
EXECUTIVE SUMMARY

Purpose

This Draft Environmental Impact Report (Draft EIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of the Redlands Crossing Center (State Clearinghouse No. 2007081111). This document is prepared in conformance with CEQA (California Public Resources Code, Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.).

The purpose of this Draft EIR is to inform decision makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from implementation of the Redlands Crossing Center. This Draft EIR describes potential impacts relating to a wide variety of environmental issues and methods by which these impacts can be mitigated or avoided.

Project Summary

Project Location

The Redlands Crossing Center (Project) site is located south of San Bernardino Avenue, and east of State Route (SR) 210 in the City of Redlands. Specifically, the Project site is located at the southeast corner of Tennessee Street and San Bernardino Avenue. The Assessor Parcel Numbers (APN) for the Project site are 167-141-01, -02, -03, and -04. The Project site is located on the Redlands, California, United States Geological Survey (USGS) 7.5-minute topographic quadrangle map, Township 1 South, Range 3 West, Section 21. The central point of the Project site was determined to have latitude of 34° 04' 33.69" North and a longitude of 117° 11' 48.72" West.

Project Description

The Redlands Crossing Center (Project) proposes to develop a regional shopping center that consists of approximately 275,500 square feet 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 square feet for the proposed Redlands Crossing Walmart (Parcel 10) and 60,500 square feet (Parcels 1 to 9) consisting of three (3) drive-thru fast food restaurants, three (3) retail spaces, a fast food restaurant without drive-thru, and a retail/gas station with drive-thru. Further, approximately 1,349 parking spaces will be provided for the 275,500 square feet of commercial retail space.

Redlands Crossing Walmart Store (Parcel 10)

The proposed Redlands Crossing Walmart would consist of an approximate area of 215,000 square feet. The Redlands Crossing Walmart is proposed for build-out at the northwest corner of the extension of New York Avenue and Pennsylvania Avenue in Redlands. Access to the Redlands

Crossing Center and the Walmart store will be located off San Bernardino Avenue, Tennessee Street, New York Street, and Pennsylvania Avenue. The Redlands Crossing Walmart will offer groceries and general retail merchandise including, but not limited to, alcohol for off-site consumption, pool chemicals, petroleum products, pesticides, and paint products. The Redlands Crossing Walmart will operate 24 hours per day seven days a week. The Redlands Crossing Walmart may have outdoor seasonal sales and storage. In addition, a garden center with an exterior customer pick-up facility for pre-paid bagged, garden supplies, such as potting soil, mulch, and manure is included. The garden center will operate 24 hours per day. The exterior pick-up facility will have an attendant to assist customer loading. The exterior pick-up facility will not accommodate direct sales. The exterior pick-up facility will operate the same hours as the Redlands Crossing Walmart and garden center.

The Redlands Crossing Walmart will also include a Tire & Lube Express, which will provide routine servicing and preventive maintenance of vehicles. The tire and lube facility will have limited hours of operation (Monday through Sunday 8:00 a.m. to 10:00 p.m.). In addition, the Redlands Crossing Walmart will also include a pharmacy and possibly a vision, hearing and medical care center, food service, a photo studio and photo finishing center, a banking center and an arcade, and other similar services inside the store. The store building will include, without limitation, truck doors, trash compactors, recycling area, and loading facilities.

Implementation of the Project will also increase the amount of impervious surfaces on-site, which could affect groundwater recharge due to the loss of soil infiltration. 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 flow to permeable areas for on-site infiltration. One surface level infiltration basin and four (4) underground infiltration basins have been incorporated into the site plan to maximize on-site infiltration (see Section 3-8, Hydrology and Water Quality for additional information in this regard).

Parcels 1 to 9

Parcels 1 to 9 will consist of approximately 60,500 square feet of building area, and will be located west and north of the Redlands Crossing Walmart along Tennessee Street and San Bernardino Avenue. These Parcels will be entitled for various commercial/retail uses including three drive-thru fast-food facilities and one retail facility with a drive-thru lane. Implementation of the Project will also incorporate, as previously described, one surface level infiltration basin and four (4) underground infiltration basins. Parcel 1 will be entitled for retail and a gas station, which will be located at the southwest corner of the Project site, near the intersection of Tennessee Street and Pennsylvania Avenue. The gas station will include six pumps (12 dispensers), 3,000 square feet of retail uses with a drive-thru component, and a self-service car wash. Parcels 1 to 9 will be graded and constructed at the same time the Redlands Crossing Walmart is graded and constructed. Generally, the color scheme, landscaping, etc. of Parcels 1 to 9 will be of similar design as the Redlands Crossing

Walmart design (i.e. California contemporary retail). See discussion under Design and Appearance under Section 2.2.1 of the Project Description for additional information in this regard. In addition, Lot A of the Project will consist of an approximately 0.52 acre surface level infiltration basin.

Parking

According to the City of Redlands Municipal Code Section 18.164.240, shopping centers 100,000 square feet and greater require one space per 250 square feet of gross floor area. The Redlands Crossing Center Project proposes to provide 1,349 parking spaces on-site. Therefore, the Project will provide approximately 247 parking spaces over the parking requirements outlined within the City of Redlands Municipal Code Section 18.164.240.

Parcel 11 (Off-Site)

Parcel 11 (totaling 9.16 acres), is located between the extension of New York Street and Karon Avenue, immediately east of the Project site to be developed as described above, 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.

Analysis of Existing Walmart

There is an existing operational 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. 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 is seeking 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 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.

Employment

The Redlands Crossing Walmart 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. Most of the new employment opportunities created by the Project would be entry-level.

Project Objectives

The following are the development objectives for the Project to serve as the basis for considering the associated environmental impacts.

1. Maximize retail commercial property and sales tax revenues that would be accrued to the various agencies within the City of Redlands from the development of the Project site.
2. Facilitate customer convenience by providing a full range of goods and services (including grocery, gardening, dry goods, automotive, and other uses) within a single store.
3. Develop the Project site with a high-quality mix of retail, grocery, restaurant, and commercial uses that will complement each other and encourage one stop shopping thereby reducing vehicle miles traveled and vehicle trips in the community.
4. Provide convenient and affordable shopping opportunities to the residents of the City of Redlands and surrounding areas for a wide range of retail goods and services, including the provision of such goods and services on a 24-hour basis.
5. Provide the Redlands Crossing Center with a nationally recognized general-merchandise anchor to attract consumers and other businesses to the Project.
6. Provide an additional grocery outlet in the North Redlands Community to minimize travel, as well as provide convenient shopping opportunities for City residents.
7. Develop a new major retail and commercial center along Major Arterial streets and in close proximity to the 210 Freeway/San Bernardino Avenue Interchange in order to facilitate regional public access and promote the Project as a regional shopping destination.
8. Develop the vacant unused parcels comprising the Project site for retail-commercial uses in a manner that fully utilizes their development potential.

Significant Unavoidable Adverse Impacts

The Project would result in the following significant unavoidable impacts:

- **Operational Exceedance of the SCAQMD’s Regional Emission Thresholds:** Operation of the Project would violate SCAQMD’s regional emission thresholds for VOC, NO_x, CO, and PM₁₀ and result in a significant impact on a regional level even after mitigation. The Project may result in cumulative health effects from cumulative exposures from ozone, nitrogen dioxide, and PM₁₀.
- **Cumulative Exceedance of the SCAQMD’s Regional Emission Thresholds:** Operation of the Project would result in a cumulatively significant impact even after mitigation because of the exceedances of the SCAQMD’s regional emission thresholds for VOC, NO_x, CO, and PM₁₀. The Project may result in cumulative health effects from cumulative exposures from ozone and PM₁₀. The Project may result in cumulative health effects from cumulative exposures from ozone, nitrogen dioxide, and PM₁₀.
- **Horizon Year 2030 Traffic Conditions:**
 - Freeway Ramp and Mainline Improvements - Adverse and Unavoidable
There are no additional ramp merge and diverge junctions anticipated to operate at unacceptable levels of service with the addition of Project traffic, with the exception of the SR-210 Westbound on-ramp at San Bernardino Avenue and the I-10 Eastbound off-ramp to the SR-210 Westbound (upstream only). It should be noted that the I-10 Eastbound off-ramp to the SR-210 Westbound is a freeway-to-freeway diverge junction and is anticipated to operate at LOS “F” due to the addition of background growth and cumulative traffic in conjunction with Project traffic.

With respect to the significant impacts to the State facilities (mainline and ramp junctions) at the 2030 time horizon, no further mitigation measures or improvements are feasible.

The

I-10 Freeway and SR-210 Freeway would operate at LOS “F” even without the Project under Horizon Year 2030 traffic conditions. The Project’s contribution to cumulative impacts under 2030 conditions is relatively minor, involving only a small percentage of the forecast traffic occurring on the identified segments at Horizon Year 2030 traffic conditions. Because the City has no control over State facilities, and because the State facilities funded and planned to be developed under 2030 conditions are already anticipated to operate at LOS “E” and “F” even without the Project, there are no further mitigation measures that can be imposed upon the Project to mitigate its small cumulative contribution to significant impacts to the identified segments of SR-210 Freeway and I-10 Freeway under 2030 conditions. Caltrans has exclusive control over State highway improvements and State highway improvements are by and large a matter of Statewide control. Thus, for the aforementioned reasons there are no available and feasible

mitigation measures available to mitigate the Project's minor cumulative contribution to traffic on the SR-210 and I-10 Freeways under Horizon Year 2030 traffic conditions. Therefore, impacts in this regard will be significant and unavoidable and a Statement of Overriding Considerations will be developed for the deficient Caltrans facilities.

- Cumulative Impacts - Adverse and Unavoidable

Mitigation for the cumulative transportation impacts the Project will have on intersections is provided under Mitigation Measure TRANS 2. As such, the Project is required to pay its fair share/DIF amount of the improvement costs of the impacted intersections to mitigate the Project's traffic impacts (see Table 3.15-22 for a summary of transportation impact fee program improvements for Horizon Year 2030 conditions). Although these intersections may be improved, there are many uncertainties related to the timing of the full funding and completion of such improvements identified to maintain acceptable LOS in support of the Project. These uncertainties include payment of DIF fees/fair share payments by other development in the future, availability of non-DIF funding that may be available to the City in the future, and, for improvements located in County unincorporated areas, County decisions and funding availability for completing the necessary improvements. Due to these uncertainties, timely construction of improvements needed to address cumulative impacts cannot be guaranteed. Therefore, impacts in this regard will be significant and unavoidable and a Statement of Overriding Considerations will be developed.

Summary of Project Alternatives

Below is a summary of the alternatives to the Project considered in Section 6, Alternatives.

- **No Project Alternative:** The Project site would remain in its existing condition as vacant land.
- **10-Percent Reduction Alternative:** The 10-Percent Reduction Alternative would reduce the proposed Redlands Crossing Center total square footage from 275,500 square feet to 247,950. This alternative would represent a total net reduction of 27,550 square feet, or approximately 10 percent relative to the Project.
- **Walmart Standalone Alternative:** The Walmart Standalone Alternative would eliminate the proposed commercial and retail buildings in the Redlands Crossing Center Project, except for the Walmart. The total square footage would be reduced from 275,500 square feet to 215,000 square feet. The Walmart Standalone Alternative would represent a total net reduction of 60,500 square feet, or approximately 22 percent relative to the Project.
- **No Walmart/Medium-Sized Tenant Alternative:** Under this alternative total building area would be the same as the Project and the uses for the no-Walmart Parcels would be the same.

This alternative would differ from the Project, in that it would not include a “big box” anchor but would include medium- sized, individual tenants with retail space generally in the 15,000 square feet to 50,000 square feet range, as well as buildings associated with the Grocery, Nursery, and specialty automotive/tire function currently planned for the Walmart. All of these uses would occupy separate freestanding tenant spaces under this alternative.

Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

In 2007, the Project initially proposed for 310,000 square feet of commercial retail uses at the Project site. The Project would be anchored by a Walmart and would contain smaller complimentary retail, casual dining, and fuel station uses. The City originally issued the Notice of Preparation (NOP) for the Project on August 20, 2007.

However, the total square footage of the Project was revised after transmittal of the original NOP and thus, a Revised NOP was issued on February 27, 2009. The NOP described the Project and issues to be addressed in the EIR and was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period extending from February 27, 2009 through March 30, 2009. The NOP identified the potential for significant impacts on the environment related to the following topical areas:

- Aesthetics, Light, and Glare (includes Urban Decay)
- Geology, Soils, and Seismicity
- Agriculture Resources
- Hazards and Hazardous Materials
- Air Quality
- Hydrology and Water Quality
- Biological Resources
- Land Use
- Climate Change
- Noise
- Cultural Resources
- Public Services and Utilities
- Economic and Social Impacts Resulting from Physical Changes in the Environment
- Transportation

Disagreement Among Experts

This Draft EIR contains substantial evidence to support all the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the City of Redlands is not aware of any disputed conclusions at the time of this writing. Both the CEQA Guidelines and case law clearly provide the standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the lead agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to make an informed judgment about the environmental consequences of the Project.

Potentially Controversial Issues

A Limit on Big Box Stores ballot proposition, Measure O was on the June 8, 2010 ballot in the City of Redlands in San Bernardino County, where it was defeated. The Measure O initiative proposed the people of Redlands to add Chapter 18.275 to the Redlands Municipal Code to prohibit the approval of “Mega-Retail Development” be adopted. Measure O was placed on the ballot through the collection of signatures by a group of citizens who objected to plans by Walmart to build a supercenter in Redlands.

Below is a list of potentially controversial issues that were raised during the public review and hearing process of this Draft EIR.

- Aesthetics and Visual Character
- Criteria Pollutant Air Emissions
- Greenhouse Gas Emissions
- Construction and Operational Noise
- Traffic Congestion
- Urban Decay

It is also possible that evidence will be presented during the 45-day, statutory Draft EIR public review period that may create disagreement. Decision makers would consider this evidence during the public hearing process.

In rendering a decision on a project where there is disagreement among experts, the decision makers are entitled to weigh the evidence relating to the accuracy and sufficiency of the information and to decide whether to accept it. Decision makers need not resolve a dispute among experts. However, in their proceedings, decision makers must consider comments received concerning the adequacy of the Draft EIR and address any objections raised in these comments. In addition, where experts disagree on data or methodology, the Draft EIR should acknowledge the differing opinions and explain why a certain approach was rejected, supporting that explanation with substantial evidence.

Public Review of the Draft EIR

Upon completion of the Draft EIR, the City of Redlands filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161). Concurrently with the NOC, this Draft EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft EIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft EIR, including the technical appendices, is available for review at the City of Redlands offices and the Smiley Library. The address for each location is provided below:

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

City of Redlands
A.K. Smiley Public Library
125 W. Vine Street
Redlands, CA 92373

Agencies, organizations, and interested parties have the opportunity to comment on the Draft EIR during the 45-day public review period. Written comments on this Draft EIR should be addressed to:

Robert D. Dalquest, AICP
City of Redlands
Development Services Department, Planning Division
P.O. Box 3005
Redlands, CA 92373
Email: rdalquest@cityofredlands.org

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all environmental issues will be prepared. Written responses to comments made by public agencies during the official 45-day public review period will be provided those commenting agencies at least 10 days prior to any certification of the Final EIR. Comments received and the responses to comments will be included as part of the record for consideration by the decision makers for the Project.

Mitigation and Monitoring Program

CEQA requires public agencies to set up monitoring report programs for the purpose of ensuring compliance with those mitigation measures adopted as conditions of approval in order to mitigate or avoid significant environmental effects as identified in an EIR. A mitigation-monitoring program, incorporating the mitigation measures set forth in this document, would be adopted at the time of any certification of this EIR.

Executive Summary Matrix of Environmental Impacts and Mitigation Measures

Table ES-1 summarizes the potential environmental effects of the Project, the recommended mitigation measures, and the level of significance after mitigation. As shown in Table ES-1, two (2) of the environmental impacts are noted as “significant” after mitigation, and therefore, the adoption of a statement of overriding considerations (CEQA Section 15093) will be required. The impacts that were evaluated for the Project are classified as (1) no impact; (2) less than significant impact (adverse effects that are not substantial according to CEQA); or (3) significant, (substantial adverse changes in the environment). Mitigation measures are listed, where feasible, for each significant impact. The table is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding section of this EIR. Table ES-1 is included in the EIR as required by CEQA Guidelines Section 15123(b)(1).

Table ES-1: Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Section 3.1 - Aesthetics		
Impact AES-1: Have a substantial adverse effect on a scenic vista?	Less than significant. No mitigation measures are required.	Less than significant.
Impact AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	Less than significant. No mitigation measures are required.	Less than significant.
Impact AES-3: Substantially degrade the existing visual character or quality of the site and its surroundings?	Less than significant. No mitigation measures are required.	Less than significant.
Impact AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially Significant. 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.	Less than significant.
Section 3.2 - Agriculture		
Impact AG-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Less than significant. No mitigation measures are required.	Less than significant.
Impact AG-2: Would the Project: Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Less than significant. No mitigation measures are required.	Less than significant.
Impact AG-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No impact. No mitigation measures are required.	No impact.

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Impact AG-4: Result in the loss of forest land or conversion of forest land to non-forest use?	No impact. No mitigation measures are required.	No impact.
Impact AG-5: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	Less than significant. No mitigation measures are required.	Less than significant.
Section 3.3 - Air Quality		
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan?	<p>MM AQ-1: During construction, one of the following scenarios shall be applied:</p> <ul style="list-style-type: none"> • 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. <p>MM AQ-2: During construction, paving shall not occur during the building or grading phases. Paving can occur during architectural coating (painting).</p>	Less than significant.
Impact AQ-2: Violate an air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant. Mitigation Measures AQ-1 and AQ-2 are required (see Impact AIR-1).	Less than significant.
Impact AQ-3: Result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<p>Potentially Significant.</p> <p><i>Construction Criteria Air Pollutant Measures</i> Mitigation Measure AQ-1 and AQ-2 are required (see Impact AIR-1). MM AQ-3: Paint used during construction of the Project shall have a volatile organic compound content less than 125 grams per liter.</p> <p><i>Operational Criteria Air Pollutant Measures</i> Mitigation measure T-6a is also required. MM AQ-4: Electrical hookups shall be provided in all loading docks for transportation refrigeration units visiting the site. MM AQ-5: The City of Redlands shall improve traffic flow by signal</p>	<p>Construction Emissions: Less than significant.</p> <p>Operational emissions: Significant and Unavoidable</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>synchronization along San Bernardino Avenue, Tennessee Street, and Pennsylvania Avenue.</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>MM AQ-7: The Project shall incorporate pedestrian pathways between on-site 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.</p> <p>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:</p> <ul style="list-style-type: none"> 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. c) Advertise the TDM Program to the Project’s employees. <p>MM AQ-9: Bicycle parking shall be provided in safe and convenient locations throughout the Project, within 30 feet from all main entrances.</p> <p>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</p>	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>by 15 inches deep and reserved for employees who bicycle to work.</p> <p>MM AQ-11: Class II bicycle lanes shall be provided on the new sections of roadway constructed or sides of any roadways that are widened as part of this Project.</p>	
<p>Impact AQ-4: Expose sensitive receptors to substantial pollutant concentrations?</p>	<p>Potentially Significant. Mitigation Measures AQ-1 and AQ-2 are required.</p>	<p>Less than significant.</p>
<p>Impact AQ-5: Create objectionable odors affecting a substantial number of people?</p>	<p>Potentially Significant.</p> <p>MM AQ-12: The Project shall have a Maintenance Plan for any detention basins, which includes a description of the routine and non-routine maintenance. The Plan shall include the following components:</p> <ul style="list-style-type: none"> • Routine inspections, particularly after major rainfall events, to check for obstructions and damage and to remove debris/trash. • Vegetation management, including prohibiting the use of fertilizers and pesticides in and around the basins to minimize entry into downstream waters or the underwater basin. • Routine trash, debris, and litter removal. • Structural component check, to inspect the outlet structure, inlet, orifice, emergency spillway (if applicable) on a regular basis. • Non-routine maintenance such as bank erosion stabilization and ensuring that all surfaces of the basin are vegetated for proper infiltration of runoff. • Sediment removal once per year to ensure that the depth of the accumulated sediment is less than 25 percent of the original design depth. Sediment blocking inlets or outlets should be removed. 	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Section 3.4 - Biological Resources		
<p>Impact BR-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS?</p>	<p>Potentially Significant.</p> <p>The following mitigation measures are recommended based upon the findings of the biological resource and habitat assessment report. The implementation of the following measures shall reduce the potential significant impact to sensitive species to less than significant level.</p> <p><i>Western Burrowing Owl (BUOW)</i></p> <p>MM BR-1a: A protocol focus survey for BUOW shall be conducted pursuant to CDFG protocols and prior to grading activities to determine presence or absence. If owls are found, passive relocation (i.e., use of one-way doors to ensure owls have been evacuated and then collapse of burrows) shall be used to ensure that no owls are directly injured or killed during construction. Active relocation shall not be employed unless approved by the CDFG prior to grading, and if passive relocation has been determined not to be practical. Active relocation would entail capture of the owls, relocation off-site, construction of an artificial burrow, and fencing and feeding to habituate the owls to the new burrow.</p> <p><i>Nesting Birds</i></p> <p>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.</p>	<p>Less than significant.</p>
<p>Impact BR-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Impact BR-3: Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than significant. No mitigation measures are required.	Less than significant.
Impact BR-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	Less than significant. No mitigation measures are required.	Less than significant.
Impact BR-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant. No mitigation measures are required.	Less than significant.
Impact BR-6: Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Less than significant. No mitigation measures are required.	Less than significant.
Section 3.5 - Cultural Resources		
Impact CR-1: Cause a substantial adverse change in the significance of a historical resource as defined in CEQA §15064.5?	Less than significant. No mitigation measures are required.	Less than significant.
Impact CR-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA §15064.5?	Potentially Significant. The following mitigation measures were developed to address potentially significant impacts to buried archaeological resources that may occur as a result of Project-related earthmoving. 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	Less than significant.

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>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.</p> <p>The CMMP shall contain the following attributes, and if needed, additional attributes may be added at the request of the City:</p> <ul style="list-style-type: none"> 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 work week 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 	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>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.</p> <p>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</p> <p>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:</p> <p>a) If the resource is determined Not Significant, no additional mitigation measures, saves for recordation of the site onto DPR523 site forms, will be required. Construction-related earthmoving can resume in the area of the find.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>xi) In the event that any potentially significant cultural remains are</p>	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>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.</p> <p>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.</p> <p>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 MM 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.</p>	
<p>Impact CR-3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p>Potentially Significant.</p> <p>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</p>	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>pre-grade meeting shall occur between the Project Paleontologist, the grading contractor, and a City representative to discuss the details of the PRIMP.</p> <p>The PRIMP shall contain the following attributes, and if needed, additional attributes may be added at the request of the City:</p> <ul style="list-style-type: none"> 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 data bases) 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 	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>support the resultant findings.</p> <p>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.</p>	
<p>Impact CR-4: Disturb any human remains, including those interred outside of formal cemeteries?</p>	<p>Potentially Significant.</p> <p>MM CR-4a: If human remains are uncovered under any circumstances, the County Coroner shall be notified. If the Coroner 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.</p>	<p>Less than significant.</p>
<p>Section 3.6 - Geology and Soils</p>		
<p>Impact GS-1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: fault rupture; seismic groundshaking or ground failure, including liquefaction; landslides?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact GS-2: Result in substantial soil erosion or the loss of topsoil?</p>	<p>Less than significant.</p> <p>Refer to the mitigation measures MM HWQ 1a- and HWQ 1-b (See DEIR Section 3.8 Hydrology and Water Quality), and all other applicable water quality standards and requirements.</p>	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
<p>Impact GS-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	<p>Potentially Significant.</p> <p>MM GS-3a: The developer shall implement the grading recommendations identified in the Geotechnical Report (KA 2005). Prior to the commencement of building construction, the applicant shall retain a qualified engineer to design foundations adequate to support the Project's structures where necessary, based on the recommendations of the Geotechnical Report (KA 2005). Settlement analysis shall be performed once the structural design loads and foundation system geometry have been defined for each building. The total settlement due to foundation loads shall not exceed the 1-inch. The differential settlements shall be less than 1-inch between adjacent columns and perimeter walls to adjacent columns, and less than 1/2-inch in 40 feet along perimeter walls. Most of the settlement is expected to occur during construction as the loads are applied.</p>	<p>Less than significant.</p>
<p>Impact GS-4: Be located on expansive soil, as defined in Table 18-1-A of the California Building Code (2007), creating substantial risks to life or property?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact GS-5: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Section 3.7 - Hazards and Hazardous Materials</p>		
<p>Impact HHM-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<p>Potentially significant.</p> <p>Septic systems or domestic wells may be uncovered during excavation. Therefore, the following measure is recommended to reduce the potential risks during grading.</p> <p>MM HHM-1a: If septic systems or domestic water wells are identified during excavation of the Project site, then the septic systems and domestic water wells shall be properly abandoned/closed or destroyed in accordance with Section 13.42.020, Permits, of the City of Redlands Municipal Code.</p>	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>Development of the Project will remove a historic source of potential hazmat contamination (i.e., agricultural uses). However, on-site excavation could release hazardous materials. Therefore, the following measures are recommended to reduce the potential risks during grading.</p> <p>MM HHM-1b: If any hazardous materials or contamination is found during excavation, all work shall be halted in the affected area until a qualified hazmat consultant (i.e., Registered Environmental Assessor, Registered Geologist) makes a determination as to the scope and extent of the contamination. If contamination is limited, remediation of the site shall be conducted by a licensed contractor in accordance with State and local guidelines. Any soils removed from the site that have high levels of DDT or DDE shall be disposed of at a landfill or other facility licensed to accept such materials. If the scope of the contamination is considered extensive, the developer shall contact the State DTSC to determine the appropriate form of remediation, which may include the developer entering into a Voluntary Work Plan (VWP). The hazmat consultant shall file a final report to the City upon completion of remediation activities. This measure shall be implemented to the satisfaction of the Development Services Director or his designee.</p> <p>MM HHM-1c: Any removal of the soils from the entire site identified to contain elevated levels of DDT and DDE will require profiling and manifesting for disposal as potentially hazardous waste. If contamination is limited, remediation of the site shall be conducted by a licensed contractor in accordance with State and local guidelines. If the scope of the contamination is considered extensive, the developer shall contact the State DTSC to determine the appropriate form of remediation, which may include the developer entering into a VWP. The hazmat consultant shall file a final report to the City upon completion of remediation activities. This measure shall be implemented to the satisfaction of the Development Services Director or his designee.</p>	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Impact HHM-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	Potentially significant. Through mitigation measure MM HHM-1a through MM HHM-1c the potentially significant impact can be reduced to less than significant.	Less than significant.
Impact HHM-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than significant. No mitigation measures are required.	Less than significant.
Impact HHM-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than significant. No mitigation measures are required.	Less than significant.
Impact HHM-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working the project area?	Less than significant. No mitigation measures are required.	Less than significant.
Impact HHM-6: For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Less than significant. No mitigation measures are required.	Less than significant.
Impact HHM-7: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant. No mitigation measures are required.	Less than significant.
Impact HHM-8: Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Less than significant. No mitigation measures are required.	Less than significant.

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Section 3.8 - Hydrology and Water Quality		
<p>Impact HWQ-1: Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality?</p>	<p>Potentially significant.</p> <p><i>Construction Mitigation Measure</i></p> <p>MM HWQ-1a: Prior to the issuance of grading permits for any portion or phase of the Project, the Project applicant shall submit an NOI to the State Water Board and shall also prepare a SWPPP, which shall be submitted to the Regional Water Board for approval and to the City for review. The SWPPP shall contain a site map(s), which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the Project. The SWPPP shall list BMPs the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP shall contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs. Once approved by the City, the applicant’s contractor shall be responsible, throughout the duration of the Project for installing, constructing, inspecting, and maintaining the control measures included in the SWPPP and Grading Plan.</p> <p><i>Operation Mitigation Measure</i></p> <p>MM HWQ-1b: Prior to building permit issuance for any portion or phase of the Project, the applicant shall receive City approval for the Final WQMP. Prior to final building inspection, the applicant shall be responsible for installing, constructing, inspecting all provisions of the final WQMP, and maintaining the control measures included in the Final WQMP. Operation and maintenance (O&M) requirements for all Source Control, Site Design, and Treatment Control BMPs shall be identified within the WQMP. The WQMP shall include the following:</p> <p>O&M Description and Schedule That Must:</p> <ul style="list-style-type: none"> • List and identify each BMP that requires O&M. • Provide a thorough description of O&M activities (include the O&M process, and the handling and placement of any wastes). • Include BMP start-up dates. 	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • Provide a schedule of the frequency of O&M for each BMP. • Inspection & Monitoring Requirements That Must: • Provide thorough descriptions of water quality monitoring (if locally required). • Provide self-inspections and record keeping requirements for BMPs (review local specific requirements regarding self-inspections and/or annual reporting), including identification of responsible parties for inspection and record keeping. • Identification of Responsible Parties That Must: • Provide the party or parties that will be responsible for each BMP O&M. For each responsible party, include the party’s name, address, contact name and telephone number. 	
<p>Impact HWQ-2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)</p>	<p>Potentially significant.</p> <p>MM HWQ-2a: Prior to issuance of building permits, the Project applicant shall submit landscaping plans to the City of Redlands for review and approval that identify and require the use of the following outdoor irrigation water conservation measures:</p> <ul style="list-style-type: none"> • Drought resistant vegetation • Irrigation systems employing the following features: <ul style="list-style-type: none"> - Drip irrigation - Low-precipitation-rate sprinklers - Bubbler/soaker systems - Programmable irrigation controllers with automatic rain shutoff sensors - Matched precipitation rate nozzles that maximize the uniformity of the water distribution characteristics of the irrigation system - Conservative sprinkler spacings that minimize overspray onto paved surfaces - Hydrozones that keep plants with similar water needs in the same irrigation zone • Minimally or gently sloped landscaped areas to minimize runoff and maximize infiltration 	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • Organic topdressing mulch in non-turf areas to decrease evaporation and increase water retention <p>MM HWQ-2b: Prior to issuance of building permits, the Project applicant shall submit building plans to the City of Redlands for review and approval that identify and require the use of the following indoor water conservation measures:</p> <ul style="list-style-type: none"> • Low-flow or ultra-low-flow toilets and urinals; • Faucet aerators or low-flow faucets in bathrooms; and • Sensor-activated, low-flow faucets. <p>MM HWQ-2c: Prior to issuance of the certificate of occupancy, the Project applicant shall install the “purple pipe” system (used to distinguish recycled water from potable water) within the landscaped areas, as approved by the City Engineer, for future use of recycled irrigation water from the Redlands Municipal Utilities and Engineering Department.</p>	
<p>Impact HWQ-3: Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or which would result in flooding on- or off-site?</p>	<p>Potentially significant. Mitigation Measures MM HWQ-1a and MM HWQ-1b (See Impact HWQ-1 for mitigation measures).</p>	<p>Less than significant.</p>
<p>Impact HWQ-4: Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact HWQ-5: Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact HWQ-6: Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Impact HWQ-7: Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Less than significant. No mitigation measures are required.	Less than significant.
Impact HWQ-8: Inundation by seiche, tsunami, or mudflow?	Less than significant. No mitigation measures are required.	Less than significant.
Section 3.9 - Land Use and Planning		
Impact LUP-1: Physically divide an established community?	Less than significant. No mitigation measures are required.	Less than significant
Impact LUP-2: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant. No mitigation measures are required.	Less than significant
Impact LUP-3: Conflict with any applicable habitat conservation plan or natural communities conservation plan?	Less than significant. No mitigation measures are required.	Less than significant
Section 3.10 - Mineral Resources		
Impact MR-1: Result in the loss of availability of a known mineral resource.	Less than significant. No mitigation measures are required.	Less than significant
Impact MR-2: Result in the loss of availability of a locally important mineral resource recovery site.	Less than significant. No mitigation measures are required.	Less than significant

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Section 3.11 - Noise		
<p>Impact N-1: Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact N-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact N-3: A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact N-4: A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?</p>	<p>Potentially significant impact with respect to construction noise.</p> <p>MM N-1: The Project applicant shall require construction contractors to adhere to the following noise attenuation requirements:</p> <ul style="list-style-type: none"> • Construction activities shall be limited to the hours of 7:00 a.m. to 6:00 p.m., except Sundays and holidays. No construction shall be allowed on Sundays or holidays. • All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. • Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from the nearby noise sensitive uses. • The existing berm along the eastern edge of the Project site shall be preserved and a minimum 10-foot high temporary noise barrier with a minimum STC 12 rating shall be placed along the length of the eastern property line that is adjacent to Karon Street. The temporary noise barrier shall be placed on the top of the existing berm. The temporary noise barrier shall be installed prior to the commencement of grading activities and shall not be removed until completion of building construction. A noise barrier with a minimum STC 12 rating could be obtained through the use of ½ inch or greater plywood/ oriented strand board (OSB), or from acoustically rated vinyl curtains. 	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
<p>Impact N-5: For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact N-6: For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Section 3.12 - Population and Housing</p>		
<p>Impact PH-1: Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact PH-2: Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</p>	<p>No impact. No mitigation measures are required.</p>	<p>No impact.</p>
<p>Impact PH-3: Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?</p>	<p>No impact. No mitigation measures are required.</p>	<p>No impact.</p>
<p>Impact PH-4: Conflict with regional growth policies established by the Southern California Association of Governments (SCAG) as they relate to population, housing, and employment in the Project area?</p>	<p>Less than significant impact relative to SCAG growth policies. No mitigation measures are required other than Project-specific measures identified in other sections (e.g., air, climate change, water, biology, traffic, etc).</p>	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Section 3.13 - Public Services		
<p>Impact PS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Fire Protection?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact PS-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Police Protection?</p>	<p>Potentially significant.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>Less than significant.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
<p>Impact PS-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Schools?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Section 3.14 - Recreation</p>		
<p>Impact R-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Impact R-2: Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?</p>	<p>Less than significant. No mitigation measures are required.</p>	<p>Less than significant.</p>
<p>Section 3.15 - Transportation</p>		
<p>Impact T-1: Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) and/or exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?</p>	<p>Potentially significant. <i>Direct Project Impacts</i> The following mitigation measures reduce the Project's direct impacts to below a level of significance. These measures shall be implemented and improvements constructed prior to the issuance of occupancy permits.</p> <p>MM TRANS-1a: Alabama Street/I-10 Westbound Ramps (#9) - The addition of Project traffic would result in unacceptable levels of service during the Saturday peak hour as compared to existing (2010) conditions.</p> <ul style="list-style-type: none"> • Southbound Approach: Stripe for a southbound right turn lane. <p>MM TRANS-1b: SR-210 Eastbound Ramps/San Bernardino Avenue (#12) - 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.</p>	<p>Direct Project Impacts - Less than significant.</p> <p>Cumulative Project Impacts - Significant and unavoidable.</p> <p>Freeway Ramp and Mainline Improvements - Significant and unavoidable.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • Southbound Approach: Re-stripe the number 1 through lane to provide a 2nd left turn lane. • Eastbound Approach: Re-stripe the right turn lane to provide a shared through-right turn lane (with a minimum of 550-feet of storage). <p>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.</p> <ul style="list-style-type: none"> • 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. <p>MM TRANS-1d: 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.</p> <ul style="list-style-type: none"> • Install a traffic signal. <p>MM TRANS-1e: 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.</p> <ul style="list-style-type: none"> • 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. <p><i>Cumulative Impacts</i></p> <p>The applicant will be required to provide payment for their fair share of the improvements identified under Mitigation TRANS-2 as described below. Fair share improvements are typically satisfied through the payment of fees for improvements included in an established fee program, a financial contribution based on estimated costs of improvements as assigned by the approving jurisdiction, specific improvements that are significantly triggered by the Project or a</p>	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>combination of these strategies. Several of the facilities forecasted to be impacted under cumulative conditions would be funded by the City of Redlands Development Impact Fee (DIF) Program, while many of them are not included in the DIF. Table 3.15-22 outlines which improvements are in the DIF, those improvements that are not included, and also provides a fair share percent calculation for the Project. However, cumulative impacts will remain significant and unavoidable due to the uncertain timing of the completion of improvements.</p> <p>MM TRANS-2: The applicant shall participate in the funding of off-site improvements, including traffic signals that are needed, as identified in Mitigation Measures 2a through 2t to serve cumulative traffic conditions through the payment of City of Redlands Development Impact Fees (DIF) or through a fair share contribution, or combination of both, as directed by the City.</p> <p>MM TRANS-2a: California Street/I-10 Westbound Ramps (#3) This intersection can be mitigated by providing the following geometric improvement:</p> <ul style="list-style-type: none"> • Westbound Approach: Widen to provide a left turn lane. <p>MM TRANS-2b: California Street/Redlands Boulevard (#5) This intersection can be mitigated by implementing protected left turn phasing on all approaches in conjunction with the following geometric improvement:</p> <ul style="list-style-type: none"> • Northbound Approach: Widen to provide a left turn lane. <p>Striping shall be provided within the intersection for the eastbound and westbound left turning vehicles due to the off-set nature of the intersection.</p> <p>MM TRANS-2c: Alabama Street/San Bernardino Avenue (#7) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Northbound Approach: Re-stripe to provide a dedicated northbound right turn lane with overlap phasing. 	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • Westbound Approach: Widen to provide a 2nd left turn lane. <p>MM TRANS-2d: Alabama Street/Lugonia Avenue (#8) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Northbound Approach: Widen to provide a 2nd left turn lane, 3rd through lane and a right turn lane with overlap phasing. • Southbound Approach: Widen to provide a 2nd left turn lane. • Eastbound Approach: Widen to provide a 2nd left turn lane and right turn lane with overlap phasing. <ul style="list-style-type: none"> • Westbound Approach: Widen to provide a 2nd left turn lane. <p>MM TRANS-2e: Alabama Street/I-10 Westbound Ramps (#9) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Northbound Approach: Widen to provide a 2nd left turn lane and a 3rd through lane. • Southbound Approach: Widen to provide a 3rd through lane and a right turn lane. <p>MM TRANS-2f: Alabama Street/I-10 Eastbound Ramps (#10) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Northbound Approach: Widen to provide a 3rd through lane and a right turn lane. • Southbound Approach: Widen to provide a 2nd left turn lane and a 3rd through lane. • Eastbound Approach: Widen to provide a dedicated right turn lane. <p>MM TRANS-2g: Alabama Street/Redlands Boulevard (#11) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Northbound Approach: Widen to provide a 2nd left turn lane and a 3rd through lane. 	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • 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. <p>MM TRANS-2h: SR-210 Eastbound Ramps/San Bernardino Avenue (#12) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • 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. <p>MM TRANS-2i: SR-210 Westbound Ramps/San Bernardino Avenue (#14) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • 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. <p>MM TRANS-2j: Tennessee Street/Lugonia Avenue (#17) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • 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. 	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>MM TRANS-2k: Tennessee Street/I-10 Eastbound Ramps (#19) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Northbound Approach: Widen to provide a right turn lane. • Eastbound Approach: Widen to provide a right turn lane. <p>MM TRANS-2l: Tennessee Street/Colton Avenue (#20) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Southbound Approach: Widen to provide a 2nd left turn lane. • Westbound Approach: Widen to provide a right turn lane. <p>MM TRANS-2m: Tennessee Street/Redlands Boulevard (#21) This intersection can be mitigated by protecting the north and south left turn movements and providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Northbound Approach: Widen to provide a left turn lane. • Southbound Approach: Widen to provide a left turn lane. <p>MM TRANS-2n: New York Street/Lugonia Avenue (#27) This intersection can be mitigated by providing the following geometric improvement:</p> <ul style="list-style-type: none"> • Westbound Approach: Widen to provide a 2nd through lane. <p>MM TRANS-2o: Texas Street/Brockton Avenue (#31) This intersection can be mitigated by installing a traffic signal and providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Northbound Approach: Widen to provide a left turn lane. • Southbound Approach: Widen to provide a left turn lane. <p>MM TRANS-2p: Orange Street/Pioneer Avenue (#35) This intersection can be mitigated by installing a traffic signal. No other lane geometric improvements are needed.</p>	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>MM TRANS-2q: Church Street/San Bernardino Avenue (#40) This intersection can be mitigated by installing a traffic signal and providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Northbound Approach: Re-stripe to provide one left turn lane and a shared through-right turn lane. • Southbound Approach: Re-stripe to provide one left turn lane and a shared through-right turn lane. • Eastbound Approach: Widen to provide a left turn lane and 2nd through lane. • Westbound Approach: Widen to provide a left turn lane and 2nd through lane. <p>MM TRANS-2r: Church Street/Lugonia Avenue (#41) This intersection can be mitigated by protecting the northbound and southbound approach left turn movements and providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Northbound Approach: Widen to provide a left turn lane and 2nd through lane. • Southbound Approach: Widen to provide a left turn lane and 2nd through lane. <p>MM TRANS-2s: University Street/San Bernardino Avenue (#42) This intersection can be mitigated by installing a traffic signal and providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Eastbound Approach: Widen to provide a 2nd through lane. • Westbound Approach: Widen to provide a 2nd through lane. <p>MM TRANS-2t: Judson Street/San Bernardino Avenue (#44) This intersection can be mitigated by providing the following geometric improvements:</p> <ul style="list-style-type: none"> • Eastbound Approach: Widen to provide a left turn lane and 2nd through lane. • Westbound Approach: Widen to provide a left turn lane and 2nd through lane. 	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p><i>Site Access and On-Site Roadway Improvements</i></p> <p>Roadway improvements necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are described below. These improvements should be in place prior to occupancy.</p> <p>Site Access Improvements</p> <p>Site access driveway improvements for the Project are described below. Construction of on-site and site adjacent improvements shall occur in conjunction with adjacent project development activity or as needed for Project access purposes. These improvements shall be in place prior to occupancy, to ensure impacts are mitigated to a level of less than significant.</p> <p>MM TRANS-3a: 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.</p> <p>MM TRANS-3b: 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.</p> <p>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.</p>	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>MM TRANS-3d: 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.</p> <p>MM TRANS-3e: 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.</p> <p>MM TRANS-3f: 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.</p> <p>MM TRANS-3g: 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.</p> <p>MM TRANS-3h: On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site.</p>	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	<p>MM TRANS-3i: 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.</p> <p>On-Site Roadway Improvements Site-adjacent roadway improvements for the Project are described below. Construction of site-adjacent roadway improvements shall occur in conjunction with adjacent Project development activity or as needed for Project access purposes.</p> <p>MM TRANS-4a: San Bernardino Avenue - Construct at its ultimate half-section width as a Major Arterial (120-foot right-of-way) between Tennessee Street and New York Avenue, consistent with the circulation recommendations found in the East Valley Corridor Specific Plan.</p> <p>MM TRANS-4b: Tennessee Street - Construct at its ultimate full-section width as a Minor Arterial (88-foot right-of-way) between San Bernardino Avenue and Pennsylvania Avenue, consistent with the City of Redlands General Plan Circulation Element.</p> <p>MM TRANS-4c: New York Avenue - Construct a minimum of one lane in each direction of travel and a two-way-left-turn lane (painted median) on New York Avenue between San Bernardino Avenue and Pennsylvania Avenue (66-foot right-of-way).</p> <p>MM TRANS-4d: Pennsylvania Avenue - Construct a minimum of one lane in each direction of travel and a two-way-left-turn lane (painted median) on Pennsylvania Avenue between Tennessee Street and New York Avenue (48-foot right-of-way). It should be noted that the construction of Pennsylvania Avenue along the Project frontage will not connect to the existing Pennsylvania Avenue east of Karon Street.</p> <p>MM TRANS-4e: Roadways adjacent to the Project, site access points and site-adjacent intersections will be constructed to be consistent with the recommended roadway classifications and respective cross-sections</p>	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
	in the East Valley Corridor Specific Plan (the governing land use document for the area north of the Project site which includes San Bernardino Avenue).	
Impact T-2: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Less than significant. No mitigation measures are required.	Less than significant.
Impact T-3: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant. No mitigation measures are required.	Less than significant.
Impact T-4: Result in inadequate emergency access?	Less than significant. No mitigation measures are required.	Less than significant.
Impact T-5: Result in inadequate parking capacity?	Less than significant. No mitigation measures are required.	Less than significant.
Impact T-6: Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	Potentially significant. MM TRANS-6a: Prior to Project occupancy, the Project applicant shall install an enhanced Omnitrans bus stop to serve the Project site. The bus stop shall conform to Omnitrans requirements and include, at a minimum: a shelter, signage, transit information, lighting, and a trash receptacle. Alternately, the Project applicant can satisfy this requirement by providing payments to Omnitrans for the cost of this improvement if Omnitrans commits to having it in place prior to Project occupancy. The design of the bus shelter shall be compatible with the architecture of the Project.	Less than significant.
Section 3.16 - Utilities		
Impact U-1: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less than significant. No mitigation measures are required.	Less than significant.
Impact U-2: Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less than significant. No mitigation measures are required.	Less than significant.

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Impact U-3: Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less than significant. No mitigation measures are required.	Less than significant.
Impact U-4: Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially significant. See Mitigation Measures HWQ-2a through HWQ-2c.	Less than significant.
Impact U-5: Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than significant. No mitigation measures are required.	Less than significant.
Impact U-6: Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	Less than significant. No mitigation measures are required.	Less than significant.
Impact U-7: Comply with federal, state, and local statutes and regulations related to solid waste?	Less than significant. No mitigation measures are required.	Less than significant.
Section 3.17 - Greenhouse Gases		
Impact GHG-1: Generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment?	Potentially significant. MM GHG-1: Walmart shall use refrigerants in its refrigerator and freezer system with an average global warming potential of 1,893 or lower. Mitigation Measures AQ-5, AQ-7, AQ-8, AQ-9, AQ-10, AQ-11, HYD-2a, HYD-2b (see the hydrology section of this DEIR), and T-6a (see the transportation section of this DEIR) are required.	Less than significant.
Impact GHG-2: Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant. No mitigation measures are required.	Less than significant.

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

EIR Section Thresholds	Summary of Impacts and Proposed Mitigation Measures	Significance After Mitigation
Section 3.18 - Urban Decay		
Impact UD-1: Create long-term store vacancies or result in the abandonment of buildings within the retail market served by the Project?	Less than significant. No mitigation measures are required.	Less than significant.
Impact UD-1: 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?	Less than significant. No mitigation measures are required.	Less than significant.