
3.1 - Aesthetics

This section describes the existing aesthetic setting and the potential effects from Project implementation on the site and its surrounding area. Aesthetics, as addressed in the California Environmental Quality Act (CEQA), refers to visual considerations, including scenic resources, scenic vistas, changes in visual character, and lighting or glare. Aesthetics analysis (or visual resource analysis) is a process to assess logically visible changes and any anticipated viewer response to that change.

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. To evaluate the footprint impacts of the Proposed Action (e.g., effects on aesthetics), the conditions in 2009 are considered to be the baseline. Buildout of the Project is 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 aesthetics 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 are appropriate to use within the following analysis.

3.1.1 - Environmental Setting

Visual Character

Regional Setting

The Project site is within the northern margin of the Peninsular Ranges Geomorphic Province. The province includes the San Bernardino Mountains, approximately 10 miles north of the Project site and the San Gabriel Mountains, approximately 15 miles northwest of the Project site. Scenic mountain views are visible from most areas of the Project site, though the surrounding development does cause some obstruction of the lower portions of the foothills.

Surrounding Land Uses

The Project site is located in the City of Redlands, east of and adjacent to Tennessee Street and State Route 210 Freeway (SR-210), west of and adjacent to Karon Street, south of and adjacent to San Bernardino Avenue, and north of the extension of Pennsylvania Avenue. An existing shopping center, Citrus Plaza, is located west of the SR-210 Freeway in an unincorporated area of San Bernardino County. Citrus Plaza is a 125-acre retail and destination shopping center. Tenants of the

Citrus Plaza include, but are not limited to Kohl's, J.C. Penny's, Sport Chalet, Target, Cost Plus Imports, Barnes and Noble, Bed Bath & Beyond, and Michaels.

The land to the north, northeast, and south of the Project site is mostly undeveloped. Existing single-family residences are located to the east and southeast of Karon Street. The majority of the Project site has been subjected to some level of disturbance, so native vegetation is sparse and in only marginal condition.

The western portions of the Project site contain irrigation canals from previous agricultural uses and two 4 to 5 foot high vertical concrete pipes. The site is relatively level with no major changes in grade. According to the Water Quality Management Plan (Appendix G), the site generally drains away from the site to the north and to the east where it is conveyed by hard engineered curb and gutter systems connected to a series of drain inlets and underground piping. The average elevations of the site are approximately 1,280 to 1,290 feet above mean sea level (amsl). Exhibits 3.1-1 through 3.1-2c, Site Photographs, contain photos depicting the Project site. Exhibit 3.1-1, Key to Photograph Locations, illustrates the locations from which each photograph was taken.

Additionally, the Project site is located on the alluvial flood plain deposits of the Santa Ana River, derived from erosion of the adjacent mountains surrounding the valley. The Santa Ana River is located approximately one mile north of the Project site. The Santa Ana River represents a significant watershed, recreational, habitat and visual resource. This portion of the river is approximately 25 miles northeast and upriver from the Prado Basin, a habitat area of statewide significance and approximately 16 miles southeast of the Cedar Springs Dam. The massive 2,650-square mile Santa Ana River Watershed is the focus of extensive habitat conservation and restoration efforts by State and federal government agencies.

Views

Views of and from the Project site represent a visually significant community resource. As mentioned previously, scenic views to the surrounding mountains are visible from the Project site. There are however, obstructed views of the lower foothills caused by surrounding development.

West

The western portion of the Project site is adjacent to Tennessee Street and the SR-210 Freeway. Tennessee Street is relatively at the same grade as the Project site, while the SR-210 Freeway is elevated in relation to the Project site. Views of the site at Tennessee Street are relatively unobstructed, while trees and vegetation obstruct views from the SR-210 Freeway. Views of the site include either disturbed vacant land or of vegetation and fallow trees.

From the western portion of the Project site, views of Tennessee Street are unobstructed and consist of disturbed vacant land or vegetation. Views of the SR-210 Freeway and beyond at the site are relatively obstructed from trees, vegetation, and an existing embankment adjacent to the Freeway.



Source: San Bernardino County NAIP (2009).

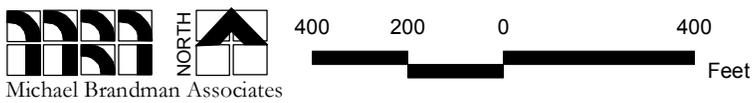


Exhibit 3.1-1 Photo Key



Photograph 1: View of residences located east of the Project site.



Photograph 2: View of vacant land and Home Depot Center located south of the Project site.

Source: Michael Brandman Associates, 2009.



Michael Brandman Associates

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Exhibit 3.1-2a Site Photographs 1 and 2

REDLANDS CROSSING CENTER
ENVIRONMENTAL IMPACT REPORT



Photograph 3: View of disturbed vacant land located north of the Project site.



Photograph 4: View of citrus grove located north of the Project site.

Source: Michael Brandman Associates, 2009.



Michael Brandman Associates

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Exhibit 3.1-2b Site Photographs 3 and 4

REDLANDS CROSSING CENTER
ENVIRONMENTAL IMPACT REPORT



Photograph 5: View of SR-210 Freeway and vegetation located west of the Project site.



Photograph 6: View of Tennessee Street located west of the Project site.

Source: Michael Brandman Associates, 2009.



Michael Brandman Associates

06290016 • 11/2011 | 3.1-2c_Photos_5_6.mxd

Exhibit 3.1-2c Site Photographs 5 and 6

REDLANDS CROSSING CENTER
ENVIRONMENTAL IMPACT REPORT

North

Views from northern areas of the Project site are relatively unobstructed and consist of scattered trees, which line San Bernardino Avenue, disturbed vacant land and a concrete driveway.

From the northern portion of the site, there are views of disturbed vacant land and citrus groves located to the northeast.

East

The Project site is visible to residential housing along the southeast border of the site along Karon Street. At present, the current views of the site are either disturbed vacant land or views of vegetation and fallow trees.

Views from the Project site to residential housing along the southeast border are mostly unobstructed. These views are mainly obscured by vegetation located between the site and 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).

South

Vacant disturbed areas located south have relatively unobstructed views of the Project site and consist of scattered trees and disturbed vacant land.

From the southern portion of the site, views consist of disturbed vacant land, a Home Depot Center and associated commercial uses located approximately 0.25 mile from the southern border of the Project site.

Scenic Corridor

The Project site is not currently within nor is it adjacent to a designated scenic corridor, nor is it considered a scenic resource. However, the site does have views of regional mountains and nearby vacant land to the north and east.

Scenic Highway

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.

Light or Glare

Light sources are defined by their output rating in lumens. The lumen is the most common measure of light output. As lamps and fixtures age, become weathered and deteriorate, their lumen output decreases. Illuminance, or the amount of light transmitted upon a certain area, is measured in terms of foot-candles (which is equal to one lumen per square foot). The higher the foot-candle level, the brighter the illuminated area.

There are two different forms of glare, discomfort glare and disability glare. Discomfort glare is psychological in nature and typically causes eye aversion. Disability glare reduces visual ability and results in reduced visual performance and visibility. Both discomfort glare and disability glare can be potentially dangerous.

An analysis of potential light and glare impacts considers the following:

- **Artificial Sky Glow:** The brightening of the night sky attributable to human-created sources of light.
- **Light Pollution:** Light pollution is the upward and outward distribution of light. The light is emitted either directly from fixtures or from reflection off the ground or other surfaces.
- **Glare:** Light that causes visual discomfort or disability, or a loss of visual performance.
- **Spill Light:** Light from an installation that falls outside of the boundaries of the property on which the installation is sited.
- **Light Trespass:** Spill light that because of quantitative, directional, or type of light causes annoyance, discomfort, or loss in visual performance and visibility.
- **Luminaire (light fixture):** A complete lighting unit consisting of one or more electric lamps, the lamp holder, reflector, lens, diffuser, ballast, and/or other components, and accessories.
- **Shielding:**
 - Fully shielded - A luminaire emitting no light above the horizontal plane.
 - Shielded - A luminaire emitting less than two percent of its light above the horizontal plane.
 - Partly shielded - A luminaire emitting less than ten percent of its light above the horizontal plane.
 - Unshielded - A luminaire emitting light in any direction.
- **Luminance:** The amount of light emitted in a given direction from a surface by the light source or by reflection from a surface. Luminance is measured in candela per square meter.

The existing residential development bordering the Project site to the east and southeast contains urban intensity residential uses, which produce moderate levels of light (e.g., streetlights, interior and

security lights on buildings, etc.). The existing perimeter roads (Tennessee Street and San Bernardino Avenue) do not have streetlights at this time; however, vehicular movement from the SR-210 Freeway (directly east of the Project site), the Citrus Plaza, approximately 525 feet northwest of the site and the Home Depot Center, approximately 0.25 mile south of the Project site, produce high levels of light in and around the Project area. Although these light levels are high, they are typical for commercial development. Existing light levels within the Project site are much lower than the surrounding areas due to its large amount of open space (i.e., vacant land), as well as dilapidated landscaping which are not illuminated to urban levels.

3.1.2 - Regulatory Framework

State

California Scenic Highway Program

The California Scenic Highway Program is intended to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A highway may be designated scenic; depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. A scenic corridor is the land generally adjacent to and visible from the highway and is identified using a motorist's line of vision. The corridor protection program seeks to encourage quality development that does not degrade the scenic value of the corridor.

State Scenic Highways are classified as either "eligible" or "officially designated." The status of a State Scenic Highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation (Caltrans) for scenic highway approval, and receives notification from Caltrans that the highway has been officially designated as a scenic highway. When a City or County nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic corridor protection program. Minimum requirements for scenic corridor protection include:

- Regulation of land use and density of development;
- Detailed land and site planning;
- Control of outdoor advertising (including a ban on billboards);
- Careful attention to and control of earthmoving and landscaping; and
- Careful attention to design and appearance of structures and equipment.

Local

City of Redlands

The City of Redlands General Plan addresses existing scenic streets in the City. Designated scenic streets within the City are as follows:

- Brookside Avenue, from Lakeside Avenue to Eureka Street;
- Olive Avenue, from Lakeside Avenue to Cajon Street;
- Center Street, from Brookside Avenue to Crescent Avenue;
- Highland Avenue, from Serpentine Drive to Cajon Street;
- Sunset Drive, from Serpentine Drive to Edgemont Drive;
- Cajon Street;
- Mariposa Drive, between Halsey Street and Sunset Drive; and
- Dwight Street, between Pepper Street and Mariposa Drive.

General Plan

The City of Redlands General Plan establishes the following applicable policies related to aesthetics, light, and glare:

- Policy 3.10d:** Create new focal points that maintain the City’s rich mix of urban delights.
- Policy 3.10g:** Use street trees to differentiate arterials and to reduce the apparent width of wide streets.
- Policy 3.10i:** Give particular attention to strengthening the image of North Redlands.
- Policy 3.10k:** Maintain adequate setbacks along major and minor residential arterial streets.
- Policy 3.10q:** Plant large-scale street trees on arterial streets.
- Policy 3.10n:** Avoid sound walls as a standard on arterial streets in residential areas.
- Policy 3.10r:** Consider creating tree-lined medians where the width of the street is adequate to accommodate the anticipated traffic flows along with a landscaped median.
- Policy 3.20h:** Encourage consideration of urban design quality as well as safety when street or other public improvements are proposed.
- Policy 3.21f:** Encourage the location of needed parking in interiors of blocks to minimize visual impact on streetscape and neighborhoods.
- Policy 3.21g:** Limit parking area coverage and size of parking structures in order to maintain special qualities of streetscape.
- 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.

- 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.
- Policy 3.24d:** Encourage historical depictions commemorating historic sites or events in Redlands' history. Such depictions could be incorporated into new commercial or rehab development Projects. Historical depictions may be monuments, plaques, archaeological viewing sites, exhibits, or illustrative art works, such as sculpture, mosaics, murals, tile-work, etc.
- Policy 3.27b:** Encourage new construction that ties the new with the old in a harmonious fashion, enhancing the historic pattern.
- Policy 4.62g:** Promote high quality development in the EVCSP 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.
- Policy 4.62dd:** Create a visually aesthetic appearance for the EVCSP from the freeways as well as from the planning area.
- Policy 4.62ee:** Encourage effective use of landscaping within the EVCSP.
- Policy 4.62gg:** Enhance the beauty of the EVCSP and the overall quality of life for users and residents of the area.

The Project site is located within the boundaries of the East Valley Corridor Specific Plan, Cities Pavilion Concept Plan. According to the City of Redlands General Plan Land Use Map (November 2010), the Project site is designated Commercial (C). This commercial designation allows for a variety of commercial activities ranging from shopping center to business parks. As outlined within Section 3-9, Land use and Planning, the Project is consistent with the General Plan Goals and Policies, the East Valley Corridor Specific Plan, Cities Pavilion Concept Plan. The Cities Pavilion Concept Plan functions as a development suitability analysis and land use plan which identifies development opportunities and constraints within the boundaries of the East Valley Corridor Specific Plan, Cities Pavilion Concept, including physical characteristics, public services and facilities, capacity of the circulation system, and existing or planned uses or adjacent properties. The intent of the Concept Plan is to establish limits, parameters, and planning objectives to guide development based on the identified development constraints and opportunities.

According to the City of Redlands Zoning Map (November 2010), the Project site is zoned as East Valley Corridor Specific Plan, Concept Plan No.4 (CP4). Allowable uses within CP4 Zoning include General Commercial District (GC) and Administrative Professional (AP). The General Plan

designation for surrounding area of the Project site is designated as Commercial, with the exception of Low-Density Residential to the east. Surrounding Zoning within the Project area include East Valley Special Development (EV/SD) to the north and south; Concept Plan No.4 (CP4) and single family residential (R-S) to the east; and East Valley Corridor Specific Plan, Regional Commercial (EV/CR) to the west.

EVCSP Specific Plan

According to the City's General Plan Land Use Map, the Project site is within the EVCSP. The following Goals and Policies within the EVCSP are applicable to the Project.

- (a) GOAL:** Promote high quality development in the EVCSP 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.
- (3) Policy:** Create a visually aesthetic appearance for the EVCSP from the freeways as well as from within the planning area.
- (A) Objective:** Require that negative views such as loading, service and refuse areas be screened from public view.
 - (B) Objective:** Encourage use of ground-mounted equipment where possible, and require screening of rooftop equipment through use of wells, parapet walls and other architectural means.
 - (C) Objective:** Adopt minimum landscaping requirements for parking areas and yard areas adjacent to public rights-of-way.
 - (D) Objective:** Establish incentives to encourage provision of visual amenities such as artwork, fountains, plazas, and increased landscaping.
 - (F) Objective:** Through the development review process, ensure preservation of scenic vistas at various points throughout the Corridor area by discouraging continuous building facades along street and freeway frontages.
 - (H) Objective:** Adopt standards for lighting, fencing and signs to enhance overall community design.
- (4) Policy:** Encourage effective use of landscaping within the EVCSP.

- (A) **Objective:** Require use of recommended drought tolerant plant species and automatic irrigation systems for landscaped areas to conserve water.
 - (B) **Objective:** Require use of landscape materials and designs, which facilitate solar access and provide shade at appropriate seasons and times of day.
 - (C) **Objective:** Require prompt revegetation on newly graded areas to control erosion.
 - (D) **Objective:** Develop mandatory standards relative to tree type, size and spacing for streets, center medians, parkways, parking lots and trails.
- (5) **Policy:** Ensure compatibility between adjacent land use types within the Corridor area.
- (A) **Objective:** Adopt standards to establish adequate buffers between industrial/commercial and adjacent residential uses through use of landscaping, grading, setbacks and/or walls.

City of Redlands Zoning Ordinance

Title 18 of the Redlands Municipal Code is the City's Zoning Ordinance. The Ordinance establishes permitted land uses and development standards for each zoning district. Each district includes a list of allowable uses and development standards including minimum lot size, dimensions, maximum coverage, and maximum height. The City of Redlands has 35 zoning districts and three (3) overlay districts, known as the following.

Table 3.1-1: Redlands Zoning and Overlay Districts

Symbol	Land Use District Name
A-1	Agricultural district
A-1-20	Agricultural district
A-2	Estate agricultural district
R-R	Rural residential
R-R-A	Rural residential animals district
R-A	Residential estate district
R-A-A	Residential estate animals district
R-E	Residential estate district
R-S	Suburban residential

Table 3.1-1 (cont.): Redlands Zoning and Overlay Districts

Symbol	Land Use District Name
R-1	Single-family residential district
R-1-D	Single-family residential, deep lots
R-2	Multiple-family residential district
R-2-2000	Multiple-family residential district
R-3	Multiple-family residential district
A-P	Administrative and professional office district
MF	Medical facility district
T	Transitional district
E	Educational district
A-P-C	Administrative-professional-commercial district
C-1	Neighborhood stores district
C-2	Neighborhood convenience center district
C-3	General commercial district
C-4	Highway commercial district
C-M	Commercial industrial district
M-P	Planned industrial district
M-1	Light industrial district
I-P	Industrial district
M-2	General industrial district
P	Off street parking district
O	Open land district
A-D	Airport district
FP	Floodplain district
Symbol	Overlay District Name
C-D	Civic design district
AF	Airport flight zone
HD	Hillside development district

Source: Redlands Municipal Code, Section 18.16.010: Division of City Into Designated Districts.

According to the Redlands Municipal Code, Section 18.16.010, the Project site is designated as EV/SD (East Valley Specific Plan/ Special Development) District according to the City's Zoning Map. The Special Development land use district is a generalized commercial, industrial, and institutional land use designation, intended to provide flexibility for planning individual sites. The

following is a generalized listing of the permitted land uses with the exception of conditionally permitted land uses.

General Commercial. The General Commercial Land use designation permits the following uses:

- Agriculture;
- Uses permitted in the Neighborhood Commercial District and Administrative Professional District (see below);
- Retail sales of goods generally characterized by relatively long-term utility or consumptions; examples include department and general merchandise stores and home improvement centers;
- Provision of services to individuals and business establishments; examples include automobile rental and eating establishments (including on-site sale of alcoholic beverages) with the exception of drive-through restaurants, which shall require a Conditional Use Permit; and
- Repair and servicing of any article, which is permitted to be sold in this District.

Neighborhood Commercial: The Neighborhood Commercial land use designation permits the following uses:

- Uses permitted in the Administrative/Professional District (see below);
- Retail sale of goods generally characterized by relatively short-term utility or consumption; examples include apparel, drug stores, and groceries; and
- Provision of services which are typically frequently or recurrently and which primarily care for the needs of individuals and households rather than business; examples include barbershops, dry-cleaners, and video rentals.

Administrative Professional District. The Administrative Professional land use designation permits the following uses:

- Professional services, such as accounting, legal services, physicians, and dentists;
- Business services, such as consulting, secretarial, and employment agencies;
- Financial services, such as banks, investment services, real estate agents; and
- Miscellaneous services, such as business associations, libraries and museums.

NOP Comment Letters

A Notice of Preparation (NOP) comment letter was provided by the County of San Bernardino Land Use Services Department on September 10, 2007. Land Use Services Department stated that aesthetics and design should be compatible with nearby high quality development such as Citrus Plaza.

A NOP comment letter was provided by the Redlands Association on September 17, 2007. The Redlands Association stated that High intensity lights operating all night contiguous to a residential area cannot be mitigated below a level of non-significance. This impact can only be mitigated by limiting hours of parking lights operation to between 0700 and 2000 hours.

A NOP comment letter was provided by the North Redlands Visioning Committee (NRVC) on April 4, 2009. 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.

3.1.3 - Methodology

MBA evaluated potential Project impacts on aesthetics, light, and glare through site reconnaissance and review of applicable plans and policies. MBA personnel visited the Project site and surrounding land uses in January of 2008 and documented the site conditions through photographs and notation. The City of Redlands General Plan and the Redlands Zoning Ordinance were reviewed to determine applicable policies and design requirements for the Project.

3.1.4 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts related to aesthetics were derived from Appendix G of the State CEQA Guidelines. A significant impact would occur if the Project would:

- a) Have a substantial adverse effect on a scenic vista;
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- c) Substantially degrade the existing visual character or quality of the site and its surroundings;
or
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.1.5 - Project Impact Analysis

This section discusses potential aesthetic resources impacts associated with the development of the Project. Mitigation measures are provided where appropriate.

Scenic Vistas

**Impact AES-1 Have a substantial adverse effect on a scenic vista?
[CEQA Aesthetic Threshold 1(a)]**

Impact Analysis

According to the City of Redlands General Plan, there are no designated scenic vistas on or adjacent to the Project site. Therefore, implementation of the Project will not have a significant adverse impact to a designated scenic vista. The San Bernardino Mountains (north and northeast of the site) are the most prominent scenic resource within view of the Project area (Exhibit 3.1-2b).

Short-term Visual Impacts

Short-term construction activities could potentially degrade the existing visual character and quality of the site and its surroundings. In all, the proposed Project would involve demolition and removal of existing agricultural feature, grading activities, and construction of commercial/retail structures and associated infrastructure. During the construction phase, various equipment, vehicles, building materials, stockpiles, disposal receptacles, and related activities could be potentially visible from several different vantage points near the Project site. However, construction-related activities will be short-term and are expected to last twelve (12) months. Once, completed, all equipment, vehicles, building materials, stockpiles, disposal receptacles, and all other general construction activities will cease, along with any construction-related impacts. Therefore, due to the temporary nature of construction-related activities, potential impacts would be less than significant.

Long-term Visual Impacts

The Redlands Crossing Center includes a 215,000 square foot proposed Redlands Crossing Walmart approximately 23 feet in height with architectural roof projections approximately 50 feet in height from the proposed pad elevation and 60,500 square feet for 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, the Project proposes to develop a decorative masonry wall located adjacent to Karon Street, from Pennsylvania Avenue to Elise Drive.

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 views of the San Bernardino Mountains and other scenic views within the Project area.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Scenic Resources

Impact AES -2	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway? [CEQA Aesthetic Threshold 1(b).]
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Impact Analysis

There are no significant scenic resources known to exist in the immediate vicinity of the Project site. Designated Scenic roadways within the City's General Plan are south of the I-10 Freeway and are not within the vicinity of the Project. The site is located directly adjacent to the SR-210 Freeway and approximately 0.55 mile north of the I-10 Freeway. Both Freeways are designated as eligible State Scenic Highways; however, their designation is not officially designated as a State Scenic Highway. Therefore, the Project will not impact scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Visual Character

Impact AES-3	Substantially degrade the existing visual character or quality of the site and its surroundings? [CEQA Aesthetic Threshold 1(c)]
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Impact Analysis

This impact area addresses the potential for the Project to degrade visual character on the Project site and in the surrounding area. Each characteristic is discussed separately.

Project Site

Short-term Visual Impacts

As previously described within Impact AES-1, short-term construction activities could potentially degrade the existing visual character and quality of the site and its surroundings. In all, the proposed Project would involve demolition and removal of existing agricultural feature, grading activities, and construction of commercial/retail structures and associated infrastructure. During the construction phase, various equipment, vehicles, building materials, stockpiles, disposal receptacles, and related activities could be potentially visible from several different vantage points near the Project site. However, construction-related activities will be short-term and are expected to last approximately twelve (12) months. Once, completed, all equipment, vehicles, building materials, stockpiles, disposal receptacles, and all other general construction activities will cease, along with any construction-related impacts. Therefore, due to the temporary nature of construction-related activities, potential impacts the visual character of the Project site would be less than significant.

Long-term Visual Impacts

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 outparcel 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 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.

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 in this regard.

Surrounding Area

The surrounding land uses of most concern from a visual character perspective are the existing residential uses to the east and southeast, the residentially zoned property to the south, and the SR-210 Freeway.

The existing single-family residential uses are located directly east of the Project site along Karon Street north of Pennsylvania Ave. These units are slightly elevated and a mound exists between the residential uses and the eastern portion of the Project site, which partially blocks views of the proposed site area. Implementation of the Project will provide adequate setbacks from nearby residential units. This includes an approximate 510-foot distance from the existing residential properties along Karon Street and an approximate 230-foot distance from commercially zoned property south of the Pennsylvania Avenue extension. 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

residential uses would be degraded by the Project. However, according to Section EV4.0225 of the EVCSP, developments adjacent to residential uses are subject to compatibility standards. Where a development abuts a residential district, an orderly transition of uses and building types should be established in consistency with Section EV4.0225 and other applicable policies. As previously mentioned, 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, any future development within Parcel 11 will be required to be consistent with the EVCSP Compatibility Standards for Administrative Professional (AP) Zone.. Landscaping along the Pennsylvania Avenue extension and parking will also serve as a transition between commercially zoned property and the Walmart. Thus, the Project's proposed land uses will comply with Section EV4.0225 and other applicable policies and will have a less than significant impact to visual character in this regard.

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. Moreover, 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.

Other surrounding land uses either have no views or are primarily vacant. Moreover, most of these land uses are located more than 125 feet away from the Project site. Therefore, the Project would not have the potential to degrade the visual character of these land uses.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant impact.

Light or Glare

Impact AES-4	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?
	[CEQA Aesthetic Threshold 1(d)]

Impact Analysis

The Project accommodates 275,500 square feet of commercial, retail and restaurant uses. Development of the Project would require new lighting fixtures to be installed on-site, including on

the building exterior, in landscape areas, in parking areas, and in loading areas. Vehicles associated with development of the Project may introduce a new light source to the area as well. The new sources of light associated with the Project could potentially impact nearby properties. Lighting in the southeastern portion of the Project area is of particular concern because of the proximity residences.

Currently, existing various uses within the Project area including the Citrus Plaza (directly west of SR-210 Freeway), the Home Depot Center and associated commercial uses (0.25 mile south) and residential uses located east and southeast of the Project site generate light sources. In addition, headlights from nearby traffic on Tennessee Street (east) and the SR-210 Freeway (east) generate additional light within the Project area.

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.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM AES-4 Prior to issuance of building permits, the Project applicant shall submit a photometric plan to the City of Redlands for review and approval. The photometric plan shall identify types of lighting fixtures and their locations on the Project site. All light fixtures shall be shielded, recessed, or directed downward to prevent unwanted illumination of neighboring properties.

Level of Significance After Mitigation

Less than significant impact.