

CHURCH STREET AND SAN BERNARDINO AVENUE TRAFFIC SIGNAL INSTALLATION

Class 1 Categorical Exemption

Applicant:

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Owner:

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35 Cajon Street, Suite 15A
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Project Access:

Church Street and San Bernardino Avenue Traffic Signal

March 2026

1.0 PROJECT DESCRIPTION

The City of Redlands (City), located at the base of the San Bernardino Mountains in San Bernardino County, California proposes the installation of a traffic signal at the intersection of Church Street and San Bernardino Avenue. The project consists of installing new left turn lanes, access curb ramps and new traffic signal equipment including new traffic signal poles which will require excavation at the project location. The project intersection is located north of Interstate 10 and is depicted in the *Project Location Map*, in Appendix A.

1.1 Project Implementation

As described in further detail below, the proposed Project components will not require expansion of roadways because the proposed traffic signal improvements are within the existing, paved City right-of-way.

1.2 Project Elements

This section describes the proposed traffic signal improvements of this project that are proposed at the intersection of Church Street and San Bernardino Avenue in the City of Redlands. When applicable, the descriptions below are summarized from the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (FHWA, 2009); also referred to as the MUTCD.

Traffic Signal Equipment

This item involves the installation of new traffic signal equipment including signal controller cabinet on new foundation, electrical service pedestals, traffic signal standard with foundations, safety LED lighting, vehicle heads, countdown pedestrian heads, ADA pedestrian push buttons, retroreflective street name signs, video detection system, Emergency Vehicle Pre-emption (EVP) system, pull boxes, conduits, and wiring/cabling in accordance with the CA MUTCD, State and Federal guidelines. Excavation for the proposed improvements is estimated to range from 2.5 feet to 13 feet in depth. The new traffic signal will improve the safety for all modes of transportation at the intersection and will allow for safer pedestrian crossings.

Signing and Striping

This action involves installing new signs per the CA MUTCD guidelines to better guide traffic and enhance safety at the intersection. Installation of new left turn lanes on the east/west directions via striping will also be incorporated as part of this action to separate left turning vehicles from through traffic and improve safety.

Update Curb Ramps

This item will improve safety by updating outdated curb ramps for Americans with Disability Act (ADA) compliance.

2.0 SURROUNDING LAND USES AND SETTING

The Church Street and San Bernardino Avenue Traffic Signal Installation Project is within primarily urbanized area in the City of Redlands. According to the City of Redlands General Plan 2035 Land Use Map (November 2022), land uses at the intersection to receive improvements include Low Density Residential, Parks/Golf Courses and Public/Institutional. The land use at the project intersection is identified in Appendix B, *Redlands General Plan Land Use Map*.

3.0 GENERAL PLAN ROADWAY CLASSIFICATIONS

The City of Redlands General Plan Connected City Element (City of Redlands, 2017) classifies the streets at the project intersection as follows and identified in Appendix C, Roadway Classification Map:

- San Bernardino Avenue – Minor Arterial
- Church Street – Collector

4.0 CLASS 1 CATEGORICAL EXEMPTION CHECKLIST

INFORMATION DEMONSTRATING THAT THE PROJECT SATISFIES THE CONDITIONS DESCRIBED IN SECTION 15301(c) OF TITLE 14 OF THE CALIFORNIA CODE OF REGULATIONS:

Exempt Status

Class 1 Categorical Exemptions

Type, Section or Code

Section 15301 (c): EXISTING FACILITIES

Reasons for Exemption

CEQA Guidelines Section 15301 (c) Existing Facilities, Class 1. Section 15301 Existing Facilities Class 1 consists of “the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.” The Type of “existing structures and facilities” exemplified below is the key consideration that applies to:

(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).

This Project meets Section 15301 Existing Facilities Class 1(c), because the exemption is related to the capacity and existing use of the roadway. The implementation of the new traffic signal, curb ramp improvements, and signing and striping will occur within the existing City right-of-way (ROW) for the purpose of enhancing public safety and will not result in an expansion of use or capacity.

Projects must also meet the following tests to be eligible for a CE:

1. *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The Project will implement a new traffic signal within existing paved roadways and within City right-of-way. This exception does not apply because the Project falls within the Class 1, Existing Facilities, exemption.

2. *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The Project will implement a new traffic signal within existing paved roadways and within City right-of-way. The nature of these improvements will not create a significant cumulative impact on the environment.

3. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The Project will implement a new traffic signal within existing paved roadways and within City right-of-way. The project will include installation of traffic signal poles, pull boxes, conduits, and access curb ramps which will require some excavation on previously disturbed ground. Project impacts would be typical construction related effects such as dust, and noise and would be temporary in nature. Appropriate measures during construction will be implemented to avoid and minimize environmental impacts throughout the construction activities. Once constructed, the Project would not result in significant effect on the environment.

4. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The project will not result in damage to scenic resources, including trees, historic buildings, rock outcroppings or similar resources. The project footprint is in an existing urban environment and would not result in tree removal or changes to natural geological aesthetic areas. Therefore, there would be no impacts to natural scenic resources with implementation of the Project.

5. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. Section 65962.5 of the California Government Code requires the Department of Toxic Substances Control to compile and update, at least annually, a list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.*

The Geo Tracker and EnviroStor databases were searched for Section 65962.5 hazardous waste sites on or near the project site, and it was concluded that there are no active hazardous waste sites located at or within 1,000 feet of the intersection of Church Street and San Bernardino Avenue. The Geo Tracker and EnviroStor Maps are included in Appendix D.

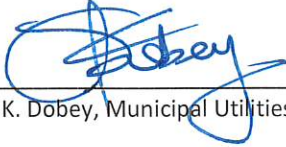
6. *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

According to the City of Redlands General Plan 2035, there are no historical structures within or near the Project footprint that would be impacted by the Project. The proposed safety improvements will be in the existing right of way and will not result in the removal or disturbance of any historical resources. The City of Redlands General Plan Historic Resources Map (City of Redlands, 2017) is included in Appendix E.

In summary, the project involves no expansion of use or capacity and qualifies for CEQA Code Section 15301 (c) Categorical Exemptions.

5.0 DETERMINATION

I find that the answers given above are adequately supported by the information sources cited following each question and that the effects of the proposed project are typical of those generated with that class of projects (i.e., Class 1) meeting the requirements of Section 15301 of Title 14 of the California Code of Regulations. The proposed project will not have a significant effect on the environment and is, therefore, categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act.



Goutam K. Dobey, Municipal Utilities & Engineering Department

3/20/26

Date

6.0 REFERENCES

Appendix A – Project Locations Map

Appendix B – Land Use Map

Appendix C – Roadway Classification Map

Appendix D – Geo Tracker and EnviroStor Maps

Appendix E – Historic Resources Map

In addition, the following documents were used as an information source during preparation of this document. It is available for public review at the City of Redlands Development Services Department.

1. City of Redlands General Plan 2035, Adopted December 5, 2017.

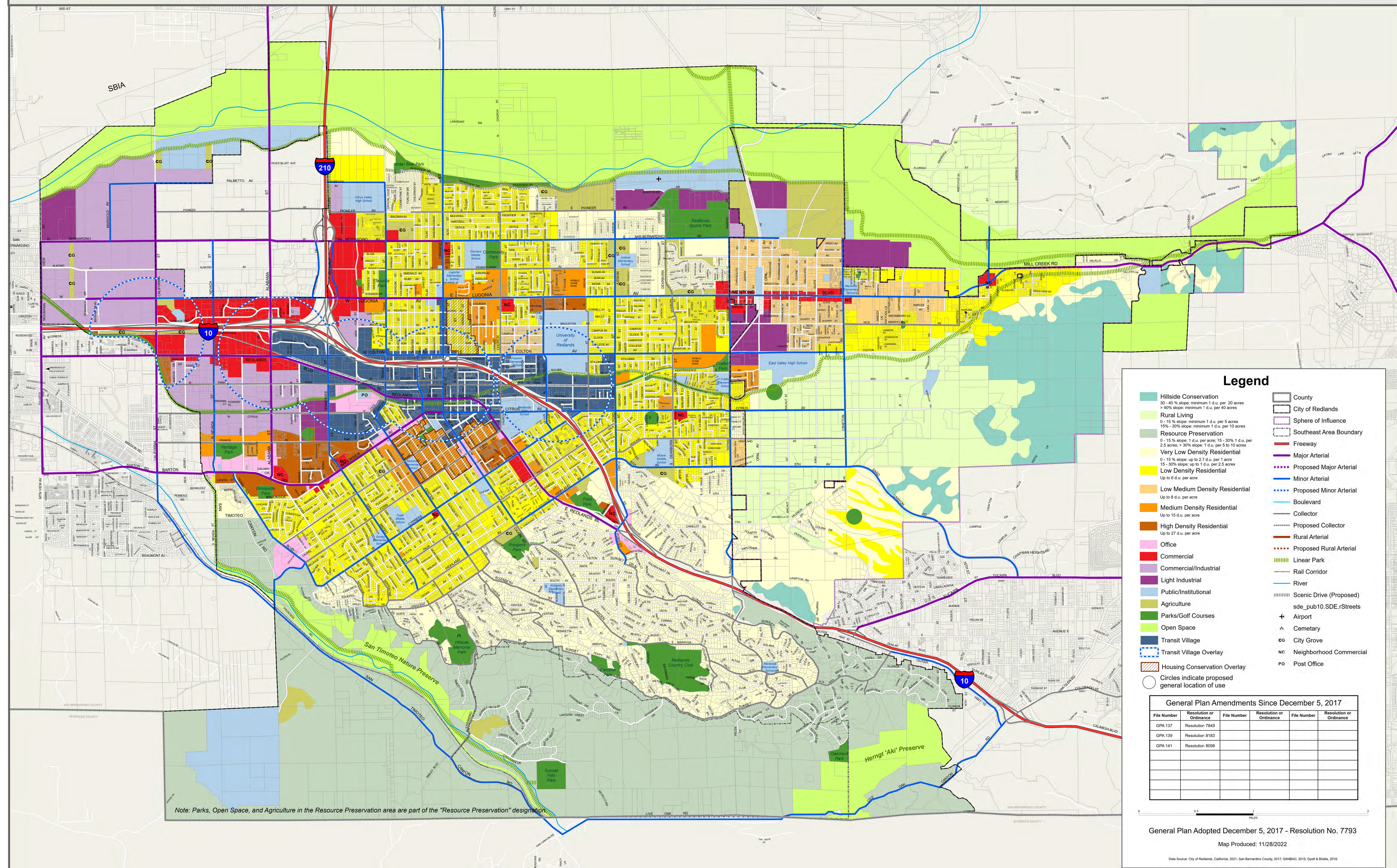
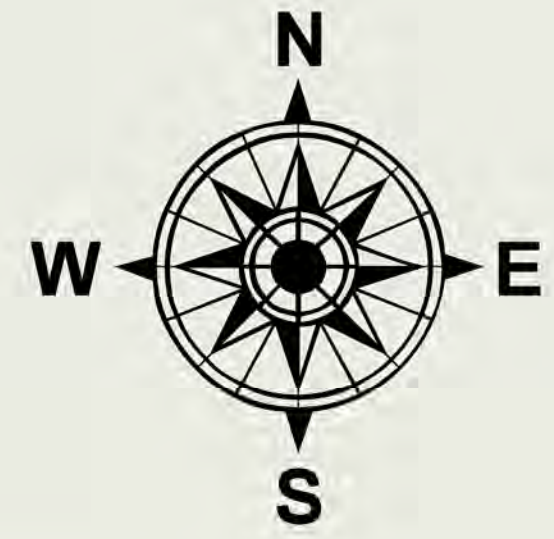
APPENDIX A
Project Locations Map



APPENDIX B
Land Use Map



Redlands General Plan Land Use Map



Note: Parks, Open Space, and Agriculture in the Resource Preservation area are part of the "Resource Preservation" designation

Legend

- Hillside Conservation
30 - 40 % slope: minimum 1 d.u. per 20 acres
> 40% slope: minimum 1 d.u. per 40 acres
- Rural Living
0 - 15 % slope: minimum 1 d.u. per 5 acres
15% - 30% slope: minimum 1 d.u. per 10 acres
- Resource Preservation
0 - 15 % slope: 1 d.u. per acre; 15 - 30% 1 d.u. per 2.5 acres; > 30% slope: 1 d.u. per 5 to 10 acres
- Very Low Density Residential
0 - 15 % slope: up to 2.7 d.u. per 1 acre
15 - 30% slope: up to 1 d.u. per 2.5 acres
- Low Density Residential
Up to 6 d.u. per acre
- Low Medium Density Residential
Up to 15 d.u. per acre
- Medium Density Residential
Up to 27 d.u. per acre
- High Density Residential
Up to 27 d.u. per acre
- Office
- Commercial
- Commercial/Industrial
- Light Industrial
- Public/Institutional
- Agriculture
- Parks/Golf Courses
- Open Space
- Transit Village
- Transit Village Overlay
- Housing Conservation Overlay
- Circles indicate proposed general location of use
- County
- City of Redlands
- Sphere of Influence
- Southeast Area Boundary
- Freeway
- Major Arterial
- Proposed Major Arterial
- Minor Arterial
- Proposed Minor Arterial
- Boulevard
- Collector
- Proposed Collector
- Rural Arterial
- Proposed Rural Arterial
- Linear Park
- Rail Corridor
- River
- Scenic Drive (Proposed)
- Airport
- Cemetery
- City Grove
- Neighborhood Commercial
- Post Office

General Plan Amendments Since December 5, 2017

File Number	Resolution or Ordinance	File Number	Resolution or Ordinance	File Number	Resolution or Ordinance
GPA 137	Resolution 7849				
GPA 139	Resolution 8183				
GPA 141	Resolution 8098				

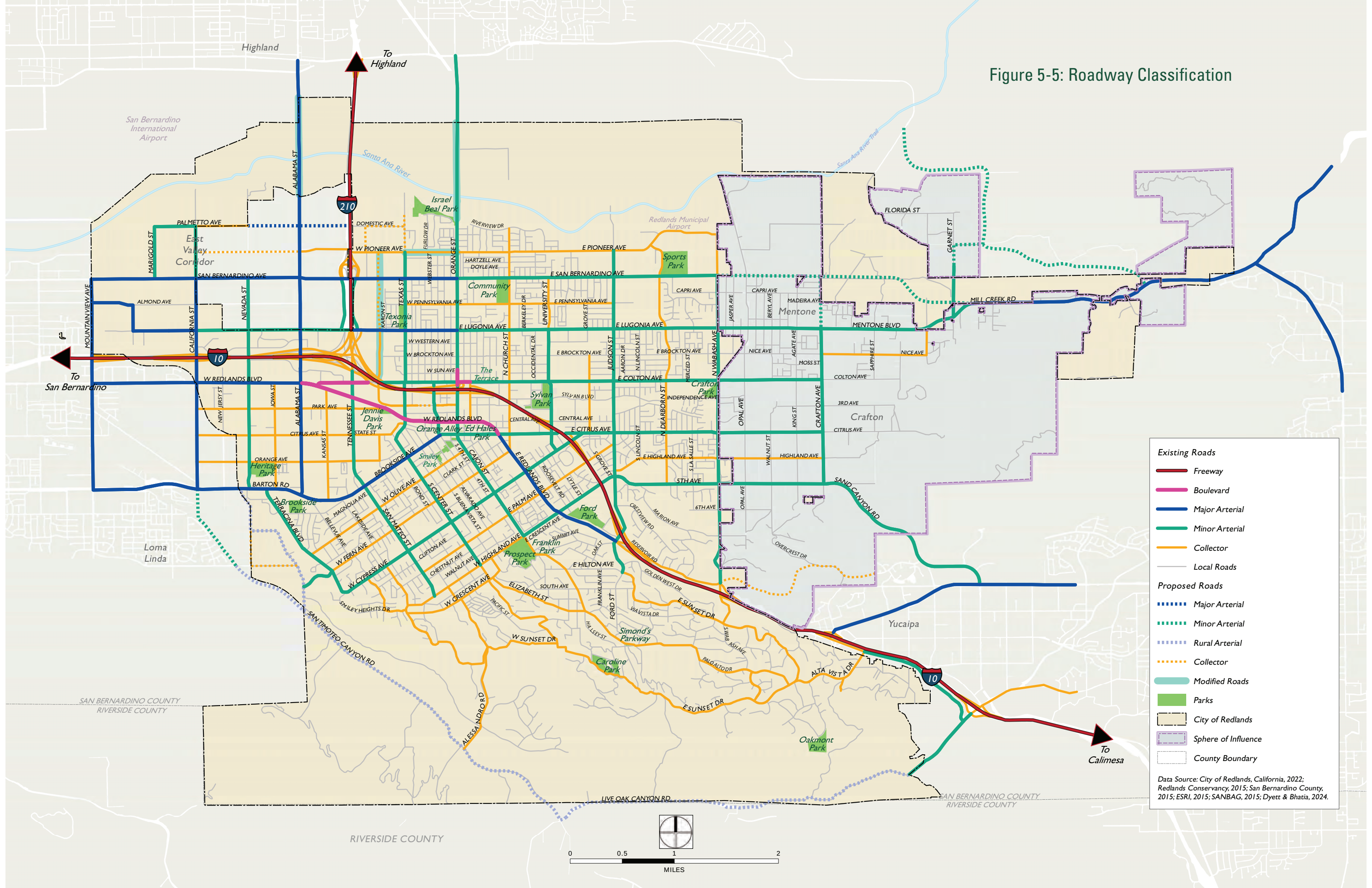
General Plan Adopted December 5, 2017 - Resolution No. 7793

Map Produced: 11/28/2022

Data Source: City of Redlands, California, 2021; San Bernardino County, 2017; SANBAG, 2015; Dyett & Bratta, 2016.

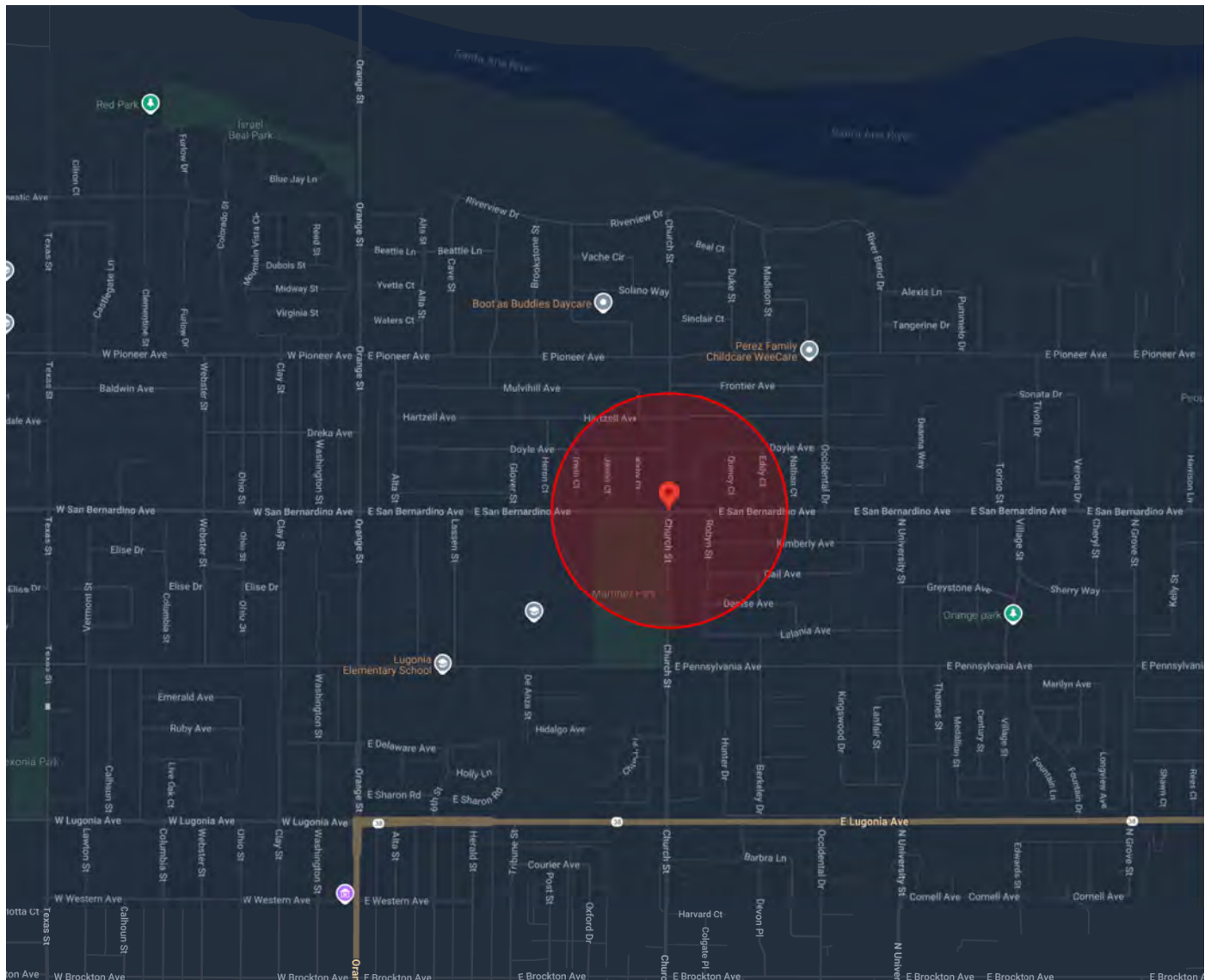
APPENDIX C
Roadway Classification Map

Figure 5-5: Roadway Classification



APPENDIX D

Geo Tracker and EnviroStor Maps



LEGEND - CHOOSE MORE SITES X

- Red LUST Cleanup Sites - REMOVE
- Green Cleanup Program Sites - REMOVE
- Yellow Military Cleanup Sites - REMOVE
- Light Green Military Privatized Sites - REMOVE
- Orange Military UST Sites - REMOVE

Signifies a Closed Site

ACTIVE MAP COVERAGES:

- Military Bases - - REMOVE

LIST SITES VISIBLE ON MAP

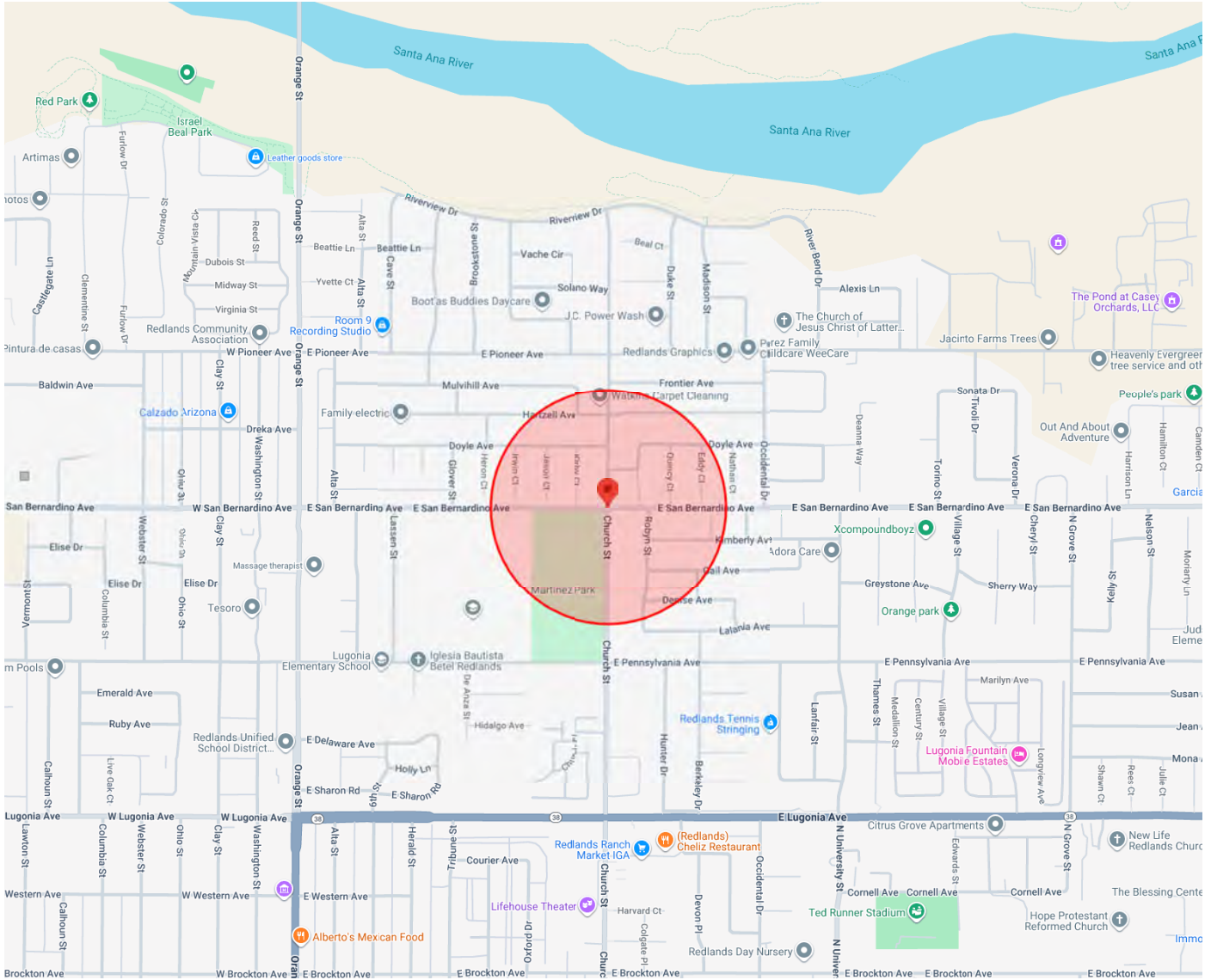
Map data ©2025 100m

Sites Shown on Map: 2 Total Sites 0 Open Sites 2 Closed Sites 0 Sites w/Water Quality Data

LEGEND - CHOOSE MORE SITES

- Federal Superfund - REMOVE
- State Response - REMOVE
- Voluntary Cleanup - REMOVE
- School Cleanup - REMOVE
- Evaluation - REMOVE
- D&E Backlog - REMOVE
- School Investigation - REMOVE
- Military Evaluation - REMOVE
- Tiered Permit - REMOVE
- Corrective Action - REMOVE
- Historical - REMOVE
- Field Points - REMOVE
- Operating - REMOVE
- Post-Closure - REMOVE
- Non-Operating - REMOVE

Signifies a Closed Site



SITES VISIBLE ON MAP - CHOOSE FIELDS

PROJECT NAME	STATUS	SITE TYPE

APPENDIX E
Historic Resources Map

Figure 2-1: Historic Resources

