impact analysis specific to the unique market conditions in the Redlands trade area.

Response to Comment ISENBERG-2

The commentor raises concern regarding commercial distress and blight within the City of Redlands and surrounding Cities.

Response: As described previously, long-term store vacancies are not synonymous with urban decay. Whereas the urban decay study acknowledges the possibility of high vacancy rates in the trade area, this situation would only occur under the unrealistic, worst-case conditions assumed in the report, and would not result in urban decay in any event.

The potential vacancy of the existing Walmart is fully evaluated in the report as part of the cumulative impacts analysis. Vacancy of this building would not constitute "abandonment" as the property owner would have strong economic incentive to maintain the building in good condition until a new tenant is secured. The commentor provides no evidence that the building would be abandoned. See Response to Comment ISENBERG-3 and ISENBERG-4, below, for re-use of the existing Walmart.

For the reasons described above, the reference to "blight" is not relevant to the urban decay analysis.

Response to Comment ISENBERG-3

The intent of the first sentence of this comment is unclear, but it seems to imply that the existing Walmart building could be re-tenanted by a food store and thereby increase the proposed project's cumulative impacts on existing supermarkets in the trade area. This is unlikely since that shopping center already has a major food store (Food 4 Less) as an anchor tenant. Moreover, while the proposed project's impact on the grocery sector is not likely to be severe enough (as described above and in detail in Draft EIR) to result on the closure of existing competitors, the market would likely become saturated enough to serve as a disincentive for additional supermarkets to open for several years.

The potential for existing supermarkets to close is evaluated at length in the Draft EIR. The Draft EIR does not directly evaluate the impact on supermarket profit margins (since the analysts are not privy to the actual profit margins of the existing supermarkets in the trade area), but profit margins are implicitly taken into account in the report's comparison of the existing stores' estimated sales volumes (per square foot) to a range of industry standards.

Response to Comment ISENBERG-4

As noted previously, a vacant building does not constitute "abandonment." The commentor provides no analysis to support the contention that the existing Walmart building "would not" be reused, other than reference to a website listing anecdotes (with no analysis of the applicability of those anecdotes to the Redlands case). In contrast, the Draft EIR provides a detailed market analysis specific to Redlands indicating sufficient demand to re-occupy the existing Walmart store.

The comment suggests that Food 4 Less would be unable to survive at its present location without Walmart as a co-anchor tenant. To address this concern, TNDG has evaluated the locations of all existing Food 4 Less stores in San Bernardino, Riverside and Orange Counties. This evaluation clearly indicates that many Food 4 Less stores are the only anchor tenant for the shopping centers in which they are located and do not, in a large majority of cases, depend upon a larger co-anchor.

Table 1, below, provides a list of Food 4 less-anchored shopping centers in Riverside, San Bernardino, and Orange Counties. As shown on the table, 14 of the 24 shopping centers (58 percent of the total) are solely anchored by a Food 4 Less store. This suggests that it would not be out of the ordinary for the Redlands center to be anchored solely by the Food 4 less store. Among those with co-anchors, most are smaller stores (i.e., the Food 4 Less is the primary anchor tenant).

Table 1: Food 4 Less-Anchored Shopping Centers - Riverside, San Bernardino, and Orange Counties

Address	City	Sole Anchor	Other Anchor(s)
24440 Alessandro Blvd	Moreno Valley	Yes	
12200 Perris Blvd	Moreno Valley	Yes	
26529 Highland Ave	Highland	No	Big Lots
555 W 2nd St	San Bernardino	Yes	
3900 Chicago Ave	Riverside	Yes	
1691 E 6th St	Beaumont	No	Stater Bros
1150 N Pepper Ave	Colton	Yes	
1688 N Perris Blvd	Perris	No	Rite Aid
1410 W Foothill Blvd	Rialto	Yes	
4250 Van Buren Blvd	Riverside	Yes	
109 N McKinley St	Corona	Yes	
2246 S Euclid Ave	Ontario	Yes	
2090 S Garey Ave	Pomona	Yes	
315 E 1st St	Santa Ana	Yes	
2140 S Bristol St	Santa Ana	Yes	
1616 W Katella Ave	Anaheim	No	Big Lots
914 W Orangethorpe Ave	Fullerton	Yes	
7910 Katella Ave	Stanton	Yes	
57200 Twentynine Palms Hwy	Yucca Valley	No	Kragen Auto Parts
20801 Bear Valley Road	Apple Valley	No	Big Kmart
4024 Grand Ave	Chino	No	Dick's Sporting Goods; Michaels; Old Navy; Petco; Ross; Staples; Target; TJ Maxx
16991 Valley Blvd	Fontana	No	Big Kmart; Big Lots
12879 Foothill Blvd	Rancho Cucamonga	No	Living Spaces; Walmart
26419 Ynez Rd	Temecula	No	Kmart; Mervyn's; T.J. Maxx; Tristone Theatres
Source: Shopping Center Directory, 2006, National Research Bureau; TNDG.			

The comment also suggests that the shopping center where the existing Walmart is located would be unable to survive with only Food 4 Less as its anchor tenant. Table 2 on the following page provides a list of the grocery-anchored neighborhood shopping centers in the Community Trade Area that was evaluated in the Draft EIR. The table provides the total and anchor tenant square footages for each

shopping center, along with the ratio of anchor square feet to total square feet. As shown in the table, the average ratio is 0.53, indicating that on average, anchor tenant's account for approximately 53 percent of the total space in these centers. Without the Walmart store, the Redlands Food 4 Less center would be at 0.41. Although this is below the average, there are a number of existing centers in the trade area below this ratio, ranging from 0.27 (University Plaza) to 0.39 (Brookside Plaza). This suggests that the Food 4 Less center would be a viable shopping center with Food 4 Less as the sole anchor tenant.

Table 2: Ratio of Anchor Square Feet to Total Square Feet - Selected Shopping Centers on Community Trade Area

Shopping Center	Location	Anchor Tenant(s)	Anchor S.F.	Total S.F.	S.F. Ratio
University Plaza	800 E Lugonia Ave Redlands	Redlands Ranch Market	21,000	79,087	0.27
Orange Street Plaza	410-552 Orange St Redlands	Vons; Office Depot; Trader Joes	79,389	156,592	0.51
Citrus Village Plaza	450 E Cypress Ave Redlands	Albertsons; Rite Aid	82,700	153,276	0.54
Brookside Plaza	1536-1578 Barton Rd Redlands	Stater Bros.	35,332	89,662	0.39
Village at East Highlands	28930 Greenspot Rd Highland	Stater Bros.	44,000	55,247	0.80
Lugonia Plaza	1748 E Lugonia Ave Redlands	Stater Bros.	30,080	68,111	0.44
Mountain View	11235 Mountain View Ave Redlands	Clarks; Rite Aid	43,238	45,936	0.94
Loma Linda	25538 Barton Rd Loma Linda	Stater Bros.	45,000	116,733	0.39
Highland Village Plaza	7197 Boulder Ave Highland	Albertsons; CVS	73,487	134,050	0.55
Stater Bros. Center	3605 Highland Ave Highland	Stater Bros.	25,610	61,557	0.42
Food 4 Less Center	26529 Highland Ave Highland	Food 4 Less; Big Lots	80,500	81,500	0.99
Rio Ranch Shopping Center (1)	26500 9th St Highland	Rio Ranch Market	15,400	21,748	0.71
Rio Ranch Shopping Center (2)	25745 Base Line St San Bernardino	Rio Ranch Market	35,834	44,360	0.81
Seley Plaza	2028 E Highland Ave San Bernardino	Rio Ranch Market	28,500	88,588	0.32
		Total Average	**640,070**	**1,196,447**	**0.53**
		Median	**39,536**	**80294**	**0.52**

			S.F.	Total S.F.	S.F. Ratio
Walmart / Food 4 Less Center w/out Walmart	2050 W Redlands Blvd Redlands	Food 4 Less	**58,000**	**140,590**	**0.41**

Source: TNDG; CoStar Group

The comment indicates that a building not being reused "is the more common result when a Wal-Mart closes or relocates." The commentor then footnotes the following website to support this claim: http://thewritingonthewal.net/?cat=116. In addition, in the footnote the commentor indicates that the "Draft EIR provides anecdotal information about some partially reused Walmart buildings"…while the "website [indicated above] offers a counter set of anecdotes about the widespread non-reuse of these buildings (emphasis added)." As outlined below, there are multiple factual misstatements made in this comment:

Contrary to the commentor's claim, the Draft EIR does not provide "anecdotal" information about some "partially" reused Walmart buildings. The Draft EIR provides five examples of Walmart stores that have either been reused or purchased by private properties with the intention of repositioning the stores for some type of retail or adaptive reuse. Of the five examples, only one store (the Cathedral City Walmart) has been partially reused with another use. This store has been partially reoccupied by a 99 Cents Only store (See page 3.18-31 of the Draft EIR and Section II-J, of the Urban Decay Analysis).

The website cited by the commentor is a blog focused on identifying negative news items related to Walmart.[3] The commentor cites this website as providing "a counter set of anecdotes about the widespread non-reuse of these buildings (emphasis added)." The indicated section of the blog provides a series of 17 blog posts dating from February 24, 2008 to November 21, 2010. Based on a review of each of the individual posts contrary to providing "a counter set of anecdotes about the widespread non-reuse" of closed Walmart stores, only 9 of the 17 total blog posts even address the closure of a specific Walmart store.

Other items discussed in this blog's section include the negative effects of American consumerism, Walmart's reuse of a closed Costco store in Vancouver, British Columbia[4], a map showing the growth of Walmart stores in the U.S. over the past 40 years, among others. Further, of these 9 blog posts that discuss the closing of a Walmart store, only one discusses the "non-reuse" of the a Walmart store, the closed Hemet store in Hemet, California (this is also the only California store addressed on the site, while the remaining 8 examples are in other states; in contrast, all of TNDG's examples of closed Walmart stores, including the Hemet store, were in southern and central California). This specific post was written on April 6, 2008, prior to the purchase of the store by Latham Management and Counseling Service with the intention to convert the site to a medical plaza featuring a cardiac center and outpatient facilities. Instead of identifying the "non-reuse" of closed Walmart stores, some of the remaining 9 blog posts disparage the reuses of closed stores, such as a Furniture store that reoccupied

[3] A review of the blog indicates that it is not an unbiased source for news related to Walmart. For example, the front page states, "...your Wal-Mart news and information source--dedicated to rolling back the curtain on the Bentonvile Behemoth's corporate disinformation and other flackery…"

[4] Interestingly, the author of this blog post attempts to spin this example of Walmart reusing a vacant store in a negative fashion, further illustrating the lack of objectivity of this blog. For example, the title of the referenced blog post is "WALMART GOES HERMIT CRAB…", and the author states, "the one question that story does not answer is why Walmart did not demolish the former Costco store and build from the ground up".

a former Walmart store in Pelham, Alabama, to a government office reuse of a closed Walmart store in Lafourche, Louisiana. Others discuss the pending closures of specific stores.

The commentor's footnote also states that "[t]he anecdotes point to many cases in which governmental agencies inhabit the buildings which means they reduce the vacancy rates, but they don't add to the economic well-being of the community." First, of the five closed Walmart stores cited in Draft EIR, none have been reoccupied by government agencies, so the above statement is factually incorrect. Moreover, adding to the "economic well-being of the community" is a vague statement, and it is not clear that is relevant for purposes of evaluating urban decay. For example, if a government agency reoccupies a vacant retail building whether this adds to the "economic well-being of the community" is irrelevant in the context of an EIR. The relevant issue is whether this reuse prevents the occurrence of urban decay.

Response to Comment ISENBERG-5

The commentor raises concern that increased retail vacancies in the trade area were not fully evaluated.

Response: The Draft EIR fully evaluates the possibility of increased retail vacancies in the trade area and the resultant potential for urban decay. The commentor makes several assertions intended to suggest that vacancy levels would be higher than indicated in the Draft EIR analysis; the assertions are factually incorrect.

The comment refers to the "scheduled closing of the Redlands K-Mart." Although K-Mart/Sears recently announced another round of store closures, the Redlands K-Mart is not on the list of planned closures. City staff indicates that the City of Redlands has no information indicating that this store will be closing.

The comment disputes that the Redlands Mall has been closed. According to City staff (January 25, 2012) the status of the mall is as follows:

The Mall building has been closed since September 2010. All of the entrances were fenced-off and the underground parking lot has been gated. However, CVS, which has a separate entrance on the east side of the mall, is the only business that has remained open; with the exception of the out-building at the corner of Orange Street and Redlands Boulevard. The tenants in this building have all remained open, which includes: Denny's, a Bank, and a mattress store.

The essential point is that the Mall (notwithstanding the remaining tenants on the periphery) is not in a condition in which it is likely to be viable for retail reuse. This is a pre-existing issue that is unlikely to change regardless of whether or not the proposed project is developed. Thus, it is not a potential impact of the proposed project.

Although the commentor acknowledges that the developer is not moving forward to develop the Mountain Grove center, she appears to imply that it is incorrect to exclude this project from the pending projects list for purposes of providing adjusted, and more realistic, projected vacancy rates. As shown on Table 3.18-8 on page 3.18-24, the cumulative analysis *does* include the once proposed Mountain Grove shopping center for purposes of evaluating potential cumulative impacts, even though the project is on indefinite hold. Given the speculative nature of this project, the Draft EIR notes that projected vacancy rates under cumulative conditions should be considered *worst case* since there are no current plans to develop this retail shopping center.[5] Thus, to provide context to the projected worst case vacancy rates under cumulative conditions in the Draft EIR, the analysis also provides adjusted vacancy rates, which exclude the speculative Mountain Grove center and the Mall (discussed above). In addition, the Draft EIR also notes if the Mountain Grove shopping center is ultimately developed, the combined center (along with the Citrus Plaza) would function as a super-regional shopping center with over 1 million square feet of regional retail space. This type of center would likely draw shoppers from beyond the trade area boundaries evaluated in this analysis, in addition to capturing a larger share of retail demand from the secondary market areas of the Regional Retail Trade Area (RRTA). Thus, the additional market support for this potential project – which is not projected within the retail demand analysis – indicates that the vacancy rates projected are relatively aggressive, even with the potential development of the Mountain Grove shopping center. This finding is corroborated by the developer's own internal research/marketing materials. As shown in Attachment 1 (from the developer's original market materials), the developer's projected trade area for the Mountain Grove center is well beyond the trade area evaluated in the Draft EIR[6].

The comment speculates that the projected vacancies could have a "powerful" effect on retail rents, without providing any analysis to support this claim. Moreover, the impacts on commercial rent levels are not relevant under CEQA.

Response to Comment ISENBERG-6

The commentor states that the Draft EIR's analysis of the project uses faulty assumptions regarding the amount of sales dollars the Walmart will take from other retailers.

Response The Draft EIR analysis assumes that the proposed project would generate annual grocery sales of $26.6 million. This projection is based on Walmart's average grocery sales per square foot (as reported by Progressive Grocer). As a chain-wide average it represents the expected performance of the grocery component of the proposed project once it reaches stabilized operations. Since it may actually take several years for the new store to achieve grocery sales on par with the chain-wide average, the Draft EIR analysis – by evaluating the full potential impact in the first year of operation – may actually be overstating the project's initial impacts to competitor stores.

[5] See "Majestic VP talks Sports", Redlands Daily Facts, March 4, 2010.
[6] See http://www.majesticrealty.com/Brochures/Mountain%20Grove-ICSC2011.pdf. Accessed on February 24, 2012.

It should also be emphasized that TNDG's projections of future potential supermarket sales are expressed in constant (i.e., un-inflated) dollars, whereas the same-stores sales statistics commonly reported in the media are based on nominal dollar calculations (i.e., the indicated percentage growth rates include inflation).

Citing same-store sales growth rates for a single quarter (as the comment does) is misleading. Whereas Walmart's same-store sales for the 13-weeks ended October 28, 2011 did grow 1.3 percent (in nominal, inflated terms) as the commentor indicates, this growth followed two quarters of negative growth. Indeed, Walmart's same-store sales growth rates on an annual basis for the years ended January 31, 2011 and January 31, 2010 were -1.5 percent and -0.7 percent, respectively. In comparison, inflation (as measured by the Consumer Price Index) during 2011 was 3.2 percent.

Response to Comment ISENBERG-7

The commentor expresses concern that "thin profit margins" will drive independent markets out of business.

Response The $40 per square foot "reduction" in existing supermarket sales, as referenced in this comment, is misleading. Only a portion of this amount would be an actual "loss" to the existing stores since the $40 calculation is based on a hypothetical comparison of what the existing stores' future sales might be if the proposed project is not built. As calculated in the Draft EIR, the actual sales impact (i.e., actual existing sales compared to projected sales after the proposed Walmart opens) is the $21 per square foot factor cited later in the comment.

The potential for existing supermarkets to close is evaluated at length in the Draft EIR and it is the report's well-documented conclusion that the potential reduction in sales is not likely to be severe enough not to cause existing supermarkets to close. More importantly, even under a worst-case scenario in which closure of existing stores would occur, long-term market dynamics would be strong enough to prevent the onset of urban decay. That is, continued population growth in the trade area would fuel demand for additional retail sales, thereby generating demand to fill any potential vacated retail space.

The meaning of the comment's reference to a "revenue reduction of 0.46 percent" is unclear and the reference to the "average return on sales" of 0.98 percent is not put into any context or compared in any way to the profit margins of existing stores in Redlands. In the absence of Redlands-specific data on profit margins, the commentor's assertion that "profits could be cut in half" is speculation. As noted previously, the Draft EIR does not directly evaluate the impact on supermarket profit margins (since the analysts are not privy to the actual profit margins of the existing supermarkets in the trade area), but profit margins are implicitly taken into account in the report's comparison of the existing stores' estimated sales volumes (per square foot) to a range of industry standards.

The commentor speculates that small independent markets "would be the first to feel" the potential impacts of the proposed project, but provides no basis for this assertion. Since it is generally recognized that independent markets serve a different market niche (e.g., providing personal attention to shoppers, more convenient parking, quicker checkouts, etc.) from large grocery chains, Walmart is less likely to be perceived by consumers as a "substitute" for these stores. Therefore TNDG believes it is unlikely that the independent markets would absorb a disproportionate share of the potential competitive impact.

Response to Comment ISENBERG-8

The commentor questions the Draft EIR's conclusion that changes in the retail economy of Redlands related to the Project will not be impactful.

Response The Draft EIR does not "soft pedal" the potential impacts of the proposed project on existing supermarkets in the trade area. Consistent with CEQA requirements, the analysis first considers the potential impacts of the proposed project alone (as summarized in Table III-7 of the urban decay study) and then considers the cumulative impacts of all pending projects (as summarized on Table III-8). The potential Walmart expansion in San Bernardino is evaluated as one of the cumulative projects since it is a separate project and not part of the proposed Redlands project. The Draft EIR fully evaluates the implications (under the cumulative analysis) of the potential sales impacts to existing supermarkets and concludes that urban decay would not occur in the trade area.

It should be noted that the proposed Walmart expansion in San Bernardino is not within 3 miles of the proposed Redlands project as the commentor suggests. The actual distance between the two sites is approximately 4.25 miles.

It should also be noted that the Draft EIR analysis conservatively assumes that the San Bernardino Walmart would derive all of its market support from the trade area evaluated for the Redlands project. Given the distance between the two stores, it is likely that their actual trade areas would only partially overlap. Thus, the potential impacts of the combined stores would be less severe than is depicted in the Draft EIR.

Response to Comment ISENBERG-9

The commentor questions whether the Draft EIR reflects recent changes in the City's retail community.

The Target store in Citrus Plaza was not expanded into a "Super Center" as the comment suggests. The renovation involved the addition of the chain's "PFresh" grocery concept. On average, Target's PFresh stores have approximately 1,500 square feet of selling area devoted to fresh food, substantially less than the at the company's SuperTarget stores.[7]

[7] See "Target to add 'PFresh' grocery concept at 350 stores" in Minneapolis / St. Paul Business Journal, November 18, 2009.

Citrus Plaza is located in the "donut hole" area of unincorporated San Bernardino County. According to County staff, the recent renovation of the Target store involved only an interior reallocation of the store's space (i.e., the total building size did not change). As such, County staff does not have specific information about the change in floor area devoted to grocery sales and related storage. However, based on three comparable Target reconfigurations recently evaluated by TNDG,[8] it is estimated that the net increase in grocery area (including both sales floor and stockroom space) is at most 6,000 square feet. This estimate reflects the fact that Target already carried a substantial amount of supermarket-type merchandise prior to the reconfiguration. Based on the estimated maximum floor area increase of 6,000 square feet, and an assumed sales volume of $440 per square feet[9], TNDG estimates the Target's new grocery sales (i.e., over and above the grocery sales generated prior to the renovation) at $2.64 million per year. If this amount is added into the grocery impact analysis (as originally summarized on Tables III-7 and III-8 of the urban decay study), the post-impact sales volumes of existing supermarkets would change as follows in 2013:

Table 3-1: Projected Sales Per Square Foot in 2013 Existing Trade Area Supermarkets

Projected Sales Per Square Foot in 2013 Existing Trade Area Supermarkets		
Impact Scenario	**Original Draft EIR Analysis ($)**	**With New Target Grocery Space Added ($)**
Proposed project only	459	455
Cumulative projects	413	409

Thus, the change in impacts is relatively modest and would not change the fundamental conclusions of the analysis. Even under the worst-case cumulative scenario, the average sales volumes for the existing supermarkets would still be above $400 per square foot. As noted previously, fully 54 percent of supermarket chains in California operate at average sales volumes of less than $400 per square foot.

[8] Two stores in Visalia, California and one store in Porterville, California. The net increase in grocery area (including sales and stockroom space) for these stores ranged from 3,200 square feet to 5,900 square feet.

[9] Based on the latest available estimates for Target grocery sales published by Progressive Grocer.

Dr. Sue Gengler,
904 Elise Drive
Redlands, CA 92374
909-798-8124

January 8, 2012

City of Redlands
c/o Robert D. Dalquest
Development Services Department
Planning Division
210 East Citrus Ave.
Redlands, CA 92373

Subject: Public Comment on the Environmental Impact Report

To the Mayor and City Council:

My husband and I moved to Redlands 16 years ago because of this city's quality of life and reputation as a "classy" city. It is also a city that has a small-town charm but also offers amenities like other larger cities. Our friends and family members who visit Redlands often commented on the lack of urban blight in this city. Unfortunately the push by Walmart and the City Council to build a super Walmart next to residential areas will eventually destroy Redlands as the most desirable city to live in the San Bernardino County.

Walmart already has a store on Redlands Blvd that is situated in a commercial area. If Walmart moves from that site and no tenant is found it results in urban decay. If a new tenant is found, traffic and air pollution will increase. Based on the recently released Environmental Impact Report on the proposed super Walmart, it states that measures will be taken to mitigate the adverse impact of the proposed super Walmart, but there will be significant adverse impact on air quality and traffic congestion. How does the building of a super Walmart benefit the Redlands residents? In addition, this proposed project will be situated next to residential areas and close to a high school. Increased traffic will have significant detrimental impact on the nearby residents and also endanger the many students who walk or drive in this area. Allowing the building of the super Walmart with its significant adverse impact on the nearby homeowners is criminal. 1

It is well documented that Walmart uses unethical, strong-arm tactics to expand its super stores into various cities (11/22/11 article in Press Enterprise, East Valley Edition). They stop at nothing to further their own interests. Redlands experienced this tactic during last year's election where Walmart spent $450,000 to create a campaign that misled residents with false information. Walmart insists that a super store will bring 200 new jobs into the

city. These so-called new jobs are entry-level positions at minimum wage and no health benefits. These potential employees will have to apply for Medi-Cal benefits.

Redlands recently beautified the downtown area with repaved streets, lightings, etc. as a mean to revitalize the downtown area. I applaud that effort. The city had in the recent past offered grants to residents in North Redlands to improve their properties and to increase home ownership. I, too, applaud that effort. If we can instill pride among residents for their properties and for Redlands, the city will benefit from it. The mayor and City Council recently released an economic development plan for Redlands. The building of a super Walmart seems directly contrary to this "vision" for Redlands. It is known that a super Walmart will destroy small businesses. So much for the vision of revitalizing downtown and supporting existing businesses! I believe, and others also, that Redlands needs to grow in order to survive. It is important for residents to spend money in Redlands and not Orange County or LA County. Adding discount stores and outlets will not keep money in the city. These stores offer low-paying jobs and add to urban blight. Add "classier" retail stores and high-paying business and Redlands residents will be more than happy to spend money in Redlands. 1 CONT

Don't destroy Redlands, especially for homeowners in the North Redlands area, by allowing Walmart to build a super store. There is nothing positive in bringing a super Walmart into our city - at least nothing positive in the areas that matter.

Dr. Sue Gengler, DrPH, MCHES

Letter GENGLER2. Dr. Sue Gengler, 01/08/2012

Response to Comment GENGLER2-1

The comment questions Walmart's business practices.

Response: An Air Quality Analysis (see Appendix B of the Draft EIR) was conducted for the proposed Redlands Crossings Center Project. Negative health affects were addressed within Section 4.5 of the Air Quality Analysis. The results of the chronic non-cancer assessment, located within the Air Quality Analysis indicate that the Project would result in a hazard index of 0.0006, substantially less than the hazard index significance threshold of 1.0 as set forth by the South Coast Air Quality Management District (SCAQMD). An acute non-cancer hazard index of less than 0.0001 was also estimated from the operation of the Project, which is less than the SCAQMD's hazard index of 1.0. With the implementation of Mitigation Measures AQ-1 and AQ-2, impacts to potential health affects would be reduced to a level of less than significant.

In addition, a Traffic Impacts Analysis (See Appendix I of the Draft EIR) was conducted for the proposed Redlands Crossings Center Project. According to the Traffic Impacts Analysis, areas expected to have significant and unavoidable impacts include Freeway Ramp and Mainline Improvements for Horizon Year 2030 Traffic Conditions and cumulative impacts due to uncertainties related to the timing of the full funding and completion of improvements identified to maintain acceptable LOS in support of the Project. Although the opinions of the commentor regarding the merits of the project expressed in this comment will be taken into consideration by City of Redlands decision-makers, no specific deficiencies in the environmental analysis are identified in the comment, and no further response is required in this regard. (See State CEQA Guidelines, § 15088.)

In addition, Section 3.18 of the Draft EIR provides a detailed assessment related to the potential for the proposed Project to result in any adverse physical changes to the environment caused by urban decay. As part of the analysis, the Draft EIR includes a discussion of the potential impacts to the City of Redlands downtown area, and finds that the proposed Project is largely a relocation of the existing Walmart store with a few additions of specialty merchandise and restaurant space. Since the downtown area, as well as other retail establishments within the City, already faces competition from the existing store, relocating the store to the new location is not anticipated to create any potential "net" impacts related to urban decay. The analysis supports the conclusion that the proposed Project will not have a substantial impact on the physical environment as it relates to urban decay impacts under CEQA.

Date: 1/12/12
To: Robert Dalquest, AICP
Re: DEIR, Walmart Supercenter!!!

Please do not approve the above project. A supercenter would not improve the quality of life in Redlands. In fact, it would be the opposite. Don't destroy our quaint-community atmosphere for low paying jobs with minimal and/or no employee benefits. 1

IT'S NOT WORTH IT!!!

Ella Harris
908 Elise Drive
Redlands, CA 92374
(909) 335-5754

(OPPOSED)

Letter HARRIS. Ella Harris, 01/12/2012

Response to Comment HARRIS-1

The comment expresses the commentor's opinion that the proposed project should not be approved.

Response: The commentor identifies social and economic impacts, which are addressed in Response GUZMAN-2. Although the opinions of the commentor regarding the merits of the project expressed in this comment will be taken into consideration by City of Redlands decision-makers, no specific deficiencies in the environmental analysis are identified in the comment, and no further response is required. (See State CEQA Guidelines, § 15088.)

RECEIVED

JAN 18 2012

MUNICIPAL UTILITIES &
ENGINEERING DEPT.

Eric R. Shamp
23 Brookdale Drive
Redlands, CA 92373

January 18, 2012

Robert Dalquest, AICP
Assistant Community Development Director
City of Redlands Community Development Department, Planning Division
35 Cajon Street
Redlands, CA 92373

Dear Mr. Dalquest:

I appreciate the opportunity to review and provide my comments on the Draft Environmental Impact Report for the Redlands Crossing Center project. At over 6000 pages, it is impossible for one person (or even several people) to sufficiently review and understand the document within the allotted public comment period. Therefore, I have opted to review only those sections where I feel that my expertise can be best applied.

As a former Redlands Planning Commissioner and an Architect specializing in green buildings and energy efficiency, I felt that my time would be best spent reviewing Section 3.1 - Aesthetics and Section 3.17 - Greenhouse Gases. I have itemized my specific concerns by section.

Section 3.1 - Aesthetics 1

1. **3.1.1 - Environmental Setting, Light or Glare, p. 3-1.13:** Light levels are described only in a general sense. In order to establish maximum acceptable post-development light levels, you must first establish a measured baseline. Determine pre-development horizontal and vertical footcandle levels at the project perimeter and at the property lines of nearby residential properties. Determine predevelopment sky glow as observed from adjacent properties. These metrics should be used to establish acceptable increases to light trespass and sky glow, which will allow the Applicant to develop specific, meaningful, and measurable mitigation measures. The proposed mitigation measure (described on p. 3.1-26) should prescribe what less than significant levels of light and glare should be.

2. **3.1.2 - Regulatory Framework, Local, General Plan, p. 3.1-14:** Although the Report provides a list of General Plan policies related to aesthetics, light, and glare, the Report does not appear to contain a Consistency Analysis that adequately describes how the Project will comply with these policies. It is 2

especially difficult to imagine how the Project complies with Policies 3.10d, 3.10i, 3.20h, 3.21f, 3.22b, 3.24a, 3.24d, 3.27b, 4.62g, and 4.62dd. 2 CONT

3. **3.1.5 - Project Impact Analysis, Scenic Vistas Impact Analysis, p. 3.1-21:** The Impact Analysis claims that there are no "designated" scenic vistas on or adjacent to the Project site, and therefore there were no significant adverse impacts to designated scenic vistas. However, The State CEQA Guidelines require an analysis of potential significant impacts on scenic vistas, regardless of whether or not they are "designated". The DEIR report describes "views of and from the Project site" that "represent a visually significant community resource" (3.1.1 - Environmental Setting, Views, p. 3.1-2). The Report does not adequately address impacts to that community resource. 3

4. **3.1.5 - Project Impact Analysis, Scenic Vistas Impact Analysis, Long-term Visual Impacts, p.3.1-21:** Signage visible from the freeway would constitute a significant impact that must be included in the Project scope for impact analysis. Omission of freeway signage from the Project scope at this time could be interpreted as a run-around of the CEQA process. 4

5. **3.1.5 - Project Impact Analysis, Scenic Vistas Impact Analysis, Long-term Visual Impacts, p.3.1-21:** Although the Report addresses visual impacts to the residences located directly to the east of the Project site, it does not address visual impacts to the residences located to the southeast of the project site. The Report indicates that the offsite block wall and landscape improvements only extend from San Bernardino Avenue to Pennsylvania Avenue. The residences along Karon Street from Pennsylvania Avenue to Lugonia Avenue will have a direct line-of-sight to the southern edge of the Project site, until such time as the property to the south of the Project site is developed. These residences must be included in the Impact Analysis, along with proposed mitigation measures. 5

6. **3.1.5 - Project Impact Analysis, Scenic Resources Impact Analysis, p.3.1-22:** The Report states that both the SR-210 and I-10 Freeways are designated as eligible State Scenic Highways, but that there is not impact to scenic resources since the freeways are not officially designated. There is no mention whether or not the Project threatens the current status of eligible State Scenic Highways, and how those possible threats could be mitigated. 6

7. **3.1.5 - Project Impact Analysis, Visual Character Impact Analysis, Long-term Visual Impacts, p.3.1-23:** The Project is described as providing a "visually appealing commercial retail development". Obviously, visual appeal is highly subjective. In order for an assertion of visual appeal to hold any validity, it would be reasonable to expect some general consensus among citizens of the Redlands community. From my own personal observations and discussions with friends, 7

family, and associates, a significant portion of this community would likely not consider a commercial retail development of this scale and design to be in any way "visually appealing". 7 CONT

8. **3.1.5 - Project Impact Analysis, Visual Character Impact Analysis, Long-term Visual Impacts, p.3.1-23:** The statement that the Project would "attract potential customers" demonstrates only commercial viability, not aesthetic value. The statement is irrelevant to the assessment of aesthetic impacts, and should be deleted (multiple locations). 8

9. **3.1.5 - Project Impact Analysis, Visual Character Impact Analysis, Long-term Visual Impacts, p.3.1-23:** In years of study of architectural design, architectural history, and art history, I have never run across a style identified as "California contemporary retail". Either provide the broadly-accepted characteristics of this style, or provide a legitimate architectural style. The City of Redlands Community Development Department has produced a set of Architectural Design Guidelines. I was one of the authors of that document. Provide a Consistency Analysis for the Architectural Design Guidelines. 9

10. **3.1.5 - Project Impact Analysis, Visual Character Impact Analysis, Long-term Visual Impacts, p.3.1-24:** The assertion that the Project produces a mixture of urban delights is partly false and partly tenuous. First, the falsehood: this project does not meet any definition of "urban". It is not densely developed, it is not walkable, it does not engage the streetscape, and it is located adjacent to residential detached single-family dwellings. It is suburban in every way. Next, the tenuous assertion: that this Project produces "delight". Obviously, delight is highly subjective. In order for an assertion of delight to hold any validity, it would be reasonable to expect some general consensus among citizens of the Redlands community. From my own personal observations and discussions with friends, family, and associates, a significant portion of this community would likely not consider a vast warehouse-style retail establishment surrounded by fast-food restaurants to be in any way delightful. For that portion of our community that would find delight in such grim surroundings, there are ample opportunities to experience that delight within city limits on western Redlands Boulevard. 10

11. **3.1.5 - Project Impact Analysis, Visual Character Impact Analysis, Long-term Visual Impacts, p.3.1-24:** The Report uses the land use, height, and scale of the nearby Citrus Plaza as partial justification for aesthetic character of the Project. Since Citrus Plaza was developed in county jurisdiction, outside of the influence of City of Redlands development standards, it would be inappropriate to use that development to justify the aesthetic characteristics of the Project. 11

12. **3.1.5 - Project Impact Analysis, Visual Character Impact Analysis, Surrounding Area, p.3.1-25:** The mitigation measures described here are standard measures for cases in which new development abuts the rear property lines of residences and is not directly visible from the street or the front of residences. In this case, the new development will be visible to the streetscape along Karon Street, and down Pennsylvania Avenue, Ashley Way, and Elise Drive. This represents a significantly higher impact than indicated in this reports, and should require a higher level of mitigation. 12

Until all of these concerns are addressed, I strongly disagree with the assertion that impacts AES-1, AES-3, and AES-4 are less than significant.

Section 3.17 - Greenhouse Gases

13. **3.17.2 - Introduction, p.3.1-25:** State CEQA Guidelines requires a description of the physical environmental conditions at the time of the NOP, February 2009. In February 2009, the new Citrus Valley High School, located one quarter of a mile to the north of the Project site, was nearing completion. The Redlands Unified School District had made public its intent to open the school the following August. Despite the physical presence of the school facility, and the inevitability of its operation, there is no mention of it either in this Section or in the Air Quality and Greenhouse Gas Analysis Report (Appendix B). Setting aside the intent of the CEQA law, this appears to be an extraordinary omission in violation of the letter of the law. The effects of air pollution generated at the Project site upon the students and faculty at Citrus Valley High School must be determined in Appendix B, and the compound effects of the High School and the Project in such close proximity must be determined in Appendix B and applicable mitigation measures offered. 13

14. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, p. 3.17-18:** The Report states that "business as usual refers to emissions before reductions from Project design features and future regulations." "Business as usual" without consideration of post-NOP regulations, is a useless and meaningless baseline. It would be impossible and illegal to build to these standards today. Therefore, they represent an unrealistically low baseline. By the time this Project is permitted, it will have to comply with the California Green Building Standards and a likely update to the Title 24, Part 6 Energy Efficiency Standards. Although CEQA regulations technically allow for post-NOP regulations to be disregarded, that does not change the fact that many of the proposed design features that reduce emissions are actually code requirements. They should not be interpreted as a good faith effort to reduce GHG emissions. 14

15. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Construction, p. 3.17-21:** Although the potential for refrigerant leakage is addressed related to installation of the refrigeration system, there is no mention of potential refrigerant leakage related to installation of the HVAC system. Modern packaged HVAC systems typically use either R-134a or R-410a refrigerants, both of which have a global warming potential significantly higher than carbon dioxide. 15

16. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Motor Vehicle and Truck Emissions, p. 3.17-23:** Based upon personal observations at Citrus Plaza and at the existing Walmart on Redlands Boulevard, the internal capture rate of 10 percent seems high. Justify this number. 16

17. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Motor Vehicle and Truck Emissions, p. 3.17-24:** Figure I-1 of the Urban Decay Analysis describes a trade area for the grocery components that is defined by a five mile radius around the Project site. This is an increase over the typical grocery store trade area radius of three miles, due to the compound effects of combining grocery and non-grocery retail. However, there are some additional significant factors that should increase the length of that radius that do not appear to be accounted for in the Urban Decay Analysis: the consistently competitive prices of Walmart products and the regional lack of 24-hour grocery stores. These factors must be address and the trade area radius must be justified. 17

18. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Motor Vehicle and Truck Emissions, p. 3.17-24:** Since the Report claims that the average worker trip is 9.5 miles, it would appear that the majority of the employees live outside of the City of Redlands. Mr., Dalquest, please insure that this is consistent with the Socio-Economic Cost Benefit study for the Project. 18

19. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Refrigeration System and Air Conditioning, p. 3.17-25:** Emissions estimates do not appear in Appendix A of this Report. Please clarify. 19

20. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-10 Operational Greenhouse Gas Emissions, p. 3.17-26:** Regarding Business as Usual emissions, please see my comment above related to the irrelevance of this metric. 20

21. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-10 Operational Greenhouse Gas Emissions, Notes, p. 3.17-26:** Emissions reductions are not listed in Table 3.17-4. Please clarify. 21

22. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-12 Walmart Design Features that Reduce Emissions, p. 3.17-27:** Walmart is not the only tenant in this Project. The Project Owners can impose emissions-reducing design requirements on future tenants through a Tenant Lease Agreement. These future tenant improvements should be accounted for as well. 22

23. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-12 Walmart Design Features that Reduce Emissions, p. 3.17-27 to 3.17-29:** Some of these design features are mandated by 2008 Title 24, Part 6 (Energy Efficiency Standards), which dates from well before the NOP date, and should therefore be considered "business as usual", rather than as an emissions-reducing design feature. They should be accounted for as "Business as Usual" emissions reductions in Table 3.17-10. These include Daylighting System, White Roofs, and Application of Title 24 Energy Efficiency standards. 23

24. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-12 Walmart Design Features that Reduce Emissions, p. 3.17-27 to 3.17.29:** Some of these design features are mandated by 2010 Title 24, Part 11 (Green Building Standards, or CALGreen). This regulation was adopted after the NOP date, but should nonetheless not be considered a good-faith effort to reduce GHG emissions. These would be more appropriately categorized as "With Regulation" emissions reductions in Table 3.17-10. These include night dimming, low-flow faucets, and low-flow toilets. 24

25. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-12 Walmart Design Features that Reduce Emissions, Interior Lighting Retrofit Program, p. 3.17-28:** While T8 fluorescent lighting and electronic ballasts can be an efficient lighting system, it is incorrect top state that they are the "most efficient lighting on the market". T8 fluorescent lighting systems are also standard practice in big box retail, and do not represent an additional effort to reduce GHG emissions. There are other lighting systems that have better efficiency, including LED and induction lighting. It is also incorrect to label this design feature as a "lighting retrofit", since this will be a new construction project. 25

26. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-12 Walmart Design Features that Reduce Emissions, Recycled Building Materials, p. 3.17-29:** In my ten years of practice in green buildings, including time spent specifying, researching, and reviewing recycled building materials, I have never run across 100% recycled steel. According to the Steel Recycling Institute, electric arc furnace steel contains an average of 74.3% post-consumer and 17.8% pre-consumer recycled content, with the remainder being virgin steel. Not all steel is produced by electric arc furnace. In fact many steel products are available only through the basic oxygen furnace process, which has an overall average recycled content of 34.9%. This assertion of 100% recycled steel content should be deleted or revised. 26

27. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-12 Walmart Design Features that Reduce Emissions, Walmart Recycling Center, p. 3.17-29:** While the intent of a Recycling Center is laudable, care must be taken to insure that there is no overlap with municipal recycling programs. If customers are encouraged to bring materials to the Recycling Center that could easily be recycled curbside through a municipal program, the net result would be an increase in GHG emissions as materials are needlessly transported from home. 27

28. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-13 Greenhouse Gas Reductions - Mitigation Measures, Greenhouse Gas Mitigation Measure GHG-1, p. 3.17-30:** The two most common refrigerants used in commercial low-temperature refrigeration are R404a and R507a. Both have a global warming potential (GWP) of around 3900, which is near the GWP of 3785 claimed for Walmart's standard systems. The proposed mitigation measure suggests using a refrigerant with a GWP of 1893. Although the specific proposed refrigerant is not named, it is likely R134a. R134a is sometimes used in medium temperature refrigeration applications such as cooling cases, residential refrigerators, and vending machines, but it is not used in display case or freezer applications. In addition, R134a units are less energy efficient than R404a and R507a systems, so there is a trade off between the global warming effects of the refrigerant versus the global warming effects of the additional energy required over time to make up for the reduced energy efficiency. It is not clear that this mitigation measure will do anything to reduce the global warming effects of the Project. Please clarify. 28

29. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-13 Greenhouse Gas Reductions - Mitigation Measures, Air Quality Mitigation** 29

Measure AQ-8 TDM Program, p. 3.17-30: According to an Omnitrans CEO/General Manager Report dated 6/1/2011, on-time performance as of April 2011 was around 85%. Employees using public transportation would run the risk of arriving late for work 15% of the time. They could suffer disciplinary action, and risk losing their jobs. This is a strong disincentive from using public transportation. A meaningful Transportation Demand Management program must include a reasonable grace period within which employees who use public transportation can avoid disciplinary action for arriving late for work. 29 CONT

30. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-13 Greenhouse Gas Reductions - Mitigation Measures, Water Mitigation Measure HYD-2a, p. 3.17-30:** Water efficient irrigation systems are mandated under the California Green Building code (CALGreen), and should therefore not be considered to be a true mitigation measure. 30

31. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-13 Greenhouse Gas Reductions - Mitigation Measures, Water Mitigation Measure HYD-2b, p. 3.17-30 and 3.147-31:** Low-flow faucets, toilets, and urinals are mandated under the California Green Building code (CALGreen), and therefore should not be considered to be a true mitigation measure. 31

32. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-1, Project Inventory, Operation, Table 3.17-13 Greenhouse Gas Reductions - Mitigation Measures, Water Mitigation Measure HYD-2b, p. 3.17-30:** Low-flow faucets are mandated under the California Green Building code (CALGreen), and therefore should not be considered to be a true mitigation measure. 32

33. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-2, Impact Analysis, City of Redlands Sustainability Plan, Table 3.17-15 City of Redlands Sustainability Plan Targets and Actions, p. 3.17-33 and 3.17-34:** Although the targets and actions of the Sustainability Plan are listed here, there is no Consistency Analysis provided. It is not clear how the Project will align with the City's sustainability goals. 33

34. **3.17.5 - Project Impacts and Mitigation Measures, Project and Cumulative Analysis, Impact GHG-2, Impact Analysis, Scoping Plan, p. 3.17-34:** The Report makes the claim that the "Project is consistent with the intent of SB 375 to reduce per capita vehicle miles traveled". In truth, the Project will achieve exactly the opposite effect. The profitability of big box retail is predicated on its ability to draw shoppers from the broadest possible geographic region. The Urban 34

Decay Impact Analysis (Appendix J) makes this clear and is in conflict with the assertion that this Project will reduce vehicle miles traveled. According to that Analysis, grocery, merchandise, restaurant, and fuel sales within respective Trade Areas will be reduced and absorbed by the Project. Indeed, the Applicant's publicly stated economic justification for the Project is founded upon drawing sales revenue into the City of Redlands. Each sale drawn from outside Redlands city limits increases overall vehicle miles traveled. If the Applicant were sincere about reducing per capita vehicle miles traveled, he would propose smaller neighborhood grocery and retail establishments that would draw a customer base from within a walkable radius. 34 CONT

Until all of these concerns are addressed, I strongly disagree with the assertion that impacts GHG-1 and GHG-2 are less than significant.

Sincerely,

Eric R. Shamp, AIA, NCARB, LEED AP

Letter SHAMP. Eric Shamp, 01/18/2012

Response to Comment SHAMP-1

The commentor states that light levels are described only in a general sense and in order to establish maximum acceptable post-development light levels, you must first establish a measured baseline.

Response: A qualitative assessment of light and glare was analyzed within the Draft EIR, based on base line conditions observation at the Project site. Environmental conditions normally constitute the baseline physical conditions relative to which the CEQA lead agency evaluates the change in conditions that would result from project implementation. The NOP for the Draft EIR was issued on February 27, 2009. Therefore, environmental conditions as of February 2009 represent the baseline for CEQA purposes. To evaluate the footprint impacts of the Proposed Action (e.g., effects from light and glare), the conditions in 2009 are considered to be the baseline. Buildout of the Project was then added to existing conditions in order to determine whether Project implementation would substantially remove or impact the resources, thereby resulting in a significant impact on the environment. Data used to determine the baseline for light and glare were derived from site reconnaissance performed by Michael Brandman Associates (MBA) personnel, as well as review of the City of Redlands General Plan, the City of Redlands East Valley Corridor Specific Plan (EVCSP), and the Redlands Zoning Ordinance. Therefore, data used to derive baseline conditions is based on existing conditions at the time of NOP issuance (February 27, 2009 through March 31, 2009) and were appropriate to use within the Draft EIR light and glare analysis.

Potential light and glare impacts and regulations are outlined within Section 3.1.1, Environmental Setting, of the Draft EIR. In addition, light and glare impacts upon construction and operation of the Project were addressed within Impact AES-4, of the Draft EIR. As outlined within Impact AES-4, City policy requires that lighting associated with new development Projects be arranged in a manner that prevents the direction or reflection of annoying light and glare onto residential areas (Section 28.96.210 of the Municipal Code). Therefore, mitigation is proposed that would require the Project applicant to submit a photometric plan to the City that identifies lighting fixtures and practices to prevent spillage of light and glare onto neighboring properties. With the implementation of this mitigation, the Project would minimize the amount of the light and glare it would add to the ambient environment and, therefore, ensure that impacts are reduced to a level of less than significant.

Response to Comment SHAMP-2

The commentor states that although the Report provides a list of General Plan policies related to aesthetics, light, and glare, the Report does not appear to contain a Consistency Analysis that adequately describes how the Project will comply with these policies. It is especially difficult to imagine how the Project complies with Policies 3.10d, 3.10i, 3.20h, 3.21f, 3.22b, 3.24a, 3.24d, 3.27b, 4.62g, and 4.62dd.

Response: The Project will be consistent with each policy as described below.

Policy 3.10i Give particular attention to strengthening the image of North Redlands.

As outlined within Section 2, Project Description, of the Draft EIR, the Redlands Crossing Walmart will be constructed utilizing contemporary retail architectural design. The Redlands Crossing Walmart store design is characterized as "California contemporary retail." In addition, the Project is subject to the EVSP Section EV4.0240, Architectural Guidelines. Development of the Project will be consistent with the Architectural Guidelines outlined within Section EV4.0240 of the EVSP. Consistency with Section EV4.0240 of the EVSP would reduce impacts in this regard to a level of less than significant. Therefore, the Project is consistent with this policy.

Policy 3.20h Encourage consideration of urban design quality as well as safety when street or other public improvements are proposed.

As previously stated, the Project is subject to the EVSP Section EV4.0240, Architectural Guidelines. Development of the Project will be consistent with the Architectural Guidelines outlined within Section EV4.0240 of the EVSP. Consistency with Section EV4.0240 of the EVSP would promote design quality as well as safety. Therefore, the Project is consistent with this policy.

Policy 3.21f Encourage the location of needed parking in interiors of blocks to minimize visual impact on streetscape and neighborhoods.

The Project is subject to the EVSP Section EV4.0240, Architectural Guidelines. EVSP Section EV4.0240 outlines Architectural Design Guidelines with which the Project will be consistent. Specifically, a landscape buffer will also be located on the west side of Karon Street, which is part of the off-site improvements as proposed by the Project. This landscape buffer is a requirement of the East Valley Corridor Specific Plan and Concept Plan No.4 (CP4), in order to buffer the Project from the residences on the east side of Karon Street. In addition, the Project would include a continuous visual screen of a maximum height of six (6) feet decorative masonry wall (per Section EV4.0225 of the EVCSP) and landscaping along the eastern portion of the property boundary, between Pennsylvania Avenue and Elise Drive. The Project would maintain the block wall and the landscaping. Views of the Project site may be partially obstructed by the decorative wall to most of the residences to the east. Accordingly, the visual character of the project meets the City Guidelines. The Draft EIR includes Exhibit 2-5a and 2-5b that provides an illustration of the aesthetic style of the proposed Walmart.

Policy 3.22b Maintain and improve Redlands' streets, trees, streetlights, parkways, parks, stone curbs, and citrus groves in a manner that enhances the City's beauty and historic fabric.

As indicated in Response to Comment SHAMP-3, the Project will be consistent with this policy.

Policy 3.24a Encourage developers to construct new buildings and settings of such quality that preservationists of the future will wish to protect them. Encourage appropriate scale, materials, setbacks, and landscaping to enhance the City's beauty and historic fabric.

As indicated in Response to Comment SHAMP-3, the Project will be consistent with this policy.

Policy 3.27b Encourage new construction that ties the new with the old in a harmonious fashion, enhancing the historic pattern.

The Project is subject to the EVSP Section EV4.0240, Architectural Guidelines. EVSP Section EV4.0240 outlines Architectural Design Guidelines with which the Project will be consistent. Therefore, the Project is consistent with this policy.

Policy 4.62g Promote high quality development in the East Valley Corridor by protecting and enhancing existing amenities in the area, creating an identifiable community character, and adopting development standards and guidelines to ensure aesthetically pleasing design and maximum land use compatibility.

The Project is subject to the EVSP Section EV4.0240, Architectural Guidelines. EVSP Section EV4.0240 outlines Architectural Design Guidelines pertaining to the promotion of high quality development in the East Valley Corridor with which the Project will be consistent. Therefore, the Project is consistent with this policy.

Policy 4.62dd Create a visually aesthetic appearance for the East Valley Corridor from the freeways as well as from the planning area.

As indicated in Response to Comment SHAMP-6, the Project will be consistent with this policy.

Response to Comment SHAMP-3

The commentor states that the Draft EIR report describes "views of and from the Project site" that "represent a visually significant community resource" (3.1.1 - Environmental Setting, Views, p. 3.1-2). The Report does not adequately address impacts to that community resource.

Response: As outlined within Section 3.1, Aesthetics, of the Draft EIR, views of and from the Project site represent a visually significant community resource by providing scenic views to the surrounding mountains. There are however, obstructed views of the lower foothills caused by surrounding development. In addition, analysis for Impacts AES-2 and AES-3 provides adequate analysis of scenic resources and preservation of visual character. As outlined within Impact AES-2 there are no significant scenic resources known to exist in the immediate vicinity of the Project site (designated or non-designated). In addition, the residences most likely affected by the Project are located directly east of the Project site, near Karon Street. Their view of the San Bernardino Mountains (if any) would be oriented to the north, across the Project site. However, the Project will be developed below

the Karon Street grade. Consequently, views of the Project site will only be of the upper portion of the Walmart structure, and will be shielded by landscaping. The Project would maintain the block wall and the landscaping.

Additionally, according to Section EV4.0225, of the EVCSP (Compatibility Standards), developments adjacent to residential uses are subject to conditions. Where a development abuts a residential district, an orderly transition of uses and building types should be established consistent with Section EV4.0225 and other applicable policies. Permitted uses at Parcel 11 consist of Administrative Professional. Except for limited off-site improvements on Parcel 11 necessary to support development of the Project site, this Project does not involve development of Parcel 11. Any future development within Parcel 11 will be required to be consistent with the EVCSP Compatibility Standards for Administrative Professional (AP) Zone.

In addition, as outlined within EVCSP Compatibility Standards, smaller buildings shall be located near residential uses with larger buildings further away. These potential future office buildings will serve as a transition from the less intensive existing residential uses to the east and southeast to the more intensive Walmart. In addition, a landscape buffer will be located on the west side of Karon Street, which is part of the off-site improvements as proposed by the Project. This landscape buffer is a requirement of the East Valley Corridor Specific Plan and Concept Plan No.4 (CP4), in order to buffer the Project from the residences on the east side of Karon Street (see EVCSP CP4 for additional information in this regard). Further, landscaping along the Pennsylvania Avenue extension and parking will also serve as a transition area between future commercial land uses and the proposed Walmart. Thus, the proposed land uses and site plan design for the Project will comply with Section EV4.0225 and other applicable policies and will have a less than significant impact to scenic views of the San Bernardino Mountains and, if any, other scenic views within the Project area.

Response to Comment SHAMP-4

The commentor states that Signage visible from the freeway would constitute a significant impact that must be included in the Project scope for impact analysis. Omission of freeway signage from the Project scope at this time could be interpreted as a run-around of the CEQA process.

Response: Signage at the Project site may be visible from the SR-210 Freeway. However, the segment of the SR-210 Freeway overlooking the Project site is positioned approximately 165 feet west of the Project site. The SR-210 Freeway is located on a raised embankment. Views looking down on the Project site are relatively obstructed and consist of disturbed vacant land or views of vegetation and fallow trees. Given the presence of the existing commercial and retail centers, the Project would not be considered a substantial change in the visual character of the Project site.

In addition, as outlined within Section 2, Project Description, of the Draft EIR, the Redlands Crossing Walmart will be constructed utilizing contemporary retail architectural design. The Redlands Crossing Walmart store design is characterized as “California contemporary retail.” In addition, the

Project is subject to the EVSP Section EV4.0240, Architectural Guidelines. Development of the Project will be consistent with the Architectural Guidelines outlined within Section EV4.0240 of the EVSP. Consistency with Section EV4.0240 of the EVSP would reduce impacts in this regard to a level of less than significant.

In addition, the Project's wall signage would consist of an illuminated "Walmart" sign over the main entrance and over the north elevation, with five smaller signs identifying store components such as the grocery area and garden center, potentially visible from the SR-210 Freeway. However, a sign program will be reviewed and approved by the City of Redlands prior to issuance of building permits. All building signage will comply with applicable sign requirements. All signs would be non-illuminated, except the primary "Walmart" sign, which would be internally lit by LED lights. Consequently, no additional analysis is needed in this regard.

Response to Comment SHAMP-5

The commentor states that the residences along Karon Street from Pennsylvania Avenue to Lugonia Avenue will have a direct line-of-sight to the southern edge of the Project site, until such time as the property to the south of the Project site is developed. These residences must be included in the Impact Analysis, along with proposed mitigation measures.

Response: See Response to Comment SHAMP-1, in regards to potential impacts from light and glare. In addition, see Response to Comment SHAMP-3, in regards to visual impacts

Response to Comment SHAMP-6

The commentor states that the Report states that both the SR-210 and 1-10 Freeways are designated as eligible State Scenic Highways, but that there is not impact to scenic resources since the freeways are not officially designated. There is no mention whether or not the Project threatens the current status of eligible State Scenic Highways, and how those possible threats could be mitigated.

Response: The segment of the SR-210 Freeway, located approximately 165 feet west of the Project site, is designated as an eligible State Scenic Highway in the City of Redlands General Plan. The SR-210 Freeway is located on a raised embankment. Views looking towards the site are relatively obstructed and consist of disturbed vacant land or views of vegetation and fallow trees.

Additionally, the I-10 Freeway, located approximately 0.55 mile south of the Project site, is also designated as an eligible State Scenic Highway. This portion of the I-10 Freeway does not have visible views of the Project site.

Both Freeways are designated as eligible State Scenic Highways; however, their designation is not officially designated as a State Scenic Highway. In addition, development of the Project would not threaten official designation of the State Scenic Highway. The analysis provided within the Draft EIR regarding designation of a State Scenic Highway is for information only, due to the threshold only concerning "current" State Scenic Highways.

Response to Comment SHAMP-7

The commentor states that the Project is described as providing a "Visually appealing commercial retail development." Obviously, visual appeal is highly subjective. In order for an assertion of visual appeal to hold any validity, it would be reasonable to expect some general consensus among citizens of the Redlands community. The commentor includes his own personal views and observations related as to "discussions with friends, family, and associates" to support his conclusion as to what would or would not be visually appealing.

Response: See Response SHAMP-3. Visual impacts are subjective; however, in the expert opinion of the preparers, the Project contains the elements of a visually appealing retail development Specifically, the architectural features and landscaping designed for the Project are intended to provide a visually appealing commercial retail development that attracts potential customers. As such, it would be expected to enhance the aesthetics of the Project site. For these reasons, the Project would not substantially degrade the visual character of the site. As approved by the City of Redlands, according to Section EV4.0225, of the EVCSP (Compatibility Standards), developments are subject to conditions. Visually conditions of the Project will be subject to Section EV4.0225, of the EVCSP. No additional analysis in needed in this regard.

Response to Comment SHAMP-8

The commentor states that the statement that the Project would "attract potential customers" demonstrates only commercial viability, not aesthetic value. The statement is irrelevant to the assessment of aesthetic impacts, and should be deleted (multiple locations).

Response: The architectural features and landscaping designed for the Project are intended to provide a visually appealing commercial retail development that attracts potential customers. As such, it would be expected to enhance the aesthetics of the Project site. For these reasons, the EIR's conclusions remain substantiated. In addition, such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration. The aesthetics section includes a thorough analysis of all potential environmental impacts, and there is no requirement that every statement or word must exclusively relate only to that impact category.

Response to Comment SHAMP-9

The commentor asks for a definition of California contemporary retail and questions whether it is a legitimate architectural style. The City of Redlands Development Services Department has produced a set of Architectural Design Guidelines. The commentor states that he was one of the authors of that document and asks for a Consistency Analysis with the Architectural Design Guidelines.

Response See Response to Comment SHAMP-4. The Project is subject to the EVSP Section EV4.0240, Architectural Guidelines. EVSP Section EV4.0240 outlines Architectural Design

Guidelines with which the Project will be consistent. Specifically, a landscape buffer will also be located on the west side of Karon Street, which is part of the off-site improvements as proposed by the Project. This landscape buffer is a requirement of the East Valley Corridor Specific Plan and Concept Plan No.4 (CP4), in order to buffer the Project from the residences on the east side of Karon Street. In addition, the Project would include a continuous visual screen of a maximum height of six (6) feet decorative masonry wall (per Section EV4.0225 of the EVCSP) and landscaping along the eastern portion of the property boundary, between Pennsylvania Avenue and Elise Drive. The Project would maintain the block wall and the landscaping. Views of the Project site may be partially obstructed by the decorative wall to most of the residences to the east. Accordingly, the visual character of the project meets the City Guidelines. The Draft EIR includes Exhibit 2-5a and 2-5b provides an illustration of the aesthetic style of the proposed Walmart.

Response to Comment SHAMP-10

The commentor states that the assertion that the Project produces a mixture of urban delights is partly false and partly tenuous.

Response: Visual impacts are subjective; however, in the expert opinion of the preparers, the Project contains the elements of a visually appealing retail development Specifically, the architectural features and landscaping designed for the Project are intended to provide a visually appealing commercial retail development that attracts potential customers. As such, it would be expected to enhance the aesthetics of the Project site. For these reasons, the Project would not substantially degrade the visual character of the site. In addition, the comments provided relate to anecdotal observations regarding urban delights within the City of Redlands Such comments do not relate to the “environment” as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration. The Draft EIR includes a full analysis of the potential environmental impacts as they relate to aesthetic under CEQA. These impacts were determined to be less than significant.

Response to Comment SHAMP-11

The commentor states that the Report uses the land use, height, and scale of the nearby Citrus Plaza as partial justification for aesthetic character of the Project. Since "Citrus Plaza was developed in county jurisdiction, outside of the influence of City of Redlands development standards, it would be inappropriate to use that development to justify the aesthetic characteristics of the Project.

Response: See Response to Comment SHAMP-3. The Citrus Plaza is in close proximity to the proposed Project and therefore presents an appropriate basis for comparison. There is no basis, to restrict the analysis of the visual aspects of the surrounding community to only those developments in the City of Redlands.

Response to Comment SHAMP-12

The commentor states that the mitigation measures described here are standard measures for cases in which new development abuts the rear property lines of residences and is not directly visible from the street or the front of residences. In this case, the new development will be visible to the streetscape along Karon Street, and down Pennsylvania Avenue, Ashley Way, and Elise Drive. This represents a significantly higher impact than indicated in this report, and should require a higher level of mitigation.

Response: The Project may be visible along Karon street. However, a landscape buffer will be located on the west side of Karon Street, which is part of the off-site improvements as proposed by the Project. This landscape buffer is a requirement of the East Valley Corridor Specific Plan and Concept Plan No.4 (CP4), in order to buffer the Project from the residences on the east side of Karon Street. In addition, the Project would include a continuous visual screen of a maximum height of six (6) feet decorative masonry wall (per Section EV4.0225 of the EVCSP) and landscaping along the eastern portion of the property boundary, between Pennsylvania Avenue and Elise Drive. The Project would maintain the block wall and the landscaping. Views of the Project site will be partially obstructed by the decorative wall to most of the residences to the east. In addition, See Response to Comment SHAMP-3 for additional information in this regard.

Response to Comment SHAMP-13

The commentor questions if Citrus Valley High School was included in the analysis.

Response: The school was included in the analysis, but it was accidentally omitted from the list of schools listed on page 3.3-15 and 3.3-50 of the Draft EIR; therefore, the Section 4, Summary of Changes and Additions to Draft EIR, includes a minor clarification in this regard. The high school was included in the localized and health risk analyses, as the receptor network used for the dispersion modeling extends 700 meters in all directions from the project boundary (Appendix B of the Draft EIR). No nearby school would be significantly impacted by Project emissions. Pollutants disperse over distance, so the farther away the receptor is, the lower the concentrations. Therefore, the schools are going to have a much lower concentration than the values listed in Table 3.3-9, Table 3.3-16, Table 3.3-17, Table 3.3-18, and Table 3.3-22, as the tables list the maximum value in the dispersion modeling, which occurs within the immediate vicinity of the project. As discussed in the Section 4, Summary of Changes and Additions to Draft EIR, the cancer risk at the schools is less than 0.3 in a million.

No additional mitigation measures are necessary because there are no additional impacts. Potential impacts to the school were assessed in the analysis for the Draft EIR but were accidentally omitted from the discussion. Impacts are less than significant.

Response to Comment SHAMP-14

The commentor disagrees with the approach taken in the greenhouse gas analysis in which business as usual reflects emissions before reductions from project design features and regulations.

Response: Use of "business as usual" for purposes of the greenhouse gas significance threshold is defined as pre-AB 32, not as the existing conditions at the time of the NOP in 2010. As stated on page 3.17-17 of the Draft EIR, "Business as usual greenhouse gas emissions refer to emissions using protocol and emission factors from the period of 2004-2006 (prior to the adoption of AB 32 and related greenhouse gas regulations) and also do not take into account project design features or mitigation measures to reduce greenhouse gas emissions."

The threshold used in the greenhouse gas analysis is based on the reductions outlined in AB 32. Therefore, the definition of "business as usual" as based on the conditions prior to AB 32 is valid for this Project. The California Air Resources Board's Scoping Plan (referenced as "California Air Resources Board 2008" in the Draft EIR), indicates that business as usual is "projected emissions in 2020 without any greenhouse gas reduction measures (business-as-usual case). The 2020 business-as-usual forecast does not take any credit for reductions from measures included in this Plan, including the Pavley greenhouse gas emissions standards for vehicles, full implementation of the Renewables Portfolio Standard beyond current levels of renewable energy, or the solar measures." Since the threshold is based on reductions pursuant to AB 32 and the Scoping Plan, the definition of business as usual in the Scoping Plan is appropriate.

As stated on page 3.17-17 of the Draft EIR, the threshold Tier 4, option 1 is to "reduce greenhouse gas emissions from business as usual by 28.4 percent. The California 2020 emissions target is 427 million metric tons of carbon dioxide equivalent (MMTCO2e) and the 2020 business as usual is 596 MMTCO2e (California Air Resources Board 2011b). Therefore, a 28.4 percent reduction is required to reduce emissions to the target." The analysis used a valid approach, which supports a less than significant (after mitigation) finding.

Response to Comment SHAMP-15

The commentor indicates that leakage of refrigerants during installation of the HVAC system was not accounted for in the Draft EIR in the construction-related emissions.

Response: That is true; the clarification is contained in the Section 4, Summary of Changes and Additions to Draft EIR. As shown in the Section 4, Summary of Changes and Additions to Draft EIR, the minor change does not alter the significance findings in the Draft EIR.

Response to Comment SHAMP-16

The commentor raises concern regarding "internal capture" being too high.

Response: The justification for the internal capture rate of 10 percent is discussed on pages 66 and 69 of the Traffic Impact Analysis (Appendix B of the Draft EIR).

Response to Comment SHAMP-17

The commentor states that there are some additional significant factors that should increase the length of the radius of the Trade Area that do not appear to be accounted for in the Urban Decay Analysis:

the consistently competitive prices of Walmart products and the regional lack of 24-hour grocery stores. These factors must be address and the trade area radius must be justified.

Response: Section 3.18 of the Draft EIR provides a detailed assessment related to the potential for the proposed Project to result in any adverse physical changes to the environment caused by urban decay. The Draft EIR includes an overview of the entire retail trade area, which included a five mile radius from the proposed Walmart store. The analysis included a detailed analysis related to groceries, general merchandise, restaurant space, and fuel facilities. The section also included a thorough evaluation of the potential for the existing Walmart to remain vacant for an extended period of time, and therefore the potential for the vacant building to become physically blighted. The analysis supports the conclusion that the proposed Project will not have a substantial impact on the physical environment as it relates to urban decay impacts under CEQA.

The specifics related to Walmart competitive prices do not appear to raise environmental issues or comments related to the Draft EIR. Such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment SHAMP-18

The commentor states that since the Report claims that the average Worker trip is 9.5 miles, it would appear that the majority of the employees live outside of the City of Redlands and asks if this is consistent with the Socio-Economic Cost Benefit study for the Project.

Response: Traffic generation analyzed within the Traffic Impact Analysis was based upon the specific land uses planned for the Project. Trip generation rates for this Project are shown in Table 4-1 of the TIA and a summary of project trip generation are shown in Table 4-2 of the TIA. The trip generation rates are promulgated based upon data collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition, 2008. In addition, according to the Urban Decay Study, the Socio-Economic Cost Benefit study area for the Project was based on International Council of Shopping Centers (the premier trade association of the shopping center industry). As outlined within the Urban Decay Study, due to the unique market characteristics of the Project, the trade area for the supermarket component of the proposed project was defined in terms of a 5-mile radius centered on the proposed project site. Consequently, analysis used within the Traffic Impact Analysis (using ITE Trip Generation Manual, 8th Edition, 2008) and the Urban Decay Study (using International Council of Shopping Centers) are appropriate to address employee average worker trips and no additional analysis is needed in this regard. (See State CEQA Guidelines, § 15088.)

Response to Comment SHAMP-19

The commentor raises concern regarding GHG emission estimates.

Response: The emissions estimates referred by the commentor are located in Appendix A of the Air Quality and Greenhouse Gas Analysis Report (Appendix B of the Draft EIR) under the following titles: Air Conditioning Fugitive Emissions; Refrigerators and Freezers: Installation (Construction Related Emissions); Refrigerators and Freezers: Operating Emissions (Business as Usual); and Refrigerators and Freezers: Operating Emissions (with Regulation). They are on pages 229 through 232 of the PDF and are located in Appendix A of the report, immediately before Appendix B of the report.

Response to Comment SHAMP-20

The commentor raises concern regarding business as usual impacts.

Response: Please refer to Response to Comment SHAMP-14.

Response to Comment SHAMP-21

The commentor indicates that emissions reductions are not listed in Table 3.17-10.

Response: Table 3.17-10 states, "Emissions with regulation, project design, and mitigation include reductions listed in the tables below." The reductions are discussed in Table 3.17-11, Table 3.17-12, and Table 3.17-13.

Response to Comment SHAMP-22

The commentor indicates that the project owners should impose emissions-reducing design requirements on future tenants besides the Walmart.

Response: As discussed in Section 3.17, because the emissions were found to be less than significant, no additional mitigation measures are required.

Response to Comment SHAMP-23 and SHAMP-24

The commentor states that design efficiency measures, which are required by law, should be accounted for in "business as usual" rather than being shown as project-related efficiencies/reductions.

The approach taken in the Draft EIR is appropriate as discussed in Response to Comment SHAMP-14, in which it was explained why it is appropriate to factor in compliance with laws enacted pursuant to AB 32 after the year 2006 as a Project reduction from business as usual. In addition, only a 5 percent reduction in electricity was taken for the large variety of energy efficiency measures shown in Table 3.17-12. The energy efficiency features listed (some of which are not required by law) may result in an even greater reduction. Further, the City may rely on state building standards in determining whether an impact is significant. (*Tracy First v. City of Tracy* (2009) 177 Cal.App.4th 912.).

Response to Comment SHAMP-25

Table 3.17-12 on page 3.17-28 (refer to Section 4, Summary of Changes and Additions to Draft EIR) has been edited to clarify pursuant to this comment.

Response to Comment SHAMP-26

Table 3.17-12 on page 3.17-29 (refer to Section 4, Summary of Changes and Additions to Draft EIR) has been edited to clarify pursuant to this comment.

Response to Comment SHAMP-27

The commentor's states that the City should determine if the recycling at Walmart overlaps with municipal recycling programs.

Response As identified on the City of Redlands website (http://www.ci.redlands.ca.us/quality_life/pdf/RecyclingCart.pdf), the City regularly recycles cardboard, dry paper, glass bottles and jars, plastic bottles with the recycling symbol, empty aerosol cans, aluminum and steel cans, and clean aluminum. As stated on page 3.17-29 of the Draft EIR, the Walmart store would be equipped to accept the following materials for recycling: aluminum; plastic (including bottles, bags, garment bags, shrink wrap, and bubble pack); glass; cardboard; vegetable oil; motor oil; tires; auto batteries; single-use cameras; electronic waste; silver (from photo processing). Therefore, the items that Walmart accepts that are not accepted by the City of Redlands are the following items: bags, garment bags, shrink wrap, bubble pack, vegetable oil, motor oil, tires, auto batters, single-use cameras, electronic waste, and silver. The only "overlap" would be aluminum, plastic bottles, glass, and cardboard.

Response to Comment SHAMP-28

The commentor inquires what refrigerants would be used for the project.

Response Page 2-22 of the Draft EIR states the following: "Refrigeration equipment would use R-404a refrigerant and air conditioning equipment would use R-410a refrigerant. Both refrigerants release fewer ozone-depleting refrigerants than R-22, which is commonly used in these types of equipment." The Air Quality and Greenhouse Gas Analysis Report contains spreadsheets also displaying that information (see Response to Comment SHAMP-19 regarding the location of such spreadsheets). As noted in the spreadsheets, the air conditioning units assumed a global warming potential of 1725 (refrigerant R410a) and the refrigeration system assumed a global warming potential of 3785 (refrigerant R404a). The energy usage was estimated by CalEEMod and is not detailed regarding the type of equipment used.

The refrigerant in Mitigation Measure GHG-1 is not specific, as it provides flexibility for the Project. For example, carbon dioxide (global warming potential of 1) and ammonia (global warming potential of zero) are both refrigerants that could be used for some applications while refrigerants with a higher global warming potential could be used in other applications. The commentor did not provide any references for a supposed difference in energy efficiency; it is assumed in the analysis that any

differences in energy efficiency would be negligible. In addition, as outlined within Section 2, Project Description, the Project would incorporate a variety of sustainability features that would increase its volume of recycling options and reduce its demand for resources, utilize non-toxic materials, and promote waste reduction. All of these sustainability features are standard design features included in the Walmart store prototype. See Section 2.2.1, Redlands Crossings Project, for additional information regarding the implementation of sustainability features.

Response to Comment SHAMP-29

The commentor suggests a grace period for employees who use public transportation.

Response Although this suggestion is not required to reduce impacts to less than significant, it is a good suggestion and language in this regard is added to Mitigation Measure AQ-8. The addition of grace period does not result in any new significant environmental impact of the project or substantially increase in the severity of any environmental impact or the overall significance conclusion identified in the Draft EIR.

Response to Comment SHAMP-30, SHAMP-31, and SHAMP-32

The commentor indicates that water efficient irrigation systems, low-flow faucets, and urinals are mandated under the California Green Building Code (CalGreen) and should not be considered a mitigation measure.

Response As discussed in Response to Comment SHAMP-14, the business as usual emissions do not take into account regulations enacted after 2006, pursuant to the California Air Resources Board's definition of business as usual in the Scoping Plan, which is appropriate as the threshold used in the Draft EIR is based on AB 32 and the Scoping Plan. As stated on page 3.17-7 of the Draft EIR, CalGreen went into effect on January 1, 2011, which is after business as usual and the data of the NOP.

Response to Comment SHAMP-33

The commentor indicates that the Draft EIR does not provide a consistency analysis of the targets and actions of the City of Redlands Sustainability Plan and the Project.

Response The Project is not required to implement the targets and actions in the Sustainability Plan. Although they are not required, as indicated on page 3.17-33, many of Walmart's design features are in accord with the purposes of the Sustainability Plan.

Response to Comment SHAMP-34

The commentor states the Report makes the claim that the "Project is consistent with the intent of SB 375 to reduce per capita vehicle miles" traveled." In truth, the Project will achieve exactly the opposite effect. The profitability of big box retail is predicated on its ability to draw shoppers from the broadest possible geographic region. The Urban Decay Impact Analysis (Appendix J) makes this clear and is in conflict with the assertion that this Project will reduce vehicle miles traveled. To

reduce per capita vehicle miles traveled, a smaller neighborhood grocery and retail establishments that would draw a customer base from within a walkable radius is required.

Response: The Draft EIR addressed consistency with SB 375 (See Impact GHG-1 or Section 3.17, of the Draft EIR). According to Impact GHG-1, the California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing greenhouse gases (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, the ARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan contains a variety of strategies to reduce the State's emissions, which are not applicable to the Project, as shown in the Air Quality and Greenhouse Gas Analysis Report (Appendix B of the Draft EIR). One of the Scoping Plan measures, #6 Regional Transportation-Related Greenhouse Gas Targets, refers to SB 375. The Project is consistent with the intent of SB 375 to reduce per capita vehicle miles traveled by locating a regional shopping center adjacent to existing transportation corridors and will include pedestrian walkways, bicycle parking, and a new bus station.

Dalquest, Robert

From: Wilcox, Ethan [Ethan_Wilcox@redlands.edu]
Sent: Wednesday, January 18, 2012 4:36 PM
To: Dalquest, Robert
Cc: Krantz, Tim
Subject: Redlands Crossing EIR concerns
Attachments: WalmartletterRedlands.docx

To the City of Redlands,

This letter is in response to the possible problems with the Redlands Crossing Center. This center prose's to build a Super Walmart, even though there is an existing Walmart within 1.25 miles, which may not be classified as super, but might as well be. Already this seems to be unnecessary to construct an entirely new complex, when there is a successful walmart, and other competing Big Box stores so close.

One of the biggest issues with the new Walmart and neighboring stores, is of air quality. Due to the fact that the Redlands and San Bernardino areas currently have one of the worst levels of air quality in the country, standards need to be put into place and abided by for new construction. Even though the quality is so poor, and many of the older companies are contributing, this should not provide an excuse for new companies to negatively contribute, and the older companies should clean up their acts as well.

1

The EIR for the Redlands Crossing Center thoroughly discusses air quality, and what they expect to emit, during both the construction, and operational stages. In the construction phase the company promises to mitigate the emissions to a level that is less than significant for the region. Once the Crossing Center is in operation the emissions level have been stated to be above the California emissions standards, and are both significant, and cannot be mitigated. This would include excess levels of Carbon Monoxide (CO), Nitrogen Dioxide (NO), and Particulate Matter (PM) into the atmosphere. This will only deplete surrounding air quality, and have potentially negative health effects for citizens. As well as the stores themselves, emissions in the area can be expected to increase due to the increase in traffic. The company hopes, and expects there to be about 22,000 cars trips to the center on a normal Saturday. This level of vehicles may increase their business, but will raise the emissions for the center further above the standards in the process. The increase in traffic will also create problems for the already busy, and car dependent area, in terms of road, and freeway accesses.

Specific concerns include:

- Watering three times a day to reduce PM content won't be sufficient during summer months or particularly warm days.
- Nitrogen dioxide will increase greater than the allowed threshold during construction, and limiting operation hours won't be enough to mitigate that. While mitigation requires the use of Tier 2 engines, it is clear that the use of more efficient engines will reduce impact. Because this technology is readily available, there is no reason not to use Tier 3 or 4 engines.

2

- No background data was provided for Particulate Matter. Significance of Walmart's construction and operational contributions to particulate matter content can't be accurately determined.
- Walmart has a history of allowing trucks to remain idle for longer than state and regional laws allow. We can't be sure they will be diligent in following mitigation protocol in this manner.

2 CONT

This new shopping center poses many potential problems for the neighboring area, the city, and citizens of Redlands. One of the most concerning is that of pollution, to which the company fully admits to. This is a crucial issue for the health of our environment as a whole, and for the local citizens. The city really needs to reconsider if the Redlands Crossing Center is a good fit, and take actions to make the company behind it significantly lessen these negative impacts.

Sincerely,

Concerned residents:

Thomas Boyer, Sarah Glaze, and Ethan Wilcox

Letter WILCOX. University of Redlands 1 (Ethan Wilcox, et al.), 01/18/2012

Response to Comment WILCOX-1

The commentor expresses concerning regarding the significant and unavoidable air quality emissions associated with the Project.

Response: An Air Quality Analysis (see Appendix B of the Draft EIR) was conducted for the proposed Redlands Crossings Center Project. Negative health affects were addressed within Section 4.5 of the Air Quality Analysis. The results of the chronic non-cancer assessment, located within the Air Quality Analysis indicate that the Project would result in a hazard index of 0.0006, substantially less than the hazard index significance threshold of 1.0 as set forth by the South Coast Air Quality Management District (SCAQMD). An acute non-cancer hazard index of less than 0.0001 was also estimated from the operation of the Project, which is less than the SCAQMD's hazard index of 1.0. With the implementation of Mitigation Measures AQ-1 and AQ-2, impacts to potential health affects would be reduced to a level of less than significant.

In addition, a Traffic Impacts Analysis (See Appendix I of the Draft EIR) was conducted for the proposed Redlands Crossings Center Project. According to the Traffic Impacts Analysis, areas expected to have significant and unavoidable impacts include Freeway Ramp and Mainline Improvements for Horizon Year 2030 Traffic Conditions and cumulative impacts due to uncertainties related to the timing of the full funding and completion of improvements identified to maintain acceptable LOS in support of the Project. Although the opinions of the commentor regarding the merits of the project expressed in this comment will be taken into consideration by City of Redlands decision-makers, no specific deficiencies in the environmental analysis are identified in the comment, and no further response is required in this regard. (See State CEQA Guidelines, § 15088.)

Response to Comment WILCOX-2

The commentor expresses specific concerns regarding the efficacy of various mitigation measures proposed to reduce emissions, including:

- Watering three times a day to reduce PM content won't be sufficient during summer months or particularly warm days.

Response: The commentor does not provide evidence of how watering three times a day during summer months or particularly warm days will not reduce PM content. In addition, as outlined within the Air Quality Assessment, the Project will be consistent with SCAQMD Rule 403, which governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of

construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites. No additional response is necessary. (See State CEQA Guidelines, § 15088.)

- Nitrogen dioxide will increase greater than the allowed threshold during construction, and limiting operation hours won't be enough to mitigate that. While mitigation requires the use of Tier 2 engines, it is clear that the use of more efficient engines will reduce impact. Because this technology is readily available, there is no reason not to use Tier 3 or4 engines.

Response: Mitigation is implemented to require Tier 2 or higher during Project related construction activities. As outlined within Mitigation Measure AQ-1:

MM AQ-1 During construction, one of the following scenarios shall be applied:

- A maximum of 15,700 horsepower hours per day for the off-road equipment shall be used and the off-road equipment shall have Tier 2 engines or higher.
- A maximum of 12,100 horsepower hours per day for the off-road equipment shall be used.

- No background data was provided for Particulate Matter. Significance of Walmart's construction and operational contributions to particulate matter content can't be accurately determined.

Response: The Air Quality Analysis incorporates background data regarding potential impacts from particulate matter. See Appendix C of the Air Quality Analysis. Therefore, no specific deficiencies in the environmental analysis are identified in the comment, and no further response is required in this regard. (See State CEQA Guidelines, § 15088.)

- Walmart has a history of allowing trucks to remain idle for longer than state and regional laws allow. We can't be sure they will be diligent in following mitigation protocol in this manner.

Response: ARB Air Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling limits the idling of diesel vehicles to reduce emissions of toxics and criteria pollutants. The driver of any vehicle subject to this section: (1) shall not idle the vehicle’s primary diesel engine for greater than five minutes at any location; and (2) shall not idle a diesel-fueled auxiliary power system (APS) for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools). In addition, Mitigation Measure AQ-6 is implemented to require signs informing truck drivers of the California Air Resources Board regulations including all delivery trucks servicing the Project to not idle for more than five minutes per truck trip per day. As outlined within Mitigation Measure AQ-6:

MM AQ-6 All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board regulations including the following:

a) Truck drivers shall turn off engines when not in use;
b) All delivery trucks servicing the Project shall not idle for more than five minutes per truck trip per day; and
c) Telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

Further, a Mitigation Monitoring and Reporting Plan (MMRP) will be prepared for recommended mitigation measures to assure that the mitigation measures contained in the Final EIR, are properly implemented according to State law. The MMRP identifies measures incorporated into the Project that reduce its potential environmental impacts, the entities responsible for implementation and monitoring of mitigation measures, and the appropriate timing for implementation of mitigation measures. As described in Section 15097 of the State CEQA Guidelines, the MMRP employs both reporting on and monitoring of project mitigation measures.

The objectives of the MMRP are to:

- Assign responsibility for, and ensure proper implementation of, mitigation measures;
- Assign responsibility for, and provide for monitoring and reporting of compliance with mitigation measures; and
- Provide the mechanism to identify areas of non-compliance and the need for enforcement action before irreversible environmental damage occurs.

Dalquest, Robert

From: Guzman, Francisco [Francisco_Guzman@redlands.edu]
Sent: Wednesday, January 18, 2012 4:24 PM
To: Krantz, Tim; Dalquest, Robert
Subject: Comment Letter to Redlands Crossing Project DEIR
Attachments: Redlands Crossing DEIR Comment Letter.docx

Hi Robert,

My name is Francisco Guzman and I was encouraged by Dr. Krantz to forward this comment letter to you. The comments are regarding the Redlands Crossing Project DEIR. Thank you!

"The Flash"

Francisco Guzman
University of Redlands
Comment Letter: Redlands Crossing Project
January 17, 2012

To Redlands City Council,

My name is Francisco Guzman and I am a concerned student at the University of Redlands. The Redlands Crossing Project, aka the development of a new Super Walmart in Redlands, is a controversial topic. I have taken Tim Krantz's Environmental Impact Assessment class in the past and feel an obligation to use my knowledge to comment on the project.

Firstly, I know that there is a review period for the project and that the city accepts comments from the public, but it is quite surprising to me that the city has not made it easier to find the Redlands Crossing Project Draft Environmental Impact Report. I suggest that the city makes this information more conveniently available to the public if they want to receive comments. 1

There are many pros and cons to any development project, but in terms of a new Super Walmart in the city of Redlands, I believe the negative outweighs the positive. It can be argued that the Super Walmart may have a positive impact on the local economy, but it is a difficult argument to make. As an Environmental Science student at the University of Redlands, and as a concerned citizen of this planet, I have learned to support local business. The introduction of a Super Walmart will put small-business owners out of business and will reinforce a system in which workers are compensated with very low wages. 2

The environmental impacts are also a great concern. The most significant likely being increased noise and light pollution, increased traffic, reduced air quality, and increased greenhouse gas (GHG) emissions. 3

The development of a new Super Walmart will most definitely increase greenhouse gas (GHG) emissions and contribute to the overall global climate change problem. GHG's, such as carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, and many others are released from the burning of fossil fuels, oil, coal, and human activities such as site development and traffic. Although the Redlands Crossings Project may seem small compared to a global scale, the cumulative impacts of other emissions will certainly increase the rate of climate change. Climate change has many negative impacts such as desertification, reduction in the global water supply, increased sea level, decline in our global food harvest, and will ultimately lead to environmental and economic collapse. 4

As one of the most powerful nations of the world, the United States has continued to ignore the global climate change program by not participating in the Kyoto Protocol; it is in our best interests to begin reducing our GHG emissions as soon as possible. Managing, or in fact eliminating, GHG emissions for the Redlands Crossing Project is an excellent way to reduce the exacerbation of global climate change.

My intention is not to focus on fear and a dark future, but to inform others on what I have learned and what we can do to help improve our livelihoods as we know it. Do we really need a second, bigger, and more environmentally destructive super store? Or should we instead be planting trees, creating green spaces, and educating people on what they can do to live healthier and more sustainably? Any sane individual would pay attention to the larger problem that is backed up by thousands of scientific studies. I am clearly not in favor of a new Super Walmart and urge decision makers to think before they act. Thank you. 5

Sincerely,
Francisco Guzman

Letter GUZMAN. Francisco Guzman, 01/17/2012

Response to Comment GUZMAN-1

The commentor states that Draft EIR should have been more available to the public.

Response Information regarding the availability of the Draft EIR for public review was provided pursuant to Section 15087 of the CEQA Guidelines and included copies made available at the City of Redlands Planning Department, at the City of Redlands City Clerk's Office (located at 35 Cajon Street, Suite 4), and the A.K. Smiley Public Library (located at 125 W. Vine Street, Redlands, CA 92373). In addition, an electronic copy of the Draft EIR and Appendices was made available at the City's website at: www.ci.redlands.ca.us. The commentor's suggestion that future CEQA documents are made more readily available to the public is noted and will be considered by the City's Planning Department staff.

Response to Comment GUZMAN-2

The commentor indicates that the proposed project would result in economic impacts, resulting from the closure of other local businesses and the introduction related to low wages, business practices, and economics from urban decay issues.

Response Although the Lead Agency may consider such impacts when deciding whether to approve a project, CEQA does not require the evaluation of impacts related to low wages, business practices, and economic impacts in an EIR, as related to low wages, business practices, and economics aside from urban decay issues do not pertain to the potential "significant impacts on the environment" (PRC § 21060.5). However, CEQA does require an evaluation of physical changes to the environment that would result from social or economic impacts, including the closure of local businesses. Accordingly, the Redlands Crossing Draft EIR included an Urban Decay analysis as Section 3.18, which analyzed the potential for urban decay, or blight, in the project area that could result from the implementation of the proposed project. Based on the Urban Decay Analysis contained in Appendix J of the Draft EIR, Section 3.18 determined that no significant impacts would result from the project related to either 1) the creation of long-term store vacancies or the abandonment of buildings within the retail market served by the Project or 2) the physical deterioration of properties or structures that would impair the proper utilization of the properties or structures, or health, safety, and welfare of the surrounding community. Because the Draft EIR properly analyzed the potential physical impacts that could result from economic or social changes in the project area, no further analysis is required.

Response to Comment GUZMAN-3

The commentor indicates that there is concern regarding noise, light pollution, traffic, air quality, and greenhouse gas emissions.

Response Impacts associated with each of these issues were fully analyzed in the following sections:

- Noise: Section 3.11
- Light pollution: Section 3.1 (Aesthetics)
- Traffic: Section 3.15
- Air Quality: Section 3.3
- Greenhouse Gas Emissions: 3.17

A significance determination was made for all impacts associated with the issues that the commentor raises in this comment, and mitigation was identified, if feasible, to reduce the impacts to a level below significance. Certain impacts associated with Air Quality and Transportation and Traffic were identified as remaining significant and unavoidable after the implementation of mitigation measures. Because this comment does not raise any specific issues regarding the adequacy of the evaluation of impacts, and because impacts associated with each issue that the commentor raises were fully addressed in the Draft EIR, no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment GUZMAN-4

The commentor states that the project will result in the emissions of greenhouse gases, which would incrementally contribute to global greenhouse gas emissions.

Response: The commentor is correct. The project's impacts to greenhouse gas emissions are fully analyzed in Section 3.17 of the Draft EIR, which indicates that a potentially significant impact related to this issue could occur during construction and/or operation of the project. However, mitigation measures are identified to reduce the level of significance to less than significant. The commentor provides some background information supporting the position that GHG emissions need to be reduced, including the potential effects of global climate change. Section 3.17 provides a thorough discussion of the environmental setting, including the potential physical changes to the environment that could occur resulting from global climate change, as well as a discussion of the existing regulatory framework.

Response to Comment GUZMAN-5

The comment reflects the commentor's position that the proposed project should not be approved.

Response Although the opinions reflected in this comment will be taken into consideration by City of Redlands decision-makers, this comment does not specifically address the adequacy of the Draft EIR in this comment, and no further response is required. (See State CEQA Guidelines, § 15088.)

COLDWELL BANKER
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FRANK IMBERT
Broker Associate
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January 13, 2012

Robert D. Dalquest, AICP
City of Redlands Development Services
Department Planning Division
P.O. Box 2005
Redlands, CA 92373

RE: Comments on Walmart Project

Dear Mr. Dalquest,

With all due respect for the opinions of others, I personally do not see any downside to Walmart opening a Super Center near San Bernardino Ave and the 210 freeway. It will increase revenue to the city. It will provide a brand new, clean, state of the art shopping facility. The location would cause minimal traffic congestion to an almost rural location rather than a more populated area. It would attract more shoppers from Highland, Yucaipa, San Bernardino, Loma Linda and the Mountain communities. It will also help to keep the local businesses in line on pricing so they cannot gouge the public. I also understand that Walmart is very good at filling their old spaces to minimize vacancies.

The only downside, I see, is if we do not allow Walmart to build at that location. In that case, I would guess they would just jump across the wash and build in Highland or San Bernardino. They would still pull the shopping from the local communities and Redlands will lose the Revenue from the store. 1

The other side against the project seem to be NIMBY's (not in my back yard). Everyone needs to look at the big picture and their own personal tunnel vision views. I hope you will proceed quickly and get this project approved so we can move on in a forward positive manner.

Thank You,

Frank Imbert

Letter IMBERT. Frank Imbert, 01/13/2012

Response to Comment IMBERT-1

This comment letter indicates support to the proposed Walmart Supercenter. No comments were provided with respect to the adequacy of the Draft EIR and no further response is necessary. (See State CEQA Guidelines, § 15088.)

January 16, 2012

Robert D. Dalquest AICP
City of Redlands
Development Services Department
Planning Division
P.O. Box 3005
Redlands, CA 92373

To all concerned:

The Walmart corporation pushes to locate a Walmart Supercenter in close proximity to Redlands newest high school. This 215,000 square store will be open 24 hours, seven days a week. Here are new-to-driving students and time-pressured parents who drop off and pick up their children. Here, Walmart tells us, is an opportunity for promoting one-stop-shopping We must not be fooled. "Bamboozled", Grampa used tp say. Walmart desires to promote "I Want" citizens. Walmart knows that this begins with children and young families.

The Walmart Corporation has been circling over Redlands like a voracious vulture with an insatiable appetite. A brilliant strategist, Walmart plans to sit itself comfortably next to a "nest" – a school where our youngest citizens prepare themselves for the future. It pounces! Feeds. This predatory corporation respects no one, children, community, customers and workers alike. Surrounded by increased traffic, noise, air pollution, the physical health, sanity included, of all of us is compromised. Was the Draft Environmental Impacct Report written <u>before</u> the highschool was built? <u>Was Walmart watching for this moment?</u>

This predatory corperation willfully damages local communities. Facts show that wherever this beast lands - small business are affected and finally shuttered. Here in Redlands are Stater Brothers stores. Jack Brown, the CEO, is a friend of the community- contributes much to Redlands in the form of community participation. Gerrards Market , a much respected local grocery store is small, but Tom Reingrover is attuned to the need and wishes of this community, respectful, helpful. These and many other small precious resources will be affected by a Walmart "takeover". 1

Redlands has a history of character, of dignity. Unique in many ways- it successfully recruits volunteers, works to continue pride and community services, addresses environmental concerns even as the economic situation in our country shrinks monetary resources. The arrogance of Walmart must be resisted. Does Walmart need Redlands.YES!
Does Redlands need Walmart? NO!

Sincerely - and for the children,
Helen S. Wallick Redlands Concerned Citizen
1324 Monterey St. Redlands, CA 92373 909 792 1294
909 792 1294 sunnywa@verizon.net

Letter WALLICK. Helen Wallick, 01/16/2012

Response to Comment WALLICK-1

The commentor expresses concern with the proximity of the Walmart to the Citrus Valley High School leading high school students to become Walmart shoppers, and with Walmart's business practices.

Response The Draft EIR focuses on significant environmental impacts as they relate to the surrounding environment and is prepared with sufficient analysis to provide decision-makers with information that allows them to make informed decisions that intelligently takes into account the environmental consequences related to the Project. As part of this process, the Draft EIR considered potential impacts as they relate to the surrounding community, including the Citrus Valley High School. This analysis included traffic, air quality, and noise impacts. The remainder of the comments provided in the letter consists of general statements regarding anecdotal "predatory" practices on behalf of Walmart and does not appear to question the adequacy of the Draft EIR; however, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

To: Robert D. Dalquest

Assistant Development Services Director

City of Redlands, Planning Division

210 E. Citrus Ave. Redlands CA 92373

From: Janelle Julagay

1212 W. Olive Ave. Redlands CA 92373

Re: Public comment on Redlands Crossing Center DEIR

Dear Mr. Dalquest,

I am writing to you to express my deep concerns regarding the recently released draft environmental impact report compiled in response to the proposed Redlands Crossing Center at the southeast intersection of Tennessee St. and San Bernardino Ave. I have four major concerns: the planned abandonment of the current Wal-Mart location, and the "significant adverse and unavoidable impacts in the areas of air quality, transportation, and circulation that will remain significant after mitigation" according to the DEIR. 1

As a resident of Redlands, it saddens me that yet another strip mall would be vacated by its anchor store, leaving the property blighted and its smaller retail establishments destined to closure in its absence. The DEIR makes clear that the proposed Redlands Crossing Center negatively impacts two Redlands neighborhoods; those surrounding both the current as well as the proposed store. I see no reason why the Wal-Mart company would even consider this irresponsible course of action when it would make far more business sense to put the development money into its existing store location. Why is the City of Redlands not demanding that the company do this rather than installing a store that will sell tobacco, liquor, and firearms *one block* from Citrus Valley High School? 2

Furthermore, I am deeply concerned about the negative and unavoidable environmental impacts that the proposed project would have on the area immediately surrounding the site, if accepted as is and completed. In particular, the further deterioration of our air quality, and high volume of transportation and circulation in an area ill-equipped to accommodate even its *current* traffic, as established in the DEIR are of great concern to myself and many in the community. Rates of asthma in southern California are at epidemic levels, and we cannot afford to further jeopardize our respiratory health. 3

Mr. Dalquest, I am mindful, and do sincerely hope that the Planning Division and City of Redlands elected officials are also, of the fact that we have *no* obligation to the Wal-Mart company to allow them to lay to waste one of our shopping centers in order to construct a new one which would negatively impact both neighborhoods involved. There are alternatives to this course of action, and I am hopeful that my elected officials will see their way to a less deleterious one. I look forward to your response. 4

Sincerely,

Janelle Julagay

Letter JULAGAY. Janelle Julagay, 01/05/2012

Response to Comment JULAGAY-1

The commentor expresses concern regarding air quality, transportation and circulation impacts of the Project.

Response The comment accurately describes the location of the project, and identifies concerns with issues associated with urban decay at the existing Walmart site, air quality impacts, and transportation and traffic impacts. Responses to comments on these issues are provided in the responses below. See also Response to Comment ISENBERG-2 through ISENBERG-4, which has detailed responses related to the blight and urban decay.

Response to Comment JULAGAY-2

The comment raises two concerns; first, that blight/urban decay would occur at the location of the existing Walmart site, and that tobacco, liquor, and firearms would be sold within close proximity of an existing school.

Response As discussed in Response to Comment GUZMAN 2, Section 3.18 of the Draft EIR thoroughly addresses the potential for impacts associated with urban decay. The analysis in Section 3.18, based on the Urban Decay Analysis report contained in Appendix J of the Draft EIR, concluded that no significant impacts would occur related to urban decay, and that no mitigation measures are required.

The commentor also indicates concern that tobacco, liquor, and firearms would be sold within close proximity of the existing Citrus Valley High School, implying that potential for impacts to police protection may occur related to this issue. The applicant has indicated that Walmart does not sell firearms in California. Consequently, an impact related to firearms is a non-issue. In addition, the proposed project would be required to comply with all federal, State, and local regulations related to the storage, handling, and sale of these items. Section 3.13 of the Draft EIR includes a thorough analysis of the potential impacts to police protection. The impact analysis for Impact PS-2 identifies that a potentially significant impact could occur associated with police protection, and Mitigation Measure PS-2 was identified to reduce this impact to less than significant. Mitigation Measure PS-2 includes a measure that would require the presence of loss-prevention personnel on site during the operation of the store. Mandatory compliance with applicable regulations and the implementation of the measures identified in Mitigation Measure PS-2 would ensure that the sale of tobacco, liquor, and firearms would not conflict with nearby land uses, including Citrus Valley High School.

Response to Comment JULAGAY-3

The comment expresses concern about the air quality and transportation and traffic impacts identified in the Draft EIR.

Response Air quality impacts are discussed in Section 3.3 of the Draft EIR, and Transportation and Traffic impacts are discussed in Section 3.15 of the Draft EIR. The comment correctly indicates that significant and unavoidable impacts are identified related to both traffic and air quality. However, although the comment expresses concern about these issues, the comment does not identify any specific deficiency in the analyses for either of these issue areas. Therefore, no further response is necessary. (See State CEQA Guidelines, § 15088.)

Response to Comment JULAGAY-4

The comment identifies concerns about urban decay and reflects the commentor's position that the proposed project should not be approved.

Response Impacts related to urban decay are fully analyzed in Section 3.18 of the Draft EIR. Although the opinions reflected in this comment will be taken into consideration by City of Redlands decision-makers, this comment does not specifically address the adequacy of the Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088.)

Dalquest, Robert

From: jim haynes [jimhaynes70@yahoo.com]
Sent: Tuesday, November 22, 2011 6:41 AM
To: Dalquest, Robert
Subject: Re:

In these days of economic uncertainty and an on going yo yo stock market, the city managers of communities small and large are extremely concerned about their budgetary response and services to the residents and city employees. My long time concern is that another mega business project would negatively impact the existing struggling small business's in downtown Redlands that already has a history of short term tenants along with a continued high vacancy rate. If the powers that be in conjunction with the city fathers wish to go forward with this project, contingency plans for a downtown business revival should be negotiated and made part of the contractual agreement with Wal Mart et al. Lets be fair and equitable to all concerned parties.to restore Redlands as a model small town city in which people desire to live in. 1

On Nov 21, 2011, at 8:19 AM, Dalquest, Robert wrote:

<NOA_Redlands Crossings 11 21 2011.pdf>

jim haynes

Letter HAYNES. Haynes, 11/22/2011

Response to Comment HAYNES-1

The commentor expresses concern regarding the economic impacts of the Project.

Response See Response to Comment GUZMAN 2 for the potential for economic impacts. Although the opinions of the commentor regarding the merits of the project expressed in this comment will be taken into consideration by City of Redlands decision-makers, no specific deficiencies in the environmental analysis are identified in the comment, and no further response is required. (See State CEQA Guidelines, § 15088.)

Robert D. Dalquest, AICP
Assistant Development Services Director
CITY OF REDLANDS
Development Services Department
P.O. Box 3005
210 E. Citrus Avenue
Redlands, CA 92373
Tel: (909) 798-7562
Fax: (909) 792-8715

From: Jolessard@aol.com [mailto:Jolessard@aol.com]
Sent: Wednesday, January 18, 2012 11:49 AM
To: Dalquest, Robert
Subject: Fwd: Redlands Crossing Center

From: Jolessard@aol.com
To: rdalquist@cityofredlands.org
Sent: 1/18/2012 11:47:11 A.M. Pacific Standard Time
Subj: Fwd: Redlands Crossing Center

From: Jolessard@aol.com
To: rdalquest@cityofredlands.org
Sent: 1/18/2012 11:43:25 A.M. Pacific Standard Time
Subj: Redlands Crossing Center

Mr. Dalquest,

I do not approve of the Redlands Crossing Center and the construction of a Walmart Supercenter there for the following reasons:

* Redlands citizens would not have voted for its construction had it not been for the undue corporate financial influence of Walmart. If Redlands citizens could have spent as much money on persuasion as Walmart the outcome of the ballot measure would have been much different. Such corporate giants as Walmart have too much influence over small cities such as Redlands. It is not an even playing field and hence the means of dealing from the city's point of view do not need to be any more legitimate than Walmart's. 1

* A Walmart Supercenter does not protect the culture of Redlands. 2

* It does not protect the environmental quality of Redlands. 3

* It does not protect local businesses. 4

* It sends too much local money out of the community. 5

* It does not protect the reputation of Redlands for quality of life and good quality merchandise. 6

* It will place too much of a burden on Redlands law enforcement because of the influx of customers from other communities. 7

* It takes a toll on our roads and other infrastructure. 8

* The current location is adequate and should not be abandoned. 9

* Other use of the land can be much better aligned with the best interests of Redlands. 10

If this project is allowed to proceed, let's not allow Walmart to take Redlands for all we've got. Walmart needs to provide parks and natural areas to counteract the negative influences that abound from their presence here. 11

Joanne Lessard
31543 Highview Drive
Redlands CA 92373
home after 9am 909-794-5036
cell 909-499-3157
work after 3pm 951-845-1121 x 6216

Letter LESSARD. Joanne Lessard, 01/18/2012

Response to Comment LESSARD-1

The commentor expresses concern regarding the political influence of Walmart.

Response The comment does not raise issues associated with the potential environmental effects of the project and no response is required. Such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment LESSARD-2

The commentor expresses concern that the Project will not "protect the cultural of Redlands."

Response The potential impacts to cultural resources are thoroughly discussed in Section 3.5 of the Draft EIR, which includes an evaluation of the potential for impacts related to paleontological, archeological, and historic resources. The reference in this comment to the inadequate protection of the culture of Redlands is noted, but no substantiation or elaboration is provided in the comment why it is felt that culture is not protected. No specific deficiencies in the environmental analysis are identified in the comment, and no further response is required. (See State CEQA Guidelines, § 15088.) However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment LESSARD-3

The comment indicates that the project should not be approved as it does not protect the environmental quality of the City of Redlands.

Response Impacts to the environment are discussed throughout the Draft EIR. This comment does not identify any deficiencies in regards to the environmental analysis contained in the Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment LESSARD-4

Please see the Response to Comment GUZMAN 2 regarding issues associated with the potential project's economic impacts.

Response to Comment LESSARD-5

Please see the Response to Comment GUZMAN 2 regarding issues associated with the potential project's economic impacts.

Response to Comment LESSARD-6

Please see the Response to Comment GUZMAN 2 regarding issues associated with the potential project's social impacts. This comment does not identify any specific deficiencies in regards to the

environmental analysis contained in the Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment LESSARD-7

The commentor expresses concern about the Project's potential to increase the demand for law enforcement services. This comment does not identify any specific deficiencies in regards to the environmental analysis contained in the Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response Section 3.13 of the Draft EIR includes a thorough analysis of the potential impacts to police protection. The impact analysis for Impact PS-2 identifies that a potentially significant impact could occur associated with police protection, and Mitigation Measure PS-2 was identified to reduce this impact to less than significant. Mitigation Measure PS-2 includes a measure that would require the presence of loss-prevention personnel on site during the operation of the store. This comment does not identify any specific deficiencies in regards to the environmental analysis contained in the Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment LESSARD-8

The commentor expresses concern for the Project's impacts on "roads and infrastructure."

Response The commentor is concerned about the project's impacts on roads and other infrastructure. Impacts to landfills, domestic water, storm water, and sewer facilities are addressed in Section 3.16 of the Draft EIR. Impacts to traffic are fully addressed in Section 3.15 of the Draft EIR. CEQA does not require the evaluation of the potential physical impacts of a project on roadways. This comment does not identify any specific deficiencies in regards to the environmental analysis contained in the Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment LESSARD-9

The comment indicates that the existing Walmart location is adequate and should not be abandoned.

Response This comment relates to the merits of the project and does not identify and specific deficiencies of the environmental analysis contained in the Draft EIR.

Response to Comment LESSARD-10

The commentor suggests that a different use of the Project site would be better for Redlands.

Response Although the opinions regarding the commentor's preferred use of the project site for other land uses will be taken into consideration by City of Redlands decision-makers, this comment does not specifically address the adequacy of the environmental analysis contained in Draft EIR, and no further response is required (See State CEQA Guidelines, § 15088).

Response to Comment LESSARD-11

The commentor asks that the City require Walmart to "provide parks and natural actions to counteract the negative influences" of the Project.

Response: As outlined within Section 3.14, Recreation, of the Draft EIR, the Project would not include any residential uses and, therefore, would not result in direct population growth. The new employment opportunities created by the Project would not induce substantial population growth into the Redlands area from outside areas. Because the Project would not cause direct or indirect population growth, physical deterioration of recreational facilities (including local and regional trails) would not occur as a result of Project implementation. Accordingly, impacts associated with recreational facilities and physical effect on the environment will be less than significant. The Project will therefore not result in any recreational/open space impacts, which require mitigation.

To: Robert Dalquest, AICP
City of Redlands
Development Services Department
Planning Division
P.O. Box 3005
Redlands, CA 92373

Jan. 17, 2012

RECEIVED
JAN 17 2012
MUNICIPAL UTILITIES & ENGINEERING DEPT.

From: Joe Castino
1407 Columbia St.
Redlands, CA 92374

Re: Comment of Draft Environmental Impact Report for *Redlands Crossing Project*

The Executive Summary (ES) is presented in Section 4.0 of The Preface. On page 5 of the ES, several paragraphs appear under the boldface headings titled "Significant and Unavoidable Adverse Impacts" followed by "Horizon Year 2030 Traffic Conditions." The text points out that two freeway ramps that will operate at a traffic condition of Level of Service (LOS) of "F" on weekday and Saturday afternoons. A LOS rating of "F" indicates stop-and-go traffic with significant traffic delays and is far above the City of Redlands traffic code acceptable level of "C." The ES further states that only CALTRANS can mitigate the condition since it is outside the jurisdiction of the City of Redlands and the Applicant.

Table ES-1 in the ES also lists 20 street intersections that will have a LOS of "D" or worse in year 2030. The ES also notes that the Redlands Crossing Project contributes insignificantly to the total traffic in year 2030 when compared to other cumulated traffic from other sources up to year 2030. There is much that is missing with this analysis.

What is missing in the ES is the projected traffic for the opening year 2013 and how it directly compares with the existing traffic and the year 2030. The existing and opening year 2013 traffic analysis is contained in Appendix 10, Section 3.0, 5.0 and 6.0 These data claim that the two freeway ramps mentioned above are at a LOS of "F" in the opening year 2013 (See Tables 6-2, 6-3). Also in the opening year 2013, the analysis in Appendix 10 identifies 14 street intersections that are projected to operate on Saturdays worse than a LOS of "C" and 7 of the 14 at a LOS of "F." The Appendix 10 recommended solution for these 14 intersections is to widen 20 lanes. However, the ES only lists mitigation of 5 intersections which will be completed by opening date and none involve lane-widening. 1

Moreover, there is no mention at all in the entire Draft Environmental Impact Report of any mitigation at any of the many secondary surface streets that feed into major arteries like Lugonia or San Bernardino Avenues. To cite just one of these cases is the intersection at Lugonia Ave. and Columbia Street . There are 94 homes and 71 apartments (165 residences) that feed southbound from Columbia Street onto Lugonia Ave. The proposed Redlands Crossing Project will surely negatively impact such an intersection; yet, there is no mention whatsoever of any mitigation.

The ES needs to be rewritten to provide Redlands citizens with a balanced view of the impact of the Redlands Crossing Project on all local traffic and in what year it occurs. As currently written, the ES obscures the impact of the Project in opening year 2013.

Joe Castino

Joe Castino

January 13, 2012

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JAN 17 2012
MUNICIPAL UTILITIES &
ENGINEERING DEPT.

To: Robert Dalquest, AICP
City of Redlands
Development Services Department
Planning Division
P.O. Box 3005
Redlands, CA 92373

From: Joe Castino
1407 Columbia St.
Redlands, CA 92374

Re: Public Comment of Draft Environmental Impact Report for *Redlands Crossing Project*

The Draft Environmental Impact Report traffic analysis for the *Redlands Crossing Project* is presented in Appendix 10. Appendix 10 presents traffic conditions for the opening year (2013) and a purported horizon year (2030). The projected traffic conditions are a combination of the existing traffic, Project-site generated traffic and any accumulated other traffic up to the year 2030. The existing (baseline) traffic was established by counting vehicular traffic at 35 surrounding intersections in May of 2010. At each intersection, the traffic was counted for a two-hour period; 2-4 p.m. for Saturday traffic and 4-6 p.m. for workday traffic. The Saturday count was taken on May 1st and May 8th. 2

The data representing these counts appears as worksheets in one of the Appendices to Appendix 10. These data are used to establish baseline Saturday peak-hour traffic and Saturday daily totals. How is it known that the particular Saturday chosen to collect the data represents either the peak or average?

Apparently, no adjustment is made for a single data point (one Saturday). The single-day measurement will underestimate the baseline peak traffic and hence the projected traffic in opening year (2013) and horizon year (2030). The Draft Environmental Impact Report should establish the validity of the model used to establish existing peak traffic.

Respectfully submitted,

Joe Castino

Joe Castino

RECEIVED

JAN 18 2012

MUNICIPAL UTILITIES &
ENGINEERING DEPT.

Jan. 18, 2012

To: Robert Dalquest, AICP
City of Redlands Development Services Department
Planning Division
P.O. Box 3005
Redlands, CA 92373

From: Residents in northwest Redlands

Re: Public Comment of Draft Environmental Impact Report for *Redlands Crossing Project*

Mr. Dalquest:

We are writing in response to the Draft Environmental Impact Report (DEIR) for the Redlands Crossing Project which is being considered for northwest Redlands. The 72 signatures attached to this letter represent a compelling majority of the homeowners in our subdivision north of Lugonia and south of Pennsylvania Avenues (principally, the streets of Emerald, Ruby, Columbia and Lemonwood). If you consider the configuration of our homes and the streets that provide access, you can readily see that the 94 homes in our area have two ingresses/egresses; one on Columbia Ave. and one on Pennsylvania. With this context in mind, please allow us to explain why we are so collectively opposed to this huge development called the Redlands Crossing Project.

The DEIR states no mitigation for the traffic in our immediate area (intersection of Columbia and Lugonia). With the above-mentioned two access points, most of us do not even try to exit from Columbia St. east onto Lugonia Ave., even though most City services dictate that we should drive that way since we live in northwest Redlands. Instead, to avoid heavy traffic traveling east and west-bound on Lugonia Ave., most of us exit north on Pennsylvania and drive a half-mile out of our way just to ultimately travel south. We have looked carefully at the DEIR and it provides no mitigation for this intersection even though it is clearly stated in the DEIR that the proposed Redlands Crossing Project will increase traffic significantly on Lugonia Ave. A sensor-activated traffic signal is needed now at the south end of Columbia St. where it meets Lugonia Ave. It is a safety issue. For example, when we travel eastbound from points west and slow as we approach Columbia Ave. (our only route), we routinely have to wait to turn north onto Columbia Ave. This decreases the traffic lanes for eastbound traffic from two lanes to one and because the traffic is traveling at a high rate of speed, frankly, it is quite dangerous as cars swerve to avoid having t stop behind us as we wait to turn into out subdivision. A sensor-activated traffic signal is the only answer to providing both egress and ingress for the 160 homeowners and apartment residents that live on the streets outlined above. 3

The DEIR should provide mitigation for the Columbia St/Lugonia Ave. intersection. With the proposed significant increase in traffic, we find it unacceptable that in Table ES-1 of the Executive Summary of the DEIR that there are "Significant and Unavoidable Adverse Impacts" to traffic. The Level of Service to this intersection is not even mentioned. It needs to be before someone is killed.

Submitted by Joe Castino on behalf of the residents of northwest Redlands
1407 Columbia St.
Redlands, CA 92374

Joe Castino

Letter CASTINO. Joe Castino, 01/11/2012, 01/13/2012, and 01/18/2012

Mr. Castino provided three comment letter dated January 11, 2012, January 13, 2012 and January 18, 2012. Responses to each comment letter is provided below.

Response to Comment CASTINO-1

Mr. Castino provided a comment letters dated January 11, 2012, January 13, 2012 and January 18, 2012. The letters contain general comments regarding Draft EIR Traffic Study Executive Summary, analysis of traffic analysis locations and mitigation assumptions.

Response: Level of service standards identified within the project traffic study conforms to established methodology and thresholds. Mitigation measures are commonly identified for opening year and future conditions. The project approval process (i.e., conditions of approval and Mitigation Monitoring and Reporting Plan) will establish appropriate timing of actual mitigation measures. Specific traffic analysis locations are identified through a cooperative process between the City of Redlands and the traffic study preparer and technical guidance based on intersections of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project is anticipated to add 50 or more per peak trips.

In the case of the intersection of Columbia Street at Lugonia Avenue, this specific location may see an increase in traffic flows along Lugonia Avenue over time as buildout of the City's General Plan occurs. As development occurs the City's roadway network will be enhanced to ensure adequate capacity and traffic flow as defined by the General Plan. Specific operational issues related to local street access to City arterial roadways including intersection traffic control are addressed in the context of future street improvement projects and not within the scope of this site impact analysis. This intersection was not analyzed as part of this TIA, therefore, the assessment of whether the installation of a traffic signal is warranted at this intersection today or in the future was not within the scope of the TIA.

In addition, Section ES, Executive Summary, of the Draft EIR provides an overview of the proposed Project's impacts and applicable mitigation. However, the detailed analysis related to Traffic is provided within the TIA and within Section 3.15 of the Draft EIR, and no further response is required. (*Browning-Ferris Indus. v. City of San Jose* (1986) 181 Cal.App.3d 852 [where a general comment is made, a general response is sufficient].)

Response to Comment CASTINO-2

Mr. Castino provided a comment letter dated January 13, 2012. The letter contains general comments regarding the validity of peak hour traffic counts as representative samples.

Response: The traffic analysis relies upon typical traffic measurements taken for common busy time periods in order to establish existing conditions and project impacts. Traffic counts conducted on a "typical" day are conducted over two consecutive hours of the peak period of analysis (in this case

weekday PM and Saturday mid-day). The intersection turning movements are collected in 15-minute intervals to determine the highest one hour ("peak hour") of traffic flows within the survey time period. It is this highest one hour of traffic flows that is then used to establish a baseline condition in which a project's potential impacts are assessed. Conducting traffic counts during a single day is standard practice when conducted utilizing the following parameters. Traffic counts were taken on a "typical" day. In order to minimize sampling errors, weekday traffic counts are never conducted on days that adjoin a weekend (i.e., Mondays or Fridays), on or during weeks that contain major holidays, or when there is inclement weather or special events. Similarly, the weekend traffic counts were conducted on a day deemed to be a reasonable representation of a typical Saturday. No further response is required. (*Browning-Ferris Indus. v. City of San Jose* (1986) 181 Cal.App.3d 852 [where a general comment is made, a general response is sufficient].)

Response to Comment CASTINO-3

Mr. Castino provided a comment letter dated January 18, 2012. Mr. Castino requests installation of a new signal at intersection of Columbia Street and Lugonia Avenue to address existing deficiencies and future Project-related traffic.

Response: See Response to Comment CASTINO-1.

RECEIVED
JAN 17 2012
MUNICIPAL UTILITIES &
ENGINEERING DEPT.

January 17, 2012

To: Robert Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
P.O. Box 3005
Redlands, CA 92374

From: Johnnie Walker
321 Ruby Ave.
Redlands, CA 92374

Re: citizen letter concerning the Draft Environmental Impact Report for the *Redlands Crossing Project*

I am writing to voice my opposition to this Project primarily because I feel that the Traffic Analysis in the Draft Environmental Impact Report (DEIR) is deficient. On page 5 of the Executive Summary, I was dismayed to read several paragraphs with words like "Significant and Unavoidable Adverse Impacts." This fundamentally means massive traffic gridlock. I read carefully the traffic analysis in the DEIR (table ES-1 in the Executive Summary) and although it lists several street intersections that will be modified, it mentions nothing about the many secondary surface streets that feed into major arteries. One only has to consider the streets feeding into Lugonia, Pennsylvania, and San Bernardino Avenues to fully understand this potential problem. Illustrative examples abound, such as Calhoun, Columbia, Webster, Clay, Ohio, Washington, Vermont, Woodbury, Baldwin, Arlene, Frances, and Karon Streets. There are literally a thousand homes which will all be negatively affected by this giant retail development and there is no mention of traffic mitigation for these streets. As a compelling personal anecdote, I live on Ruby Ave., which funnels out onto Columbia St., which in turn provides access to Pennsylvania Ave. to the north and Lugonia Ave. to the south. Trying to exit southbound from Columbia turning east onto Lugonia Ave. is almost impossible and is very dangerous since the traffic east and west-bound on Lugonia Ave. is traveling at a high rate of speed. A sensor-activated signal is needed at the Columbia St./Lugonia Ave. intersection to provide ingress and egress for the 100 homes and 70 apartments that use this intersection regularly. Yet, in the DEIR, there is no mention at all of any mitigation for this intersection. 1

In addition to the greatly increased traffic is the devaluation of properties in this area. Again, there are many hundreds of homes within a mile of the Project and all will be affected. The increased noise, crime and blight caused by this giant retail development have also not been fully considered in the DEIR. 2

Lastly, in the North Redlands Visionary Plan – a document endorsed previously by the City – there is a stated commitment to bring in quality development into our City, not 24-hour-a-day-7-day-a-week big-box stores. What happened to this commitment? We homeowners on the north side of town love Redlands and our community and want to ensure that it remains the peaceful, safe place that we have known it to be. 3

Johnnie Walker Johnny Walker

Letter WALKER. Johnnie Walker, 01/17/2012

Response to Comment WALKER-1

The commentor expresses concern with the adequacy of the Traffic Analysis prepared for the Draft EIR.

Response See Response to Comment CASTINO-1 and CASTINO-3

In addition, the Traffic Impact Analysis (TIA) was completed pursuant to discussions with City of Redlands staff (lead jurisdiction), and generally conforms to the San Bernardino County Congestion Management Program (CMP) traffic impact analysis guidelines for purposes of determining intersection analysis methodologies and input parameters. It should be noted that consistent with the requirements of Measure "I", formal compliance with the CMP traffic impact analysis guidelines is no longer required with the City's adoption of a development impact fee (DIF). Consistent with the County of San Bernardino CMP traffic study guidelines, the study area includes any intersection of Collector or higher classification street with another Collector or higher classification street, at which the proposed project is anticipated to add 50 or more peak hour trips. Based on this methodology, a total of 44 intersections were analyzed within the TIA (See Section 2.2 of the TIA for additional information in this regard.) Consequently, analysis of intersections within the Project area are consistent with guidelines outlined by the City and San Bernardino County's CMP. In addition, per the TIA, a sensor activated signal is not warranted with the intersection of Columbia Street and Lugonia Avenue.

Response to Comment WALKER-2

The commentor expresses concern with the Project's impact on the value of area properties and on noise, crime and blight.

Response See Response to Comment ISENBERG -1 regarding blight and value of area properties. In addition, a Noise Impact Analysis was conducted for the proposed Project. See Appendix H of the Draft EIR for additional information in this regard. Therefore, increased noise from the Project was considered as part of the Draft EIR.

Section 3.18 of the Draft EIR also provides a detailed assessment related to the potential for the proposed Project to result in any adverse physical changes to the environment caused by urban decay. The Draft EIR includes an overview of the entire retail trade area, which included a five mile radius from the proposed Walmart store. The analysis included a detailed analysis related to groceries, general merchandise, restaurant space, and fuel facilities. The section also included a thorough evaluation of the potential for the existing Walmart to remain vacant for an extended period of time, and therefore the potential for the vacant building to become physically blighted. The analysis supports the conclusion that the proposed Project will not have a substantial impact on the physical environment as it relates to urban decay impacts under CEQA.

Further, impacts associated with crime prevention are fully analyzed in Section 3.13 of the Draft EIR. The impact analysis for Impact PS-2 identifies that a potentially significant impact could occur associated with police protection, and Mitigation Measure PS-2 was identified to reduce this impact to less than significant. Mitigation Measure PS-2 includes a measure that would require the presence of loss-prevention personnel on site during the operation of the store.

Response to Comment WALKER-3

The commentor asks about the North Redlands Vision plan and the Project's consistency with that Plan.

Response: The intent to the North Redlands Visioning Plan was to address issues of public works infrastructure, housing and economic development, historic preservation, urban design, and safety and access to services for residents throughout the City. However, the North Redlands Vision Plan is not an approved regulatory document of the City, having the force of law. Consequently, the North Redlands Vision Plan is not applicable to the Project nor is it included as part of the Draft EIR analysis.

Jonathan M. Peske
1451 Clock Ave.
Redlands, CA 92374

Robert Dalquest
Development Services Department—Planning Division
210 E. Citrus Ave.
Redlands, CA 92373

Dear Mr. Dalquest,

As a concerned homeowner and taxpayer, I made time to look over the Draft Environmental Impact Report that was posted online for this project. My biggest concern regarding this project has been the impact that this center would have on traffic. Even in my cursory reading of the traffic study, I found several problems.

One major oversight in the report is that the traffic studies focused on afternoon traffic patterns but ignored morning traffic patterns. The report erroneously assumed on pg 3.15-8 that since most stores open later in the morning, the center would not impact morning commuters. However, the Walmart store would be open 24 hours and if a fast food drive-through served breakfast, they would probably be open early in the morning. The morning traffic in that area is further complicated by the fact that there are already many vehicle trips made to Citrus Valley High School, which lies just to the north. Before moving forward in the approval process, a detailed traffic study of the center's impact on morning traffic should be done. As a layman, these are questions I would have: 1

1) How would this project affect traffic in the area during the morning school commute? (A corollary would be: What about after school traffic?) 2
2) Would there be deliveries being made to stores in the Redlands Crossing Center during the school commute times? What safety issues might arise by mixing large trucks with newly licensed drivers on their way to and from school? 3
3) How would morning traffic patterns along Tennessee be affected by people picking up breakfast at a drive through restaurant in the Redlands Crossing Center?

As a resident of the north side who travels to Citrus Plaza for shopping trips, I see that there is already a lot of traffic moving along Lugonia and San Bernardino Ave. The current traffic report already identifies intersections on the north side that would have significantly negative impacts, even after proposed mitigating solutions. Before we build this project, I would like to see both Lugonia and San Bernardino Ave widened to four lanes over the *entire* distance between Orange Ave and Alabama Ave. There are places along these major E/W arteries that narrow to two lanes, creating bottlenecks during peak traffic times. For example, though the report states on page 3.15-7 that Lugonia is a four lane roadway between SR-210 and Orange Street, there is a section of Lugonia that narrows to two lanes between New York and Texas Street. In order for traffic to flow freely, both of these routes will need to be widened. 4

Please make sure these oversights and issues are addressed. Thank you for your further consideration of this issue.

Sincerely,

Jonathan M. Peske

Jonathan Peske

Letter PESKE. Jonathan M. Peskee, 01/11/2012

Response to Comment PESKE-1

The commentor states that the report erroneously assumed on pg 3.15-8 that since most stores open later in the morning, the center would not impact morning commuters. However, the Walmart store would be open 24 hours and if a fast food drive-through served breakfast, they would probably be open in the early morning. The morning traffic in that area is further complicated by the fact that there are already many vehicle trips made to Citrus Valley High School, which lies just to the north.

Response: Consistent with standard traffic analysis procedures in the County of San Bernardino as set forth in the County of San Bernardino's CMP traffic study guidelines (2005 update), the City of Redlands did not require analysis of weekday morning (AM) peak hours for the proposed Redlands Crossing project as it is a commercial retail use, which traditionally generates fewer total vehicle trips during the morning or AM peak hour as compared to the evening or PM peak hour. However, it should also be noted that in an effort to overstate, as opposed to understate, potential traffic impacts, the City of Redlands also required the assessment of Saturday mid-day conditions, which has the potential to generate higher traffic volumes during the weekend peak hours as compared to the typical weekday. As the two time periods (i.e., weekday PM and Saturday mid-day) typically associated with the highest traffic generation for a commercial shopping center were assessed in the traffic study, the project-related traffic impacts and mitigation measures would reasonably be expected to also address any potential impacts to the AM peak hour.

Response to Comment PESKE-2

The commentor asks how the project would affect traffic in the area during the morning school commute, and how would if affect after-school traffic.

Response: Historical traffic count data for intersections and roadways in close proximity to a large school has traditionally shown that peak traffic congestion occurs in the 15-25 minute period leading up to the start of the school day. Traffic flows at nearby intersections can become extremely congested during this brief time period, but usually returns quickly to the normal early morning commute-related traffic flows following the start of the school day. The nearby Citrus Valley High School indicates a typical start time of 7:30 AM. As few retail businesses would likely be open by this time, the proposed project's potential effect on the early morning traffic flows would likely be related to students, parents and/or faculty stopping on their way to school to fill up at the project's gas station or grab a coffee/breakfast sandwich at a fast-food restaurant. However, it is important to note that based on empirical data collected by the Institute of Transportation Engineers (ITE) as published in their Trip Generation Handbook (Second Edition, 2004), the majority of vehicle trips associated with retail uses typically open during these early morning hours (e.g., fast-food, gasoline station with mini market, etc.) are considered pass-by trips. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion.

The project traffic report has conservatively assumed that all trips (i.e., both pass-by and non-pass-by) have been included in the assessment of roadways and intersections adjacent to the project site. These included key nearby intersections such as the SR-210 Freeway Westbound Ramps at San Bernardino Avenue. By ensuring these peak traffic flows at the site, the project's site access design features ensure that the traffic flows on the adjacent roadways can be accommodated along with the necessary additional turn lanes at site access driveways to facilitate site access without impeding through traffic flows during the busy peak hours.

Further, the PM peak hour (occurring between 4:00-6:00 PM, as analyzed in the TIA) occurs hours after the typical high school has been let out for the day. However, when considering potential traffic impacts associated with the afternoon school-related traffic for a high school, it is important to consider that traditional traffic patterns in the school-PM peak hour are different and far less congested as compared to the same school's AM peak hour. For example, high schools traditionally offer a multitude of afternoon/after school activities such as athletics, band, cheer, dance, theater, etc. that tend to occur at the end of the normal school day. As such, traffic surveys conducted by Urban Crossroads at other high schools throughout Riverside and San Bernardino counties have shown a far lower initial outbound traffic flow at the end of the school class day that tends to stay at a lower steady outbound traffic flow over a several hour period that lasts from the end of the school day until about 5pm. As such, the traffic counts conducted for this traffic study in the PM peak hour would have captured some portion of the school-related afternoon traffic flows, and would have therefore addressed potential impacts associated with the high schools afternoon traffic and the new commercial shopping center as part of the PM peak hour analysis.

Response to Comment PESKE-3

The commentor asks whether there would be deliveries being made to stores in the Redlands Crossing Center during the school commute times. What safety issues might arise by mixing large trucks with newly licensed drivers on their way to and from school?

Response: Deliveries may occur at various times throughout the day, but typically do not occur during most congested peak hours as truck operators try to deliver during non-peak times whenever possible. Also, the vehicle mix for any typical arterial street in Southern California would account for a mix of vehicles that may include heavy trucks. On any typical street in Southern California there will be a mixture of both heavy trucks and passenger cars. In other words, passenger cars (sedans, pick-up trucks, SUVs, etc.) are not the only cars on local streets since there are also heavy vehicles present (delivery trucks, buses, etc.) on these same local streets. In addition, newly licensed drivers in the State of California are required by law to take a thorough written examination demonstrating an understanding of State traffic laws and roadway signs, along with a driving test that demonstrates the potential new driver's ability to safely operate a motor vehicle under "real world" driving conditions, so it not expect that there would be any increased safety risks related to the proximity of the Project to the high school. It is also important to note that truck traffic already occurs in the area today. Trucks

were observed along San Bernardino Avenue in the vicinity of Tennessee Street during the peak hours, and would therefore not be considered a "new" or unusual event for current student drivers.

Response to Comment PESKE-4

The commentor asks how would morning traffic patterns along Tennessee Avenue be affected by people picking up breakfast at a drive through restaurant in the Redlands Crossing Center. The commentor also requests that Lugonia Avenue and San Bernardino Avenue be widened to accommodate traffic.

Response: See Response to Comment PESKE-2 for responses regarding traffic patterns along Tennessee Avenue, Lugonia Avenue and San Bernardino Avenue.

January 17, 2012

Robert Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
P.O. Box 3005
Redlands, CA 92373

Dear Mr Dalquest,

I am submitting for your consideration a number of questions, comments and concerns related to the Draft Environmental Impact Report (DEIR) for the Redlands Crossing Project. I write in the spirit of democracy and view this as an opportunity for citizens to participate in decisions that can have profound effects in Redlands. It seems that the process of eliciting public comments is designed to ensure that the final EIR represents the most accurate, comprehensive analysis of the project's environmental impact so that city officials can make an informed decision. Much is at stake with this project. Should it be approved, it is likely to reshape the entire retail environment of Redlands for decades to come. I hope that the questions and comments raised in this letter, combined with contributions from fellow citizens will ultimately help the Planning Commission and the City Council to decide if the Redlands Crossing project is good for the city, or if the alternative of not starting the project is a better one. I look forward to hearing how you and those who prepared the DEIR respond to my comments.

Urban Decay

This section deals with a number of issues, but my comment regards the potential closure and abandonment of the existing Walmart on Redlands Blvd should the Redlands Crossing Project be approved. 1

The situation places the City in a difficult situation of having to decide on what appears to be two less than ideal alternatives. First, if the existing Redlands Walmart closes, the likelihood for increases in urban decay in that area goes up. The DEIR, in a rather quick way in the Executive Summary and then in a cursory manner in the longer section on Urban decay, does not sufficiently address this possibility and the ramifications thereof. More consideration is necessary to make an informed decision.

Walmart has a well-documented history of leaving structures to move to newer and bigger facilities. They routinely and publicly claim that they will make efforts to re-tenant those facilities, but the fact remains that they have left communities with a number of abandoned storefronts that are empty for years and which often succumb to decay, crime and facility decline. Below is information on the experience of Hemet, which battled for years with Walmart when it closed its regular store for a Supercenter.

2008-05-21
Hemet, CA. Wal-Mart's Abandoned Store Called "Unkempt"

Wal-Mart has 197 empty stores across the country. One of them is located in Hemet, California. Local officials in Hemet are growing tired of looking at it. The empty Wal-Mart was built in 1992. It's a 123,871 square foot building on 13.45 acres of land along W. Florida Avenue. It's located just a couple of blocks down Acacia Avenue from a Target, a Lowe's and a Home Depot. But the Hemet Wal-Mart was shut down when the giant retailer opened up its Wal-Mart supercenter on South Sanderson Avenue. When Wal-Mart leaves a store, there is no guarantee that anyone else will ever reuse it. This week, the City Council in Hemet clearly was at the end of their rope over this abandoned store. Wal-Mart had assured the city that their empty store would be converted into a Sam's Club. But more recently they told the city that weak conditions in the economy had put the Sam's Club idea in limbo. However, the corporation asked the city for an extension of its conditional use permit---so that if they wanted to redevelop the building, they would not have to start at square one. But this week the Hemet City Council voted 3-2 not to extend Wal-Mart's conditional use permit for the site. "We have a public wondering what's going on," one Hemet Councilwoman told Wal-Mart's lawyer. "It's a vacant, unkempt building. I think it's disrespectful to the people of this community." According to the Valley Chronicle newspaper, Wal-Mart cut off all utilities to the building, which meant much of the landscaping at the store is dying. Wal-Mart agreed to send around a water truck to water the landscaping---but the company refused to replace any plans that were dead or dying. Wal-Mart claimed that it provides 24 hour security for the building, but City Councilors stated that the property has become a "haven for the homeless" according to the newspaper, and that recyclable metal inside the store had already been stripped away. Wal-Mart said it was willing to respond to city complaints about the property, but one Hemet Councilor replied: ""It is not our responsibility to monitor your property. It is a waste of city resources." City officials complained that city police and code enforcement department had spent a considerable amount of time at the empty eyesore. "We bent over backward to move that project forward," one Councilor said. "It has been a waste of our staff time. They have not kept their part of the deal from the beginning." The city's lawyer said that Wal-Mart's conditional use permit did not require the company to maintain the property. Wal-Mart wants their permit extended, so that anyone they sell to can get a shorter permit process than Wal-Mart went through. But the retailer admitted that no land sale was on the horizon. Hemet welcomed in their new Wal-Mart supercenter, but now they're left with a deteriorating property that is hurting the housing development located behind the property, and lowering values of businesses near the empty superstore. 1 CONT

What you can do: Local officials need to view the whole picture when Wal-Mart comes to town asking to open a new supercenter, while they shut down the existing discount store down the road. Many communities now are retooling their zoning codes to prevent what happened to Hemet from happening to them. Mechanisms like a "demolition fee," that requires as part of the permitting process that developers with stores larger than 50,000 s.f. pay into a special city fund or escrow account at a certain dollar per square foot of store to help defray the cost of tearing down their building if left vacant for a year or longer. Part of the permit approval must require the developer and store owner to continually maintain the building in operation as a retail store. If the property remains unoccupied for that purpose for one year or longer, it will be deemed "abandoned" and the escrow fund used to raze the building. Wal-Mart alone has abandoned hundreds of stores like the one in Hemet. These are often very large facilities with limited reuse opportunity. Readers are urged to cut and paste this article and email it to Hemet Mayor Marc Searl at

www.cityofhemet.org/forms/www._email.htm with the following message: "Dear Mayor Searl, Hemet over the years has begun to evolve from its Sierra Dawn days as a retirement community, to a place that attracts younger families. As your city says, these people are 'fleeing the more urbanized areas of Southern California.' When they get to Hemet, they see the huge empty Wal-Mart---larger than two football fields---with no one taking care of it. I urge you to make sure that this never happens again by passing 1) a size limit of 65,000 s.f. on retail stores, and 2) a demolition bond for all stores in excess of 50,000 s.f. There is no reason for Hemet to ever get stuck again with a dead store. The people who put these buildings up should be the people who pay for them to come down if they are abandoned. If a retail store sits empty for a year or longer, use the bond fund to tear it down. You've learned the hard way what happens when a company like Wal-Mart comes in with a new building to replace the 'old' one. Hemet can end this kind of exploitation with a simple zoning code change." 1 CONT

http://www.sprawl-busters.com/search.php?readstory=3102

Should the Redlands Crossing project be approved, Redlands is likely to face the situation Hemet experience. The Redlands Blvd corridor is likely to deteriorate with the abandonment of Walmart. Small business in that area will suffer losses in business, and the chance of losing jobs is increased by the abandonment. These possibilities are note addressed in the DEIR and should be. If consultants argue that it is beyond the purview of their responsibilities, it is incumbent on the Planning Commission and City Council to gather and consider such possibilities as it determines whether to proceed.

Air Pollution

In a related matter, estimation of the impact of the Redlands Crossing project on air pollution also depends on what happens to the existing Walmart. The air pollution section already states that air pollution resulting from the project will exceed SCAQMD standards and produce adverse and unavoidable negative effects, with cumulative impacts on health.

Ironically, part of the negative air pollution impacts are mitigated by the worst case scenario of not re-tenanting the existing Walmart, should it be abandoned. That is, the excessive pollution associated with the new Walmart Supercenter, would be partially offset by the lowering of air pollution that will result if fewer cars are going to the abandoned site. 2

While this may make sense in the convoluted world of the DEIR, it does show the contradictory nature of the Redlands Crossing project. In some ways, the seriousness of the air pollution impacts are contingent on the old Walmart site remaining abandoned. But, the continued abandonment of the old building will undoubtedly hurt business in that area and increase urban decay. This situation raises questions about whether approving the Redlands Crossing project constitutes the best alternative. It seems that the "No Project Alternative" must be considered as a way to deal with the problem of increased air pollution.

Employment

The DEIR makes note that the new Redlands Crossing project will provide up to 206 new jobs, 85 at the Walmart Supercenter and the rest at the other restaurant, retail and gas station. Interestingly, in this period of economic crisis, and the concern about "job creation," the net gain in jobs from building a new Walmart Supercenter is modest at best. While eighty-five jobs is nothing to dismiss, any argument that Walmart will help the local job situation by creating a slew of new positions is misleading. What is clear is that the business model of the Walmart Supercenter is actually based on proportionally reducing the number of jobs. The existing Walmart, which is 126,000 square feet, employs 230 workers. Adding nearly 100,000 square feet of retail space in the proposed Walmart Supercenter, will add only 85 additional workers. The size of the store will be nearly doubled, but the workforce will not. Walmart plans to realize more sales and profits because it can hire fewer workers to staff a larger store. This economy of scale may make good business sense, but does not benefit the region with respect to providing more jobs. Moreover, as the DEIR notes, most if not all of these position will be at the entry level, with low wages and few benefits.

The section on employment also does not take into consideration the negative job impact that a Walmart Supercenter can produce. The DEIR does not consider the potential job losses that are likely to appear as businesses in the abandoned shopping center suffer. Should Food for Less close, or other retail and food businesses close, then the loss of jobs offsets the gains from the Redlands Crossing project. Studies have found that the arrival of Walmart Supercenters, contrary to the claims that it boosts jobs, actually lowers the number of jobs. This is documented in the story below: 3 CONT

> New Study: Walmart Brings Zero Jobs to Chicago
>
> They don't teach "Wal-Math" in American high schools, but here's how it works: 1 job created - 1 job destroyed = 1 job.
>
> Wal-Mart has never admitted the difference between gross jobs and net jobs. That's why when Wal-Mart opened its only store in Chicago, Illinois on the west side, the retailer said: "This store will show what a great asset Wal-Mart can be to the community, as an employer and corporate citizen." From Day One of its drive to locate stores in the Windy City, Wal-Mart based its case on jobs.
>
> One of Wal-Mart's most vocal apologists is Alderman Howard Brookins of the city's 21st Ward on the South Side. "We need jobs, plain and simple," the Alderman likes to repeat. Brookins has been so outspoken on the issue of Wal-Mart and jobs that *The Chicago Tribune* has referred to him as "the Alderman from Wal-Mart."
>
> But the jobs argument isn't adding up in Chicago. A new study from Loyola University and the University of Illinois at Chicago (UIC) has put the giant retailer on the economic defensive once again.
>
> The study, *The Impact of an Urban Wal-Mart Store on Area Businesses: An Evaluation of One Chicago Neighborhood's Experience* found that Wal-Mart's opening in Chicago has produced a loss of 300 full-time jobs.

Researchers conclude that the probability of a local retailer going out of business during the study period was significantly higher for establishments close to Wal-Mart's location. The loss of jobs in the trade area near Wal-Mart just about balanced out any 'new' jobs attributable to Wal-Mart. "These estimates support the contention that urban Wal-Mart stores absorb retail sales from other city stores without significantly expanding the market," the researchers say.

"What we're seeing here is that placing a Wal-Mart in an urban setting is basically a 'wash' in terms of sales revenue for the city and jobs for local residents," explains the study's co-author David Merriman, head of UIC's economics department. "This means that communities around the city should not see Wal-Mart, and other big-box retailers, as a panacea to local economic struggles."

The two universities collected data pre-Wal-Mart, post-Wal-Mart, and post-Wal-Mart long-term. Data was collected from March of 2006 until November of 2008. A total of 306 enterprises were tracked, and the research team found that 82 (27%)of them went out of business during the study period.

A key finding of the survey is that the probability of going out of business is significantly higher for businesses close to Wal-Mart. Being located close to Wal-Mart was particularly toxic for retailers selling electronics, toys, office supplies, general merchandise, hardware, home furnishings, and drugs. Apparently being near Wal-Mart foot traffic did not translate into increased sales for other merchants. As the Wal-Mart commercials used to say: "Next stop, home." 3 CONT

Based on their analysis of retail sales, the researchers conclude: "These estimates support the contention that large-city Wal-Marts absorb retail sales from other city stores without significantly expanding the market...Overall, the weight of evidence suggests that the Wal-Mart opening on the West Side led to the displacement of a range of businesses. There is no evidence that Wal-Mart sparked any significant net growth in economic activity or employment in the area."

The researchers in this new study suggest that their findings are very similar to a number of other studies on "the Wal-Mart effect" that have been published since the 1980s. "Under the circumstances," the new study says, "claims that the Chicago Wal-Mart has led to significant economic development in nearby areas must be considered skeptically."

Wal-Mart has been trying to break into the Chicago market like gangbusters since the spring of 2004 -- almost a six year epic struggle. The Chicago City Council responded in part to Wal-Mart's push by passing a "big box living wage" ordinance, which Chicago Mayor Richard Daley vetoed.

The West Side Wal-Mart opened in the fall of 2006. To further enhance its chances of opening additional stores, Wal-Mart announced that this West Side store was going to be part of a national campaign launched by Wal-Mart called "Jobs and Opportunity Zones (JOZ)." Wal-Mart promised that it would select five small local businesses for advertisements in local newspapers and on Wal-Mart's in-store radio network. Wal-Mart also pledged to host

workshops for small businesses on how to "survive & thrive" with a Wal-Mart nearby. A grant of $300,000 would be donated to local chambers of commerce to create effective programs for the funds.

But researchers from Loyola and UIC interviewed 2 of the 5 businesses selected to be part of the JOZ program. Both businesses claimed that Wal-Mart did buy ads for their businesses in local newspapers -- but neither attended any Wal-Mart seminars. One owner called the Wal-Mart initiative "pretty much a failure." Instead of a Jobs and Opportunity Zone -- 27% of area businesses surveyed literally entered their final Twilight Zone.

3 CONT

This new Chicago study confirms research conducted by economists Ken Stone, Tom Mueller, David Neumark, and others that reveal the dark side of Wal-Mart's economic impacts. One earlier study showed that each Wal-Mart worker replaces about 1.4 non-Wal-Mart retail workers. The group Retail Forward concluded in 2003 that "for every Wal-Mart supercenter that opens in the next five years, two supermarkets will close their doors."

And what was Wal-Mart's response to this less-than-flattering study? According to the local ABC affiliate in Chicago, Wal-Mart's only comment was that the research was funded by "a group with ties to labor."

The Loyola/UIC study should blow away any notion that Wal-Mart is a job-generator in the Windy City. More than three years after coming to Chicago, Wal-Mart has produced no new jobs, no new opportunities --just a great big shift in market share. As Alderman Brookins might say, that's the 'plain and simple' consequence of inviting Wal-Mart to sit at your table.

http://www.huffingtonpost.com/al-norman/new-study-wal-mart-brings_b_417808.html

I request that the DEIR include a more extensive analysis of the job impact that the Redlands Crossing will have on the environment in Redlands, looking at potential job losses that are likely to result from approval.

Traffic

The report is clear that the Redlands Crossing project will cause significant and unavoidable traffic problems. Traffic around the center, at the freeway access areas and on surrounding roads will exceed thresholds for the region. These traffic problems will occur even after all proposed mitigations suggested in the DEIR are implemented. So, in the best case scenario, where the improvements suggested in the DEIR are implemented, there will still be massive traffic problems. This finding, in itself, should raise questions regarding the viability of the Redlands Crossing project. 4

My questions and concern is that the traffic problems described in the DEIR actually **underestimate** the adverse impact of the project. One concern goes to the issue of the feasibility of actually implementing suggested mitigations. The Executive Summary is quite clear that there are real questions about whether there will be sufficient funding to complete all proposed mitigations in a timely manner (p, 6), thereby requiring a statement of overriding concern. From this section, it appears that traffic resulting from the project, which has already been deemed a significant and

unavoidable problem, can actually be much worse, over a long period of time because the proposed mitigation may not be funded.

Before proceeding to consideration of approval, it is incumbent that the Planning Commission and City Council seriously consider the issue of traffic mitigation. What specifically will be done to ensure that an already bad situation will not be made worse because the funding of mitigations cannot be realized. One possibility is to follow the "No Project Alternative" and deny approval, based on the traffic problems. But, if approval is granted, the statement of overriding consideration must speak specifically to how the City and applicants will address this matter. I think it is imperative to have this addressed in the DEIR and therefore ask for more information detailing traffic problems that will arise if proposed improvement are not made in a timely manner. What for example will be the traffic problems in one year, should only 30% of the improvement be made? What will it look like in 2 years if only 505% of the improvements are made. What would it look like if many of the suggested improvement are never made? What in other words, will traffic look like without many of the improvements? Given the uncertain funding situation, assessing traffic in a worst case scenario is important to complement the best case scenario that is presented in the DEIR. 4 CONT

Beyond this specific question regarding the feasibility of implementing proposed mitigations, my next comments moves to a more specific level of the traffic report. The study examines traffic flow at 40 plus intersections, and concludes that 14 of these intersections will operate at a LOS great than C, starting the opening day of the project. This is greater than what the Redlands City Code allows. There is no mention or analysis of the traffic increase on the streets and the increased difficulty of entering the arterial streets from side streets away from the intersections. 5

Yet, the California Environmental Quality Act guidelines (Appendix G, Section XV, paragraph a) states that one must assess factors that cause " an increase in traffic which is substantial in relation to existing traffic load and capacity of the street system (i.e. results in a substantial increase in either number of vehicle trips, the volume to capacity ratio on roads or congestion at intersections)". The DEIR is deficient and should address the safety of and difficulty of side street entry given the increased flow on the main arterial streets.

Finally, regarding traffic and air pollution, the DERI does not examine the particular environmental impacts that the project will have on the Citrus Valley High School which is just one block away from the Redlands Crossing site. In its traffic study, it does not analyze how Redlands Crossing traffic issues may be magnified by the close proximity of the high school and it car trip patterns. This should be considered as we assess the adverse effects. 6

Similarly, given the concentration of young people in proximity to the Redlands Crossing project, the DEIR should speak specifically to the potential adverse health impacts that increased air pollution will have on a population of 14-18 years, in relation for example, to the development of a healthy respiratory and immune system. If adverse health effects due to air pollution are especially acute for the high school population that must stay in the area at least 6 hours each day, then questions of the viability of the project should be raised.

I recognize that some of the comments and questions ask the consultants to go beyond what might constitute the legal parameters of developing the DEIR. That is, I understand that they may claim that they don't have to address my questions because they go beyond the scope of what is legally required in such studies. I argue that we cannot afford to settle for meeting the letter of law. Instead, we must gather as much information as possible upon which to base this critical decision on. The quality of life for Redlands residents, especially those who live in North Redlands is at stake. It is imperative that we have a comprehensive understanding of the many potentially adverse impacts of the project before making a decision. That is the spirit of the process of democracy. 6 CONT

Thank you for your time and consideration. I look forward to written responses to comments, questions and concerns raised in each of the areas above.

Sincerely,

Keith Osajima
426 Alvarado St.
Redlands, CA 92373

Letter OSAJIMA. Keith Osajima, 01/17/2012

Response to Comment OSAJIMA-1

The comment raises the potential for the closure of the existing Redlands Walmart to create urban decay impacts based upon the likely vacancy of the existing Walmart structure. In support of this concern, the comment includes a letter relating to a closed Walmart in the City of Hemet provided from the website http://www.sprawl-busters.com, an anti-sprawl advocacy group founded by Al Norman.

Response Section 3.18 of the Draft EIR provides a detailed assessment related to the potential for the proposed Project to result in any adverse physical changes to the environment caused by urban decay. The Draft EIR includes an overview of the entire retail trade area, which included a five mile radius from the proposed Walmart store. The analysis included a detailed analysis related to groceries, general merchandise, restaurant space, and fuel facilities. The section also included a thorough evaluation of the potential for the existing Walmart to remain vacant for an extended period of time, and therefore the potential for the vacant building to become physically blighted. The analysis supports the conclusion that the proposed Project will not have a substantial impact on the physical environment as it relates to urban decay impacts under CEQA.

The specifics related to the store in Hemet do not appear to raise environmental issues or comments related to the Draft EIR. Such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration. See also Response to Comment ISENBERG-4

Response to Comment OSAJIMA-2

The commentor indicates that the impact of the Project on air pollution depends on what happens to the existing Walmart.

Response: Contrary to the implications made by the commentor, the Draft EIR does not quantify the existing Walmart's emissions and subtract them from the project's emissions. The emissions presented in the Draft EIR are for the project only (Table 3.17-10, Table 3.3-25, Table 3.3-26, and Table 3.3-27). The Draft EIR addresses all emissions as "net new" emissions.

Response to Comment OSAJIMA-3

The comment raises the potential for the closure of the existing Redlands Walmart to create urban decay impacts based upon the likely vacancy of the existing Walmart structure. In support of this concern, the comment includes a letter relating to "Walmart Brings Zero Jobs to Chicago." provided from the website http://www.huffingtonpost.com/al-norman/new-study-wal-mart-brings b 417808.html, an anti-sprawl advocacy group founded by Al Norman. The commentor requests that the EIR "include a more extensive analysis of the job impact that the Redlands Crossing will have on the environment in Redland."

Response Section 3.18 of the Draft EIR provides a detailed assessment related to the potential for the proposed Project to result in any adverse physical changes to the environment caused by urban decay. The Draft EIR includes an overview of the entire retail trade area, which included a five mile radius from the proposed Walmart store. The analysis included a detailed analysis related to groceries, general merchandise, restaurant space, and fuel facilities. The section also included a thorough evaluation of the potential for the existing Walmart to remain vacant for an extended period of time, and therefore the potential for the vacant building to become physically blighted. The analysis includes substantial evidence supports the conclusion that the proposed Project will not have a substantial impact on the physical environment as it relates to urban decay impacts under CEQA. Given this, there is no basis under CEQA to conduct further analysis.

The blog article on jobs in Chicago jobs do not appear to raise environmental issues or comments related to the Draft EIR. Such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

Response to Comment OSAJIMA-4

Comments regarding feasibility of transportation improvements based upon funding availability and timing.

Response: The Project mitigation is determined through a combination of direct project mitigation (construction of improvements) and a financial contribution based upon a calculated fair share of Project impacts. The Project is not required to mitigate traffic impacts created by others. In addition, the proposed Project completed a thorough analysis of all related traffic impacts, including required design details to mitigate impacts, and identified appropriate impact fees as required under CEQA.

In addition, the City does have a Development Impact Fee (DIF) program. The project applicant will be subject to the City's DIF fee program and will pay the requisite City DIF fees at the rates then in effect, pursuant to the City's ordinance. The payment of the requisite DIF fees then in effect pursuant to the DIF Program will mitigate its contribution to cumulative impacts to DIF-funded facilities. Under the City's DIF Program, the City may grant to developers a credit against specific components of the fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

After the City's DIF fees are collected, they are placed in a separate restricted use account pursuant to the requirements of Government Code sections 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs that are overseen by the City's Municipal Utilities and Engineering Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities

list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds. The City's DIF program establishes a timeline to fund, design, and build the improvements.

Fair share improvements are typically satisfied through the payment of fees for improvements included in an established fee program, a financial contribution based upon rough order magnitude costs as assigned by the approving jurisdiction, specific improvements that are significantly triggered by the project or a combination of these strategies. For facilities not covered by an existing fee program, the project would contribute the associated intersection fair-share percentage toward the costs of the recommended improvements. Fair share financial contributions based upon the project's fair share impacts may be imposed in order mitigate the project's share of impacts in lieu of construction.

The Project applicant participates in the funding and construction of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of City DIF fees or through a fair share contribution, as directed by the City. The implementation of the mitigation measures identified under the E+P analysis scenario are the responsibility of the Project as the significant impacts identified are due to the addition of Project traffic. See Section 3.15, Transportation, within the Draft EIR for additional information in this regard.

Response to Comment OSAJIMA-5

The commentor makes a general comment regarding the desire to see analysis of traffic on side streets and intersections of side streets and major arterials where ingress/egress is an existing problem expected to worsen over time.

Response: As stated in the TIA, the City's minimum LOS threshold is LOS "C" except where the existing LOS is less than LOS "C" which in that case the existing LOS must be maintained. Both direct and cumulative traffic impacts associated with this Project were identified, which mitigate the Project's impacts at the selected study area intersections. Study area intersections were selected based on consultation with the City of Redlands. Unsignalized study area analysis locations were assessed by taking into consideration the delays to side-street traffic. Side-street traffic (traffic on a minor arterial) has been considered for the LOS analysis of signalized intersections as well.

Response to Comment OSAJIMA-6

The commentor states that , regarding traffic and air pollution, the [Draft EIR] does not examine the particular environmental impacts that the project will have on Citrus Valley High School, which is just one block away from the Redlands Crossing site. In its traffic study, it does not analyze how Redlands Crossing traffic issues may be magnified by the close proximity of the high school and it(s) car trip patterns. This should be considered as we assess the adverse impacts.

Response: The PM peak hour (occurring between 4:00-6:00 PM, as analyzed in the TIA) occurs hours after the typical high school has been let out for the day. However, when considering potential traffic impacts associated with the afternoon school-related traffic for a high school, it is important to consider that traditional traffic patterns in the school-PM peak hour are different and far less congested as compared to the same school's AM peak hour. For example, high schools traditionally offer a multitude of afternoon/after school activities such as athletics, band, cheer, dance, theater, etc. that tend to occur at the end of the normal school day. As such, traffic surveys conducted by Urban Crossroads at other high schools throughout Riverside and San Bernardino counties have shown a far lower initial outbound traffic flow at the end of the school class day that tends to stay at a lower steady outbound traffic flow over a several hour period that lasts from the end of the school day until about 5pm. As such, the traffic counts conducted for this traffic study in the PM peak hour would have captured some portion of the school-related afternoon traffic flows, and would have therefore addressed potential impacts associated with the high schools afternoon traffic and the new commercial shopping center as part of the PM peak hour analysis. See Response to Comment PESKE-2. The Draft EIR completed a thorough and exhaustive analysis of all of the potential environmental impacts that may occur due to the proposed Project as required under CEQA, including potential impacts on nearby schools. In addition, the air quality analysis was based on findings outlined within the traffic analysis. Consequently, the Draft EIR completed a thorough and exhaustive analysis of all of the potential environmental impacts that may occur due to the proposed Project as required under CEQA, including potential impacts on nearby schools. See Response to Comment PESKE-2 for additional information in this regard.

January 11, 2012

Robert D. Dalquest, AICP
Assistant Development Services Director
CITY OF REDLANDS
Development Services Department
P.O. Box 3005
210 E. Citrus Avenue
Redlands, CA 92373

Dear Mr. Dalquest,

As concerned residents of Redlands, we wish to express our very serious reservations regarding the building of a Walmart SuperCenter in our town.

1. With a Walmart SuperCenter being built in nearby Highland, CA, the "need" for another Walmart SuperCenter in Redlands is diminished greatly. 1
2. How can a store that will sell guns, ammunition and liquor be permitted so close to a public school? Citrus High School is within easy walking distance of the proposed Walmart SuperCenter. 2
3. For the health of children and the rest of us in Redlands, the report that toxicity will be an issue even with mitigation is serious enough to halt this proposed building. 3
4. As motorists frequently using the Tennessee ramp on to I-210 north, we are alarmed at the traffic problems that will occur if this project is permitted to go forward. 4

Thank you for including our comments in the record regarding the Draft EIR of the Redlands Crossing Project.

Sincerely,

Larry E McFatter
Deborah W McFatter
93 Kansas Street #408
Redlands, CA 92373
dlmcfatter@verizon.net

Letter MCFATTER. McFatter, 01/11/2012

Response to Comment MCFATTER-1

The commentor indicates that there is not a need for a Walmart at the proposed project site.

Response This comment does not address any specific deficiencies in the environmental analysis contained in the Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment MCFATTER-2

The comments express concern associated with the sale of firearms and alcohol at the Project.

Response: See Response JULAGAY 2.

Response to Comment MCFATTER-3

The commentor expresses concern regarding the effect of toxicity on public health.

Response: For purposes of this response, it is assumed that the commentor is discussing the potentially significant and unavoidable air quality impact identified in Section 3.3 of the Draft EIR. The commentor is directed to pages 3.3-50 through 3.3-57 of the Draft EIR for a discussion of potential health impacts related to Project-related emissions. This comment does not identify any specific deficiencies of the analysis of air quality impacts, but expresses the position of the commentor that the air quality impact should prevent approval of the proposed project. Although the opinions of the commentor regarding the air quality impact reflected in this comment will be taken into consideration by City of Redlands decision-makers, no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment MCFATTER-4

The commentor expresses concern about the impacts to the Tennessee ramp on to I-210 north.

Response Impacts associated with traffic are discussed in Section 3.15 of the Draft EIR, including the potential for impacts at freeway ramps. Although the opinions of the commentor regarding the potential for traffic impacts reflected in this comment will be taken into consideration by City of Redlands decision-makers, no specific deficiencies in the environmental analysis were identified, and no further response is required. (See State CEQA Guidelines, § 15088.)

1-13-12

Linda Rhoades
148 Calle Constancia
Redlands, CA 92373

Robert D. Dalquest
City of Redlands Development services Dept.
Planning Division
P.O. Box 3005
Redlands, CA 92373

Mr. Dalquest:

I am submitting for the record my list of concerns regarding the Redlands Crossing Project, which is currently being considered.

Walmart, a large part of this project, as stated in the DEIR, will contribute excessive air and noise pollution, the likely closure of the current location on Redlands Blvd, leading to blight in that area, and the many negative consequences that Walmart brings to communities. I would like to point out a few of those negative consequences.

- While Walmart does offer health-care coverage for its associates, these benefits are only available to full time employees. A full time employee at Walmart works only 34 hours per week. Walmart offers full time employment to only a small fraction of its associates. Walmart's average sale Associate makes $8.81 per hour, according to IBISWorld, an independent market research group. This translates to annual pay of $15,576. Based upon Walmart's full-time status of 34 hours per week, this is well below the poverty line for a family of four. By offering what amounts to poverty jobs for most of its Associates, Walmart fails to use its dominant position to raise standards for American retail workers. This trend is especially troubling since retail jobs are the fastest growing segment of the U.S. economy. 1
- The cost to communities grows because many of these part time associates are encouraged to participate in publicly-funded health care, food stamps and other public assistance programs because of lack of affordable health care from Walmart. Walmart's benefits are very often too expensive

for Associates to take advantage of and are substandard to those offered in unionized grocery stores. The company also recently cut two of its longstanding benefits: they have eliminated their profit sharing program and, as of 2011, no new employees will receive an extra dollar an hour for time worked on Sundays.

- Walmart sends much of its revenue out of local communities, back to the parent company in Arkansas. They compete with local businesses who keep more consumer dollars in the local economy.
- Walmart's scale gives it unprecedented control over how suppliers do business. Therefore, the company's policies have repercussion across the entire supply system. Walmart is the world's retail industry leader, a position that allows the company to set industry standards for wages, benefits and beyond. All grocery and retail establishments that compete with Walmart are impacted by the company. Competitors are often forced to lower wages and standards to try and compete. By using a model based on low-wages, high-efficiency transportation, and imported goods, Walmart has a history of destroying once thriving downtowns across rural America
- Does the city of Redlands plan to offer subsidies in order for this supercenter to be built? Walmart had $3.8 billion dollars in profits last quarter and has collected over $1.2 billion in tax breaks and economic development subsidies since the early 1980's. In an agreement to build the original Walmart, Redlands rebated $1 million in sales taxes through a parking lot leaseback arrangement. The city also made improvements to the roads around the current Walmart. The estimated cost of the improvements was approximately $200,000-$300,000. To date, how much of that 1.3 million has been recouped by the city? And in our current economic condition, should Redlands even consider subsidizing in any way, a company worth billions?
- The company systematically challenges all property taxes, draining needed revenue from the coffers of local governments and public schools.

1 CONT

I urge the planning commission and the city council to reject this project.

Sincerely-

Linda S Rhoades

Linda S. Rhoades

Letter RHOADES. Linda Rhoades, 01/13/2012

Response to Comment RHOADES-1

The comments provided relate to anecdotal observations regarding wages and employee benefits, internal corporate business strategies, and City of Redland's determinations related to economic subsidies.

Response Such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

Section 3.18 of the Draft EIR provides a detailed assessment related to the potential for the proposed Project to result in any adverse physical changes to the environment caused by urban decay. The analysis supports the conclusion that the proposed Project will not have a substantial impact on the physical environment as it relates to urban decay impacts under CEQA.

LORI POWELL
535 SUNNYSIDE AVENUE
REDLANDS, CA 92373

WHY DO WE NEED WALMART?

It is with great disappointment and disgust in the leaders of our city, that they feel a Redlands Crossing Walmart will be a positive addition to our city. I don't think such is possible. However, for so many reasons, the detrimental impact will be huge on our beloved city: 1

- **The location is horrendous.** (1) Massive congestion is adverse and unavoidable, according to the DEIR. Do we really want such congestion? (2) It is close to Citrus Valley High School and will cause a multitude of problems for the school, students and Walmart. Such problems will include: Environmental health problems; temptation for some students to shop and steal before, during and after school; extreme traffic problems, causing safety and tardiness problems; and alcohol availability close to school site. (I wouldn't think this would be acceptable). (3) It, inappropriately, borders a housing project, whose inhabitants will most likely suffer from cumulative health problems and traffic congestion. 2

- Some feel Walmart, despite all its negative impacts, will help the local economy by bringing to our city coffers more sales tax dollars. However, the loss of business to our loyal locals will mean **less** from them and possibly there need to close. Also, much of what will be sold at Walmart will be groceries with no sales tax. Will we gain as much as we will lose from this behemoth retailer? 3

- **Walmart stores bring elevated levels of criminal activity.** With the reduction of the Redlands Police budget and personnel, how will the elevated crime rate be handled? Just what we don't need, more crime in our community! 4

- Some say superstores will bring more jobs. It is more probable that jobs **will be lost** in the surrounding area, due to the decline or loss of businesses to area retailers. Studies show that the probability of going out of business is high close to Walmarts. So the net number of jobs will probably be nil. Also, Walmart jobs are generally, so low paying, that employee families often need welfare. 5

This massive, powerful retailer can only lead to the deterioration of Redlands. Many negative impacts are addressed in the DEIR. I strongly urge our Redlands Planning Commission and City Council to examine the gravity of the problems and **vote down** the addition of Redlands Crossing Walmart. 5 CONT

Submitted by

Lori Powell
Redlands

Letter POWELL. Lori Powell, No Date

Response to Comment POWELL-1

The commentor expresses opposition to the Project.

Response This comment identifies the commentor's opinion on the merits of the project and does not address any specific deficiencies in the environmental analysis contained in the Draft EIR.

Response to Comment POWELL-2

This comment raises three issues. First, the commentor is concerned about traffic. Second, the commentor is concerned about the proximity of the project to Citrus Valley High School, including specific concerns regarding health impacts, crime prevention, traffic, and alcohol availability in relation to the school. Finally, the commentor identifies that the proximity of the project to residential land uses would result in unspecified health problems, and additional traffic congestion.

Response: The commentor accurately identifies that a significant and unavoidable traffic impact was identified in Section 3.15 of the Draft EIR. The PM peak hour (occurring between 4:00-6:00 PM, as analyzed in the TIA) occurs hours after the typical high school has been let out for the day. However, when considering potential traffic impacts associated with the afternoon school-related traffic for a high school, it is important to consider that traditional traffic patterns in the school-PM peak hour are different and far less congested as compared to the same school's AM peak hour. For example, high schools traditionally offer a multitude of afternoon/after school activities such as athletics, band, cheer, dance, theater, etc. that tend to occur at the end of the normal school day. As such, traffic surveys conducted by Urban Crossroads at other high schools throughout Riverside and San Bernardino counties have shown a far lower initial outbound traffic flow at the end of the school class day that tends to stay at a lower steady outbound traffic flow over a several hour period that lasts from the end of the school day until about 5pm. As such, the traffic counts conducted for this traffic study in the PM peak hour would have captured some portion of the school-related afternoon traffic flows, and would have therefore addressed potential impacts associated with the high schools afternoon traffic and the new commercial shopping center as part of the PM peak hour analysis. In addition, the air quality analysis was based on findings outlined within the traffic analysis. Consequently, the Draft EIR completed a thorough and exhaustive analysis of all of the potential environmental impacts that may occur due to the proposed Project as required under CEQA, including potential impacts on nearby schools.

In addition, the sale of alcohol at the project site would be required to comply with all federal, State, and local regulations, and would not result in a physical impact to the environment. The commentor does not identify any specific deficiencies in the environmental analyses for the impacts associated with these issues. The air quality impact analysis contained in Section 3.3 of the Draft EIR considered nearby sensitive receptors, including adjacent residential land uses. Additionally, the

traffic analysis in Section 3.15 included ambient traffic in the project area, including that generated by nearby or adjacent residential land uses.

Response to Comment POWELL-3

The comment raises issues associated with the economic impact of the proposed project.

Response Please see Response to Comment GUZMAN 2.

Response to Comment POWELL-4

The commentor expresses concern regarding crime impacts related to the Project.

Response Impacts associated with crime prevention are fully analyzed in Section 3.13. The impact analysis for Impact PS-2 identifies that a potentially significant impact could occur associated with police protection, and Mitigation Measure PS-2 was identified to reduce this impact to less than significant. Mitigation Measure PS-2 includes a measure that would require the presence of loss-prevention personnel on site during the operation of the store.

Response to Comment POWELL-5

The commentor expresses concern with Walmart jobs and with the loss of jobs in Redlands.

Response Please see Response to Comment GUZMAN 2 regarding comments associated with economic impacts. Although the opinions regarding the merits of the proposed project reflected in this comment will be taken into consideration by City of Redlands decision-makers, this comment does not specifically address the adequacy of the environmental analysis contained in Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088)

Dalquest, Robert

From: Mary Zapor [uazalum@gmail.com]
Sent: Tuesday, January 17, 2012 10:52 PM
To: Dalquest, Robert
Cc: City Council
Subject: Walmart DEIR

As a Redlands resident and homeowner I am very opposed to allowing a Walmart Supercenter to be built in our town. I live in the cul-de-sac adjacent to the land Walmart wants to build. The traffic on Lugonia is already challenging and Walmart will add congestion and frustration. It will leave our city with an abandoned big box Walmart site on Redlands Blvd., not to mention the toll it will take on our local businesses. Redlands is known as an historic town, proud of our small town feel and our heritage. This is why i moved here. Towns with less fame and quality of life have seen the wisdom in opposing a Walmart Supercenter, I hope we do. North San Bernardino or Banning are not to far to go for a supercenter, I can drive there. Once Walmart builds a supercenter in Redlands we become more like an industrial town, traffic, congestion, loss of uniqueness, likely higher crime. My property value will only go down -- being near such a store never increases the value of homes. 1 2

Let's keep Redlands unique and cultural. Build a Bristol Farms or Whole Foods, or something cultural that our town deserves -- we already have too many abandoned small businesses, too much crime. Please do not encourage more of this. We do NOT want and do NOT need a Walmart supercenter in Redlands. 3

Times are tough, but giving in to Walmart will only hurt in the long run. Keep Redlands a proud, historic town. Deny Walmart the supercenter!!!! Thank you.

Mary Anne Zapor
1423 Arlene St.
Redlands, CA 92374

Letter ZAPOR. Mary Zapor, 01/17/2012

Response to Comment ZAPOR-1

The comment expresses concerns related to impacts to traffic, and urban decay.

Response Impacts associated with traffic are identified in Section 3.15 of the Draft EIR, and Urban Decay is analyzed in Section 3.18 of the Draft EIR. The comment also raises issues associated with social impacts, which are discussed in response GUZMAN 2. No further response is required.

Response to Comment ZAPOR-2

The commentor expresses concern regarding traffic congestion, crime prevention, and a decline in property values.

Response Traffic impacts are discussed in Section 3.15, and crime prevention impacts are discussed in Section 3.13. In addition, as discussed in Response to Comment GUZMAN 2, Section 3.18 of the Draft EIR thoroughly addresses the potential for impacts associated with urban decay. The analysis in Section 3.18, based on the Urban Decay Analysis report contained in Appendix J of the Draft EIR, concluded that no significant impacts would occur related to urban decay, and that no mitigation measures are required. Therefore, the potential for property values to be affected by the project would not result in a physical change to the environment, and therefore this issue is not required to be analyzed under CEQA.

Response to Comment ZAPOR-3

The comment reflects the commentor's position that the proposed project should not be approved.

Response Although the opinions reflected in this comment will be taken into consideration by City of Redlands decision-makers, this comment does not specifically address the adequacy of the environmental analysis contained in Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088.)

Dalquest, Robert

From: Reilly, Michael [Michael_Reilly@redlands.edu]
Sent: Wednesday, January 18, 2012 4:59 PM
To: Dalquest, Robert
Subject: comments on EIR report
Attachments: Understated efficiency measures.docx

Please include this in your comments.

Mike Reilly
Environmental Economics major at The University of Redlands
Michael_Reilly@Redlands.edu
(781) 267 2686

Understated efficiency measures

Unlike manufacturing or other export-oriented economic development, retail store development rarely generates substantial net economic growth at the state or regional levels.[1] Capturing potential sales at a location in Redlands does not necessarily mean the revenue will be retained within the Redlands community or even the surrounding area. Although some regions can develop as retailing centers that "export" sales beyond their boundaries, these rarely extend far beyond the immediate vicinity of the region, unless populated with specialty stores that are otherwise unavailable to consumers outside the region. Unless the goods are different then there will be significant diversion of existing sales. If the reason for the leakages is not differing goods markets then lower prices will most often be the determining factor for the diversion of sales.

The influence of internet-based shopping has placed even more focus on local "sticks and bricks" stores. Thus, most retail development serves the immediate population of a region and any growth beyond that region's internal growth in consumption comes at significant expense to other retailers.

The economic effects of competitive loss can be further accentuated with large retailers such as Wal-Mart, whose labor efficiency and centralized operations reduce local economic multipliers as they supplant smaller local retail establishments. Walmart has been widely acclaimed for its efficiency measure even compared with other "big-box" retailers. Lehman Brothers analysts have noted Wal-Mart's "leading logistics and information competencies".[2] *The Financial Times* noted Wal-Mart as "an operation whose efficiency is the envy of the world's storekeepers".[3] Because Wal-Mart and other national chains tend to internalize and centralize administrative and support functions that would otherwise be purchased externally and locally by smaller retailers, the net employment and other economic effects are often negative when smaller, less efficient, retailers are displaced. For example, the multiplier effect of smaller local retail business expenditures on accounting, distribution, wholesaling and legal expenses are virtually all captured within the State, if not the immediate town or region. This is because there is very little vertical integration in local markets and the services are demanded of the local population. On the other hand, these same expenditures for Wal-Mart are virtually all removed from the region and also from the state. Administrative income and profits are also largely captured in-State and in-region for smaller local retailers, while most of this is exported out-of-State in the case of Wal-Mart and other national chain stores. 1

Model adjustments that reflect these substitution and other economic effects are required when the size, character, and practices of the retailer are known so pervasive, in order to estimate regional economic impacts. In the case of Wal-Mart developments, there have been extensive analyses done, most notably by Rockler, Kaveat,and Associates in (cite Bennington and St Albans), on the unique characteristics of Wal-marts that may be used in informing economic impact model specification.

Although there is an enormous amount of literature available on wage and other economic impacts associated with Wal-Mart developments, but the objectivity of the studies have often suffered from methodological flaws, biased assumptions, and unavailable source data. Updated studies with valid

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[1] It is for this reason, for example, that the Vermont Economic Progress Council excludes retail development from State business subsidies since net economic benefits measured by Vermont's macroeconomic cost-benefit model is statistically insignificant.
[2] Feiner, Jeffrey M., Anthony H. O'Andraia, Jeff Black, Christopher E. Jones, and Randal J. Konik, Wal-Mart Encyclopedia X: Building a Global Brand (New York: Lehman Brothers, 2001).
[3] Edgecliffe- Johnson, Andrew, "A Friendly Store from Arkansas," Financial Times (June 19, 1999).

data sources can be used to inform and adjust model inputs to form more cohesive arguments.[4] Many of these studies question the use of default model "averages" and were considered in preparing model inputs for this analysis.

A very credible independent study on local employment impacts was released by the highly respected National Bureau of Economic Research (NBER) in November of 2005, and later updated in December of 2006, entitled, *"The Effects of Wal-Mart on Local Labor Markets."* This study, by Neumark, Zhang and Ciccarella,"is probably the most extensive unbiased analysis of the economic and employment impacts associated with the introduction and effects of Wal-Marts in the U.S. performed to date. The study focuses primarily on county-level employment and earnings impacts associated with Wal-Mart developments throughout the U.S. It uses an incredibly rich dataset, provided in large part by Wal-Mart, and views impacts over a long time horizon. The study found that:

> ***"The findings in this paper rather strongly belie claims, as well as recent research findings, suggesting that Wal-Mart store openings lead to increased retail employment. On average, Wal-Mart store openings reduce retail employment by about 2.7%, implying that each Wal-Mart employee replaces about 1.4 employees in the rest of the retail sector. Driven in part by the employment declines, retail earnings at the county level also decline as a result of Wal-Mart entry, by about 1.3 percent."***

Net regional employment declines are consistent with Wal-Mart developments because Wal-Mart is a much more efficient retailer than smaller local retailers. This is one of the reasons Wal-Mart prices are lower than most competitors and one of the reasons Wal-Mart routinely drives other, less competitive, local retailers out of business. As local retailers are displaced by Wal-Mart, sales per employee in the region tend to rise. Because of this, even when regional retail sales expand due to the presence of a Wal-Mart, total employment and retail employment, in particular, can decline. 1 CONT

This is in direct contradiction with The draft's report that only leakages will be absorbed by the incoming store. The draft says:

> ***"For the types of retail goods normally found in a regional shopping center, TNDG estimates that Redlands currently captures only 79% of its potential sales. The remaining 21% currently "leaks" to retail facilities in other jurisdictions. As a consequence, the planned and pending new projects will largely derive their sales from demand that is not currently captured in the city (as opposed to transferring existing sales from within the city). Thus, there is sufficient demand to support the new projects without diverting substantial existing sales from downtown merchants."***[5]

In summary, default model values for retail store don't match efficiency standards of a large corporation such as Walmart. In fact, the underestimate employment rates by 400 to

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[4] See, for examples, Emek Basker, 2003, *Job Creation or Destruction? Labor-Market Effects of Wal-Mart Expansion*, University of Missouri; Stephan Goetz and Hema Swaminathan, 2004, *Wal-Mart and County-Wide Poverty*, Department of Agricultural Economics and Rural Sociology, Pennsylvania State University; and Kenneth Stone, 1995, *Impact of Wal-Mart Stores on Iowa Communities,1983-93*, (and subsequent update in 1997), Economic Development Review, 13(2), 60-9.

[5] Draft EIR report, section "Urban Decay" obtained from http://ci.redlands.ca.us/community/PDFs/RCEIR/Appendices/App%20J%20-%20Urban%20Decay.pdf. p. 8

500 percent.[6] Wal-mart is not an average retail operation thus the regional economic multipliers, wages, and benefits are all lower than local retail operations. One ineterseting fact remains that in the nearly 6000 pages of draft literature, nowhere is there even an estimated multiplier. Prices offered to customers are significantly lower creating significant incentives for customers to buy their all comparable goods at the Wal-mart contributing to more than the promised absorption of leakages. The increased inflow of revenue into the area is taken in stride by the nature of national chains and the outflow of money due to their corporate and store locations outside of city and often outside state.

Considerations should involve the positives and negatives of several prominent studies on Walmart:

Positives

- Decreased consumer prices
- Increased purchasing power (primarily in short term)

1 CONT

Negatives

- Decreased regional earnings
- Decreased Employment
- Increased tax burden

My suggestion would be to take into account model deficiencies put forth by Walmart because the averages are not consistent with the NBER findings. The model inputs used in this analysis consisted of positive net employment changes in the first year of expansion, with declining incremental growth over an eight year period, culminating in a net employment loss of approximately half of alternate retail jobs relative to baseline levels. Despite the small employment losses, retail sales are expected to grow through the end of the forecast period as they are supposed by the Draft EIR in the Urban Decay section, implying continued efficiency gains through the presence of Wal-Mart.

[6] Kavet and Rockler. Economic Impact Analysis Associated with Proposed Wal-Mart Expansion in Bennington, Vermont. *Prepared for the Vermont Natural Resources Council and BLS Bennington LC, December 2007*

Bibliography

Edgecliffe- Johnson, Andrew, "A Friendly Store from Arkansas," Financial Times (June 19, 1999).

Feiner, Jeffrey M., Anthony H. O'Andraia, Jeff Black, Christopher E. Jones, and Randal J. Konik, Wal-Mart Encyclopedia X: Building a Global Brand (New York: Lehman Brothers, 2001).

Hopkins, Jim, "Wal-Mart's Influence Grows," USA Today (January 29, 2003).

"The Effects of Wal-Mart on Local Labor Markets." This study, by Neumark, Zhang and Ciccarella,"

Basker, Emek. Job Creation or Destruction? Labor Market Effects of Wal-Mart Expansion

Kavet and Rockler. Economic Impact Analysis Associated with Proposed Wal-Mart Expansion in Bennington, Vermont. *Prepared for the Vermont Natural Resources Council and BLS Bennington LC, December 2007*

Letter REILLY. Michael Reilly, 01/18/2012

Response to Comment REILLY-1

The commentor raises such issues as the regional employment/wage impacts of Walmart stores, the extent to which Walmart stores generate economic multipliers in local economies, and other factors related to the efficiency of Walmart's corporate operations.

Response Per CEQA guidelines, a project's economic effects are only considered significant to the extent that they would result in physical changes in the environment. Based on a careful review of the letter, the only issues that are potentially relevant to the Draft EIR urban decay study are those that relate to the study's calculation of retail demand "leakage" in the trade area:

The commentor asserts that "…retail store development rarely generates substantial net economic growth at the state or regional levels," implying that the concept of leakage is not valid. A key point overlooked by the commentor is that the Draft EIR does not evaluate state or regional conditions[10], but provides a localized analysis specific to the Redlands trade area (See Page 3.18-2 of the Draft EIR). At the local level, retail demand leakage is a very relevant concept, as evidenced by the fact that many cities devote substantial resources to attracting retail development to serve resident shopping needs.

The commentor also discusses the influence of internet-based shopping, again implying that the analysis overstates the demand leakage available to support storefront retail facilities. In this regard, it should be emphasized that the Draft EIR's calculation of leakage is based on state- and county-level benchmarks for storefront retail activities (as reflected in point-of-sale taxable retail sales data). See Page 3.18-18 of the Draft EIR. Thus, the analysis does not overstate leakage as the letter implies.

The commentor indicates that the Draft EIR assumes that "only leakages will be absorbed" by the proposed project. This is incorrect. The supermarket component of the analysis assumes that there is no existing leakage in the food sale category and specifically addresses the potential for sales diversions from existing supermarkets. Moreover, a substantial portion of the general merchandise component of the proposed project would be a replacement of the sales already generated at the existing Redlands Walmart and thus would not depend upon leakage (See Page 3.18-18 of the Draft EIR).

[10] When the term "regional" is used in the context of retail development, it is generally understood to refer to an area smaller than a "region" described in economics literature. Thus, even the "regional" component of the DEIR analysis is essentially local in nature.[See Page 3.18-5 of the Draft EIR]

City of Redlands
Development Services Department Planning Division
210 East Citrus Avenue
Redlands, CA 92373
Attn: Robert D. Dalquest, AICP

To Whom It May Concern:

We are seniors at the University of Redlands majoring in Environmental Science and Management. We are currently participating in a class called Environmental Impact Assessment taught by Tim Krantz. Through this class, we were exposed to the Redlands Crossing Environmental Impact Report. While this report is well written, we have some issues that we would like to address: Downtown Redlands, Land Use, and Urban Decay.

According to this report, the Super Walmart complex is approximately one mile from Downtown Redlands (3.18-18). However, the report states, "the Project will not have a significant impact on the Redlands Downtown," (3.18-18). With the installation of 31,800 square feet of new fast food and sit-down restaurant space in the Super Walmart project, it seems logical to expect restaurants in Downtown Redlands to be affected. Although there are other complexes close to Downtown Redlands, such as Citrus Plaza, the Super Walmart places added and immediate pressure on the Downtown restaurants. 1

Walmart, in general, is known for their low prices. Although some goods and services found in Downtown Redlands are "not directly comparable to the type of goods available" (3.18-18) at a Super Walmart, it is likely that people will change their shopping behavior to adjust to lower prices. Frequenters of Downtown Redlands may switch to less expensive products found at the nearby Walmart. This seems very likely when it comes to clothing since the clothes in Downtown Redlands are very expensive when compared to Walmart. 2

Another issue that is not addressed in this report is how a fresh produce section found at the Super Walmart will affect Downtown Market Night. Due to Walmart's low prices, they would heavily compete with Market Night prices. 3

Land use is another issue we are concerned about. How will the construction of the Super Walmart impact nearby schools and residential areas? The report states that "The Project site is visible to residential housing along the southeast border of the site along Karon Street...Additional views to the east include disturbed vacant land located directly adjacent to the Project site (east), San Bernardino Avenue (south) and residential uses (north) (p. 3.1-11)." How will this project blend in with the surrounding residential communities and the school located only a few blocks away? The report also states that "...all grading and construction-related activities will be undertaken in between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday (p. 3.11-19)." How will the noise and traffic from the construction affect the students 4

who will be in school during these hours? Also, how will all the mitigation plans such as the changes in traffic lanes, affect the nearby school and residential area? Because the proposed project location is close to residential areas and a school, and the Super Walmart would be a 24/hour business, safety and security issues are also a concern. What are the potential safety and security issues that may arise and what are some possible mitigation requirements? 4 CONT

Although the EIR attempts to address the urban decay that is possible if the Redlands Crossing project is approved, the conclusion that the impact is likely to be less than significant, is flawed and overlooks key issues. The economic conditions that constitute blight addressed (3.18. -3) under the California State Health and Safety Codes recognizes "abnormally high business vacancies," and "abnormally low lease rates." However, only physical blight is identified on (3.18-17) as a possibility if the old Walmart located at 2050 West Redlands Boulevard, is left vacant. The issue is roughly addressed (3.18-31), and it is even stated that other Walmart retail stores have remained vacant for two to three years. Although Table 3.18-12 lists some nearby closed Walmart stores that have been reused, all of the companies that have filled the closed stores and likely represent those which can even fill such a large retail space are companies that are already located in the Redlands area including, Kohl's, Burlington Coat Factory and Factory 2U. One property that is cited in the EIR as still remaining vacant was only considered by Lowes, another company that is already established in Redlands. The argument is also made that if Walmart remains vacant, there are enough anchor tenants to prevent blight. However, the example they give to try to prove this is a similar-size plaza in Hanford, CA. The cited plaza maintains an anchor store, Food Co. Supermarket, to date, yet eight retail spaces remain up for rent. Lastly, the Hemet Walmart that closed in 2004 and is cited, was up for sale for four years before being purchased. The EIR also suggests that closed Walmart store outcomes are a "mixed bag," yet the reality is Walmart realty website lists 144 buildings as currently available (http://walmartrealty.com/SearchResults/SearchResults.aspx). Some of the buildings up for sale are less than a decade old, yet a majority are near to newer supercenters, the old Hemet Walmart property a prime example, as it was only twelve years old before it was vacated. (http://grist.org/business-technology/2011-11-29-can-you-say-sprawl-walmarts-biggest-climate-impact-goes-ignored/). These aspects are glazed over within the EIR, but if the old Walmart remains vacant for at least a couple of years which is not only a possible situation but relatively likely, physical blight and economic blight are likely to occur and stating the impacts as less than significant with no mitigation strategies is a deceptive and delusional strategy. 5 6 7

Thank you for the opportunity to submit comments. We hope you take the issues we have brought to light into consideration before a decision is made on the Redlands Crossing Project.

Sincerely,

Molly Moore, Yuka Sasa, and Hannah Slodounik

Letter MOORE. University of Redlands - 2 (Molly Moore, et al.), 01/17/2012

Similar to the letter provided by Dorene Isenberg, many of the comments provided in this letter reflect a misunderstanding of what urban decay is and how it differs from other potential economic effects of the proposed project. Please refer to responses to that letter for further elaboration on this point.

Response to Comment MOORE-1

This comment indicates that the proposed 31,800 square feet of restaurant space associated with the Project will have significant negative impacts on the restaurant in Downtown Redlands.

Response No evidence is provided for this assertion. As noted on page 3.18-16 of the Draft EIR, potential demand for new restaurant space in the trade area is projected to grow to approximately 66,700 square feet by 2013 (the Project's planned opening date). Given that residual market support for restaurant space in 2013 is more than the twice the amount of planned square feet, the urban decay study indicates that it is unlikely that the restaurant component of the Project will result in severe economic impacts to existing restaurants in the trade area.

Response to Comment MOORE-2

This comment implies that the Project will have a significant impact on Downtown clothing stores because "clothes in Downtown Redlands are very expensive when compared to Walmart" and "it is likely that people will change their shopping behavior to adjust to lower prices."

Response The claim that the Project will alter purchasing patterns of apparel goods in Downtown is difficult to reconcile with the fact that a Walmart store already exists in the City. The comment does not explain why "less expensive" apparel goods at the existing Walmart have not negatively impacted Downtown retailers. In addition, further undermining the assertion in this comment, the Downtown apparel retailers already face competition from discount and value-oriented apparel retailers in the City, such as Burlington Coat Factory and Kohl's. Thus, if price sensitivity was the defining factor in apparel purchase decisions, none of the "very expensive" apparel retailers would exist in Downtown.

Response to Comment MOORE-3

The commentor states that the Draft EIR did not address potential impacts to Downtown Market Night resulting from the Project's grocery (specifically, fresh produce) section. They further indicate that "Walmart's low prices…would heavily compete with Market Night prices."

Response There is no evidence to suggest that the Project would have a negative impact on Downtown Market Night. For one, Downtown Market Night is a certified farmer's market, and it includes food and product vendors, musical entertainment, and holiday special events. As such, visitors attend such events for more than inexpensive fresh produce. In addition, City residents have plenty of existing options to purchase less expensive produce if they so desire (e.g., existing Stater Bros Supermarkets, Food 4 Less, etc.). Thus, because Downtown Market Night already exists in the

face of this competition, there is no basis to conclude that the Project would place a significant new competitive pressure on this specialized weekly event. Finally, any such an impact, were it to occur would not be an impact on the environment under CEQA, but strictly an economic impact with no reasonably foreseeable indirect physical impacts.

Response to Comment MOORE-4

The commentor also states that "The Project site is visible to residential housing along the southeast border of the site along Karon Street...Additional views to the east include disturbed vacant land located directly adjacent to the Project site (east), San Bernardino Avenue (south) and residential uses (north) (p. 3.1-11)." How will this project blend in with the surrounding residential communities and the school located only a few blocks away? The report also states that "...all grading and construction-related activities will be undertaken in between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday (p. 3.11-19)." How will the noise and traffic from the construction affect the students who will be in school during these hours? Also, how will all the mitigation plans such as the changes in traffic lanes, affect the nearby school and residential area? Because the proposed project location is close to residential areas and a school, and the Super Walmart would be a 24/hour business, safety and security issues are also a concern. What are the potential safety and security issues that may arise and what are some possible mitigation requirements?

Response: See Response SHAMP-3, regarding visual character. Impacts associated with noise are fully evaluated in Section 3.11 of the Draft EIR. Operational noise impacts were identified as less than significant, and no mitigation measures were required. During construction, a potentially significant temporary noise impact was identified. Mitigation Measure N-1 would be implemented, that would prohibit nighttime construction at the site. Therefore, with the implementation of Mitigation Measure N-1, no significant noise impacts would occur, and the comment does not accurately reflect the results of the noise analysis provided in the Draft EIR. No specific deficiencies in the impact analysis for noise is identified in the comment and no further response is required.

The commentor identifies potential traffic impacts and hazards associated with the Project. Traffic impacts are discussed in Section 3.15 of the Draft EIR. As provided in the impact analysis for Impact T-1, impacts were evaluated at each intersection and along roadway segments for those streets, consistent with CEQA standards. This impact analysis included a peak hour evaluation, for both weekdays and weekends and took into account background traffic concentrations, including traffic from Citrus Valley High School. Therefore, impacts associated with traffic at these intersections and roadways were properly evaluated and mitigated and no additional analysis is required.

Further, impacts associated with safety and security issues are discussed in Draft EIR Sections 3.18, and 3.13, respectively. Although the opinions of the commentor regarding the merits of the project expressed in this comment will be taken into consideration by City of Redlands decision-makers, no specific deficiencies in the environmental analysis are identified in the comment, and no further response is required.

Response to Comment MOORE-5

Much of this comment appears to result from confusion over the distinction between blight and urban decay (see response to the ISENBERG letter). In addition, this comment appears to confuse project-specific impacts and cumulative impacts (the list of reasonably foreseeable future projects based on all known planned and pending projects). The comment also states that "only physical blight is identified on (3.18-17) as a possibility if the old Walmart…..is left vacant".

Response The comment states that "only physical blight is identified on (3.18-17) as a possibility if the old Walmart…..is left vacant". This is incorrect. On the referenced page the Draft EIR states, "it is necessary to evaluate the potential for the existing Walmart building to remain vacant for an extended period of time and thus becoming subject to physical blighting" (emphasis added). This is very different from saying that "physical blight is identified on (3.18-17) as a possibility." Moreover, on this same page, the Draft EIR states, "TNDG Projects that demand would be more than sufficient by 2013 (i.e., the assumed opening date of the Project) to fully absorb all the retail (non-supermarket) space added by the Project and the existing Walmart" (emphasis added). Thus, under project-specific conditions there would be sufficient residual demand to support some type of retail reuse of the existing Redlands Walmart store.

It is acknowledged that under worst-case cumulative conditions, as noted on page 3.18-31, the planned and pending retail development could potentially delay the reuse of the existing Walmart store. However, this finding is based on the highly conservative assumption that all planned and proposed projects in the trade area would be built by 2013. The previous page (3.18-30) in the Draft EIR explains why a more likely cumulative scenario is that retail market conditions would result in a more gradual buildout of planned retail development, such that the pace of retail development would more closely follow the growth in retail demand.

The commentor misinterprets the information provided in Table 3.18-12. As indicated in the Draft EIR, TNDG previously prepared urban decay studies in the five cities listed on the table; each of those cities experienced the simultaneous closing of an existing Walmart store and the development of a new Walmart store combining general merchandise and grocery sales. The table was not intended, nor was it implied in Draft EIR, that these specific reuse tenants for closed Walmart stores would be candidate reuse tenants in Redlands. Thus, it is irrelevant that these tenants are already located in Redlands. However, the larger point that the table is intended to convey is still valid: other viable uses do exist for vacant Walmart buildings.

Response to Comment MOORE-6

The commentor cites to closure of the Hemet Walmart and expresses concern regarding long-term vacancies.

Response Please also see Response ISENBERG-4. As noted in the Draft EIR, even if the property owners of an existing shopping center are unable to attract replacement tenant(s) for the Walmart

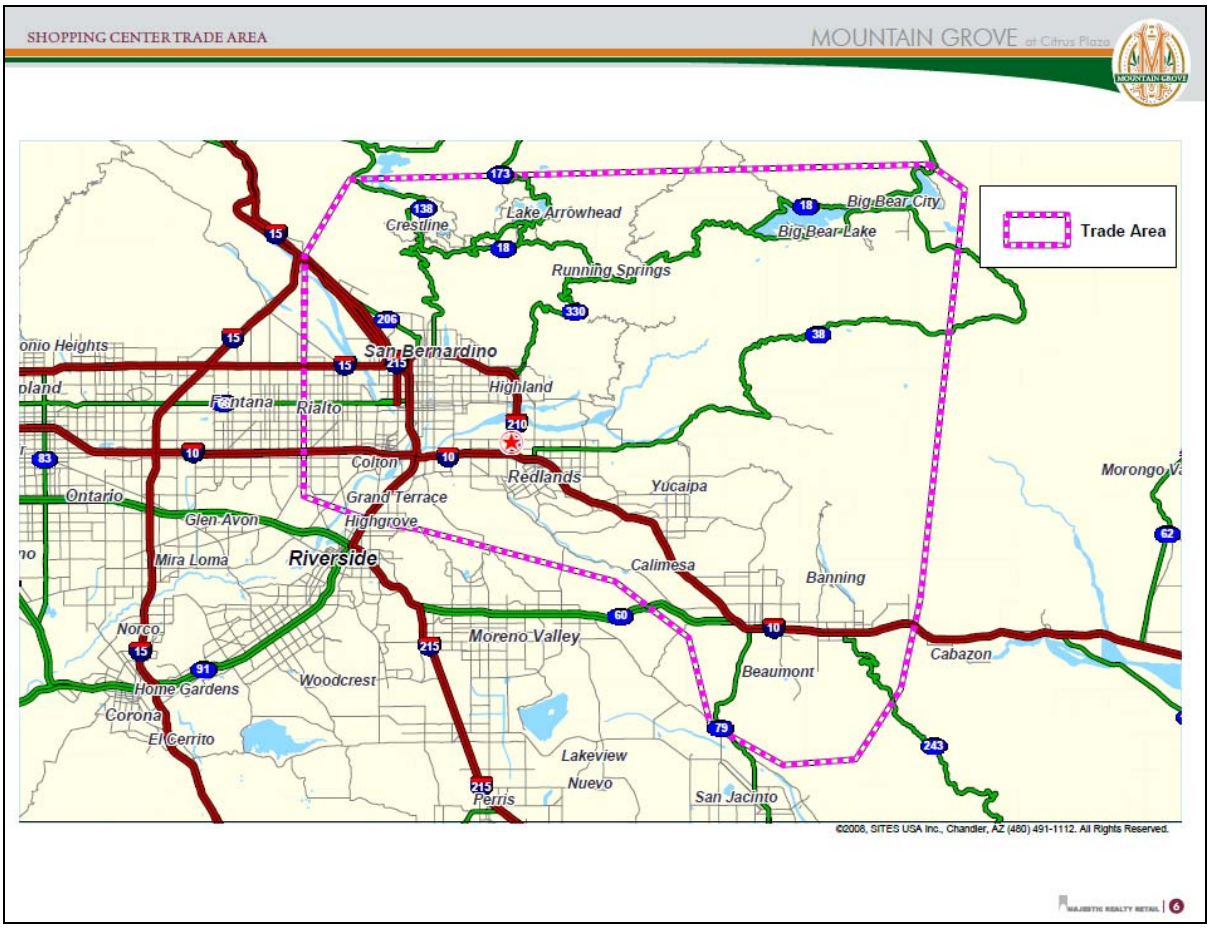
store, the closure of the Walmart store would not necessarily result in long-term physical impacts to the shopping center (see page 3.18-31). Without Walmart, the shopping center would still function as a well-tenanted neighborhood shopping center with the existing Food 4 Less as a strong anchor tenant. In support of this claim, the Draft EIR cited the example of the Hanford Centennial Plaza, a similar size center that experienced the closure of a Walmart store in 2006, but has remained viable without the re-tenanting of that store. It is anchored by a Foods Co. Supermarket.

The commentor challenges this claim, given that there are eight existing vacancies in the center. It should be noted that at any point in time, a shopping center can a lower or higher number of vacancies due to normal turnover of inline tenants. However, more importantly, the commentor provides no evidence that this center is currently unviable, or is currently suffering from urban decay. On the contrary, the evidence suggests that the center is viable – it has three operating anchor tenants (Foods Co., Pep Boys, and Dollar Tree) along with a total of 18 existing tenants[11]. Along with the Hanford example, the commentor notes the Hemet Walmart example provided in Draft EIR was vacant for four years before being purchased by a private party. However, contrary to substantiating the claim that the existing Walmart is likely to suffer from "blight," this example shows there are viable reuses for Walmart stores (since the private party invested private capital in the store with the intention of redeveloping the site into a medical plaza), even when they have been vacant for an extended period of time.

Finally, the commentor notes that Walmart's realty website (which provides a list of company-owned land and buildings for sale and lease) "lists 144 buildings as currently available," ostensibly providing evidence that vacant Walmart stores are a serious problem and lead to physical blight. It is not clear why this information is presented to bolster the commentor's claim. First, based on a review of that site conducted on January 31, 2012, there is only one building for lease and one building for sale in California. This suggests that the dynamic real estate market in California leads to the re-tenanting-of closed Walmart stores. Most importantly, it shows that closed stores are all being actively marketed for reuse by real estate brokers across country (as shown on Walmart's realty website), and are not abandoned and falling into disrepair. Given that Walmart has a company division (Walmart Realty) focused on selling or leasing vacant Walmart stores, along with a website devoted to marketing these properties, this shows that is not company policy to abandon these stores and let them fall into disrepair. In fact, a review of Walmart Realty's website shows that each available property for lease or sale has a marketing package that includes aerial photographs, demographic information, physical store details, site plans, etc. These procedures are to clearly indicate that Walmart is not abandoning these vacated buildings and letting them fall into disrepair.

[11] http://www.loopnet.com/Attachments/C/4/D/C4DB5D4E-46E5-4617-9761-C66FD9EA0447.pdf

Figure 1: Mountain Grove Trade Area



Source: Majestic Realty

Response to Comment MOORE-7

This comment indicates that the closed Walmart store will remain vacant for at least a couple of years, and will lead to physical and economic blight.

Response First, urban decay is not the same as blight. More importantly, the comment provides no basis for the assertion that a vacant Walmart would lead to urban decay (e.g., it does not cite any examples of places where such conditions have occurred due the closing of a Walmart store).

N. Kleinhans
1311 College Ave
Redlands, CA 92374
1/17/2012

R. Dahlquist
City of Redlands
Redlands, CA 92373

RE: DEIR on the SuperWalmart Supercenter aka

I am writing concerning the Environmental Impract Report as I do not feel that several of my concerns were addressed by the report as drafted.

First of all, I do not think that the report makes some errors in its assumptions. First of all, the report states that the Super Wal-Mart will add jobs to the city but it fails to take into consideration the jobs that will be eliminated at local grocery stores and other stores as the result . The second mistake would be to assume that there would be a significant increase in tax revenue. There are other stores in town that would close as the result of the new Super Center (both those in the present site off of California and other stores negatively impacted by the competition from the Super Center), there is already a Super Wal-Mart only four miles from the proposed site (in Highland) and the major product increase would be groceries, which are nontaxable, it cannot be assumed that there would be an increase in tax revenue. Historically, it has also been shown that Walmart understates the amount of sales tax revenue it owes as a means of cutting costs. 1

With no large additional income to the city, I do not understand how you can mitigate some of the problems that the project will bring in. The report mentions that there will be a significant increase in crime in the area. As studies have shown that crime increases in a local area by approximately 427% with the introduction of a Wal-Mart, this is definitely an area of concern. The solution proposed by the DEIR are "loss prevention specialists" within the stores and cameras in the parking lots. 2

I think that people are more concerned with the violent crimes that increase because of a Wal-Mart rather than any shoplifting within the store. Cameras, might, just might allow for faster apprehension of criminals but are really an inadequate deterrent in stopping crimes so alone are insufficient to mitigate or solve the problem. You are putting a store in an area where there is already significant crime, a high school and notable gang activity.. I would think shoplifting would be the least of the problems; try increases in rape, abduction, murder. I would think you are making a ghetto for the people who already live near the store. How are they going to be able to sell those houses? 3

Additionally, there will be traffic problems because of the additional traffic and delivery trucks. The streets will need to be widened and repaired. The streets all over Redlands are suffering from disrepair and now you are going to have to provide for additional pavement (widening and extending streets) or repairing of streets. Besides the roads themselves, there will be additional infrastructure needs in the form of plumbing and potential pavers, electrical, potential engineering, sidewalks, etc. We cannot even afford to pave the existing streets or fix the existing sidewalks (instead we keep repairing and patching). If we cannot afford to fix what we already have, how are we going to be able to add to the streets and sidewalks we already have? 4

Redevelopment money is gone and there is no guarantee of additional sales revenue from the construction of the Super Walmart, so where is the additional money going to come from that would be necessary to mitigate the problems that a proposed Super Wal-Mart would bring? Is Walmart going to pay the infrastructure costs necessary to build the store? Are they going to build a pre-school and a community center on the additional land to try to help lower crime in the community? Are they going to pay our police officers' pensions, since that is another thing we cannot afford? 4 CONT

Those are some of my concerns regarding the proposed project.

Thank you.

Letter KLEINHANS. N. Kleinhans, 01/17/2012

Response to Comment KLEINHANS-1

The commentor states there are incorrect assumptions within the Draft EIR, including loss of jobs and increase in tax revenue.

Response: The commentor does not provide any references as to which grocery stores would be affected by the project. In addition, the Urban Decay Study conducted for the project evaluated impacts to nearby grocery stores upon operation of the project and concluded that impacts would be less than significant (See Appendix J of the Draft EIR for additional information in this regard). In addition, the commentor states: "The second mistake would be to assume that there would be a significant increase in tax revenue." Again, the commentor does not provide references to what assumptions are incorrect regarding the increase in tax revenue. Thus, it is impossible to evaluate any potential claims in the context of evaluating the potential for urban decay or loss of tax revenue in Redlands. However, reference to under-representing sales tax is not supported by any evidence the City could identify, and is not related to an environmental impact under CEQA.

Response to Comment KLEINHANS-2

The commentor states the rise of crime from Walmart project is an area of concern.

Response: Again, the commentor does not provide references to the studies showing "crime increasing in a local areas by approximately 427 percent with the introduction of a Wal-Mart." Thus, it is impossible to evaluate any potential claims in the context of evaluating the potential for increased crime in Redlands. In addition, see Response to Comment ROQUE-4 for a response regarding crime.

Response to Comment KLEINHANS-3

The commentor states their concern with potential increase in violent crimes.

Response: See Response to Comment ROQUE-4.

Response to Comment KLEINHANS-4

The commentor states, "redevelopment money is gone and there is no guarantee of additional sales revenue from the construction of the Super Walmart, so where is the additional money going to come from that would be necessary to mitigate the problems that a proposed Super Walmart would bring? Is Walmart going to pay the infrastructure costs necessary to build the store? Are they going to build a pre-school and a community center on the additional land to try to help lower crime in the community? Are they going to pay our police officers' pensions, since that is another thing we cannot afford?"

Response: The comments provided relate to anecdotal observations regarding infrastructure costs, building a pre-school and a community center, and paying police officers' pensions. Such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within an EIR

(PRC § 21060.5). In addition, as outlined within Section 3.13, Public Services, of the Draft EIR, in order to offset the incremental costs associated with fire protection in the City of Redlands, the proposed Project would be required to pay a fire suppression fee equating to $0.50 per square foot for commercial developments, that would be utilized to fund various capital improvements and personnel additions. The applicant would pay payment of said fees at the time of building permit issuance. Further, the Project would contribute money toward ongoing fire facilities needs through the City's Development Impact Fee program.

In addition, in order to offset the incremental costs associated with police protection in the City of Redlands, the proposed Project would be required to pay a law enforcement fee equating to $0.31 per square foot that would be utilized to fund various capital improvements and personnel additions.

Further, Senate Bill 50, dated August 27, 1998, allows that complete mitigation of school related impacts can be covered by lawful payment of required school impact fees. According to the Redlands Unified School District, development impact fees for commercial/industrial construction, total in the amount of $0.47 per square foot. Impact/mitigation fees are established by each district based on square foot measurements. The Redlands Unified School District assess construction impact fees at the time of development to assure each project contributes its equitable share of the cost of providing schools within the Planning Area. The Project will pay all applicable construction impact fees at the time of building permit issuance and would therefore not result in physical impacts associated with the provision of or the need for new or physically/altered governmental facilities. No further analysis is needed. (See State CEQA Guidelines, § 15088.)

Dalquest, Robert

From: Najjar, Natasha [Natasha_Najjar@redlands.edu]
Sent: Wednesday, January 18, 2012 3:37 PM
To: Dalquest, Robert
Subject: Public Comments to Redlands Crossing EIR.

Attachments: RedlandsCrossroadletter-2.pdf

RedlandsCrossroadletter-2.pdf ...

Hello Dalquest,

Here is a letter in response to the Draft EIR of the Redlands Crossing. I am from a group of concerned college students from the University of Redlands. We feel the need to voice our opinions on this issue. 1

Thank you for your time,

Natasha Najjar

For the Attention of the City Council,

As concerned students from the University of Redlands, we would like to address the state of the Redlands Crossing project and its environmental impacts on a communal and global scale. This letter does not intend to politically oppose the production of the Super Walmart, but act as a way for us to voice our interests about the issue. Our main concern about the Michael Brandman Associates EIR is the section on energy and greenhouse gas (GHG) emissions. We feel it lacks sufficient detail on certain issues involved.

The development of a new Super Walmart in Redlands, CA will most definitely increase **GHG emissions** and contribute to global climate change. GHG's, such as carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, and others are released from the burning of fossil fuels. As one of the most powerful nations of the world, the United States has continued to ignore the global climate change program by not participating in the Kyoto Protocol; it is in our best interests to begin reducing anthropocentric GHG emissions. Managing the GHG emissions for the Redlands Crossing Project is an excellent way to reduce the exacerbation of global climate change. 2

In response to the catastrophic consequences of climate change the state of California ratified **California law AB-32**, which requires:

- GHG's be reduced to 1990 levels by 2020
- One third of the state's electricity to come from renewable resources by 2030

With a very large number of automobile trips per day being anticipated by the EIR, the increase in GHG emissions from the daily operation of the Super Walmart will be substantial. If the city of Redlands intends to uphold AB-32 and implement plans to reduce GHG emissions, the Redlands Crossing Project would be a good way for the city to demonstrate their commitment to the statewide emission reduction targets. 3

We recommend: 4

- More focus of EIR is placed upon energy usage, not just emissions.
- Consumption of off-site GHG's also needs focus (i.e. deliveries from planes and seaports) 5

In regards to **SB 375**, this EIR does contain valuable steps to fulfill the requirements 6

of the **#6 Regional Transportation-Related Greenhouse Gas Targets**, but here are some suggestions:

- Create programs with incentives to decrease individual vehicle trips
- Include telework programs
- Produce public educational programs about how to reduce the amount of individual vehicle trips

6 CONT

The amount of GHG's emitted from construction and operation of this super center are of concern, which is there is the need for full GHG accounting. The EIR has somewhat estimated how many greenhouse gases will be emitted throughout construction and during operations and has offered emission reductions.

7

But here are our concerns:

- The report fails to say how the other businesses within the super center will reduce their emissions and if their energy efficiency will even satisfy the standards of title 24
- The SCAQMD threshold has not been determined

8

We have addressed our concerns of the Michael Brandman Associates EIR report of the Redlands Crossing. We have voiced our concerns on the topic of energy and green house gas emissions, because we feel there is an absence of necessary and important details. Our main concerns of the project must be addressed on a communal and global scale. The importance of these environmental issues expressed represent our view as a part of the concerned public.

9

Sincerely,

Samuel Irvine
Natasha Najjar
Francisco Guzman
Meryl Turner

Letter NAJJAR. Natasha Najjar, 01/18/2012

Response to Comment NAJJAR-1

The City of Redlands would like to thank the students for submitting comments on the Draft EIR.

Response to Comment NAJJAR-2

The commentor present information regarding climate change and AB 32.

Response: Similar information is contained in the Greenhouse Gases Draft EIR section on pages 3.17-1 through 3.17-13. Issues related to Kyoto Protocol are outside the discussion related to specific environmental impacts under CEQA.

Response to Comment NAJJAR-3

The commentor indicates that the Project would be a good way to demonstrate commitment to the statewide emission reduction targets.

Response: As stated on page 3.17-34 of the Draft EIR, the Scoping Plan outlines actions to obtain the goal of AB 32, to reduce greenhouse gas emissions to 1990 levels by the year 2020. As identified in Table 3.17-12 and 3.17-13 of the Draft EIR, the Project is consistent with a variety of Scoping Plan measures. As shown in Table 3.17-14 of the Draft EIR, the Project would reduce emissions by more than 28.4 percent; therefore, the Project would result in a similar reduction as is required by AB 32.

Response to Comment NAJJAR-4

The commentor recommends that more focus be placed on energy use.

Response: Energy consumption is a focus of the Draft EIR, as required by CEQA. Energy consumption information for the Project is contained on page 5-9 through page 5-11 of the Draft EIR. In addition, the CalEEMod output in the Air Quality and Greenhouse Gas Analysis Report (Appendix B of the Draft EIR) contains natural gas and electricity usage information on page 218 of the PDF. Natural gas usage is 9,436,640 kBTU per year and electricity usage is 5,756,536 kWh per year. In addition, greenhouse gas emissions from the project's energy consumption are discussed in the Draft EIR Section 3.17. The Draft EIR quantifies the greenhouse gas emissions from electricity generation required to provide electricity to the project. The Draft EIR also quantifies greenhouse gas and criteria air pollutants from motor vehicles, which use energy to go to and from the project. As identified in Section 3.17, the project's greenhouse gas emissions are less than significant after mitigation.

Further, see Response BRUDIN-1for project design features reducing energy, included within Section 2, Project Description, of the Draft EIR.

Response to Comment NAJJAR-5

The commentor recommends that the Draft EIR discuss consumption of off-site greenhouse gases from planes and seaports.

Response: As discussed on page 3.17-18 of the Draft EIR, upstream sources (such as those from planes and seaports) are speculative and do not require further discussion.

Response to Comment NAJJAR-6

The commentor suggests that the Project create programs with incentives to decrease individual vehicle trips. The commentor also suggests that the Project produce public educational programs about how to reduce the amount of individual vehicle trips.

Response: Mitigation Measure AQ-7 would encourage pedestrian use, which would decrease vehicle trips. Mitigation Measure AQ-8 requires that a Transportation Demand Program (TDM) be established, which would ensure that bus route information is contained on the Project site, which is educating the public regarding ways to reduce vehicle trips by taking public transportation. Mitigation Measures AQ-9, AQ-10, and AQ-11 encourage bicycle use, which also decrease vehicle trips. In addition, the commentor did not provide details or references regarding said public education programs. Public educational programs are not feasible and are not related to the project, and no further response is required. (See State CEQA Guidelines, § 15088.)

The commentor also suggests that the Project include telework programs. While these programs may be feasible for other types of development, such as projects that contain office space, telework programs are not typically feasible for retail, since employees need to be physically present at the store to check out groceries or help the customer, etc. Therefore, this suggestion is not applicable for this Project.

Response to Comment NAJJAR-7

The commentor questions if the other Project businesses (presumably the non-Walmart businesses) would satisfy the Title 24 energy efficiency standards. The commentor also questions how the other businesses will reduce emissions.

Response: As stated on page 3.17-7, "all buildings for which an application for a building permit is submitted on or after January 1, 2011 must follow the 2008 [Title 24 energy efficiency] standards." As stated on page 3.17-27, "the Project will meet the energy efficiency standards of Title 24." Page 5-6 through page 5-9 of the Draft EIR contains a detailed analysis of the Title 24 energy efficiency standards. The exact measures that the other businesses will implement to meet Title 24 are not known at this time.

Response to Comment NAJJAR-8

The commentor is concerned because "the SCAQMD threshold has not been determined."

Response: The SCAQMD has submitted draft thresholds, which are used in the analysis in the Draft EIR as the City has concluded that the draft thresholds represent the best, region specific, standards available.. The are the best available methodology at the time the document was prepared and are

supported by substantial evidence developed by SCAQMD. Therefore, the Lead Agency determined to use the SCAQMD draft thresholds.

Response to Comment NAJJAR-9

Thank you again for your comments; the City appreciates the care and the time students put into the public planning process. The City has addressed your comments as discussed in Response to Comment NAJJAR-1 through NAJJAR-8.

Robert Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
Redlands, CA 92374

Dear Mr. Dalquest:

I am writing to express my grave concerns about the proposal to build a massive, Walmart, "super center" on the north side of Redlands. It is clear to me that such a project will have a number of detrimental effects on our fair city; a city had prides itself on its "small town" atmosphere. 1

I have been informed that the entire project will be the size of almost 40 football fields, and will result in a tremendous increase in traffic, and other polluting effects. Needless to say, on top of these problems, such a huge project will hardly fit in with the many passionate attempts in Redlands to maintain our "small town" feeling. 2

This project is a "bad fit" for our town, and such a misguided effort to supposedly "increase our tax base," that one hardly knows where to begin, and I can only hope that those who supposedly are the custodians of "what's best for our city," will see the obvious "down sides" inherent if a such a "super center" is built. 3

Thank you for your consideration.

Phill Courtney

Phill Courtney
1311 College Avenue
Redlands, CA 92374-3808

Letter COURTNEY. Phill Courtney, No Date

Response to Comment COURTNEY-1

The comment identifies concerns regarding the proposed project, including its social impacts.

Response: Please see the Response to Comment GUZMAN-2.

Response to Comment COURTNEY-2

The comment identifies potential increase in traffic in the project area and other polluting effects.

Response: The project site is described in Section 2.2.1 of the Draft EIR as consisting of 23.9 acres. The comment accurately indicates that there would be an increase in traffic in the project area, as identified in Section 3.15 of the Draft EIR. Additionally, the commentor indicates that "other polluting effects" would occur. Air quality impacts are fully addressed in Section 3.3 of the Draft EIR, and issues associated with hazardous materials are fully addressed in Section 3.7 of the Draft EIR. No deficiencies in the environmental analysis were identified in this comment, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment COURTNEY-3

This identifies concerns/opinions regarding the merits of the project, including potential social and economic impacts.

Response: Please see Response to Comment GUZMAN-2. No further response is required.

For the Attention of the Redlands City Council,

Introduction:

I am a student at the University of Redlands studying Environmental Science and I am concerned about the negative effects of greenhouse gas associated with the development of the Redlands Crossing Center due to increased traffic to the facilities and emissions during construction. My reason for writing is not impede development of the new super Walmart or challenge the authority of the compiled EIR pertaining to its construction. However I do feel that if construction is to commence the effects of increased Greenhouse Gas emissions from construction and commutes to the store need to be more thoroughly evaluated than they are in the current EIR compiled by Michael Brandman Associates. I also feel that if the project is approved aggressive mitigation strategies should be implemented to make the city of Redlands a model of environmental and climate policy. 1

Why act?:

As the city considers the construction and use of the Redlands Crossing Center I implore the council to consider the implications involved with developing the redlands crossroads and the increase in GHGs its use and construction will create. Table 1 lists the problems identified with anthropogenic release of GHG's as described by Michael Brandman Associates in regard the project in the report. 2

Table 1:

A reduction in the quality and supply of water to the State from the Sierra snow pack.
Increased risk of large wildfires.
Reductions in the quality and quantity of certain agricultural products.
Exacerbation of air quality problems.
A rise in sea levels resulting in the displacement of coastal businesses and residences.
An increase temperature and extreme weather events.
A decrease in the health and productivity of California's forests.

With these regional concerns in mind the cost of prevention would be much less than the future cost incurred for emergency relief and planning if the city of Redlands chooses to pursue a course of action that disregards the science of climate change and greenhouse gas emissions.

Regulations under AB-32:

In response to these negative consequences the state of California ratified California law AB-32, requiring that greenhouse gas emissions be reduced to 1990 levels by 2020. This legislation needs to be taken into consideration with the Redlands Crossing Project. With a very large number new automobile trip per day being anticipated by the EIR, the increase in greenhouse gas emissions from the daily operation of the Super Walmart will be substantial. If the city of Redlands intends to uphold AB-32 and implement plans to reduce GHG emissions the Redlands Crossing Project would be a good place for the city to demonstrate their commitment to the statewide emission reduction targets. 3

Further Analysis and GHG accounting:

The developers of the Redlands Crossing project need to reevaluate the total emissions involved in the construction and operation of the Super Walmart and fully account for transportation emissions to and from the center. As the negative consequences of climate change becomes more prevalent and widespread around the globe it is the responsibility of individuals and communities alike to act to prevent climate change and its ill effects. 4

Sincerely,
Sam Irvine

Letter IRVINE. Sam Irvine, No Date

Response to Comment IRVINE-1

The commentor indicates that greenhouse gas emissions from "construction and commutes to the store need to be more thoroughly evaluated."

Response: Greenhouse gas emissions from construction are estimated as presented in Table 3.17-5 of the Draft EIR, which include construction-worker commute emissions. Worker commutes to the Project during operation are included in the source, "Mobile – customers, workers" shown in Table 3.17-10 of the Draft EIR. The Draft EIR thoroughly evaluates the emissions. The commentor did not indicate how the emission sources can be "more thoroughly evaluated."

The commentor also indicates, "aggressive mitigation strategies should be implemented to make the City of Redlands a model of environmental and climate policy." However, the commentor did not suggest any additional mitigation measures that might be feasible for the Project. The Draft EIR has implemented various mitigation measures (see Table 3.17-13 of the Draft EIR) and project design features (see Table 3.17-12 of the Draft EIR).

Response to Comment IRVINE-2

The commentor summarizes the potential impacts from climate change from the analysis in the Draft EIR.

Response: The commentor is incorrect to suggest that the City of Redlands has disregarded the science of climate change and greenhouse gases. The potential impact of the Project's greenhouse gas emissions are thoroughly addressed in Section 3.17.

Response to Comment IRVINE-3

The commentor indicates that AB 32 should be taken into consideration into the Project.

Response: This regulation has been taken into consideration as described throughout Section 3.17. The Project is implementing various mitigation measures and project design features to reduce emissions as identified in Table 3.17-12 and 3.17-13.

Response to Comment IRVINE-4

The commentor indicates that the emissions need to be reevaluated to fully account for transportation emissions to and from the Project.

Response: As discussed in Response to Comment IRVINE-1, transportation emissions are accounted for in the Draft EIR. The commentor does not indicate what should be changed in the emissions estimation.

1/18/12

To the City of Redlands Development Service Department:

I am writing to oppose construction of the proposed Redlands Crossings Center.

I understand that the EIR was written before the completion of Citrus Valley High School and does not adequately take into consideration the impact on the school and students.

I frequently drive on San Bernardino Ave. and the traffic is already a big problem near the school and the addition of a huge commercial center would certainly increase traffic and pollution near the school and impact the students coming and going and during their outdoor athletic classes and events. 1

An EIR should address all the impact issues and impact on students is a critical issue.

If you are not concerned about the impact of the development on downtown small business owners, please, at least, consider the impact on students and staff at Citrus Vally High School.

Sincerely,

Sharon Swan

Sharon Swan
1317 Tourmaline Ave.
Mentone, CA 92359

Letter SWAN. Sharon Swan, 01/18/2012

Response to Comment SWAN-1

The commentor states the Draft EIR does not take into account the existing Citrus Valley High School.

Response: As stated within the Draft EIR (see Section 3.7, within Impact HHM-3), "The Project site is approximately 1,600 feet (0.30 mile) south from the closest school site (Citrus Valley High School, 800 West Pioneer Avenue), which is over the minimum 1,320 foot (one-quarter mile) significant threshold of CEQA. Therefore, no school sites have the potential to be impacted due to the distance from the Project site.

In addition, the Traffic Impact Assessment (TIA) included the Citrus Valley High School as part of the potential impacts upon development and operation of the Project. Further, the Air Study and Greenhouse Gas Study and Noise Study were based on the TIA, and therefore took into consideration the existing Cirrus Valley High School. Consequently, due to the project's aforementioned distance to the High School and technical studies completed (which incorporate the High School as part of the analysis), impacts to Citrus Valley High School students would remain less than significant and no further response is required. See Response to Comment POWELL-2 for additional information regarding the Citrus Valley High School.

Stephanie Ritter
University of Redlands
1200 East Colton Ave
Redlands, CA 92374

January 17, 2012

To City Council:

I am writing to you as a concerned student at University of Redlands and as a concerned community member living in Redlands, California for the Redlands Crossing Center Project and the introduction of a Super Walmart into the Redlands community. There are many issues that pertain to the invasion of a Super Walmart, but the main concerns I want to address deal with the impacts on other businesses in Redlands, and especially on the local businesses within Redlands.

1

Within the Environmental Impact Report, there were many issues addressed and mitigation strategies provided; however, I have to ask of what will be the impacts on State Street, Downtown Redlands, Citrus Plaza, or the Pavilion Center? These concerns were not addressed within the Environmental Impact Report and these concerns are crucial topics to focus on because the economy and social life of these different areas may be affected immensely with the possible introduction of a Super Walmart.

Accepting that there will be a Super Walmart in Redlands is adding big competition to all adjacent business in Redlands. This addition will drive consumers away from local business and compelling them to spend money at a billion dollar corporation supermarket. The money spent at a Super Walmart, or even a regular Walmart, will never be recycled into Redlands' economy and will directly go somewhere else. Many of the local employees spend their paychecks at Walmart because their wages are very low and the prices at Walmart are what they can afford, leading to their money going directly back into Walmart.

2

Local businesses have unique characteristics, and value quality of life and community. In addition, the majority of the products sold at Walmart are made in foreign countries, taking away the opportunities for Americans to have production jobs of products that could be made and sold nationally. There have been studies stating that for every 2 Walmart jobs, 3 local jobs are demolished. If we allow for a Super Walmart to come into Redlands, are we prepared to lose local jobs and negatively affect communities?

3

If the Super Walmart passes, there are other issues that are concerning for the Redlands communities that touch upon the questions of: who will rent out the space that the old Walmart was occupying? Who will fill the local stores that go out of business because of Super Walmart? Is this going to be addressed within the Environmental Impact Report? Is this considered to be urban decay if the empty stores are not being occupied? In the past, when a Super Walmart has entered a town and local stores went out of

4

business and forced to sell, they could not be sold because once Walmart decides to come into a town, the property values drop drastically, leaving stores to be unoccupied. 4 CONT

Within Redlands, there are many unoccupied stores and lots that could potentially be used as a Walmart store. With this demand of disrupting virgin terrain and constructing on this land, destroys the potential natural environment and leaves the unoccupied stores to sit there, unused. 5

This Super Walmart claims that it is expected to create 206 new jobs and provide 436 jobs. However, there is a need to look at where these jobs will be coming from. Are they the workers who lost their job at one of Redlands' local businesses because a Super Walmart came in and absorbed all of Redlands' business? Although this project will create 206 new jobs, we need to focus on how many jobs will be lost from other businesses, local or not. 6

In addition, what will happen to all the people working for the current Walmart? In the Environmental Impact Report, it states that 230 of the existing Walmart jobs will be moved to the new Super Walmart, but there is no information on the current number of employees at the current Walmart, leading to the question of are all of the current employees going to be transferred to the new store and will they be paid with the same wages and have the same benefits? 7

Having a Super Walmart takes away the opportunity for business in many different types of stores, such as food, tire & repair shops, garden centers, liquor stores, paint stores, chemical stores, pharmacies, storage units, photo stores, banks, arcades, and many more. All of these will be directly affected with the addition of a Super Walmart. 8

These concerns discussed are only a few of the numerous issues that arise when examining the implication of a Super Walmart in Redlands. Redlands deserves to value quality of life, value community, have local businesses and local jobs, and keep money flowing within the Redlands' economy. As a community member of Redlands, I hope that these concerns are discussed and reviewed more for the sake of the community Redlands' has formed over years and years. Thank you for your time. 9

Sincerely,

Stephanie Ritter

Letter RITTER. Stephanie Ritter, 01/17/2012

Response to Comment RITTER-1

The commentor asks about impacts to State Street, Downtown Redlands, Citrus Plaza, or the Pavilion Center? These concerns were not addressed within the Environmental Impact Report and these concerns are crucial topics to focus on because the economy and social life of these different areas may be affected immensely with the possible introduction of a Super Walmart..

Response: No evidence is provided for this assertion. As noted on page 3.18-16 of the Draft EIR, potential demand for new restaurant space in the trade area is projected to grow to approximately 66,700 square feet by 2013 (the Project's planned opening date). Given that residual market support for restaurant space in 2013 is more than the twice the amount of planned square feet, the urban decay study indicates that it is unlikely that the restaurant component of the Project will result in severe economic impacts to existing restaurants in the trade area. .

Response to Comment RITTER-2

The commentor states that "accepting that there will be a Super Walmart in Redlands is adding big competition to all adjacent business in Redlands. This addition will drive consumers away from local business and compelling them to spend money at a billion dollar corporation supermarket. The money spent at a Super Walmart, or even a regular Walmart, will never be recycled into Redlands' economy and will directly go somewhere else. Many of the local employees spend their paychecks at Walmart because their wages are very low and the prices at Walmart are what they can afford, leading to their money going directly back into Walmart."

Response: The claim that the Project will add "big competition" in Downtown is difficult to reconcile with the fact that a Walmart store already exists in the City. The comment does not explain why "less expensive" apparel goods at the existing Walmart have not negatively impacted Downtown retailers. In addition, further undermining the assertion in this comment, the Downtown retailers already face competition from discount and value-oriented retailers in the City, such as Burlington Coat Factory and Kohl's. Thus, if price sensitivity was the defining factor in purchase decisions, none of the "adjacent retailers" would exist in Downtown.

Response to Comment RITTER-3

The commentor states that "local businesses have unique characteristics, and value quality of life and community. In addition, the majority of the products sold at Walmart are made in foreign countries, taking away the opportunities for Americans to have production jobs of products that could be made and sold nationally. There have been studies stating that for every 2 Walmart jobs, 3 local jobs are demolished. If we allow for a Super Walmart to come into Redlands, are we prepared to lose local jobs and negatively affect communities."

Response: The commentor does not provide references to what assumptions are regarding the local jobs discrepancy. Thus, it is impossible to evaluate any potential claims in the context of evaluating the loss of job impacts.

Response to Comment RITTER-4

The commentor states that "if the Super Walmart passes, there are other issues that are concerning for the Redlands communities that touch upon the questions of: who will rent out the space that the old Walmart was occupying? Who will fill the local stores that go out of business because of Super Walmart? Is this going to be addressed within the Environmental Impact Report? Is this considered to be urban decay if the empty stores are not being occupied? In the past, when a Super Walmart has entered a town and local stores went out of business and forced to sell, they could not be sold because once Walmart decides to come into a town, the property values drop drastically, leaving stores to be unoccupied."

Response: See Response to Comment WOODS-1.

Response to Comment RITTER-5

The commentor states that "within Redlands, there are many unoccupied stores and lots that could potentially be used as a Walmart store. With this demand of disrupting virgin terrain and constructing on this land, destroys the potential natural environment and leaves the unoccupied stores to sit there, unused."

Response: See Response to Comment WOODS-1.

Response to Comment RITTER-6

The commentor states that "this Super Walmart claims that it is expected to create 206 new jobs and provide 436 jobs. However, there is a need to look at where these jobs will be coming from. Are they the workers who lost their job at one of Redlands' local businesses because a Super Walmart came in and absorbed all of Redlands' business? Although this project will create 206 new jobs, we need to focus on how many jobs will be lost from other businesses, local or not."

Response: Please see Response to Comment GUZMAN 2 regarding comments associated with economic impacts. Although the opinions regarding the merits of the proposed project reflected in this comment will be taken into consideration by City of Redlands decision-makers, this comment does not specifically address the adequacy of the environmental analysis contained in Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088).

Response to Comment RITTER-7

The commentor states that "what will happen to all the people working for the current Walmart? In the Environmental Impact Report, it states that 230 of the existing Walmart jobs will be moved to the new Super Walmart, but there is no information on the current number of employees at the current

Walmart, leading to the question of are all of the current employees going to be transferred to the new store and will they be paid with the same wages and have the same benefits."

Response: Please see Response to Comment GUZMAN 2 regarding comments associated with economic impacts. Although the opinions regarding the merits of the proposed project reflected in this comment will be taken into consideration by City of Redlands decision-makers, this comment does not specifically address the adequacy of the environmental analysis contained in Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088).

Response to Comment RITTER-8

The commentor states that "having a Super Walmart takes away the opportunity for business in many different types of stores, such as food, tire & repair shops, garden centers, liquor stores, paint stores, chemical stores, pharmacies, storage units, photo stores, banks, arcades, and many more. All of these will be directly affected with the addition of a Super Walmart."

Response: Please see Response to Comment GUZMAN 2 regarding comments associated with economic impacts. Although the opinions regarding the merits of the proposed project reflected in this comment will be taken into consideration by City of Redlands decision-makers, this comment does not specifically address the adequacy of the environmental analysis contained in Draft EIR, and no further response is required. (See State CEQA Guidelines, § 15088).

Response to Comment RITTER-9

The commentor provides closing remarks and no response is required. (See State CEQA Guidelines, § 15088).

Stephen Chapman
1368 Prospect Dr
Redlands, CA 92373
chapmansd@verizon.net

01/17/2012

Robert D. Dalquest, AICP
City of Redlands
Development Services Department, Planning Division

Re: Redlands Crossing draft EIR

In the **Aesthetics section**, pages 3.1-21 and on, the report states the (proposed) Lot 11 is not part of the development, and at the same time it is a project buffer, and therefore a major feature of the project. There is to be grading and making of a berm and building of a block wall and planting of trees (along Karon St), but somehow this 9.16 acres is proposed to be not part of the project, and further detail is not described in the EIR.

It is obvious that Lot 11 is part of the project, and it ought to be described regarding tree and shrub cover, water management for both irrigation and storm water runoff, pedestrian walks, lighting, and such. The EIR only indicates that the required minimum treatment will be given adjacent to Karon St., in accordance with EVCSP, and what of the other eight or so acres? More information should be provided in the EIR so as to clarify that proper development is being proposed, even if it not planned to be the final development of the parcel. 1

Further, the visual impacts of the planned project, as described on page 3.1-21, are not described as high quality design, and as such cannot be considered as an improvement or even a neutral change. The aesthetic quality desired for Redlands, and even specifically called out in the East Valley Corridor specific plan, requires design of high or highest quality. The quality of the view will be damaged by the project as designed, and a better use would be to return it as much as possible to a natural state. The aesthetic design element is insufficient in distinctive high quality. 2

The idea that the design of the project is "intended to provide a visually appealing commercial retail development that attracts potential customers" is inadequate for Redlands residents and stakeholders who care about the quality of the Redlands installed base. Everything that is built, remodeled, rebuilt or added becomes part of the installed base, and as such will be what we take (or send) into the future. It is important that the design not be at a lowest possible acceptable level, but rather at a high quality that will be enjoyed for many decades and longer into the future.

In the **Hazards and Hazardous Materials** section on page 3.7-16 there is a statement that "The Project site is, however, located approximately 1.86 miles northwest of the SBD." That does not agree with other location information in the report. It also says later that "The width of SBD Airport's northeast to southwest facing runway is 10,000' x 200' (3,408 x 61 meters) and approximately 11,000 feet in length." There is a discrepancy in the the statement, and something is in error. This should be rectified, and not contain ambiguous information. 3

In the draft EIR document **Land Use and Planning** section on page 3.9-2, there is a statement regarding SCAG Compass Plan.

> ***SCAG Compass Plan***
> The SCAG has recently adopted its "Compass Plan" to monitor and manage regional growth. This plan identifies a "2 Percent Strategy" that attempts to concentrate just two percent increase of new growth near freeways and transit routes to help reduce regional congestion.
>
> This "Compass Growth Vision" incorporates four goals: 1) focus growth in existing and emerging centers and along major transportation corridors; 2) create significant areas of mixed-use development and walkable communities; 3) target growth around existing and planned transit stations; and 4) preserve existing open space and stable residential areas.

There is no analysis in the report regarding the SCAG Compass Plan. It would seem that the Project would be in violation of the plan. Please provide analysis of the Project vis-a-vis the SCAG Compass Plan

Further, in table 3.9-1:Analysis of Consistency with Applicable General Plan Policies, the result showing "consistency" with the goals of the plans' policies are questionable regarding the quality of development and jobs generated. 4

In the draft EIR document **Population and Housing** section on page 3.12-4, there is a statement regarding SCAG Compass Plan.

> ***SCAG Compass Plan***
> The SCAG has recently adopted its "Compass Plan" to monitor and manage regional growth. This plan identifies a "2 Percent Strategy" that attempts to concentrate just two percent increase of new growth near freeways and transit routes to help reduce regional congestion.
>
> This "Compass Growth Vision" incorporates four goals: 1) focus growth in existing and emerging centers and along major transportation corridors; 2) create significant areas of mixed-use development and walkable communities; 3) target growth around existing and planned transit stations; and 4) preserve existing open space and stable residential areas.

There is a further statement that "A Notice of Preparation (NOP) comment letter was provided by SCAG on September 11, 2007. SCAG determined that the Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206)." If the SCAG Compass Plan is recently adopted, and the NOP comment letter from SCAG was produced in 2007, then it seems that the NOP comment preceded the policy that is set by the SCAG Compass Plan. It is questionable whether the comment letter is pertinent to the agency's current policy. Please provide a current comment from SCAG regarding the significance of the Redlands Crossing project.

Further, in the discussion of housing units, regarding availability of housing, there is no discussion of the housing affordability for the new employees projected by the EIR. Given the statement in the EIR that the new jobs added by the Project will be predominately entry-level (near minimum wage) jobs, it is likely that the new employees will not find affordable housing in the near vicinity. This would probably mean that new employees will be living farther away, and driving distances for employees would be increased, and consequently increasing auto traffic and air pollution. Please provide analysis of expected employee housing options at the typical entry level wage scale. 5

Further, in Table 3.12-3: Project Consistency with SCAG Regional Growth Principles, the statements in the Consistency with Project column are overly generous to the Project. Under **Principle 1: Improve mobility for all residents,** there is no mention of the facts and conclusions noted elsewhere in the report that traffic congestion and delay will be much worse, and intolerable according to the level of

5 CONT

service specification from the Redlands General Plan.

Under **Principle 3: Enable Prosperity for all people**, the report finds the Project consistent with "Support educational opportunities that promote balanced growth" due to "design features" that do not have anything to do with education opportunities or balanced growth. There is no detectable correspondence between educational opportunities that promote balanced growth and the conclusion in the report that the result will be consistent.

> **Consistent:** The Redlands Crossing Center will implement as design features Energy Efficiency Electricity, Natural Gas, Water Conservation, Waste Reduction, Reduction in Travel Lengths, and Alternative Transportation, which will help to support educational opportunities and promote balanced growth.

6

Under **Principle 4: Promote sustainability for future generations,** the same conclusion is stated, and repeated, and does not mention that the the sustainability of our city, and our region, is not a concern of the Project, and is not the business model of the mega-corporation that builds and operates Walmart supercenters. Please provide evidence in the project plan that the Project will embody sustainability.

The section concludes (on page 3.12-10) "Therefore, implementation of the Project will is consistent with SCAG's Regional Growth Principles and will have a less than significant impact in regards to conflict with regional growth policies established by SCAG as they relate to population, housing, and employment in the Project area." This is a gross misstatement and misrepresentation of any rational interpretation of the principles of sustainability. Would such a conclusion have been derived from a current comment letter from SCAG? Please provide analysis regarding the Project in view of the SCAG Compass Plan.

Yours truly,
Stephen Chapman

Letter CHAPMAN. Stephen Chapman, 01/18/2012

Response to Comment CHAPMAN-1

The commentor states that "lot 11 is part of the project, and it ought to be described regarding tree and shrub cover, water management for both irrigation and storm water runoff, pedestrian walks, lighting, and such."

Response: As outlined within Section 2, Project Description, of the Draft EIR, Parcel 11 (totaling 9.16 acres), is located between the extension of New York Street and Karon Street, immediately east of the Project site, is under common ownership with the Project site. Activities in Parcel 11 will consist of off-site mass-grading and infrastructure improvements provided to support development of the Project site. Off-site improvements within this area include storm drain facility improvements related to the construction of New York Street, a block wall immediately to the West of Karon Street and mass-grading to "match" grade elevations between Karon Street and future New York Street. In addition, a landscape buffer will be located on the west side of Karon Street, which is part of the off-site improvements as proposed by the Project. This landscape buffer is a requirement of the East Valley Corridor Specific Plan and Concept Plan No.4 (CP4), in order to buffer the Project from the residences on the east side of Karon Street. Development of Parcel 11, beyond the activities described above, is not part of this Project, and is outside of the scope of this Environmental Impact Report.

Response to Comment CHAPMAN-2

The commentor states that the visual impacts of the project are not of high quality design, and as such cannot be considered as an improvement to the project site and area.

Response: As outlined within Section 3.1 of the Draft EIR, development of the Project would convert predominantly urban vacant land to commercial, retail and restaurant uses, substantially changing the aesthetic nature of the Project site. However, much of the site is disked on a regular basis and in a blighted condition from illegal dumping activities, and thus would not be considered scenic in nature. Therefore, the architectural features and landscaping designed for the Project are intended to provide a visually appealing commercial retail development that attracts potential customers. As such, it would be expected to enhance the aesthetics of the Project site.

Specifically, the Walmart store and surrounding out-parcel design is characterized as "California contemporary retail." Landscaping will be incorporated into the overall design that will comply with the standards set forth in the East Valley Corridor Specific Plan (EVCSP). The architectural features and landscaping design are intended to provide a visually appealing commercial retail development that would attract potential customers. Thus, the Project will produce a mixture of urban delights within the City. See Response to Comment SHAMP-3 for additional information regarding landscaping.

Additionally, development of the proposed Redlands Crossing Center will be of similar land uses, height and scale as the local commercial and retail centers located in close proximity to SR-210 and the Project site (i.e. Citrus Plaza and Home Depot Center). Less intensive uses (i.e., office) are designated within the 9.16 acres directly east of the Project site. According to Section EV4.0225 of the EVCSP (Compatibility Standards), permitted uses at Parcel 11 consist of Administrative Professional. Any future office buildings on the Parcel 11 are speculative at this time and are not part of the Project. However, future development within Parcel 11 will be required to be consistent with the EVCSP Compatibility Standards for Administrative Professional (AP) Zone. Given the presence of the existing commercial and retail centers, and the strategic placement of buildings on the Project site, the Project would not constitute a substantial change in the visual character of the Project area.

The Project also proposes to construct curbs and gutters with street lighting around the site. Construction of curbs and gutters will be consistent with the surrounding commercial uses and the policies found in the City's General Plan. According to the EVCSP Section EV3.0720 Development Standards, the Project abuts a Special Landscape Street (San Bernardino Avenue). The Project has been designed in conformance with setback and landscape requirements as outlined in Section EV4.0115 (a). Therefore, the Project will not result in a significant impact to aesthetics and no additional analysis is needed in this regard.

Response to Comment CHAPMAN-3

The commentor states that "in the Hazards and Hazardous Materials section on page 3.7-16 there is a statement that, "The Project site is, however, located approximately 1.86 miles northwest of the SBD." That does not agree with other location information in the report. It also says later that, "The width of SBD Airport's northeast to southwest facing runway is 10,000' x 200' (3,408 x 61 meters) and approximately 11,000 feet in length." There is a discrepancy in the statement, and something is in error. This should be rectified, and not contain ambiguous information."

Response: The commentor does not state where the other incorrect location information is located within the report. Thus, it is impossible to evaluate any potential claims in the context of evaluating the potential for location of the SBD airport to the project site. Again, the commentor does not provide references to what assumptions are incorrect regarding the runway discrepancy. Thus, it is impossible to evaluate any potential claims in the context of evaluating the potential for runway impacts. The City has reevaluated the data on this topic and finds no errors.

Response to Comment CHAPMAN-4

The commentor states that the Draft EIR has no evaluation of the SCAG's Compass Plan and is therefore in violation of the Plan.

Response: See Response to Comment ROGERS-2.

Response to Comment CHAPMAN-5

The commentor states that Project will be predominately entry-level (near minimum wage) jobs, and that it is likely that the new employees will not find affordable housing in the near vicinity.

Response: Response to Comment OMNITRANS-6.

Response to Comment CHAPMAN-6

The commentor states that the Project is inconsistent with SCAG Regional Growth Principles.

Response: See Response to Comment ROGERS-2.

STEPHEN W. ROGERS, P.E. CONSULTING
820 CHURCH ST. REDLANDS, CA 92374
PHONE: 909.556.1988 (CELL) EMAIL: STEVE_ROGERS@VERIZON.NET

January 18, 2012

City of Redlands
Development Services Department, Planning Division
210 East Citrus Avenue
Redlands, CA 92373
Attn: Robert D. Dalquest, AICP (e-mail: rdalquest@cityofredlands.org)

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR REDLANDS CROSSING CENTER (SC# 2007081111), dated 11/21/11**

Dear Mr. Dalquist:

The following comments are offered herewith, pertaining to the subject document, reserving the right, however, to make additional comments in writing, or during the public hearing process, when the project and associated entitlement applications are presented to the Redlands Planning Commission and City Council:

1. The project description as published with the original Notice of Availability (NOA) refers to applications for associated documents that have not been made available to the public for review at this time, and in conjunction with a review of the project DEIR; to include, but not be limited to: Super WalMart Conditional Use Permit (CUP) and Tentative Parcel Map. CEQA requires all associated entitlement applications needed for project approval be processed concurrently, and not to be processed in a piecemeal fashion. 1
2. The project with the proposed mitigation measures identified in the DEIR, is not compatible or consistent with the 2008 Regional Transportation Plan (RTP), the Draft 2012-2035 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) and Program Environmental Impact Report (PEIR), or the San Bernardino County Congestion Management Plan (CMP) and RTIP. Especially troubling is the response letter to the 2007 Project NOA from the Southern California Association of Governments (SCAG), dated September 11, 2007 indicating, "We have reviewed the Redlands Crossing, and have determined that the proposed project **is not regionally significant** per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206)." 2

2

3. The traffic study in the appendix, as prepared by Urban Crossroads for Michael Bradman Associates, is technically deficient and has not been properly prepared pursuant to the San Bernardino County Congestion Management Plan (CMP) Traffic Impact Analysis (TIA) standards and guidelines. See the attached "Exhibit A" listing regarding specific shortcomings and concerns. Especially troubling is the wording contained on page 17, under "Analysis Overview": "It should be noted that consistent with the requirements of Measure "I", formal compliance with the CMP traffic impact analysis guidelines is no longer required with the City's adoption of a development impact fee (DIF). 3

Exhibit A

The following clarifications are requested pertaining to the Traffic Impact Analysis (TIA) prepared by Urban Crossroads for the Redlands Crossing Center:

1) Reason why AM peak analysis was not completed (esp. considering proximity to Citrus Valley High School). A1

2) Tennessee St / Lugonia Avenue - disagree that there is room for WB right turn lane as the lane is only 20' wide for about 2 car lengths A2

3) Alabama Street / San Bernardino Avenue- disagree that there are 2 EB through lanes as the receiving lanes merge less than 125' from the intersection A3

4) Many of these intersections are close together. Was a coordinated analysis done to see if the traffic from one intersection would back up into another intersection? A4

5) Exhibit 3-1 The number of existing lanes on Lugonia Avenue is wrong in several locations. It nears to 1 lane eastbound in several places. Nowhere is it 4 lanes in each direction as noted between Alabama Street and Tennessee Street . If the author meant 4 lanes total, then it has 4 lanes in several locations that are shown on the exhibit as 2. A5

6) Table 3-2 It looks like the number of mainline freeway lanes includes auxiliary lanes and ramp lanes and they should not be included. The auxiliary lanes and ramps should be analyzed separately. Miles between the segments were not included so the density calculation could not be checked. A6

7) The traffic level of service on San Bernardino Ave. between Alabama Street and New York Street does not operate properly today. The project TIA should analyze how the 210 ramp/ San Bernardino Avenue signalized intersection area could be enhanced in order to operate appropriately with project traffic. A7

8) Did the improvements at the SR-210 and the San Bernardino Avenue Interchange area take into consideration the Caltrans 210 PSR dated April 2008? Both construction alternatives include realigning Tennessee Street between San Bernardino Avenue and Lugonia Avenue, and ramp improvements that impact the subject development project site. A8

9) Did the cumulative projects include the major development proposed in Highland east of Wabash Avenue? A9

10) Did the traffic study include any improvements anticipated under the Congestion Management Plan NEXUS program? A10

11) Page 6-1 indicates that the methods used for the 2013 traffic forecasts are discussed in Section 6. Where in Section 6 are they discussed? A11

12) Is East Valley Traffic Model the correct model to model this area? With number of project trips, why wasn't a model prepared for this project TIA. Since the 2030 without project volumes are based on 2030 model volumes less the project trips, this would assume the project was included in the 2030 EVTM. Was the Redlands Crossing (incl. Super WalMart) included in that model? A12

13) Who is reviewing the traffic study on behalf of the City of Redlands? A13

14) Is the choice of 2030 for the future year scenario appropriate? Should the analysis instead be based upon 2010 (current) traffic data and a future year scenario for 2035 (at least 20 years past proposed opening year 2013?) A14

Letter ROGERS. Stephen W. Rogers, 01/18/2012

Response to Comment ROGERS-1

The commentor states that the Notice of Availability refers to documents that were not made available to the public for review.

Response A copy of the Draft EIR and all documents referenced in the Draft EIR are on file were available to the public through the City of Redlands Development Services Department, Planning Division, located at 210 East Citrus Avenue, Redlands, CA 92373. Additional copies of the Draft EIR were available for review at the City of Redlands City Clerk's Office, located at 35 Cajon Street, Suite 4, and the A.K. Smiley Public Library, located at 125 W. Vine Street, Redlands, CA 92373. An electronic copy of the Draft EIR was also available on the City's website at: www.ci.redlands.ca.us.

The City of Redlands has primary governmental authority for the approval and supervision of the Project. As such, the City is the Lead Agency for this Project, as defined under the California Environmental Quality Act (CEQA), and is responsible for completing this Draft EIR, and assessing and disclosing the potential environmental consequences associated with Project implementation. Additional discretionary actions would also be required of other governmental entities. This Draft EIR is intended to serve as the CEQA compliance document for any necessary approvals by the City and other agencies.

The Project application will require a number of discretionary approvals and actions, including:

- Conditional Use Permit (CUP) of the Development Plan for the entire Project, including the Redlands Crossing Walmart (tire and lube facility, drive-thru garden center, and arcade) (Parcel 10).
- Individual CUP for future development of the following Parcels:
  - Convenience store with drive-thru, gas station, alcohol sales, and car wash (Parcel 1);
  - Three fast-food restaurants with drive-thru (Parcels 2, 8, and 9); and
  - One retail with drive-thru (Parcel 6).
- Planning Commission Review and Approval (CRA) for future development of the following Parcels:
  - Retail with no drive-thru (Parcels 3, 4, 5, and 7);
- Tentative and Final Parcel Map;
- Sign Plan Approval of a uniform sign program for the entire Project;
- Building and Grading Permits;
- Encroachment Permits (Sewer, Water, etc); and

- State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 waste Discharge Requirements (WDRS) for Discharges of Storm Water Runoff Associated with Construction Activity.

A number of other agencies in addition to the City of Redlands will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This Draft EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or to coordinate with other agencies, as part of Project implementation.

Pursuant to CEQA Guidelines § 15381, a responsible agency is defined as a public agency that proposes to carry out or approve a project, including all public agencies other than the lead agency, which have discretionary approval power over the project. The California Department of Transportation (Caltrans), has approval authority of the future expansion of the Interstate 10 (I-10) Freeway to include a high-occupancy vehicle (HOV) lane in each direction and the future widening of the State Route (SR-210) Freeway to include an additional mixed-flow lane and HOV lane in each direction.

Pursuant to CEQA Guidelines § 15386, a trustee agency is defined as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. The California Department of Fish and Game is a trustee agency for the Project because the Project has the potential to affect wildlife.

Generally, Responsible and Consulting Agencies may include, but are not limited to, the following:

- County of San Bernardino;
- California Department of Fish and Game (CDFG);
- California Department of Transportation (Caltrans);
- Santa Ana River Regional Water Quality Control Board (RWQCB); and
- South Coast Air Quality Management District (SCAQMD).

Response to Comment ROGERS-2

The commentor expresses concern that the Project is not consistent with the 2008 Regional Transportation Plan, the draft 2012-2035 Regional Transportation Plan or the Draft Sustainable Communities Strategy.

Response The commentor does not specify how the Project is not consistent with the 2008 Regional Transportation Plan (RTP), the Draft 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and Program Environmental Impact Report (Program EIR), or the San Bernardino County Congestion Management Plan (CMP) and RTIP. In addition, as outlined within Section 3.12 of the Draft EIR, SCAG provided a comment letter on the Project. The IGR section,

part of the Environmental Planning division of SCAG's Planning and Policy, is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. According to SCAG's NOP comment letter (See Appendix A for comment letter), SCAG determined that the Project is not regionally significant per SCAG IGR Criteria and CEQA Guidelines (Section 15206).

Response to Comment ROGERS-3

The traffic study in the appendix, as prepared by Urban Crossroads for Michael Brandman Associates, is technically deficient and has not been properly prepared pursuant to the San Bernardino County Congestion Management Plan (CMP) Traffic Impact Analysis (TIA) standards and guidelines. See attached "Exhibit A" listing regarding specific shortcomings and concerns. Especially troubling is the wording contained on Page 17, under "Analysis Overview": "It should be noted that consistent with the requirements of Measure "I", formal compliance with the CMP traffic impact analysis guidelines is no longer required with the City's adoption of a development impact fee (DIF).

Response: Responses to Appendix A follow. The reference to CMP TIA requirement deferral refers to the adoption of a regional component of the DIF to address cumulative impacts upon regional facilities within the jurisdiction. The City of Redlands complies with this requirement, which assures that regional impacts related to local development are adequately considered.

Response to Comment ROGERS Appendix A-1

Reason why AM Peak analysis was not completed (especially considering proximity to Citrus Valley High School).

Response: See Response to Comment ROGERS-1 and Response to Comment ROGERS-2.

Response to Comment ROGERS Appendix A-2

Tennessee St / Lugonia Avenue – disagree that there is room for a WB right turn lane as the lane is only 20' wide for about 3 car lengths

Response: The recommended mitigation measure was included for consideration. Mitigation measures and design standards will be determined through the project approval process.

Response to Comment ROGERS Appendix A-3

Alabama Street / San Bernardino Avenue – disagree that there are 2 EB through lanes as the receiving lanes merge less than 125 feet from the intersection.

Response: There are two eastbound through/approach lanes at this location. It is acknowledged that there is a merge in the eastbound direction following the intersection with Alabama Street; however, the intersection geometrics as listed in the report are correct and vehicles were observed using both eastbound lanes traveling through the intersection.

Response to Comment ROGERS Appendix A-4

Many of these intersections are close together. Was a coordinated analysis done to see if the traffic from one intersection would back up into another intersection?

Response: The traffic engineer assessed the traffic progression and vehicular queuing for the closely spaced intersections along San Bernardino Avenue and Tennessee Street in the immediate vicinity of the project site. The progression analysis was used to validate geometric improvement recommendations and to identify turn lane storage requirements at the site access driveways.

Response to Comment ROGERS Appendix A-5

Exhibit 3-1: The number of existing lanes on Lugonia Avenue is wrong in several locations. It nears to 1 lane eastbound in several places. Nowhere is it 4 lanes in each direction as noted between Alabama Street and Tennessee Street. If the commentor meant 4 lanes total, than it has 4 lanes in several locations that are on the exhibit as 2.

Response: Exhibit 3-1 is correct as noted for the segments of Lugonia Avenue between Alabama Street and Tennessee Street. However, there are some sections of Lugonia Avenue east of Church Street where the roadway does indeed widen to 4-lanes. Exhibit 3-1 has been corrected to more accurately reflect the current roadway conditions. Updates to Exhibit 3-1 do not alter any of the CEQA conclusions or impact determinations and do not constitute significant new information.

Response to Comment ROGERS Appendix A-6

Table 3-2. It looks like the number of mainline freeway lanes includes auxiliary lanes and ramp lanes and they should not be included. The auxiliary lanes and ramps should be analyzed separately. Miles between segments were not included so the density calculations could not be checked.

Response: The basic freeway segment analysis and the freeway ramp merge/diverge analysis have been prepared in accordance with the Highway Capacity Manual (HCM 2000), the Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002), along with typical input parameters as directed by Caltrans District 8.

Response to Comment ROGERS Appendix A-7

The traffic level of service on San Bernardino Avenue between Alabama Street and New York Street does not operate properly today. The project TIA should analyze how the 210 ramps/San Bernardino Avenue signalized intersection area could be enhanced in order to operate appropriately with project traffic.

Response: The traffic impact analysis prepared for this project assessed the ramp operations at the SR-210/San Bernardino Avenue interchange for Existing + Project, Opening Year (2013), and 2030 traffic conditions. Specific recommendations necessary to accommodate the increased traffic volumes associated with the proposed project and that of other planned development in the area along regional traffic growth was identified. The project will construct capacity enhancements to the San

Bernardino Avenue area, in the vicinity of the SR-210 Freeway interchange, as necessary to mitigate its direct impacts. In addition, through payment of fees, the project will address its fair share of the larger more complex traffic mitigation requirements necessary to address long-term cumulative traffic needs in the area.

Response to Comment ROGERS Appendix A-8

Did the improvements at the SR-210 and the San Bernardino Avenue interchange area take into consideration the Caltrans 210 PSR dated April 2008? Both construction alternatives including realigning Tennessee Street between San Bernardino Avenue and Lugonia Avenue, and ramp improvements that impact the subject development site.

Response: The PSR was reviewed but not integrated into the project analysis due to the conceptual nature of the Caltrans document. PSRs have a limited planning purpose and are not representative of a funded or environmentally cleared project that can responsibly be considered or assumed operational.

Response to Comment ROGERS Appendix A-9

Did the cumulative projects include major development proposed in Highland, east of Wabash Avenue?

Response: The cumulative project list was compiled based on project data as made available by the City of Redlands, City of Highland, City of San Bernardino and County of San Bernardino, and consistent with CEQA guidelines was based on the list of past, present and reasonably foreseeable projects as of the Notice of Preparation (NOP) in the Spring of 2009. Any potential development east of Wabash Avenue is speculative at this time.

Response to Comment ROGERS Appendix A-10

Did the traffic study include improvements anticipated under the Congestion Management Plan NEXUS program?

Response: The traffic study utilized a conservative approach to its assessment of potential traffic impacts in that it evaluated all future traffic scenarios against the existing (built) roadway network. If deficiencies were found, then mitigation measures were identified to improve capacity as necessary to meet each respective jurisdiction's level of service requirements. Future transportation improvement needs were then compared to local and regional fee programs to determine if the necessary improvements were planned as part of a pre-existing fee program. Part of complying with the Nexus program requirements includes incorporating the Nexus program improvements into the local City fee program. Non-program improvement needs were also identified, and assigned a fair share component based on the project's contribution to the growth in traffic over time. Therefore, improvements included in the Nexus program have been considered.

Response to Comment ROGERS Appendix A-11

Page 6-1 indicates that the methods used for the 2013 traffic forecasts are discussed in Section 6. Where in Section 6 are they discussed?

Response: A discussion of the methods used to develop Opening Year (2013) traffic forecasts are discussed in Section 4.3 of the traffic report.

Response to Comment ROGERS Appendix A-12

Is East Valley Traffic Model the correct model to model this area? With number of project trips, why wasn't a model prepared for this project TIA. Since the 2030 without project volumes are based on 2030 model volumes less the project trips, this would assume the project was included in the 2030 EVTM. Was the Redlands Crossing (including Super WalMart) included in that model?

Response: A detailed discussion regarding the appropriateness of the EVTM model for use in this study, along with a detailed description of the forecast methods and procedures used to develop the study traffic forecasts for horizon year traffic conditions is included in Section 2.4.1 of the traffic impact analysis. The EVTM model was updated to specifically include the Redlands Crossing project (inclusive of the Walmart project). A "select zone" model run was performed to determine the site's anticipated trip distribution patterns. In an effort to overstate as opposed to understate the potential impacts associated with the proposed project, the project traffic was manually subtracted from the 2030 with Project forecasts as opposed to using the 2030 without Project model forecasts.

Response to Comment ROGERS Appendix A-13

Who is reviewing the traffic study on behalf of the City of Redlands?

Response: The study was prepared on behalf of the City of Redlands and is reviewed by City of Redlands staff.

Response to Comment ROGERS Appendix A-14

Is the choice of 2030 for the future year scenario appropriate? Should the analysis instead be based upon 2010 (current) traffic data and a future year scenario for 2035 (at least 20 years past proposed opening year 2013)?

Response: See Response to Comment DPW-2.

Jan 18, 2012

Robert Dalquest
City of Redlands

Dear Mr. Dalquest,

I am writing to comment on the EIR for the proposed Walmart Super Store here in Redlands. There are many aspects of this proposal I could comment upon, including the traffic congestion, loss of jobs, and many exploitive practices engaged in by Walmart. In reviewing the EIR one statement I would like to call to your attention is the following: According to the Land Use Element of the City of Redlands General Plan, an important goal is to:

Promote high quality development in the East Valley Corridor (EVC) by protecting and enhancing existing amenities in the area, creating an identifiable community character, and adopting development standards and guidelines to ensure aesthetically pleasing design and maximum land use compatibility.

A giant box store such as a Super Walmart does not create an identifiable community character; all Walmarts look alike and they are all ugly. They are not aesthetically pleasing and I see no way in which such a store can do anything to protect or enhance existing amenities in the area. Such stores tend to drive local businesses out, thus reducing the identifiable character of the area and reducing revenues that would otherwise stay in the City. 1

I have lived in this city for 26 years and I love the character of Redlands. I never shop in Walmarts because I know that they exploit workers here and through manufacture of their products abroad, they exploit workers in China as well. When the Walmart goes out of business and leaves us with a giant empty warehouse, how will that be for the character of Redlands? Please, do not approve this plan. We don't need a Walmart!

Sincerely,

Susan Finsen

Susan Finsen Ph.D.
31328 Alta Vista Dr
Redlands, CA 92373

Letter FINSEN. Susan Finsen Ph.D., 01/18/2012

Response to Comment FINSEN-1

The comment expresses the commentor's opinion that the proposed project should not be approved. In addition, the commentor identifies social and economic impacts.

Response: See Response to Comment GUZMAN2. Although the opinions of the commentor regarding the merits of the project expressed in this comment will be taken into consideration by City of Redlands decision-makers, no specific deficiencies in the environmental analysis are identified in the comment, and no further response is required. (See State CEQA Guidelines, § 15088.)

From: Vicki Johnston [mailto:vjohnston1953@hotmail.com]
Sent: Monday, January 16, 2012 10:30 AM
To: rdalquest@cityofredlans.org
Cc: City Council
Subject: Wal-mart scham

I grew up in the South were I experienced the damage that Wal-Mart caused. Abandoned buildings decaying, vagrants hanging around begging , overnight parking.
Crime increased in neighborhoods in close proximity, I feel for my safety and our children.
They promise officials that economically it will provide jobs, they will welch on their promises and the congestion will require more security, tying up our officers from more important issues.
My daughter, several family members & I worked for them experiencing the treatment of the employees, all they wanted was a body to help their profit hungry cause.

1

Letter JOHNSTON. Vicki Johnston, 01/16/2012

Response to Comment JOHNSTON-1

The comment expresses concerns regarding urban decay, and police protection.

Response: Impacts associated with urban decay and police protection are discussed in Draft EIR Sections 3.18, and 3.13, respectively. Although the opinions of the commentor regarding the merits of the project expressed in this comment will be taken into consideration by City of Redlands decision-makers, no specific deficiencies in the environmental analysis are identified in the comment, and no further response is required. (See State CEQA Guidelines, § 15088.)

January 17, 2012

Oscar Orci
Community Development Director
City of Redlands
P.O. Box 3005
Redlands, CA 92373

Re: Comments the Draft Environmental Impact Report (DEIR) for the Wal Mart project.

The following impacts are neither adequately addressed nor mitigated to a level below significance by the findings of this DEIR:

Air Quality: The DEIR estimated market area and the number of vehicles from a distance will create significant increases in carbon dioxide, ozone and particulate (PM 10) emissions that cannot be mitigated below a level of significance and is not adequately addressed. 1

Economic Blight: The addition of another major competitor in the area's grocery business has not been evaluated for its impact on market share or potential for market closings in a currently highly competitive environment. Definitive studies have found that super Wal Marts, rather than creating jobs result in the loss of 1.4 jobs for every 1.0 job created. This DEIR fails to address this impact of potentially empty, blighted buildings or the economic impact of job loss on the community. 2

Climate Change: The DEIR projected increase of carbon dioxide emissions resulting from the additional automobile and truck traffic to and from the project cannot be fully mitigated below a level of significance. 3

Light and Glare: The DEIR proposed mitigating measures for the reduction of light and glare are wholly inadequate to reduce their impact below a level of significance on the residential neighborhoods abutting the project. 4

Noise: The increase above the 60 dBA (50 dBA night) general plan standard for residential neighborhoods cannot be mitigated below a level of significance for the neighboring residential area in the hours from 10:00 PM to 7:00 AM and is not adequately addressed in this DEIR. 5

Traffic: The DEIR traffic model fails to adequately address the project's impacts on the intersections of San Bernardino and Tennessee, San Bernardino and Orange, Tennessee and Colton and Tennessee and Redlands Blvd., especially during the hours of the beginning and ending of activities at Citrus Valley High School, as well as the impact on commuting traffic on those streets. 6

Cumulative: This DEIR fails to address the potential increases in environmental impacts, especially traffic, as a result of the development of the commercially zoned properties north of San Bernardino Avenue and east of 210 as well as the further development of the CSA 110 area to the west. 7

William E. Cunningham
421 San Timoteo Cyn. Rd.
Redlands, CA 92373

Letter CUNNINGHAM. William Cunningham, 01/17/2012

Response to Comment CUNNINGHAM-1

The comment indicates that operation of the proposed project would result in a cumulatively significant impact to air quality even after mitigation.

Response: The commentor correctly indicates that the operation of the proposed project would result in a cumulatively significant impact to air quality even after mitigation because of the exceedances of the SCAQMD's regional emission thresholds for VOC, NOx, CO, and PM10. This issue is thoroughly analyzed in the impact analysis for Impact AQ-3, in Section 3.3 of the Draft EIR. Mitigation Measures AQ-5, AQ-7, AQ-8, AQ-9, AQ-10, AQ-11, and T-6a are identified in order to reduce the severity of this impact, however the analysis identifies that no feasible mitigation measures are available to reduce this impact to less than significant. The comment does not provide any specific deficiency regarding the analysis for this issue area, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment CUNNINGHAM-2

The comment indicates that the potential project would result in an impact to market share or potential for market closings for existing businesses in the project area.

Response: Please see Response to Comment GUZMAN 2. Analysis of Economic and social impacts are not required under CEQA, unless such impacts would directly result in physical environmental impacts, such as urban decay/blight. Impacts associated with urban decay are discussed in section 3.18 of the Draft EIR.

Response to Comment CUNNINGHAM-3

The comment indicates that the project would result in an increase in CO_2 emissions during operation of the project site.

Response: The comment accurately indicates that the project would result in an increase in CO2 emissions during operation of the project site. However, impacts associated with greenhouse gas emissions are analyzed in Section 3.17 of the Draft EIR. Contrary to the comment, no significant impacts associated with greenhouse gas emissions were identified in Section 3.17. The comment does not provide any specific deficiency related to this analysis, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment CUNNINGHAM-4

Light and glare impacts are discussed in Section 3.1 of the Draft EIR. The comment indicates that the mitigation measure identified to reduce the potential impact associated with nighttime lighting is inadequate to mitigation the impact.

Response: Mitigation Measure AES-4 would include the submittal of a photometric plan to the City for review and approval, which would include various measures intended to reduce the nighttime lighting emanating from the site during operation. Implementation of this measure would require the City of Redlands to review the lighting configuration and lighting types to ensure that this impact would be fully mitigated. The comment does not provide a specific deficiency regarding the adequacy of this mitigation measure to reduce the level of significance of the impact identified, and no further response is required. (See State CEQA Guidelines, § 15088.)

Response to Comment CUNNINGHAM-5

The comment indicates that a significant and unavoidable impact would occur associated with operational and/or construction noise between the nighttime hours of 10:00PM and 7:00AM.

Response: Impacts associated with noise are fully evaluated in Section 3.11 of the Draft EIR. Operational noise impacts were identified as less than significant, and no mitigation measures were required. During construction, a potentially significant temporary noise impact was identified. Mitigation Measure N-1 would be implemented, that would prohibit nighttime construction at the site. In addition, construction of the Project would not take place between the hours of 10:00PM and 7:00AM (Consistent with the City of Redlands Municipal Code Section 8.06.090 Noise Disturbances Prohibited). Therefore, with the implementation of Mitigation Measure N-1, no significant noise impacts would occur, and the comment does not accurately reflect the results of the noise analysis provided in the Draft EIR. No specific deficiencies in the impact analysis for noise are identified in the comment and no further response is required.

Response to Comment CUNNINGHAM-6

The commentor identifies that traffic impacts for certain intersections were not adequately addressed.

Response: Traffic impacts are discussed in Section 3.15 of the Draft EIR. As provided in the impact analysis for Impact T-1, impacts were evaluated at each of the intersections that the commentor identified (see, “Study Area Intersections” beginning on page 3.15-14 of the Draft EIR), and along roadway segments for those streets. This impact analysis included a peak hour evaluation, for both weekdays and weekends and took into account background traffic concentrations, including traffic from Citrus Valley High School. Therefore, impacts associated with traffic at these intersections and roadways were properly evaluated and no additional analysis is required.

Further, each of the intersections listed was analyzed and addressed in the TIA (note: the intersection of San Bernardino Avenue / Tennessee Street is listed as SR-210 Westbound Ramps & San Bernardino Avenue in the TIA). In consultation with City staff, the weekday PM and weekend mid-day peak hours were assessed as part of the TIA. It could be assumed that the traffic impacts and the mitigation measures recommended to address each of the identified traffic impacts during the weekday PM and weekend mid-day peak hours would far exceed any traffic impacts and mitigation measures identified during the weekday AM peak hour as the traffic on the adjacent street and the

traffic generated by the proposed Project are the greatest during the weekday PM and weekend mid-day peak hours.

Response to Comment CUNNINGHAM-7

The comment indicates that the cumulative impact evaluated contained in Section 4 of the Draft EIR does not take into consideration certain cumulative projects identified as the "development of the commercially zoned properties north of San Bernardino Avenue and east of [I-210] as well as the further development of the CSA 110 area to the west."

Response: The cumulative development projects included in this analysis were compiled based on numerous consultations with multiple jurisdictions, including the City of Redlands, County of San Bernardino, City of Highland and the City of Loma Linda. At the time of study preparation, it was determined by the City of Redlands (as well as the City of Highland and the City of Loma Linda) that the list of cumulative projects was considered reasonably conservative.

The comprehensive list of cumulative development projects was compiled by the Lead Agency (City of Redlands) at the time of study preparation (summer of 2010) approximately one year after the date of the project Notice of Preparation (NOP) (spring of 2009). In other words, the list used in this environmental document could be considered overly inclusive in that it was compiled at the time of study preparation, which was well after the date of the project's NOP. In addition, it would seem unreasonable to suggest that the environmental document is somehow inadequate because it does not consider newly identified future projects that were unknown at the time of study preparation. Finally, the time and complexity of updating an environmental document for a large project of this size would likely result in a never ending loop of document updates to then reflect the constantly evolving list of past, present, and foreseeable projects that materialize in the real world.

FORM Letter - 1

January 17, 2012

Robert Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
P. O. Box 3005
Redlands, CA 92373

Re: Opposition to the relocation of WalMart.

Mr. Dalquest,

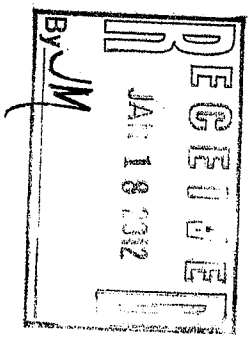
This letter is to express my **opposition** to the proposed "Super WalMart". It is unconscionable the citizens of Redlands be held hostage by a corporation proposing to relocate, when they already occupy a location in Redlands.

The traffic congestion has already become a problem in the proposed relocation area with the construction of the "Citrus Plaza," "Redlands Town Center" and the new "Citrus Valley High School". Another area of concern is the increased transient and criminal element that has reared its head for this proposed area. We do not need or want a Super WalMart in the proposed relocation area. There is nothing "Super" about WalMart!

Sincerely,

Ann M. Memmott
Registered Voter

Memmott
1413 Frances St.
Redlands, Ca
92374



Robert Dalquest
City of Redlands
Dev. Services Department
P.O. Box 3005
Redlands, Ca
92373

January 17, 2012

Robert Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
P. O. Box 3005
Redlands, CA 92373

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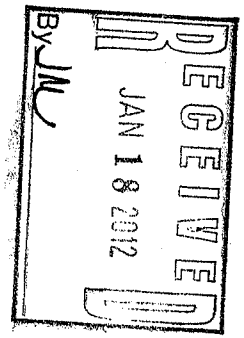
Sincerely,

Daniel Bradshaw
Registered Voter

Daniel Bradshaw
1663 E. Brockton
Redlands, Ca
92374



Robert Dalquest
City of Redlands
Development Services Department
P.O. Box 3005
Redlands Ca 92373

Robert Dalquest, AICP

City of Redlands

Development Services Department, Planning Division

P.O. Box 3005

Redlands, CA 92373

January 17, 2012

Mr. Dalquest,

This letter is to inform you that I'm in **opposition** of the proposed "Super WalMart". Redlands already has a WalMart and a Super WalMart is not needed.

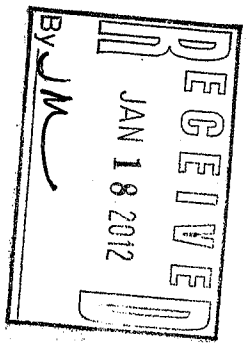
Traffic congestion is already a problem with the "Citrus Plaza" and the new high school "Citrus Valley." You should consider using available land west of the 210 freeway. I do not need or want a Super Walmart in my backyard, would you?

Thank You,

Dennis R. Kelsey

Dennis R. Kelsey

Dennis Kelsey
1408 Frances St
Redlands. Ca
92374



Robert Dalquest
City of Redlands
Development Services Dept.
PO BX 3005
Redlands. Ca 92373

January 17, 2012

Robert Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
P. O. Box 3005
Redlands, CA 92373

Re: Opposition to the relocation of WalMart.

Mr. Dalquest,

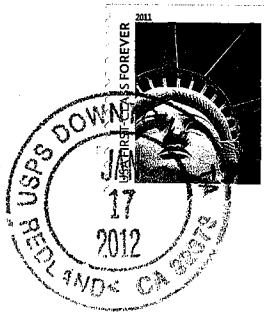
This letter is to express my **opposition** to the proposed "Super WalMart". It is unconscionable the citizens of Redlands be held hostage by a corporation proposing to relocate, when they already occupy a location in Redlands.

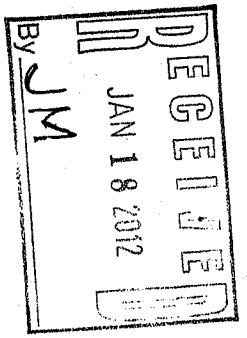
The traffic congestion has already become a problem in the proposed relocation area with the construction of the "Citrus Plaza," "Redlands Town Center" and the new "Citrus Valley High School". Another area of concern is the increased transient and criminal element that has reared its head for this proposed area. We do not need or want a Super WalMart in the proposed relocation area. There is nothing "Super" about WalMart!

Sincerely,

Jan C. Memmott
Registered Voter

Memmott
1413 France St
Redlands, Ca
92374





Robert Dalquest
City of Redlands
P.O. Box 3005
Redlands, Ca
92373

January 17, 2012

Robert Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
P. O. Box 3005
Redlands, CA 92373

Re: Opposition to the relocation of WalMart.

Mr. Dalquest,

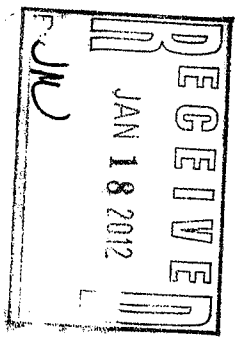
This letter is to express my **opposition** to the proposed "Super WalMart". It is unconscionable the citizens of Redlands be held hostage by a corporation proposing to relocate, when they already occupy a location in Redlands.

The traffic congestion has already become a problem in the proposed relocation area with the construction of the "Citrus Plaza," "Redlands Town Center" and the new "Citrus Valley High School". Another area of concern is the increased transient and criminal element that has reared its head for this proposed area. We do not need or want a Super WalMart in the proposed relocation area. There is nothing "Super" about WalMart!

Sincerely,

Janiece Bradshaw
Registered Voter

Jamie Bradshaw
1663 E. Brockton
Redlands, Ca
92374



Robert Dalquest
City of Redlands
Development Service Department
P.O. Box 3005
Redlands, Ca
92373

Robert Dalquest, AICP

City of Redlands

Development Services Department, Planning Division

P.O. Box 3005

Redlands, CA 92373

January 17, 2012

Mr. Dalquest,

This letter is to inform you that I'm in **opposition** of the " Super Wal-mart" that is proposed to be built on the north side of town, San Bernardino & Tennessee.

We already have a Wal-Mart on Redlands Blvd. We absolutely do not need a Super Wal-Mart. The traffic on San Bernardino Ave. and surrounding streets that leads to Citrus Valley High School is horrendous!!!

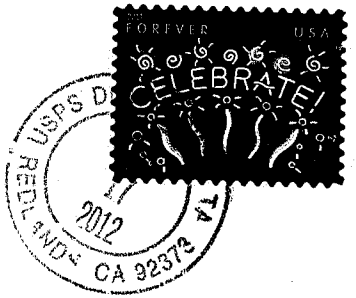
There definitely would be a traffic problem if the Super Wal-mart were to be built at the location noted above.

Sincerely,

Linda Kelsey

Linda G. Kelsey

Linda Kelsey
1408 Frances St
Redlands, Ca
92374



Robert Dalquest
City of Redlands
Development Services Department
P.O. Box 3005
Redlands, Ca 92373

January 17, 2012

Robert Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
P. O. Box 3005
Redlands, CA 92373

Re: Opposition to the relocation of WalMart.

Mr. Dalquest,

This letter is to express my **opposition** to the proposed "Super WalMart". It is unconscionable the citizens of Redlands be held hostage by a corporation proposing to relocate, when they already occupy a location in Redlands.

The traffic congestion has already become a problem in the proposed relocation area with the construction of the "Citrus Plaza," "Redlands Town Center" and the new "Citrus Valley High School". Another area of concern is the increased transient and criminal element that has reared its head for this proposed area. We do not need or want a Super WalMart in the proposed relocation area. There is nothing "Super" about WalMart!

Sincerely,

Robert Scoggins
Registered Voter

Robert Scoggins
1409 Frances St.
Redlands, Ca
92374

USPS DOWN
REDLANDS CA 92374
JAN 17 2012

Robert Dalquest
City of Redlands
Development Services Department
P.O. Box 3005
Redlands, Ca 92373

RECEIVED
JAN 18 2012
By JM

January 17, 2012

Robert Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
P. O. Box 3005
Redlands, CA 92373

Re: Opposition to the relocation of WalMart.

Mr. Dalquest,

This letter is to express my **opposition** to the proposed "Super WalMart". It is unconscionable the citizens of Redlands be held hostage by a corporation proposing to relocate, when they already occupy a location in Redlands.

The traffic congestion has already become a problem in the proposed relocation area with the construction of the "Citrus Plaza," "Redlands Town Center" and the new "Citrus Valley High School". Another area of concern is the increased transient and criminal element that has reared its head for this proposed area. We do not need or want a Super WalMart in the proposed relocation area. There is nothing "Super" about WalMart!

Sincerely,

Sharon Scoggins

Sharon Scoggins
Registered Voter

Sharon Scoggins
1409 Frances St.
Redlands, Ca
92374

Robert Dalquest
City of Redlands
Development Services Department
P.O. Box 3005
Redlands, Ca 92373

FORM Letter - 1

Letter FORM LETTER 1. FORM Letter - 1, 01/17/2012

Response to Comment FORM LETTER 1-1

The above comments are in a FORM letter format. The Following response applies to each of the commenting individuals who signed and submitted the FORM letter. There are 94 existing homes in the subdivision in northwest Redlands comprising Ohio, Lemonwood, Live Oak, Webster, Ruby, Emerald, and Columbia Street. All these homes funnel out onto Columbia St. (the only egress) and then onto either Lugonia Ave. to the south or onto Pennsylvania Ave. to the north. Considering that most homeowners have 2 cars per family, there are some 200 vehicles currently seeking to merge onto Lugonia Ave. Turning onto Lugonia (especially eastbound) is currently very difficult given the heavy flow of traffic. Moreover, the 71-unit two-story senior apartment complex will open soon on Ohio St. Construction is already well underway. This apartment complex additionally egresses solely onto Columbia St. This will soon mean that an estimated total of approximately 300 vehicles will worsen an already existing traffic problem. This figure surely must exceed the established Traffic Code for compliance. There is currently a stop sign at the south point on Columbia Street. A three-way stop sign or traffic signal is needed at the Columbia St./Lugonia Ave. Juncture.

Response: Please see Response to Comment CASTINO-1.

FORM Letter - 2

Signatures

Three-Way Stop at Lugonia Ave. and Columbia Street

Background:

There are 94 existing homes in the subdivision in northwest Redlands comprising Ohio, Lemonwood, Live Oak, Webster, Ruby, Emerald, and Columbia Streets. All these homes funnel out onto Columbia St. (the only egress) and then onto either Lugonia Ave. to the south or onto Pennsylvania Ave. to the north. Considering that most homeowners have 2 cars per family, there are some 200 vehicles currently seeking to merge onto Lugonia Ave. Turning onto Lugonia (especially eastbound) is currently very difficult given the heavy flow of traffic. Moreover, the 71-unit two-story senior apartment complex will open soon on Ohio St. Construction is already well underway. This apartment complex additionally egresses solely onto Columbia St. This will soon mean that an estimated total of approximately 300 vehicles will worsen an already existing traffic problem. This figure surely must exceed the established Traffic Code for compliance. There is currently a stop sign at the south point on Columbia Street. A three-way stop sign or traffic signal is needed at the Columbia St./Lugonia Ave. juncture.

We, the undersigned, are asking that either a traffic signal or three-way stop sign be installed at the Columbia St. intersection at Lugonia Ave.

Name: Velma George
Address: 511 Ruby Ave Signature: Velma George

Name: Sid Ilgen
Address: Signature: Sid Ilgen

Name: Vicente Flores
Address: 1307 Columbia St Signature: Vicente Flores

Name: Charles Nieto
Address: 510 Ruby St Signature: Charles Nieto

Name: JOHN WALKER
Address: 321 RUBY AVE Signature: John Walker

Name: Noella BARB
Address: 316 EMERALD AVE Signature: N Barb

Name: LANDRY BARB
Address: 316 EMERALD AVE Signature: L. Barb

Name: Laurie Trammel
Address: 404 Emerald Ave Signature: L Trammel

Three-Way Stop at Lugonia Ave. and Columbia Street

Signatures

Background:

There are 94 existing homes in the subdivision in northwest Redlands comprising Ohio, Lemonwood, Live Oak, Webster, Ruby, Emerald, and Columbia Streets. All these homes funnel out onto Columbia St. (the only egress) and then onto either Lugonia Ave. to the south or onto Pennsylvania Ave. to the north. Considering that most homeowners have 2 cars per family, there are some 200 vehicles currently seeking to merge onto Lugonia Ave. Turning onto Lugonia (especially eastbound) is currently very difficult given the heavy flow of traffic. Moreover, the 71-unit two-story senior apartment complex will open soon on Ohio St. Construction is already well underway. This apartment complex additionally egresses solely onto Columbia St. This will soon mean that an estimated total of approximately 300 vehicles will worsen an already existing traffic problem. This figure surely must exceed the established Traffic Code for compliance. There is currently a stop sign at the south point on Columbia Street. A three-way stop sign or traffic signal is needed at the Columbia St./Lugonia Ave. juncture.

We, the undersigned, are asking that either a traffic signal or three-way stop sign be installed at the Columbia St. intersection at Lugonia Ave.

Name: Gloria Cannell
Address: 1423 Columbia St Signature: Gloria Cannell

Name: Amy McGuire
Address: 1323 Columbia Signature: Amy McGuire

Name: Justin McGuire
Address: 1323 Columbia Signature:

Name: William Greene
Address: 1319 Columbia St Signature:

Name: ~~1318 Columbia St.~~ Tony Rivera
Address: 1318 Columbia St. Signature:

Name: Marie Lope
Address: 1315 Columbia St Signature: Marie Lope

Name: Rolando Varilla
Address: 306 Ruby Ave Signature: Roland Varilla

Name: Rita Castro
Address: 1420 Columbia St Signature:

Three-Way Stop at Lugonia Ave. and Columbia Street

Signatures

Background:

There are 94 existing homes in the subdivision in northwest Redlands comprising Ohio, Lemonwood, Live Oak, Webster, Ruby, Emerald, and Columbia Streets. All these homes funnel out onto Columbia St. (the only egress) and then onto either Lugonia Ave. to the south or onto Pennsylvania Ave. to the north. Considering that most homeowners have 2 cars per family, there are some 200 vehicles currently seeking to merge onto Lugonia Ave. Turning onto Lugonia (especially eastbound) is currently very difficult given the heavy flow of traffic. Moreover, the 71-unit two-story senior apartment complex will open soon on Ohio St. Construction is already well underway. This apartment complex additionally egresses solely onto Columbia St. This will soon mean that an estimated total of approximately 300 vehicles will worsen an already existing traffic problem. This figure surely must exceed the established Traffic Code for compliance. There is currently a stop sign at the south point on Columbia Street. A three-way stop sign or traffic signal is needed at the Columbia St./Lugonia Ave. juncture.

We, the undersigned, are asking that either a traffic signal or three-way stop sign be installed at the Columbia St. intersection at Lugonia Ave.

Name: William J Tremmel JR
Address: 404 Emerald AVE Signature: William J Tremmel JR

Name: ROBERT LOPEZ
Address: 1411 Columbia St. Signature: Robert Lopez

Name: Antonio Madrid
Address: 403 Ruby Ave. Signature: Antonio Madrid

Name: Anna Maria Lemos
Address: 1308 Live Oak Court Signature: Anna Maria Lemos

Name: Kelly Kiemele
Address: 1392 Live OAK Court Signature: Kelly Kiemele

Name: BEN FINNIGAN
Address: 1320 Live OAK Court Signature: B Finnigan

Name: MICHAEL CARROLL
Address: 1309 Live Oak Court Signature: [illegible]

Name: JAMES BRADLEY
Address: 1313 Live Oak Court Signature: James E. Bradley

Three-Way Stop at Lugonia Ave. and Columbia Street

Signatures

Background:

There are 94 existing homes in the subdivision in northwest Redlands comprising Ohio, Lemonwood, Live Oak, Webster, Ruby, Emerald, and Columbia Streets. All these homes funnel out onto Columbia St. (the only egress) and then onto either Lugonia Ave. to the south or onto Pennsylvania Ave. to the north. Considering that most homeowners have 2 cars per family, there are some 200 vehicles currently seeking to merge onto Lugonia Ave. Turning onto Lugonia (especially eastbound) is currently very difficult given the heavy flow of traffic. Moreover, the 71-unit two-story senior apartment complex will open soon on Ohio St. Construction is already well underway. This apartment complex additionally egresses solely onto Columbia St. This will soon mean that an estimated total of approximately 300 vehicles will worsen an already existing traffic problem. This figure surely must exceed the established Traffic Code for compliance. There is currently a stop sign at the south point on Columbia Street. A three-way stop sign or traffic signal is needed at the Columbia St./Lugonia Ave. juncture.

We, the undersigned, are asking that either a traffic signal or three-way stop sign be installed at the Columbia St. intersection at Lugonia Ave.

Name: Gerardo Mendoza
Address: 419 RUBY AVE. Signature: [illegible]

Name: Sonia Mendoza
Address: 419 Ruby Ave. Signature: Sonia Mendoza

Name: Art A. Agosili Jr
Address: 1301 Live OAK Court Signature: [illegible]

Name: ALBERT R. GUSMAN
Address: 1304 LIVE OAK C.T. Signature: [illegible]

Name: Leah Najera
Address: 413 Emerald Ave Signature: [illegible]

Name: Jesus Casillas
Address: 1335 Columbia St. Signature: [illegible]

Name:
Address: Signature:

Name:
Address: Signature:

Three-Way Stop at Lugonia Ave. and Columbia Street

Signatures

Background:

There are 94 existing homes in the subdivision in northwest Redlands comprising Ohio, Lemonwood, Live Oak, Webster, Ruby, Emerald, and Columbia Streets. All these homes funnel out onto Columbia St. (the only egress) and then onto either Lugonia Ave. to the south or onto Pennsylvania Ave. to the north. Considering that most homeowners have 2 cars per family, there are some 200 vehicles currently seeking to merge onto Lugonia Ave. Turning onto Lugonia (especially eastbound) is currently very difficult given the heavy flow of traffic. Moreover, the 71-unit two-story senior apartment complex will open soon on Ohio St. Construction is already well underway. This apartment complex additionally egresses solely onto Columbia St. This will soon mean that an estimated total of approximately 300 vehicles will worsen an already existing traffic problem. This figure surely must exceed the established Traffic Code for compliance. There is currently a stop sign at the south point on Columbia Street. A three-way stop sign or traffic signal is needed at the Columbia St./Lugonia Ave. juncture.

We, the undersigned, are asking that either a traffic signal or three-way stop sign be installed at the Columbia St. intersection at Lugonia Ave.

Name: Brian Corrales
Address: 504 Lemonwood Ave Signature:

Name: Regina MacKenzie
Address: 401 Emerald Ave Signature:

Name: Judy Padilla
Address: 405 Emerald Ave Signature:

Name: Richard NAJERA
Address: 413 Emerald Ave Signature:

Name: Leah Najera
Address: 413 Emerald Ave Signature:

Name: Don Leslie Sr
Address: 501 Emerald Ave Signature:

Name: VINCENT RAZO
Address: 1307 Webster St. Signature:

Name: MARICELA Casillas
Address: 1415 Columbia St. Signature:

Three-Way Stop at Lugonia Ave. and Columbia Street

Signatures

Background:

There are 94 existing homes in the subdivision in northwest Redlands comprising Ohio, Lemonwood, Live Oak, Webster, Ruby, Emerald, and Columbia Streets. All these homes funnel out onto Columbia St. (the only egress) and then onto either Lugonia Ave. to the south or onto Pennsylvania Ave. to the north. Considering that most homeowners have 2 cars per family, there are some 200 vehicles currently seeking to merge onto Lugonia Ave. Turning onto Lugonia (especially eastbound) is currently very difficult given the heavy flow of traffic. Moreover, the 71-unit two-story senior apartment complex will open soon on Ohio St. Construction is already well underway. This apartment complex additionally egresses solely onto Columbia St. This will soon mean that an estimated total of approximately 300 vehicles will worsen an already existing traffic problem. This figure surely must exceed the established Traffic Code for compliance. There is currently a stop sign at the south point on Columbia Street. A three-way stop sign or traffic signal is needed at the Columbia St./Lugonia Ave. juncture.

We, the undersigned, are asking that either a traffic signal or three-way stop sign be installed at the Columbia St. intersection at Lugonia Ave.

Name: Jesus Sanchez
Address: 1412 Ohio St Redlands Signature: Jesus Sanchez

Name: Engracia Sanchez
Address: 1412 ohio st Redlands Signature: Engracia Sanchez

Name: MARY L GAUER
Address: 313 Ruby Ave Signature: Mary L Gauer

Name: Clara Kuck
Address: 319 Emerald Signature: Clara Kuck

Name: Sevina Wade
Address: 310 Ruby St. Signature: Sevina Wade

Name: SALVADOR DEANDA
Address: 406 RUBY AVE Signature: [illegible]

Name: Emiliano Buenrostro
Address: 410 Ruby Ave Signature: [illegible]

Name: Candice Cave
Address: 504 Lemonwood Signature: Candice Cave

Signatures

Three-Way Stop at Lugonia Ave. and Columbia Street

Background:

There are 94 existing homes in the subdivision in northwest Redlands comprising Ohio, Lemonwood, Live Oak, Webster, Ruby, Emerald, and Columbia Streets. All these homes funnel out onto Columbia St. (the only egress) and then onto either Lugonia Ave. to the south or onto Pennsylvania Ave. to the north. Considering that most homeowners have 2 cars per family, there are some 200 vehicles currently seeking to merge onto Lugonia Ave. Turning onto Lugonia (especially eastbound) is currently very difficult given the heavy flow of traffic. Moreover, the 71-unit two-story senior apartment complex will open soon on Ohio St. Construction is already well underway. This apartment complex additionally egresses solely onto Columbia St. This will soon mean that an estimated total of approximately 300 vehicles will worsen an already existing traffic problem. This figure surely must exceed the established Traffic Code for compliance. There is currently a stop sign at the south point on Columbia Street. A three-way stop sign or traffic signal is needed at the Columbia St./Lugonia Ave. juncture.

We, the undersigned, are asking that either a traffic signal or three-way stop sign be installed at the Columbia St. intersection at Lugonia Ave.

Name: Alexissanchez
Address: 512 lemonwood Signature: Alexis Sanchez

Name: elizabeth moreno
Address: 414 Lemonwood Signature:

Name: Elizabeth S Moreno
Address: 414 Lemonwood ave. Signature:

Name: Priscilla Moreno
Address: 414 lemonwood ave. Signature: Priscilla M.

Name: Anibal Ponce
Address: 414 lemonwood ave Signature:

Name: HUMBERTO MORENO
Address: 414 LEMONWOOD AVE Signature:

Name: Guadalupe Stowers
Address: 1303 Webster St. Signature: Guadalupe Stowers

Name: Matthew Murillo
Address: 402 Ruby Ave Signature:

Three-Way Stop at Lugonia Ave. and Columbia Street

Signatures

Background:

There are 94 existing homes in the subdivision in northwest Redlands comprising Ohio, Lemonwood, Live Oak, Webster, Ruby, Emerald, and Columbia Streets. All these homes funnel out onto Columbia St. (the only egress) and then onto either Lugonia Ave. to the south or onto Pennsylvania Ave. to the north. Considering that most homeowners have 2 cars per family, there are some 200 vehicles currently seeking to merge onto Lugonia Ave. Turning onto Lugonia (especially eastbound) is currently very difficult given the heavy flow of traffic. Moreover, the 71-unit two-story senior apartment complex will open soon on Ohio St. Construction is already well underway. This apartment complex additionally egresses solely onto Columbia St. This will soon mean that an estimated total of approximately 300 vehicles will worsen an already existing traffic problem. This figure surely must exceed the established Traffic Code for compliance. There is currently a stop sign at the south point on Columbia Street. A three-way stop sign or traffic signal is needed at the Columbia St./Lugonia Ave. juncture.

We, the undersigned, are asking that either a traffic signal or three-way stop sign be installed at the Columbia St. intersection at Lugonia Ave.

Name: MATT CARTER
Address: 407 Ruby Ave Signature: Matt Carter

Name: Andres R. Alvarez.
Address: 310 Ruby Ave. Signature: Andres R. Alvarez

Name: JOHNNIE WALKER
Address: 321 RUBY AVE Signature: Johnnie Walker

Name: ZOLITA LAWENKO
Address: 275 BLUE JAY LANE Signature: [illegible]

Name: Feliciadad M. Labrini
Address: 1531 Webster St. Redlands Signature: Feliciadad M. Labrini

Name: JACOB L. YOUTSEY
Address: 314 Ruby Ave. Signature: Jacob L. Youtsey

Name: DONALD L. GAUER
Address: 313 RUBY AVE Signature: [illegible]

Name: MARY GAUER
Address: 313 RUBY AVE Signature: Mary L Gauer

Signatures

Three-Way Stop at Lugonia Ave. and Columbia Street

Background:

There are 94 existing homes in the subdivision in northwest Redlands comprising Ohio, Lemonwood, Live Oak, Webster, Ruby, Emerald, and Columbia Streets. All these homes funnel out onto Columbia St. (the only egress) and then onto either Lugonia Ave. to the south or onto Pennsylvania Ave. to the north. Considering that most homeowners have 2 cars per family, there are some 200 vehicles currently seeking to merge onto Lugonia Ave. Turning onto Lugonia (especially eastbound) is currently very difficult given the heavy flow of traffic. Moreover, the 71-unit two-story senior apartment complex will open soon on Ohio St. Construction is already well underway. This apartment complex additionally egresses solely onto Columbia St. This will soon mean that an estimated total of approximately 300 vehicles will worsen an already existing traffic problem. This figure surely must exceed the established Traffic Code for compliance. There is currently a stop sign at the south point on Columbia Street. A three-way stop sign or traffic signal is needed at the Columbia St./Lugonia Ave. juncture.

We, the undersigned, are asking that either a traffic signal or three-way stop sign be installed at the Columbia St. intersection at Lugonia Ave.

Name: Nate Harris
Address: 411 Ruby St Signature:

Name: Jonathan Ramirez
Address: 415 Ruby Ave Signature:

Name: Azuba Trujillo
Address: 410 Ruby Ave Signature:

Name: Frank Ruiz
Address: 1404 Ohio Signature:

Name: Jean Bernreu
Address: 1408 Ohio St. Redlands Signature:

Name: Emilio Buenas
Address: 410 Ruby Ave. Signature: E. Buenas

Name: Ruby Wglesias
Address: 1319 Webster Signature:

Name: Joe Padilla
Address: 1120 Lawton Signature:

FORM Letter - 2

Letter FORM LETTER 2. FORM Letter - 2, No Date

Response to Comment FORM LETTER 2-1

This letter is to inform you that I am in opposition of the proposed "Super WalMart." Redlands already has a WalMart and a Super WalMart is not needed. Traffic congestion is already a problem with the "Citrus Plaza" and the new high school "Citrus Valley." You should consider using available land west of the 210 freeway. I do not need or want a Super Walmart in my backyard, would you?

Response: The above comments are in a FORM letter format. The Following response applies to each of the commenting individuals who signed and submitted the FORM letter. The comments provided relate to anecdotal observations regarding traffic and urban decay within the City of Redlands. Such comments do not relate to the "environment" as defined by CEQA, and are not properly addressed within an EIR (PRC § 21060.5). However, this comment is acknowledged and will be forwarded to the decision-making bodies for their review and consideration.

SECTION 4: SUMMARY OF CHANGES AND ADDITIONS TO THE DRAFT EIR

Changes and additions to the Redlands Crossing Center Draft EIR in response to comments received during the public review period are presented below. These revisions are located in the Draft EIR by corresponding page or table number. All additions to the Draft EIR are indicated by underlined text (underlined) and deletions from the Draft EIR are indicated by stricken text (~~strikethrough~~).

These revisions are clarifications and minor modifications and corrections to the document that do not result in any new significant environmental impacts of the project or substantial increases in the severity of any environmental impact identified in the Draft EIR.

Air Quality EIR Section

Page 3.3-15 and Page 3.3-50

Changes are made to the Draft EIR text as follows:

> The closest schools are the Citrus Valley High School located 0.3 mile north of the Project, the Lugonia School located 0.8 mile east of the Project, Clement Middle School located 1.0 mile east of the Project, and the Packinghouse Christian Academy located 0.6 mile west of the Project.

Page 3.3-43

Changes are made to the Draft EIR text as follows:

> Operational emissions (unmitigated) from mobile and area operational emission sources as derived from CalEEMod and from the service station are shown in Table 3.3-25, Table 3.3-26, and Table 3.3-27 for the summer season for years 2010, 2013, and 2030, respectively and ~~Error! Reference source not found.~~ Table 3.3-28 for the winter season as emissions are slightly different between seasons.

Page 3.3-48

Changes are made to the Draft EIR text as follows:

> **MM AQ-7** The following measures shall be implemented to improve pedestrian access on and off site.
>
> a) The Project shall incorporate pedestrian pathways between onsite uses. Site design and building placement shall provide pedestrian connections between internal and external facilities. Physical barriers such as walls, berms, landscaping, merchandising, and

slopes that impede bicycle or pedestrian circulation shall be eliminated. Sidewalks shall be a minimum of five feet wide.

b) The Project shall ensure that there is safe pedestrian access to the developments located at Lugonia Avenue and Tennessee Street and Lugonia Avenue and Frontage Road. The pedestrian facilities shall be designed in accordance with City of Redlands regulations and shall be installed prior to opening of the Project.

c) The Project shall ensure that there is safe pedestrian access on Tennessee Street between Pioneer Avenue and San Bernardino Avenue. The pedestrian facilities shall be designed in accordance with City of Redlands regulations and shall be installed prior to opening of the Project.

MM AQ-8 Transportation Demand Management (TDM) Program: A TDM program shall be instituted for the Project or the buildings shall join an existing program located within a quarter mile radius from the Project site. The TDM program shall do the following:

a) Publish ride-sharing information for ride sharing vehicles and provide a website or message board for coordinating rides.
b) Ensure that appropriate bus route information is placed in each building and at the onsite bus stop.
c) Advertise the TDM Program to the Project's employees.
d) Identify a grace period for which employees who use public transportation can avoid disciplinary action for arriving late to work.

MM AQ-9 Bicycle parking shall be provided in safe and convenient locations throughout the Project, within 30 feet from all main entrances. Secure employee bicycle parking shall also be provided that is separate from public areas.

MM AQ-10 In the Walmart building, there shall be at least one locker for each employee working during the peak day. A minimum of five percent of the lockers shall be at least 38 inches high by 12 inches wide by 15 inches deep and reserved for employees who bicycle to work. In addition, a minimum of one shower shall be provided onsite for employees who bicycle to work.

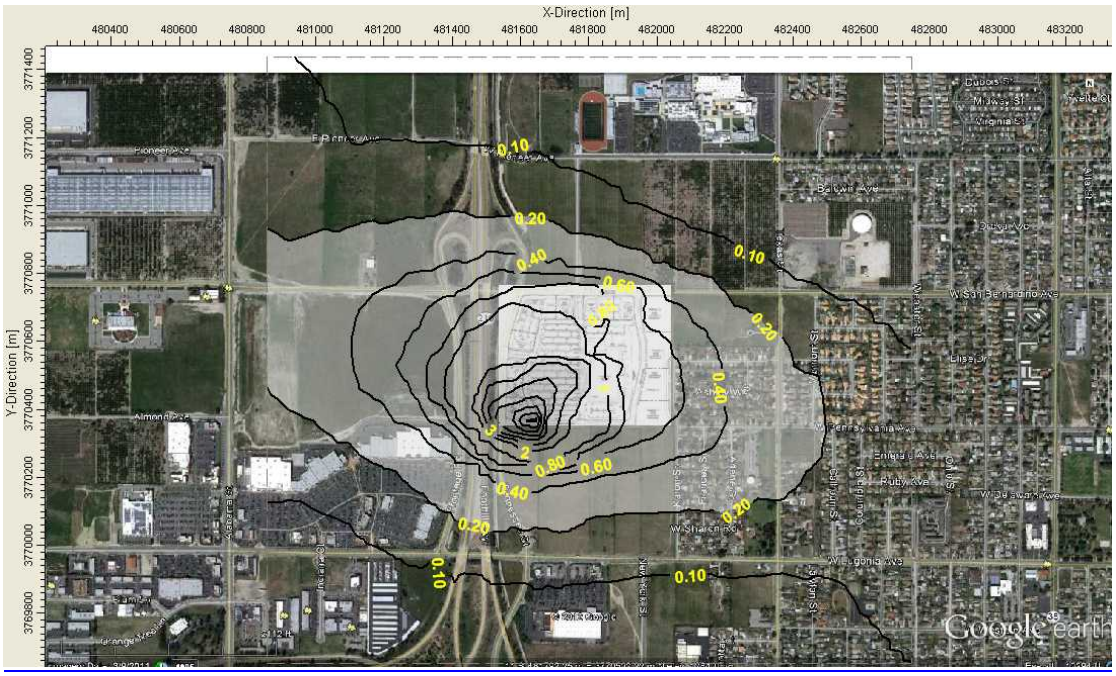
MM AQ-11 Class II bicycle lanes and pedestrian sidewalks shall be provided on the new sections of roadway constructed or sides of any roadways that are widened as part of this Project.

Page 3.3-57

Changes are made to the Draft EIR text as follows:

Table 3.3-33 indicates that the Project's operations would not exceed the SCAQMD's cancer risk health risk significance threshold for any scenario year. All other receptors and locations outside of the Project site would have a cancer risk less than the values listed in Table 3.3-33. For example, the Packinghouse Christian Academy would have a cancer risk less than 0.3 in one million and the Citrus Valley High School would have a cancer risk of 0.1 in one million. The other schools are farther and would have a cancer risk less than 0.1 in one million. Contours of the cancer risk are shown in the Figure 4-1 below, which was created using the results of the Health Risk Assessment. As shown in the figure, the greatest risk is near the fueling station, which is located away from the residences and the high school. The maximum risk shown to sensitive receptors is the little slice of residences located between the 0.6 and 0.8 cancer risk contour to the east of the project.

Figure 4-1: Cancer Risk Contours



Greenhouse Gas Emissions EIR Section

Fugitive emissions during installation of the HVAC system were not estimated in the EIR; in addition, the emissions for the refrigeration system were copied incorrectly and were 543 MTCO2e. This minor change does not change the significance findings in the EIR.

Page 3.17-21, Table 3.17-5

HVAC emissions have been included in calculations in Row 7 of Table 3.17-5, Construction Greenhouse Gas Emissions. Totals for subsequent rows are updated accordingly.

Table 3.17-5: Construction Greenhouse Gas Emissions

Phase	Emissions ($MTCO_2e$)		
	On-site	Off-site	Total
Grading of main project	289	6	295
Grading of outparcels	34	1	35
Paving	27	2	29
Building	617	187	804
Building	61	18	79
Coating	7	5	12
Installation of refrigeration and HVAC system	~~567~~ 769	0	~~567~~ 769
Total	**~~1602~~ 1,804**	**219**	**~~1821~~ 2,023**
Averaged over 30 years*	**~~53~~ 60**	**7**	**~~61~~ 67**

Notes:
$MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons).
*The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD recommendations.
Source: Michael Brandman Associates 2011.

Page 3.17-26, Table 3.17-10

Sub-total and Total rows in Table 3.17-10, Operational Greenhouse Gas Emissions, have been revised (last Row of table).

Table 3.17-10: Operational Greenhouse Gas Emissions

Category	Subcategory	Emissions (MTCO2e)		
		Business as Usual	With Regulation	With Regulation, Project Design, Mitigation
Mobile	Customers, workers	25,920	19,722	19,525
	Trucks	500	461	461
Natural gas	Walmart	27	27	26
	Non-Walmart	507	507	507
Electricity	Walmart	985	823	782
	Non-Walmart	611	511	511
Water	Walmart	18	18	16
	Non-Walmart	5	5	5
Waste	Waste	604	498	498
Air conditioning		1581	791	791
Refrigerators	Walmart	3,801	1,810	905
	Non-Walmart	167	79	79
Subtotal – Operation		*34,726*	*25,252*	*24,106*
Subtotal – Construction (averaged over 30 years)		~~*61*~~ *67*	~~*61*~~ *67*	~~*61*~~ *67*
Total Annual Emissions		~~**34,787**~~ **34,793**	~~**25,313**~~ **25,319**	~~**24,167**~~ **24,173**

Notes:
$MTCO_2e$ = metric tons of carbon dioxide equivalents
- Mobile emissions include both Walmart and non-Walmart uses
- Business as usual mobile emissions reflect emission factors from 2010
- Emissions with regulation are emissions estimated by CalEEMod for the year 2020 (includes Pavley I and Low Carbon Fuel Standard mobile reductions) and ~~also~~ includes reductions listed in the tables below In Table 3.17-4.
- Emissions with regulation, project design, and mitigation include reductions listed in the tables below.
Source: Michael Brandman Associates 2011.

Pages 3.17-28 and 3.17-29, Table 3.17-12

Two entries in Table 3.17-12, Walmart Design Features that Reduce Emissions, are revised as follows.

Category Column Electricity: Energy Efficiency, Row 7 is revised:

> Interior Lighting ~~Retrofit~~ Program: All lighting in the store would utilize T-8 fluorescent lamps and electronic ballasts, which are one of the most efficient lighting on the market.

Category Column Waste Reduction, Row 1 - Recycled Building Materials, sentence 1 is revised:

> Most of the Walmart would be constructed using ~~100 percent~~ recycled steel.

Page 3.17-31

Emission data has been revised in Table 3.17-14, Significance of Greenhouse Gases, as shown below.

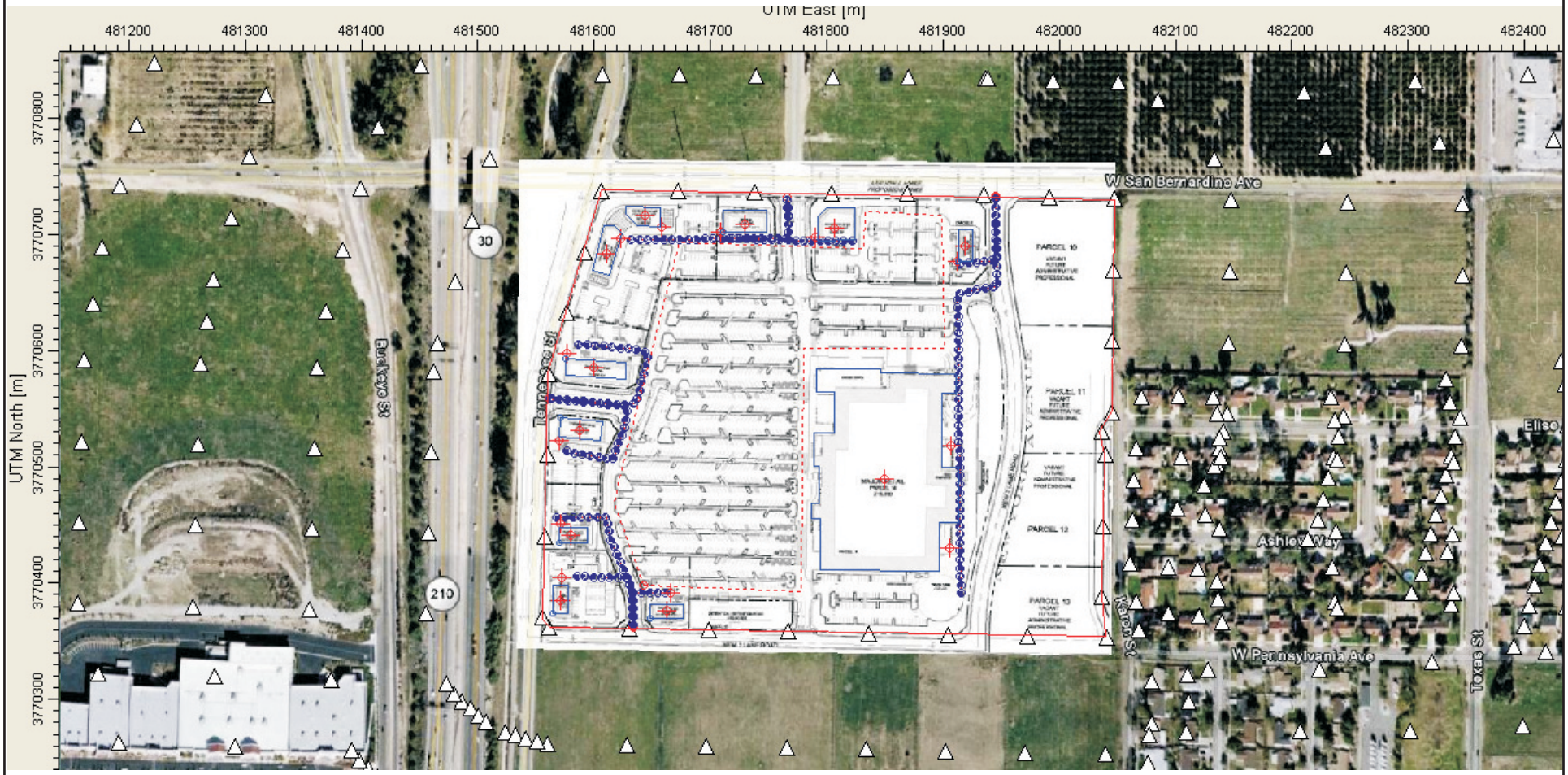
Table 3.17-14: Significance of Greenhouse Gases

Item	Business as Usual	With Regulation, Project Design, Mitigation	Units
Total Annual Emissions	~~34,787~~ 34,793	~~24,167~~ 24,173	$MTCO_2e$/year
SCAQMD Draft Tier 3 threshold	3,000	3,000	$MTCO_2e$/year
Exceed Tier 3 Threshold?	Yes	Yes	—
Emissions per service population	79.8	55.4	$MTCO_2e$/SP/year
SCAQMD Draft Tier 4 (option 3) threshold	4.8	4.8	$MTCO_2e$/SP/year
Project exceeds service population threshold?	Yes	Yes	—
Percent reduction from regulation	0.0%	30.5%	%
SCAQMD Draft Tier 4 (option 1) threshold reduce emissions by this percentage	28.4%	28.4%	%
Significant impact?	—	No	—

Notes:
SP = service population and is calculated by dividing the emissions by the number of employees (436); the number of employees is from the Draft Environmental Impact Report.
Source: Summarized from the tables above

Appendix B, Air Quality and Greenhouse Gas Analysis Report

Exhibit 6 was not included in the Air Quality and Greenhouse Gas Analysis Report (Exhibit 5 was included twice). Therefore, Exhibit 6 is included in this Errata section, on the following page.



Receptor Location

Source: Michael Brandman Associates and ISC/AERMOD View.

NORTH

Michael Brandman Associates

06290016 • 11/2011 | 6_receptor_locations.cdr

Exhibit 6
Location of Modeling Receptors

REDLANDS CROSSING CENTER
AIR QUALITY AND GREENHOUSE GAS ANALYSIS REPORT

Air Conditioning Fugitive Emissions (Installation)

Project: Redlands Crossing
Prepared by: Michael Brandman Associates
Prepared on: 30-Jan-12

Type of Unit	Units	Capacity of Unit (pounds)	Capacity of Unit (kg)	Annual Leak Rate in percent of capacity	Emissions (kg/year)	Emissions (tons/year)	Global Warming Potential (R410a)	MTCO2e
Without Regulations								
Packaged chiller air conditioning (medium)	55.0	526	239	1%	131	0.14	1725	226
Total						**0.14**		**226**

Sources:
- U.S. Environmental Protection Agency, Climate Leaders. May 2008. Direct HFC and PFC Emissions from Use of Refrigeration and Air Conditioning Equipment. EPA430-K-03-004. http://www.epa.gov/stateply/documents/resources/mfgrfg.pdf
- California Air Resources Board. Appendix B, California Facilities and Greenhouse Gas Emissions Inventory - High-Global Warming Potential Stationary Source Refrigerant Management Program. www.arb.ca.gov/cc/reftrack/APPENDIX_B_10_22_.pdf

- Source of number of units: It was assumed that there would be one HVAC unit per 5,000 square feet.
- Source of global warming potential: http://www.engineeringtoolbox.com/Refrigerants-Environment-Properties-d_1220.html and http://www.engineeringtoolbox.com/refrigerants-properties-d_145.html

Transportation EIR Section

Page 3.15-12 and 3.15-13

Changes are made to the Draft EIR text as follows:

Level of Service Criteria

The City of Redlands has established specific performance criteria for intersection operations. These performance criteria include standards related to determining the significance of project impacts on the roadway system. The City of Redlands has established LOS C as the minimum level of service for its intersections. Therefore, any intersection operating at LOS D or worse will be considered deficient for the purposes of this analysis. Additionally, General Plan Policy 5.20c from the Redlands General Plan states that: Where the current level of service at a location within the City of Redlands is below the Level of Service (LOS) C standard, no development Project shall be approved that cannot be mitigated so that it does not reduce the existing level of service at that location (i.e. intersections in Redlands that are deficient to start out with are acceptable as long as they do not further degrade LOS). The City of Loma Linda ~~and unincorporated County of San Bernardino are within the study area known as the Donut Hole also have~~ has established LOS C as the minimum level of service for ~~their~~ its intersections. General Plan Policy 5.20b similarly imposes a requirement to maintain LOS C for areas outside the City, but within the donut hole, unless the City overrides this requirement by a fourth-fifths vote on a Project -by- Project basis. Under these policies, a prohibition against Project approval (under Policy 5.20c for areas within the City) or the requirements for a four-fifths override (under Policy 5.20c for areas outside the City but within the donut hole) would exist in the event a Project diminishes the LOS to below level C, unless the Project can mitigate for its own impacts. With regard to the obligation to mitigate under these General Plan policies, the City has interpreted the policies to mean that a Project must provide mitigation for its direct impacts concurrently with the Project's construction, and that a Project must pay a fair share fee for the Project's proportional contribution to any cumulative impact. In this way, the City can assure that a Project has provided mitigation for all effects that may reduce the existing level of service, consistent with the General Plan policies.

Therefore, similar to the City of Redlands, any intersection within ~~unincorporated County of San Bernardino or~~ the City of Loma Linda operating at LOS D or worse will be considered deficient for the purposes of this analysis. The City of Highland and the unincorporated County of San Bernardino area within the study area known as the "Donut Hole" ~~has~~ have established LOS D as the minimum level of service for ~~its~~ their intersections. Therefore, any intersection within the City of Highland or unincorporated County of San Bernardino that is operating at LOS E or LOS F will be considered deficient for the purposes of this analysis.

Page 3.15-14

Changes are made to the Draft EIR text as follows:

Study Intersections

Pursuant to discussions with City of Redlands staff (lead agency) and consistency with the San Bernardino County Congestion Management Program (CMP) traffic impact analysis guidelines, the study area includes any intersection of Collector or higher classification street with another Collector or higher classification street, at which the Project is anticipated to add 50 or more peak hour trips. Based on this methodology, the following intersections have the potential to be impacted by the Project (Exhibit 3.15 3 for existing number of through lanes and intersection controls):

1. Mountain View Avenue/San Bernardino Avenue;
2. California Street/San Bernardino Avenue;
3. California Street/I-10 Westbound Ramps – Saturday Peak Hour Only;
4. California Street/I-10 Eastbound Ramps – Saturday Peak Hour Only;
5. California Street/Redlands Boulevard – Saturday Peak Hour Only;
6. Alabama Street / Pioneer Avenue;
~~6. Alabama Street/Pioneer Avenue – North;~~
~~6a. Alabama Street/Pioneer Avenue – South;~~
7. Alabama Street/San Bernardino Avenue;
8. Alabama Street/Lugonia Avenue;
9. Alabama Street/I-10 Westbound Ramps;
10. Alabama Street/I-10 Eastbound Ramps;
11. Alabama Street/Redlands Boulevard;
12. SR-210 Eastbound Ramps/Citrus Plaza Drive/San Bernardino Avenue;
13. Citrus Plaza Drive/Lugonia Avenue;
14. SR-210 Westbound Ramps/Tennessee Street/San Bernardino Avenue;
15. Tennessee Street/Driveway 1;
16. Tennessee Street/Pennsylvania Avenue;
17. Tennessee Street/Lugonia Avenue;
18. Tennessee Street/I-10 Westbound Ramps;
19. Tennessee Street/I-10 Eastbound Ramps;
20. Tennessee Street/Colton Avenue;
21. Tennessee Street/Redlands Boulevard;
22. Driveway 2/Pennsylvania Avenue;
23. Driveway 3/San Bernardino Avenue;
24. Driveway 4/Pennsylvania Avenue;
25. New York Avenue/San Bernardino Avenue;
26. New York Avenue/Driveway 5;

27. New York Street/Lugonia Avenue;
28. Texas Street/Pioneer Avenue

Page 3.15-18 through 3.15-20

Changes are made to Draft EIR Table 3.15-5 as follows:

Table 3.15-5: Intersection Analysis for Existing (2010) Conditions

No.	Intersection	Traffic control[2]	P.M. [1]		Saturday[1]	
			Delay	LOS	Delay	LOS
1	Mountain View Avenue/San Bernardino Av.	TS	27.3	C	25.3	C
2	California Street/San Bernardino Avenue	TS	23.9	C	26.8	C
3	California Street/I-10 Westbound Ramps	TS	—[3]	—[3]	25.7	C
4	California Street/I-10 Eastbound Ramps	TS	—[3]	—[3]	16.1	B
5	California Street/Redlands Boulevard	TS	—[3]	—[3]	**41.7**	**D**
6	Alabama Street / Pioneer Avenue	TS	23.4	C	15.7	B
~~6a~~	~~Alabama Street/Pioneer Avenue North~~	~~TS~~	~~13.8~~	~~B~~	~~10.1~~	~~B~~
~~6b~~	~~Alabama Street/Pioneer Avenue South~~	~~TS~~	~~9.0~~	~~A~~	~~5.0~~	~~A~~
7	Alabama Street/San Bernardino Avenue	TS	26.8	C	30.8	C
8	Alabama Street/Lugonia Avenue	TS	**40.7**	**D**	**48.6**	**D**
9	Alabama Street/I-10 Westbound Ramps	TS	28.4	C	30.4	C
10	Alabama Street/I-10 Eastbound Ramps	TS	26.3	C	29.9	C
11	Alabama Street/Redlands Boulevard	TS	47.8	D	50.7	D
12	SR-210 Eastbound Ramps/San Bernardino Avenue	TS	**58.3**	**E**	40.6	D
13	Citrus Plaza/Lugonia Avenue	TS	12.6	B	14.1	B
14	SR-210 Westbound Ramps/San Bernardino Avenue	TS	**50.2**	**D**	**41.1**	**D**

Table 3.15-5 (cont.): Intersection Analysis for Existing (2010) Conditions

No.	Intersection	Traffic control[2]	P.M. [1]		Saturday[1]	
			Delay	LOS	Delay	LOS
15	Tennessee Street/Driveway 1	Future Analysis Location				
16	Tennessee Street/Pennsylvania Avenue	Future Analysis Location				
17	Tennessee Street/Lugonia Avenue	TS	30.5	C	**41.9**	**D**
18	Tennessee Street/I-10 Westbound Ramps	TS	18.2	B	19.3	B
19	Tennessee Street/I-10 Eastbound Ramps	TS	31.2	C	30.2	C
20	Tennessee Street/Colton Avenue	TS	33.3	C	33.7	C
21	Tennessee Street/Redlands Boulevard	TS	32.7	C	29.1	C
22	Driveway 2/Pennsylvania Avenue	Future Analysis Location				
23	Driveway 3/San Bernardino Avenue	Future Analysis Location				
24	Driveway 4/Pennsylvania Avenue	Future Analysis Location				
25	New York Avenue/San Bernardino Avenue	Future Analysis Location				
26	New York Avenue/Driveway 5	Future Analysis Location				
27	New York Street/Lugonia Avenue	TS	10.7	B	19.1	B
28	Texas Street/Pioneer Avenue	AWS	10.0	A	7.8	A
29	Texas Street/San Bernardino Avenue	TS	11.0	B	7.6	A
30	Texas Street/Lugonia Avenue	TS	17.2	B	15.2	B
31	Texas Street/Brockton Avenue	CSS	23.1	C	**25.5**	**D**
32	Texas Street/Colton Avenue	TS	9.8	A	10.0	B
33	Texas Street/Redlands Boulevard	TS	16.4	B	15.3	B
34	Boulder Street/Greenspot Road	TS	32.5	C	27.9	C
35	Orange Street/Pioneer Avenue	AWS	18.8	C	10.8	B
36	Orange Street/San Bernardino Avenue	TS	10.0	A	9.5	A
37	Orange Street/Lugonia Avenue	TS	25.5	C	27.2	C
38	Orange Street/Colton Avenue	TS	11.2	B	11.2	B
39	Orange Street/Redlands Boulevard	TS	—[3]	—[3]	23.7	C
40	Church Street/San Bernardino Avenue	AWS	191.9	F	**41.1**	**F4**

Table 3.15-5 (cont.): Intersection Analysis for Existing (2010) Conditions

No.	Intersection	Traffic control[2]	P.M. [1]		Saturday[1]	
			Delay	LOS	Delay	LOS
41	Church Street/Lugonia Avenue	TS	**63.3**	**E**	28.8	C
42	University Street/San Bernardino Avenue	CSS	15.1	C	12.0	B
43	University Street/Lugonia Avenue	TS	9.0	A	8.6	A
44	Judson Street/San Bernardino Avenue	AWS	11.1	B	9.8	A

[1] Delay and level of service calculated using the following analysis software: Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection # 20 have been analyzed using SYNCHRO 7. In the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
[2] CSS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal
[3] — = Not analyzed for this scenario.
[4] V/C is greater than 1.00; Level of Service F.
* BOLD = Unsatisfactory LOS.
Source: UC 2011, Table 3-1.

Page 3.15-52 through 3.15-56

Changes are made to the Draft EIR Table 3.15-11 as follows:

Table 3.15-11: Existing Plus Project Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				Existing plus Project [1]			
				Weekday pm		Saturday		Weekday pm		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Mountain View Avenue/ San Bernardino Avenue	Redlands/City of San Bern.	TS	27.3	C	25.3	C	26.8	C	25.5	C
2	California Street/ San Bernardino Avenue	Redlands/San. Bern. County	TS	23.9	C	26.8	C	24.0	C	26.3	C
3	California Street/ I-10 Westbound Ramps	Redlands	TS	—[3]	—[3]	25.7	C	—[3]	—[3]	26.2	C
4	California Street/ I-10 Eastbound Ramps	Redlands	TS	—[3]	—[3]	16.1	B	—[3]	—[3]	16.4	B
5	California Street / Redlands Boulevard	Redlands	TS	—[3]	—[3]	**41.7**	**D**	—[3]	—[3]	**45.5**	**D**
6	Alabama Street / Pioneer Avenue	San Bern. County	TS	23.4	C	15.7	B	23.6	C	16.0	B
~~6a~~	~~Alabama Street/ Pioneer Avenue North~~	~~San Bern. County~~	~~TS~~	~~13.8~~	~~B~~	~~10.1~~	~~B~~	~~13.3~~	~~B~~	~~9.6~~	~~A~~
~~6b~~	~~Alabama Street/ Pioneer Avenue South~~	~~San Bern. County~~	~~TS~~	~~9.0~~	~~A~~	~~5.0~~	~~A~~	~~8.7~~	~~A~~	~~5.0~~	~~A~~
7	Alabama Street/San Bernardino Avenue	San Bern. County	TS	26.8	C	30.8	C	27.3	C	30.6	C
8	Alabama Street/ Lugonia Avenue	Redlands/San. Bern. County	TS	**40.7**	**D**	**48.6**	**D**	**42.1**	**D**	**49.6**	**D**
9	Alabama Street/ I-10 Westbound Ramps	Redlands	TS	28.4	C	30.4	C	31.1	C	**39.3**	**D**

Table 3.15-11 (cont.): Existing Plus Project Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				Existing plus Project [1]			
				Weekday pm		Saturday		Weekday pm		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
10	Alabama Street / I-10 Eastbound Ramps	Redlands	TS	26.3	C	29.9	C	26.2	C	29.7	C
11	Alabama Street/ Redlands Boulevard	Redlands	TS	**47.8**	**D**	**50.7**	**D**	**49.8**	**D**	**53.4**	**D**
12	SR-210 Eastbound Ramps/San Bernardino Av.	Redlands/San. Bern. County	TS	**58.3**	**E**	**40.6**	**D**	**123.1**	**F**	**99.9**	**F**
13	Citrus Plaza/Lugonia Avenue	Redlands/San. Bern. County	TS	12.6	B	14.1	B	12.6	B	14.2	B
14	SR-210 Westbound Ramps/San Bernardino Av.	Redlands	TS	**50.2**	**D**	**41.1**	**D**	**103.4**	**F[4]**	**73.3**	**E**
15	Tennessee Street / Driveway 1	Redlands	**TS**	—[3]	—[3]	—[3]	—[3]	27.8	C	32.0	C
16	Tennessee Street/Pennsylvania Avenue	Redlands	**TS**	—[3]	—[3]	—[3]	—[3]	9.9	A	13.5	B
17	Tennessee Street/ Lugonia Avenue	Redlands	TS	30.5	C	**41.9**	**D**	31.2	C	**41.9**	**D**
18	Tennessee Street / I-10 Westbound Ramps	Redlands	TS	18.2	B	19.3	B	17.6	B	18.5	B
19	Tennessee Street / I-10 Eastbound Ramps	Redlands	TS	31.2	C	30.2	C	31.2	C	29.7	C
20	Tennessee Street/ Colton Avenue	Redlands	TS	33.3	C	33.7	C	33.9	C	~~35.0~~ 35.1	C
21	Tennessee Street / Redlands Boulevard	Redlands	TS	32.7	C	29.1	C	34.2	C	29.6	C
22	Driveway 2/ Pennsylvania Avenue	Redlands	**CSS**	—[3]	—[3]	—[3]	—[3]	8.9	A	9.3	A

Table 3.15-11 (cont.): Existing Plus Project Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				Existing plus Project [1]			
				Weekday pm		Saturday		Weekday pm		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
23	Driveway 3/ San Bernardino Avenue	Redlands	**TS**	—[3]	—[3]	—[3]	—[3]	15.1	B	24.3	C
24	Driveway 4/ Pennsylvania Avenue	Redlands	**CSS**	—[3]	—[3]	—[3]	—[3]	8.4	A	8.4	A
25	New York Avenue/ San Bernardino Avenue	Redlands	**TS**	—[3]	—[3]	—[3]	—[3]	22.5	C	25.3	C
26	New York Avenue/ Driveway 5	Redlands	**CSS**	—[3]	—[3]	—[3]	—[3]	8.4	A	8.5	A
27	New York Street/Lugonia Avenue	Redlands	TS	10.7	B	19.1	B	11.0	B	22.6	C
28	Texas Street/ Pioneer Avenue	Redlands	AWS	10.0	A	7.8	A	9.8	A	7.8	A
29	Texas Street/ San Bernardino Avenue	Redlands	TS	11.0	B	7.6	A	12.2	B	8.0	A
30	Texas Street/ Lugonia Avenue	Redlands	TS	17.2	B	15.2	B	17.9	B	15.8	B
31	Texas Street/ Brockton Avenue	Redlands	CSS	23.1	C	**25.5**	**D**	23.3	C	**30.2**	**D**
32	Texas Street / Colton Avenue	Redlands	TS	9.8	A	10.0	B	9.9	A	10.1	B
33	Texas Street/ Redlands Boulevard	Redlands	TS	16.4	B	15.3	B	16.2	B	15.4	B
34	Boulder Street / Greenspot Road	Highland	TS	32.5	C	27.9	C	32.5	C	27.3	C
35	Orange Street/	Redlands	AWS	18.8	C	10.8	B	18.4	C	11.1	B

Table 3.15-11 (cont.): Existing Plus Project Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				Existing plus Project [1]			
				Weekday pm		Saturday		Weekday pm		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	Pioneer Avenue										
36	Orange Street/ San Bernardino Avenue	Redlands	TS	10.0	A	9.5	A	10.0	A	9.5	A
37	Orange Street / Lugonia Avenue	Redlands	TS	25.5	C	27.2	C	26.5	C	29.0	C
38	Orange Street/ Colton Avenue	Redlands	TS	11.2	B	11.2	B	11.3	B	10.9	B
39	Orange Street/ Redlands Boulevard	Redlands	TS	—[3]	—[3]	23.7	C	—[3]	—[3]	23.8	C
40	Church Street/ San Bernardino Avenue	Redlands	AWS	**191.9**	**F**	**41.1**	**F[4]**	**218.1**	**F[4]**	**60.3**	**F[4]**
41	Church Street/ Lugonia Avenue	Redlands	TS	**63.3**	**E**	28.8	C	**71.8**	**E**	29.3	C
42	University Street/ San Bernardino Avenue	Redlands	CSS	15.1	C	12.0	B	15.7	C	13.0	B
43	University Street/ Lugonia Avenue	Redlands	TS	9.0	A	8.6	A	9.1	A	8.7	A
44	Judson Street/ San Bernardino Avenue	Redlands	AWS	11.1	B	9.8	A	11.1	B	10.0	A

Table 3.15-11 (cont.): Existing Plus Project Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				Existing plus Project [1]			
				Weekday pm		Saturday		Weekday pm		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS

[1] When a right turn is designated, the lane can be either striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d = Defacto Right Turn Lane
[1] Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection # 20 have been analyzed using SYNCHRO
In the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
[2] CSS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal
[3] — = Not analyzed for this scenario.
[4] V/C is greater than 1.0; Level of Service F.
* BOLD = Unsatisfactory level of service.
Source: Urban Crossroads, 2011.

Page 3.15-65 through 3.15-68

Changes are made to the Draft EIR Table 3.15-15 as follows:

Table 3.15-15: 2013 Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				2013 With Project[1]			
				Weekday PM		Saturday		Weekday PM		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Mountain View Avenue/San Bernardino Avenue	Redlands/City of San Bern.	TS	27.3	C	25.3	C	29.3	C	26.6	C
2	California Street/San Bernardino Avenue	Redlands/San. Bern. County	TS	23.9	C	26.8	C	24.7	C	26.8	C
3	California Street/I-10 Westbound Ramps	Redlands	TS	—[3]	—[3]	25.7	C	—[4]	—[4]	29.0	C
4	California Street/I-10 Eastbound Ramps	Redlands	TS	—[3]	—[3]	16.1	B	—[4]	—[4]	18.3	B
5	California Street/Redlands Boulevard	Redlands	TS	—[3]	—[3]	46.6	D	—[4]	—[4]	53.0	D
6	Alabama Street / Pioneer Avenue	San Bern. County	TS	23.4	C	15.7	B	24.1	C	16.9	B
~~6a~~	~~Alabama Street/Pioneer Avenue North~~	~~San Bern. County~~	~~TS~~	~~13.8~~	~~B~~	~~10.1~~	~~B~~	~~13.6~~	~~B~~	~~9.4~~	~~A~~
~~6b~~	~~Alabama Street/Pioneer Avenue South~~	~~San Bern. County~~	~~TS~~	~~9.0~~	~~A~~	~~5.0~~	~~A~~	~~8.9~~	~~A~~	~~6.2~~	~~A~~
7	Alabama Street/San Bernardino Avenue	San Bern. County	TS	26.8	C	30.8	C	29.1	C	32.5	C
8	Alabama Street/Lugonia Avenue	Redlands/San. Bern. County	TS	40.7	D	48.6	D	50.2	D	70.3	E
9	Alabama Street/I-10 Westbound Ramps	Redlands	TS	28.4	C	30.4	C	44.2	D	69.8	F4
10	Alabama Street/I-10 Eastbound Ramps	Redlands	TS	26.3	C	29.9	C	38.5	D	47.7	F4

Table 3.15-15 (cont.): 2013 Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				2013 With Project[1]			
				Weekday PM		Saturday		Weekday PM		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
11	Alabama Street/Redlands Boulevard	Redlands	TS	47.8	D	50.7	D	81.4	F4	88.2	F4
12	SR-210 Eastbound Ramps/San Bernardino Avenue	Redlands/San. Bern. County	TS	58.3	E	40.6	D	176.4	F4	124.8	F4
13	Citrus Plaza/Lugonia Avenue	Redlands/San. Bern. County	TS	12.6	B	14.1	B	13.1	B	15.0	B
14	SR-210 Westbound Ramps/San Bernardino Avenue	Redlands	TS	50.2	D	41.1	D	143.5	F4	115.3	F4
15	Tennessee Street/Driveway 1	Redlands		—[3]	—[3]	—[3]	—[3]	25.6	C	33.1	C
16	Tennessee Street/Pennsylvania Avenue	Redlands		—[3]	—[3]	—[3]	—[3]	9.8	A	13.4	B
17	Tennessee Street/Lugonia Avenue	Redlands	TS	30.5	C	41.9	D	35.1	D	48.4	D
18	Tennessee Street/I-10 Westbound Ramps	Redlands	TS	18.2	B	19.3	B	17.8	B	19.0	B
19	Tennessee Street/I 10 Tennessee Street/I-10 Eastbound Ramps	Redlands	TS	31.2	C	30.2	C	42.3	D	34.3	C
20	Tennessee Street/Colton Avenue	Redlands	TS	33.3	C	33.7	C	38.1	D	39.5	D
21	Tennessee Street/Redlands Boulevard	Redlands	TS	32.7	C	29.1	C	37.7	D	31.0	C
22	Driveway 2/Pennsylvania Avenue	Redlands		—[3]	—[3]	—[3]	—[3]	8.9	A	9.3	A
23	Driveway 3/San Bernardino Avenue	Redlands		—[3]	—[3]	—[3]	—[3]	11.6	B	19.8	B
24	Driveway 4/Pennsylvania Avenue	Redlands		—[3]	—[3]	—[3]	—[3]	8.4	A	8.4	A
25	New York Avenue/San Bernardino Avenue	Redlands		—[3]	—[3]	—[3]	—[3]	26.0	C	17.6	B

Table 3.15-15 (cont.): 2013 Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				2013 With Project[1]			
				Weekday PM		Saturday		Weekday PM		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
26	New York Avenue/Driveway 5	Redlands		—[3]	—[3]	—[3]	—[3]	8.4	A	8.5	A
27	New York Street/Lugonia Avenue	Redlands	TS	10.7	B	19.1	B	11.1	B	32.6	C
28	Texas Street/Pioneer Avenue	Redlands	AWS	10.0	A	7.8	A	10.2	B	7.8	A
29	Texas Street/San Bernardino Avenue	Redlands	TS	11.0	B	7.6	A	16.3	B	8.7	A
30	Texas Street/Lugonia Avenue	Redlands	TS	17.2	B	15.2	B	19.6	B	16.8	B
31	Texas Street/Brockton Avenue	Redlands	CSS	23.1	C	25.5	D	26.5	D	37.5	E
32	Texas Street/Colton Avenue	Redlands	TS	9.8	A	10.0	B	10.0	B	10.3	B
33	Texas Street/Redlands Boulevard	Redlands	TS	16.4	B	15.3	B	16.5	B	15.7	B
34	Boulder Street/Greenspot Road	Highland	TS	32.5	C	27.9	C	38.7	D	29.6	C
35	Orange Street/Pioneer Avenue	Redlands	AWS	18.8	C	10.8	B	24.8	C	12.9	B
36	Orange Street/San Bernardino Avenue	Redlands	TS	10.0	A	9.5	A	10.3	B	9.8	A
37	Orange Street/Lugonia Avenue	Redlands	TS	25.5	C	27.2	C	31.9	C	32.7	C
38	Orange Street/Colton Avenue	Redlands	TS	11.2	B	11.2	B	11.6	B	11.3	B
39	Orange Street/Redlands Boulevard	Redlands	TS	—[3]	—[3]	23.7	C	—[4]	—[4]	24.5	C
40	Church Street/San Bernardino Avenue	Redlands	AWS	191.9	F	41.1	F4	367.5	F4	161.0	F4
41	Church Street/Lugonia Avenue	Redlands	TS	63.3	E	28.8	C	84.6	F4	30.9	C
42	University Street/San Bernardino Avenue	Redlands	CSS	15.1	C	12.0	B	21.0	C	16.7	C
43	University Street/Lugonia Avenue	Redlands	TS	9.0	A	8.6	A	9.4	A	8.9	A

Table 3.15-15 (cont.): 2013 Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				2013 With Project[1]			
				Weekday PM		Saturday		Weekday PM		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
44	Judson Street/San Bernardino Avenue	Redlands	AWS	11.1	B	9.8	A	15.1	C	12.4	B

[1] Delay and LOS calculated using the following analysis software: Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection # 20 have been analyzed using SYNCHRO 7. In the 2000 Highway Capacity Manual, overall average intersection delay and LOS are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.
[2] CSS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal.
[3] = Not analyzed for this scenario.
[4] /C is greater than 1.0; LOS F.
* BOLD = Unsatisfactory LOS.
Source: Urban Crossroads, 2011.

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Changes are made to the Draft EIR Table 3.15-19 as follows:

Table 3.15-19: Horizon 2030 Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				2030 Without Project[1]				2030 With Project[1]			
				Weekday PM		Saturday		Weekday PM		Saturday		Weekday PM		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Mountain View Avenue/San Bernardino Avenue	Redlands/City of San Bern.	TS	27.3	C	25.3	C	33.3	C	26.4	C	34.8	C	27.1	C
2	California Street/San Bernardino Avenue	Redlands/San. Bern. County	TS	23.9	C	26.8	C	27.1	C	26.5	C	27.7	C	26.7	C
3	California Street/I-10 Westbound Ramps	Redlands	TS	—[3]	—[3]	25.7	C	—[3]	—[3]	45.1	D	—[3]	—[3]	47.6	D
4	California Street/I-10 Eastbound Ramps	Redlands	TS	—[3]	—[3]	16.1	B	—[3]	—[3]	22.1	C	—[3]	—[3]	22.5	C
5	California Street/Redlands Boulevard	Redlands	TS	—[3]	—[3]	46.6	D	—[3]	—[3]	48.9	D	—[3]	—[3]	54.7	D
6	Alabama Street / Pioneer Avenue	San Bern. County	TS	23.4	C	15.7	B	28.5	C	18.7	B	29.3	C	18.7	B
~~6a~~	~~Alabama Street/Pioneer Avenue North~~	~~San Bern. County~~	~~TS~~	~~13.8~~	~~B~~	~~10.1~~	~~B~~	~~13.7~~	~~B~~	~~11.4~~	~~B~~	~~13.8~~	~~B~~	~~11.3~~	~~B~~
~~6b~~	~~Alabama Street/Pioneer Avenue South~~	~~San Bern. County~~	~~TS~~	~~9.0~~	~~A~~	~~5.0~~	~~A~~	~~8.7~~	~~A~~	~~8.6~~	~~A~~	~~8.9~~	~~A~~	~~8.6~~	~~A~~
7	Alabama Street/San Bernardino Avenue	San Bern. County	TS	26.8	C	30.8	C	60.7	F[4]	31.3	C	65.7	F[4]	31.9	C
8	Alabama Street/Lugonia Avenue	Redlands/San. Bern. County	TS	40.7	D	48.6	D	55.6	E	86.7	F	58.1	E	90.9	F
9	Alabama Street/I-10 Westbound Ramps	Redlands	TS	28.4	C	30.4	C	122.1	F	106.4	F	132.0	F	125.2	F

Table 3.15-19 (cont.): Horizon 2030 Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				2030 Without Project[1]				2030 With Project[1]			
				Weekday PM		Saturday		Weekday PM		Saturday		Weekday PM		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
10	Alabama Street/I-10 Eastbound Ramps	Redlands	TS	26.3	C	29.9	C	89.8	F	109.3	F	92.1	F	112.3	F
11	Alabama Street/Redlands Boulevard	Redlands	TS	47.8	D	50.7	D	~~31.6~~ 97.9	~~C~~ F	~~33.7~~ 96.2	~~C~~ F	~~32.2~~ 102.2	~~C~~ F	~~34.6~~ 102.0	~~C~~ F
12	SR-210 Eastbound Ramps/San Bernardino Av.	Redlands/San. Bern. County	TS	58.3	E	40.6	D	210.5	F	126.1	F	281.6	F	210.8	F
13	Citrus Plaza/Lugonia Avenue	Redlands/San. Bern. County	TS	12.6	B	14.1	B	13.3	B	15.0	B	13.3	B	15.0	B
14	SR-210 Westbound Ramps/San Bernardino Av.	Redlands	TS	50.2	D	41.1	D	101.9	F	102.0	F	183.4	F	197.6	F
15	Tennessee Street/Driveway 1	Redlands		—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	22.8	C	26.3	C
16	Tennessee Street/Pennsylvania Avenue	Redlands		—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	9.8	A	13.1	B
17	Tennessee Street/Lugonia Avenue	Redlands	TS	30.5	C	41.9	D	34.0	C	51.0	D	35.6	D	52.1	D
18	Tennessee Street/I-10 Westbound Ramps	Redlands	TS	18.2	B	19.3	B	18.0	B	19.5	B	17.9	B	19.3	B
19	Tennessee Street/I-10 Eastbound Ramps	Redlands	TS	31.2	C	30.2	C	58.7	E	43.3	D	59.7	E	42.7	D
20	Tennessee Street/Colton Avenue	Redlands	TS	33.3	C	33.7	C	44.0	D	42.3	D	45.4	D	44.2	D
21	Tennessee Street/Redlands Boulevard	Redlands	TS	32.7	C	29.1	C	37.0	D	30.5	C	40.1	D	31.3	C
22	Driveway 2/Pennsylvania Avenue	Redlands		—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	8.9	A	9.2	A

Table 3.15-19 (cont.): Horizon 2030 Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				2030 Without Project[1]				2030 With Project[1]			
				Weekday PM		Saturday		Weekday PM		Saturday		Weekday PM		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
23	Driveway 3/San Bernardino Avenue	Redlands		—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	12.6	B	23.9	C
24	Driveway 4/Pennsylvania Avenue	Redlands		—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	8.4	A	8.4	A
25	New York Avenue/San Bernardino Avenue	Redlands		—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	11.5	B	10.3	B
26	New York Avenue/Driveway 5	Redlands		—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	—[3]	8.7	A	8.8	A
27	New York Street/Lugonia Avenue	Redlands	TS	10.7	B	19.1	B	10.9	B	35.5	D	11.2	B	46.9	D
28	Texas Street/Pioneer Avenue	Redlands	AWS	10.0	A	7.8	A	10.6	B	8.4	A	10.6	B	8.4	A
29	Texas Street/San Bernardino Avenue	Redlands	TS	11.0	B	7.6	A	16.4	B	9.5	A	20.3	C	10.8	B
30	Texas Street/Lugonia Avenue	Redlands	TS	17.2	B	15.2	B	19.7	B	16.3	B	22.5	C	17.0	B
31	Texas Street/Brockton Avenue	Redlands	CSS	23.1	C	25.5	D	46.9	E	36.6	E	57.2	F	49.2	E
32	Texas Street/Colton Avenue	Redlands	TS	9.8	A	10.0	B	10.0	A	10.1	B	10.1	B	10.3	B
33	Texas Street/Redlands Boulevard	Redlands	TS	16.4	B	15.3	B	16.5	B	15.5	B	16.6	B	15.8	B
34	Boulder Street/Greenspot Road	Highland	TS	32.5	C	27.9	C	47.3	D	33.1	C	47.2	D	33.0	C
35	Orange Street/Pioneer Avenue	Redlands	AWS	18.8	C	10.8	B	36.0	E	13.8	B	39.1	E	14.7	B

Table 3.15-19 (cont.): Horizon 2030 Conditions Intersection Analysis

#	Intersection	Jurisdiction	Traffic Control[2]	Existing (2010)[1]				2030 Without Project[1]				2030 With Project[1]			
				Weekday PM		Saturday		Weekday PM		Saturday		Weekday PM		Saturday	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
36	Orange Street/San Bernardino Avenue	Redlands	TS	10.0	A	9.5	A	10.4	B	9.8	A	10.5	B	9.9	A
37	Orange Street/Lugonia Avenue	Redlands	TS	25.5	C	27.2	C	33.1	C	31.8	C	34.5	C	33.5	C
38	Orange Street/Colton Avenue	Redlands	TS	11.2	B	11.2	B	11.9	B	11.1	B	12.0	B	11.2	B
39	Orange Street/Redlands Boulevard	Redlands	TS	—[3]	—[3]	23.7	C	—[3]	—[3]	24.7	C	—[3]	—[3]	24.8	C
40	Church Street/San Bernardino Avenue	Redlands	AWS	191.9	F	41.1	F[4]	472.9	F	235.4	F	495.3	F	270.2	F
41	Church Street/Lugonia Avenue	Redlands	TS	63.3	E	28.8	C	92.1	F	32.7	C	95.7	F	32.9	C
42	University Street/San Bernardino Avenue	Redlands	CSS	15.1	C	12.0	B	33.3	D	18.7	C	39.5	E	22.1	C
43	University Street/Lugonia Avenue	Redlands	TS	9.0	A	8.6	A	12.1	B	8.9	A	12.1	B	9.0	A
44	Judson Street/San Bernardino Avenue	Redlands	AWS	11.1	B	9.8	A	28.0	D	16.5	C	34.7	D	19.8	C

[1] Delay and level of service calculated using the following analysis software: Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection # 20 have been analyzed using SYNCHRO 7. In the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
[2] CSS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal
[3] — = Not analyzed for this scenario.
[4] V/C is greater than 1.0; Level of Service F.
* BOLD = Unsatisfactory level of service.
Source: UC 2011, Table 7-1

Page 3.15-100 through 3.15-102

Changes are made to the Draft EIR Table 3.15-23 as follows:

Table 3.15-23: Summary of Transportation Impact Fee Program Improvements For Horizon Year 2030 Conditions

				Redlands Transportation Impact Fee Program		
#	Intersection Location	Jurisdiction	Recommended Improvements	Program Improvements[1,2]	Non-Program Improvements	Fair Share
3	California Street/I-10 Westbound Ramps	Redlands	1.WB Left Turn Lane	Interchange Reconstruction	None	9.5%
5	California Street/ Redlands Boulevard	Redlands	1.NB Left Turn Lane	None	1.NB Left Turn Lane	13.2%
7	Alabama Street/San Bernardino Avenue	San Bern. County	1.NB Right Turn Lane with Overlap, 1.WB Left Turn Lane	None	1.NB Right Turn Lane with Overlap, 1.WB Left Turn Lane	~~11.7%~~ 15.3%
8	Alabama Street/ Lugonia Avenue	Redlands/San Bern. County	1.NB Left Turn Lane, 1.NB Through Lane, 1.NB Right Turn Lane with Overlap, 1.SB Left Turn Lane, 1.EB Left Turn Lane, 1.EB Right Turn Lane with Overlap, 1.WB Left Turn Lane	None	1.NB Left Turn Lane, 1.NB Through Lane, 1.NB Right Turn Lane with Overlap, 1.SB Left Turn Lane, 1.EB Left Turn Lane, 1.EB Right Turn Lane with Overlap, 1.WB Left Turn Lane	2.6%
9	Alabama Street/I-10 Westbound Ramps	Redlands	1.NB Right Turn Lane,1.NB Left Turn Lane, 1.NB Through Lane,1.SB Through Lane, 1.SB Right Turn Lane	Interchange Reconstruction	None	~~8.9%~~ 8.8%
10	Alabama Street/I-10 Eastbound Ramps	Redlands	1.NB Through Lane, 1.NB Right Turn Lane, 1.SB Left Turn Lane, 1.SB Through Lane, 1.EB Right Turn Lane	Interchange Reconstruction	None	3.4%
11	Alabama Street/ Redlands Avenue	Redlands	1.NBL, 1.NBT, 1.SBL, 1.SBR, 1.EBL, 1.EBT, 1.WBL	1.NBT, 1.EBT	1.NBL, 1.SBL, 1.SBR, 1.EBL, 1.WBL	4.8%
12	SR-210 Eastbound Ramps/San Bernardino Av.	Redlands/San Bern. County	1.NB Right Turn Lane with Overlap, 1.SB Left Turn Lane, 1.SB Right Turn Lane, 1.EB Left Turn Lane, 2.EB Through Lanes, 1.WB Left Turn Lane, 2.WB Through Lanes, 1.WB Right Turn Lane	None	1.NB Right Turn Lane with Overlap, 1.SB Left Turn Lane, 1.SB Right Turn Lane, 1.EB Left Turn Lane, 2.EB Through Lanes, 1.WB Left Turn Lane, 2.WB Through Lanes, 1.WB Right Turn Lane	~~23.8%~~ 24.1%

Table 3.15-23 (cont.): Summary of Transportation Impact Fee Program Improvements For Horizon Year 2030 Conditions

				Redlands Transportation Impact Fee Program		
#	Intersection Location	Jurisdiction	Recommended Improvements	Program Improvements[1,2]	Non-Program Improvements	Fair Share
14	SR-210 Westbound Ramps/San Bernardino Av.	Redlands	1.SB Left Turn Lane, 1.SB Through Lane, 2.EB Through Lanes, 2.WB Through Lanes	2.EB Through Lanes, 2.WB Through Lanes	1.SB Left Turn Lane, 1.SB Through Lane	~~35.9%~~ 49.9%
17	Tennessee Street/ Lugonia Avenue	Redlands	1.NB Left Turn Lane, 1.NB Through Lane, 1.SB Through Lane, 1.EB Right Turn Overlap	None	1.NB Left Turn Lane, 1.NB Through Lane, 1.SB Through Lane, 1.EB Right Turn Overlap	~~37.6%~~ 38.9%
19	Tennessee Street/I-10 Eastbound Ramps	Redlands	1.NB Right Turn Lane, 1.EB Right Turn Lane	None	1.NB Right Turn Lane, 1.EB Right Turn Lane	~~20.0%~~ 20.3%
20	Tennessee Street/ Colton Avenue	Redlands	1.SB Left Turn Lane, 1.WB Right Turn Lane	None	1.SB Left Turn Lane, 1.WB Right Turn Lane	~~17.1%~~ 19.1%
21	Tennessee Street/ Redlands Boulevard	Redlands	1.NB Left Turn Lane, 1.SB Left Turn Lane	None	1.NB Left Turn Lane, 1.SB Left Turn Lane	14.6%
27	New York Street/ Lugonia Avenue	Redlands	1.WB Through Lane	1.WB Through Lane	None	22.4%
31	Texas Street/ Brockton Avenue	Redlands	Traffic Signal, 1.NB Left Turn Lane, 1.SB ~~Through~~ Left Turn Lane	1.SB Through Lane	Traffic Signal, 1.NB Left Turn Lane	31.2%
35	Orange Street/ Pioneer Avenue	Redlands	Traffic Signal	Traffic Signal	None	14.1%
40	Church Street/San Bernardino Avenue	Redlands	Traffic Signal, 1.NB Left Turn Lane, 1.SB Left Turn Lane, 1.EB Left Turn Lane, 1.EB Through Lane, 1.WB Left Turn Lane, 1.WB Through Lane	1.WB Through Lane	Traffic Signal, 1.NB Left Turn Lane, 1.SB Left Turn Lane, 1.EB Left Turn Lane, 1.EB Through Lane, 1.WB Left Turn Lane	11.9%
41	Church Street/ Lugonia Avenue	Redlands	1.NB Left Turn Lane, 1.NB Through Lane, 1.SB Left Turn Lane, 1.SB Through Lane	None	1.NB Left Turn Lane, 1.NB Through Lane, 1.SB Left Turn Lane, 1.SB Through Lane	10.0%

Table 3.15-23 (cont.): Summary of Transportation Impact Fee Program Improvements For Horizon Year 2030 Conditions

				Redlands Transportation Impact Fee Program		
#	Intersection Location	Jurisdiction	Recommended Improvements	Program Improvements[1,2]	Non-Program Improvements	Fair Share
42	University Street/ San Bernardino Avenue	Redlands	Traffic Signal, 1.EB Through Lane, 1.WB Through Lane	1.EB Through Lane, 1.WB Through Lane	Traffic Signal	15.1%
44	Judson Street/ San Bernardino Avenue	Redlands	1. EB Left Turn Lane, 1.EB Through Lane, 1. WB Left Turn Lane, 1.WB Through Lane	1.EB Through Lane, 1.WB Through Lane	1. EB Left Turn Lane, 1. WB Left Turn Lane	12.4%

[1] Intersection improvements shown as eligible are included for through lanes only. Eligibility is at discretion of City.
[2] Program improvements constructed by Project may be eligible for fee credit. In lieu fee payment is at discretion of City.
Source: Urban Crossroads, 2011

Page 3.15-104

Changes are made to the Draft EIR text as follows:

MM TRANS-1c SR-210 Westbound Ramps/San Bernardino Avenue (#14) - The addition of Project traffic would result in unacceptable levels of service during the PM and Saturday peak hours as compared to existing (2010) conditions.

- Northbound Approach: Widen to provide a dedicated right turn lane.
- Eastbound Approach: Re-stripe to provide a 2nd through lane.
- Westbound Approach: Construct a 2nd through lane and a dedicated right turn lane with a minimum of 150-feet of storage.

Page 3.15-106

Changes are made to the Draft EIR text as follows:

MM TRANS-2g Alabama Street/Redlands Boulevard (#11)

This intersection can be mitigated by protecting the northbound and southbound approach left turn movements and providing the following geometric improvements:

- Northbound Approach: Widen to provide a 2nd left turn lane and a 3rd through lane.
- Southbound Approach: Widen to provide a 2nd left turn lane and a right turn lane.
- Eastbound Approach: Widen to provide a 2nd left turn lane and a 3rd through lane.
- Westbound Approach: Widen to provide a 2nd left turn lane.

Page 3.15-107

Changes are made to the Draft EIR text as follows:

MM TRANS-2i SR-210 Westbound Ramps/San Bernardino Avenue (#14)

This intersection can be mitigated by providing the following geometric improvements:

- Northbound Approach: Widen to provide a dedicated right turn lane.
- Southbound Approach: Widen to provide a 2nd left turn lane and 2nd through lane.
- Eastbound Approach: Widen to provide 2nd and 3rd through lanes.
- Westbound Approach: Widen to provide a 2nd and 3rd through lanes.

Page 3.15-110

Changes are made to the Draft EIR text as follows:

MM TRANS-3c Driveway 2 at Pennsylvania Avenue - Install a stop control on the southbound approach and construct the intersection with the following geometrics: one southbound left turn lane, one southbound right turn lane, one eastbound left turn lane ~~with a minimum of 100-feet of storage~~, one eastbound through lane and one westbound shared through-right turn lane.

Appendix I, Traffic Impact Analysis Report

As necessary, the following Attachment "A" includes specific revisions to the text of the Traffic Impact Analysis prepared by Urban Crossroads for the Project. Additions to the Traffic Impact Analysis are shown in underline, while deletions are shown in ~~strikethrough~~ text. New and/or revised tables and exhibits are also included in Attachment "A" where appropriate.

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS - ERRATA

Attachment "A" – Summary of TIA Report Text Changes

1. Title Page: Updated to include signature and stamp.
2. Page 5: Updated improvement recommendations for SR-210 Westbound Ramps at San Bernardino Avenue
3. Pages 13: Updated site access improvement recommendations for Driveway 2 at Pennsylvania Avenue.
4. Page 19: Updated Alabama Street and Pioneer Avenue as four-leg intersection.
5. Page 35: Updated level of service criteria text for County of San Bernardino.
6. Page 112: Updated mitigation for intersection #14 SR-210 Westbound Ramps/Tennessee Street / San Bernardino Avenue.
7. Page 132: Added mitigation to intersection #11 Alabama Street / Redlands Boulevard and #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue.
8. Page 133: Added mitigation to intersection #14 SR-210 Westbound Ramps/Tennessee Street / San Bernardino Avenue.
9. Page 162: Added mitigation to intersection #11 Alabama Street / Redlands Boulevard #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue and #14 SR-210 Westbound Ramps/Tennessee Street / San Bernardino Avenue
10. Page 171: Updated text for project fair share range based on revised numbers shown on Table 7-5.
11. Page 173: Updated site access improvement recommendations for Driveway 2 at Pennsylvania Avenue.

Attachment "B" – Summary of TIA Report Table Changes

1. Table 1-2 (page 8 of TIA): Corrected "Recommended Improvements" and "Program Improvements" for Intersections #31 Texas Street / Brockton Avenue and #14 SR-210 WB Ramps San Bernardino Avenue and updated the "Fair Share" for the following intersections:
    i. #7 Alabama Street / San Bernardino Avenue
    ii. #9 Alabama Street / I-10 Westbound Ramps
    iii. #12 SR-210 Eastbound Ramps / San Bernardino Avenue
    iv. #14 SR-210 Westbound Ramps / San Bernardino Avenue
    v. #17 Tennessee Street / Lugonia Avenue
    vi. #19 Tennessee Street / I-10 Eastbound Ramps
    vii. #20 Tennessee Street / Colton Avenue

2. Table 3-1 (pages 63 and 64 of TIA): Revised the following intersections:
    a. #6 Alabama Street / Pioneer Avenue
        - Removed lines for intersections #6a and #6b and replace with new #6 which analyzes Alabama Street & Pioneer Avenue as a four-leg intersection.

b. #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue
   - Removed the NB defacto right turn intersection approach lane
c. #18 Tennessee Street / I-10 Westbound Ramps
   - Removed the SB defacto right turn intersection approach lane.
d. #42 University Street / San Bernardino Avenue
   - Showed the existing WB left turn as a defacto left turn intersection approach lane.

3. Table 5-1 (page 98 of TIA): Removed lines for intersections #6a and #6b and replace with new #6 which analyzes Alabama Street & Pioneer Avenue as a four-leg intersection. #20 Tennessee Street / Colton Avenue updated Existing plus Project Saturday delay.
4. Table 5-5 (page 108 of TIA): Updated the following intersections:
   a. #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue
      - Removed the NB defacto right turn intersection approach lane
   b. #14 SR-210 Westbound Ramps/Tennessee Street / San Bernardino Avenue
      - Showed the existing NB defacto as a dedicated right turn lane improvement.
5. Table 6-1 (page 120 of TIA): Removed lines for intersections #6a and #6b and replace with new #6 which analyzes Alabama Street & Pioneer Avenue as a four-leg intersection.
6. Table 6-5 (page 130 of TIA): Updated the following intersections:
   a. #11 Alabama Street / Redlands Boulevard
      - Showed a dedicated SB right turn lane improvement.
   b. #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue
      - Removed the existing NB defacto right turn intersection approach lane and recommended a dedicated NB right turn lane.
   c. #14 SR-210 Westbound Ramps/Tennessee Street / San Bernardino Avenue
      - Showed the existing NB defacto as a dedicated right turn lane improvement.
7. Table 7-1 (page 146 of TIA): Updated the following intersections:
   a. #6 Alabama Street / Pioneer Avenue
      - Removed lines for intersections #6a and #6b and replace with new #6 which analyzes Alabama Street & Pioneer Avenue as a four-leg intersection.
   b. #11 Alabama Street / Redlands Boulevard
      - Updated 2030 without and with project weekday pm and Saturday delay and LOS.
8. Table 7-4 (page 158-159 of TIA): Revised the following intersections:
   a. #11 Alabama Street / Redlands Boulevard
      - Updated Saturday delay LOS.
   b. #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue
      - Removed the existing NB defacto right turn intersection approach lane.
   c. #14 SR-210 Westbound Ramps/Tennessee Street / San Bernardino Avenue
      - Showed the existing NB defacto as a dedicated right turn lane improvement.
   d. #40 Church Street / San Bernardino Avenue
      - Updated the PM Delay

e. #42 University Street / San Bernardino Avenue
   - Showed the existing WB left turn as a defacto left turn intersection approach lane and removed boldface text on PM peak hour delay & LOS on "with improvements" line.

9. Table 7-5 (page 170 of TIA): See Table 1-2 changes.

<u>Attachment "C" – Summary of TIA Report Exhibit Changes</u>

1. Exhibit 1-2 (Page 6 of TIA): Revised lane geometrics for the following intersections:
   a. #12 SR-210 EB Ramps & San Bernardino Avenue
      - Removed NB defacto right turn lane & SB right turn lane.
   b. #40 Church Street & San Bernardino Avenue
      - Removed dedicated left turn lanes for all approaches.
2. Exhibit 1-3 (page 9 of TIA): Updated Legend and revised lane geometrics for the following intersections:
   a. #7 Alabama Street & San Bernardino Avenue
      - Removed 2nd EB left and instead show 2nd WB left.
   b. #10 Alabama Street / I-10 Eastbound Ramps
      - Restriped EB through as EB shared left-thru lane.
   c. #11 Alabama Street / Redlands Boulevard
      - Showed geometric improvements.
   d. #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue
      - Showed 1 existing NB through lane and identified the SB right turn lane as cumulative improvement.
   e. #14 SR-210 Westbound Ramps/Tennessee Street / San Bernardino Avenue
      - Identified 2 EB through lanes as improvements and right turn lane as existing geometric to match the text in the report.
   f. #17 Tennessee Street / Lugonia Avenue
      - Identified the EB RTO as cumulative improvement
   g. #31 Texas Street / Brockton Avenue
      - Removed stop sign controls and replaced with traffic signal
   h. #40 Church Street / San Bernardino Avenue
      - Identified all left turn lane approaches as cumulative improvement.
   i. #41 Church Street / Lugonia Avenue
      - Removed NB and SB defacto right turn lanes
   j. #42 University Street / San Bernardino avenue
      - Showed existing defacto WB left turn lane
      - Removed stop sign control and replace with traffic signal
3. Exhibit 1-4 (page 12 of TIA): Updated legend and revised lane geometrics at the following intersections:
   a. #14 SR-210 Westbound Ramps/Tennessee Street / San Bernardino Avenue
      - Removed dedicated EB right turn lane and 2nd existing EB through lane and replaced with an EB shared through-right (minimum of 550' pocket length) project improvement.

b. #22 Driveway 2 / Pennsylvania Avenue
   - Removed “100’” EB turn pocket length and included additional note.

4. Exhibit 3-1 (page 41 of TIA): Revised lane geometrics for the following intersections
   a. #6 Alabama Street / Pioneer Avenue
      - Showed as a four-leg intersection.
   b. #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue
      - Removed NB defacto right turn lane and showed a shared through-right lane.
   c. #18 Tennessee Street / I-10 Westbound Ramps
      - Removed SB defacto right turn lane and showed a shared through-right lane.
   d. #42 University Street / San Bernardino Avenue
      - Showed existing defacto WB left turn lane
5. Exhibits 3-8 and Exhibit 3-9 (pages 61 and 62 of TIA): Revised the existing turning volumes at intersection #6 Alabama Street & Pioneer Avenue for a four-leg intersection.
6. Exhibits 4-3 and Exhibit 4-4 (pages 79 and 80 of TIA): Revised the Project turning volumes at intersection #6 Alabama Street & Pioneer Avenue for a four-leg intersection.
7. Exhibits 4-6 and Exhibit 4-7 (pages 87 and 88 of TIA): Revised the cumulative development turning volumes at intersection #6 Alabama Street & Pioneer Avenue for a four-leg intersection.
8. Exhibit 5-1 (page 94 of TIA): Revised the lane geometrics for the following intersections
   a. #15 Tennessee Street / Driveway 1
      - Showed 2nd SB through lane
   b. #16 Tennessee Street / Pennsylvania Avenue
      - Showed 2nd SB through lane
   c. #22 Driveway 2 / Pennsylvania Avenue
      - Removed EB through-left lane. Showed EB left turn and through lane.
   d. #23 Driveway 3 / San Bernardino Avenue
      - Removed 2nd WB through lane

   e. #24 Driveway 4 / Pennsylvania Avenue
      - Removed EB through-left lane. Showed EB left turn and through lane.
   f. #25 New York Avenue / San Bernardino Avenue
      - Removed 2nd WB through lane
   g. #26 New York Avenue / Driveway 5
      - Removed NB through-left lane. Showed NB left turn and through lane.
9. Exhibits 5-2 and Exhibit 5-3 (pages 95 and 96 of TIA): Revised E+P turning volumes at intersection #6 Alabama Street & Pioneer Avenue for a four-leg intersection.
10. Exhibit 5-7 (Page 111 of TIA): Revised the following intersections:
    a. #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue
       - Showed the measurement for the existing NB through-right lane

b. #14 SR-210 Westbound Ramps/Tennessee Street / San Bernardino Avenue
   - Showed the NB right turn lane roadway widening and measurement for the SB through-right lane.

11. Exhibit 6-1 (page 116 of TIA): Revised the lane geometrics for intersections #15 Tennessee Street & Driveway 1, #16 Tennesee Street & Pennsylvania Avenue, #23 Driveway 3 & San Bernardino Avenue and #25 New York Avenue at San Bernardino Avenue.
12. Exhibits 6-2 and Exhibit 6-3 (pages 117 and 118 of TIA): Revised 2013 With Project turning volumes at intersection #6 Alabama Street & Pioneer Avenue for a four-leg intersection. Also added exhibit label onto Exhibit 6-2.
13. Exhibits 7-1 through 7-4 (pages 141 through 144 of TIA): Revised 2030 Without Project and 2030 With Project turning volumes at intersection #6 Alabama Street & Pioneer Avenue for a four-leg intersection.
14. Exhibit 8-1 (page 174 of TIA): See Exhibit 1-4 changes.

<u>Attachment "D" – Summary of Changes to Technical Appendices</u>

1. Appendix "2.1", pages 2.1-1 and 2.1-16: Removed the volume development for Alabama Street / Pioneer Avenue North and Alabama Street / Pioneer Avenue South and replaced with a volume development summary for Alabama Street / Pioneer Avenue as a four-leg intersection.
2. Appendix "3.2", pages 3.2-3 and 3.2-8: Removed the existing volume development for Alabama Street / Pioneer Avenue (North) and Alabama Street / Pioneer Avenue (South) and replaced with existing volumes for Alabama Street / Pioneer Avenue as a four-leg intersection.
3. Appendix "3.3", pages 3.3-5, 3.3-6: Removed the HCM worksheets for Alabama Street / Pioneer Avenue North (pages 3.3-5 and 3.3-41) and Alabama Street / Pioneer Avenue South (pages 3.3-6 and 3.3-42) and replaced with HCM worksheets for Alabama Street / Pioneer Avenue as a four-leg intersection.
4. Appendix "3.4", page 3.4-4: Removed the Signal Warrant for #36 Orange Street / San Bernardino Avenue (traffic signal exists). Included the Signal Warrant for #40 Church Street / San Bernardino Avenue.
5. HCM worksheets for Alabama Street / Pioneer Avenue North (pages 3.3-5 and 3.3-41) and Alabama Street / Pioneer Avenue South (pages 3.3-6 and 3.3-42) and replaced with HCM worksheets for Alabama Street / Pioneer Avenue as a four-leg intersection.
6. Appendix "5.1", pages 5.1-3 and 5.1-4: Revised the following intersections:
   a. #6 Alabama Street / Pioneer Avenue
      - Removed lines for intersections #6a and #6b and replace with new #6 which analyzes Alabama Street & Pioneer Avenue as a four-leg intersection.
   b. #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue
      - Removed the NB defacto right turn intersection approach lane
   c. #18 Tennessee Street / I-10 Westbound Ramps
      - Removed the SB defacto right turn intersection approach lane.
   d. #42 University Street / San Bernardino Avenue
      - Showed the existing WB left turn as a defacto left turn intersection approach lane.

7. Appendix “5.2”, pages 5.2-3, 5.2-47: Removed the HCM worksheets for Alabama Street / Pioneer Avenue North (pages 5.2-3 and 5.2-47) and Alabama Street / Pioneer Avenue South (pages 5.2-4 and 5.2-48) and replaced with HCM worksheets for Alabama Street / Pioneer Avenue as a four-leg intersection.
8. Appendix “6.1”, pages 6.1-3 and 6.1-4: Removed lines for intersections #6a and #6b and replace with new #6 which analyzes Alabama Street & Pioneer Avenue as a four-leg intersection. Updated “Intersection Approach Lanes” for intersection #42 University Street & San Bernardino Avenue to show existing defacto WB left turn lane.
9. Appendix “6.2”, pages 6.2-3, 6.2-47: Removed the HCM worksheets for Alabama Street / Pioneer Avenue North (pages 6.2-3 and 6.2-47) and Alabama Street / Pioneer Avenue South (pages 6.2-4 and 6.2-48) and replaced with HCM worksheets for Alabama Street / Pioneer Avenue as a four-leg intersection.
10. Appendix “6.3”: Included the Signal Warrant for #42 University Street / San Bernardino avenue
11. Appendix “7.1”, pages 7.1-5 through 7.1-8: Revised the following intersections:
    a. #6 Alabama Street / Pioneer Avenue
        - Removed lines for intersections #6a and #6b and replace with new #6 which analyzes Alabama Street & Pioneer Avenue as a four-leg intersection.
    b. #12 SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue
        - Removed the NB defacto right turn intersection approach lane
    c. #18 Tennessee Street / I-10 Westbound Ramps
        - Removed the SB defacto right turn intersection approach lane.
    d. #42 University Street / San Bernardino Avenue
        - Showed the existing WB left turn as a defacto left turn intersection approach lane.
12. Appendix “7.2”, pages 7.2-4, 7.2-42: Removed the HCM worksheets for Alabama Street / Pioneer Avenue North (pages 7.2-4 and 7.2-42) and Alabama Street / Pioneer Avenue South (pages 7.2-5 and 7.2-43) and replaced with HCM worksheets for Alabama Street / Pioneer Avenue as a four-leg intersection.
13. Appendix “7.3”, pages 7.3-3, 7.3-47: Removed the HCM worksheets for Alabama Street / Pioneer Avenue North (pages 7.3-3 and 7.3-47) and Alabama Street / Pioneer Avenue South (pages 7.3-4 and 7.3-48) and replaced with HCM worksheets for Alabama Street / Pioneer Avenue as a four-leg intersection.
14. Appendix “7.4”: Included the Signal Warrant for #42 University Street / San Bernardino avenue
15. Appendix “7.11”, pages 7.11-1 and 7.11-2: Updated volumes for “2010 Traffic”, “Project Traffic” and/or “2030 Traffic” which resulted in changes to “New Traffic” and “Project Contribution”:
    i. #3 California Street / I-10 Westbound Ramps – Saturday 2010 Traffic
    ii. #7 Alabama Street / San Bernardino Avenue – PM and Saturday 2010 Traffic
    iii. #9 Alabama Street / I-10 Westbound Ramps – PM and Saturday 2010 Traffic
    iv. #10 Alabama Street / I-10 Eastbound Ramps – PM and Saturday 2010 Traffic
    v. #12 SR-210 Eastbound Ramps / San Bernardino Avenue – PM and Saturday 2010 Traffic
    vi. #14 SR-210 Westbound Ramps / San Bernardino Avenue – PM and Saturday 2010 Traffic, PM and Saturday Project Traffic and PM 2030 Traffic
    vii. #17 Tennessee Street / Lugonia Avenue – Saturday Project Traffic and PM 2030 Traffic
    viii. #19 Tennessee Street / I-10 Eastbound Ramps – PM and Saturday 2010 Traffic
    ix. #20 Tennessee Street / Colton Avenue – PM and Saturday 2010 Traffic

x. #21 Tennessee Street / Redlands Boulevard – PM 2030 Traffic

xi. #35 Orange Street / Pioneer Avenue – PM 2030 Traffic

ATTACHMENT “A”

TIA REPORT TEXT CHANGES

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REDLANDS CROSSING

TRAFFIC IMPACT ANALYSIS (REVISED)
CITY OF REDLANDS, CALIFORNIA

November 2, 2011 (Revised)
April 18, 2011

JN:07305-11 REPORT
AE:CH:JC:rd

Mitigation Measure 3.1 – The following improvements are necessary to reduce the project's impact to ***"less-than-significant"***:

- Northbound Approach: Widen to provide a dedicated right turn lane
- Eastbound Approach: Re-stripe to provide a 2nd through lane.
- Westbound Approach: Construct a 2nd through lane and a dedicated right turn lane with a minimum of 150-feet of storage.

Impact 4.1 – Church Street / San Bernardino Avenue (#40) – The addition of project traffic would result in unacceptable levels of service during the PM and Saturday peak hours as compared to existing (2010) conditions. The impact is considered ***"significant"***.

Mitigation Measure 4.1 – The following improvements are necessary to reduce the project's impact to ***"less-than-significant"***:

- Install a traffic signal.

Impact 5.1 – Church Street / Lugonia Avenue (#41) – The addition of project traffic would result in unacceptable levels of service during the PM peak hour as compared to existing (2010) conditions. The impact is considered ***"significant"***.

Mitigation Measure 5.1 – The following improvements are necessary to reduce the project's impact to ***"less-than-significant"***:

- Northbound Approach: Re-stripe to provide a left turn lane and a shared through-right turn lane.
- Southbound Approach: Re-stripe to provide a left turn lane and a shared through-right turn lane.

The recommended mitigation measures to reduce the project's impact to ***"less-than-significant"*** are illustrated on Exhibit 1-2. The recommended mitigation measures are indicated in bold and are in addition to the existing lanes (as shown on Exhibit 3-1).

one southbound right turn lane, one eastbound left turn lane ~~with a minimum of 100-feet of storage,~~ one eastbound through lane and one westbound shared through-right turn lane.

Driveway 3 at San Bernardino Avenue – Install a traffic signal and construct the intersection with the following geometrics: dual northbound left turn lanes, one northbound right turn lane, three eastbound through lanes, one eastbound right turn lane providing a minimum of 300-feet of storage, one westbound left turn lane providing a minimum of 250-feet of storage and one westbound through lane. It should be noted that it is necessary for the project to construct a second westbound through lane between Tennessee Street and Driveway 3 to provide the appropriate number of receiving lanes for the dual northbound left turn lanes out of Driveway 3.

Driveway 4 at Pennsylvania Avenue – Install a stop control on the southbound approach and construct the intersection with the following geometrics: one southbound shared left-right turn lane, one eastbound left turn lane with a minimum of 100-feet of storage, one eastbound through lane and one westbound shared through-right turn lane.

New York Avenue at San Bernardino Avenue – Install a traffic signal and construct the intersection with the following geometrics: one northbound left turn lane with a minimum of 150-feet of storage, one northbound right turn lane with a minimum of 150-feet of storage, two eastbound through lanes, one eastbound shared through-right turn lane, one westbound left turn lane providing a minimum of 300-feet of storage and one westbound through lane. It should be noted that space for a northbound through lane should be provided for future access onto the extension of New York Avenue, north of San Bernardino Avenue.

New York Avenue at Driveway 5 – Install a stop control on the eastbound approach and construct the intersection with the following geometrics: one northbound left turn lane with a minimum of 100-feet of storage, one northbound through lane, one southbound shared through-right turn lane and one eastbound shared left-right turn lane.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site.

CMP traffic study guidelines, the study area includes any intersection of Collector or higher classification street with another Collector or higher classification street, at which the proposed project is anticipated to add 50 or more peak hour trips. Based on this methodology, the following intersections have the potential to be impacted by the proposed project:

1. Mountain View Avenue / San Bernardino Avenue
2. California Street / San Bernardino Avenue
3. California Street / I-10 Westbound Ramps – Saturday Peak Hour Only
4. California Street / I-10 Eastbound Ramps – Saturday Peak Hour Only
5. California Street / Redlands Boulevard – Saturday Peak Hour Only

~~5.~~6. Alabama Street / Pioneer Avenue

~~6. Alabama Street / Pioneer Avenue – North~~

~~6a. Alabama Street / Pioneer Avenue – South~~

7. Alabama Street / San Bernardino Avenue
8. Alabama Street / Lugonia Avenue
9. Alabama Street / I-10 Westbound Ramps
10. Alabama Street / I-10 Eastbound Ramps
11. Alabama Street / Redlands Boulevard
12. SR-210 Eastbound Ramps/Citrus Plaza Drive / San Bernardino Avenue
13. Citrus Plaza Drive / Lugonia Avenue
14. SR-210 Westbound Ramps/Tennessee Street / San Bernardino Avenue
15. Tennessee Street / Driveway 1
16. Tennessee Street / Pennsylvania Avenue
17. Tennessee Street / Lugonia Avenue
18. Tennessee Street / I-10 Westbound Ramps
19. Tennessee Street / I-10 Eastbound Ramps
20. Tennessee Street / Colton Avenue
21. Tennessee Street / Redlands Boulevard
22. Driveway 2 / Pennsylvania Avenue
23. Driveway 3 / San Bernardino Avenue
24. Driveway 4 / Pennsylvania Avenue
25. New York Avenue / San Bernardino Avenue
26. New York Avenue / Driveway 5
27. New York Street / Lugonia Avenue

from the Redlands General Plan states that: Where the current level of service at a location within the City of Redlands is below the Level of Service (LOS) "C" standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing level of service at that location (i.e. intersections in Redlands that are deficient to start out with are acceptable as long as they do not further degrade LOS). The City of Loma Linda ~~and unincorporated County of San Bernardino are within the study area known as the "Donut Hole"~~ also ~~have~~ has established LOS "C" as the minimum level of service for ~~their~~ its intersections. Therefore, similar to the City of Redlands, any intersection within ~~unincorporated County of San Bernardino or~~ the City of Loma Linda operating at LOS "D" or worse will be considered deficient for the purposes of this analysis. The City of Highland and the unincorporated County of San Bernardino area within the study area known as the "Donut Hole" ~~has~~ have established LOS "D" as the minimum level of service for ~~its~~ their intersections. Therefore, any intersection within the City of Highland or unincorporated County of San Bernardino that is operating at LOS "E" or LOS "F" will be considered deficient for the purposes of this analysis.

The definition of an intersection deficiency has been obtained from the Caltrans *Guide for the Preparation of Traffic Impact Studies*. As stated in the Caltrans *Guide for the Preparation of Traffic Impact Studies* (December 2002), Caltrans requires Level of Service (LOS) "C" approaching "D". However, it should be noted that Caltrans acknowledges that maintaining these levels of service thresholds may not always be feasible and recommends the lead agency consult with Caltrans to determine the appropriate target level of service. If an existing facility is operating at less than the appropriate target LOS, the existing LOS should be maintained. Due to various external factors Caltrans is not able to consistently ensure new facilities meet the stated thresholds for freeway mainline segments of LOS "C" approaching "D", but instead these facilities often operate at LOS "E" or "F". Therefore, for purposes of the freeway mainline segment portion of this analysis LOS "E" or better is considered the target threshold.

In an effort to more directly link land use, transportation and air quality and promote reasonable growth, San Bernardino County adopted a Congestion Management Plan (CMP) (December 3, 2003). The San Bernardino Associated Governments (SANBAG) monitors the CMP roadway network system in cooperation with the Comprehensive Transportation Plan Technical Advisory Committee to minimize LOS deficiencies. Within the project study area the I-10 and SR-210 (formerly SR-30) Freeways are recognized as key transportation facilities within the CMP system. SANBAG has adopted a LOS "E" as the minimum standard for intersections and segments along the CMP System of Highways and Roadways. Therefore, for the purposes of

Mitigation Measure 3.1 – SR-210 Westbound Ramps / San Bernardino Avenue (#14)

This intersection is anticipated to operate deficiently under existing plus project conditions due to the existing lane configuration and the addition of project traffic. This location can be mitigated by constructing a dedicated northbound right turn lane, re-striping the eastbound right turn lane as a shared through-right turn lane, a 2nd westbound through lane, and constructing a dedicated westbound right turn lane with 150-feet of storage. The construction of the northbound right turn lane would require the addition of 12 feet of pavement ~~The construction of the~~ -westbound right turn lane would require the addition of 12.5-feet of pavement. Roadway widening on the east side of Tennessee Street, south of San Bernardino Avenue and south side of San Bernardino Avenue, east of Tennessee Street, is anticipated to occur along the project frontage and would be accommodated by the project. No other geometric improvements are needed to bring the intersection delay and LOS back to pre-project conditions and thus reducing the project's impact to ***"less-than-significant"***.

Exhibit 5-7 demonstrates the feasibility of the recommended project improvements at this location. It should be noted that the second eastbound through lane along the project frontage on San Bernardino Avenue would be accommodated within the project's half-section roadway improvements between Tennessee Street and the future New York Avenue. It is also important to note that the recommended improvements through the SR-210/San Bernardino Avenue interchange do not require the underpass to be widened since all recommended improvements and necessary roadway widening occurs on San Bernardino Avenue, east of the undercrossing. It should be noted that the recommendations shown on Exhibit 5-7 are conceptual renderings and may vary from the actual final intersection improvement plans prepared by the Civil Engineer.

Mitigation Measure 4.1 – Church Street / San Bernardino Avenue (#40)

This intersection is anticipated to operate deficiently under existing plus project conditions due to the existing lane configuration and the addition of project traffic. This location can be mitigated by installing a traffic signal with permissive left turn phasing on all approaches. Crosswalks should be striped and provided on all legs of the intersection. No other geometric improvements are needed to bring the intersection delay and LOS back to pre-project conditions and thus reducing the project's impact to ***"less-than-significant"***.

Alabama Street / I-10 Westbound Ramps (#9)

This intersection can be mitigated by providing the following geometric improvement:

- Southbound Approach: Stripe for a southbound right turn lane.

This improvement will reduce cumulative impacts to "***less-than-significant***".

Alabama Street / I-10 Eastbound Ramps (#10)

This intersection can be mitigated by providing the following geometric improvements:

- Northbound Approach: Stripe a right turn lane.
- Eastbound Approach: Widen to provide a dedicated right turn lane.

These improvements will reduce cumulative impacts to "***less-than-significant***".

Alabama Street / Redlands Boulevard (#11)

This intersection can be mitigated by protecting the northbound and southbound approach left turn movements and providing the following geometric improvements:

- Southbound Approach: Widen to provide a dedicated right turn lane.
- Eastbound Approach: Re-stripe to provide a 2nd left turn lane.

These improvements will reduce cumulative impacts to "***less-than-significant***".

SR-210 Eastbound Ramps / San Bernardino Avenue (#12)

This intersection can be mitigated by providing the following geometric improvements:

- Northbound Approach: Re-stripe to provide a dedicated right turn lane.
- Southbound Approach: Widen to provide a 2nd left turn lane and a right turn lane.
- Eastbound Approach: Widen to provide a 2nd through lane.
- Westbound Approach: Widen to provide a 2nd through lane.

These improvements will reduce cumulative impacts to "***less-than-significant***".

SR-210 Westbound Ramps / San Bernardino Avenue (#14)

This intersection can be mitigated by providing the following geometric improvements:

- Northbound Approach: Widen to provide a dedicated right turn lane.
- Southbound Approach: Widen to provide a 2nd left turn lane and 2nd through lane.
- Eastbound Approach: Widen to provide a 2nd through lane.
- Westbound Approach: Widen to provide a 2nd through lane.

These improvements will reduce cumulative impacts to "***less-than-significant***".

Tennessee Street / Lugonia Avenue (#17)

This intersection can be mitigated by implementing overlap phasing on the eastbound right turn movement along with the following geometric improvements:

- Northbound Approach: Widen to provide a 2nd left turn lane and a 2nd through lane.
- Southbound Approach: Widen to provide a 2nd through lane.
- Eastbound Approach: Implement overlap phasing on the right turn lane.

These improvements will reduce cumulative impacts to "***less-than-significant***".

Tennessee Street / I-10 Eastbound Ramps (#19)

This intersection can be mitigated by providing the following geometric improvement:

- Northbound Approach: Widen to provide a right turn lane.

This improvement will reduce cumulative impacts to "***less-than-significant***".

Tennessee Street / Colton Avenue (#20)

This intersection can be mitigated by providing the following geometric improvement:

- Southbound Approach: Widen to provide a right turn lane.

This improvement will reduce cumulative impacts to "***less-than-significant***".

Alabama Street / Redlands Boulevard (#11)

This intersection can be mitigated by protecting the northbound and southbound approach left turn movements and providing the following geometric improvements:

- Northbound Approach: Widen to provide a 2nd left turn lane and a 3rd through lane.
- Southbound Approach: Widen to provide a 2nd left turn lane and a right turn lane.
- Eastbound Approach: Widen to provide a 2nd left turn lane and a 3rd through lane.
- Westbound Approach: Widen to provide a 2nd left turn lane.

These improvements will achieve the requisite LOS threshold of LOS "C" or better.

SR-210 Eastbound Ramps / San Bernardino Avenue (#12)

This intersection can be mitigated by providing the following geometric improvements:

- Northbound Approach: Re-stripe to provide a dedicated right turn lane with overlap phasing.
- Southbound Approach: Widen to provide a 2nd left turn lane and a right turn lane.
- Eastbound Approach: Widen to provide a 2nd left turn lane and 2nd and 3rd through lanes.
- Westbound Approach: Widen to provide a 2nd left turn lane, 2nd and 3rd through lanes and a 2nd right turn lane.

These improvements will achieve the requisite LOS threshold of LOS "C" or better.

SR-210 Westbound Ramps / San Bernardino Avenue (#14)

This intersection can be mitigated by providing the following geometric improvements:

- Northbound Approach: Widen to provide a dedicated right turn lane
- Southbound Approach: Widen to provide a 2nd left turn lane and 2nd through lane.
- Eastbound Approach: Widen to provide 2nd and 3rd through lanes.
- Westbound Approach: Widen to provide a 2nd and 3rd through lanes.

These improvements will achieve the requisite LOS threshold of LOS "C" or better.

width. Fair share improvements are typically satisfied through the payment of fees for improvements included in an established fee program, a financial contribution based upon rough order magnitude costs as assigned by the approving jurisdiction, specific improvements that are significantly triggered by the project or a combination of these strategies.

As set forth in Table 7-5, several of the facilities forecast to be impacted under cumulative conditions are already planned for improvements through the City of Redlands DIF Program. Improvements included in the City of Redlands DIF are shown in the column labeled "Program Improvements". The project applicant will be subject to the City's DIF fee program, and will pay the requisite City DIF fees at the rates then in effect pursuant to the City's ordinance. The payment of the requisite DIF fees then in effect pursuant to the DIF Program will mitigate its contribution to cumulative impacts to DIF-funded facilities.

As shown in Table 7-5, the proposed project contributes to cumulative traffic impacts at twenty (20) intersections located within the City of Redlands or the County of San Bernardino. For facilities not covered by an existing fee program, the project would contribute the associated intersection fair-share percentage toward the costs of the recommended improvements. Improvements included the column labeled "Non-Program Improvements" do not appear to be in an established fee program. A fair share financial contribution based upon the project's fair share impacts may be imposed in order mitigate the project's share of impacts in lieu of construction. The fair-share calculations provided in Appendix "7.11," shows that the proposed project contributes between ~~2.0%~~2.6% and ~~37.6%~~49.9% of trips at the study area intersections. These percentages are also shown on Table 7-5 in the last column for each cumulatively impacted location.

8.0 SITE ACCESS AND ON-SITE CIRCULATION

Chapter 8 summarizes project site access and on-site circulation recommendations.

8.1 Site Access and Roadway Improvements

8.1.1 Site Access Driveway Improvements

The recommended site access driveway improvements are described below. Exhibit 8-1 illustrates the on-site recommended intersection lane improvements. Construction of on-site improvements shall occur in conjunction with adjacent project development activity or as needed for project access purposes.

Tennessee Street at Driveway 1 – Install a traffic signal and construct the intersection with the following geometrics: one northbound through lane, one northbound shared through-right turn lane, southbound left turn lanes providing a minimum of 350-feet of storage, two southbound through lanes, one westbound left turn lane and one westbound right turn lane.

Tennessee Street at Pennsylvania Avenue – Install a traffic signal and construct the intersection with the following geometrics: one northbound through lane, one northbound shared through-right turn lane, one southbound left turn lane providing a minimum of 150-feet of storage, two southbound through lanes, one westbound left turn lane with a minimum of 150-feet of storage and one westbound right turn lane.

Driveway 2 at Pennsylvania Avenue – Install a stop control on the southbound approach and construct the intersection with the following geometrics: one southbound left turn lane, one southbound right turn lane, one eastbound left turn lane~~ with a minimum of 100-feet of storage, ~~, one eastbound through lane and one westbound shared through-right turn lane.

Driveway 3 at San Bernardino Avenue – Install a traffic signal and construct the intersection with the following geometrics: dual northbound left turn lanes, one northbound right turn lane, three eastbound through lanes, one eastbound right turn lane providing a

ATTACHMENT “B”

TIA REPORT TABLE CHANGES

TABLE 1-2

SUMMARY OF TRANSPORTATION IMPACT FEE PROGRAM IMPROVEMENTS FOR HORIZON YEAR 2030 CONDITIONS

#	Intersection Location	Jurisdiction	Recommended Improvements	Preliminary estimate of programmed and nonprogrammed improvements	Fair Share
3	California Street / I-10 Westbound Ramps	Redlands	1.WB Left Turn Lane	All improvements are programmed	9.5%
5	California Street / Redlands Boulevard	Redlands	1.NB Left Turn Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street project.	13.2%
7	Alabama Street / San Bernardino Avenue	San Bern. County	1.NB Right Turn Lane with Overlap, 1.WB Left Turn Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street project.	~~11.7%~~ **15.3%**
8	Alabama Street / Lugonia Avenue	Redlands / San Bern. County	1.NB Left Turn Lane, 1.NB Through Lane, 1.NB Right Turn Lane with Overlap, 1.SB Left Turn Lane, 1.EB Left Turn Lane, 1.EB Right Turn Lane with Overlap, 1.WB Left Turn Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street and I-10 Interchange projects.	2.6%
9	Alabama Street / I-10 Westbound Ramps	Redlands	1.NB Left Turn Lane, 1.NB Through Lane,1.SB Through Lane, 1.SB Right Turn Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street and I-10 Interchange projects.	~~8.9%~~ **8.8%**
10	Alabama Street / I-10 Eastbound Ramps	Redlands	1.NB Through Lane, 1.NB Right Turn Lane, 1.SB Left Turn Lane, 1.SB Through Lane, 1.EB Right Turn Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street and I-10 Interchange projects.	3.4%
11	Alabama Street / Redlands Avenue	Redlands	1.NBL, 1.NBT, 1.SBL, 1.SBR, 1.EBL, 1.EBT, 1.WBL	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street project.	4.8%
12	SR-210 Eastbound Ramps / San Bernardino Av.	Redlands / San Bern. County	1.NB Right Turn Lane with Overlap, 1.SB Left Turn Lane, 1.SB Right Turn Lane, 1.EB Left Turn Lane, 2.EB Through Lanes, 1.WB Left Turn Lane, 2.WB Through Lanes, 1.WB Right Turn Lane	All improvements are programmed as widening as turn lanes at the Freeway ramps will be part of the ultimate Arterial Street project.	~~23.8%~~ **24.1%**
14	SR-210 Westbound Ramps / San Bernardino Av.	Redlands	1.NB Right Turn Lane, 1.SB Left Turn Lane, 1.SB Through Lane, 2.EB Through Lanes, 2.WB Through Lanes	All improvements are programmed as widening as turn lanes at the Freeway ramps will be part of the ultimate Arterial Street project.	~~35.9%~~ **49.9%**
17	Tennessee Street / Lugonia Avenue	Redlands	1.NB Left Turn Lane, 1.NB Through Lane, 1.SB Through Lane, 1.EB Right Turn Overlap	Not Programmed	~~37.6%~~ **38.9%**
19	Tennessee Street / I-10 Eastbound Ramps	Redlands	1.NB Right Turn Lane, 1.EB Right Turn Lane	Not Programmed	~~20.0%~~ **20.3%**
20	Tennessee Street / Colton Avenue	Redlands	1.SB Left Turn Lane, 1.WB Right Turn Lane	Not Programmed	~~17.1%~~ **19.1%**
21	Tennessee Street / Redlands Boulevard	Redlands	1.NB Left Turn Lane, 1.SB Left Turn Lane	Not Programmed	14.6%
27	New York Street / Lugonia Avenue	Redlands	1.WB Through Lane	All improvements are programmed	22.4%
31	Texas Street / Brockton Avenue	Redlands	Traffic Signal, 1.NB Left Turn Lane, 1.SB ~~Through~~ Left Turn Turn Lane	All improvements are programmed as widening at intersection and traffic signal will be part of the ultimate Arterial Street project.	31.2%
35	Orange Street / Pioneer Avenue	Redlands	Traffic Signal	All improvements are programmed	14.1%
40	Church Street / San Bernardino Avenue	Redlands	Traffic Signal, 1.NB Left Turn Lane, 1.SB Left Turn Lane, 1.EB Left Turn Lane, 1.EB Through Lane, 1.WB Left Turn Lane, 1.WB Through Lane	All improvements on San Bernardino Avenue are programmed as widening at intersection will be part of the ultimate Arterial Street project. All improvements for Church Street and the traffic signal are not programmed.	11.9%
41	Church Street / Lugonia Avenue	Redlands	1.NB Left Turn Lane, 1.NB Through Lane, 1.SB Left Turn Lane, 1.SB Through Lane	All improvements on Lugonia Avenue are programmed as widening at intersection will be part of the ultimate Arterial Street project. All improvements for Church Street and the traffic signal are not programmed.	10.0%
42	University Street / San Bernardino Avenue	Redlands	Traffic Signal, 1.EB Through Lane, 1.WB Through Lane	All improvements are programmed as widening at intersection and traffic signal will be part of the ultimate Arterial Street project.	15.1%
44	Judson Street / San Bernardino Avenue	Redlands	1. EB Left Turn Lane, 1.EB Through Lane, 1. WB Left Turn Lane, 1.WB Through Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street project.	12.4%

[1] Intersection improvements shown as eligible include necessary additional widening for turn lanes as such widenign would be part fo the ultimate Arterial Street Project.
[2] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of City.

TABLE 3-1
(1 of 2)

INTERSECTION ANALYSIS FOR EXISTING (2010) CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												PM[2]		SATURDAY[2]	
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND						
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	LOS	DELAY	LOS
1	Mountain View Avenue / San Bernardino Av.	TS	1	1	1	1	1	1	1	2	d	1	2	1	27.3	C	25.3	C
2	California Street / San Bernardino Avenue	TS	1	2	0	1	2	0	1	3	0	1	3	0	23.9	C	26.8	C
3	California Street / I-10 Westbound Ramps	TS	1	2	0	0	3	1	0	0	0	0	1	1	--[4]	--[4]	25.7	C
4	California Street / I-10 Eastbound Ramps	TS	0	3	1	1	2	0	0	1	0	0	0	0	--[4]	--[4]	16.1	B
5	California Street / Redlands Boulevard	TS	0	1	0	1	1	0	1	2	0	1	2	1>	--[4]	--[4]	41.7	D
6	Alabama Street / Pioneer Avenue	TS	1	1	1	1	2	0	0	1	1	0	1	0	23.4	C	15.7	B
~~6a~~	~~Alabama Street / Pioneer Avenue North~~	~~TS~~	~~0~~	~~2~~	~~0~~	~~1~~	~~2~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~13.8~~	~~B~~	~~10.1~~	~~B~~
~~6b~~	~~Alabama Street / Pioneer Avenue South~~	~~TS~~	~~1~~	~~2~~	~~0~~	~~0~~	~~2~~	~~0~~	~~1~~	~~0~~	~~1~~	~~0~~	~~0~~	~~0~~	~~9.0~~	~~A~~	~~5.0~~	~~A~~
7	Alabama Street / San Bernardino Avenue	TS	1	2	d	1	2	d	1	2	0	1	2	d	26.8	C	30.8	C
8	Alabama Street / Lugonia Avenue	TS	1	2	d	1	3	d	1	2	0	1	2	d	40.7	D	48.6	D
9	Alabama Street / I-10 Westbound Ramps	TS	1	2	0	0	2	0	0	0	0	0	2	0	28.4	C	30.4	C
10	Alabama Street / I-10 Eastbound Ramps	TS	0	2	d	1	2	0	1	1	0	0	0	0	26.3	C	29.9	C
11	Alabama Street / Redlands Boulevard	TS	1	2	0	1	2	0	1	2	d	1	2	d	47.8	D	50.7	D
12	SR-210 Eastbound Ramps / San Bernardino Avenue	TS	1	1	~~d~~ 0	1	2	0	1	1	1	1	1	1	58.3	E	40.6	D
13	Citrus Plaza / Lugonia Avenue	TS	0	0	0	2	0	1	1	2	0	0	2	0	12.6	B	14.1	B
14	SR-210 Westbound Ramps / San Bernardino Avenue	TS	1	2	d	1	1	0	2	1	1	1	1	1	50.2	D	41.1	D
15	Tennessee Street / Driveway 1	Future Analysis Location																
16	Tennessee Street / Pennsylvania Avenue	Future Analysis Location																
17	Tennessee Street / Lugonia Avenue	TS	1	1	1	1	1	d	1	2	1	1	1	d	30.5	C	41.9	D
18	Tennessee Street / I-10 Westbound Ramps	TS	1	2	0	0	2	~~d~~ 0	0	0	0	0	2	0	18.2	B	19.3	B
19	Tennessee Street / I-10 Eastbound Ramps	TS	0	2	0	1	2	0	0	2	0	0	0	0	31.2	C	30.2	C
20	Tennessee Street / Colton Avenue	TS	1	2	0	1	2	0	1	2	0	1	2	0	33.3	C	33.7	C
21	Tennessee Street / Redlands Boulevard	TS	0	2	0	0	2	0	1	2	d	1	2	0	32.7	C	29.1	C
22	Driveway 2 / Pennsylvania Avenue	Future Analysis Location																
23	Driveway 3 / San Bernardino Avenue	Future Analysis Location																
24	Driveway 4 / Pennsylvania Avenue	Future Analysis Location																
25	New York Avenue / San Bernardino Avenue	Future Analysis Location																
26	New York Avenue / Driveway 5	Future Analysis Location																
27	New York Street / Lugonia Avenue	TS	0	1	0	0	0	0	0	2	1	1	1	0	10.7	B	19.1	B
28	Texas Street / Pioneer Avenue	AWS	0	1	0	1	1	0	0	1	0	0	1	0	10.0	A	7.8	A
29	Texas Street / San Bernardino Avenue	TS	0	1	0	0	1	0	1	1	0	1	1	1	11.0	B	7.6	A
30	Texas Street / Lugonia Avenue	TS	0	1	0	0	1	0	1	2	0	1	2	0	17.2	B	15.2	B
31	Texas Street / Brockton Avenue	CSS	0	1	d	0	1	d	0	1	0	0	1	0	23.1	C	25.5	D
32	Texas Street / Colton Avenue	TS	0	2	d	0	2	0	1	1	d	1	2	d	9.8	A	10.0	B
33	Texas Street / Redlands Boulevard	TS	0	2	0	1	1	1	1	2	d	1	2	d	16.4	B	15.3	B
34	Boulder Street / Greenspot Road	TS	1	2	1	1	1	1	1	2	1	1	2	1	32.5	C	27.9	C
35	Orange Street / Pioneer Avenue	AWS	1	2	0	1	2	0	0	1	0	0	1	0	18.8	C	10.8	B
36	Orange Street / San Bernardino Avenue	TS	1	2	0	1	2	0	1	2	0	1	1	d	10.0	A	9.5	A
37	Orange Street / Lugonia Avenue	TS	1	1	1	1	1	1	1	2	0	1	1	0	25.5	C	27.2	C
38	Orange Street / Colton Avenue	TS	1	2	0	1	2	0	1	1	0	1	1	0	11.2	B	11.2	B
39	Orange Street / Redlands Boulevard	TS	1	2	0	1	2	0	1	2	d	1	2	d	--[4]	--[4]	23.7	C

TABLE 3-1
(2 of 2)

INTERSECTION ANALYSIS FOR EXISTING (2010) CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												PM[2]		SATURDAY[2]	
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND						
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	LOS	DELAY	LOS
40	Church Street / San Bernardino Avenue	AWS	0	1	0	0	1	0	0	1	0	0	1	0	191.9	F	41.1	F[5]
41	Church Street / Lugonia Avenue	TS	0	1	d	0	1	d	1	2	0	1	2	d	63.3	E	28.8	C
42	University Street / San Bernardino Avenue	CSS	0	1	0	0	0	0	0	1	d	~~1~~ d	1	0	15.1	C	12.0	B
43	University Street / Lugonia Avenue	TS	0	1	1	0	1	0	1	2	0	1	2	0	9.0	A	8.6	A
44	Judson Street / San Bernardino Avenue	AWS	0	1	0	0	1	0	0	1	0	0	1	0	11.1	B	9.8	A

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d = Defacto Right Turn Lane

2 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection # 20 have been analyzed using SYNCHRO 7. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown

3 CCS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

4 -- = Not analyzed for this scenario.

5 V/C is greater than 1.00; Level of Service "F".

* BOLD = Unsatisfactory level of service.

TABLE 5-1
(Page 1 of 2)

EXISTING PLUS PROJECT CONDITIONS INTERSECTION ANALYSIS

#	INTERSECTION	JURISDICTION	TRAFFIC CONTROL[2]	EXISTING (2010)[1]				EXISTING PLUS PROJECT[1]			
				WEEKDAY PM		SATURDAY		WEEKDAY PM		SATURDAY	
				DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
1	Mountain View Avenue / San Bernardino Avenue	Redlands/City of San Bern.	TS	27.3	C	25.3	C	26.8	C	25.5	C
2	California Street / San Bernardino Avenue	Redlands/San. Bern. County	TS	23.9	C	26.8	C	24.0	C	26.3	C
3	California Street / I-10 Westbound Ramps	Redlands	TS	--[3]	--[3]	25.7	C	--[3]	--[3]	26.2	C
4	California Street / I-10 Eastbound Ramps	Redlands	TS	--[3]	--[3]	16.1	B	--[3]	--[3]	16.4	B
5	California Street / Redlands Boulevard	Redlands	TS	--[3]	--[3]	41.7	D	--[3]	--[3]	45.5	D
6	Alabama Street / Pioneer Avenue	San Bern. County	TS	23.4	C	15.7	B	23.6	C	16.0	B
~~6a~~	~~Alabama Street / Pioneer Avenue North~~	~~San Bern. County~~	~~TS~~	~~13.8~~	~~B~~	~~10.1~~	~~B~~	~~13.3~~	~~B~~	~~9.6~~	~~A~~
~~6b~~	~~Alabama Street / Pioneer Avenue South~~	~~San Bern. County~~	~~TS~~	~~9.0~~	~~A~~	~~5.0~~	~~A~~	~~8.7~~	~~A~~	~~5.0~~	~~A~~
7	Alabama Street / San Bernardino Avenue	San Bern. County	TS	26.8	C	30.8	C	27.3	C	30.6	C
8	Alabama Street / Lugonia Avenue	Redlands/San. Bern. County	TS	40.7	D	48.6	D	42.1	D	49.6	D
9	Alabama Street / I-10 Westbound Ramps	Redlands	TS	28.4	C	30.4	C	31.1	C	39.3	D
10	Alabama Street / I-10 Eastbound Ramps	Redlands	TS	26.3	C	29.9	C	26.2	C	29.7	C
11	Alabama Street / Redlands Boulevard	Redlands	TS	47.8	D	50.7	D	49.8	D	53.4	D
12	SR-210 Eastbound Ramps / San Bernardino Av.	Redlands/San. Bern. County	TS	58.3	E	40.6	D	123.1	F	99.9	F
13	Citrus Plaza / Lugonia Avenue	Redlands/San. Bern. County	TS	12.6	B	14.1	B	12.6	B	14.2	B
14	SR-210 Westbound Ramps / San Bernardino Av.	Redlands	TS	50.2	D	41.1	D	103.4	F[4]	73.3	E
15	Tennessee Street / Driveway 1	Redlands	TS	--[3]	--[3]	--[3]	--[3]	27.8	C	32.0	C
16	Tennessee Street / Pennsylvania Avenue	Redlands	TS	--[3]	--[3]	--[3]	--[3]	9.9	A	13.5	B
17	Tennessee Street / Lugonia Avenue	Redlands	TS	30.5	C	41.9	D	31.2	C	41.9	D
18	Tennessee Street / I-10 Westbound Ramps	Redlands	TS	18.2	B	19.3	B	17.6	B	18.5	B
19	Tennessee Street / I-10 Eastbound Ramps	Redlands	TS	31.2	C	30.2	C	31.2	C	29.7	C
20	Tennessee Street / Colton Avenue	Redlands	TS	33.3	C	33.7	C	33.9	C	35.1 ~~35.0~~	C
21	Tennessee Street / Redlands Boulevard	Redlands	TS	32.7	C	29.1	C	34.2	C	29.6	C
22	Driveway 2 / Pennsylvania Avenue	Redlands	CSS	--[3]	--[3]	--[3]	--[3]	8.9	A	9.3	A
23	Driveway 3 / San Bernardino Avenue	Redlands	TS	--[3]	--[3]	--[3]	--[3]	15.1	B	24.3	C
24	Driveway 4 / Pennsylvania Avenue	Redlands	CSS	--[3]	--[3]	--[3]	--[3]	8.4	A	8.4	A
25	New York Avenue / San Bernardino Avenue	Redlands	TS	--[3]	--[3]	--[3]	--[3]	22.5	C	25.3	C
26	New York Avenue / Driveway 5	Redlands	CSS	--[3]	--[3]	--[3]	--[3]	8.4	A	8.5	A

TABLE 5-1
(Page 2 of 2)

EXISTING PLUS PROJECT CONDITIONS INTERSECTION ANALYSIS

#	INTERSECTION	JURISDICTION	TRAFFIC CONTROL[2]	EXISTING (2010)[1]				EXISTING PLUS PROJECT[1]			
				WEEKDAY PM		SATURDAY		WEEKDAY PM		SATURDAY	
				DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
27	New York Street / Lugonia Avenue	Redlands	TS	10.7	B	19.1	B	11.0	B	22.6	C
28	Texas Street / Pioneer Avenue	Redlands	AWS	10.0	A	7.8	A	9.8	A	7.8	A
29	Texas Street / San Bernardino Avenue	Redlands	TS	11.0	B	7.6	A	12.2	B	8.0	A
30	Texas Street / Lugonia Avenue	Redlands	TS	17.2	B	15.2	B	17.9	B	15.8	B
31	Texas Street / Brockton Avenue	Redlands	CSS	23.1	C	**25.5**	D	23.3	C	**30.2**	D
32	Texas Street / Colton Avenue	Redlands	TS	9.8	A	10.0	B	9.9	A	10.1	B
33	Texas Street / Redlands Boulevard	Redlands	TS	16.4	B	15.3	B	16.2	B	15.4	B
34	Boulder Street / Greenspot Road	Highland	TS	32.5	C	27.9	C	32.5	C	27.3	C
35	Orange Street / Pioneer Avenue	Redlands	AWS	18.8	C	10.8	B	18.4	C	11.1	B
36	Orange Street / San Bernardino Avenue	Redlands	TS	10.0	A	9.5	A	10.0	A	9.5	A
37	Orange Street / Lugonia Avenue	Redlands	TS	25.5	C	27.2	C	26.5	C	29.0	C
38	Orange Street / Colton Avenue	Redlands	TS	11.2	B	11.2	B	11.3	B	10.9	B
39	Orange Street / Redlands Boulevard	Redlands	TS	--[3]	--[3]	23.7	C	--[3]	--[3]	23.8	C
40	Church Street / San Bernardino Avenue	Redlands	AWS	**191.9**	F	**41.1**	F[4]	**218.1**	F[4]	**60.3**	F[4]
41	Church Street / Lugonia Avenue	Redlands	TS	**63.3**	E	28.8	C	**71.8**	E	29.3	C
42	University Street / San Bernardino Avenue	Redlands	CSS	15.1	C	12.0	B	15.7	C	13.0	B
43	University Street / Lugonia Avenue	Redlands	TS	9.0	A	8.6	A	9.1	A	8.7	A
44	Judson Street / San Bernardino Avenue	Redlands	AWS	11.1	B	9.8	A	11.1	B	10.0	A

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d = Defacto Right Turn Lane

1 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection # 20 have been analyzed using SYNCHR
Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

2 CCS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

3 -- = Not analyzed for this scenario.

4 V/C is greater than 1.0; Level of Service "F".

* **BOLD** = Unsatisfactory level of service.

TABLE 5-5

INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS
WITH MITIGATION MEASURES TO MITIGATE PROJECT IMPACTS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												PM[2]		SATURDAY[2]	
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND						
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	LOS	DELAY	LOS
9	Alabama Street / I-10 Westbound Ramps																	
	- Pre-Project w/o Mitigation (Existing Conditions)	TS	1	2	0	0	2	0	0	0	0	0	2	0	28.4	C	30.4	C
	- Mitigation Measure 1.1	TS	1	2	0	0	2	1	0	0	0	0	2	0	24.5	C	25.8	C
12	SR-210 Eastbound Ramps / San Bernardino Av.																	
	- Pre-Project w/o Mitigation (Existing Conditions)	TS	1	1	~~d~~ 1	1	2	0	1	1	1	1	1	1	58.3	E	40.6	D
	- Mitigation Measure 2.1	TS	1	1	~~d~~ 1	2	1	0	1	2	0	1	1	1	36.4	D	35.4	D
14	SR-210 Westbound Ramps / San Bernardino Av.																	
	- Pre-Project w/o Mitigation (Existing Conditions)	TS	1	2	d	1	1	0	2	1	1	1	1	1	50.2	D	41.1	D
	- Mitigation Measure 3.1	TS	1	2	~~d~~ 1	1	1	0	2	2	0	1	2	1	40.4	D	37.0	D
40	Church Street / San Bernardino Avenue																	
	- Pre-Project w/o Mitigation (Existing Conditions)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	191.9	F[5]	41.1	F[5]
	- Mitigation Measure 4.1	TS	0	1	0	0	1	0	0	1	0	0	1	0	61.0	E[5]	15.1	B
41	Church Street / Lugonia Avenue																	
	- Pre-Project w/o Mitigation (Existing Conditions)	TS	0	1	d	0	1	d	1	2	0	1	2	d	63.3	E	28.8	C
	- Mitigation Measure 5.1[6]	TS	1	1	0	1	1	0	1	2	0	1	2	d	31.0	C	22.8	C

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d = Defacto Right Turn Lane

2 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The SR-210 freeway ramps have been analyzed using
SYNCHRO 7. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown

3 CCS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

4 -- = Not analyzed for this scenario.

5 V/C is greater than 1.0; Level of Service "F".

6 Change north-south traffic signal phasing to protected from split phase.

TABLE 6-1
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2013 CONDITIONS INTERSECTION ANALYSIS

#	INTERSECTION	JURISDICTION	TRAFFIC CONTROL[2]	EXISTING (2010)[1]				2013 WITH PROJECT[1]			
				WEEKDAY PM		SATURDAY		WEEKDAY PM		SATURDAY	
				DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
1	Mountain View Avenue / San Bernardino Avenue	Redlands/City of San Bern.	TS	27.3	C	25.3	C	29.3	C	26.6	C
2	California Street / San Bernardino Avenue	Redlands/San. Bern. County	TS	23.9	C	26.8	C	24.7	C	26.8	C
3	California Street / I-10 Westbound Ramps	Redlands	TS	--[3]	--[3]	25.7	C	--[4]	--[4]	29.0	C
4	California Street / I-10 Eastbound Ramps	Redlands	TS	--[3]	--[3]	16.1	B	--[4]	--[4]	18.3	B
5	California Street / Redlands Boulevard	Redlands	TS	--[3]	--[3]	41.7	D	--[4]	--[4]	53.0	D
6	Alabama Street / Pioneer Avenue	San Bern. County	TS	23.4	C	15.7	B	24.1	C	16.9	B
~~6a~~	~~Alabama Street / Pioneer Avenue North~~	~~San Bern. County~~	~~TS~~	~~13.8~~	~~B~~	~~10.1~~	~~B~~	~~13.6~~	~~B~~	~~9.4~~	~~A~~
~~6b~~	~~Alabama Street / Pioneer Avenue South~~	~~San Bern. County~~	~~TS~~	~~9.0~~	~~A~~	~~5.0~~	~~A~~	~~8.9~~	~~A~~	~~6.2~~	~~A~~
7	Alabama Street / San Bernardino Avenue	San Bern. County	TS	26.8	C	30.8	C	29.1	C	32.5	C
8	Alabama Street / Lugonia Avenue	Redlands/San. Bern. County	TS	40.7	D	48.6	D	50.2	D	70.3	E
9	Alabama Street / I-10 Westbound Ramps	Redlands	TS	28.4	C	30.4	C	44.2	D	69.8	F[4]
10	Alabama Street / I-10 Eastbound Ramps	Redlands	TS	26.3	C	29.9	C	38.5	D	47.7	F[4]
11	Alabama Street / Redlands Boulevard	Redlands	TS	47.8	D	50.7	D	81.4	F[4]	88.2	F[4]
12	SR-210 Eastbound Ramps / San Bernardino Av.	Redlands/San. Bern. County	TS	58.3	E	40.6	D	176.4	F[4]	124.8	F[4]
13	Citrus Plaza / Lugonia Avenue	Redlands/San. Bern. County	TS	12.6	B	14.1	B	13.1	B	15.0	B
14	SR-210 Westbound Ramps / San Bernardino Av.	Redlands	TS	50.2	D	41.1	D	143.5	F[4]	115.3	F[4]
15	Tennessee Street / Driveway 1	Redlands	TS	--[3]	--[3]	--[3]	--[3]	25.6	C	33.1	C
16	Tennessee Street / Pennsylvania Avenue	Redlands	TS	--[3]	--[3]	--[3]	--[3]	9.8	A	13.4	B
17	Tennessee Street / Lugonia Avenue	Redlands	TS	30.5	C	41.9	D	35.1	D	48.4	D
18	Tennessee Street / I-10 Westbound Ramps	Redlands	TS	18.2	B	19.3	B	17.8	B	19.0	B
19	Tennessee Street / I-10 Eastbound Ramps	Redlands	TS	31.2	C	30.2	C	42.3	D	34.3	C
20	Tennessee Street / Colton Avenue	Redlands	TS	33.3	C	33.7	C	38.1	D	39.5	D
21	Tennessee Street / Redlands Boulevard	Redlands	TS	32.7	C	29.1	C	37.7	D	31.0	C
22	Driveway 2 / Pennsylvania Avenue	Redlands	CSS	--[3]	--[3]	--[3]	--[3]	8.9	A	9.3	A
23	Driveway 3 / San Bernardino Avenue	Redlands	TS	--[3]	--[3]	--[3]	--[3]	11.6	B	19.8	B
24	Driveway 4 / Pennsylvania Avenue	Redlands	CSS	--[3]	--[3]	--[3]	--[3]	8.4	A	8.4	A
25	New York Avenue / San Bernardino Avenue	Redlands	TS	--[3]	--[3]	--[3]	--[3]	26.0	C	17.6	B
26	New York Avenue / Driveway 5	Redlands	CSS	--[3]	--[3]	--[3]	--[3]	8.4	A	8.5	A
27	New York Street / Lugonia Avenue	Redlands	TS	10.7	B	19.1	B	11.1	B	32.6	C
28	Texas Street / Pioneer Avenue	Redlands	AWS	10.0	A	7.8	A	10.2	B	7.8	A

TABLE 6-5
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INTERSECTION ANALYSIS FOR 2013 WITH PROJECT CONDITIONS
WITH IMPROVEMENTS TO MITIGATE CUMULATIVE IMPACTS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												PM[2]		SATURDAY[2]	
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND						
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	LOS	DELAY	LOS
	California Street / Redlands Boulevard																	
5	- Without Improvements	TS	0	1	0	1	1	0	1	2	0	1	2	1>	--[4]	--[4]	53.0	D
	- With Improvements[6,7]	TS	1	1	0	1	1	0	1	2	0	1	2	1>	--[4]	--[4]	32.9	C
	Alabama Street / Lugonia Avenue																	
8	- Without Improvements	TS	1	2	d	1	3	d	1	2	0	1	2	d	50.2	D	70.3	E
	- With Improvements	TS	2	3	1>	2	3	d	2	2	1>	2	2	d	27.5	C	31.7	C
	Alabama Street / I-10 Westbound Ramps																	
9	- Without Improvements	TS	1	2	0	0	2	0	0	0	0	0	2	0	44.2	D	69.8	F[5]
	- With Improvements	TS	1	2	0	0	2	1	0	0	0	0	2	0	29.5	C	32.8	C
	Alabama Street / I-10 Eastbound Ramps																	
10	- Without Improvements	TS	0	2	d	1	2	0	1	1	0	0	0	0	38.5	D	47.7	F[5]
	- With Improvements	TS	0	2	1	1	2	0	1	1	1	0	0	0	26.6	C	32.3	C
	Alabama Street / Redlands Boulevard																	
11	- Without Improvements	TS	1	2	0	1	2	0	1	2	d	1	2	d	81.4	F[5]	88.2	F[5]
	- With Improvements	TS	1	2	0	1	2	~~0~~ 1	2	2	0	1	2	0	34.1	C	33.4	C
	SR-210 Eastbound Ramps / San Bernardino Av.																	
12	- Without Improvements	TS	1	1	~~d~~ 0	1	2	0	1	1	1	1	1	1	176.4	F[5]	124.8	F[5]
	- With Improvements	TS	1	1	d	2	2	1	1	2	1	1	2	1	33.2	C	32.5	C
	SR-210 Westbound Ramps / San Bernardino Av.																	
14	- Without Improvements	TS	1	2	d	1	1	0	2	1	1	1	1	1	143.5	F[5]	115.3	F[5]
	- With Improvements	TS	1	2	~~d~~ 1	2	2	0	2	2	1	1	2	1	32.1	C	29.2	C
	Tennessee Street / Lugonia Avenue																	
17	- Without Improvements	TS	1	1	1	1	1	d	1	2	1	1	1	d	35.1	D	48.4	D
	- With Improvements	TS	2	2	1	1	2	d	1	2	1>	1	1	d	24.7	C	31.7	C
	Tennessee Street / I-10 Eastbound Ramps																	
19	- Without Improvements	TS	0	2	0	1	2	0	0	2	0	0	0	0	42.3	D	34.3	C
	- With Improvements	TS	0	2	1	1	2	0	0	2	0	0	0	0	24.6	C	22.5	C
	Tennessee Street / Colton Avenue																	
20	- Without Improvements	TS	1	2	0	1	2	0	1	2	0	1	2	0	38.1	D	39.5	D
	- With Improvements	TS	1	2	0	1	2	1	1	2	0	1	2	0	33.2	C	33.6	C
	Tennessee Street / Redlands Boulevard																	
21	- Without Improvements	TS	0	2	0	0	2	0	1	2	d	1	2	0	37.7	D	31.0	C
	- With Improvements[7]	TS	1	2	0	1	2	0	1	2	d	1	2	0	23.5	C	22.5	C
	Texas Street / Brockton Avenue																	
31	- Without Improvements	CSS	0	1	d	0	1	d	0	1	0	0	1	0	26.5	D	37.5	E
	- With Improvements	CSS	1	1	0	0	2	0	0	1	0	0	1	0	24.7	C	24.3	C
	Church Street / San Bernardino Avenue																	
40	- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	367.5	F[5]	161.0	F[5]
	- With Improvements	TS	1	1	0	1	1	0	1	2	0	1	2	0	30.9	C	23.4	C

TABLE 7-1
(1 of 2)

2030 CONDITIONS INTERSECTION ANALYSIS

#	INTERSECTION	JURISDICTION	TRAFFIC CONTROL[3]	EXISTING (2010)[1]				2030 WITHOUT PROJECT[1]				2030 WITH PROJECT[1]			
				WEEKDAY PM		SATURDAY		WEEKDAY PM		SATURDAY		WEEKDAY PM		SATURDAY	
				DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
1	Mountain View Avenue / San Bernardino Avenue	Redlands/City of San Bern.	TS	27.3	C	25.3	C	33.3	C	26.4	C	34.8	C	27.1	C
2	California Street / San Bernardino Avenue	Redlands/San. Bern. County	TS	23.9	C	26.8	C	27.1	C	26.5	C	27.7	C	26.7	C
3	California Street / I-10 Westbound Ramps	Redlands	TS	--[3]	--[3]	25.7	C	--[3]	--[3]	45.1	D	--[3]	--[3]	47.6	D
4	California Street / I-10 Eastbound Ramps	Redlands	TS	--[3]	--[3]	16.1	B	--[3]	--[3]	22.1	C	--[3]	--[3]	22.5	C
5	California Street / Redlands Boulevard	Redlands	TS	--[3]	--[3]	46.6	D	--[3]	--[3]	48.9	D	--[3]	--[3]	54.7	D
6	Alabama Street / Pioneer Avenue	San Bern. County	TS	23.4	C	15.7	B	28.5	C	18.7	B	29.3	C	18.7	B
~~6a~~	~~Alabama Street / Pioneer Avenue North~~	~~San Bern. County~~	~~TS~~	~~13.8~~	~~B~~	~~10.1~~	~~B~~	~~13.7~~	~~B~~	~~11.4~~	~~B~~	~~13.8~~	~~B~~	~~11.3~~	~~B~~
~~6b~~	~~Alabama Street / Pioneer Avenue South~~	~~San Bern. County~~	~~TS~~	~~9.0~~	~~A~~	~~5.0~~	~~A~~	~~8.7~~	~~A~~	~~8.6~~	~~A~~	~~8.9~~	~~A~~	~~8.6~~	~~A~~
7	Alabama Street / San Bernardino Avenue	San Bern. County	TS	26.8	C	30.8	C	60.7	F[4]	31.3	C	65.7	F[4]	31.9	C
8	Alabama Street / Lugonia Avenue	Redlands/San. Bern. County	TS	40.7	D	48.6	D	55.6	E	86.7	F	58.1	E	90.9	F
9	Alabama Street / I-10 Westbound Ramps	Redlands	TS	28.4	C	30.4	C	122.1	F	106.4	F	132.0	F	125.2	F
10	Alabama Street / I-10 Eastbound Ramps	Redlands	TS	26.3	C	29.9	C	89.8	F	109.3	F	92.1	F	112.3	F
11	Alabama Street / Redlands Boulevard	Redlands	TS	47.8	D	50.7	D	97.9 ~~31.6~~	F ~~C~~	96.2 ~~33.7~~	F ~~C~~	102.2 ~~32.2~~	F ~~C~~	102.0 ~~34.6~~	F ~~C~~
12	SR-210 Eastbound Ramps / San Bernardino Avenue	Redlands/San. Bern. County	TS	58.3	E	40.6	D	210.5	F	126.1	F	281.6	F	210.8	F
13	Citrus Plaza / Lugonia Avenue	Redlands/San. Bern. County	TS	12.6	B	14.1	B	13.3	B	15.0	B	13.3	B	15.0	B
14	SR-210 Westbound Ramps / San Bernardino Avenue	Redlands	TS	50.2	D	41.1	D	101.9	F	102.0	F	183.4	F	197.6	F
15	Tennessee Street / Driveway 1	Redlands		--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	22.8	C	26.3	C
16	Tennessee Street / Pennsylvania Avenue	Redlands		--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	9.8	A	13.1	B
17	Tennessee Street / Lugonia Avenue	Redlands	TS	30.5	C	41.9	D	34.0	C	51.0	D	35.6	D	52.1	D
18	Tennessee Street / I-10 Westbound Ramps	Redlands	TS	18.2	B	19.3	B	18.0	B	19.5	B	17.9	B	19.3	B
19	Tennessee Street / I-10 Eastbound Ramps	Redlands	TS	31.2	C	30.2	C	58.7	E	43.3	D	59.7	E	42.7	D
20	Tennessee Street / Colton Avenue	Redlands	TS	33.3	C	33.7	C	44.0	D	42.3	D	45.4	D	44.2	D
21	Tennessee Street / Redlands Boulevard	Redlands	TS	32.7	C	29.1	C	37.0	D	30.5	C	40.1	D	31.3	C
22	Driveway 2 / Pennsylvania Avenue	Redlands		--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	8.9	A	9.2	A
23	Driveway 3 / San Bernardino Avenue	Redlands		--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	12.6	B	23.9	C
24	Driveway 4 / Pennsylvania Avenue	Redlands		--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	8.4	A	8.4	A
25	New York Avenue / San Bernardino Avenue	Redlands		--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	11.5	B	10.3	B
26	New York Avenue / Driveway 5	Redlands		--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	--[3]	8.7	A	8.8	A

TABLE 7-4
(1 of 2)

2030 WITH PROJECT CONDITIONS INTERSECTION ANALYSIS
WITH MITIGATION MEASURES

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R	PM[2] DELAY	PM[2] LOS	SATURDAY[2] DELAY	SATURDAY[2] LOS
	California Street / I-10 Westbound Ramps																	
3	- Without Improvements	TS	1	2	0	0	3	1	0	0	0	0	1	1	--[3]	--[3]	47.6	D
	- With Improvements	TS	1	2	0	0	3	1	0	0	0	1	1	1	--[3]	--[3]	24.1	C
	California Street / Redlands Boulevard																	
5	- Without Improvements	TS	0	1	0	1	1	0	1	2	0	1	2	1>	--[3]	--[3]	54.7	D
	- With Improvements[6,7]	TS	1	1	0	1	1	0	1	2	0	1	2	1>	--[3]	--[3]	32.8	C
	Alabama Street / San Bernardino Avenue																	
7	- Without Improvements	TS	1	2	d	1	2	d	1	2	0	1	2	d	65.7	F[4]	31.9	C
	- With Improvements	TS	1	2	1>	1	2	d	1	2	0	2	2	d	33.4	C	24.6	C
	Alabama Street / Lugonia Avenue																	
8	- Without Improvements	TS	1	2	d	1	3	d	1	2	0	1	2	d	58.1	E	90.9	F
	- With Improvements	TS	2	3	1>	2	3	d	2	2	1>	2	2	d	29.6	C	34.5	C
	Alabama Street / I-10 Westbound Ramps																	
9	- Without Improvements	TS	1	2	0	0	2	0	0	0	0	0	2	0	132.0	F	125.2	F
	- With Improvements	TS	2	3	0	0	3	1	0	0	0	0	2	0	24.3	C	29.2	C
	Alabama Street / I-10 Eastbound Ramps																	
10	- Without Improvements	TS	0	2	d	1	2	0	1	1	0	0	0	0	92.1	F	112.3	F
	- With Improvements	TS	0	3	1	2	3	0	1	1	1	0	0	0	18.6	B	30.5	C
	Alabama Street / Redlands Avenue																	
11	- Without Improvements	TS	1	2	0	1	2	0	1	2	d	1	2	d	102.2	F	102.0	F ~~D~~
	- With Improvements	TS	2	3	0	2	2	1	2	3	0	2	2	0	28.7	C	30.5	C
	SR-210 Eastbound Ramps / San Bernardino Av.																	
12	- Without Improvements	TS	1	1	~~d~~ 0	1	2	0	1	1	1	1	1	1	281.6	F	210.8	F
	- With Improvements	TS	1	1	1>	2	2	1	2	3	1	2	3	2	34.8	C	30.9	C
	SR-210 Westbound Ramps / San Bernardino Av.																	
14	- Without Improvements	TS	1	2	d	1	1	0	2	1	1	1	1	1	183.4	F	197.6	F
	- With Improvements	TS	1	2	~~d~~ 1	2	2	0	2	3	1	1	3	1	22.1	C	31.3	C
	Tennessee Street / Lugonia Avenue																	
17	- Without Improvements	TS	1	1	1	1	1	d	1	2	1	1	1	d	35.6	D	52.1	D
	- With Improvements	TS	2	2	1	1	2	d	1	2	1>	1	1	d	25.5	C	33.0	C
	Tennessee Street / I-10 Eastbound Ramps																	
19	- Without Improvements	TS	0	2	0	1	2	0	0	2	0	0	0	0	59.7	E	42.7	D
	- With Improvements	TS	0	2	1	1	2	0	0	2	1	0	0	0	22.1	C	21.3	C
	Tennessee Street / Colton Avenue																	
20	- Without Improvements	TS	1	2	0	1	2	0	1	2	0	1	2	0	45.4	D	44.2	D
	- With Improvements	TS	1	2	0	2	2	0	1	2	0	1	2	1	34.0	C	29.5	C
	Tennessee Street / Redlands Boulevard																	
21	- Without Improvements	TS	0	2	0	0	2	0	1	2	d	1	2	0	40.1	D	31.3	C
	- With Improvements[7]	TS	1	2	0	1	2	0	1	2	d	1	2	0	23.7	C	22.8	C
	New York Street / Lugonia Avenue																	
27	- Without Improvements	TS	0	1	0	0	0	0	0	2	1	1	1	0	11.2	B	46.9	D
	- With Improvements	TS	0	1	0	0	0	0	0	2	1	1	2	0	10.6	B	9.5	A

TABLE 7-4
(2 of 2)

2030 WITH PROJECT CONDITIONS INTERSECTION ANALYSIS
WITH MITIGATION MEASURES

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1] NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R	PM[2] DELAY	PM[2] LOS	SATURDAY[2] DELAY	SATURDAY[2] LOS
	Texas Street / Brockton Avenue																	
31	- Without Improvements	CSS	0	1	d	0	1	d	0	1	0	0	1	0	57.2	F	49.2	E
	- With Improvements	TS	1	1	d	1	1	d	0	1	0	0	1	0	15.9	B	15.1	B
	Orange Street / Pioneer Avenue																	
35	- Without Improvements	AWS	1	2	0	1	2	0	0	1	0	0	1	0	39.1	E	14.7	B
	- With Improvements	TS	1	2	0	1	2	0	0	1	0	0	1	0	18.1	B	15.1	B
	Church Street / San Bernardino Avenue																	
40	- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	495.3	F	270.2	F
	- With Improvements	TS	1	1	0	1	1	0	1	2	0	1	2	0	32.8 ~~22.8~~	C	24.2	C
	Church Street / Lugonia Avenue																	
41	- Without Improvements	TS	0	1	d	0	1	d	1	2	0	1	2	d	95.7	F	32.9	C
	- With Improvements[7]	TS	1	2	0	1	2	0	1	2	0	1	2	d	23.3	C	24.7	C
	University Street / San Bernardino Avenue																	
42	- Without Improvements	CSS	0	1	0	0	0	0	0	1	d	~~1~~ d	1	0	39.5	E	22.1	C
	- With Improvements	TS	0	1	0	0	0	0	0	2	d	~~1~~ d	2	0	8.7	A	8.1	A
	Judson Street / San Bernardino Avenue																	
44	- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	34.7	D	19.8	C
	- With Improvements	AWS	0	1	0	0	1	0	1	2	0	1	2	0	12.6	B	12.7	B

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d = Defacto Right Turn Lane

2 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection # 20 have been analyzed using SYNCHRO 7. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3 CCS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

4 -- = Not analyzed for this scenario.

5 V/C is greater than 1.0; Level of Service "F".

6 Change east-west traffic signal phasing to protected from split phase.

7 Change north-south traffic signal phasing to protected from split phase.

TABLE 7-5

SUMMARY OF TRANSPORTATION IMPACT FEE PROGRAM IMPROVEMENTS FOR HORIZON YEAR 2030 CONDITIONS

#	Intersection Location	Jurisdiction	Recommended Improvements	Preliminary estimate of programmed and nonprogrammed improvements	Fair Share
3	California Street / I-10 Westbound Ramps	Redlands	1.WB Left Turn Lane	All improvements are programmed	9.5%
5	California Street / Redlands Boulevard	Redlands	1.NB Left Turn Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street project.	13.2%
7	Alabama Street / San Bernardino Avenue	San Bern. County	1.NB Right Turn Lane with Overlap, 1.WB Left Turn Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street project.	~~11.7%~~ **15.3%**
8	Alabama Street / Lugonia Avenue	Redlands / San Bern. County	1.NB Left Turn Lane, 1.NB Through Lane, 1.NB Right Turn Lane with Overlap, 1.SB Left Turn Lane, 1.EB Left Turn Lane, 1.EB Right Turn Lane with Overlap, 1.WB Left Turn Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street and I-10 Interchange projects.	2.6%
9	Alabama Street / I-10 Westbound Ramps	Redlands	1.NB Left Turn Lane, 1.NB Through Lane,1.SB Through Lane, 1.SB Right Turn Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street and I-10 Interchange projects.	~~8.9%~~ **8.8%**
10	Alabama Street / I-10 Eastbound Ramps	Redlands	1.NB Through Lane, 1.NB Right Turn Lane, 1.SB Left Turn Lane, 1.SB Through Lane, 1.EB Right Turn Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street and I-10 Interchange projects.	3.4%
11	Alabama Street / Redlands Avenue	Redlands	1.NBL, 1.NBT, 1.SBL, 1.SBR, 1.EBL, 1.EBT, 1.WBL	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street project.	4.8%
12	SR-210 Eastbound Ramps / San Bernardino Av.	Redlands / San Bern. County	1.NB Right Turn Lane with Overlap, 1.SB Left Turn Lane, 1.SB Right Turn Lane, 1.EB Left Turn Lane, 2.EB Through Lanes, 1.WB Left Turn Lane, 2.WB Through Lanes, 1.WB Right Turn Lane	All improvements are programmed as widening as turn lanes at the Freeway ramps will be part of the ultimate Arterial Street project.	~~23.8%~~ **24.1%**
14	SR-210 Westbound Ramps / San Bernardino Av.	Redlands	1.NB Right Turn Lane, 1.SB Left Turn Lane, 1.SB Through Lane, 2.EB Through Lanes, 2.WB Through Lanes	All improvements are programmed as widening as turn lanes at the Freeway ramps will be part of the ultimate Arterial Street project.	~~35.9%~~ **49.9%**
17	Tennessee Street / Lugonia Avenue	Redlands	1.NB Left Turn Lane, 1.NB Through Lane, 1.SB Through Lane, 1.EB Right Turn Overlap	Not Programmed	~~37.6%~~ **38.9%**
19	Tennessee Street / I-10 Eastbound Ramps	Redlands	1.NB Right Turn Lane, 1.EB Right Turn Lane	Not Programmed	~~20.0%~~ **20.3%**
20	Tennessee Street / Colton Avenue	Redlands	1.SB Left Turn Lane, 1.WB Right Turn Lane	Not Programmed	~~17.1%~~ **19.1%**
21	Tennessee Street / Redlands Boulevard	Redlands	1.NB Left Turn Lane, 1.SB Left Turn Lane	Not Programmed	14.6%
27	New York Street / Lugonia Avenue	Redlands	1.WB Through Lane	All improvements are programmed	22.4%
31	Texas Street / Brockton Avenue	Redlands	Traffic Signal, 1.NB Left Turn Lane, 1.SB ~~Through~~ Left Turn Turn Lane	All improvements are programmed as widening at intersection and traffic signal will be part of the ultimate Arterial Street project.	31.2%
35	Orange Street / Pioneer Avenue	Redlands	Traffic Signal	All improvements are programmed	14.1%
40	Church Street / San Bernardino Avenue	Redlands	Traffic Signal, 1.NB Left Turn Lane, 1.SB Left Turn Lane, 1.EB Left Turn Lane, 1.EB Through Lane, 1.WB Left Turn Lane, 1.WB Through Lane	All improvements on San Bernardino Avenue are programmed as widening at intersection will be part of the ultimate Arterial Street project. All improvements for Church Street and the traffic signal are not programmed.	11.9%
41	Church Street / Lugonia Avenue	Redlands	1.NB Left Turn Lane, 1.NB Through Lane, 1.SB Left Turn Lane, 1.SB Through Lane	All improvements on Lugonia Avenue are programmed as widening at intersection will be part of the ultimate Arterial Street project. All improvements for Church Street and the traffic signal are not programmed.	10.0%
42	University Street / San Bernardino Avenue	Redlands	Traffic Signal, 1.EB Through Lane, 1.WB Through Lane	All improvements are programmed as widening at intersection and traffic signal will be part of the ultimate Arterial Street project.	15.1%
44	Judson Street / San Bernardino Avenue	Redlands	1. EB Left Turn Lane, 1.EB Through Lane, 1. WB Left Turn Lane, 1.WB Through Lane	All improvements are programmed as widening at intersection will be part of the ultimate Arterial Street project.	12.4%

[1] Intersection improvements shown as eligible include necessary additional widening for turn lanes as such widenign would be part fo the ultimate Arterial Street Project.

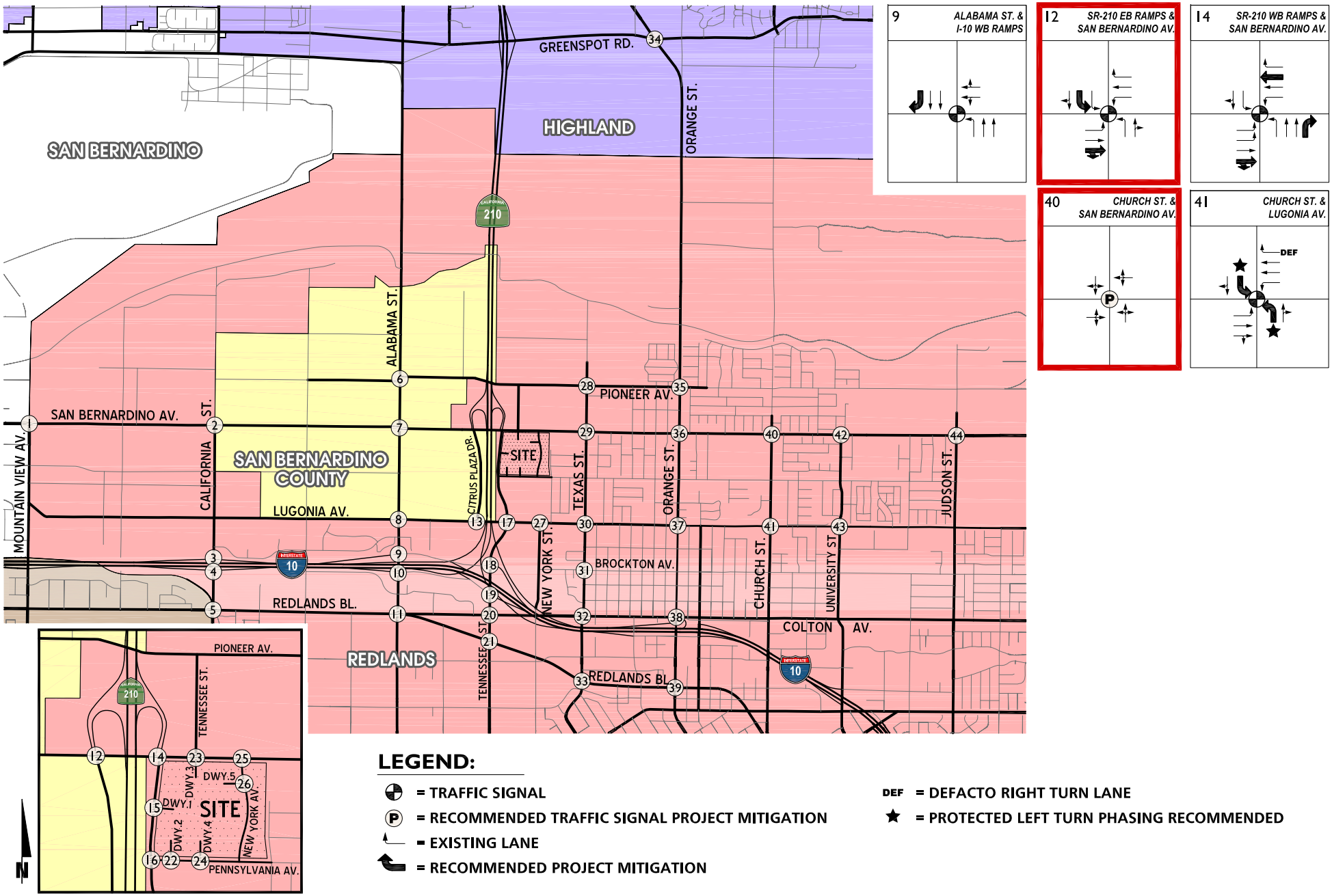
[2] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of City.

ATTACHMENT “C”

TIA REPORT EXHIBIT CHANGES

EXHIBIT 1-2

EXISTING PLUS PROJECT CONDITIONS PROJECT MITIGATION MEASURES

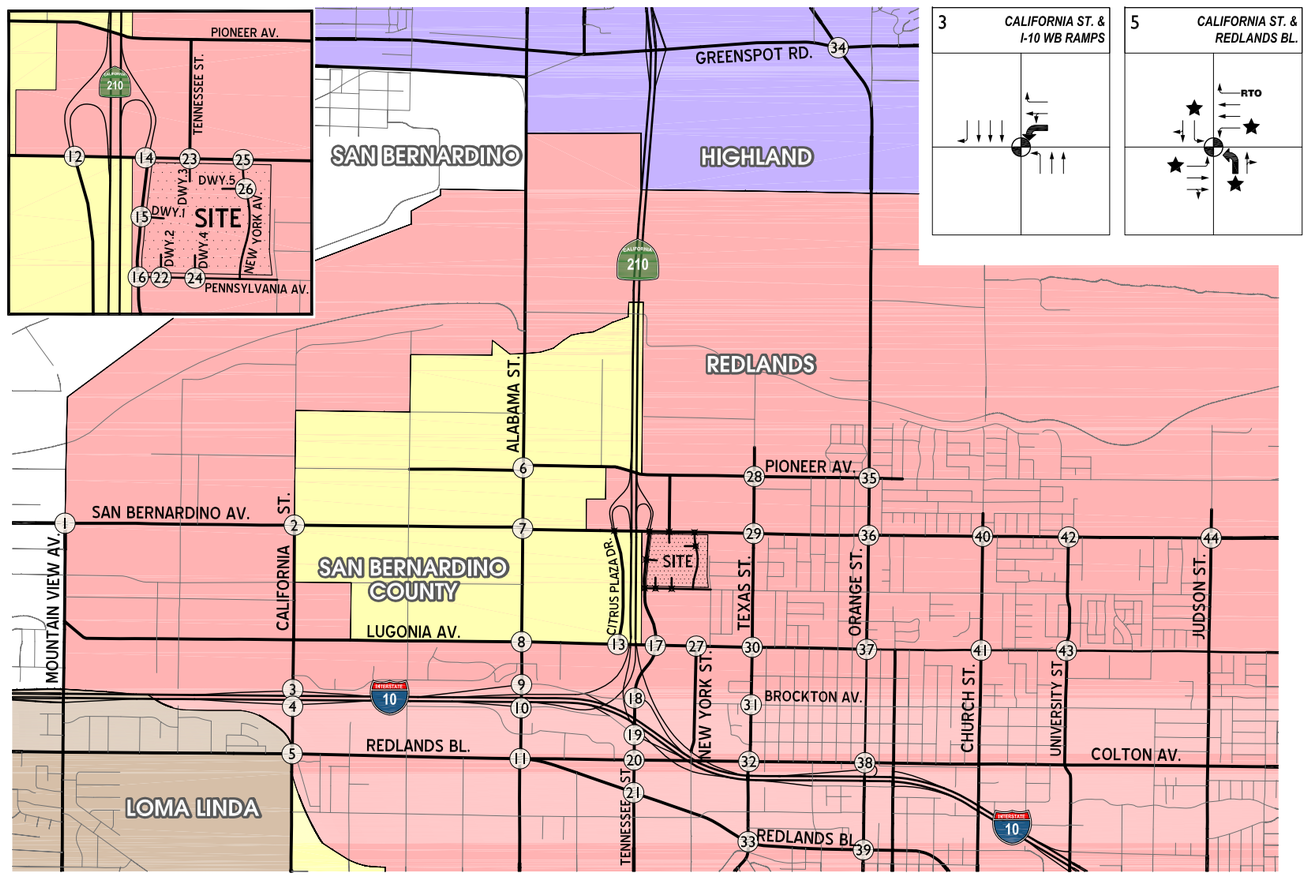


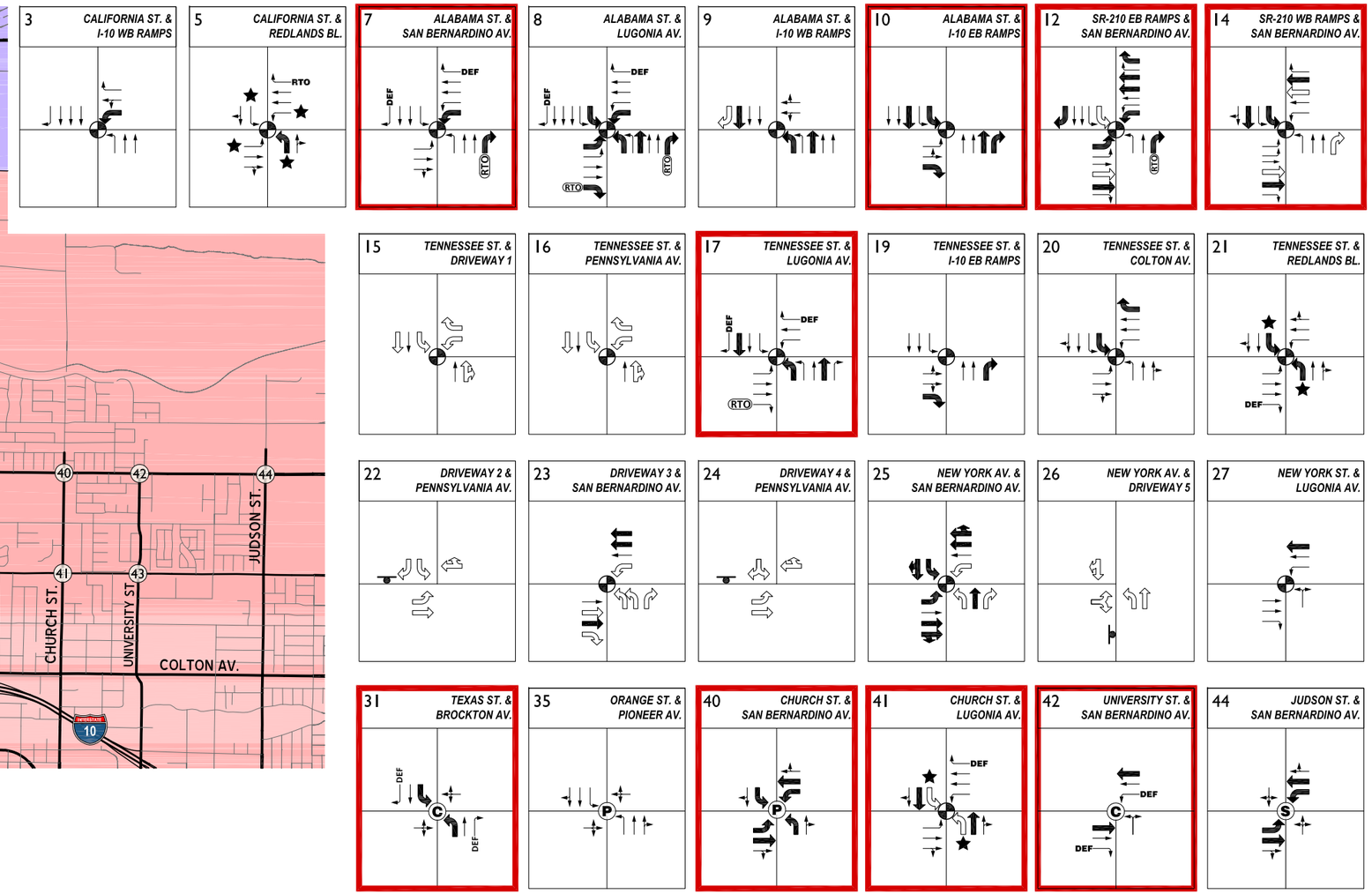
LEGEND:

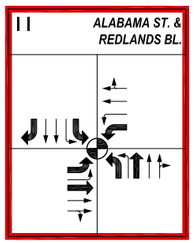
- = TRAFFIC SIGNAL
- = RECOMMENDED TRAFFIC SIGNAL PROJECT MITIGATION
- = EXISTING LANE
- = RECOMMENDED PROJECT MITIGATION
- DEF = DEFACTO RIGHT TURN LANE
- ★ = PROTECTED LEFT TURN PHASING RECOMMENDED

EXHIBIT 1-3

HORIZON YEAR 2030 WITH PROJECT CONDITIONS CUMULATIVE MITIGATION MEASURES







LEGEND:

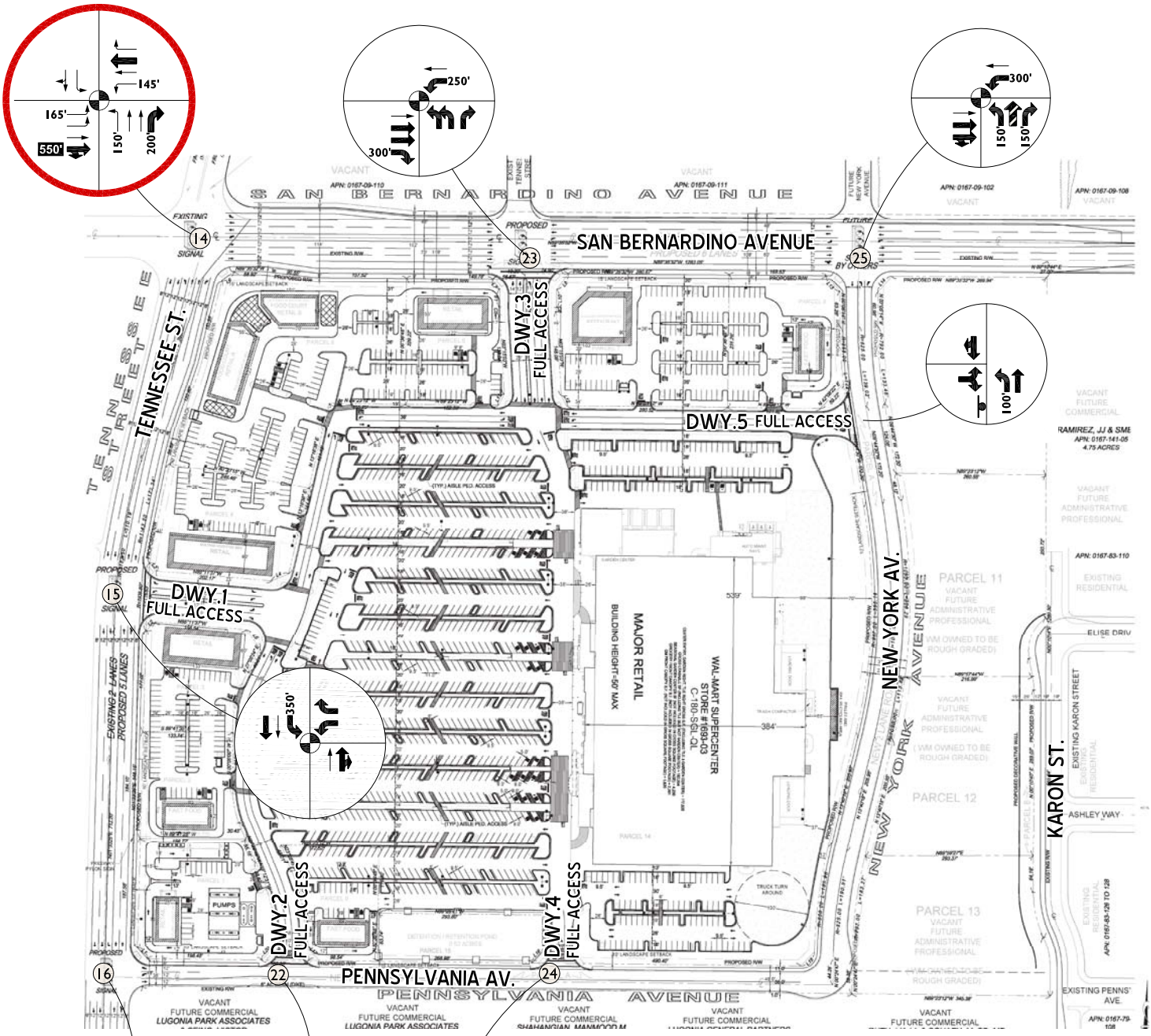
- = TRAFFIC SIGNAL
- (C) = RECOMMENDED TRAFFIC SIGNAL CUMULATIVE MITIGATION
- (P) = PREVIOUS TRAFFIC SIGNAL PROJECT MITIGATION
- = STOP SIGN
- (S) = ALL WAY STOP
- = EXISTING LANE
- = RECOMMENDED CUMULATIVE MITIGATION
- = PREVIOUS PROJECT MITIGATION
- ★ = PROTECTED LEFT TURN PHASING RECOMMENDED
- DEF = DEFACTO TURN LANE
- (RTO) = RECOMMENDED RIGHT TURN OVERLAP PHASING CUMULATIVE MITIGATION

N

NOTE: PREVIOUS OFF-SITE PROJECT MITIGATION WERE SHOWN ON EXHIBIT1-2. ON-SITE AND SITE ADJACENT PROJECT MITIGATION ARE SHOWN ON EXHIBIT 1-4.

EXHIBIT 1-4

SITE ACCESS AND ON-SITE CIRCULATION RECOMMENDATIONS



LEGEND:

- = TRAFFIC SIGNAL
- = STOP SIGN
- 300' = STORAGE LENGTH
- 550' = RECOMMENDED STORAGE LENGTH THAT REQUIRES ROADWAY WIDENING (SEE EXHIBIT 5-7)
- = EXISTING LANE
- = LANE IMPROVEMENT
- = FUTURE THROUGH LANE

ON-SITE TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.

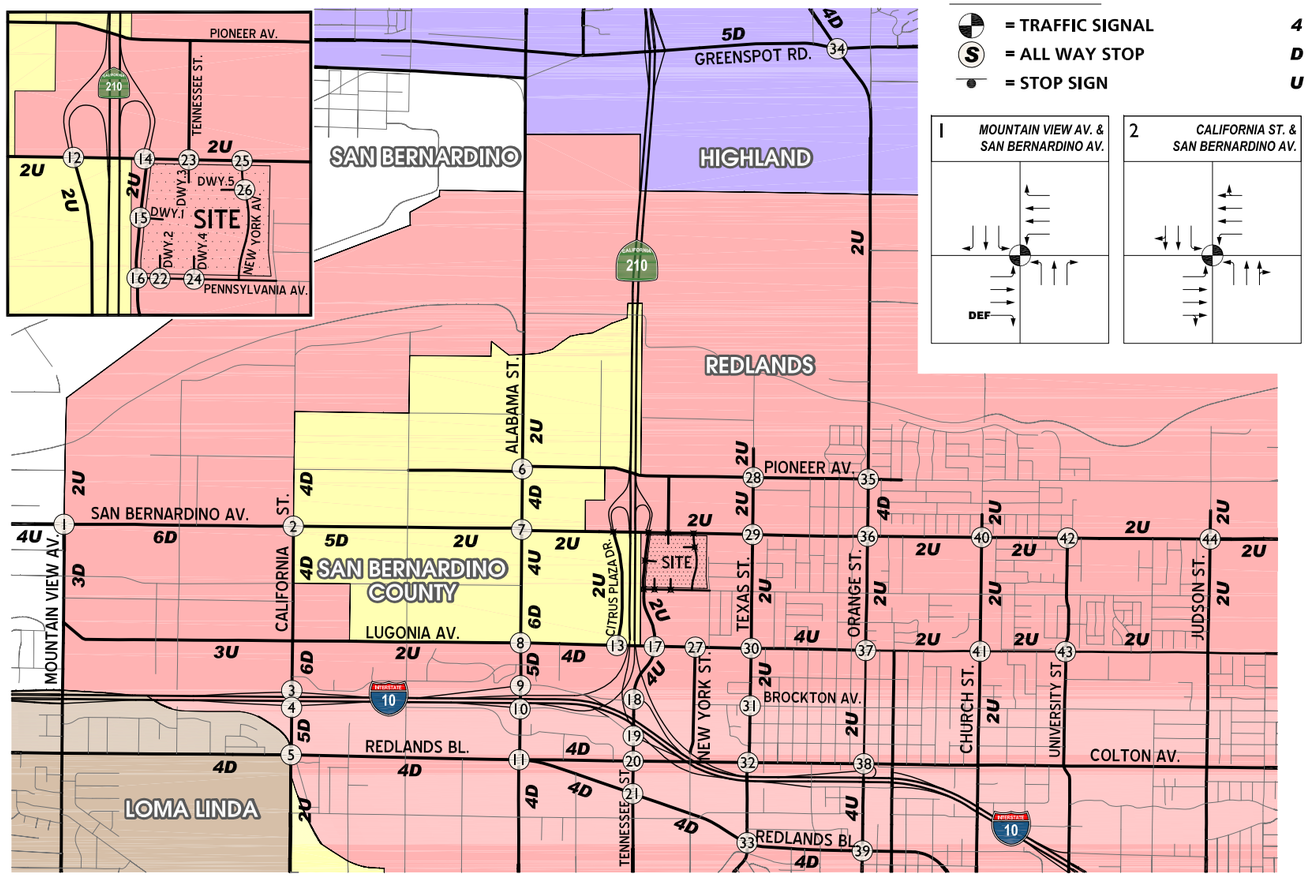
SIGHT DISTANCE AT EACH PROJECT ACCESS POINT SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS AND CITY OF REDLANDS SIGHT DISTANCE STANDARDS AT THE TIME OF PREPARATION OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

N

* *NOTE: ANY TURN LANE WITHOUT A STORAGE LENGTH SPECIFIED SHOULD EXTEND TO THE ADJACENT INTERSECTION OR DRIVE AISLE WITH THE EXCEPTION OF THE EASTBOUND LEFT TURN LANE AT DRIVEWAY 2. NO SPECIFIED EASTBOUND LEFT TURN POCKET LENGTH STORAGE IS GIVEN AT DRIVEWAY 2 DUE TO THE LIMITED DISTANCE BETWEEN TENNESSEE AND DRIVEWAY TWO. IT SHOULD BE NOTED HOWEVER THAT THE EASTBOUND LEFT TURN LANE AT DRIVEWAY 2 CAN BE ACCOMMODATED WITHIN THE TWO-WAY LEFT TURN LANE (PAINTED MEDIAN).*

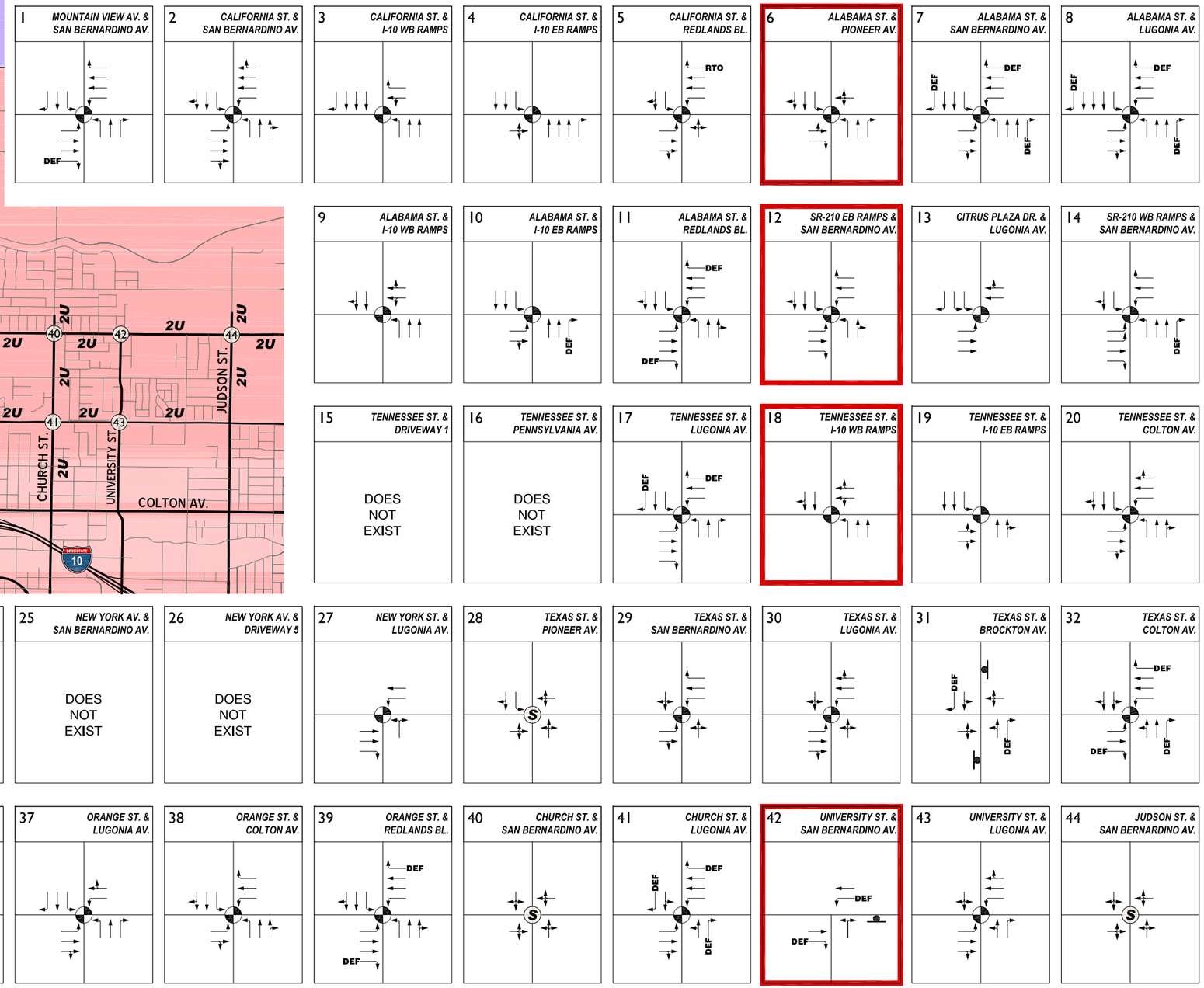
EXHIBIT 3-1

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



LEGEND:

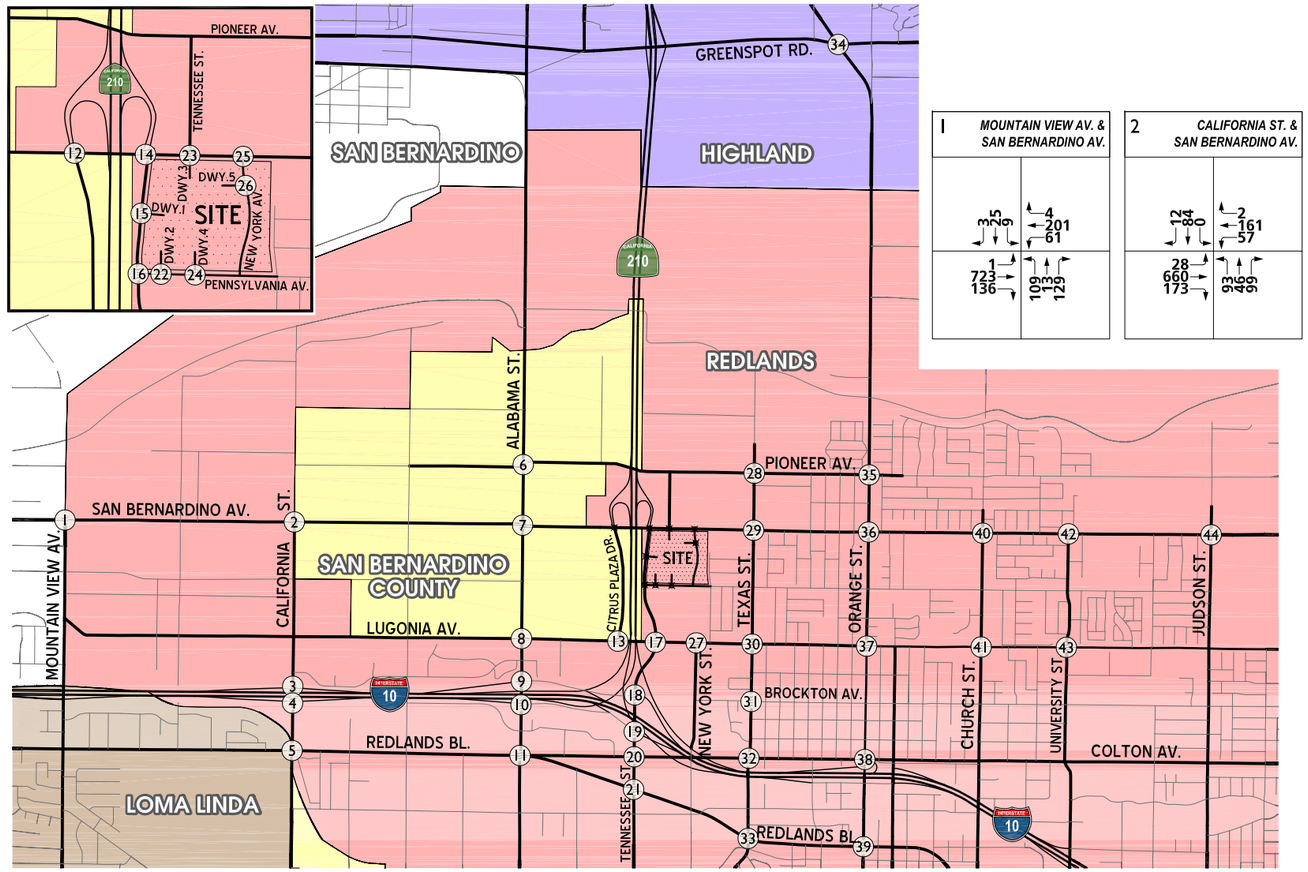
- = TRAFFIC SIGNAL
- = ALL WAY STOP
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- RTO = RIGHT TURN OVERLAP
- DEF = DEFACTO TURN LANE



N

EXHIBIT 3-8

EXISTING (2010) WEEKDAY PM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.	2 CALIFORNIA ST. & SAN BERNARDINO AV.	3 CALIFORNIA ST. & I-10 WB RAMPS	4 CALIFORNIA ST. & I-10 EB RAMPS	5 CALIFORNIA ST. & REDLANDS BL.	6 ALABAMA ST. & PIONEER AV.	7 ALABAMA ST. & SAN BERNARDINO AV.	8 ALABAMA ST. & LUGONIA AV.
3 25 9 / 4 201 61	12 84 0 / 2 161 57	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	6 390 123 / 49 5 20	46 50 55 / 52 132 160	68 411 129 / 96 180 342
1 723 136 / 109 13 129	28 660 173 / 93 49 99				45 65 11 / 4 655 60	189 442 128 / 42 478 254	132 237 137 / 119 546 469

9 ALABAMA ST. & I-10 WB RAMPS	10 ALABAMA ST. & I-10 EB RAMPS	11 ALABAMA ST. & REDLANDS BL.	12 SR-210 EB RAMPS & SAN BERNARDINO AV.	13 CITRUS PLAZA DR. & LUGONIA AV.	14 SR-210 WB RAMPS & SAN BERNARDINO AV.
185 705 / 151 324 149	643 210 /	231 613 172 / 214 344 106	152 371 293 / 120 178 59	89 473 / 110 458	65 15 229 / 171 266 27
/ 342 984	400 13 373 / 925 210	317 531 78 / 79 604 110	49 651 50 / 14 1 234	35 724 /	429 634 114 / 26 490 23

15 TENNESSEE ST. & DRIVEWAY 1	16 TENNESSEE ST. & PENNSYLVANIA AV.	17 TENNESSEE ST. & LUGONIA AV.	18 TENNESSEE ST. & I-10 WB RAMPS	19 TENNESSEE ST. & I-10 EB RAMPS	20 TENNESSEE ST. & COLTON AV.
DOES NOT EXIST	DOES NOT EXIST	8 87 61 / 135 303 117	86 597 / 122 5 125	457 265 /	103 525 127 / 147 265 59
		68 651 478 / 257 336 154	/ 286 625	190 391 297 / 720 225	171 420 114 / 96 628 84

21 TENNESSEE ST. & REDLANDS BL.	22 DRIVEWAY 2 & PENNSYLVANIA AV.	23 DRIVEWAY 3 & SAN BERNARDINO AV.	24 DRIVEWAY 4 & PENNSYLVANIA AV.	25 NEW YORK AV. & SAN BERNARDINO AV.	26 NEW YORK AV. & DRIVEWAY 5
27 549 121 / 169 254 39	DOES NOT EXIST	DOES NOT EXIST	DOES NOT EXIST	DOES NOT EXIST	DOES NOT EXIST
25 296 44 / 65 613 55					

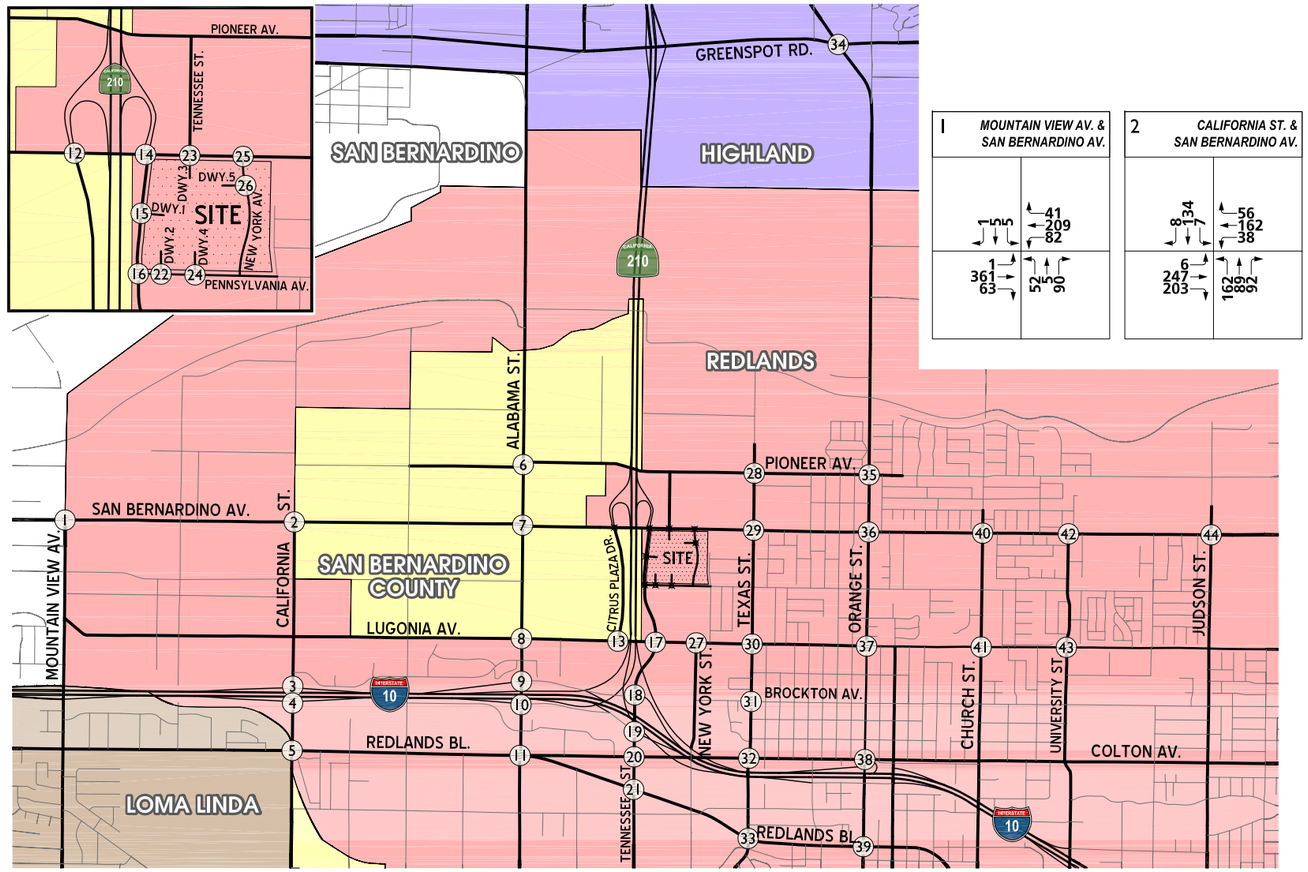
27 NEW YORK ST. & LUGONIA AV.	28 TEXAS ST. & PIONEER AV.	29 TEXAS ST. & SAN BERNARDINO AV.	30 TEXAS ST. & LUGONIA AV.	31 TEXAS ST. & BROCKTON AV.	32 TEXAS ST. & COLTON AV.
453 18 /	26 42 26 / 11 71 45	46 77 14 / 3 341 21	31 130 17 / 20 361 69	4 244 19 / 26 27 45	74 176 65 / 55 259 76
762 104 / 102 55	12 220 50 / 20 24 148	60 745 80 / 77 129 100	56 693 68 / 79 27 142	10 23 26 / 25 415 116	163 424 87 / 55 338 76

33 TEXAS ST. & REDLANDS BL.	34 BOULDER ST. & GREENSPOT RD.	35 ORANGE ST. & PIONEER AV.	36 ORANGE ST. & SAN BERNARDINO AV.	37 ORANGE ST. & LUGONIA AV.	38 ORANGE ST. & COLTON AV.
51 237 51 / 49 277 54	9 203 85 / 60 534 191	43 127 148 / 154 57 34	31 262 128 / 44 258 76	33 314 84 / 53 327 105	41 450 78 / 93 226 102
141 542 78 / 65 279 58	22 904 131 / 83 2 332	121 138 60 / 29 398 58	76 690 93 / 76 365 91	68 585 150 / 88 411 151	140 347 148 / 79 41 46

39 ORANGE ST. & REDLANDS BL.	40 CHURCH ST. & SAN BERNARDINO AV.	41 CHURCH ST. & LUGONIA AV.	42 UNIVERSITY ST. & SAN BERNARDINO AV.	43 UNIVERSITY ST. & LUGONIA AV.	44 JUDSON ST. & SAN BERNARDINO AV.
NOT ANALYZED FOR THIS SCENARIO	31 173 50 / 23 184 46	85 386 79 / 137 273 33	/ 250 5	21 21 19 / 9 459 132	7 49 16 / 9 174 12
	108 495 194 / 149 337 90	76 203 31 / 62 709 52	451 50 / 29 11	28 748 76 / 67 96 212	12 298 46 / 43 41 20

EXHIBIT 3-9

EXISTING (2010) SATURDAY PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.								
1	5	5	41	209	82	1	361	63
52	5	90						

2 CALIFORNIA ST. & SAN BERNARDINO AV.								
8	134	7	56	162	38	6	247	203
162	92	92						

3 CALIFORNIA ST. & I-10 WB RAMPS								
223	152		70	7	359			
			390	273				

4 CALIFORNIA ST. & I-10 EB RAMPS								
444	67							
105	3	429	557	356				

5 CALIFORNIA ST. & REDLANDS BL.								
111	265	312	366	301	71			
149	359	58	53	280	28			

6 ALABAMA ST. & PIONEER AV.								
0	111	12	21	0	28			
6	0	1	1	354	29			

7 ALABAMA ST. & SAN BERNARDINO AV.								
13	123	4	30	112	288			
53	136	158	131	301	356			

8 ALABAMA ST. & LUGONIA AV.								
32	441	96	34	373	494			
110	210	171	186	644	389			

9 ALABAMA ST. & I-10 WB RAMPS								
478	628		222	261	207			
			311	997				

10 ALABAMA ST. & I-10 EB RAMPS								
644	191							
486	14	357	822	255				

11 ALABAMA ST. & REDLANDS BL.								
310	554	137	195	388	126			
384	479	72	92	498	67			

12 SR-210 EB RAMPS & SAN BERNARDINO AV.								
220	516	241	137	153	108			
8	354	23	17	3	305			

13 CITRUS PLAZA DR. & LUGONIA AV.								
130	523		194	648				
36	630							

14 SR-210 WB RAMPS & SAN BERNARDINO AV.								
64	23	176	162	308	26			
473	354	73	26	388	42			

15 TENNESSEE ST. & DRIVEWAY 1								
DOES NOT EXIST								

16 TENNESSEE ST. & PENNSYLVANIA AV.								
DOES NOT EXIST								

17 TENNESSEE ST. & LUGONIA AV.								
12	59	51	148	475	238			
86	600	467	355	221	154			

18 TENNESSEE ST. & I-10 WB RAMPS								
112	652		234	8	170			
			206	496				

19 TENNESSEE ST. & I-10 EB RAMPS								
500	322							
147	421	200	555	202				

20 TENNESSEE ST. & COLTON AV.								
198	419	83	126	357	41			
204	370	85	69	427	41			

21 TENNESSEE ST. & REDLANDS BL.								
77	369	98	100	318	42			
88	332	52	64	348	38			

22 DRIVEWAY 2 & PENNSYLVANIA AV.								
DOES NOT EXIST								

23 DRIVEWAY 3 & SAN BERNARDINO AV.								
DOES NOT EXIST								

24 DRIVEWAY 4 & PENNSYLVANIA AV.								
DOES NOT EXIST								

25 NEW YORK AV. & SAN BERNARDINO AV.								
DOES NOT EXIST								

26 NEW YORK AV. & DRIVEWAY 5								
DOES NOT EXIST								

27 NEW YORK ST. & LUGONIA AV.								
			767	16				
698	107		94	43				

28 TEXAS ST. & PIONEER AV.								
5	8	2	3	54	56			
3	57	22	11	10	87			

29 TEXAS ST. & SAN BERNARDINO AV.								
45	38	3	5	380	43			
54	461	58	72	49	58			

30 TEXAS ST. & LUGONIA AV.								
57	91	9	16	636	47			
48	591	102	90	14	77			

31 TEXAS ST. & BROCKTON AV.								
14	206	20	18	29	126			
6	13	113	10	257	43			

32 TEXAS ST. & COLTON AV.								
72	331	42	50	276	77			
114	335	126	209	146	135			

33 TEXAS ST. & REDLANDS BL.								
48	381	105	112	290	43			
23	256	47	37	355	40			

34 BOULDER ST. & GREENSPOT RD.								
8	130	53	64	495	125			
12	654	69	43	171	175			

35 ORANGE ST. & PIONEER AV.								
21	257	87	77	62	46			
29	48	26	32	307	48			

36 ORANGE ST. & SAN BERNARDINO AV.								
47	217	65	81	314	70			
41	395	85	67	265	64			

37 ORANGE ST. & LUGONIA AV.								
43	260	69	43	375	211			
38	479	172	121	315	220			

38 ORANGE ST. & COLTON AV.								
69	500	74	100	194	123			
123	283	119	65	433	291			

39 ORANGE ST. & REDLANDS BL.								
112	414	196	263	262	43			
149	294	64	41	377	26			

40 CHURCH ST. & SAN BERNARDINO AV.								
52	86	19	20	289	29			
68	373	145	127	135	27			

41 CHURCH ST. & LUGONIA AV.								
63	152	38	71	489	53			
44	596	42	64	190	95			

42 UNIVERSITY ST. & SAN BERNARDINO AV.								
			237	3				
285	48		30	25				

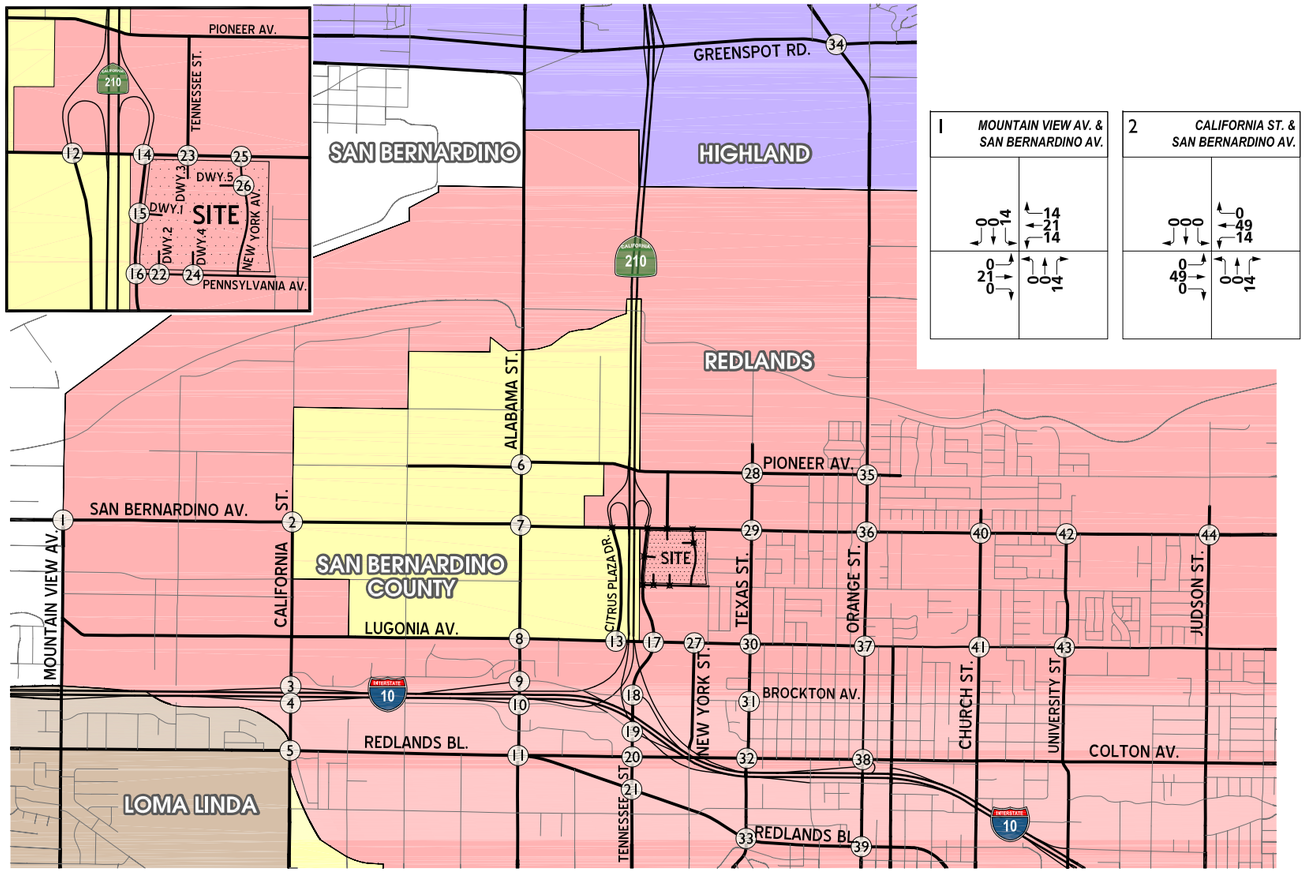
43 UNIVERSITY ST. & LUGONIA AV.								
28	46	4	16	524	161			
32	636	73	67	69	202			

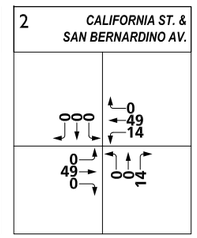
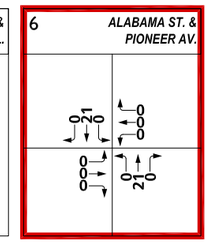
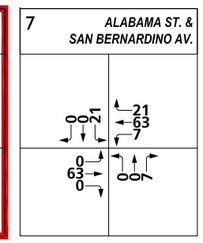
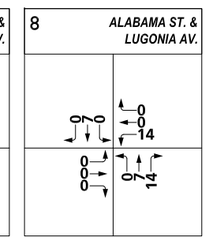
44 JUDSON ST. & SAN BERNARDINO AV.								
22	107	6	8	95	27			
18	132	19	26	157	29			

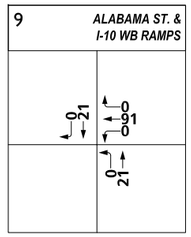
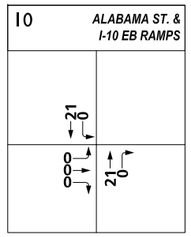
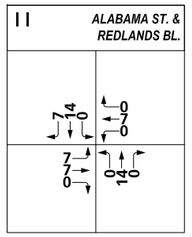
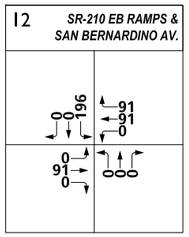
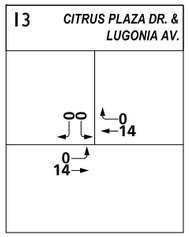
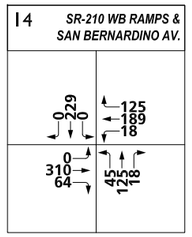
N

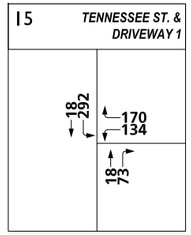
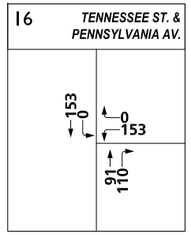
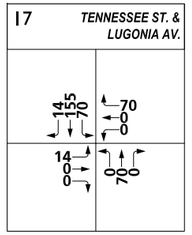
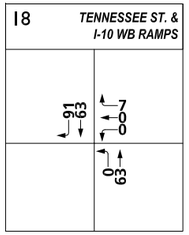
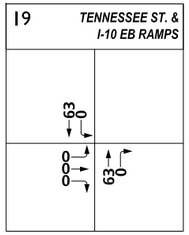
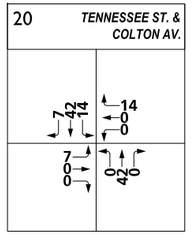
EXHIBIT 4-3

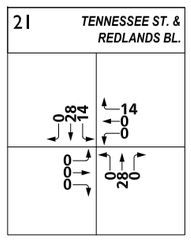
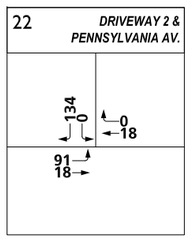
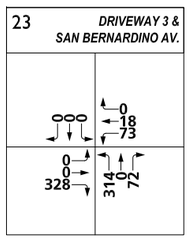
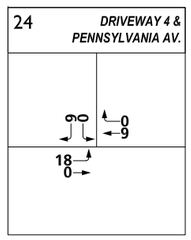
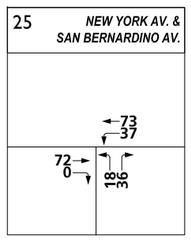
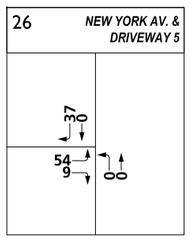
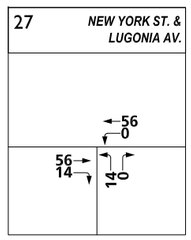
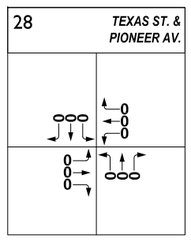
PROJECT WEEKDAY PM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES

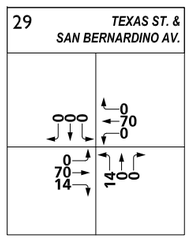
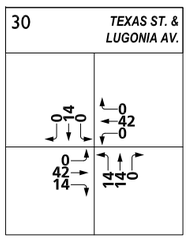
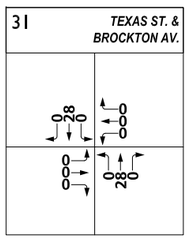
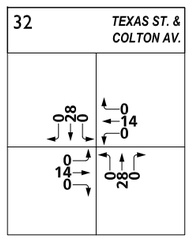
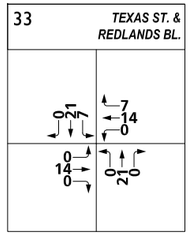
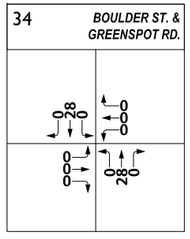
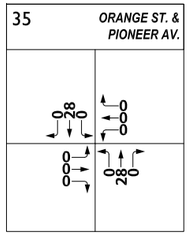
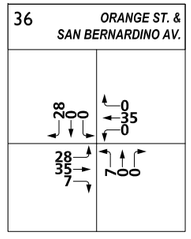


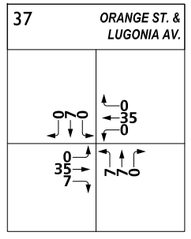
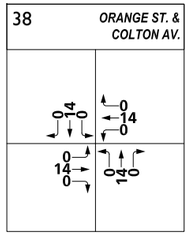
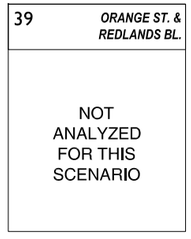
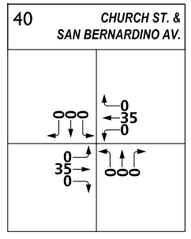
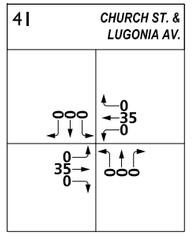
1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.	2 CALIFORNIA ST. & SAN BERNARDINO AV.	3 CALIFORNIA ST. & I-10 WB RAMPS	4 CALIFORNIA ST. & I-10 EB RAMPS	5 CALIFORNIA ST. & REDLANDS BL.	6 ALABAMA ST. & PIONEER AV.	7 ALABAMA ST. & SAN BERNARDINO AV.	8 ALABAMA ST. & LUGONIA AV.
		NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO			

9 ALABAMA ST. & I-10 WB RAMPS	10 ALABAMA ST. & I-10 EB RAMPS	11 ALABAMA ST. & REDLANDS BL.	12 SR-210 EB RAMPS & SAN BERNARDINO AV.	13 CITRUS PLAZA DR. & LUGONIA AV.	14 SR-210 WB RAMPS & SAN BERNARDINO AV.
					

15 TENNESSEE ST. & DRIVEWAY 1	16 TENNESSEE ST. & PENNSYLVANIA AV.	17 TENNESSEE ST. & LUGONIA AV.	18 TENNESSEE ST. & I-10 WB RAMPS	19 TENNESSEE ST. & I-10 EB RAMPS	20 TENNESSEE ST. & COLTON AV.
					

21 TENNESSEE ST. & REDLANDS BL.	22 DRIVEWAY 2 & PENNSYLVANIA AV.	23 DRIVEWAY 3 & SAN BERNARDINO AV.	24 DRIVEWAY 4 & PENNSYLVANIA AV.	25 NEW YORK AV. & SAN BERNARDINO AV.	26 NEW YORK AV. & DRIVEWAY 5	27 NEW YORK ST. & LUGONIA AV.	28 TEXAS ST. & PIONEER AV.
							

29 TEXAS ST. & SAN BERNARDINO AV.	30 TEXAS ST. & LUGONIA AV.	31 TEXAS ST. & BROCKTON AV.	32 TEXAS ST. & COLTON AV.	33 TEXAS ST. & REDLANDS BL.	34 BOULDER ST. & GREENSPOT RD.	35 ORANGE ST. & PIONEER AV.	36 ORANGE ST. & SAN BERNARDINO AV.
							

37 ORANGE ST. & LUGONIA AV.	38 ORANGE ST. & COLTON AV.	39 ORANGE ST. & REDLANDS BL.	40 CHURCH ST. & SAN BERNARDINO AV.	41 CHURCH ST. & LUGONIA AV.	42 UNIVERSITY ST. & SAN BERNARDINO AV.
		NOT ANALYZED FOR THIS SCENARIO			

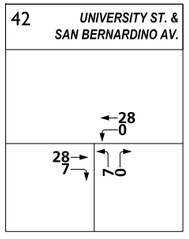
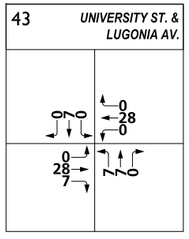
43 UNIVERSITY ST. & LUGONIA AV.	44 JUDSON ST. & SAN BERNARDINO AV.
	

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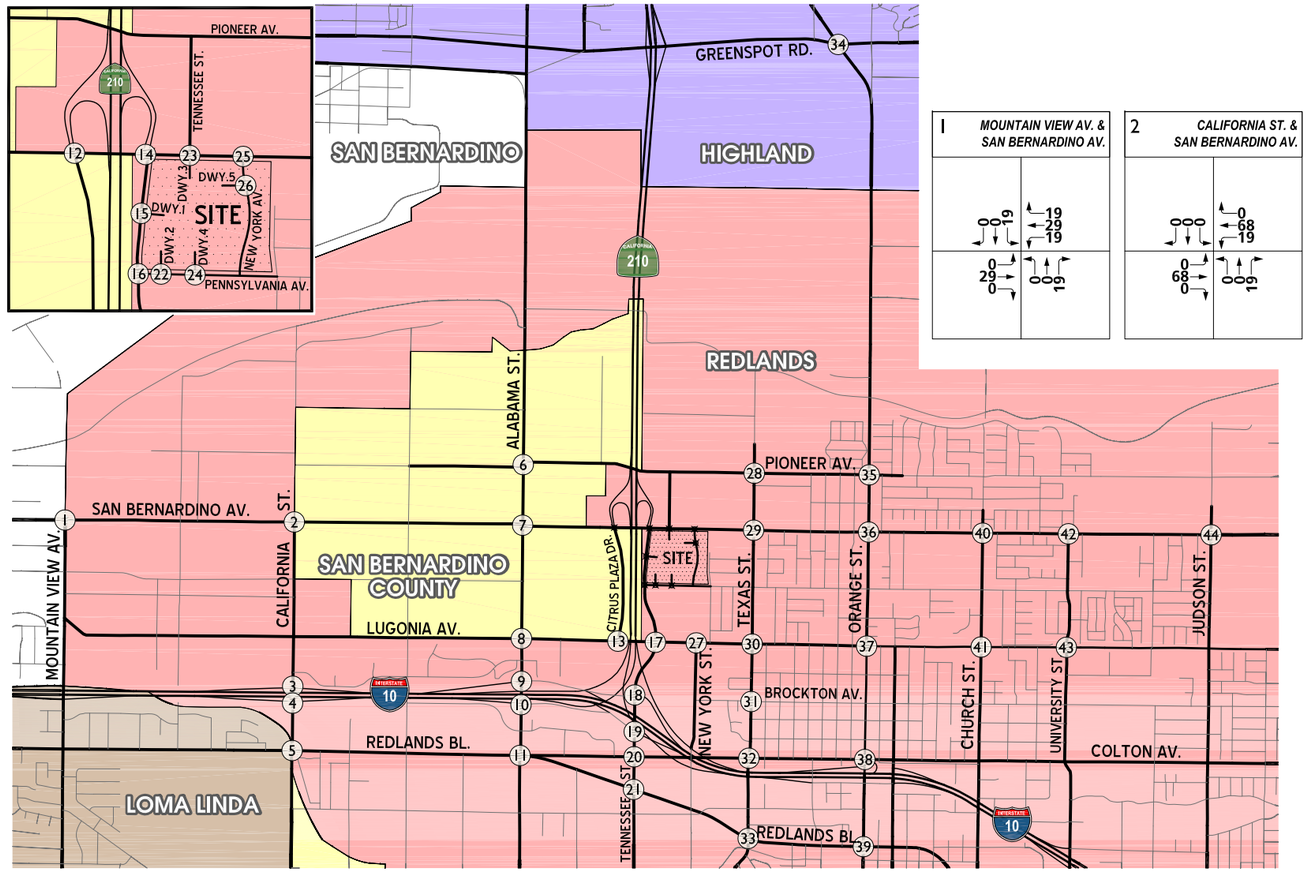
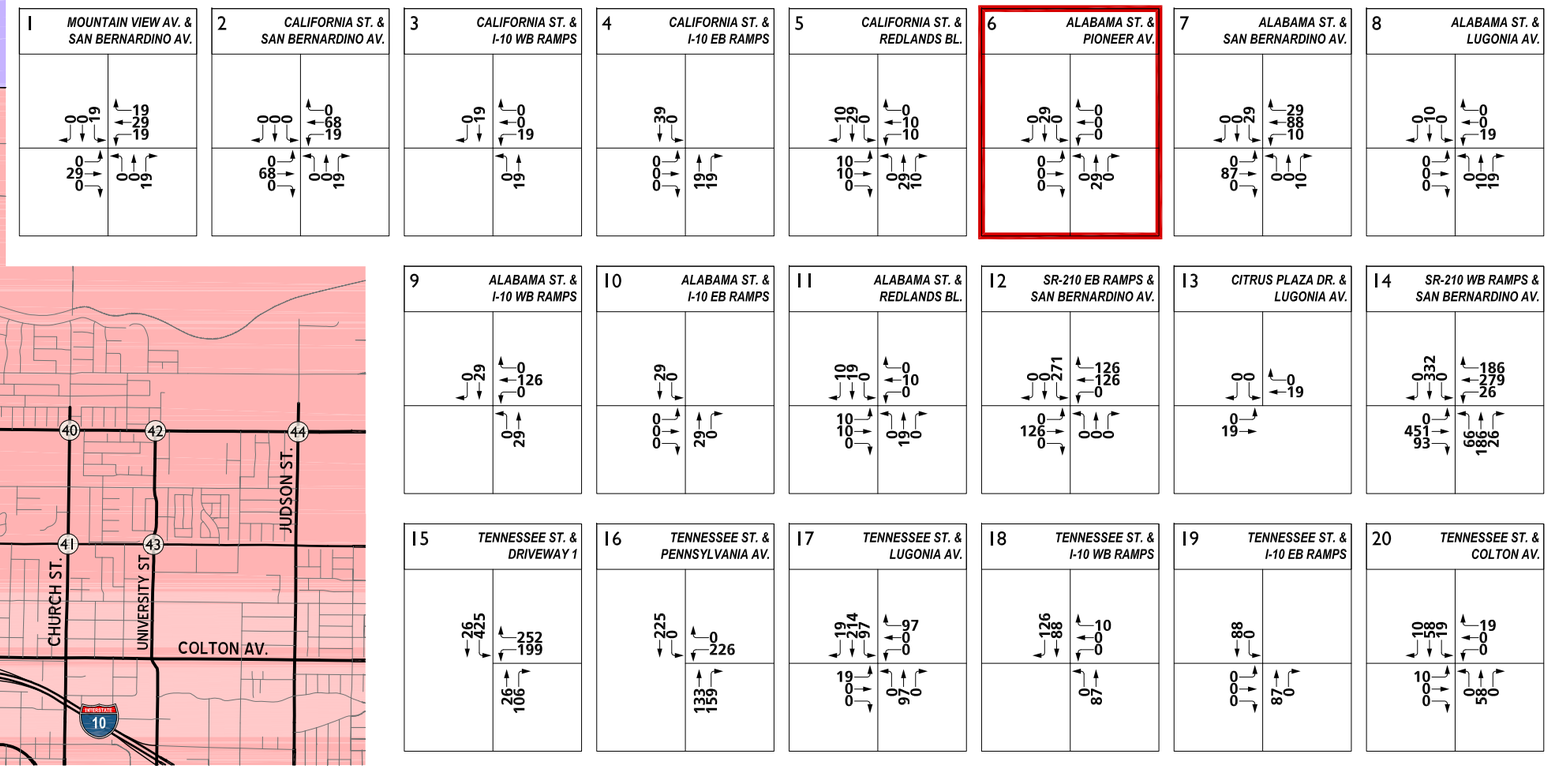
EXHIBIT 4-4

PROJECT SATURDAY
PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES





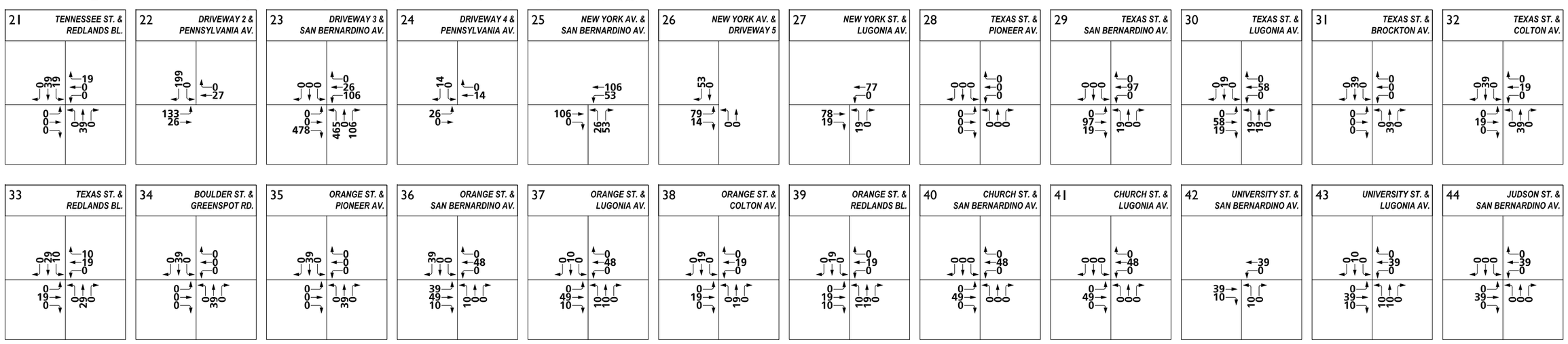
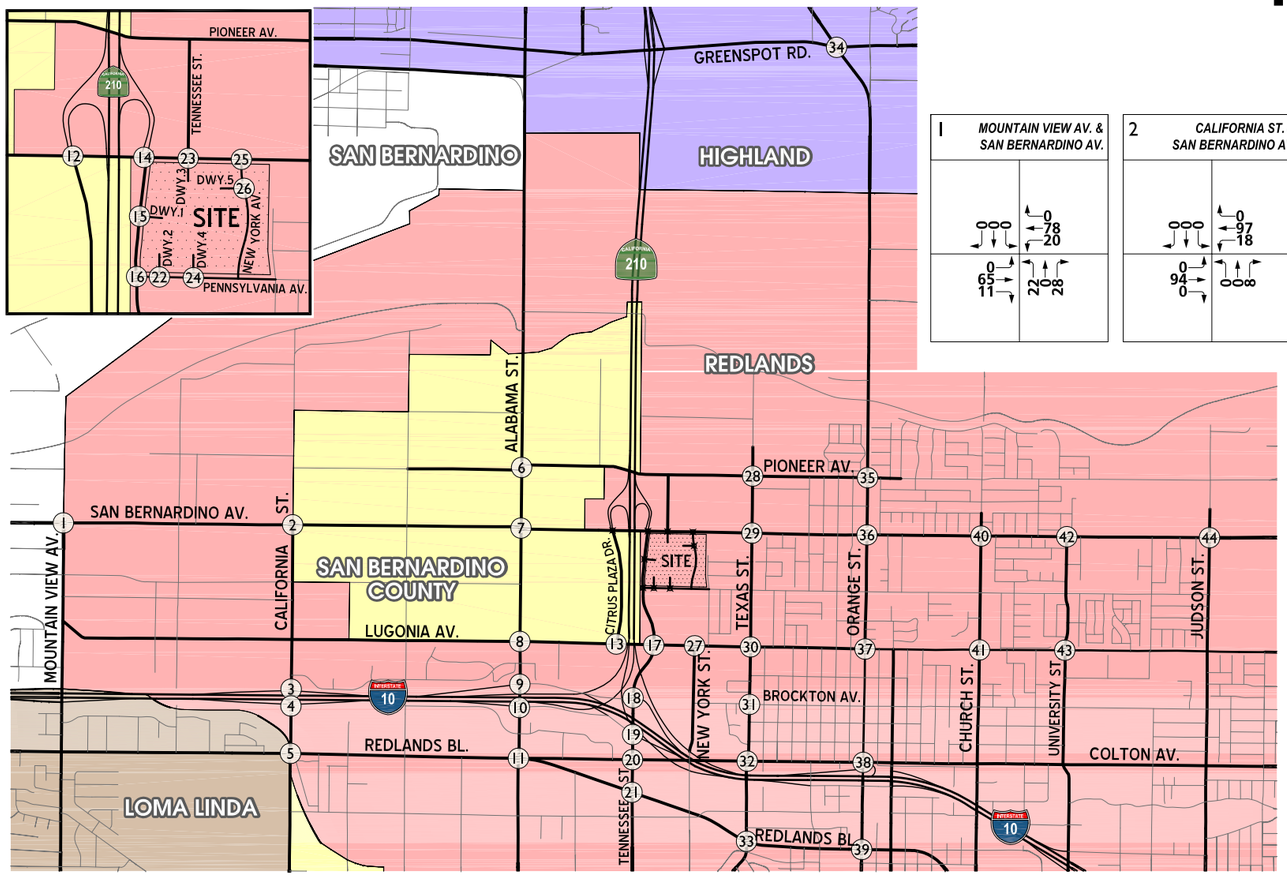


EXHIBIT 4-6

CUMULATIVE DEVELOPMENT WEEKDAY PM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.	2 CALIFORNIA ST. & SAN BERNARDINO AV.	3 CALIFORNIA ST. & I-10 WB RAMPS	4 CALIFORNIA ST. & I-10 EB RAMPS	5 CALIFORNIA ST. & REDLANDS BL.	6 ALABAMA ST. & PIONEER AV.	7 ALABAMA ST. & SAN BERNARDINO AV.	8 ALABAMA ST. & LUGONIA AV.
0 0 0 / 0 78 20 / 0 65 11 / 22 0 28	0 0 0 / 0 97 18 / 0 94 0 / 0 0 8	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	0 99 0 / 0 4 13 / 0 5 7 / 6 80 6	1 87 30 / 20 108 14 / 1 104 1 / 71 19	6 261 48 / 37 19 3 / 10 40 45 / 24 202 12

9 ALABAMA ST. & I-10 WB RAMPS	10 ALABAMA ST. & I-10 EB RAMPS	11 ALABAMA ST. & REDLANDS BL.	12 SR-210 EB RAMPS & SAN BERNARDINO AV.	13 CITRUS PLAZA DR. & LUGONIA AV.	14 SR-210 WB RAMPS & SAN BERNARDINO AV.	
60 249 / 35 12 4 / 16 189	193 60 / 36 9 7 / 169 11	49 77 74 / 57 16 22 / 36 20 14 / 29 87 59	70 23 8 / 0 73 0 / 0 200 0 / 0 0 0	0 23 / 0 59 / 0 100	0 0 0 / 6 73 0 / 100 108 0 / 0 37 0	

15 TENNESSEE ST. & DRIVEWAY 1	16 TENNESSEE ST. & PENNSYLVANIA AV.	17 TENNESSEE ST. & LUGONIA AV.	18 TENNESSEE ST. & I-10 WB RAMPS	19 TENNESSEE ST. & I-10 EB RAMPS	20 TENNESSEE ST. & COLTON AV.	
DOES NOT EXIST	DOES NOT EXIST	0 0 0 / 0 58 2 / 0 99 24 / 1 37 3	0 26 / 0 0 2 / 12 39	27 0 / 0 71 9 / 50 1	6 6 24 / 31 33 8 / 16 49 0 / 0 3 6	

21 TENNESSEE ST. & REDLANDS BL.	22 DRIVEWAY 2 & PENNSYLVANIA AV.	23 DRIVEWAY 3 & SAN BERNARDINO AV.	24 DRIVEWAY 4 & PENNSYLVANIA AV.	25 NEW YORK AV. & SAN BERNARDINO AV.	26 NEW YORK AV. & DRIVEWAY 5	27 NEW YORK ST. & LUGONIA AV.	28 TEXAS ST. & PIONEER AV.	29 TEXAS ST. & SAN BERNARDINO AV.
3 10 1 / 0 34 2 / 3 54 33 / 23 7 1	DOES NOT EXIST	DOES NOT EXIST	DOES NOT EXIST	DOES NOT EXIST	DOES NOT EXIST	60 0 / 102 0 / 0 0	0 0 0 / 0 0 0 / 0 0 0 / 0 0 0	0 0 0 / 0 79 1 / 0 108 0 / 0 0 0

30 TEXAS ST. & LUGONIA AV.	31 TEXAS ST. & BROCKTON AV.	32 TEXAS ST. & COLTON AV.	33 TEXAS ST. & REDLANDS BL.	34 BOULDER ST. & GREENSPOT RD.	35 ORANGE ST. & PIONEER AV.	36 ORANGE ST. & SAN BERNARDINO AV.	37 ORANGE ST. & LUGONIA AV.	38 ORANGE ST. & COLTON AV.
0 1 0 / 0 60 0 / 0 102 0 / 0 1 0	0 1 0 / 0 0 0 / 0 0 0 / 0 1 1	0 1 0 / 0 15 3 / 0 35 0 / 0 1 4	1 4 3 / 2 23 0 / 0 34 21 / 12 4 0	0 22 12 / 12 65 6 / 0 87 55 / 61 22 10	0 64 9 / 11 0 0 / 0 0 0 / 0 69 0	18 15 32 / 35 64 5 / 21 87 1 / 1 29 5	2 12 10 / 9 51 21 / 4 85 1 / 0 16 31	6 17 2 / 3 11 0 / 14 25 0 / 0 27 0

39 ORANGE ST. & REDLANDS BL.	40 CHURCH ST. & SAN BERNARDINO AV.	41 CHURCH ST. & LUGONIA AV.	42 UNIVERSITY ST. & SAN BERNARDINO AV.	43 UNIVERSITY ST. & LUGONIA AV.	44 JUDSON ST. & SAN BERNARDINO AV.	
NOT ANALYZED FOR THIS SCENARIO	9 1 0 / 0 90 2 / 13 108 0 / 0 4 5	0 1 3 / 6 33 37 / 0 39 0 / 0 3 0	92 0 / 112 0 / 0 0	0 0 0 / 0 39 0 / 0 58 0 / 0 0 0	12 2 1 / 2 59 0 / 18 63 2 / 4 5 0	

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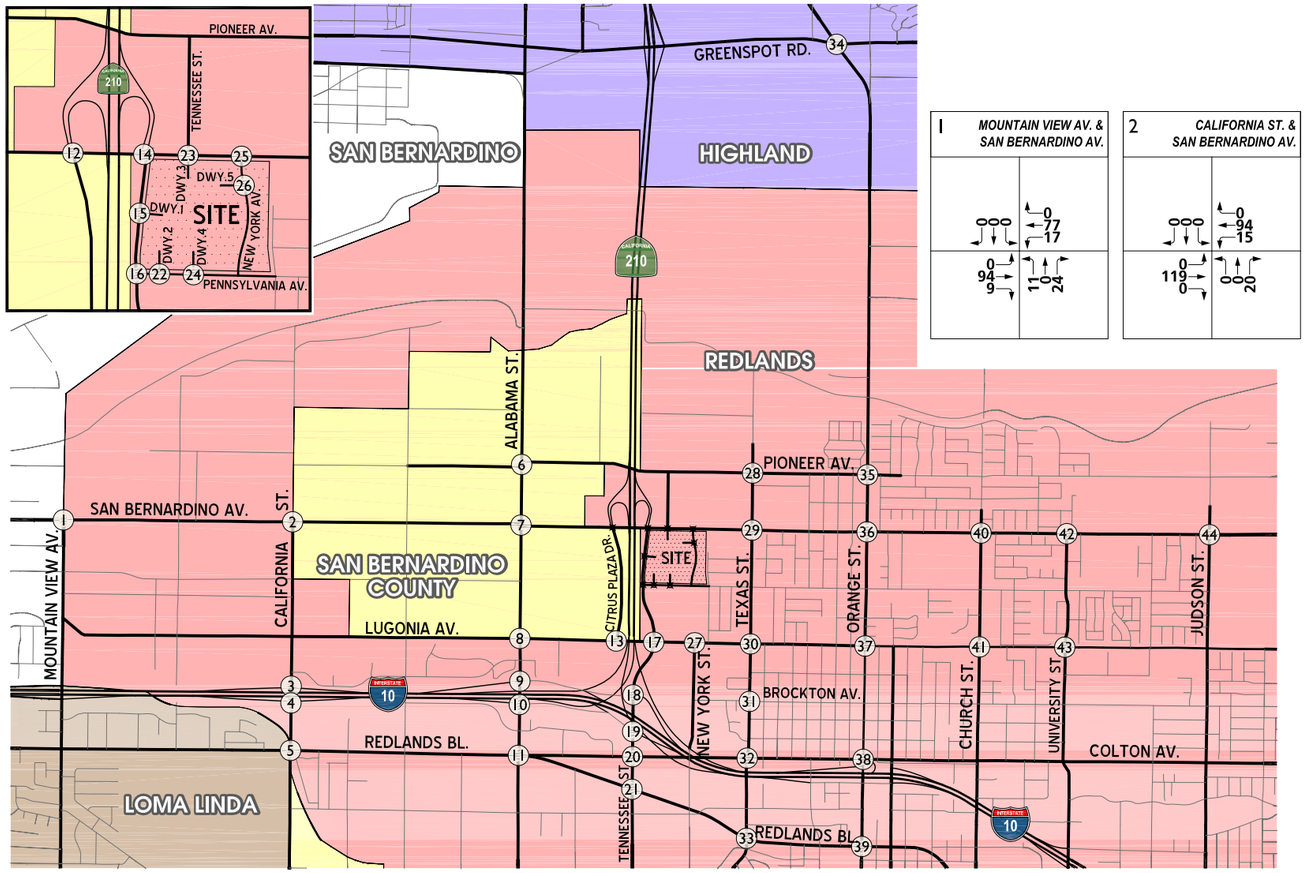
EXHIBIT 4-7

CUMULATIVE DEVELOPMENT SATURDAY PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



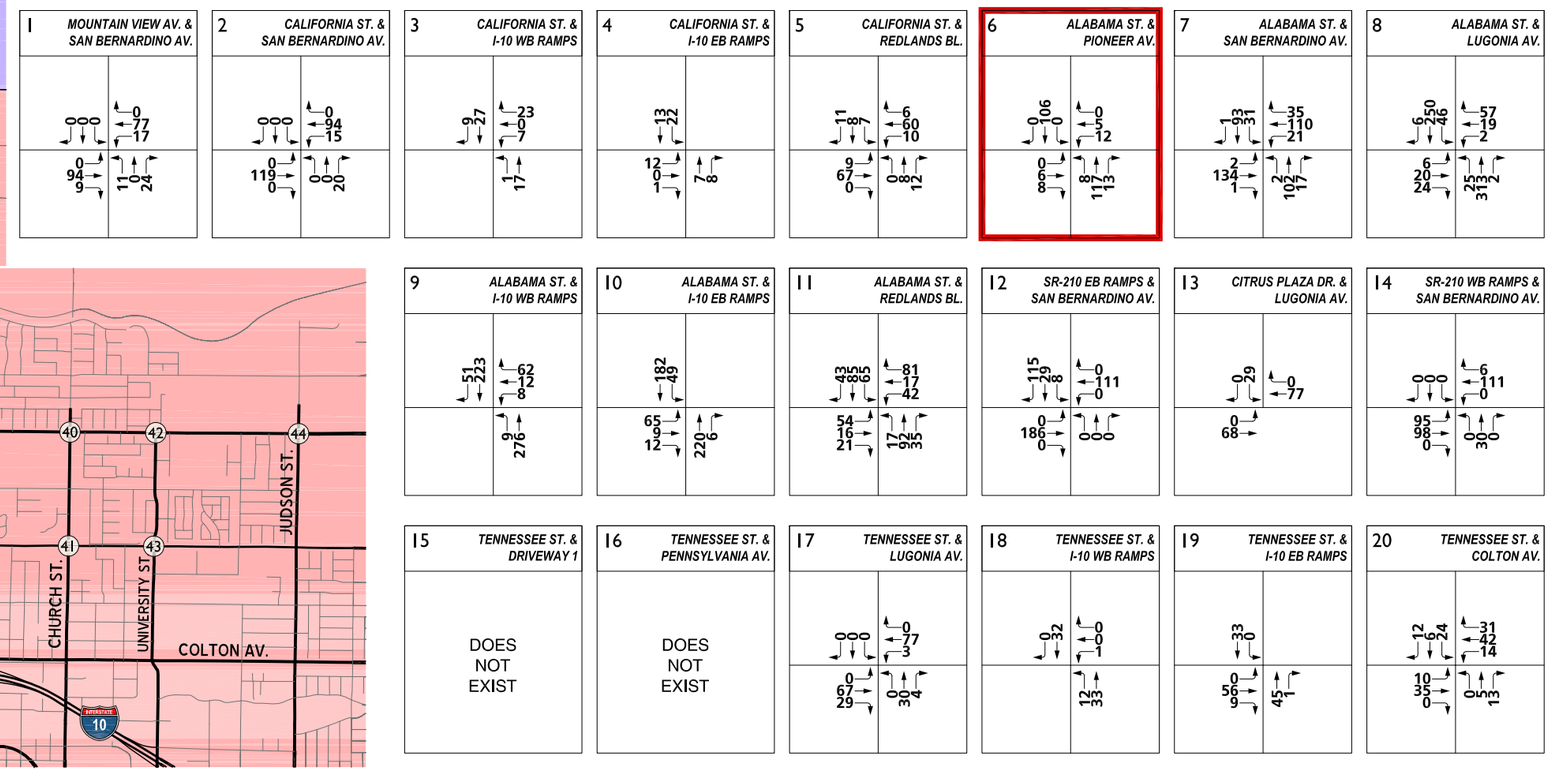


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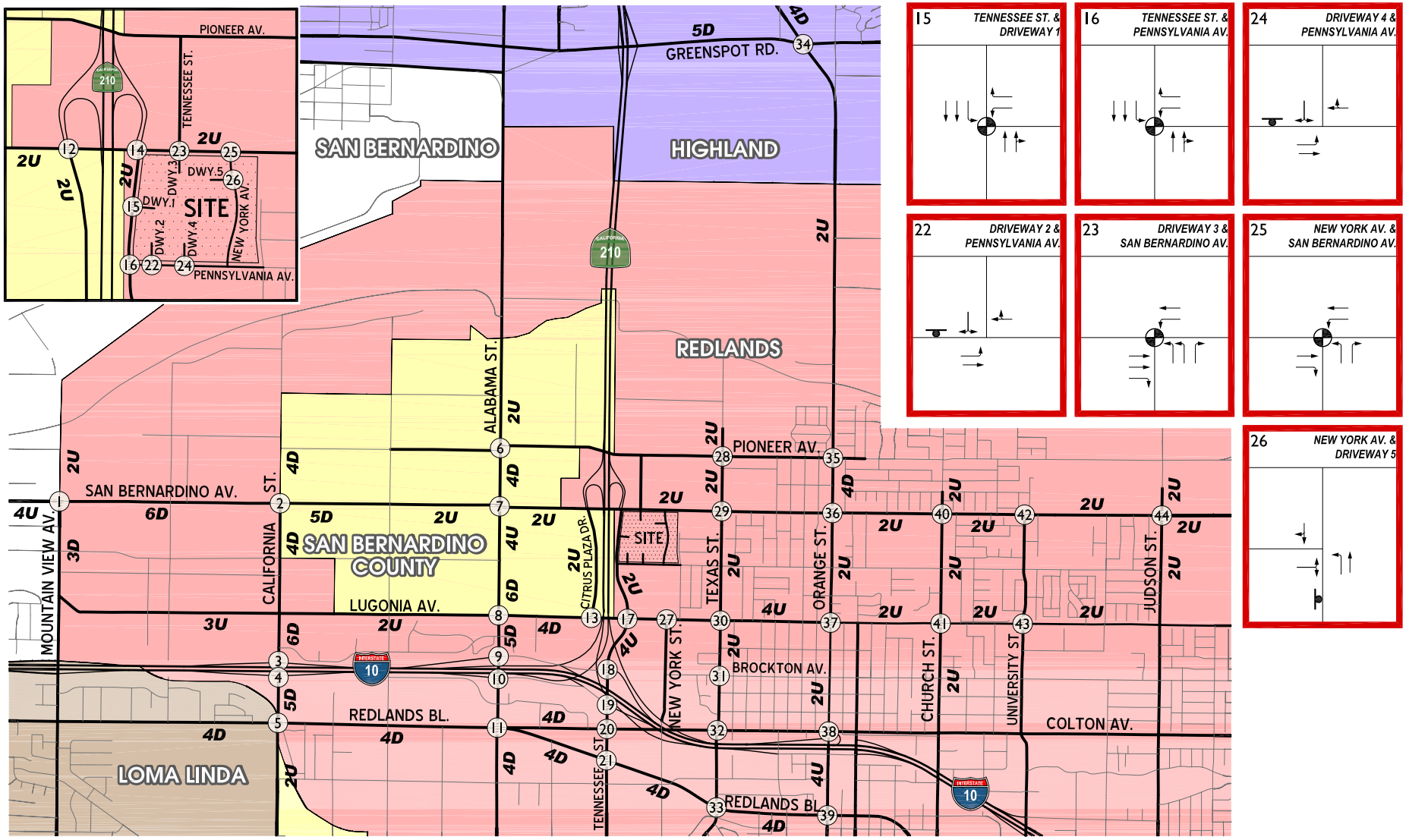
EXHIBIT 5-1

EXISTING PLUS PROJECT LANE CONFIGURATION AND INTERSECTION CONTROLS FOR PROJECT DRIVEWAYS



LEGEND:

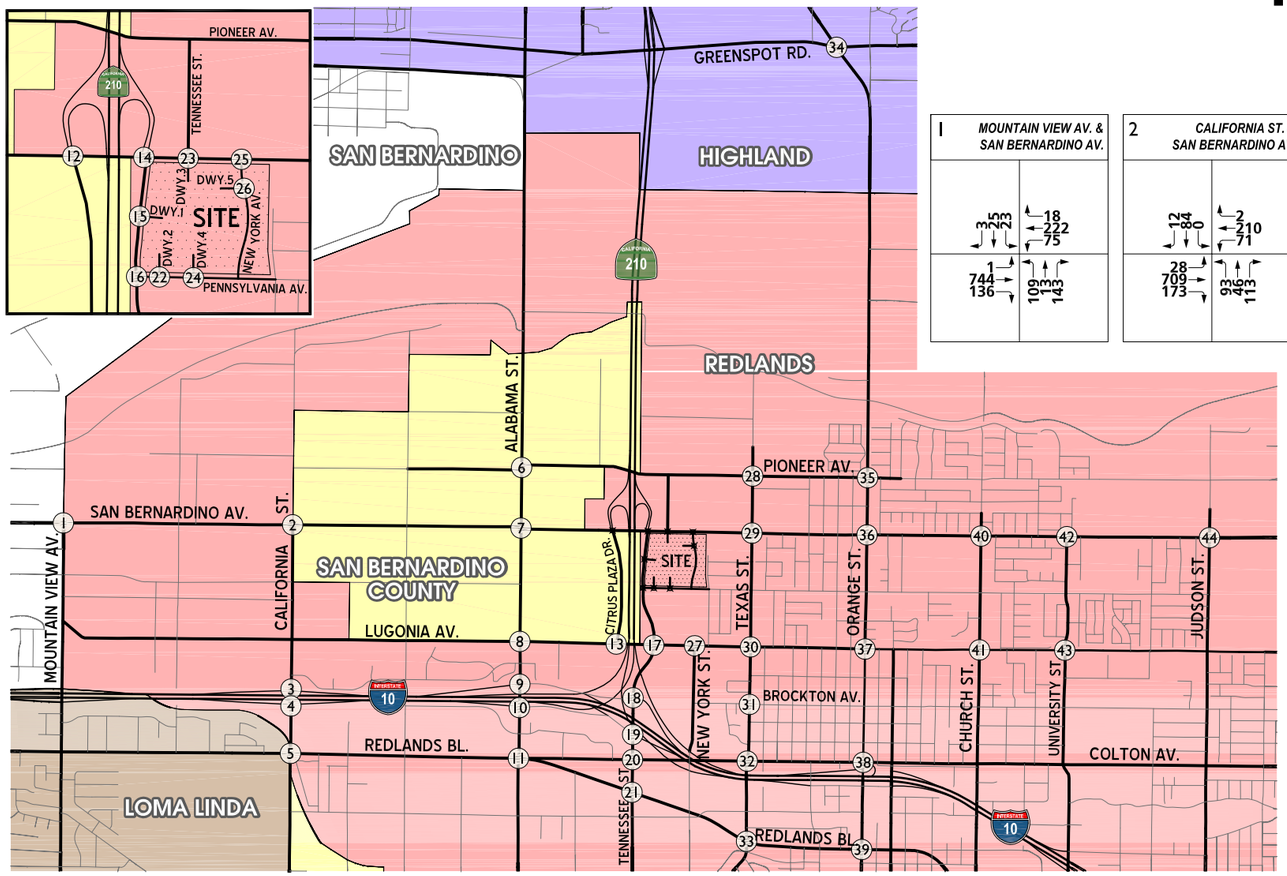
- = TRAFFIC SIGNAL
- = ALL WAY STOP
- = STOP SIGN

4 = NUMBER OF LANES
D = DIVIDED
U = UNDIVIDED

N

EXHIBIT 5-2

EXISTING PLUS PROJECT WEEKDAY PM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.	2 CALIFORNIA ST. & SAN BERNARDINO AV.	3 CALIFORNIA ST. & I-10 WB RAMPS	4 CALIFORNIA ST. & I-10 EB RAMPS	5 CALIFORNIA ST. & REDLANDS BL.	6 ALABAMA ST. & PIONEER AV.	7 ALABAMA ST. & SAN BERNARDINO AV.	8 ALABAMA ST. & LUGONIA AV.
3 25 23 / 18 222 75	12 84 0 / 2 210 71	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	6 411 123 / 49 5 20	46 320 76 / 73 195 167	68 418 129 / 96 180 356
1 744 136 / 109 13 143	28 709 173 / 93 19 113				45 65 11 / 4 676 60	189 505 128 / 42 478 261	132 237 137 / 119 553 483

9 ALABAMA ST. & I-10 WB RAMPS	10 ALABAMA ST. & I-10 EB RAMPS	11 ALABAMA ST. & REDLANDS BL.	12 SR-210 EB RAMPS & SAN BERNARDINO AV.	13 CITRUS PLAZA DR. & LUGONIA AV.	14 SR-210 WB RAMPS & SAN BERNARDINO AV.
185 726 / 151 415 149	664 210	238 627 172 / 214 351 106	152 371 489 / 211 269 59	89 473 / 110 472	65 244 229 / 296 455 45
342 1005	400 13 373 / 946 210	324 538 78 / 79 618 110	49 742 50 / 14 1 234	35 738	429 944 178 / 71 615 41

15 TENNESSEE ST. & DRIVEWAY 1	16 TENNESSEE ST. & PENNSYLVANIA AV.	17 TENNESSEE ST. & LUGONIA AV.	18 TENNESSEE ST. & I-10 WB RAMPS	19 TENNESSEE ST. & I-10 EB RAMPS	20 TENNESSEE ST. & COLTON AV.
174 292 / 170 134	309 0 / 0 153	22 242 131 / 205 303 117	177 660 / 129 5 125	520 265	110 567 141 / 161 265 59
557 73	630 110	82 651 478 / 257 406 154	286 688	190 391 297 / 783 225	178 420 114 / 96 670 84

21 TENNESSEE ST. & REDLANDS BL.	22 DRIVEWAY 2 & PENNSYLVANIA AV.	23 DRIVEWAY 3 & SAN BERNARDINO AV.	24 DRIVEWAY 4 & PENNSYLVANIA AV.	25 NEW YORK AV. & SAN BERNARDINO AV.	26 NEW YORK AV. & DRIVEWAY 5
27 577 135 / 183 254 39	134 0 / 0 18	0 0 0 / 0 482 73	9 0 / 0 9	537 37	37 0
25 296 44 / 65 641 55	91 18	0 885 328 / 314 0 72	18 0	957 0 / 18 36	54 9 / 0 0

27 NEW YORK ST. & LUGONIA AV.	28 TEXAS ST. & PIONEER AV.	29 TEXAS ST. & SAN BERNARDINO AV.	30 TEXAS ST. & LUGONIA AV.	31 TEXAS ST. & BROCKTON AV.	32 TEXAS ST. & COLTON AV.
509 18	26 42 26 / 11 71 45	46 77 14 / 3 411 21	31 144 17 / 20 403 69	4 272 19 / 26 27 45	74 204 65 / 55 273 76
818 118 / 116 55	12 220 50 / 20 24 148	60 815 94 / 91 129 100	56 735 82 / 93 24 142	10 23 26 / 25 443 116	163 438 87 / 55 366 76

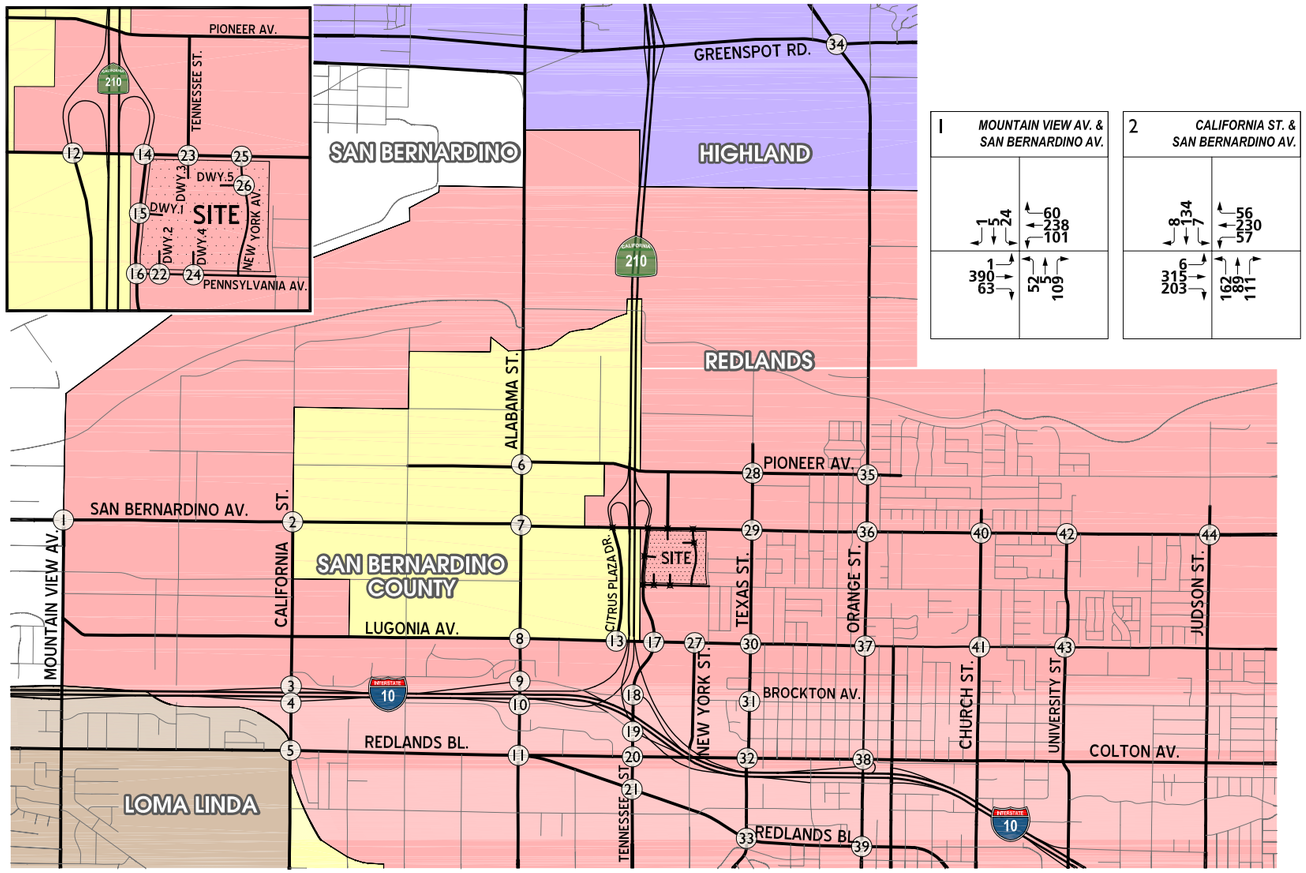
33 TEXAS ST. & REDLANDS BL.	34 BOULDER ST. & GREENSPOT RD.	35 ORANGE ST. & PIONEER AV.	36 ORANGE ST. & SAN BERNARDINO AV.	37 ORANGE ST. & LUGONIA AV.	38 ORANGE ST. & COLTON AV.
51 258 58 / 56 291 54	9 231 85 / 60 534 191	43 325 148 / 154 57 34	59 262 128 / 44 293 76	33 321 84 / 53 362 105	41 464 78 / 93 240 102
141 556 78 / 65 300 58	22 904 131 / 83 279 332	121 138 60 / 29 426 58	104 725 100 / 83 365 91	68 620 157 / 95 418 151	140 361 148 / 70 31 46

39 ORANGE ST. & REDLANDS BL.	40 CHURCH ST. & SAN BERNARDINO AV.	41 CHURCH ST. & LUGONIA AV.	42 UNIVERSITY ST. & SAN BERNARDINO AV.	43 UNIVERSITY ST. & LUGONIA AV.	44 JUDSON ST. & SAN BERNARDINO AV.
NOT ANALYZED FOR THIS SCENARIO	31 173 50 / 23 219 46	85 386 79 / 137 308 33	278 5	21 48 19 / 9 487 132	7 49 16 / 9 202 12
	108 530 194 / 149 337 90	76 238 31 / 62 709 52	479 57 / 36 11	28 776 83 / 74 103 212	12 326 46 / 43 41 20

N

EXHIBIT 5-3

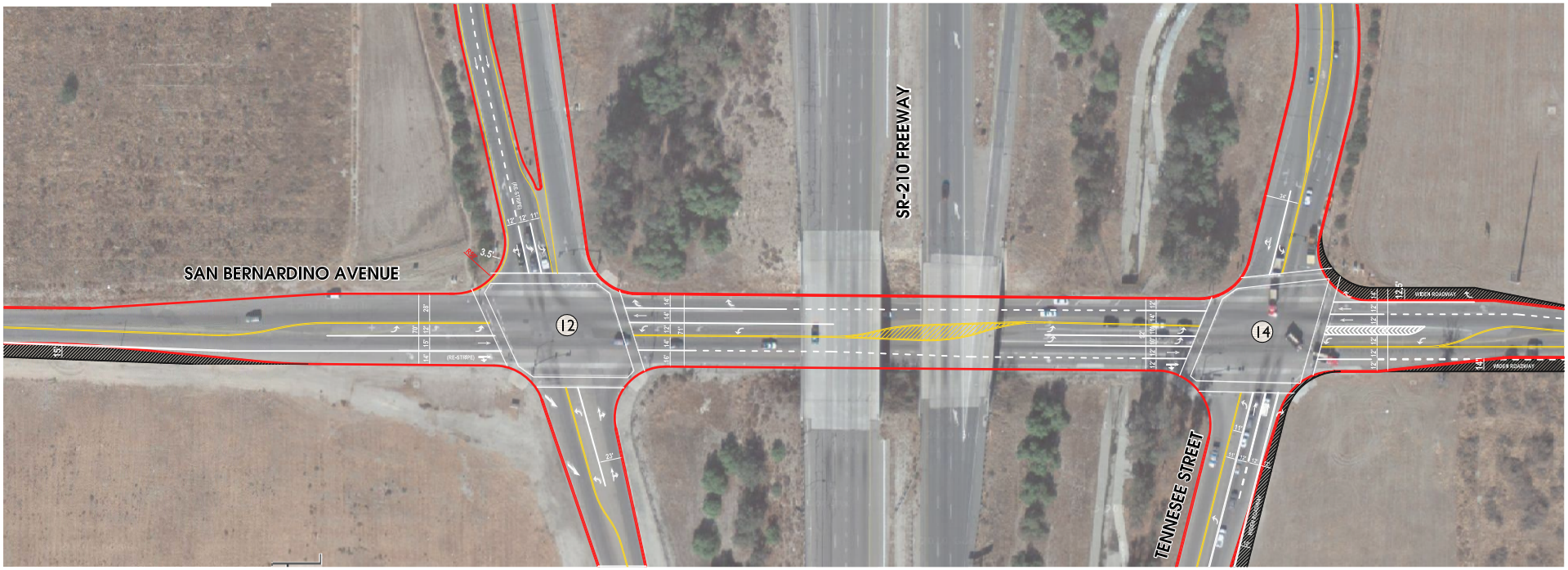
EXISTING PLUS PROJECT SATURDAY PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



URBAN CROSSROADS

EXHIBIT 5-7

RECOMMENDED INTERSECTION IMPROVEMENTS FOR SR-210 AT SAN BERNARDINO AVENUE



LEGEND:

= EXISTING EDGE OF PAVEMENT

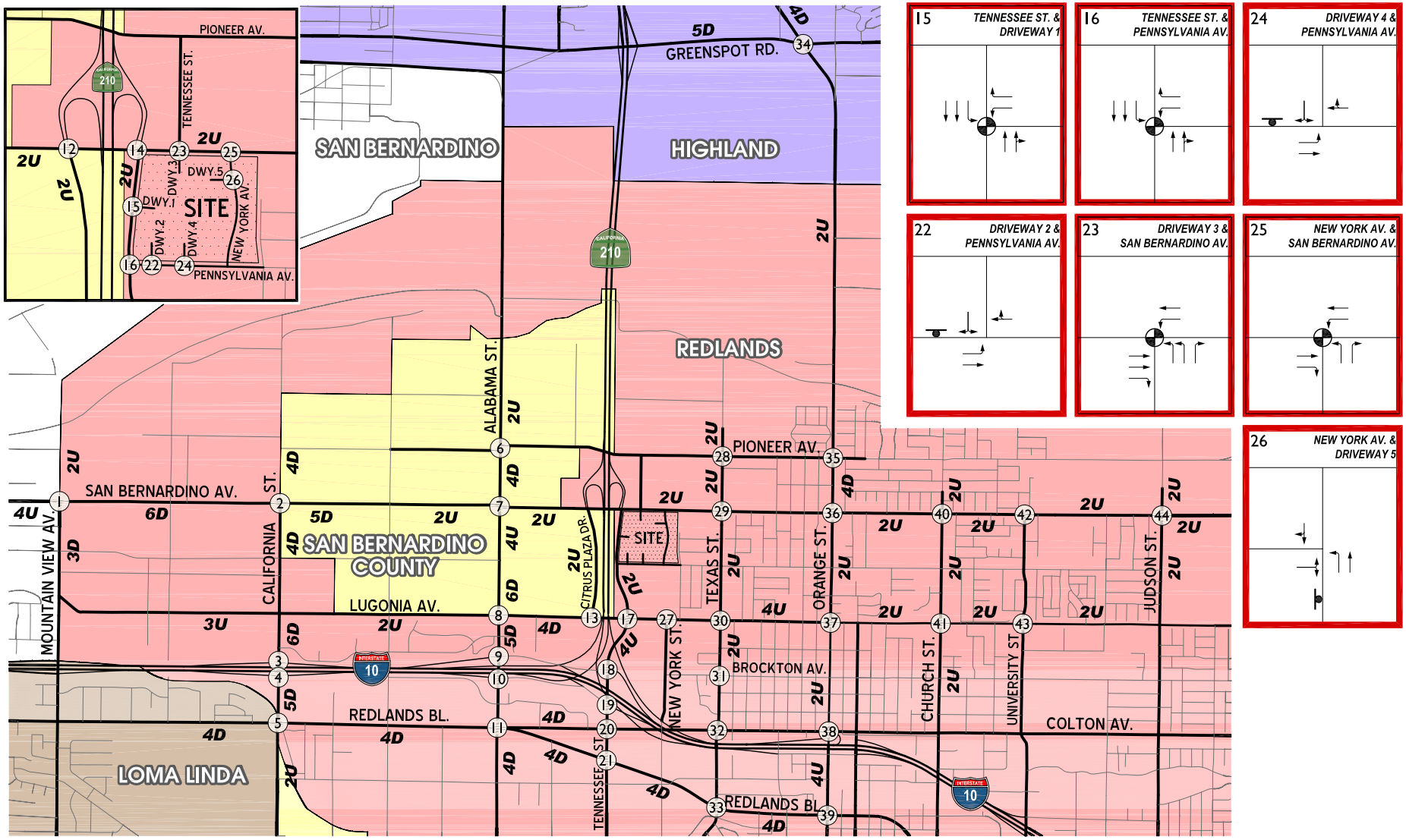
= SECTION OF ROADWAY TO BE WIDENED

N

URBAN CROSSROADS

EXHIBIT 6-1

2013 WITH PROJECT LANE CONFIGURATION AND INTERSECTION CONTROLS FOR PROJECT DRIVEWAYS



LEGEND:

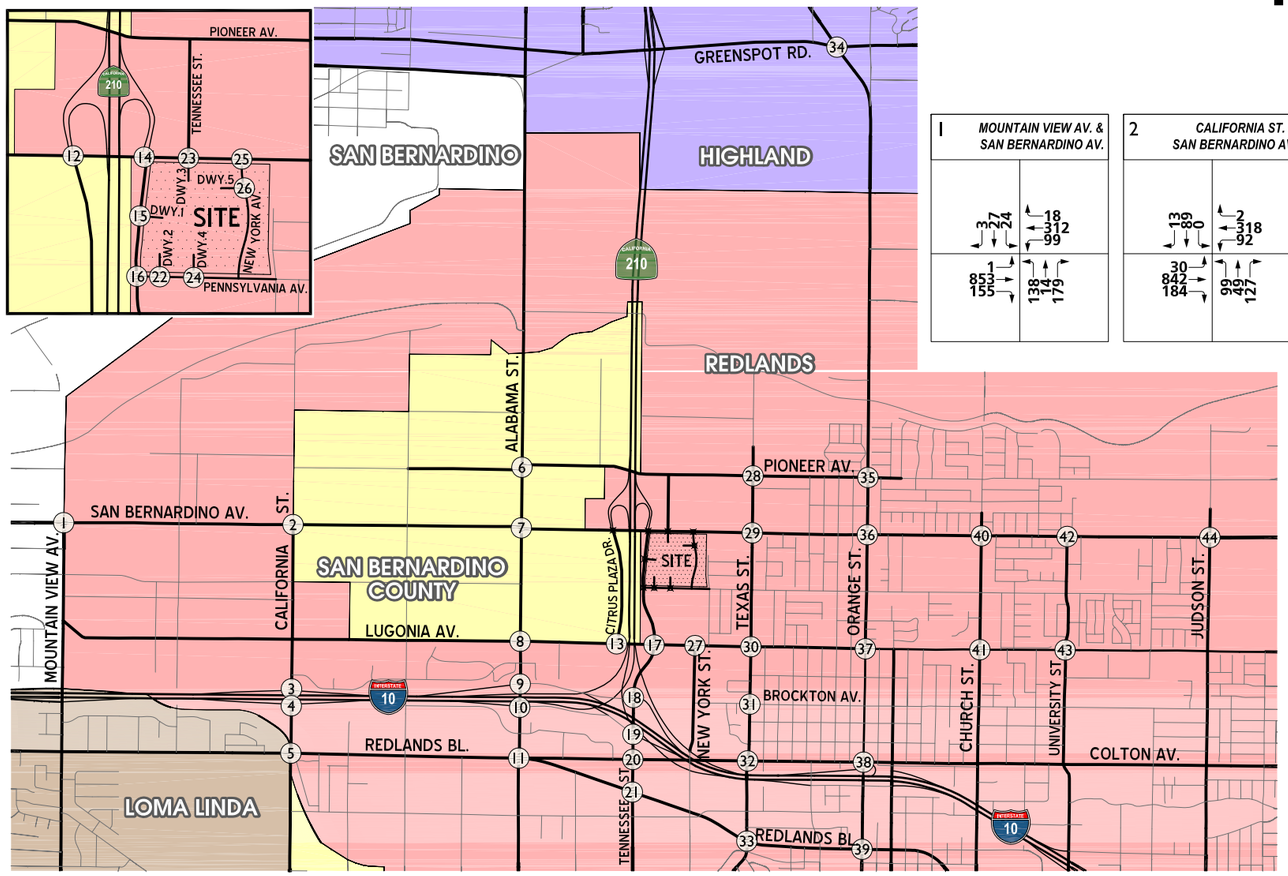
- = TRAFFIC SIGNAL
- = ALL WAY STOP
- = STOP SIGN

4 = NUMBER OF LANES
D = DIVIDED
U = UNDIVIDED

N

EXHIBIT 6-2

2013 WITH PROJECT WEEKDAY
PM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.	2 CALIFORNIA ST. & SAN BERNARDINO AV.	3 CALIFORNIA ST. & I-10 WB RAMPS	4 CALIFORNIA ST. & I-10 EB RAMPS	5 CALIFORNIA ST. & REDLANDS BL.	6 ALABAMA ST. & PIONEER AV.	7 ALABAMA ST. & SAN BERNARDINO AV.	8 ALABAMA ST. & LUGONIA AV.
3 27 24 → ← 18 312 99 1 853 155 → ← 138 14 179	13 89 0 → ← 2 318 92 30 842 184 → ← 99 49 127	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	6 534 131 → ← 52 0 38 48 69 12 → ← 4 796 75	50 427 109 → ← 96 311 191 202 636 137 → ← 46 578 296	78 704 185 → ← 139 210 380 150 292 190 → ← 150 788 524

9 ALABAMA ST. & I-10 WB RAMPS	10 ALABAMA ST. & I-10 EB RAMPS	11 ALABAMA ST. & REDLANDS BL.	12 SR-210 EB RAMPS & SAN BERNARDINO AV.	13 CITRUS PLAZA DR. & LUGONIA AV.	14 SR-210 WB RAMPS & SAN BERNARDINO AV.
256 1018 → ← 195 447 162 379 1254	896 283 → ← 460 23 403 1172 234	301 742 257 → ← 284 388 134 379 590 97 → ← 113 142 176	231 517 515 → ← 219 353 63 52 982 53 → ← 15 22 248	94 525 → ← 117 559 37 882	69 245 243 → ← 312 544 47 555 1091 185 → ← 73 683 42

15 TENNESSEE ST. & DRIVEWAY 1	16 TENNESSEE ST. & PENNSYLVANIA AV.	17 TENNESSEE ST. & LUGONIA AV.	18 TENNESSEE ST. & I-10 WB RAMPS	19 TENNESSEE ST. & I-10 EB RAMPS	20 TENNESSEE ST. & COLTON AV.
184 292 → ← 170 134 627 73	319 0 → ← 0 153 700 110	22 247 135 → ← 213 380 126 86 790 531 → ← 274 464 166	183 723 → ← 136 0 135 316 764	575 281 → ← 202 486 324 → ← 877 240	122 605 173 → ← 201 314 71 204 495 121 → ← 102 711 95

21 TENNESSEE ST. & REDLANDS BL.	22 DRIVEWAY 2 & PENNSYLVANIA AV.	23 DRIVEWAY 3 & SAN BERNARDINO AV.	24 DRIVEWAY 4 & PENNSYLVANIA AV.	25 NEW YORK AV. & SAN BERNARDINO AV.	26 NEW YORK AV. & DRIVEWAY 5
32 621 143 → ← 193 304 43 30 368 80 → ← 92 689 59	134 0 → ← 0 18 91 18 →	0 0 0 → ← 0 589 73 0 1047 328 → ← 314 0 72	9 0 → ← 0 9 18 0 →	← 644 37 1119 0 → ← 18 36	37 0 → ← 54 9 → ← 0 0

27 NEW YORK ST. & LUGONIA AV.	28 TEXAS ST. & PIONEER AV.	29 TEXAS ST. & SAN BERNARDINO AV.	30 TEXAS ST. & LUGONIA AV.	31 TEXAS ST. & BROCKTON AV.	32 TEXAS ST. & COLTON AV.
← 597 19 967 124 → ← 122 58	28 45 28 → ← 12 75 48 13 233 53 → ← 21 25 157	49 82 15 → ← 3 511 23 64 969 99 → ← 96 134 106	33 153 18 → ← 21 485 73 59 879 86 → ← 98 259 151	4 288 20 → ← 28 29 48 11 24 28 → ← 27 469 124	79 216 69 → ← 58 304 84 173 499 92 → ← 58 388 85

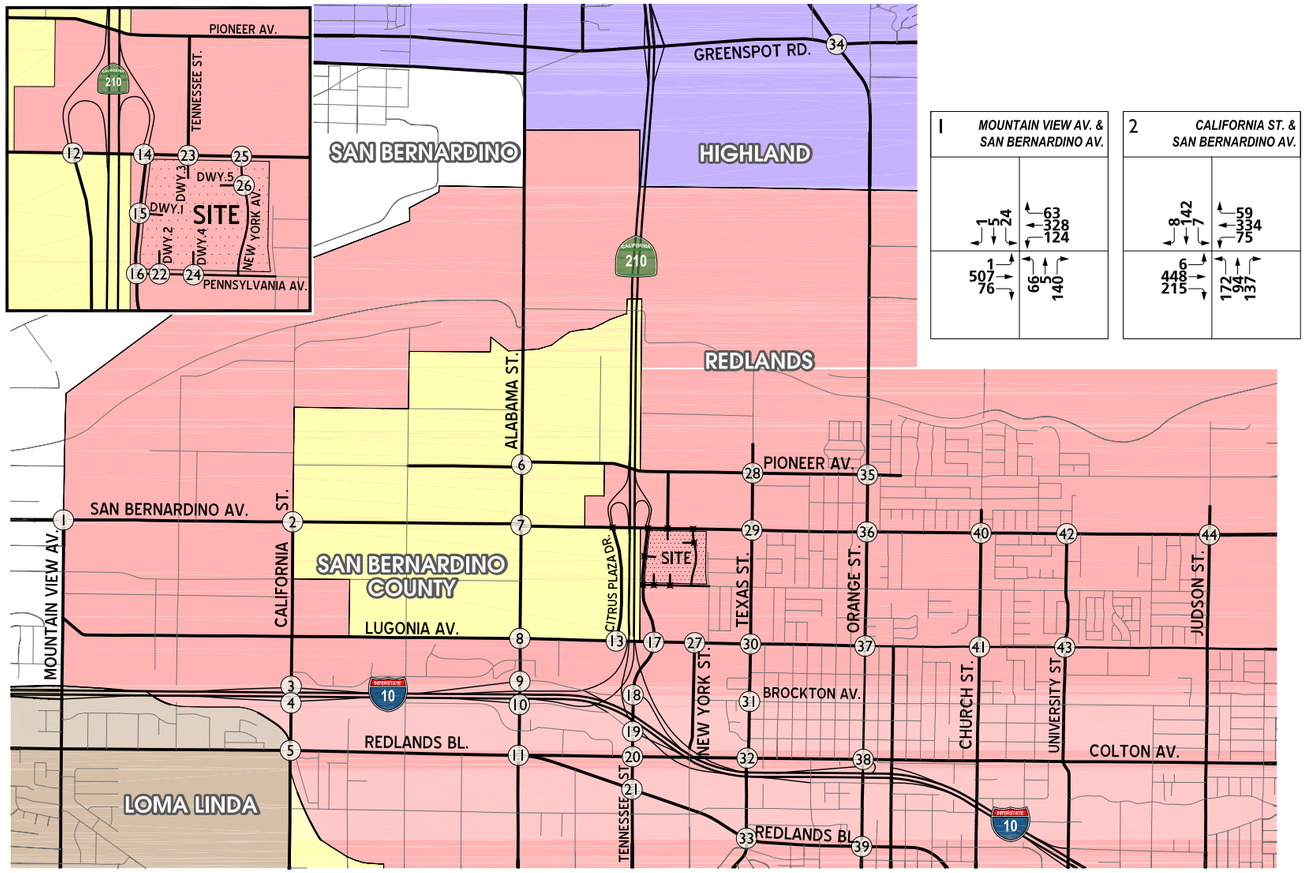
33 TEXAS ST. & REDLANDS BL.	34 BOULDER ST. & GREENSPOT RD.	35 ORANGE ST. & PIONEER AV.	36 ORANGE ST. & SAN BERNARDINO AV.	37 ORANGE ST. & LUGONIA AV.	38 ORANGE ST. & COLTON AV.
55 277 64 → ← 61 331 57 150 623 104 → ← 81 320 62	10 205 102 → ← 76 632 209 23 1046 194 → ← 149 317 362	46 439 166 → ← 174 60 36 128 146 64 → ← 31 519 62	79 303 168 → ← 82 372 86 130 854 107 → ← 89 416 102	37 352 99 → ← 65 433 132 76 741 167 → ← 100 419 191	50 509 85 → ← 102 265 108 163 407 157 → ← 74 484 49

39 ORANGE ST. & REDLANDS BL.	40 CHURCH ST. & SAN BERNARDINO AV.	41 CHURCH ST. & LUGONIA AV.	42 UNIVERSITY ST. & SAN BERNARDINO AV.	43 UNIVERSITY ST. & LUGONIA AV.	44 JUDSON ST. & SAN BERNARDINO AV.
NOT ANALYZED FOR THIS SCENARIO	42 185 53 → ← 24 320 51 128 668 206 → ← 158 362 101	90 411 87 → ← 151 357 72 81 289 33 → ← 66 75 55	← 385 5 620 60 → ← 38 12	22 93 20 → ← 10 554 140 30 880 88 → ← 78 109 225	19 54 18 → ← 12 272 13 31 407 51 → ← 50 49 21

URBAN CROSSROADS

EXHIBIT 6-3

2013 WITH PROJECT SATURDAY
PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.			
1	5	24	
			63
			328
			124
1			
507			
76			
	66	5	140

2 CALIFORNIA ST. & SAN BERNARDINO AV.			
8	142	7	
			59
			334
			75
6			
448			
215			
	172	34	137

3 CALIFORNIA ST. & I-10 WB RAMPS			
246	208		
			97
			7
			408
	415	327	

4 CALIFORNIA ST. & I-10 EB RAMPS			
523	93		
123			
3			
456			
	618	406	

5 CALIFORNIA ST. & REDLANDS BL.			
139	318	338	
			394
			389
			94
177			
458			
62			
	56	334	52

6 ALABAMA ST. & PIONEER AV.			
0	253	13	
			22
			0
			47
6			
0			
1			
	1	520	50

7 ALABAMA ST. & SAN BERNARDINO AV.			
15	124	64	
			96
			317
			336
58			
365			
169			
	141	421	405

8 ALABAMA ST. & LUGONIA AV.			
40	727	148	
			93
			415
			545
123			
243			
205			
	222	1006	434

9 ALABAMA ST. & I-10 WB RAMPS			
558	918		
			298
			415
			228
	339	1363	

10 ALABAMA ST. & I-10 EB RAMPS			
894	252		
581			
24			
391			
	1122	277	

11 ALABAMA ST. & REDLANDS BL.			
382	692	210	
			288
			439
			176
471			
533			
97			
	115	639	106

12 SR-210 EB RAMPS & SAN BERNARDINO AV.			
348	577	535	
			272
			399
			115
8			
687			
24			
	18	324	

13 CITRUS PLAZA DR. & LUGONIA AV.			
138	584		
			206
			785
38			
756			

14 SR-210 WB RAMPS & SAN BERNARDINO AV.			
68	356	187	
			365
			716
			54
597			
925			
170			
	94	629	71

15 TENNESSEE ST. & DRIVEWAY 1			
155	425		
			252
			199
540			
106			

16 TENNESSEE ST. & PENNSYLVANIA AV.			
354	0		
			0
			226
646			
159			

17 TENNESSEE ST. & LUGONIA AV.			
32	277	151	
			254
			581
			256
110			
704			
525			
	377	362	167

18 TENNESSEE ST. & I-10 WB RAMPS			
246	812		
			258
			8
			181
	231	646	

19 TENNESSEE ST. & I-10 EB RAMPS			
651	342		
156			
503			
221			
	721	215	

20 TENNESSEE ST. & COLTON AV.			
231	510	131	
			184
			421
			58
235			
428			
90			
	73	516	57

21 TENNESSEE ST. & REDLANDS BL.			
93	440	124	
			126
			391
			46
104			
397			
82			
	102	415	41

22 DRIVEWAY 2 & PENNSYLVANIA AV.			
199	0		
			0
			27
133			
26			

23 DRIVEWAY 3 & SAN BERNARDINO AV.			
0	0	0	
			0
			670
			106
0			
705			
478			
	465	0	106

24 DRIVEWAY 4 & PENNSYLVANIA AV.			
14	0		
			0
			14
26			
0			

25 NEW YORK AV. & SAN BERNARDINO AV.			
			750
			53
811			
0			
	26	53	

26 NEW YORK AV. & DRIVEWAY 5			
53	0		
79			
14			
	0	0	

27 NEW YORK ST. & LUGONIA AV.			
			971
			17
890			
133			
	119	46	

28 TEXAS ST. & PIONEER AV.			
5	8	2	
			3
			57
			59
3			
60			
23			
	12	11	92

29 TEXAS ST. & SAN BERNARDINO AV.			
48	40	3	
			5
			617
			47
57			
684			
82			
	96	52	62

30 TEXAS ST. & LUGONIA AV.			
60	117	10	
			17
			813
			50
51			
756			
127			
	115	141	82

31 TEXAS ST. & BROCKTON AV.			
15	259	21	
			19
			31
			135
6			
14			
120			
	11	312	47

32 TEXAS ST. & COLTON AV.			
77	391	45	
			53
			342
			85
122			
402			
134			
	222	195	147

33 TEXAS ST. & REDLANDS BL.			
52	438	124	
			131
			363
			46
24			
321			
66			
	58	409	42

34 BOULDER ST. & GREENSPOT RD.			
8	201	69	
			82
			602
			140
13			
771			
136			
	116	193	194

35 ORANGE ST. & PIONEER AV.			
22	383	103	
			94
			66
			49
31			
51			
28			
	34	443	51

36 ORANGE ST. & SAN BERNARDINO AV.			
112	258	105	
			125
			474
			79
105			
546			
102			
	82	310	73

37 ORANGE ST. & LUGONIA AV.			
48	300	83	
			56
			515
			248
42			
616			
193			
	138	358	258

38 ORANGE ST. & COLTON AV.			
83	570	81	
			108
			248
			131
140			
340			
126			
	69	409	309

39 ORANGE ST. & REDLANDS BL.			
120	498	213	
			284
			316
			46
158			
347			
94			
	73	427	28

40 CHURCH ST. & SAN BERNARDINO AV.			
68	94	20	
			21
			473
			33
83			
548			
154			
	135	145	31

41 CHURCH ST. & LUGONIA AV.			
67	164	42	
			78
			614
			78
47			
718			
45			
	68	204	101

42 UNIVERSITY ST. & SAN BERNARDINO AV.			
			410
			3
447			
61			
	42	27	

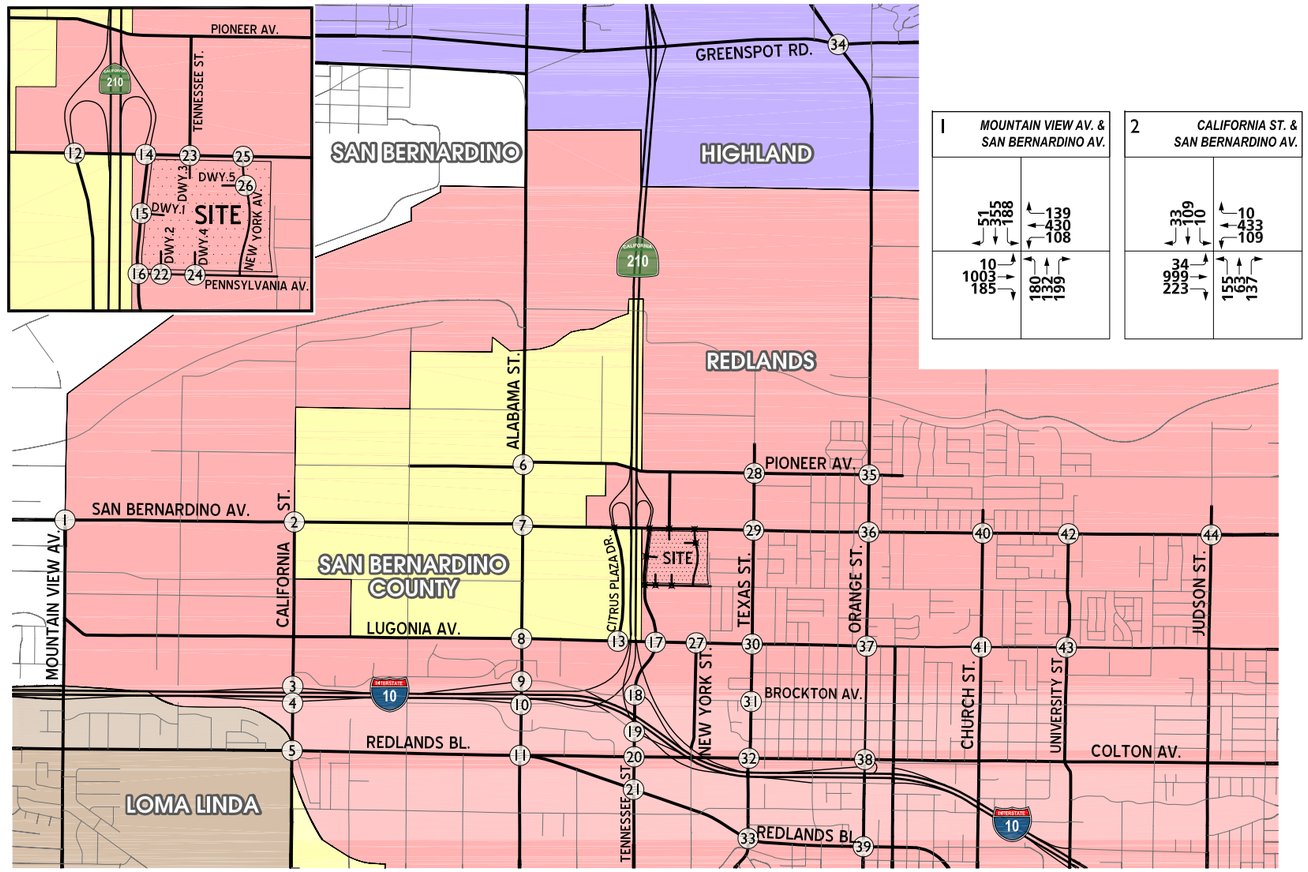
43 UNIVERSITY ST. & LUGONIA AV.			
30	60	4	
			17
			645
			172
34			
757			
87			
	84	84	215

44 JUDSON ST. & SAN BERNARDINO AV.			
40	117	8	
			10
			214
			29
34			
244			
23			
	31	170	31

N

EXHIBIT 7-1

2030 WITHOUT PROJECT WEEKDAY PM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.

51 ← 355 ← 188	139 → 430 → 108
10 → 1003 → 185	180 ← 132 ← 199

2 CALIFORNIA ST. & SAN BERNARDINO AV.

33 ← 109 ← 10	10 → 433 → 109
34 → 999 → 223	155 ← 137 ← 137

3 CALIFORNIA ST. & I-10 WB RAMPS

NOT ANALYZED FOR THIS SCENARIO

4 CALIFORNIA ST. & I-10 EB RAMPS

NOT ANALYZED FOR THIS SCENARIO

5 CALIFORNIA ST. & REDLANDS BL.

NOT ANALYZED FOR THIS SCENARIO

6 ALABAMA ST. & PIONEER AV.

10 ← 696 ← 144	59 → 17 → 73
53 → 888 → 28	20 ← 1050 ← 208

7 ALABAMA ST. & SAN BERNARDINO AV.

77 ← 533 ← 137	194 → 305 → 569
370 → 772 → 153	53 ← 720 ← 587

8 ALABAMA ST. & LUGONIA AV.

85 ← 1105 ← 241	183 → 256 → 407
178 → 372 → 266	198 ← 1119 ← 562

9 ALABAMA ST. & I-10 WB RAMPS

581 ← 1329	261 → 403 → 184
	437 ← 1600

10 ALABAMA ST. & I-10 EB RAMPS

1114 ← 399	
591 → 34 → 452	1446 ← 273

11 ALABAMA ST. & REDLANDS BL.

352 ← 1818 ← 343	351 → 450 → 161
457 → 670 → 125	148 ← 828 ← 245

12 SR-210 EB RAMPS & SAN BERNARDINO AV.

344 ← 490 ← 413	230 → 303 → 85
350 → 1185 → 61	17 ← 14 ← 286

13 CITRUS PLAZA DR. & LUGONIA AV.

103 ← 533	129 → 677
41 → 1084	

14 SR-210 WB RAMPS & SAN BERNARDINO AV.

215 ← 411 ← 272	256 → 546 → 82
739 → 918 → 140	35 ← 601 ← 28

15 TENNESSEE ST. & DRIVEWAY 1

DOES NOT EXIST

16 TENNESSEE ST. & PENNSYLVANIA AV.

DOES NOT EXIST

17 TENNESSEE ST. & LUGONIA AV.

10 ← 117 ← 79	164 → 494 → 139
81 → 906 → 59	301 ← 488 ← 183

18 TENNESSEE ST. & I-10 WB RAMPS

110 ← 765	143 → 10 → 150
	362 ← 827

19 TENNESSEE ST. & I-10 EB RAMPS

605 ← 310	
222 → 569 → 369	967 ← 265

20 TENNESSEE ST. & COLTON AV.

135 ← 632 ← 207	225 → 395 → 88
243 → 608 → 133	112 ← 764 ← 113

21 TENNESSEE ST. & REDLANDS BL.

41 ← 667 ← 144	199 → 377 → 51
36 → 473 → 119	119 ← 734 ← 79

22 DRIVEWAY 2 & PENNSYLVANIA AV.

DOES NOT EXIST

23 DRIVEWAY 3 & SAN BERNARDINO AV.

DOES NOT EXIST

24 DRIVEWAY 4 & PENNSYLVANIA AV.

DOES NOT EXIST

25 NEW YORK AV. & SAN BERNARDINO AV.

DOES NOT EXIST

26 NEW YORK AV. & DRIVEWAY 5

DOES NOT EXIST

27 NEW YORK ST. & LUGONIA AV.

	679 ← 21
1139 → 122 →	120 ← 64

28 TEXAS ST. & PIONEER AV.

31 ← 50 ← 31	13 → 83 → 53
14 → 256 → 62	24 ← 28 ← 173

29 TEXAS ST. & SAN BERNARDINO AV.

79 ← 98 ← 17	10 → 708 → 30
73 → 1058 → 106	123 ← 153 ← 118

30 TEXAS ST. & LUGONIA AV.

38 ← 174 ← 20	23 → 570 → 80
77 → 1056 → 81	94 ← 27 ← 165

31 TEXAS ST. & BROCKTON AV.

10 ← 99 ← 31	38 → 32 → 54
55 → 66 → 51	30 ← 489 ← 138

32 TEXAS ST. & COLTON AV.

96 ← 22 ← 76	64 → 339 → 97
191 → 579 → 101	66 ← 402 ← 98

33 TEXAS ST. & REDLANDS BL.

61 ← 293 ← 68	63 → 380 → 63
166 → 715 → 127	106 ← 337 ← 68

34 BOULDER ST. & GREENSPOT RD.

11 ← 293 ← 128	98 → 708 → 260
25 → 1262 → 286	227 ← 74 ← 419

35 ORANGE ST. & PIONEER AV.

51 ← 141 ← 195	205 → 66 → 40
142 → 161 → 70	34 ← 653 ← 68

36 ORANGE ST. & SAN BERNARDINO AV.

75 ← 365 ← 206	135 → 417 → 101
146 → 948 → 133	96 ← 496 ← 119

37 ORANGE ST. & LUGONIA AV.

43 ← 407 ← 131	85 → 458 → 173
88 → 805 → 177	104 ← 520 ← 250

38 ORANGE ST. & COLTON AV.

64 ← 571 ← 96	116 → 293 → 141
196 → 466 → 177	86 ← 502 ← 165

39 ORANGE ST. & REDLANDS BL.

NOT ANALYZED FOR THIS SCENARIO

40 CHURCH ST. & SAN BERNARDINO AV.

57 ← 206 ← 58	26 → 394 → 59
156 → 778 → 227	174 ← 403 ← 117

41 CHURCH ST. & LUGONIA AV.

106 ← 454 ← 92	160 → 428 → 39
103 → 611 → 45	73 ← 834 ← 72

42 UNIVERSITY ST. & SAN BERNARDINO AV.

	518 ← 42
819 → 59 →	35 ← 13

43 UNIVERSITY ST. & LUGONIA AV.

24 ← 76 ← 22	11 → 632 → 159
39 → 1017 → 90	79 ← 114 ← 579

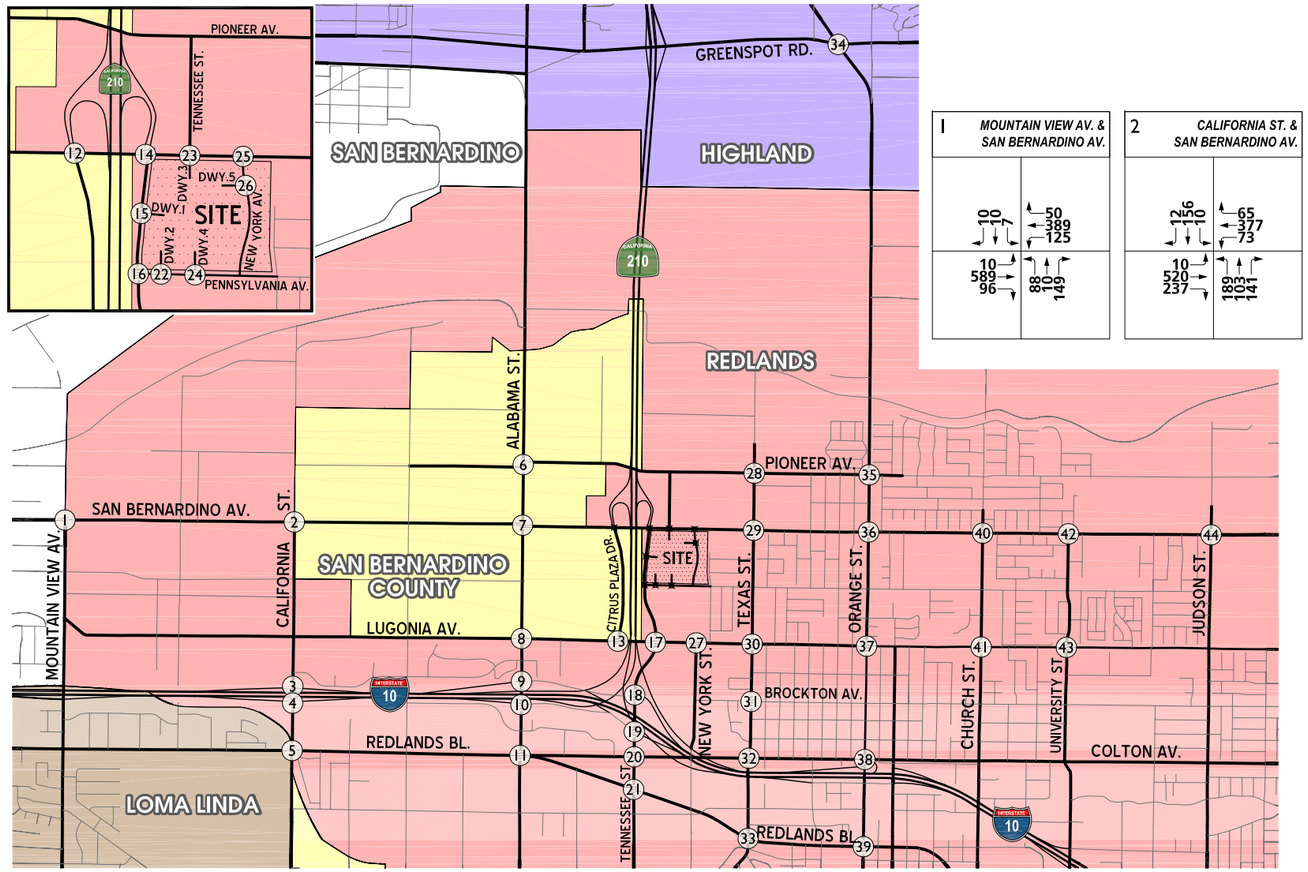
44 JUDSON ST. & SAN BERNARDINO AV.

33 ← 74 ← 28	17 → 350 → 15
52 → 512 → 59	55 ← 59 ← 23

N

EXHIBIT 7-2

2030 WITHOUT PROJECT SATURDAY PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.

10 ← 50	10 → 88
10 → 389	10 ← 10
7 ← 125	149 ← 96
10 → 10	589 → 161
589 ← 10	10 ← 10
96 ← 502	502 → 711

2 CALIFORNIA ST. & SAN BERNARDINO AV.

12 ← 65	10 → 189
156 ← 377	520 → 103
10 ← 73	237 → 141
10 → 531	
520 ← 341	
237 →	

3 CALIFORNIA ST. & I-10 WB RAMPS

271 ← 138	531 →
257 ← 10	341 ←
468	

4 CALIFORNIA ST. & I-10 EB RAMPS

595 ←	161 → 711
129	10 ← 438
	502 →

5 CALIFORNIA ST. & REDLANDS BL.

143 ← 433	185 → 62
328 ← 495	528 ← 338
379 ← 96	84 → 56

6 ALABAMA ST. & PIONEER AV.

10 ← 25	10 → 19
384 ← 12	13 ← 659
14 ← 64	21 → 67

7 ALABAMA ST. & SAN BERNARDINO AV.

22 ← 122	73 → 155
197 ← 359	435 ← 540
81 ← 351	186 → 416

8 ALABAMA ST. & LUGONIA AV.

52 ← 159	142 → 277
1111 ← 481	267 ← 1362
201 ← 582	233 → 461

9 ALABAMA ST. & I-10 WB RAMPS

680 ← 371	385 →
1150 ← 346	1826 ←
251	

10 ALABAMA ST. & I-10 EB RAMPS

1088 ←	770 → 1441
313	35 ← 314
	444 →

11 ALABAMA ST. & REDLANDS BL.

423 ← 383	524 → 150
772 ← 496	597 ← 728
287 ← 226	123 → 146

12 SR-210 EB RAMPS & SAN BERNARDINO AV.

530 ← 318	98 → 20
671 ← 656	853 ← 4
380 ← 187	26 → 383

13 CITRUS PLAZA DR. & LUGONIA AV.

152 ←	42 →
642 ← 206	815 ←
← 855	

14 SR-210 WB RAMPS & SAN BERNARDINO AV.

375 ← 227	780 → 37
60 ← 656	595 ← 506
350 ← 33	94 → 52

15 TENNESSEE ST. & DRIVEWAY 1

DOES NOT EXIST

16 TENNESSEE ST. & PENNSYLVANIA AV.

DOES NOT EXIST

17 TENNESSEE ST. & LUGONIA AV.

16 ← 182	102 → 416
91 ← 670	782 ← 301
69 ← 286	615 → 188

18 TENNESSEE ST. & I-10 WB RAMPS

145 ← 274	257 →
846 ← 10	667 ←
← 201	

19 TENNESSEE ST. & I-10 EB RAMPS

656 ←	180 →
391	568 ← 744
	255 → 238

20 TENNESSEE ST. & COLTON AV.

249 ← 201	261 → 80
521 ← 472	470 ← 520
142 ← 73	99 → 71

21 TENNESSEE ST. & REDLANDS BL.

116 ← 120	116 → 141
456 ← 454	449 ← 426
117 ← 53	114 → 45

22 DRIVEWAY 2 & PENNSYLVANIA AV.

DOES NOT EXIST

23 DRIVEWAY 3 & SAN BERNARDINO AV.

DOES NOT EXIST

24 DRIVEWAY 4 & PENNSYLVANIA AV.

DOES NOT EXIST

25 NEW YORK AV. & SAN BERNARDINO AV.

DOES NOT EXIST

26 NEW YORK AV. & DRIVEWAY 5

DOES NOT EXIST

27 NEW YORK ST. & LUGONIA AV.

← 1093	991 →
← 19	127 ← 112
	51 →

28 TEXAS ST. & PIONEER AV.

10 ← 10	10 → 45
10 ← 63	66 ← 48
10 ← 65	27 → 101

29 TEXAS ST. & SAN BERNARDINO AV.

63 ← 10	77 → 106
46 ← 790	867 ← 58
10 ← 52	90 → 69

30 TEXAS ST. & LUGONIA AV.

66 ← 19	56 → 108
113 ← 848	781 ← 19
11 ← 55	121 → 90

31 TEXAS ST. & BROCKTON AV.

17 ← 21	10 → 12
249 ← 34	15 ← 309
23 ← 151	132 → 54

32 TEXAS ST. & COLTON AV.

91 ← 58	138 → 244
392 ← 395	457 ← 178
50 ← 98	147 → 166

33 TEXAS ST. & REDLANDS BL.

57 ← 137	28 → 89
458 ← 427	372 ← 426
130 ← 51	86 → 46

34 BOULDER ST. & GREENSPOT RD.

10 ← 97	16 → 198
190 ← 692	948 ← 192
84 ← 155	211 → 224

35 ORANGE ST. & PIONEER AV.

24 ← 108	34 → 37
449 ← 73	56 ← 496
116 ← 54	31 → 56

36 ORANGE ST. & SAN BERNARDINO AV.

103 ← 171	94 → 86
290 ← 537	592 ← 345
147 ← 92	106 → 87

37 ORANGE ST. & LUGONIA AV.

55 ← 76	48 → 142
3320 ← 546	637 ← 405
105 ← 276	203 → 286

38 ORANGE ST. & COLTON AV.

95 ← 122	166 → 89
608 ← 255	355 ← 56
91 ← 144	143 → 340

39 ORANGE ST. & REDLANDS BL.

132 ← 318	174 → 95
249 ← 352	363 ← 460
240 ← 58	114 → 41

40 CHURCH ST. & SAN BERNARDINO AV.

90 ← 23	105 → 149
106 ← 564	623 ← 163
22 ← 40	169 → 37

41 CHURCH ST. & LUGONIA AV.

79 ← 83	60 → 75
184 ← 712	1043 ← 228
50 ← 62	61 → 131

42 UNIVERSITY ST. & SAN BERNARDINO AV.

← 513	534 →
	57 ← 36
	30 →

43 UNIVERSITY ST. & LUGONIA AV.

33 ← 19	44 → 79
36 ← 734	850 ← 82
10 ← 195	86 → 237

44 JUDSON ST. & SAN BERNARDINO AV.

59 ← 13	51 → 39
132 ← 292	314 ← 190
10 ← 32	29 → 34

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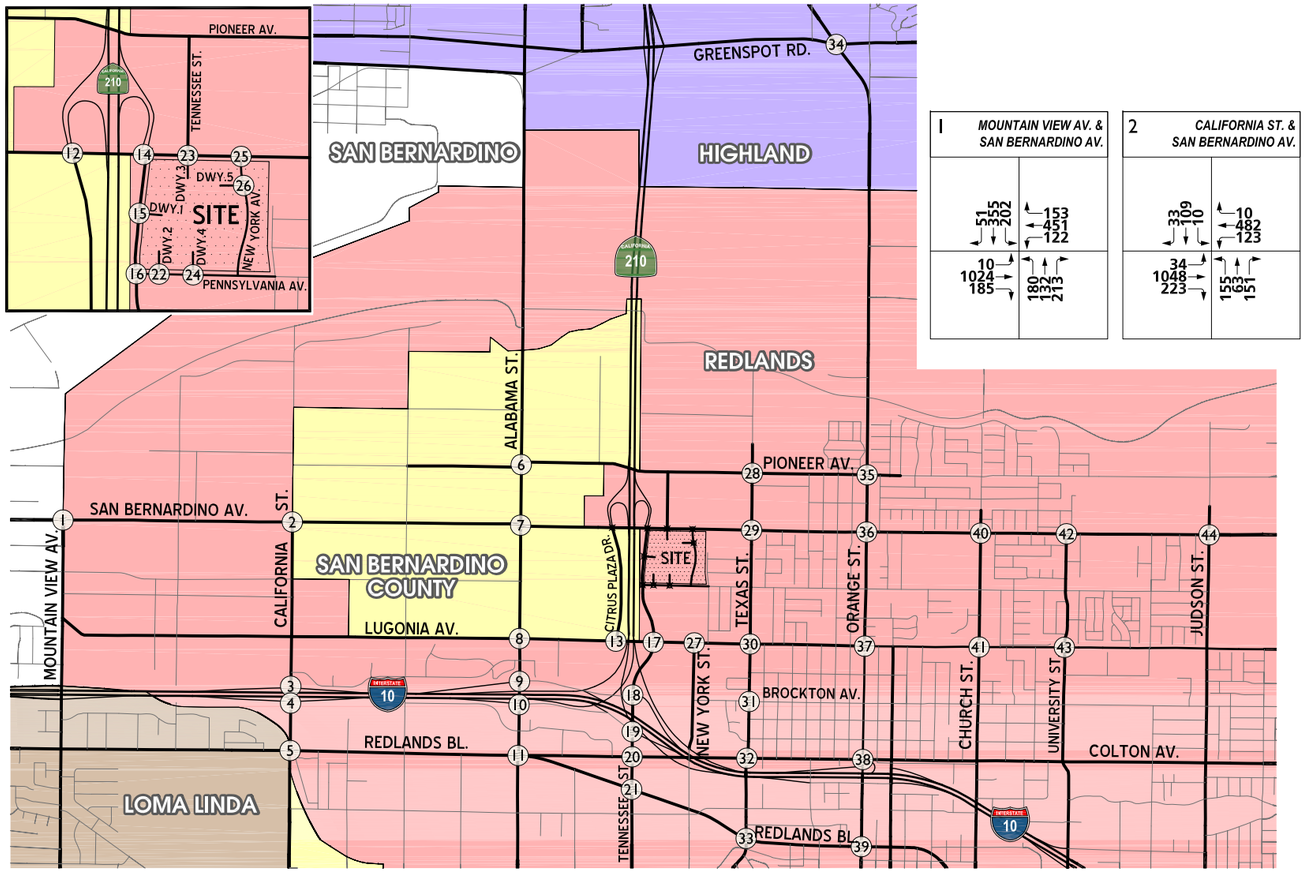
EXHIBIT 7-3

2030 WITH PROJECT WEEKDAY PM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.	2 CALIFORNIA ST. & SAN BERNARDINO AV.	3 CALIFORNIA ST. & I-10 WB RAMPS	4 CALIFORNIA ST. & I-10 EB RAMPS	5 CALIFORNIA ST. & REDLANDS BL.	6 ALABAMA ST. & PIONEER AV.	7 ALABAMA ST. & SAN BERNARDINO AV.	8 ALABAMA ST. & LUGONIA AV.
51 355 202 → 153 451 122 ←	33 109 10 → 10 482 123 ←	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	NOT ANALYZED FOR THIS SCENARIO	10 717 144 → 59 17 73 ←	77 583 158 → 215 368 576 ←	85 1112 241 → 183 256 421 ←
10 ← 1024 185	34 ← 1048 223				53 ← 88 28	370 ← 835 153	178 ← 372 266
180 ↑ 132 213	155 ↑ 151				20 ↑ 1079 208	53 ↑ 720 594	198 ↑ 1126 576

9 ALABAMA ST. & I-10 WB RAMPS	10 ALABAMA ST. & I-10 EB RAMPS	11 ALABAMA ST. & REDLANDS BL.	12 SR-210 EB RAMPS & SAN BERNARDINO AV.	13 CITRUS PLAZA DR. & LUGONIA AV.	14 SR-210 WB RAMPS & SAN BERNARDINO AV.	15 TENNESSEE ST. & DRIVEWAY 1	16 TENNESSEE ST. & PENNSYLVANIA AV.
581 1350 → 261 494 184 ←	1135 399 →	359 832 343 → 351 457 161 ←	344 490 609 → 321 624 85 ←	103 553 → 129 691 ←	215 270 272 → 381 735 100 ←	282 292 → 170 134 ←	411 5 → 5 153 ←
	591 ← 34 452	464 ← 677 125	350 ← 1276 61	41 ← 1098	739 ← 1228 204		750 ← 110
437 ↑ 1621	1467 ↑ 273	148 ↑ 842 245	17 ↑ 74 286		80 ↑ 726 46	682 ↑ 73	

17 TENNESSEE ST. & LUGONIA AV.	18 TENNESSEE ST. & I-10 WB RAMPS	19 TENNESSEE ST. & I-10 EB RAMPS	20 TENNESSEE ST. & COLTON AV.	21 TENNESSEE ST. & REDLANDS BL.	22 DRIVEWAY 2 & PENNSYLVANIA AV.	23 DRIVEWAY 3 & SAN BERNARDINO AV.	24 DRIVEWAY 4 & PENNSYLVANIA AV.
24 272 149 → 234 494 139 ←	201 828 → 150 10 150 ←	668 310 →	142 674 221 → 239 395 88 ←	41 695 158 → 213 377 51 ←	139 0 → 0 18 ←	0 0 0 → 0 902 73 ←	9 0 → 0 9 ←
95 ← 906 59		222 ← 569 369	250 ← 608 133	36 ← 473 119	96 ← 18	0 ← 1218 328	18 ← 0
301 ↑ 558 183	362 ↑ 890	1030 ↑ 265	112 ↑ 806 113	119 ↑ 762 79		314 ↑ 0 72	

25 NEW YORK AV. & SAN BERNARDINO AV.	26 NEW YORK AV. & DRIVEWAY 5	27 NEW YORK ST. & LUGONIA AV.	28 TEXAS ST. & PIONEER AV.	29 TEXAS ST. & SAN BERNARDINO AV.	30 TEXAS ST. & LUGONIA AV.	31 TEXAS ST. & BROCKTON AV.	32 TEXAS ST. & COLTON AV.
957 ← 37	42 0 →	735 ← 21	31 50 31 → 13 83 53 ←	79 98 17 → 10 778 30 ←	38 188 20 → 23 612 80 ←	10 37 31 → 38 32 54 ←	96 250 76 → 64 353 97 ←
1285 ← 5	54 ← 9	1195 ← 136	14 ← 256 62	73 ← 1128 120	77 ← 1098 95	55 ← 66 51	191 ← 593 101
18 ↑ 36	0 ↑ 0	134 ↑ 64	24 ↑ 28 173	137 ↑ 153 118	108 ↑ 269 166	30 ↑ 517 138	66 ↑ 430 98

33 TEXAS ST. & REDLANDS BL.	34 BOULDER ST. & GREENSPOT RD.	35 ORANGE ST. & PIONEER AV.	36 ORANGE ST. & SAN BERNARDINO AV.	37 ORANGE ST. & LUGONIA AV.	38 ORANGE ST. & COLTON AV.	39 ORANGE ST. & REDLANDS BL.	40 CHURCH ST. & SAN BERNARDINO AV.
61 314 75 → 70 394 63 ←	11 321 128 → 98 708 260 ←	51 519 195 → 205 66 40 ←	103 365 206 → 135 452 101 ←	43 414 131 → 85 493 173 ←	64 585 96 → 116 307 141 ←	NOT ANALYZED FOR THIS SCENARIO	57 206 58 → 26 429 59 ←
166 ← 729 127	25 ← 1262 286	142 ← 161 70	174 ← 983 140	88 ← 840 184	196 ← 480 177		156 ← 813 227
106 ↑ 358 68	227 ↑ 82 419	34 ↑ 681 68	103 ↑ 496 119	111 ↑ 527 250	86 ↑ 516 165		174 ↑ 403 117

41 CHURCH ST. & LUGONIA AV.	42 UNIVERSITY ST. & SAN BERNARDINO AV.	43 UNIVERSITY ST. & LUGONIA AV.	44 JUDSON ST. & SAN BERNARDINO AV.
106 454 92 → 160 463 39 ←	← 546 42	24 293 22 → 11 660 159 ←	33 74 28 → 17 378 15 ←
103 ← 646 45	847 ← 66	39 ← 1045 97	52 ← 540 59
73 ↑ 834 72	42 ↑ 13	86 ↑ 121 579	55 ↑ 59 23

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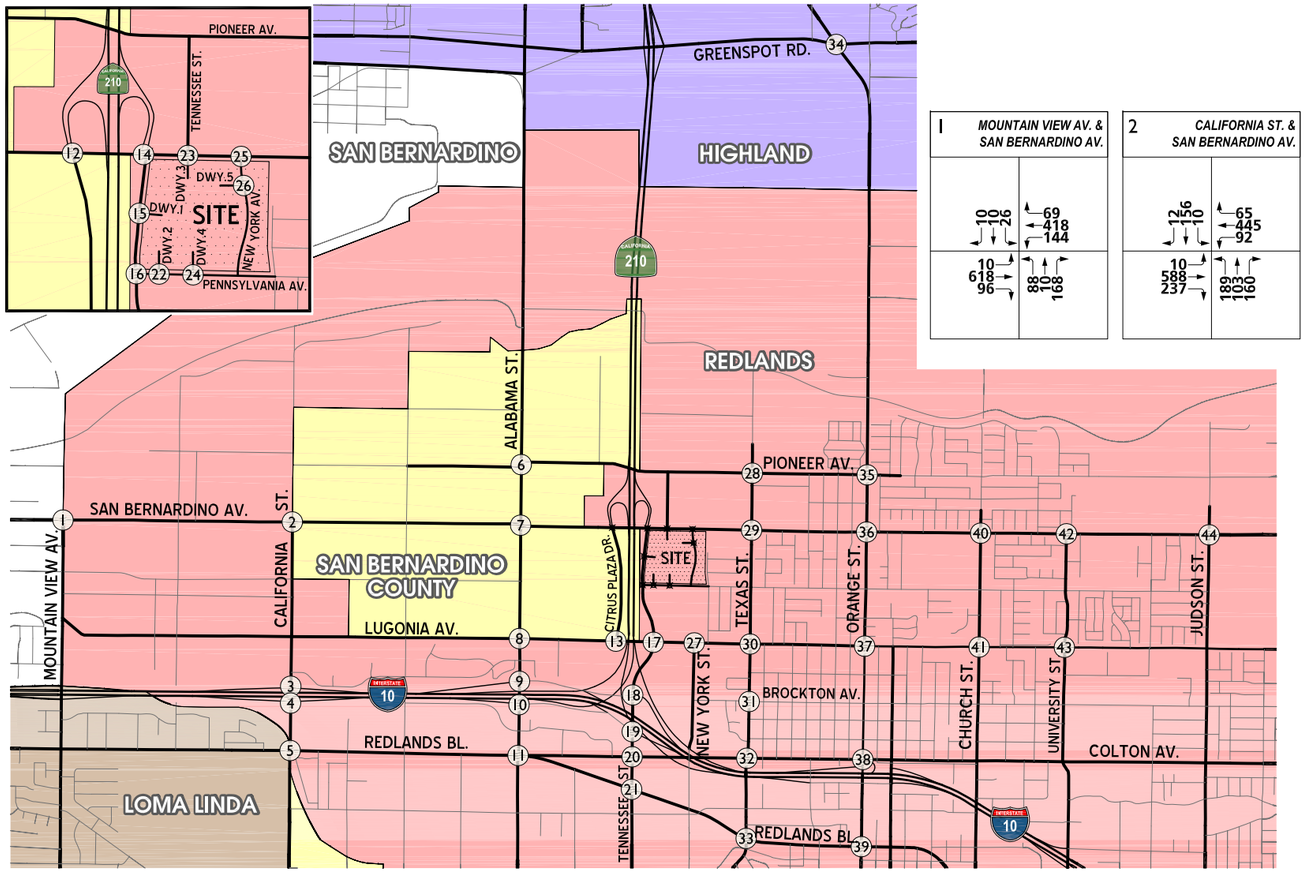
EXHIBIT 7-4

2030 WITH PROJECT SATURDAY PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



1 MOUNTAIN VIEW AV. & SAN BERNARDINO AV.

10	69	
10	418	
26	144	
10		88
618		10
96		168

2 CALIFORNIA ST. & SAN BERNARDINO AV.

12	65	
156	445	
10	92	
10		189
588		160
237		

3 CALIFORNIA ST. & I-10 WB RAMPS

271	138	
276	10	
	487	
		531
		360

4 CALIFORNIA ST. & I-10 EB RAMPS

634		
129		
161		730
10		457
502		

5 CALIFORNIA ST. & REDLANDS BL.

153	433	
357	505	
379	106	
195		62
538		367
84		66

6 ALABAMA ST. & PIONEER AV.

10	25	
413	12	
14	64	
10		19
13		67
21		67

7 ALABAMA ST. & SAN BERNARDINO AV.

22	151	
27	447	
310	361	
73		155
522		540
186		426

8 ALABAMA ST. & LUGONIA AV.

52	159	
1121	481	
201	601	
142		277
267		1372
233		480

9 ALABAMA ST. & I-10 WB RAMPS

680	371	
1179	472	
	251	
		385
		1855

10 ALABAMA ST. & I-10 EB RAMPS

1117		
313		
770		1470
35		314
444		

11 ALABAMA ST. & REDLANDS BL.

433	383	
791	506	
287	226	
534		150
607		747
123		146

12 SR-210 EB RAMPS & SAN BERNARDINO AV.

530	444	
671	782	
651	187	
98		20
979		4
26		383

13 CITRUS PLAZA DR. & LUGONIA AV.

152		
642		
	206	
	874	
42		
834		

14 SR-210 WB RAMPS & SAN BERNARDINO AV.

375	413	
392	935	
350	59	
780		103
1046		692
187		78

15 TENNESSEE ST. & DRIVEWAY 1

213	252	
425	199	
		621
		106

16 TENNESSEE ST. & PENNSYLVANIA AV.

407	5	
5	226	
		722
		159

17 TENNESSEE ST. & LUGONIA AV.

35	279	
305	670	
166	286	
121		416
782		398
615		188

18 TENNESSEE ST. & I-10 WB RAMPS

271	284	
934	10	
	201	
		257
		754

19 TENNESSEE ST. & I-10 EB RAMPS

744		
391		
180		
568		
255		831
		238

20 TENNESSEE ST. & COLTON AV.

259	220	
579	472	
161	73	
271		80
470		578
99		71

21 TENNESSEE ST. & REDLANDS BL.

116	139	
495	454	
136	53	
116		141
449		465
114		45

22 DRIVEWAY 2 & PENNSYLVANIA AV.

204	0	
0	27	
138		
26		

23 DRIVEWAY 3 & SAN BERNARDINO AV.

0	0	
0	942	
0	106	
0		465
996		0
478		106

24 DRIVEWAY 4 & PENNSYLVANIA AV.

14	0	
0	14	
26		
0		

25 NEW YORK AV. & SAN BERNARDINO AV.

	1022	
	53	
1097		26
5		53

26 NEW YORK AV. & DRIVEWAY 5

58		
0		
79		0
14		0

27 NEW YORK ST. & LUGONIA AV.

	1170	
	19	
1069		131
146		51

28 TEXAS ST. & PIONEER AV.

10	10	
10	63	
10	65	
10		45
66		48
27		101

29 TEXAS ST. & SAN BERNARDINO AV.

63	10	
46	887	
10	52	
77		125
964		58
109		69

30 TEXAS ST. & LUGONIA AV.

66	19	
132	906	
11	55	
56		127
839		18
140		90

31 TEXAS ST. & BROCKTON AV.

17	21	
188	34	
23	151	
10		12
15		348
132		54

32 TEXAS ST. & COLTON AV.

91	58	
431	414	
50	98	
138		244
476		217
147		166

33 TEXAS ST. & REDLANDS BL.

57	147	
487	446	
140	51	
28		89
391		455
86		46

34 BOULDER ST. & GREENSPOT RD.

10	97	
229	692	
84	155	
16		198
948		224
211		224

35 ORANGE ST. & PIONEER AV.

24	108	
498	73	
416	54	
34		37
56		535
31		56

36 ORANGE ST. & SAN BERNARDINO AV.

142	171	
290	585	
147	92	
133		96
641		345
116		87

37 ORANGE ST. & LUGONIA AV.

55	76	
3330	594	
105	276	
48		152
686		415
213		286

38 ORANGE ST. & COLTON AV.

95	122	
627	274	
91	144	
166		80
374		576
143		340

39 ORANGE ST. & REDLANDS BL.

132	318	
548	371	
240	58	
174		105
382		479
124		41

40 CHURCH ST. & SAN BERNARDINO AV.

90	23	
106	612	
22	40	
105		149
672		163
169		37

41 CHURCH ST. & LUGONIA AV.

79	83	
184	760	
50	62	
60		75
1092		228
61		131

42 UNIVERSITY ST. & SAN BERNARDINO AV.

	552	
	10	
573		
67		46
		30

43 UNIVERSITY ST. & LUGONIA AV.

33	19	
196	773	
10	195	
44		89
889		92
96		237

44 JUDSON ST. & SAN BERNARDINO AV.

59	13	
132	331	
10	32	
51		39
353		190
29		34

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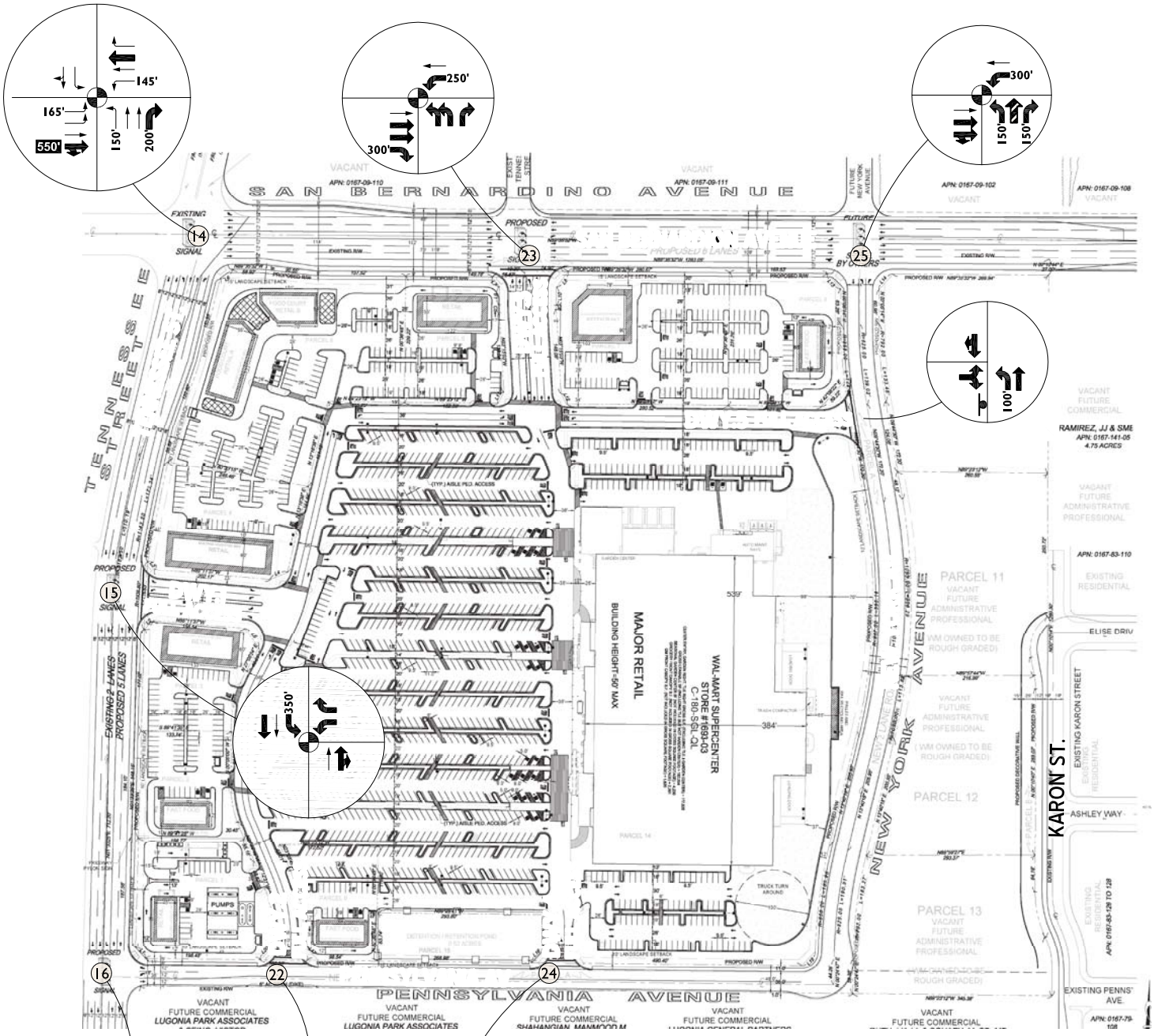
EXHIBIT 8-1

SITE ACCESS AND ON-SITE CIRCULATION RECOMMENDATIONS



LEGEND:

- = TRAFFIC SIGNAL
- = STOP SIGN
- 300' = STORAGE LENGTH
- 550' = RECOMMENDED STORAGE LENGTH THAT REQUIRES ROADWAY WIDENING (SEE EXHIBIT 5-7)
- = EXISTING LANE
- = LANE IMPROVEMENT
- = FUTURE THROUGH LANE

ON-SITE TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.

SIGHT DISTANCE AT EACH PROJECT ACCESS POINT SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS AND CITY OF REDLANDS SIGHT DISTANCE STANDARDS AT THE TIME OF PREPARATION OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

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* *NOTE: ANY TURN LANE WITHOUT A STORAGE LENGTH SPECIFIED SHOULD EXTEND TO THE ADJACENT INTERSECTION OR DRIVE AISLE WITH THE EXCEPTION OF THE EASTBOUND LEFT TURN LANE AT DRIVEWAY 2. NO SPECIFIED EASTBOUND LEFT TURN POCKET LENGTH STORAGE IS GIVEN AT DRIVEWAY 2 DUE TO THE LIMITED DISTANCE BETWEEN TENNESSEE AND DRIVEWAY TWO. IT SHOULD BE NOTED HOWEVER THAT THE EASTBOUND LEFT TURN LANE AT DRIVEWAY 2 CAN BE ACCOMMODATED WITHIN THE TWO-WAY LEFT TURN LANE (PAINTED MEDIAN).*

ATTACHMENT "D"

CHANGES TO TECHNICAL APPENDICES

Mountain View Avenue / San Bernardino Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2010:	109	13	129	9	25	3	1	723	136	61	201	4	1,414
13 NP:	138	14	165	10	27	3	1	833	155	85	294	4	1,729
13 WP:	138	14	179	24	27	3	1	854	155	99	315	18	1,827
13 NP (65%):	164	14	199	10	27	3	1	910	168	108	389	4	1,997
13 WP (65%):	164	14	213	24	27	3	1	931	168	122	410	18	2,095
2030 WP:	109	132	156	86	176	24	10	847	136	77	285	58	2,096
Final 2030 WP:	**180**	**132**	**213**	**202**	**355**	**51**	**10**	**1,024**	**185**	**122**	**451**	**153**	**3,078**
Iteris 2030 WP:	227	362	232	302	535	101	47	1,334	197	131	613	253	4,334
Growth:	2%	14%	1%	13%	16%	18%	15%	1%	1%	1%	2%	13%	3%
Growth (65%):	1%	14%	0%	13%	16%	18%	15%	1%	1%	0%	1%	13%	2%
Final WP ADT:		**13,451**			**7,500**			**15,500**			**19,470**		
Peak/Daily:		**9%**			**12%**			**12%**			**11%**		
Project Only:	0	0	14	14	0	0	0	21	0	14	21	14	98
Project ADT:		400			400			600			1,400		
Final 2030 NP:	**180**	**132**	**199**	**188**	**355**	**51**	**10**	**1,003**	**185**	**108**	**430**	**139**	**2,980**
Growth:	2%	14%	1%	19%	16%	18%	15%	1%	1%	1%	2%	23%	3%
Growth (65%):	1%	14%	0%	19%	16%	18%	15%	1%	1%	0%	1%	23%	2%
Final NP ADT:		**13,051**			**7,100**			**14,900**			**18,070**		
Peak/Daily:		**9%**			**12%**			**12%**			**11%**		

California Street / San Bernardino Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2010:	93	46	99	0	84	12	28	660	173	57	161	2	1,415
13 NP:	99	49	113	0	89	13	30	794	184	78	272	2	1,723
13 WP:	99	49	127	0	89	13	30	843	184	92	321	2	1,849
13 NP (65%):	99	50	123	0	89	13	30	904	184	98	389	2	1,981
13 WP (65%):	99	50	137	0	89	13	30	953	184	112	438	2	2,107
2030 WP:	155	63	137	1	109	18	34	817	223	75	245	3	1,880
Final 2030 WP:	**155**	**63**	**151**	**10**	**109**	**33**	**34**	**1,048**	**223**	**123**	**482**	**10**	**2,441**
Iteris 2030 WP:	361	105	208	14	204	63	38	1,126	438	169	582	15	3,323
Growth:	3%	1%	1%	0%	1%	6%	1%	1%	1%	2%	2%	10%	2%
Growth (65%):	3%	1%	1%	0%	1%	6%	1%	1%	1%	1%	1%	10%	1%
Final WP ADT:		**8,580**			**3,142**			**19,470**			**18,480**		
Peak/Daily:		**10%**			**8%**			**10%**			**10%**		
Project Only:	0	0	14	0	0	0	0	49	0	14	49	0	126
Project ADT:		400			0			1,400			1,800		
Final 2030 NP:	**155**	**63**	**137**	**10**	**109**	**33**	**34**	**999**	**223**	**109**	**433**	**10**	**2,315**
Growth:	3%	1%	1%	0%	1%	6%	1%	1%	1%	2%	3%	10%	2%
Growth (65%):	3%	1%	1%	0%	1%	6%	1%	1%	1%	1%	1%	10%	1%
Final NP ADT:		**8,180**			**3,142**			**18,070**			**16,680**		
Peak/Daily:		**10%**			**8%**			**10%**			**10%**		

Alabama Street / Pioneer Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2010:	4	655	60	123	390	6	45	65	11	20	5	49	1,433
Cumulative:	6	80	6	0	99	0	0	5	7	13	4	0	220
13 NP:	10	775	70	131	513	6	48	74	19	34	9	52	1,741
13 WP:	10	796	70	131	534	6	48	74	19	34	9	52	1,783
Cumulative:	14	172	12	0	217	0	0	11	14	27	10	0	477
13 NP (65%):	18	867	76	131	631	6	48	80	26	48	15	52	1,998
13 WP (65%):	18	888	76	131	652	6	48	80	26	48	15	52	2,040
2030 WP:	5	773	91	143	490	6	45	62	15	39	6	59	1,734
Final 2030 WP:	**20**	**1,077**	**208**	**144**	**717**	**10**	**53**	**88**	**28**	**73**	**17**	**59**	**2,493**
Iteris 2030 WP:	5	956	286	278	753	16	8	77	11	139	79	117	2,725
Growth:	0%	2%	7%	1%	2%	0%	0%	0%	0%	5%	0%	1%	2%
Growth (65%):	0%	1%	6%	1%	1%	0%	0%	0%	0%	2%	0%	1%	1%
Final WP ADT:		**19,580**			**20,680**			**1,980**			**4,950**		
Peak/Daily:		**11%**			**10%**			**11%**			**12%**		
Project Only:	0	21	0	0	21	0	0	0	0	0	0	0	42
Project ADT:		600			600			0			0		
Final 2030 NP:	**20**	**1,056**	**208**	**144**	**696**	**10**	**53**	**88**	**28**	**73**	**17**	**59**	**2,451**
Growth:	0%	2%	7%	1%	2%	0%	0%	0%	0%	5%	0%	1%	2%
Growth (65%):	0%	1%	6%	1%	1%	0%	0%	0%	0%	2%	0%	1%	1%
Final NP ADT:		**18,980**			**20,080**			**1,980**			**4,950**		
Peak/Daily:		**11%**			**10%**			**11%**			**12%**		

California Street / I-10 Eastbound Ramps

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2010:	0	557	356	67	444	0	105	3	429	0	0	0	1,961
13 NP:	0	598	386	93	484	0	123	3	456	0	0	0	2,143
13 WP:	0	618	406	93	523	0	123	3	456	0	0	0	2,222
13 NP (65%):	0	606	396	117	499	0	136	3	457	0	0	0	2,214
13 WP (65%):	0	626	415	117	538	0	136	3	457	0	0	0	2,292
2030 WP:	0	813	457	83	634	0	130	3	540	0	0	0	2,660
Final 2030 WP:	**0**	**730**	**457**	**129**	**634**	**0**	**161**	**10**	**502**	**0**	**0**	**0**	**2,622**
Iteris 2030 WP:	0	775	583	280	658	0	234	11	533	0	0	0	3,074
Growth:	0%	1%	1%	2%	1%	0%	2%	7%	1%	0%	0%	0%	1%
Growth (65%):	0%	1%	1%	1%	1%	0%	1%	7%	1%	0%	0%	0%	1%
Final WP ADT:		**26,400**			**17,930**			**7,590**			**12,532**		
Peak/Daily:		**9%**			**9%**			**9%**			**5%**		
Project Only:	0	19	19	0	39	0	0	0	0	0	0	0	77
Project ADT:		900			700			0			200		
Final 2030 NP:	**0**	**711**	**438**	**129**	**595**	**0**	**161**	**10**	**502**	**0**	**0**	**0**	**2,545**
Growth:	0%	1%	1%	2%	1%	0%	2%	7%	1%	0%	0%	0%	1%
Growth (65%):	0%	1%	1%	1%	1%	0%	1%	7%	1%	0%	0%	0%	1%
Final NP ADT:		**25,500**			**17,230**			**7,590**			**12,332**		
Peak/Daily:		**9%**			**9%**			**9%**			**5%**		

California Street / Redlands Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2010:	53	280	28	312	265	111	149	359	58	71	301	366	2,353
13 NP:	56	305	42	338	289	129	167	449	62	85	379	394	2,695
13 WP:	56	334	52	338	318	139	177	458	62	94	389	394	2,811
13 NP (65%):	56	315	57	347	298	143	178	528	62	96	449	401	2,930
13 WP (65%):	56	344	66	347	327	152	187	538	62	106	459	401	3,045
2030 WP:	82	492	37	379	450	157	203	370	84	94	332	457	3,137
Final 2030 WP:	**62**	**367**	**66**	**379**	**357**	**153**	**195**	**538**	**84**	**106**	**505**	**433**	**3,245**
Iteris 2030 WP:	70	366	69	301	337	107	179	468	102	98	520	403	3,020
Growth:	1%	1%	1%	1%	1%	1%	1%	1%	2%	1%	2%	1%	1%
Growth (65%):	1%	0%	0%	1%	1%	0%	0%	0%	2%	0%	1%	0%	0%
Final WP ADT:		**12,100**			**26,400**			**18,321**			**28,161**		
Peak/Daily:		**9%**			**7%**			**8%**			**7%**		
Project Only:	0	29	10	0	29	10	10	10	0	10	10	0	118
Project ADT:		900			900			500			500		
Final 2030 NP:	**62**	**338**	**56**	**379**	**328**	**143**	**185**	**528**	**84**	**96**	**495**	**433**	**3,127**
Growth:	1%	1%	2%	1%	1%	1%	1%	1%	2%	1%	2%	1%	1%
Growth (65%):	1%	0%	0%	1%	1%	0%	0%	0%	2%	0%	1%	0%	0%
Final NP ADT:		**11,200**			**25,500**			**17,821**			**27,661**		
Peak/Daily:		**9%**			**7%**			**8%**			**7%**		

Alabama Street / Pioneer Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2010:	1	354	29	12	111	0	6	0	1	28	0	21	563
Cumulative:	8	117	13	0	106	0	0	6	8	12	5	0	275
13 NP:	9	493	44	13	224	0	6	6	9	42	5	22	872
13 WP:	9	522	44	13	253	0	6	6	9	42	5	22	930
Cumulative:	16	254	30	0	229	0	0	12	18	26	11	0	596
13 NP (65%):	17	630	61	13	347	0	6	12	19	56	11	22	1,193
13 WP (65%):	17	659	61	13	376	0	6	12	19	56	11	22	1,251
2030 WP:	1	417	44	14	142	1	6	1	1	47	1	25	700
Final 2030 WP:	**19**	**679**	**67**	**14**	**413**	**10**	**10**	**13**	**21**	**64**	**12**	**25**	**1,347**
Iteris 2030 WP:	11	558	135	111	421	3	20	167	10	107	153	96	1,792
Growth:	0%	2%	3%	1%	3%	0%	0%	0%	0%	3%	0%	1%	2%
Growth (65%):	0%	0%	1%	1%	1%	0%	0%	0%	0%	1%	0%	1%	0%
Final WP ADT:		**14,626**			**13,235**			**1,600**			**2,178**		
Peak/Daily:		**9%**			**9%**			**5%**			**9%**		
Project Only:	0	29	0	0	29	0	0	0	0	0	0	0	58
Project ADT:		700			700			0			0		
Final 2030 NP:	**19**	**650**	**67**	**14**	**384**	**10**	**10**	**13**	**21**	**64**	**12**	**25**	**1,289**
Growth:	0%	2%	3%	1%	3%	0%	0%	0%	0%	3%	0%	1%	2%
Growth (65%):	0%	0%	1%	1%	1%	0%	0%	0%	0%	1%	0%	1%	0%
Final NP ADT:		**13,926**			**12,535**			**1,600**			**2,178**		
Peak/Daily:		**9%**			**9%**			**5%**			**9%**		

Existing (2010) Final Weekday PM Peak Hour Volumes

Mountain View Avenue / San Bernardino Avenue

PHF: 0.879 Date: 5/12/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Pass. Veh:	109	13	104	7	25	3	1	584	136	59	196	4	1,241
Total PCE:	**109**	**13**	**129**	**9**	**25**	**3**	**1**	**723**	**136**	**61**	**201**	**4**	**1,414**

California Street / San Bernardino Avenue

PHF: 0.923 Date: 5/17/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Total PCE:	**93**	**46**	**99**	**0**	**84**	**12**	**28**	**660**	**173**	**57**	**161**	**2**	**1,415**

Alabama Street / Pioneer Avenue

PHF: 0.878 Date: 5/12/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Total PCE:	**4**	**655**	**60**	**123**	**390**	**6**	**45**	**65**	**11**	**20**	**5**	**49**	**1,433**

Alabama Street / San Bernardino Avenue

PHF: 0.889 Date: 5/11/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Pass. Veh:	24	326	187	44	285	37	169	430	122	157	110	35	1,926
2-Axle:	2	2	3	1	4	0	1	2	0	2	2	0	19
3-Axle:	0	1	0	0	1	1	1	0	0	0	0	0	4
4+-Axle:	0	4	0	3	9	0	2	3	2	0	0	5	28
Total Veh:	**26**	**333**	**190**	**48**	**299**	**38**	**173**	**435**	**124**	**159**	**112**	**40**	**1,977**
Trucks:	**2**	**7**	**3**	**4**	**14**	**1**	**4**	**5**	**2**	**2**	**2**	**5**	**51**
Truck %:	8%	2%	2%	8%	5%	3%	2%	1%	2%	1%	2%	13%	3%
Truck pce:	3	17	5	11	35	2	10	12	6	3	3	15	121
Total PCE:	**42**	**478**	**254**	**55**	**320**	**46**	**189**	**442**	**128**	**160**	**132**	**52**	**2,297**

Alabama Street / Lugonia Avenue

PHF: 0.954 Date: 5/11/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Total PCE:	**119**	**546**	**469**	**129**	**411**	**68**	**132**	**237**	**137**	**342**	**180**	**96**	**2,866**

Alabama Street / I-10 Westbound Ramps

PHF: 0.933 Date: 5/12/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Pass. Veh:	329	963	0	0	693	156	0	0	0	142	303	137	2,723
2-Axle:	3	5	0	0	1	2	0	0	0	3	5	1	20
3-Axle:	1	0	0	0	0	1	0	0	0	1	2	0	5
4+-Axle:	2	4	0	0	3	8	0	0	0	0	3	4	24
Total Veh:	**335**	**972**	**0**	**0**	**697**	**167**	**0**	**0**	**0**	**146**	**313**	**142**	**2,772**
Trucks:	**6**	**9**	**0**	**0**	**4**	**11**	**0**	**0**	**0**	**4**	**10**	**5**	**49**
Truck %:	2%	1%	0%	0%	1%	7%	0%	0%	0%	3%	3%	4%	2%
Truck pce:	13	20	0	0	11	29	0	0	0	7	21	14	112
Total PCE:	**342**	**984**	**0**	**0**	**705**	**185**	**0**	**0**	**0**	**149**	**324**	**151**	**2,837**

Existing (2010) Final Saturday Peak Hour Volumes

Mountain View Avenue / San Bernardino Avenue

PHF: 0.832 Date: 5/8/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Total PCE:	**52**	**5**	**90**	**5**	**5**	**1**	**1**	**361**	**63**	**82**	**209**	**41**	**915**

California Street / San Bernardino Avenue

PHF: 0.908 Date: 5/8/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Total PCE:	**162**	**89**	**92**	**7**	**134**	**8**	**6**	**247**	**203**	**38**	**162**	**56**	**1,204**

California Street / I-10 Westbound Ramps

PHF: 0.944 Date: 5/8/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Pass. Veh:	367	227	0	0	149	211	0	0	0	350	2	55	1,361
2-Axle:	3	3	0	0	0	0	0	0	0	4	0	2	12
3-Axle:	0	1	0	0	0	0	0	0	0	0	1	0	2
4+-Axle:	6	13	0	0	1	4	0	0	0	1	1	4	30
Total Veh:	**376**	**244**	**0**	**0**	**150**	**215**	**0**	**0**	**0**	**355**	**4**	**61**	**1,405**
Trucks:	**9**	**17**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**5**	**2**	**6**	**44**
Truck %:	2%	7%	0%	0%	1%	2%	0%	0%	0%	1%	50%	10%	3%
Truck pce:	23	46	0	0	3	12	0	0	0	9	5	15	112
Total PCE:	**390**	**273**	**0**	**0**	**152**	**223**	**0**	**0**	**0**	**359**	**7**	**70**	**1,473**

California Street / I-10 Eastbound Ramps

PHF: 0.956 Date: 5/8/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Pass. Veh:	0	533	335	62	433	0	73	3	418	0	0	0	1,857
2-Axle:	0	7	0	2	4	0	7	0	3	0	0	0	23
3-Axle:	0	1	0	0	1	0	0	0	0	0	0	0	2
4+-Axle:	0	4	7	1	1	0	7	0	2	0	0	0	22
Total Veh:	**0**	**545**	**342**	**65**	**439**	**0**	**87**	**3**	**423**	**0**	**0**	**0**	**1,904**
Trucks:	**0**	**12**	**7**	**3**	**6**	**0**	**14**	**0**	**5**	**0**	**0**	**0**	**47**
Truck %:	0%	2%	2%	5%	1%	0%	16%	0%	1%	0%	0%	0%	2%
Truck pce:	0	25	21	6	11	0	32	0	11	0	0	0	105
Total PCE:	**0**	**557**	**356**	**67**	**444**	**0**	**105**	**3**	**429**	**0**	**0**	**0**	**1,962**

California Street / Redlands Boulevard

PHF: 0.942 Date: 5/8/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Total PCE:	**53**	**280**	**28**	**312**	**265**	**111**	**149**	**359**	**58**	**71**	**301**	**366**	**2,353**

Alabama Street / Pioneer Avenue

PHF: 0.836 Date: 5/8/10

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Total PCE:	**1**	**354**	**29**	**12**	**111**	**0**	**6**	**0**	**1**	**28**	**0**	**21**	**563**

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
Existing (2010) Conditions
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 Average Delay (sec/veh): 23.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 12 May 2010 <<												
Base Vol:	4	655	60	123	390	6	45	65	11	20	5	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	655	60	123	390	6	45	65	11	20	5	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	5	746	68	140	444	7	51	74	13	23	6	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	746	68	140	444	7	51	74	13	23	6	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	746	68	140	466	7	51	74	13	23	6	56
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.42	0.58	1.00	0.28	0.07	0.65
Final Sat.:	1700	1800	1800	1700	3545	55	719	1039	1800	479	120	1173
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.04	0.08	0.13	0.13	0.07	0.07	0.01	0.05	0.05	0.05
Crit Moves:		****		****			****			****		
Green/Cycle:	0.32	0.55	0.55	0.12	0.35	0.35	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.01	0.75	0.07	0.70	0.37	0.37	0.61	0.61	0.06	0.40	0.40	0.40
Delay/Veh:	19.9	17.7	8.9	46.6	20.6	20.6	40.7	40.7	33.4	36.0	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	17.7	8.9	46.6	20.6	20.6	40.7	40.7	33.4	36.0	36.0	36.0
LOS by Move:	B	B	A	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	0	15	1	5	5	5	4	4	0	3	3	3

Note: Queue reported is the number of cars per lane.

REDLANDS CROSSRING TRAFFIC IMPACT ANALYSIS (JN 07305)
Existing (2010) Conditions
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 8 Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 8 May 2010 <<												
Base Vol:	1	354	29	12	111	0	6	0	1	28	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	354	29	12	111	0	6	0	1	28	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	1	423	35	14	133	0	7	0	1	33	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	423	35	14	133	0	7	0	1	33	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	423	35	14	139	0	7	0	1	33	0	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.59	0.00	0.41
Final Sat.:	1700	1800	1800	1700	3600	0	1700	0	1800	995	0	746
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.02	0.01	0.04	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.34	0.55	0.55	0.12	0.34	0.00	0.12	0.00	0.12	0.12	0.00	0.12
Volume/Cap:	0.00	0.43	0.03	0.07	0.12	0.00	0.04	0.00	0.01	0.29	0.00	0.29
Delay/Veh:	18.8	11.4	8.7	33.5	19.6	0.0	33.3	0.0	33.1	35.0	0.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	11.4	8.7	33.5	19.6	0.0	33.3	0.0	33.1	35.0	0.0	35.0
LOS by Move:	B	B	A	C	B	A	C	A	C	D	A	D
HCM2kAvgQ:	0	6	0	0	1	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

TABLE 5.1-1
(1 of 2)

INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT (2010) CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												PM[2]			SATURDAY[2]		
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND								
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	V/C	LOS	DELAY	V/C	LOS
1	Mountain View Avenue / San Bernardino Av.	TS	1	1	1	1	1	1	1	2	d	1	2	1	26.8	0.41	C	25.5	0.29	C
2	California Street / San Bernardino Avenue	TS	1	2	0	1	2	0	1	3	0	1	3	0	24.0	0.35	C	26.3	0.34	C
3	California Street / I-10 Westbound Ramps	TS	1	2	0	0	3	1	0	0	0	0	1	1	--[4]	--[4]	--[4]	26.2	0.57	C
4	California Street / I-10 Eastbound Ramps	TS	0	3	1	1	2	0	0	1	0	0	0	0	--[4]	--[4]	--[4]	16.4	0.44	B
5	California Street / Redlands Boulevard	TS	0	1	0	1	1	0	1	2	0	1	2	1>	--[4]	--[4]	--[4]	45.5	0.76	D
6	Alabama Street / Pioneer Avenue	TS	1	1	1	1	2	0	0	1	1	0	1	0	23.6	0.68	C	16.0	0.31	B
~~6a~~	~~Alabama Street / Pioneer Avenue North~~	~~TS~~	~~0~~	~~2~~	~~0~~	~~1~~	~~2~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~13.3~~	~~0.41~~	~~B~~	~~9.6~~	~~0.17~~	A
~~6b~~	~~Alabama Street / Pioneer Avenue South~~	~~TS~~	~~1~~	~~2~~	~~0~~	~~0~~	~~2~~	~~0~~	~~1~~	~~0~~	~~1~~	~~0~~	~~0~~	~~0~~	~~8.7~~	~~0.21~~	~~A~~	~~5.0~~	~~0.06~~	~~A~~
7	Alabama Street / San Bernardino Avenue	TS	1	2	d	1	2	d	1	2	0	1	2	d	27.3	0.55	C	30.6	0.57	C
8	Alabama Street / Lugonia Avenue	TS	1	2	d	1	3	d	1	2	0	1	2	d	42.1	0.75	D	49.6	0.79	D
9	Alabama Street / I-10 Westbound Ramps	TS	1	2	0	0	2	0	0	0	0	0	2	0	31.1	0.79	C	39.3	0.87	D
10	Alabama Street / I-10 Eastbound Ramps	TS	0	2	d	1	2	0	1	1	0	0	0	0	26.2	0.79	C	29.7	0.81	C
11	Alabama Street / Redlands Boulevard	TS	1	2	0	1	2	0	1	2	d	1	2	d	49.8	0.86	D	53.4	0.87	D
12	SR-210 Eastbound Ramps / San Bernardino Avenue	TS	1	1	~~d~~ 0	1	2	0	1	1	1	1	1	1	123.1	0.94	F	99.9	0.87	F
13	Citrus Plaza / Lugonia Avenue	TS	0	0	0	2	0	1	1	2	0	0	2	0	12.6	0.39	B	14.2	0.49	B
14	SR-210 Westbound Ramps / San Bernardino Avenue	TS	1	2	d	1	1	0	2	1	1	1	1	1	103.4	1.09	F[5]	73.3	0.99	E
15	Tennessee Street / Driveway 1	TS	0	2	0	1	1	0	0	0	0	1	0	1	27.8	0.50	C	32.0	0.61	C
16	Tennessee Street / Pennsylvania Avenue	TS	0	2	0	1	1	0	0	0	0	1	0	1	9.9	0.34	A	13.5	0.39	B
17	Tennessee Street / Lugonia Avenue	TS	1	1	1	1	1	d	1	2	1	1	1	d	31.2	0.72	C	41.9	0.85	D
18	Tennessee Street / I-10 Westbound Ramps	TS	1	2	0	0	2	~~d~~ 0	0	0	0	0	2	0	17.6	0.53	B	18.5	0.55	B
19	Tennessee Street / I-10 Eastbound Ramps	TS	0	2	0	1	2	0	0	2	0	0	0	0	31.2	0.81	C	29.7	0.76	C
20	Tennessee Street / Colton Avenue	TS	1	2	0	1	2	0	1	2	0	1	2	0	33.9	0.59	C	35.0	0.62	C
21	Tennessee Street / Redlands Boulevard	TS	0	2	0	0	2	0	1	2	d	1	2	0	34.2	0.67	C	29.6	0.58	C
22	Driveway 2 / Pennsylvania Avenue	CSS	0	0	0	0	1	0	0	1	0	0	1	0	8.9	0.13	A	9.3	0.20	A
23	Driveway 3 / San Bernardino Avenue	TS	2	0	1	0	0	0	0	2	1	1	1	0	15.1	0.44	B	24.3	0.47	C
24	Driveway 4 / Pennsylvania Avenue	CSS	0	0	0	0	1	0	0	1	0	0	1	0	8.4	0.01	A	8.4	0.02	A
25	New York Avenue / San Bernardino Avenue	TS	1	0	1	0	0	0	0	1	1	1	1	0	22.5	0.61	C	25.3	0.47	C
26	New York Avenue / Driveway 5	CSS	0	1	0	0	1	0	0	0	0	0	1	0	8.4	0.04	A	8.5	0.05	A
27	New York Street / Lugonia Avenue	TS	0	1	0	0	0	0	0	2	1	1	1	0	11.0	0.39	B	22.6	0.63	C
28	Texas Street / Pioneer Avenue	AWS	0	1	0	1	1	0	0	1	0	0	1	0	9.8	0.41	A	7.8	0.15	A
29	Texas Street / San Bernardino Avenue	TS	0	1	0	0	1	0	1	1	0	1	1	1	12.2	0.76	B	8.0	0.51	A
30	Texas Street / Lugonia Avenue	TS	0	1	0	0	1	0	1	2	0	1	2	0	17.9	0.63	B	15.8	0.50	B
31	Texas Street / Brockton Avenue	CSS	0	1	d	0	1	d	0	1	0	0	1	0	23.3	0.20	C	30.2	0.46	D
32	Texas Street / Colton Avenue	TS	0	2	d	0	2	0	1	1	d	1	2	d	9.9	0.41	A	10.1	0.38	B
33	Texas Street / Redlands Boulevard	TS	0	2	0	1	1	1	1	2	d	1	2	d	16.2	0.39	B	15.4	0.39	B
34	Boulder Street / Greenspot Road	TS	1	2	1	1	1	1	1	2	1	1	2	1	32.5	0.69	C	27.3	0.44	C
35	Orange Street / Pioneer Avenue	AWS	1	2	0	1	2	0	0	1	0	0	1	0	18.4	0.70	C	11.1	0.35	B
36	Orange Street / San Bernardino Avenue	TS	1	2	0	1	2	0	1	2	0	1	1	d	10.0	0.42	A	9.5	0.34	A
37	Orange Street / Lugonia Avenue	TS	1	1	1	1	1	1	1	2	0	1	1	0	26.5	0.65	C	29.0	0.66	C
38	Orange Street / Colton Avenue	TS	1	2	0	1	2	0	1	1	0	1	1	0	11.3	0.48	B	10.9	0.51	B
39	Orange Street / Redlands Boulevard	TS	1	2	0	1	2	0	1	2	d	1	2	d	--[4]	--[4]	--[4]	23.8	0.54	C
40	Church Street / San Bernardino Avenue	AWS	0	1	0	0	1	0	0	1	0	0	1	0	218.1	1.80	F[5]	60.3	1.15	F[5]

TABLE 5.1-1
(2 of 2)

INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT (2010) CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												PM[2]			SATURDAY[2]		
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND								
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	V/C	LOS	DELAY	V/C	LOS
41	Church Street / Lugonia Avenue	TS	0	1	d	0	1	d	1	2	0	1	2	d	71.8	0.93	E	29.3	0.55	C
42	University Street / San Bernardino Avenue	CSS	0	1	0	0	0	0	0	1	d	~~1~~ d	1	0	15.7	0.11	C	13.0	0.10	B
43	University Street / Lugonia Avenue	TS	0	1	1	0	1	0	1	2	0	1	2	0	9.1	0.42	A	8.7	0.36	A
44	Judson Street / San Bernardino Avenue	AWS	0	1	0	0	1	0	0	1	0	0	1	0	11.1	0.53	B	10.0	0.33	A

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d = Defacto Right Turn Lane

2 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection # 20 have been analyzed using SYNCHRO 7. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown

3 CCS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

4 -- = Not analyzed for this scenario.

5 V/C is greater than 1.00; Level of Service "F".

* BOLD = Unsatisfactory level of service.

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
Existing + Project Conditions
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. North (EW)

Cycle (sec):	85	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	8	Average Delay (sec/veh):	23.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 12 May 2010 <<												
Base Vol:	4	655	60	123	390	6	45	65	11	20	5	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	655	60	123	390	6	45	65	11	20	5	49
Added Vol:	0	21	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	676	60	123	411	6	45	65	11	20	5	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	5	770	68	140	468	7	51	74	13	23	6	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	770	68	140	468	7	51	74	13	23	6	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	770	68	140	492	7	51	74	13	23	6	56
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.42	0.58	1.00	0.28	0.07	0.65
Final Sat.:	1700	1800	1800	1700	3548	52	719	1039	1800	479	120	1173
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.04	0.08	0.14	0.14	0.07	0.07	0.01	0.05	0.05	0.05
Crit Moves:		****		****			****			****		
Green/Cycle:	0.31	0.55	0.55	0.12	0.36	0.36	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.01	0.77	0.07	0.70	0.38	0.38	0.61	0.61	0.06	0.40	0.40	0.40
Delay/Veh:	20.4	18.7	8.9	46.6	20.2	20.2	40.7	40.7	33.4	36.0	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	18.7	8.9	46.6	20.2	20.2	40.7	40.7	33.4	36.0	36.0	36.0
LOS by Move:	C	B	A	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	0	16	1	5	5	5	4	4	0	3	3	3

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
Existing + Project Conditions
WEEKEND MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. North (EW)

Cycle (sec): 90 | Critical Vol./Cap.(X): 0.330
Loss Time (sec): 8 | Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED | Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 8 May 2010 <<												
Base Vol:	1	354	29	12	111	0	6	0	1	28	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	354	29	12	111	0	6	0	1	28	0	21
Added Vol:	0	29	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	383	29	12	140	0	6	0	1	28	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	1	458	35	14	167	0	7	0	1	33	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	458	35	14	167	0	7	0	1	33	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	458	35	14	176	0	7	0	1	33	0	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.59	0.00	0.41
Final Sat.:	1700	1800	1800	1700	3600	0	1700	0	1800	995	0	746
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.02	0.01	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.34	0.58	0.58	0.11	0.34	0.00	0.11	0.00	0.11	0.11	0.00	0.11
Volume/Cap:	0.00	0.44	0.03	0.08	0.14	0.00	0.04	0.00	0.01	0.30	0.00	0.30
Delay/Veh:	19.4	11.1	8.2	36.0	20.4	0.0	35.8	0.0	35.6	37.7	0.0	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	11.1	8.2	36.0	20.4	0.0	35.8	0.0	35.6	37.7	0.0	37.7
LOS by Move:	B	B	A	D	C	A	D	A	D	D	A	D
HCM2kAvgQ:	0	7	0	0	2	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

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TABLE 6.1-1
(1 of 2)

INTERSECTION ANALYSIS FOR 2013 WITH PROJECT CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												WITH PROJECT					
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			PM[2]			SATURDAY[2]		
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	V/C	LOS	DELAY	V/C	LOS
1	Mountain View Avenue / San Bernardino Avenue	TS	1	1	1	1	1	1	1	2	d	1	2	1	29.3	0.46	C	26.6	0.37	C
2	California Street / San Bernardino Avenue	TS	1	2	0	1	2	0	1	3	0	1	3	0	24.7	0.40	C	26.8	0.37	C
3	California Street / I-10 Westbound Ramps	TS	1	2	0	0	3	1	0	0	0	0	1	1	--[4]	--[4]	--[4]	29.0	0.61	C
4	California Street / I-10 Eastbound Ramps	TS	0	3	1	1	2	0	0	1	0	0	0	0	--[4]	--[4]	--[4]	18.3	0.48	B
5	California Street / Redlands Boulevard	TS	0	1	0	1	1	0	1	2	0	1	2	1>	--[4]	--[4]	--[4]	53.0	0.86	D
6	Alabama Street / Pioneer Avenue	TS	1	1	1	1	2	0	0	1	1	0	1	0	24.1	0.74	C	16.9	0.39	B
~~6a~~	~~Alabama Street / Pioneer Avenue North~~	~~TS~~	~~0~~	~~2~~	~~0~~	~~1~~	~~2~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~13.6~~	~~0.47~~	~~B~~	~~9.4~~	~~0.24~~	~~A~~
~~6b~~	~~Alabama Street / Pioneer Avenue South~~	~~TS~~	~~1~~	~~2~~	~~0~~	~~0~~	~~2~~	~~0~~	~~1~~	~~0~~	~~1~~	~~0~~	~~0~~	~~0~~	~~8.9~~	~~0.27~~	~~A~~	~~6.2~~	~~0.10~~	~~A~~
7	Alabama Street / San Bernardino Avenue	TS	1	2	d	1	2	d	1	2	0	1	2	d	29.1	0.66	C	32.5	0.70	C
8	Alabama Street / Lugonia Avenue	TS	1	2	d	1	3	d	1	2	0	1	2	d	50.2	0.86	D	70.3	0.94	E
9	Alabama Street / I-10 Westbound Ramps	TS	1	2	0	0	2	0	0	0	0	0	2	0	44.2	0.97	D	69.8	1.06	F[6]
10	Alabama Street / I-10 Eastbound Ramps	TS	0	2	d	1	2	0	1	1	0	0	0	0	38.5	0.97	D	47.7	1.03	F[6]
11	Alabama Street / Redlands Boulevard	TS	1	2	0	1	2	0	1	2	d	1	2	d	81.4	1.05	F[6]	88.2	1.08	F[6]
12	SR-210 Eastbound Ramps / San Bernardino Av.	TS	1	1	d	1	2	0	1	1	1	1	1	1	176.4	1.14	F[6]	124.8	1.06	F[6]
13	Citrus Plaza / Lugonia Avenue	TS	0	0	0	2	0	1	1	2	0	0	2	0	13.1	0.44	B	15.0	0.56	B
14	SR-210 Westbound Ramps / San Bernardino Av.	TS	1	2	~~d~~ 0	1	1	0	2	1	1	1	1	1	143.5	1.23	F[6]	115.3	1.14	F[6]
15	Tennessee Street / Driveway 1	TS	0	2	0	1	1	0	0	0	0	1	0	1	25.6	0.52	C	33.1	0.63	C
16	Tennessee Street / Pennsylvania Avenue	TS	0	2	0	1	1	0	0	0	0	1	0	1	9.8	0.36	A	13.4	0.41	B
17	Tennessee Street / Lugonia Avenue	TS	1	1	1	1	1	d	1	2	1	1	1	d	35.1	0.77	D	48.4	0.90	D
18	Tennessee Street / I-10 Westbound Ramps	TS	1	2	0	0	2	~~d~~ 0	0	0	0	0	2	0	17.8	0.58	B	19.0	0.60	B
19	Tennessee Street / I-10 Eastbound Ramps	TS	0	2	0	1	2	0	0	2	0	0	0	0	42.3	0.91	D	34.3	0.84	C
20	Tennessee Street / Colton Avenue	TS	1	2	0	1	2	0	1	2	0	1	2	0	38.1	0.69	D	39.5	0.66	D
21	Tennessee Street / Redlands Boulevard	TS	0	2	0	0	2	0	1	2	d	1	2	0	37.7	0.74	D	31.0	0.66	C
22	Driveway 2 / Pennsylvania Avenue	CSS	0	0	0	0	1	0	0	1	0	0	1	0	8.9	0.13	A	9.3	0.20	A
23	Driveway 3 / San Bernardino Avenue	TS	2	0	1	0	0	0	0	2	1	1	1	0	11.6	0.50	B	19.8	0.57	B
24	Driveway 4 / Pennsylvania Avenue	CSS	0	0	0	0	1	0	0	1	0	0	1	0	8.4	0.01	A	8.4	0.01	A
25	New York Avenue / San Bernardino Avenue	TS	1	0	1	0	0	0	0	1	1	1	1	0	26.0	0.71	C	17.6	0.60	B
26	New York Avenue / Driveway 5	CSS	0	1	0	0	1	0	0	0	0	0	1	0	8.4	0.03	A	8.5	0.05	A
27	New York Street / Lugonia Avenue	TS	0	1	0	0	0	0	0	2	1	1	1	0	11.1	0.44	B	32.6	0.70	C
28	Texas Street / Pioneer Avenue	AWS	0	1	0	1	1	0	0	1	0	0	1	0	10.2	0.44	B	7.8	0.16	A
29	Texas Street / San Bernardino Avenue	TS	0	1	0	0	1	0	1	1	0	1	1	1	16.3	0.87	B	8.7	0.60	A
30	Texas Street / Lugonia Avenue	TS	0	1	0	0	1	0	1	2	0	1	2	0	19.6	0.70	B	16.8	0.55	B
31	Texas Street / Brockton Avenue	CSS	0	1	d	0	1	d	0	1	0	0	1	0	26.5	0.24	D	37.5	0.54	E
32	Texas Street / Colton Avenue	TS	0	2	d	0	2	0	1	1	d	1	2	d	10.0	0.46	B	10.3	0.42	B
33	Texas Street / Redlands Boulevard	TS	0	2	0	1	1	1	1	2	d	1	2	d	16.5	0.43	B	15.7	0.42	B
34	Boulder Street / Greenspot Road	TS	1	2	1	1	1	1	1	2	1	1	2	1	38.7	0.74	D	29.6	0.56	C
35	Orange Street / Pioneer Avenue	AWS	1	2	0	1	2	0	0	1	0	0	1	0	24.8	0.80	C	12.9	0.46	B
36	Orange Street / San Bernardino Avenue	TS	1	2	0	1	2	0	1	2	0	1	1	d	10.3	0.48	B	9.8	0.42	A
37	Orange Street / Lugonia Avenue	TS	1	1	1	1	1	1	1	2	0	1	1	0	31.9	0.71	C	32.7	0.69	C
38	Orange Street / Colton Avenue	TS	1	2	0	1	2	0	1	1	0	1	1	0	11.6	0.53	B	11.3	0.56	B
39	Orange Street / Redlands Boulevard	TS	1	2	0	1	2	0	1	2	d	1	2	d	--[4]	--[4]	--[4]	24.5	0.59	C

TABLE 6.1-1
(2 of 2)

INTERSECTION ANALYSIS FOR 2013 WITH PROJECT CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												WITH PROJECT					
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			PM[2]			SATURDAY[2]		
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	V/C	LOS	DELAY	V/C	LOS
40	Church Street / San Bernardino Avenue	AWS	0	1	0	0	1	0	0	1	0	0	1	0	--[5]	2.39	F[6]	161.0	1.59	F[6]
41	Church Street / Lugonia Avenue	TS	0	1	d	0	1	d	1	2	0	1	2	d	84.6	1.01	F[6]	30.9	0.60	C
42	University Street / San Bernardino Avenue	CSS	0	1	0	0	0	0	0	1	d	~~1~~ d	1	0	21.0	0.16	C	16.7	0.14	C
43	University Street / Lugonia Avenue	TS	0	1	1	0	1	0	1	2	0	1	2	0	9.4	0.46	A	8.9	0.40	A
44	Judson Street / San Bernardino Avenue	AWS	0	1	0	0	1	0	0	1	0	0	1	0	15.1	0.72	C	12.4	0.51	B

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d = Defacto Right Turn Lane

2 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection #'s 20 and 29 have been analyzed using SYNCHRO 7.
Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.
For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3 CCS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

4 -- = Not analyzed for this scenario.

5 -- = Delay High (greater than 200.0 seconds).

6 V/C is greater than 1.0; Level of Service "F".

* BOLD = Unsatisfactory level of service.

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2013 With Project Conditions
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 8 Average Delay (sec/veh): 24.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 12 May 2010 <<												
Base Vol:	4	655	60	123	390	6	45	65	11	20	5	49
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	695	64	131	414	6	48	69	12	21	5	52
Added Vol:	0	101	11	0	120	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	796	75	131	534	6	48	69	12	38	5	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	838	79	137	562	7	50	73	12	40	6	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	838	79	137	562	7	50	73	12	40	6	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	838	79	137	590	7	50	73	12	40	6	55
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.98	0.02	0.42	0.58	1.00	0.41	0.05	0.54
Final Sat.:	1700	1800	1800	1700	3558	42	719	1039	1800	704	98	957
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.04	0.08	0.17	0.17	0.07	0.07	0.01	0.06	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.28	0.58	0.58	0.11	0.41	0.41	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.01	0.81	0.08	0.73	0.40	0.40	0.63	0.63	0.06	0.51	0.51	0.51
Delay/Veh:	23.6	19.7	8.4	52.0	18.8	18.8	44.7	44.7	35.9	40.1	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	19.7	8.4	52.0	18.8	18.8	44.7	44.7	35.9	40.1	40.1	40.1
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	0	19	1	6	6	6	4	4	0	3	3	3

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2013 With Project Conditions
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 8 Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 8 May 2010 <<												
Base Vol:	1	354	29	12	111	0	6	0	1	28	0	21
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	1	376	31	13	118	0	6	0	1	30	0	22
Added Vol:	0	146	19	0	135	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	522	50	13	253	0	6	0	1	47	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	549	52	13	266	0	7	0	1	49	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	549	52	13	266	0	7	0	1	49	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	549	52	13	279	0	7	0	1	49	0	23
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.69	0.00	0.31
Final Sat.:	1700	1800	1800	1700	3600	0	1700	0	1800	1172	0	559
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.03	0.01	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****			****			****		
Green/Cycle:	0.34	0.58	0.58	0.11	0.34	0.00	0.11	0.00	0.11	0.11	0.00	0.11
Volume/Cap:	0.00	0.53	0.05	0.07	0.23	0.00	0.04	0.00	0.01	0.38	0.00	0.38
Delay/Veh:	19.4	12.1	8.3	36.0	21.1	0.0	35.8	0.0	35.6	38.4	0.0	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	12.1	8.3	36.0	21.1	0.0	35.8	0.0	35.6	38.4	0.0	38.4
LOS by Move:	B	B	A	D	C	A	D	A	D	D	A	D
HCM2kAvgQ:	0	9	1	0	3	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

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TABLE 7.1-1
(1 of 2)

INTERSECTION ANALYSIS FOR YEAR 2030 WITHOUT PROJECT CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												WITHOUT PROJECT					
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			PM[2]			SATURDAY[2]		
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	V/C	LOS	DELAY	V/C	LOS
1	Mountain View Avenue / San Bernardino Avenue	TS	1	1	1	1	1	1	1	2	d	1	2	1	33.3	0.69	C	26.4	0.35	C
2	California Street / San Bernardino Avenue	TS	1	2	0	1	2	0	1	3	0	1	3	0	27.1	0.46	C	26.5	0.37	C
3	California Street / I-10 Westbound Ramps	TS	1	2	0	0	3	1	0	0	0	0	1	1	--[4]	--[4]	--[4]	45.1	0.75	D
4	California Street / I-10 Eastbound Ramps	TS	0	3	1	1	2	0	0	1	0	0	0	0	--[4]	--[4]	--[4]	22.1	0.63	C
5	California Street / Redlands Boulevard	TS	0	1	0	1	1	0	1	2	0	1	2	1>	--[4]	--[4]	--[4]	48.9	0.86	D
6	Alabama Street / Pioneer Avenue	TS	1	1	1	1	2	0	0	1	1	0	1	0	28.5	0.86	C	18.7	0.46	B
~~6a~~	~~Alabama Street / Pioneer Avenue North~~	~~TS~~	~~0~~	~~2~~	~~0~~	~~1~~	~~2~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~13.7~~	~~0.53~~	~~B~~	~~11.4~~	~~0.33~~	~~B~~
~~6b~~	~~Alabama Street / Pioneer Avenue South~~	~~TS~~	~~1~~	~~2~~	~~0~~	~~0~~	~~2~~	~~0~~	~~1~~	~~0~~	~~1~~	~~0~~	~~0~~	~~0~~	~~8.7~~	~~0.24~~	~~A~~	~~8.6~~	~~0.16~~	~~A~~
7	Alabama Street / San Bernardino Avenue	TS	1	2	d	1	2	d	1	2	0	1	2	d	60.7	1.04	F[6]	31.3	0.69	C
8	Alabama Street / Lugonia Avenue	TS	1	2	d	1	3	d	1	2	0	1	2	d	55.6	0.91	E	86.7	1.02	F
9	Alabama Street / I-10 Westbound Ramps	TS	1	2	0	0	2	0	0	0	0	0	2	0	122.1	1.19	F	106.4	1.17	F
10	Alabama Street / I-10 Eastbound Ramps	TS	0	2	d	1	2	0	1	1	0	0	0	0	89.8	1.20	F	109.3	1.27	F
11	Alabama Street / Redlands Boulevard	TS	1	2	0	1	2	0	1	2	d	1	2	d						
	- Committed Improvements	TS	2	3	0	2	2	0	2	3	0	2	2	0	31.6	0.76	C	33.7	0.81	C
12	SR-210 Eastbound Ramps / San Bernardino Av.	TS	1	1	0	1	2	0	1	1	1	1	1	1	--[5]	1.20	F	126.1	1.13	F
13	Citrus Plaza / Lugonia Avenue	TS	0	0	0	2	0	1	1	2	0	0	2	0	13.3	0.46	B	15.0	0.56	B
14	SR-210 Westbound Ramps / San Bernardino Av.	TS	1	2	~~d~~ 0	1	1	0	2	1	1	1	1	1	101.9	1.05	F	102.0	1.09	F
15	Tennessee Street / Driveway 1	Future Analysis Location																		
16	Tennessee Street / Pennsylvania Avenue	Future Analysis Location																		
17	Tennessee Street / Lugonia Avenue	TS	1	1	1	1	1	d	1	2	1	1	1	d	34.0	0.66	C	51.0	0.82	D
18	Tennessee Street / I-10 Westbound Ramps	TS	1	2	0	0	2	~~d~~ 0	0	0	0	0	2	0	18.0	0.58	B	19.5	0.57	B
19	Tennessee Street / I-10 Eastbound Ramps	TS	0	2	0	1	2	0	0	2	0	0	0	0	58.7	0.98	E	43.3	0.90	D
20	Tennessee Street / Colton Avenue	TS	1	2	0	1	2	0	1	2	0	1	2	0	44.0	0.79	D	42.3	0.69	D
21	Tennessee Street / Redlands Boulevard	TS	0	2	0	0	2	0	1	2	d	1	2	0	37.0	0.74	D	30.5	0.65	C
22	Driveway 2 / Pennsylvania Avenue	Future Analysis Location																		
23	Driveway 3 / San Bernardino Avenue	Future Analysis Location																		
24	Driveway 4 / Pennsylvania Avenue	Future Analysis Location																		
25	New York Avenue / San Bernardino Avenue	Future Analysis Location																		
26	New York Avenue / Driveway 5	Future Analysis Location																		
27	New York Street / Lugonia Avenue	TS	0	1	0	0	0	0	0	2	1	1	1	0	10.9	0.45	B	35.5	0.71	D
28	Texas Street / Pioneer Avenue	AWS	0	1	0	1	1	0	0	1	0	0	1	0	10.6	0.47	B	8.4	0.24	A
29	Texas Street / San Bernardino Avenue	TS	0	1	0	0	1	0	1	1	0	1	1	1	16.4	0.88	B	9.5	0.67	A
30	Texas Street / Lugonia Avenue	TS	0	1	0	0	1	0	1	2	0	1	2	0	19.7	0.71	B	16.3	0.51	B
31	Texas Street / Brockton Avenue	CSS	0	1	d	0	1	d	0	1	0	0	1	0	46.9	0.32	E	36.6	0.54	E
32	Texas Street / Colton Avenue	TS	0	2	d	0	2	0	1	1	d	1	2	d	10.0	0.47	A	10.1	0.42	B
33	Texas Street / Redlands Boulevard	TS	0	2	0	1	1	1	1	2	d	1	2	d	16.5	0.43	B	15.5	0.41	B
34	Boulder Street / Greenspot Road	TS	1	2	1	1	1	1	1	2	1	1	2	1	47.3	0.83	D	33.1	0.60	C
35	Orange Street / Pioneer Avenue	AWS	1	2	0	1	2	0	0	1	0	0	1	0	36.0	0.87	E	13.8	0.50	B
36	Orange Street / San Bernardino Avenue	TS	1	2	0	1	2	0	1	2	0	1	1	d	10.4	0.50	B	9.8	0.43	A
37	Orange Street / Lugonia Avenue	TS	1	1	1	1	1	1	1	2	0	1	1	0	33.1	0.76	C	31.8	0.69	C
38	Orange Street / Colton Avenue	TS	1	2	0	1	2	0	1	1	0	1	1	0	11.9	0.56	B	11.1	0.55	B
39	Orange Street / Redlands Boulevard	TS	1	2	0	1	2	0	1	2	d	1	2	d	--[4]	--[4]	--[4]	24.7	0.60	C
40	Church Street / San Bernardino Avenue	AWS	0	1	0	0	1	0	0	1	0	0	1	0	--[5]	2.78	F	--[5]	1.85	F
41	Church Street / Lugonia Avenue	TS	0	1	d	0	1	d	1	2	0	1	2	d	92.1	1.05	F	32.7	0.68	C

TABLE 7.1-1
(2 of 2)

INTERSECTION ANALYSIS FOR YEAR 2030 WITHOUT PROJECT CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												WITHOUT PROJECT					
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			PM[2]			SATURDAY[2]		
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	V/C	LOS	DELAY	V/C	LOS
42	University Street / San Bernardino Avenue	CSS	0	1	0	0	0	0	0	1	d	1 d	1	0	33.3	0.24	D	18.7	0.15	C
43	University Street / Lugonia Avenue	TS	0	1	1	0	1	0	1	2	0	1	2	0	12.1	0.65	B	8.9	0.41	A
44	Judson Street / San Bernardino Avenue	AWS	0	1	0	0	1	0	0	1	0	0	1	0	28.0	0.93	D	16.5	0.68	C

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d = Defacto Right Turn Lane

2 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection #'s 20 and 29 have been analyzed using SYNCHRO 7. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown

3 CCS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

4 -- = Not analyzed for this scenario.

5 -- = Delay High (greater than 200.0 seconds).

6 V/C is greater than 1.0; Level of Service "F".

* BOLD = Unsatisfactory level of service.

TABLE 7.1-2
(1 of 2)

INTERSECTION ANALYSIS FOR 2030 WITH PROJECT CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												WITH PROJECT					
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			PM[2]			SATURDAY[2]		
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	V/C	LOS	DELAY	V/C	LOS
1	Mountain View Avenue / San Bernardino Avenue	TS	1	1	1	1	1	1	1	2	d	1	2	1	34.8	0.62	C	27.1	0.39	C
2	California Street / San Bernardino Avenue	TS	1	2	0	1	2	0	1	3	0	1	3	0	27.7	0.48	C	26.7	0.40	C
3	California Street / I-10 Westbound Ramps	TS	1	2	0	0	3	1	0	0	0	0	1	1	--[4]	--[4]	--[4]	47.6	0.76	D
4	California Street / I-10 Eastbound Ramps	TS	0	3	1	1	2	0	0	1	0	0	0	0	--[4]	--[4]	--[4]	22.5	0.64	C
5	California Street / Redlands Boulevard	TS	0	1	0	1	1	0	1	2	0	1	2	1>	--[4]	--[4]	--[4]	54.7	0.90	D
6	Alabama Street / Pioneer Avenue	TS	1	1	1	1	2	0	0	1	1	0	1	0	29.3	0.87	C	18.7	0.47	B
~~6a~~	~~Alabama Street / Pioneer Avenue North~~	~~TS~~	~~0~~	~~2~~	~~0~~	~~1~~	~~2~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~13.8~~	~~0.54~~	~~B~~	~~11.3~~	~~0.33~~	~~B~~
~~6b~~	~~Alabama Street / Pioneer Avenue South~~	~~TS~~	~~1~~	~~2~~	~~0~~	~~0~~	~~2~~	~~0~~	~~1~~	~~0~~	~~1~~	~~0~~	~~0~~	~~0~~	~~8.9~~	~~0.24~~	~~A~~	~~8.6~~	~~0.17~~	~~A~~
7	Alabama Street / San Bernardino Avenue	TS	1	2	d	1	2	d	1	2	0	1	2	d	65.7	1.09	F[6]	31.9	0.75	C
8	Alabama Street / Lugonia Avenue	TS	1	2	d	1	3	d	1	2	0	1	2	d	58.1	0.92	E	90.9	1.03	F
9	Alabama Street / I-10 Westbound Ramps	TS	1	2	0	0	2	0	0	0	0	0	2	0	132.0	1.23	F	125.2	1.23	F
10	Alabama Street / I-10 Eastbound Ramps	TS	0	2	d	1	2	0	1	1	0	0	0	0	92.1	1.21	F	112.3	1.28	F
11	Alabama Street / Redlands Boulevard	TS	1	2	0	1	2	0	1	2	d	1	2	d						
	- Committed Improvements	TS	2	3	0	2	2	0	2	3	0	2	2	0	32.2	0.77	C	34.6	0.82	C
12	SR-210 Eastbound Ramps / San Bernardino Av.	TS	1	1	d	1	2	0	1	1	1	1	1	1	--[5]	1.44	F	--[5]	1.37	F
13	Citrus Plaza / Lugonia Avenue	TS	0	0	0	2	0	1	1	2	0	0	2	0	13.3	0.46	B	15.0	0.57	B
14	SR-210 Westbound Ramps / San Bernardino Av.	TS	1	2	~~d~~ 0	1	1	0	2	1	1	1	1	1	183.4	1.31	F	197.6	1.52	F
15	Tennessee Street / Driveway 1	TS	0	2	0	2	1	0	0	0	0	1	0	1	22.8	0.52	C	26.3	0.64	C
16	Tennessee Street / Pennsylvania Avenue	TS	0	2	0	1	1	0	0	0	0	1	0	1	9.8	0.39	A	13.1	0.45	B
17	Tennessee Street / Lugonia Avenue	TS	1	1	1	1	1	d	1	2	1	1	1	d	35.6	0.74	D	52.1	0.94	D
18	Tennessee Street / I-10 Westbound Ramps	TS	1	2	0	0	2	~~d~~ 0	0	0	0	0	2	0	17.9	0.63	B	19.3	0.65	B
19	Tennessee Street / I-10 Eastbound Ramps	TS	0	2	0	1	2	0	0	2	0	0	0	0	59.7	1.00	E	42.7	0.92	D
20	Tennessee Street / Colton Avenue	TS	1	2	0	1	2	0	1	2	0	1	2	0	45.4	0.81	D	44.2	0.73	D
21	Tennessee Street / Redlands Boulevard	TS	0	2	0	0	2	0	1	2	d	1	2	0	40.1	0.76	D	31.3	0.68	C
22	Driveway 2 / Pennsylvania Avenue	CSS	0	0	0	0	1	0	0	1	0	0	1	0	8.9	0.13	A	9.2	0.19	A
23	Driveway 3 / San Bernardino Avenue	TS	2	0	1	0	0	0	0	3	1	1	3	0	12.6	0.42	B	23.9	0.44	C
24	Driveway 4 / Pennsylvania Avenue	CSS	0	0	0	0	1	0	0	1	0	0	1	0	8.4	0.01	A	8.4	0.01	A
25	New York Avenue / San Bernardino Avenue	TS	1	1	0	1	1	0	1	3	0	1	3	0	11.5	0.33	B	10.3	0.35	B
26	New York Avenue / Driveway 5	CSS	0	1	0	0	1	0	0	0	0	0	1	0	8.7	0.05	A	8.8	0.08	A
27	New York Street / Lugonia Avenue	TS	0	1	0	0	0	0	0	2	1	1	1	0	11.2	0.48	B	46.9	0.76	D
28	Texas Street / Pioneer Avenue	AWS	0	1	0	1	1	0	0	1	0	0	1	0	10.6	0.47	B	8.4	0.24	A
29	Texas Street / San Bernardino Avenue	TS	0	1	0	0	1	0	1	1	0	1	1	1	20.3	0.93	C	10.8	0.74	B
30	Texas Street / Lugonia Avenue	TS	0	1	0	0	1	0	1	2	0	1	2	0	22.5	0.73	C	17.0	0.56	B
31	Texas Street / Brockton Avenue	CSS	0	1	d	0	1	d	0	1	0	0	1	0	57.2	0.39	F	49.2	0.62	E
32	Texas Street / Colton Avenue	TS	0	2	d	0	2	0	1	1	d	1	2	d	10.1	0.48	B	10.3	0.44	B
33	Texas Street / Redlands Boulevard	TS	0	2	0	1	1	1	1	2	d	1	2	d	16.6	0.44	B	15.8	0.44	B
34	Boulder Street / Greenspot Road	TS	1	2	1	1	1	1	1	2	1	1	2	1	47.2	0.85	D	33.0	0.62	C
35	Orange Street / Pioneer Avenue	AWS	1	2	0	1	2	0	0	1	0	0	1	0	39.1	0.90	E	14.7	0.54	B
36	Orange Street / San Bernardino Avenue	TS	1	2	0	1	2	0	1	2	0	1	1	d	10.5	0.52	B	9.9	0.46	A
37	Orange Street / Lugonia Avenue	TS	1	1	1	1	1	1	1	2	0	1	1	0	34.5	0.78	C	33.5	0.72	C
38	Orange Street / Colton Avenue	TS	1	2	0	1	2	0	1	1	0	1	1	0	12.0	0.57	B	11.2	0.56	B
39	Orange Street / Redlands Boulevard	TS	1	2	0	1	2	0	1	2	d	1	2	d	--[4]	--[4]	--[4]	24.8	0.61	C
40	Church Street / San Bernardino Avenue	AWS	0	1	0	0	1	0	0	1	0	0	1	0	--[5]	2.86	F	--[5]	1.95	F
41	Church Street / Lugonia Avenue	TS	0	1	d	0	1	d	1	2	0	1	2	d	95.7	1.06	F	32.9	0.69	C
42	University Street / San Bernardino Avenue	CSS	0	1	0	0	0	0	0	1	d	~~1~~ d	1	0	39.5	0.31	E	22.1	0.21	C
43	University Street / Lugonia Avenue	TS	0	1	1	0	1	0	1	2	0	1	2	0	12.1	0.67	B	9.0	0.42	A

TABLE 7.1-2
(2 of 2)

INTERSECTION ANALYSIS FOR 2030 WITH PROJECT CONDITIONS

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												WITH PROJECT					
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			PM[2]			SATURDAY[2]		
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	V/C	LOS	DELAY	V/C	LOS
44	Judson Street / San Bernardino Avenue	AWS	0	1	0	0	1	0	0	1	0	0	1	0	34.7	0.99	D	19.8	0.77	C

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d = Defacto Right Turn Lane

2 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The I-10 and SR-210 freeway ramps and intersection #'s 20 and 29 have been analyzed using SYNCHRO 7. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown

3 CCS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

4 -- = Not analyzed for this scenario.

5 -- = Delay High (greater than 200.0 seconds).

6 V/C is greater than 1.0; Level of Service "F".

* BOLD = Unsatisfactory level of service.

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 Without Project Conditions
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	8	Average Delay (sec/veh):	28.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1056	208	144	696	10	53	88	28	73	17	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1056	208	144	696	10	53	88	28	73	17	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1056	208	144	696	10	53	88	28	73	17	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1056	208	144	696	10	53	88	28	73	17	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1056	208	144	731	11	53	88	28	73	17	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.39	0.61	1.00	0.50	0.11	0.39
Final Sat.:	1800	1900	1900	1800	3746	54	700	1162	1900	906	211	732
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.11	0.08	0.20	0.20	0.08	0.08	0.01	0.08	0.08	0.08
Crit Moves:		****		****				****			****	
Green/Cycle:	0.24	0.62	0.62	0.10	0.48	0.48	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.05	0.90	0.18	0.80	0.41	0.41	0.76	0.76	0.15	0.81	0.81	0.81
Delay/Veh:	28.9	25.5	8.2	65.9	17.2	17.2	60.1	60.1	41.5	66.2	66.2	66.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	25.5	8.2	65.9	17.2	17.2	60.1	60.1	41.5	66.2	66.2	66.2
LOS by Move:	C	C	A	E	B	B	E	E	D	E	E	E
HCM2kAvgQ:	0	30	3	7	7	7	6	6	1	7	7	7

Note: Queue reported is the number of cars per lane.

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 Without Project Conditions
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. (EW)

Cycle (sec):	85	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	8	Average Delay (sec/veh):	18.7
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	19	650	67	14	384	10	10	13	21	64	12	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	650	67	14	384	10	10	13	21	64	12	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	650	67	14	384	10	10	13	21	64	12	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	650	67	14	384	10	10	13	21	64	12	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	650	67	14	403	11	10	13	21	64	12	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.95	0.05	0.45	0.55	1.00	0.65	0.11	0.24
Final Sat.:	1800	1900	1900	1800	3704	96	807	1049	1900	1163	218	454
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.04	0.01	0.11	0.11	0.01	0.01	0.01	0.06	0.06	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.55	0.55	0.12	0.34	0.34	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.03	0.62	0.06	0.07	0.32	0.32	0.11	0.11	0.09	0.47	0.47	0.47
Delay/Veh:	19.0	14.0	8.8	33.5	21.2	21.2	33.7	33.7	33.6	36.6	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	14.0	8.8	33.5	21.2	21.2	33.7	33.7	33.6	36.6	36.6	36.6
LOS by Move:	B	B	A	C	C	C	C	C	C	D	D	D
HCM2kAvgQ:	0	11	1	0	4	4	1	1	1	3	3	3

Note: Queue reported is the number of cars per lane.

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 8 Average Delay (sec/veh): 29.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1077	208	144	717	10	53	88	28	73	17	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1077	208	144	717	10	53	88	28	73	17	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1077	208	144	717	10	53	88	28	73	17	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1077	208	144	717	10	53	88	28	73	17	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1077	208	144	753	11	53	88	28	73	17	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.39	0.61	1.00	0.50	0.11	0.39
Final Sat.:	1800	1900	1900	1800	3748	52	700	1162	1900	906	211	732
Capacity Analysis Module:												
Vol/Sat:	0.01	0.57	0.11	0.08	0.20	0.20	0.08	0.08	0.01	0.08	0.08	0.08
Crit Moves:		****		****				****			****	
Green/Cycle:	0.24	0.62	0.62	0.10	0.48	0.48	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.05	0.91	0.18	0.80	0.42	0.42	0.76	0.76	0.15	0.81	0.81	0.81
Delay/Veh:	29.3	27.6	8.2	65.9	17.0	17.0	60.1	60.1	41.5	66.2	66.2	66.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	27.6	8.2	65.9	17.0	17.0	60.1	60.1	41.5	66.2	66.2	66.2
LOS by Move:	C	C	A	E	B	B	E	E	D	E	E	E
HCM2kAvgQ:	0	32	3	7	8	8	6	6	1	7	7	7

Note: Queue reported is the number of cars per lane.

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	8	Average Delay (sec/veh):	18.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	19	679	67	14	413	10	10	13	21	64	12	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	679	67	14	413	10	10	13	21	64	12	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	679	67	14	413	10	10	13	21	64	12	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	679	67	14	413	10	10	13	21	64	12	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	679	67	14	434	11	10	13	21	64	12	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.95	0.05	0.45	0.55	1.00	0.65	0.11	0.24
Final Sat.:	1800	1900	1900	1800	3710	90	807	1049	1900	1163	218	454
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.04	0.01	0.12	0.12	0.01	0.01	0.01	0.06	0.06	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.62	0.62	0.10	0.39	0.39	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.03	0.58	0.06	0.08	0.30	0.30	0.12	0.12	0.11	0.55	0.55	0.55
Delay/Veh:	22.6	11.9	7.5	41.0	21.3	21.3	41.3	41.3	41.2	46.4	46.4	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	11.9	7.5	41.0	21.3	21.3	41.3	41.3	41.2	46.4	46.4	46.4
LOS by Move:	C	B	A	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	12	1	0	5	5	1	1	1	4	4	4

Note: Queue reported is the number of cars per lane.

TABLE 7.11-1
(1 of 2)

PROJECT CONTRIBUTION TO TOTAL NEW TRAFFIC

INTERSECTION		PEAK HOUR	2010 TRAFFIC	PROJECT TRAFFIC	2030 TRAFFIC	NEW TRAFFIC	PROJECT CONTRIBUTION
No.	NAME						
3	California Street / I-10 Westbound Ramps	PM	--	--	--	NA	0.0%
		SAT	1,473	57	2,072	599	**9.5%**
5	California Street / Redlands Boulevard	PM	--	--	--	NA	0.0%
		SAT	2,353	118	3,245	892	**13.2%**
7	Alabama Street / San Bernardino Avenue	PM	2,298	182	4,702	2,404	7.6%
		SAT	1,705	253	3,360	1,655	**15.3%**
8	Alabama Street / Lugonia Avenue	PM	2,866	42	5,015	2,149	2.0%
		SAT	3,180	58	5,385	2,205	**2.6%**
9	Alabama Street / I-10 Westbound Ramps	PM	2,840	133	4,928	2,088	6.4%
		SAT	3,104	184	5,192	2,088	**8.8%**
10	Alabama Street / I-10 Eastbound Ramps	PM	2,774	42	4,351	1,577	2.7%
		SAT	2,769	58	4,463	1,694	**3.4%**
11	Alabama Street / Redlands Avenue	PM	3,399	56	5,004	1,605	3.5%
		SAT	3,302	78	4,933	1,631	**4.8%**
12	SR-210 Eastbound Ramps / San Bernardino Av.	PM	2,192	469	4,496	2,304	20.4%
		SAT	2,115	649	4,810	2,695	**24.1%**
14	SR-210 Westbound Ramps / San Bernardino Av.	PM	2,489	1,123	4,996	2,507	44.8%
		SAT	2,115	1,645	5,410	3,295	**49.9%**
17	Tennessee Street / Lugonia Avenue	PM	2,655	393	3,914	1,259	31.2%
		SAT	2,866	543	4,261	1,395	**38.9%**
19	Tennessee Street / I-10 Eastbound Ramps	PM	2,545	126	3,433	888	14.2%
		SAT	2,347	175	3,207	860	**20.3%**
20	Tennessee Street / Colton Avenue	PM	2,739	126	3,782	1,043	12.1%
		SAT	2,420	174	3,333	913	**19.1%**
21	Tennessee Street / Redlands Boulevard	PM	2,257	84	3,123	866	9.7%
		SAT	1,926	116	2,723	797	**14.6%**
27	New York Street / Lugonia Avenue	PM	1,494	140	2,285	791	17.7%
		SAT	1,725	193	2,586	861	**22.4%**
31	Texas Street / Brockton Avenue	PM	980	56	1,358	378	14.8%
		SAT	855	78	1,105	250	**31.2%**
35	Orange Street / Pioneer Avenue	PM	1,567	56	2,282	715	7.8%
		SAT	1,040	78	1,592	552	**14.1%**
40	Church Street / San Bernardino Avenue	PM	1,880	70	2,725	845	8.3%
		SAT	1,370	97	2,187	817	**11.9%**
41	Church Street / Lugonia Avenue	PM	2,126	70	3,086	960	7.3%

TABLE 7.11-1
(2 of 2)

PROJECT CONTRIBUTION TO TOTAL NEW TRAFFIC

INTERSECTION		PEAK HOUR	2010 TRAFFIC	PROJECT TRAFFIC	2030 TRAFFIC	NEW TRAFFIC	PROJECT CONTRIBUTION
No.	NAME						
		SAT	1,897	97	2,864	967	**10.0%**
42	University Street / San Bernardino Avenue	PM	796	70	1,556	760	9.2%
		SAT	628	98	1,278	650	**15.1%**
44	Judson Street / San Bernardino Avenue	PM	727	56	1,334	607	9.2%
		SAT	646	78	1,273	627	**12.4%**

TRAFFIC SIGNAL WARRANTS FOR EXISTING CONDITIONS

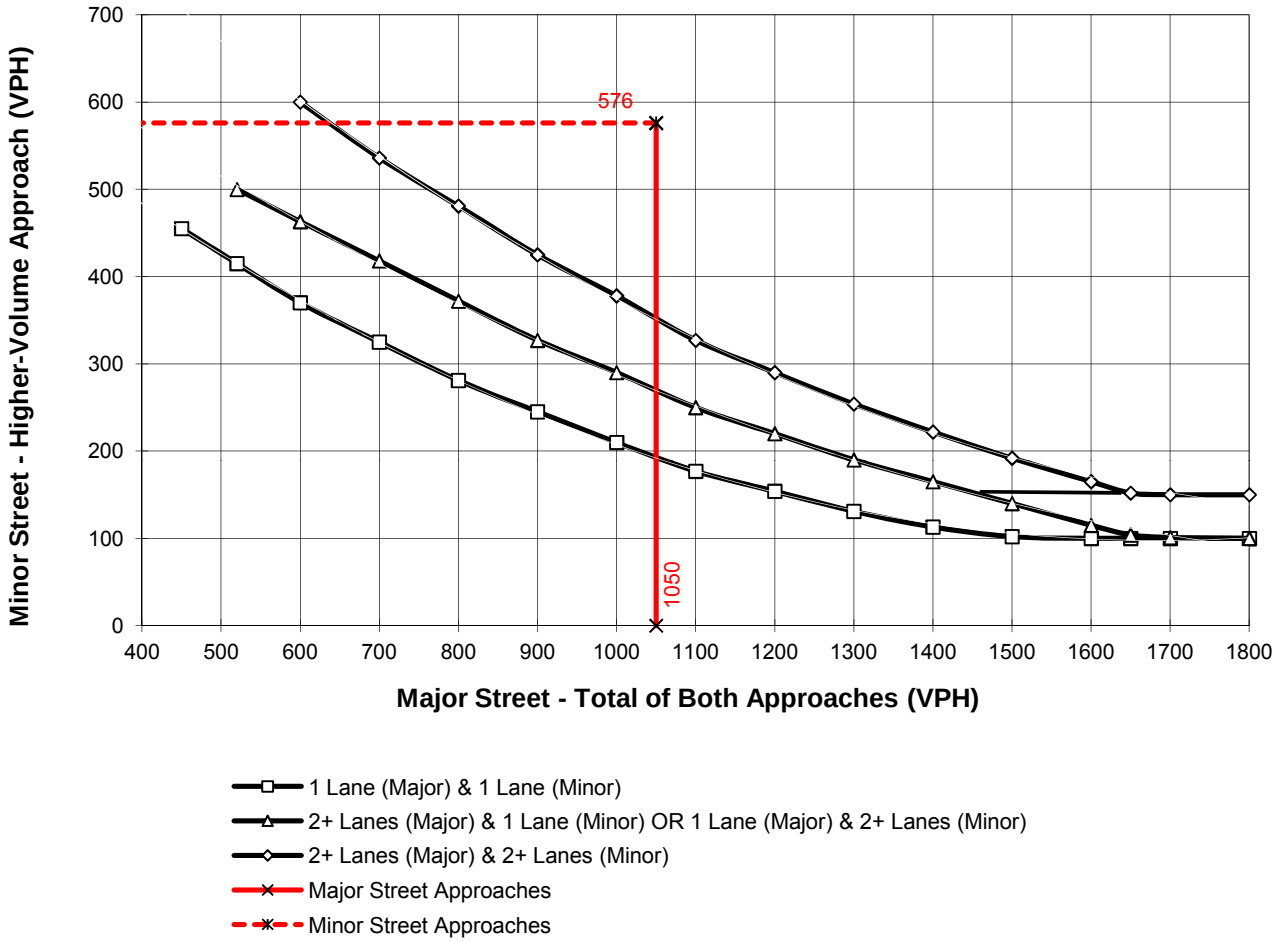
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2010) Conditions**

Major Street Name = **San Bernardino Avenue** Total of Both Approaches (VPH) = **1050**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Church Street** High Volume Approach (VPH) = **576**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

TRAFFIC SIGNAL WARRANTS FOR OPENING YEAR WITH PROJECT CONDITIONS

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2013 WP**

CALC CH DATE 02/05/10

CHK CH DATE 02/05/10

Jurisdiction: **City of Redlands**

Major Street: **San Bernardino Avenue**

Minor Street: **University Street**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 30 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **11,100** vpd

Minor Street Future ADT = **1,400** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **11,100**	*1* **1,400**	8,000 *	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **11,100**	*1* **1,400**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 58% / **B** 93%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

TRAFFIC SIGNAL WARRANTS FOR 2030 WITHOUT PROJECT CONDITIONS

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2030 NP**

CALC CH DATE 02/05/10

CHK CH DATE 02/05/10

Jurisdiction: **City of Redlands**

Major Street: **San Bernardino Avenue**

Minor Street: **University Street**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 30 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **13,900** vpd

Minor Street Future ADT = **2,250** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **13,900**	*1* **2,250**	8,000 *	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **13,900**	*1* **2,250**	12,000 *	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,400	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
XX					
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 94%	**B** 100%			

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

ATTACHMENT “E”

SUPPLEMENTAL ANALYSIS FOR HORIZON YEAR TRAFFIC CONDITIONS WITHIN THE “DONUT HOLE”

TABLE E-1

2030 CONDITIONS INTERSECTION ANALYSIS

#	INTERSECTION	JURISDICTION	TRAFFIC CONTROL[2]	2030 WITH PROJECT[1]			
				WEEKDAY PM		SATURDAY	
				DELAY	LOS	DELAY	LOS
2	California Street / San Bernardino Avenue	Redlands/San. Bern. County	TS	28.3	C	27.2	C
6	Alabama Street / Pioneer Avenue	San Bern. County	TS	33.2	C	18.9	B
7	Alabama Street / San Bernardino Avenue	San Bern. County	TS	76.2	F[3]	32.8	C
8	Alabama Street / Lugonia Avenue	Redlands/San. Bern. County	TS	65.6	E	104.4	F
12	SR-210 Eastbound Ramps / San Bernardino Avenue	Redlands/San. Bern. County	TS	302.8	F	219.2	F
13	Citrus Plaza / Lugonia Avenue	Redlands/San. Bern. County	TS	13.4	B	15.2	B

1 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The SR-210 freeway ramp has been analyzed using SYNCHRO 7.
Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

2 TS = Traffic Signal

3 V/C is greater than 1.0; Level of Service "F".

* BOLD = Unsatisfactory level of service.

TABLE E-2
(1 of 1)

2030 WITH PROJECT CONDITIONS INTERSECTION ANALYSIS
WITH MITIGATION MEASURES

#	INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												PM[2]		SATURDAY[2]	
			NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND						
			L	T	R	L	T	R	L	T	R	L	T	R	DELAY	LOS	DELAY	LOS
	Alabama Street / San Bernardino Avenue																	
7	- Without Improvements	TS	1	2	d	1	2	d	1	2	0	1	2	d	76.2	F[4]	32.8	C
	- With Improvements	TS	1	2	1>	1	2	d	1	2	0	2	2	d	35.8	D	24.9	C
	Alabama Street / Lugonia Avenue																	
8	- Without Improvements	TS	1	2	d	1	3	d	1	2	0	1	2	d	65.6	E	104.4	F
	- With Improvements	TS	2	3	1>	2	3	d	2	2	1>	2	2	d	30.7	C	36.0	D
	SR-210 Eastbound Ramps / San Bernardino Av.																	
12	- Without Improvements	TS	1	1	d	1	2	0	1	1	1	1	1	1	302.8	F	219.2	F
	- With Improvements	TS	1	1	1>	2	2	1	2	3	1	2	3	2	36.1	D	31.4	C

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d = Defacto Right Turn Lane; 1 = Improvement

2 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. The SR-210 freeway ramp has been analyzed using SYNCHRO 7.
Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3 CCS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

4 V/C is greater than 1.0; Level of Service "F".

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 California St. (NS) / San Bernardino Av. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 Average Delay (sec/veh): 28.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	155	63	151	10	109	33	34	1048	223	123	482	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	63	151	10	109	33	34	1048	223	123	482	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	163	66	159	11	115	35	36	1103	235	129	507	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	66	159	11	115	35	36	1103	235	129	507	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.10	1.10	1.00	1.10	1.10
FinalVolume:	163	70	167	11	120	36	36	1213	258	129	558	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.54	0.46	1.00	2.47	0.53	1.00	2.94	0.06
Final Sat.:	1800	1900	1900	1800	2917	883	1800	4700	1000	1800	5584	116
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.09	0.01	0.04	0.04	0.02	0.26	0.26	0.07	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.36	0.36	0.11	0.36	0.36
Volume/Cap:	0.83	0.11	0.26	0.05	0.12	0.12	0.18	0.72	0.72	0.66	0.28	0.28
Delay/Veh:	65.5	21.0	22.3	36.9	21.1	21.1	37.7	26.8	26.8	47.6	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	21.0	22.3	36.9	21.1	21.1	37.7	26.8	26.8	47.6	21.1	21.1
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	1	3	0	2	2	1	13	13	5	4	4

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

REDLANDS CROSSRING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. North (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 8 Average Delay (sec/veh): 33.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1077	208	144	717	10	53	88	28	73	17	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1077	208	144	717	10	53	88	28	73	17	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	1134	219	152	755	11	56	93	29	77	18	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1134	219	152	755	11	56	93	29	77	18	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1134	219	152	792	11	56	93	29	77	18	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.39	0.61	1.00	0.50	0.11	0.39
Final Sat.:	1800	1900	1900	1800	3748	52	700	1162	1900	906	211	732
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.12	0.08	0.21	0.21	0.08	0.08	0.02	0.08	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.64	0.64	0.10	0.51	0.51	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.05	0.94	0.18	0.88	0.42	0.42	0.84	0.84	0.16	0.89	0.89	0.89
Delay/Veh:	31.7	30.2	7.8	84.8	16.4	16.4	74.7	74.7	44.1	85.4	85.4	85.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	30.2	7.8	84.8	16.4	16.4	74.7	74.7	44.1	85.4	85.4	85.4
LOS by Move:	C	C	A	F	B	B	E	E	D	F	F	F
HCM2kAvgQ:	1	36	3	8	8	8	7	7	1	8	8	8

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Alabama St. (NS) / San Bernardino Av. (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 8 Average Delay (sec/veh): 76.2
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	53	720	594	158	583	77	370	835	153	576	368	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	720	594	158	583	77	370	835	153	576	368	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	758	625	166	614	81	389	879	161	606	387	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	758	625	166	614	81	389	879	161	606	387	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.00
FinalVolume:	56	796	625	166	644	81	389	923	169	606	407	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3212	588	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.33	0.09	0.17	0.04	0.22	0.29	0.29	0.34	0.11	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.24	0.26	0.26	0.28	0.30	0.30
Volume/Cap:	0.29	0.77	1.22	0.88	0.63	0.16	0.89	1.09	1.09	1.22	0.36	0.40
Delay/Veh:	39.9	35.7	148.9	75.8	31.9	26.7	54.0	91.9	91.9	149.0	26.5	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	35.7	148.9	75.8	31.9	26.7	54.0	91.9	91.9	149.0	26.5	27.2
LOS by Move:	D	D	F	E	C	C	D	F	F	F	C	C
HCM2kAvgQ:	2	13	35	6	8	2	15	26	26	35	5	5

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSRING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Alabama St. (NS) / Lugonia Av. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 8 Average Delay (sec/veh): 65.6
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	31	31	10	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	198	1126	576	241	1112	85	178	372	266	421	256	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1126	576	241	1112	85	178	372	266	421	256	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	208	1185	606	254	1171	89	187	392	280	443	269	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1185	606	254	1171	89	187	392	280	443	269	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.05	1.05	1.00	1.05	1.00
FinalVolume:	208	1245	606	254	1288	89	187	411	294	443	283	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.17	0.83	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	5700	1900	1800	2216	1584	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.32	0.14	0.23	0.05	0.10	0.19	0.19	0.25	0.07	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.31	0.31	0.13	0.29	0.29	0.14	0.26	0.26	0.23	0.35	0.35
Volume/Cap:	0.77	1.06	1.03	1.06	0.77	0.16	0.74	0.72	0.72	1.06	0.21	0.29
Delay/Veh:	61.9	84.7	86.9	126.5	41.1	31.7	60.3	43.1	43.1	106.4	27.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	84.7	86.9	126.5	41.1	31.7	60.3	43.1	43.1	106.4	27.5	28.5
LOS by Move:	E	F	F	F	D	C	E	D	D	F	C	C
HCM2kAvgQ:	10	32	30	16	16	2	9	13	13	25	4	5

Note: Queue reported is the number of cars per lane.

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HCM Signalized Intersection Capacity Analysis
1: San Bernardino Avenue & SR-210 Eastbound Ramp

1/19/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	350	1276	61	85	624	321	17	34	286	609	490	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5	4.0	4.0	4.0	4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	0.98		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1900	1567	1805	1900	1567	1805	1619		1805	3345	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	1900	1567	1805	1900	1567	1805	1619		1805	3345	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	365	1329	64	89	650	334	18	35	298	634	510	358
RTOR Reduction (vph)	0	0	7	0	0	90	0	67	0	0	0	0
Lane Group Flow (vph)	365	1329	57	89	650	244	18	266	0	634	868	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5			1	6	
Permitted Phases			4			8		2				
Actuated Green, G (s)	10.0	42.5	42.5	5.0	38.0	38.0	2.0	36.4		21.0	55.4	
Effective Green, g (s)	10.0	42.5	42.5	5.0	38.0	38.0	2.0	36.4		21.0	55.4	
Actuated g/C Ratio	0.08	0.35	0.35	0.04	0.31	0.31	0.02	0.30		0.17	0.45	
Clearance Time (s)	4.0	4.5	4.5	4.0	4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	147	660	544	74	590	486	29	481		310	1514	
v/s Ratio Prot	c0.20	c0.70		0.05	c0.34		0.01			c0.35	c0.26	
v/s Ratio Perm			0.04			0.16		0.16				
v/c Ratio	2.48	2.01	0.10	1.20	1.10	0.50	0.62	0.55		2.05	0.57	
Uniform Delay, d1	56.2	40.0	27.1	58.7	42.2	34.5	59.8	36.1		50.7	24.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	687.3	461.5	0.0	169.1	68.0	0.3	26.1	4.5		481.4	1.6	
Delay (s)	743.5	501.4	27.1	227.8	110.2	34.8	85.9	40.7		532.1	26.3	
Level of Service	F	F	C	F	F	C	F	D		F	C	
Approach Delay (s)		534.4			96.5			43.0			239.8	
Approach LOS		F			F			D			F	

Intersection Summary			
HCM Average Control Delay	302.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.50		
Actuated Cycle Length (s)	122.4	Sum of lost time (s)	16.5
Intersection Capacity Utilization	146.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

REDLANDS CROSSRING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Citrus Plaza (NS) / Lugonia Av. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 6 Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	23	0	23	10	24	0	0	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	553	0	103	41	1098	0	0	691	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	553	0	103	41	1098	0	0	691	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	564	0	105	42	1120	0	0	705	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	564	0	105	42	1120	0	0	705	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
FinalVolume:	0	0	0	581	0	105	42	1176	0	0	740	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.69	0.31
Final Sat.:	0	0	0	3400	0	1900	1800	3800	0	0	3202	598
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.06	0.02	0.31	0.00	0.00	0.23	0.23
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.14	0.59	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.17	0.16	0.53	0.00	0.00	0.52	0.52
Delay/Veh:	0.0	0.0	0.0	19.5	0.0	16.8	26.6	8.9	0.0	0.0	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.5	0.0	16.8	26.6	8.9	0.0	0.0	14.4	14.4
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	2	1	8	0	0	6	6

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSRING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 California St. (NS) / San Bernardino Av. (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	8	Average Delay (sec/veh):	27.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	31	31	10	31	31	10	33	33	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	189	103	160	10	156	12	10	588	237	92	445	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	103	160	10	156	12	10	588	237	92	445	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	199	108	168	11	164	13	11	619	249	97	468	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	108	168	11	164	13	11	619	249	97	468	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.10	1.10	1.00	1.10	1.10
FinalVolume:	199	114	177	11	172	13	11	681	274	97	515	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.86	0.14	1.00	2.14	0.86	1.00	2.62	0.38
Final Sat.:	1800	1900	1900	1800	3529	271	1800	4063	1637	1800	4974	726
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.09	0.01	0.05	0.05	0.01	0.17	0.17	0.05	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.35	0.35	0.11	0.33	0.33	0.11	0.35	0.35	0.11	0.35	0.35
Volume/Cap:	0.81	0.17	0.27	0.05	0.15	0.15	0.06	0.48	0.48	0.51	0.30	0.30
Delay/Veh:	57.4	21.4	22.2	37.7	22.7	22.7	38.4	24.5	24.5	42.5	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	21.4	22.2	37.7	22.7	22.7	38.4	24.5	24.5	42.5	22.7	22.7
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	2	4	0	2	2	0	8	8	4	4	4

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Alabama St. (NS) / Pioneer Av. North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 8 Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	19	679	67	14	413	10	10	13	21	64	12	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	679	67	14	413	10	10	13	21	64	12	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	715	71	15	435	11	11	14	22	67	13	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	715	71	15	435	11	11	14	22	67	13	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	715	71	15	456	11	11	14	22	67	13	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.95	0.05	0.45	0.55	1.00	0.65	0.11	0.24
Final Sat.:	1800	1900	1900	1800	3710	90	807	1049	1900	1163	218	454
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.04	0.01	0.12	0.12	0.01	0.01	0.01	0.06	0.06	0.06
Crit Moves:		****		****				****			****	
Green/Cycle:	0.32	0.62	0.62	0.10	0.40	0.40	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.03	0.61	0.06	0.08	0.31	0.31	0.13	0.13	0.12	0.58	0.58	0.58
Delay/Veh:	23.2	12.5	7.5	41.0	20.8	20.8	41.4	41.4	41.3	47.6	47.6	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	12.5	7.5	41.0	20.8	20.8	41.4	41.4	41.3	47.6	47.6	47.6
LOS by Move:	C	B	A	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	13	1	0	5	5	1	1	1	4	4	4

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Alabama St. (NS) / San Bernardino Av. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 8 Average Delay (sec/veh): 32.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	155	540	426	110	367	22	73	522	186	361	447	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	540	426	110	367	22	73	522	186	361	447	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	160	557	439	113	378	23	75	538	192	372	461	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	557	439	113	378	23	75	538	192	372	461	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.00
FinalVolume:	160	585	439	113	397	23	75	565	201	372	484	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.47	0.53	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	2802	998	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.23	0.06	0.10	0.01	0.04	0.20	0.20	0.21	0.13	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.28	0.28	0.11	0.28	0.28	0.15	0.28	0.28	0.24	0.37	0.37
Volume/Cap:	0.80	0.55	0.83	0.57	0.38	0.04	0.28	0.73	0.73	0.85	0.34	0.22
Delay/Veh:	58.9	28.4	41.3	41.7	26.4	23.8	34.6	32.0	32.0	46.4	20.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	28.4	41.3	41.7	26.4	23.8	34.6	32.0	32.0	46.4	20.4	19.4
LOS by Move:	E	C	D	D	C	C	C	C	C	D	C	B
HCM2kAvgQ:	7	7	14	3	4	0	2	11	11	13	5	3

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Alabama St. (NS) / Lugonia Av. (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	1.086
Loss Time (sec):	8	Average Delay (sec/veh):	104.4
Optimal Cycle: OPTIMIZED		Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	22	22	10	22	22	10	31	31	10	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	277	1372	480	201	1121	52	142	267	233	601	481	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1372	480	201	1121	52	142	267	233	601	481	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	292	1444	505	212	1180	55	149	281	245	633	506	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1444	505	212	1180	55	149	281	245	633	506	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.05	1.05	1.00	1.05	1.00
FinalVolume:	292	1516	505	212	1298	55	149	295	258	633	532	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.07	0.93	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	5700	1900	1800	2029	1771	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.40	0.27	0.12	0.23	0.03	0.08	0.15	0.15	0.35	0.14	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.31	0.31	0.09	0.23	0.23	0.13	0.26	0.26	0.27	0.40	0.40
Volume/Cap:	0.97	1.29	0.86	1.29	0.97	0.12	0.64	0.56	0.56	1.29	0.35	0.22
Delay/Veh:	93.3	177	50.8	221.2	63.4	36.3	55.5	39.4	39.4	187.1	25.1	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.3	177	50.8	221.2	63.4	36.3	55.5	39.4	39.4	187.1	25.1	23.7
LOS by Move:	F	F	D	F	E	D	E	D	D	F	C	C
HCM2kAvgQ:	16	50	20	17	21	2	7	9	9	45	7	4

Note: Queue reported is the number of cars per lane.

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HCM Signalized Intersection Capacity Analysis
1: San Bernardino Avenue & SR-210 Eastbound Ramp

1/19/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	98	979	26	187	782	444	20	39	383	651	671	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5	4.0	4.0	4.0	4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	0.98		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1900	1567	1805	1900	1567	1805	1615		1805	3327	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	1900	1567	1805	1900	1567	1805	1615		1805	3327	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	100	999	27	191	798	453	20	40	391	664	685	541
RTOR Reduction (vph)	0	0	4	0	0	100	0	74	0	0	0	0
Lane Group Flow (vph)	100	999	23	191	798	353	20	357	0	664	1226	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5			1	6	
Permitted Phases			4			8		2				
Actuated Green, G (s)	10.0	42.5	42.5	5.0	38.0	38.0	2.0	36.4		21.0	55.4	
Effective Green, g (s)	10.0	42.5	42.5	5.0	38.0	38.0	2.0	36.4		21.0	55.4	
Actuated g/C Ratio	0.08	0.35	0.35	0.04	0.31	0.31	0.02	0.30		0.17	0.45	
Clearance Time (s)	4.0	4.5	4.5	4.0	4.0	4.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	147	660	544	74	590	486	29	480		310	1506	
v/s Ratio Prot	0.06	c0.53		c0.11	0.42		0.01			c0.37	c0.37	
v/s Ratio Perm			0.01			0.23		0.22				
v/c Ratio	0.68	1.51	0.04	2.58	1.35	0.73	0.69	0.74		2.14	0.81	
Uniform Delay, d1	54.6	40.0	26.5	58.7	42.2	37.6	59.9	38.8		50.7	29.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	22.5	238.9	0.0	749.2	169.6	4.6	42.7	10.0		524.5	4.9	
Delay (s)	77.2	278.9	26.5	807.9	211.8	42.1	102.6	48.7		575.2	34.0	
Level of Service	E	F	C	F	F	D	F	D		F	C	
Approach Delay (s)		254.9			237.4			51.1			224.1	
Approach LOS		F			F			D			F	

Intersection Summary			
HCM Average Control Delay	219.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	122.4	Sum of lost time (s)	12.5
Intersection Capacity Utilization	139.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Citrus Plaza (NS) / Lugonia Av. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 6 Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	23	0	23	10	24	0	0	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	642	0	152	42	834	0	0	874	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	642	0	152	42	834	0	0	874	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	655	0	155	43	851	0	0	892	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	655	0	155	43	851	0	0	892	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
FinalVolume:	0	0	0	675	0	155	43	894	0	0	936	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.62	0.38
Final Sat.:	0	0	0	3400	0	1900	1800	3800	0	0	3075	725
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.08	0.02	0.24	0.00	0.00	0.30	0.30
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.14	0.59	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.25	0.17	0.40	0.00	0.00	0.69	0.69
Delay/Veh:	0.0	0.0	0.0	20.6	0.0	17.4	26.6	8.0	0.0	0.0	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.6	0.0	17.4	26.6	8.0	0.0	0.0	16.8	16.8
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	8	0	3	1	5	0	0	9	9

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions WITH CUMULATIVE MITIGATION
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Alabama St. (NS) / San Bernardino Av. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 8 Average Delay (sec/veh): 35.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	53	720	594	158	583	77	370	835	153	576	368	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	720	594	158	583	77	370	835	153	576	368	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	758	625	166	614	81	389	879	161	606	387	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	758	625	166	614	81	389	879	161	606	387	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.05	1.03	1.05	1.00
FinalVolume:	56	796	625	166	644	81	389	923	169	625	407	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	2.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3212	588	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.33	0.09	0.17	0.04	0.22	0.29	0.29	0.18	0.11	0.12
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.28	0.48	0.11	0.28	0.28	0.24	0.32	0.32	0.20	0.28	0.28
Volume/Cap:	0.28	0.75	0.68	0.83	0.61	0.15	0.89	0.90	0.90	0.90	0.39	0.43
Delay/Veh:	37.5	32.8	20.2	63.7	29.3	24.7	51.6	38.8	38.8	50.0	26.5	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	32.8	20.2	63.7	29.3	24.7	51.6	38.8	38.8	50.0	26.5	27.2
LOS by Move:	D	C	C	E	C	C	D	D	D	D	C	C
HCM2kAvgQ:	2	12	14	5	8	2	14	18	18	13	5	5

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions WITH CUMULATIVE MITIGATION
WEEKDAY PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Alabama St. (NS) / Lugonia Av. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	8	Average Delay (sec/veh):	30.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	22	22	10	22	22	10	31	31	10	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	198	1126	576	241	1112	85	178	372	266	421	256	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1126	576	241	1112	85	178	372	266	421	256	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	208	1185	606	254	1171	89	187	392	280	443	269	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1185	606	254	1171	89	187	392	280	443	269	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.00	1.03	1.10	1.00	1.03	1.05	1.00	1.03	1.05	1.00
FinalVolume:	215	1304	606	261	1288	89	193	411	280	456	283	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5700	1900	3400	5700	1900	3400	3800	1900	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.32	0.08	0.23	0.05	0.06	0.11	0.15	0.13	0.07	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.29	0.46	0.11	0.27	0.27	0.13	0.34	0.47	0.17	0.39	0.39
Volume/Cap:	0.51	0.80	0.70	0.69	0.83	0.17	0.45	0.31	0.31	0.80	0.19	0.26
Delay/Veh:	37.8	32.5	22.2	43.9	34.4	25.1	37.3	21.8	15.1	43.6	18.3	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	32.5	22.2	43.9	34.4	25.1	37.3	21.8	15.1	43.6	18.3	19.0
LOS by Move:	D	C	C	D	C	C	D	C	B	D	B	B
HCM2kAvgQ:	4	13	14	5	14	2	3	4	5	9	3	4

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	350	1276	61	85	624	321	17	34	286	609	490	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	13	12	12	13	12	12	12	12	13	12	12
Total Lost time (s)	4.0	4.5	4.5	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.88	1.00	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	5360	1587	3502	5360	2761	1805	1900	1615	3618	3610	1587
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	5360	1587	3502	5360	2761	1805	1900	1615	3618	3610	1587
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	365	1329	64	89	650	334	18	35	298	634	510	358
RTOR Reduction (vph)	0	0	22	0	0	272	0	0	269	0	0	0
Lane Group Flow (vph)	365	1329	42	89	650	62	18	35	29	634	510	358
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Perm	Prot		Perm	Prot		Over	Prot		Perm
Protected Phases	7	4		3	8		5		3	1	6	
Permitted Phases			4			8		2				6
Actuated Green, G (s)	21.5	30.8	30.8	10.7	20.5	20.5	2.0	30.6	10.7	20.4	49.0	49.0
Effective Green, g (s)	21.5	30.8	30.8	10.7	20.5	20.5	2.0	30.6	10.7	20.4	49.0	49.0
Actuated g/C Ratio	0.20	0.28	0.28	0.10	0.19	0.19	0.02	0.28	0.10	0.19	0.45	0.45
Clearance Time (s)	4.0	4.5	4.5	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	684	1501	444	341	999	515	33	529	157	671	1608	707
v/s Ratio Prot	c0.10	c0.25		0.03	0.12		0.01		0.02	c0.18	0.14	
v/s Ratio Perm			0.03			0.02		0.02				c0.23
v/c Ratio	0.53	0.89	0.10	0.26	0.65	0.12	0.55	0.07	0.18	0.94	0.32	0.51
Uniform Delay, d1	39.7	37.9	29.3	46.0	41.4	37.2	53.5	29.2	45.6	44.2	19.7	21.8
Progression Factor	1.00	1.00	1.00	0.88	0.32	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0	6.5	0.0	0.1	1.0	0.0	9.5	0.2	0.2	21.8	0.5	2.6
Delay (s)	42.7	44.4	29.3	40.5	14.3	8.9	63.1	29.4	45.8	66.1	20.2	24.4
Level of Service	D	D	C	D	B	A	E	C	D	E	C	C
Approach Delay (s)		43.5			14.8			45.1			40.6	
Approach LOS		D			B			D			D	

Intersection Summary			
HCM Average Control Delay	36.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions WITH CUMULATIVE MITIGATION
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Alabama St. (NS) / San Bernardino Av. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	8	Average Delay (sec/veh):	24.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	155	540	426	110	367	22	73	522	186	361	447	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	540	426	110	367	22	73	522	186	361	447	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	160	557	439	113	378	23	75	538	192	372	461	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	557	439	113	378	23	75	538	192	372	461	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.05	1.03	1.05	1.00
FinalVolume:	160	585	439	113	397	23	75	565	201	383	484	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.47	0.53	2.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	2802	998	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.23	0.06	0.10	0.01	0.04	0.20	0.20	0.11	0.13	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.31	0.46	0.13	0.31	0.31	0.13	0.31	0.31	0.15	0.33	0.33
Volume/Cap:	0.71	0.49	0.50	0.50	0.33	0.04	0.32	0.65	0.65	0.75	0.39	0.25
Delay/Veh:	43.7	22.7	15.5	34.5	21.3	19.2	32.2	24.9	24.9	38.8	20.8	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	22.7	15.5	34.5	21.3	19.2	32.2	24.9	24.9	38.8	20.8	19.7
LOS by Move:	D	C	B	C	C	B	C	C	C	D	C	B
HCM2kAvgQ:	6	6	8	3	4	0	2	9	9	7	5	3

Note: Queue reported is the number of cars per lane.

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REDLANDS CROSSING TRAFFIC IMPACT ANALYSIS (JN 07305)
2030 With Project Conditions WITH CUMULATIVE MITIGATION
SATURDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Alabama St. (NS) / Lugonia Av. (EW)

Cycle (sec):	105	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	8	Average Delay (sec/veh):	36.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	22	22	10	22	22	10	31	31	10	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	277	1372	480	201	1121	52	142	267	233	601	481	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1372	480	201	1121	52	142	267	233	601	481	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	292	1444	505	212	1180	55	149	281	245	633	506	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1444	505	212	1180	55	149	281	245	633	506	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.00	1.03	1.10	1.00	1.03	1.05	1.00	1.03	1.05	1.00
FinalVolume:	300	1589	505	218	1298	55	154	295	245	652	532	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5700	1900	3400	5700	1900	3400	3800	1900	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.27	0.06	0.23	0.03	0.05	0.08	0.13	0.19	0.14	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.32	0.53	0.10	0.29	0.29	0.13	0.30	0.42	0.22	0.39	0.39
Volume/Cap:	0.73	0.88	0.50	0.67	0.79	0.10	0.36	0.26	0.31	0.88	0.36	0.23
Delay/Veh:	50.9	39.5	16.0	51.4	36.8	27.3	42.6	28.4	20.7	51.8	23.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	39.5	16.0	51.4	36.8	27.3	42.6	28.4	20.7	51.8	23.0	21.8
LOS by Move:	D	D	B	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	7	19	10	5	15	1	3	4	5	15	6	4

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	98	979	26	187	782	444	20	39	383	651	671	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	13	12	12	13	12	12	12	12	13	12	12
Total Lost time (s)	4.0	4.5	4.5	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.88	1.00	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	5360	1587	3502	5360	2761	1805	1900	1615	3618	3610	1587
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	5360	1587	3502	5360	2761	1805	1900	1615	3618	3610	1587
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	100	999	27	191	798	453	20	40	391	664	685	541
RTOR Reduction (vph)	0	0	12	0	0	322	0	0	360	0	0	0
Lane Group Flow (vph)	100	999	15	191	798	131	20	40	31	664	685	541
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot		Perm	Prot		Perm	Prot		Over	Prot		Perm
Protected Phases	7	4		3	8		5		3	1	6	
Permitted Phases			4			8		2				6
Actuated Green, G (s)	17.5	31.8	31.8	8.7	23.5	23.5	2.0	29.6	8.7	22.4	50.0	50.0
Effective Green, g (s)	17.5	31.8	31.8	8.7	23.5	23.5	2.0	29.6	8.7	22.4	50.0	50.0
Actuated g/C Ratio	0.16	0.29	0.29	0.08	0.21	0.21	0.02	0.27	0.08	0.20	0.45	0.45
Clearance Time (s)	4.0	4.5	4.5	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	557	1550	459	277	1145	590	33	511	128	737	1641	721
v/s Ratio Prot	0.03	c0.19		0.05	c0.15		0.01		0.02	c0.18	0.19	
v/s Ratio Perm			0.01			0.05		0.02				c0.34
v/c Ratio	0.18	0.64	0.03	0.69	0.70	0.22	0.61	0.08	0.24	0.90	0.42	0.75
Uniform Delay, d1	40.0	34.2	28.1	49.3	40.0	35.7	53.6	30.0	47.6	42.7	20.2	24.8
Progression Factor	1.00	1.00	1.00	1.05	0.32	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.7	0.0	3.8	1.0	0.0	19.6	0.3	0.4	13.9	0.8	7.1
Delay (s)	40.7	34.9	28.1	55.7	14.0	4.3	73.3	30.3	47.9	56.6	21.0	31.9
Level of Service	D	C	C	E	B	A	E	C	D	E	C	C
Approach Delay (s)		35.2			16.5			47.5			36.6	
Approach LOS		D			B			D			D	

Intersection Summary			
HCM Average Control Delay	31.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group