APPENDIX D1

Visual Resources Report

Visual Resources Report

Kaiser Permanente Redlands Medical Center

MAY 2025

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1 Introduction

The proposed Kaiser Permanente Redlands Medical Center Project (Project) would redevelop, modernize, and expand the existing Kaiser Permanente Redlands medical campus to create a state-of-the-art medical center with approximately 983,000 square feet of medical services facilities and ancillary uses. Although construction timing is indeterminate, build out of the proposed project would occur over four phases of development with the first phase of development projected to be completed in approximately 2029 and the final phase of development (Phase 4) projected to be completed in approximately 2050. This Visual Resources Report (Report) evaluates full buildout of the Project and visual simulations prepared for the Project and presented in this report depict development (or full buildout) of Phases 1 through 4. This report has been prepared in order to describe existing conditions, disclose relevant policies and plans within the City of Redlands related to view protection and aesthetics, and disclose information concerning the potential view and aesthetics effects associated with buildout of the site as currently proposed.

2 Project Location

The project site comprises approximately 37 acres and encompasses developed and undeveloped lands at and near 1301 California Street in the City of Redlands, California. See Figure 1, Project Location. Specifically, the project site includes the existing, approximately 120,000 square-foot Kaiser Permanente Redlands medical office building (MOB), along with surface parking and landscaping, and vacant lands to the immediate west, northwest, and north. The project site is generally bounded by Almond Avenue to the north, California Street to the east, Lugonia Avenue to the south, and a driveway of the adjacent industrial warehouse to the west.

Regionally, Interstate 10 is to the south, Interstate 215 is to the west, and State Route 210 runs both east and north of the Project site. The Santa Ana River and San Bernardino International Airport are located approximately 1.1 mile and 1.5 mile, respectively, to the north. The City of Redlands and adjacent San Bernardino area communities are backed by mountainous terrain of the San Gabriel and San Bernardino Mountain ranges that are located to the north and northeast.

The project site is designated with a Commercial/Industrial designation under the General Plan and a medical facility land use designation under the Specific Plan Concept Plan01, Redland Business Center (Redlands Business Plan Concept Plan No. 1). The Kaiser parcel (project site) is the sole parcel designated for Medical Facilities within the Redlands Business Plan Concept Plan No. 1. Surrounding development to the north (north of Almond Avenue), east (east of California Street) and south (south of Lugonia Avenue) are similarly designated for Commercial/Industrial use by the General Plan. Properties to the north of Almond Avenue and south of San Bernardino Avenue to the north of the project site are designated for Commercial/Industrial and Commercial/Industrial & Warehouse Distribution uses by the Redlands Business Plan Concept Plan No. 1; developed properties to the west are designated for Commercial/Industrial by the Redlands Business Plan Concept Plan No. 1. Properties to the south of the project site and south of Lugonia Avenue are not within the boundaries of the Redlands Business Plan Concept Plan No. 1.

3 Project Characteristics

3.1.1 Project, Project Phasing, and Project Elements

Kaiser Permanente proposes to expand the existing medical campus at the project site and develop a state-of-the-art medical center consisting of approximately 983,000 square feet of medical services facilities and ancillary uses. The proposed facility includes an approximately 321-bed hospital, hospital support buildings, medical office buildings, a Central Utility Plant, surface parking, and a parking structure. Kaiser Permanente intends to provide a comprehensive range of health care services to Kaiser Permanente members in the City and surrounding communities. A summary of the various project elements, by phase, is shown in Table 1, Proposed Project Components, below.

Table 1. Proposed Project Components

Project Components	Size	Proposed Building Height (stories/feet)	Height of Rooftop Equipment Screens
Phase I			
ASC/MOB 2	165,000 SF	4 stories/62 feet[1]	8’-1”
Phase II			
Hospital	400,000 SF	7 stories[2] and basement/107 feet[3]	15’-0"
Central Utility Plant	35,000 SF	2 stories and basement/18 feet	tbd[4]
Parking Structure	464,000 SF	6 levels + basement/70 feet[5]	N/A[6]
Phase III			
MOB 3	83,000 SF	4 stories/62 feet[7]	7’-6”
Surface Parking Area	102,000 SF	N/A	N/A
Access Roads	-	N/A	N/A
Landscaping	-	N/A	N/A
Phase IV			
Hospital Addition	180,000 SF	5 stories/77 feet[8]	15'-00"

Source: CO Architects 2025.

sf = square feet
MOB = Medical Office Building
ASC = Ambulatory Service Center
tbd = to be determined
Notes:
1. Provided height is to ASC/MOB 2 roof
2. As shown on Figure 5, the Phase 2 Hospital includes 3- and 7-story components.
3. The height of the proposed hospital (Phase 2) would be 107 feet to the building roof and 122 feet to top of the building parapet.
4. The ultimate height of rooftop equipment screens at the CUP will depend on what technologies are used at the time of construction. A conservative height of 12 feet is assumed for the rooftop equipment screens.
5. The height of the parking structure is 70 feet as measured to the top of structure parapet.
6. The top of solar panel canopies are below the top of parapet height of the parking structure.
7. Provided height is to MOB 3 roof.
8. The height of the Phase 4 hospital addition building is 77 feet as measured to the top of the building parapet.

The project site comprises approximately 37 acres located on the existing Kaiser Permanente Redlands medical campus. The project would include the development of a 165,000-square-foot, 62-foot-high Ambulatory Surgery Center/ Medical Office Building (ASC/MOB 2), a 400,000-square-foot, 107-foot-high Hospital with 213 beds, a 35,000-square-foot, 18-foot-high Central Utility Plant, a 83,000-square-foot, 62-foot-high Medical Office Building (MOB 3), a 180,000-square-foot, 77--foot-high Hospital Addition with 108 beds, 102,000 square-feet of surface parking area, and new driveways into the campus from Almond Avenue, California Street, and Lugonia Avenue. In addition, the project includes the development of 464,000 square-foot, seven-story parking structure with solar panel canopies on the upper level and site landscaping. Support areas would also be constructed around the exterior of the hospital tower and central utility plant.

The project's phased development is expected to occur between 2028 and 2050. The following sections describe each of the phases.

Phase 1

Phase 1 would include the construction of the Ambulatory Surgery Center/Medical Office Building 2 (ASC/MOB 2) (165,00 SF of floor area; building roof height of approximately 62 feet), as well as additional surface parking (approximately 825 spaces) on the western side of the existing MOB 1. Offsite improvements include the expansion of Almond Avenue. The south (eastbound) side of Almond Avenue currently narrows from two lanes to one lane over a length of about 850 feet extending westward from its intersection with California Street. This segment of Almond Avenue would be widened to include two through lanes. Signage and striping modifications will be made in Almond Avenue and Lugonia Avenue for new driveways. Also, a new traffic signal is planned to be installed at California Street and the project driveway. See Figure 3, Phase 1 Site Plan and Figure 4, Phase 1 ASC/MOB 2 Elevations.

Phase 2

Phase 2 would include the construction of a new three- to seven-story, 213-bed acute care hospital expansion (building height of approximately 107 feet), construction of a two-story Central Utility Plant (CUP) (35,000 square feet of floor area and a height of 18 feet) in the southwestern corner of the site, a parking lot in the northwestern corner of the site, and a parking structure with six levels and a basement located north of the existing MOB 1. The northernmost portion of the hospital would feature a seven-story tower, while the southern portion that connects to the ASC/MOB 2 will be three stories. Exterior material types of this component will include smooth tan/gray metal panels, numerous rectangular black painted metal framed windows with sunshades, and curtain walls. The CUP would provide hot water and chilled water for space thermal control, domestic hot water, and normal and emergency power.

Parking facilities constructed during phase II will be in the north/northwestern portion of the project site. A surface parking lot would be constructed in the northwestern corner of the project site and a parking structure would be constructed just east of the lot. The parking structure would feature six levels and a basement and would feature an elevator tower and staircase with a mesh screen for fall protection. The rest of the structure would be painted concrete and feature channel glass accents. Solar panels would be installed on the roof of the parking structure.

See Figure 5, Phase 2 Site Plan, Figure 6, Phase 2 Hospital Expansion: Elevations, and Figure 7, Phase 2 Parking Structure: Elevations.

Phase 3

Phase III would include the construction of the four-story Medical Office Building 3 (MOB 3). The building footprint is approximately 20,000 square feet, with 83,000 square feet of floor area and a height of 62 feet. See Figure 8, Phase 3 Site Plan and Figure 9, Phase 3 MOB 3: Elevations.

Phase 4

Construction of Phase 4 would be complete in approximately 2050. Phase IV would include a further expansion of the Phase 2 hospital expansion, providing an additional 108 hospital beds. The building footprint is approximately 30,000 square feet, with 180,000 square feet of floor area and a height of approximately 77 feet. See Figure 10, Phase 4 Site Plan and Figure 11, Phase 4 Hospital Expansion: Elevations.

Landscaping and Open Space

As part of each phase of the proposed project, a comprehensive landscaping plan would be implemented, as shown in Figures 12 through 15. Vegetation included within the landscaping plan would be drought-tolerant and include trees, bioswale grasses, vines, shrubs, and groundcover. Trees would be planted and serve as visual screens around the parking structures and medical office buildings located along the site perimeters. Detention basins between buildings will include dry stream beds decorated with boulders and plants. The detention basin between the existing MOB and the Proposed Ambulatory Surgery Center will include a focal bridge crossing over the basin. Additionally, pedestrian friendly landscaped pathways would be constructed throughout the campus to facilitate movement between the buildings and parking structures at the site. The landscaping would create a pleasant environment for employees, patients, and visitors to the Project. Prairie grass fields with decomposed granite trails and seating opportunities would be temporarily implemented as components of Phases 1 through 3 of the landscaping plan and would be sited where the proposed hospital is to be eventually constructed and expanded with later phases. Additionally, the landscaping plans would include screening trees along the perimeter of the site as well as extensive landscaping along Almond Avenue, Lugonia Avenue and California Street.

4 Regulatory Setting

4.1 Federal

There are no federal regulations that are particularly applicable to aesthetics/visual resources and the CEQA review of the Project.

4.2 State

4.2.1 California Scenic Highway Program

State Scenic Highway Program

Established in 1963 by the State Legislature and managed by the California Department of Transportation (Caltrans), the goal of the State Scenic Highway Program is to “preserve and enhance the natural beauty of

California" by identifying those portions of the State highway system and nearby scenic corridor that require special conservation treatment. Highways included in the State Scenic Highway Program should "traverse an area of outstanding scenic quality, contain striking views, flora, geology, or other natural attributes" (Caltrans 2008). Eligible state scenic highways consist of state routes nominated for official designation by the local governing body with jurisdiction over the lands adjacent to the proposed scenic highway. In order to be identified as an "eligible" state scenic highway, a visual assessment of the proposed corridor and a Scenic Highway Proposal must be completed by the local jurisdiction and Caltrans must determine that the route meets scenic highway criteria. Official State Scenic Highway designation requires preparation of a Corridor Protection Plan by the local governing body that contains measures, ordinances, zoning, and/or planning policies applicable to the area of land within the scenic corridor and the Plan must be deemed acceptable by Caltrans.

From its western terminus to 0.1 miles east of South Fork Campground in San Bernardino County, State Route (SR-38) has eligible and designated state scenic highway segments (Caltrans 2025). It is located within 3 miles of the Project site (Caltrans 2025). See Figure 16, Scenic Highways and Roadways, for the location of state scenic highways in the area surrounding the project site.

4.3 Local/Regional

4.3.1 Redlands General Plan 2035

The City Council adopted the City of Redlands General Plan 2035 to guide future development. The plan is organized around seven themes: Distinctive City, Prosperous Economy, Livable Community, Connected City, Vital Environment, Healthy Community, and Sustainable Community. Each theme includes policies and actions to direct development. The plan also integrates state-mandated elements such as Land Use, Circulation, Open Space, Conservation, Health & Safety, Noise, and Housing.

The Distinctive City element of the Redlands General Plan 2035 focuses on preserving and enhancing the unique character of Redlands. It emphasizes the protection of historic resources, the promotion of high-quality design in new developments, and the maintenance of the city's small-town charm. Policies include encouraging adaptive reuse of historic buildings, enhancing the downtown area as a vibrant cultural and commercial hub, and promoting public art and cultural activities. The plan also aims to improve the visual quality of major corridors and gateways into the city.

The Livable Community Element of the Redlands General Plan 2035 emphasizes preserving open space to protect the city's visual character, support outdoor recreation, and conserve natural resources. It includes policies to maintain the natural appearance of hillsides and ridges, limit development on steep slopes, and ensure new developments are compatible with existing terrain and neighborhoods. The plan also discourages large-scale warehouses and promotes design standards that enhance the aesthetics of business areas. Focus areas include preserving canyon walls, ridges, and the historic character of canyons, as well as designing flood control and drainage facilities to maintain the natural perception of watercourses.

The Vital Environment Element of the Redlands General Plan 2035 focuses on preserving agricultural and open space areas to maintain the city's natural resources and visual appeal. It includes actions to ensure new developments near agricultural uses are designed to be compatible, incorporating site layout, landscaping, and buffer areas. The plan promotes access to and views of conservation areas while emphasizing good land resource

stewardship. It also aims to preserve open spaces that contain unique habitats, natural resources, and visual amenities like citrus groves, hillsides, canyons, and waterways.

The Sustainable Community Element of the Redlands General Plan 2035 focuses on energy efficiency and conservation. It includes actions to explore high-efficiency technology programs like LED lighting for city facilities, parks, and streetlights. Additionally, the plan considers adopting a model dark sky ordinance for rural areas to reduce light pollution.

The following policies from the General Plan are applicable to the project site and project:

Distinctive City Element

- **2-P.1:** Embrace the unique identities of individual neighborhoods in Redlands and encourage the celebration and enhancement of characteristics that make each neighborhood distinct.

- **2-P.13:** Encourage preservation of and public access to defined and established significant scenic vistas, viewpoints, and view corridors.

4.3.2 Redlands Municipal Code

The City of Redlands considers “natural, traditional, and manmade advantages of the City” to be a contribution to the aesthetic value of the city. The City of Redlands defines a scenic district as, “a significant neighborhood, agricultural or passive recreational open space, an enclave or collection of historical buildings, the majority of which are fifty (50) years old or older and are contributors to the district, that may have been part of one settlement, architectural period, or era of development” (City of Redlands 2024). The City of Redlands also places importance on the scenic value of trees, stating that they “contribute long term aesthetic, environmental and economic benefits to the city” (City of Redlands 2024).

4.3.3 East Valley Corridor Specific Plan

The East Valley Corridor Specific Plan (EVCSP) is a comprehensive development framework for the cities of Redlands and Loma Linda, California, designed to guide growth and development in alignment with community goals. It outlines specific land use and zoning regulations to promote a balanced mix of residential, commercial, industrial, and open space areas, while also improving transportation networks and infrastructure to enhance connectivity. The plan addresses environmental impacts with measures to protect natural resources and promote sustainability and emphasizes the development of community amenities like parks and recreational facilities to improve residents' quality of life. The EVCSP includes aesthetic regulations to ensure new developments enhance the area's visual character, with detailed design guidelines for architecture, landscaping, and signage to maintain a cohesive appearance. It specifies landscaping requirements, including the use of native plants and green space maintenance, and outlines acceptable building materials and color palettes for consistency with the environment (City of Redlands 2017a).

The project site is designated in the EVCSP as “CP-1” that denotes its location within the Redlands Business Center within which development is guided by the Redlands Business Center Concept Plan No. 1. As the Redlands Business Center Concept Plan No. 1 contains and establishes a comprehensive set of development guidelines and standards, the Redlands Business Center Concept Plan No. 1 is the primary planning document for the project site and Project.

However, as the Redlands Business Center Concept Plan No. 1 references compliance with specific standard including landscaping standards from the EVCSP, the project is assessed for consistency with relevant standards and policies from the EVCSP in Section 6.2.3, Conflicts with Scenic Quality Regulations, below.

Section EV2.0225 Community Design

- (2) Policy: Establish deign themes to unify the Corridor area and provide a recognizable community character within the area.
- (3) Policy: Create a visually aesthetic appearance for the East Valley Corridor from the freeways as well as from within the planning area.
- (4) Policy: Encourage effective use of landscaping within the East Valley Corridor.
- (5) Policy: Ensure compatibility between adjacent land use types within the Corridor area.

Section EV4.0215 Site Lighting

- (a) Lighting shall be required on all new development for the purpose of providing illumination to ensure public safety and security. Lighting fixtures shall be functional, coordinated and visually attractive. Lighting shall be required at the following locations:
    - (1) Pedestrian walkways and plazas.
    - (2) Building entries, driveway entries and parking
    - (3) Hazardous locations, such as changes of grade and stairways, shall be well-lit with lower-level supplemental lighting or additional overhead units.
- (b) Lights shall be placed so as not to cause glare or excessive light spillage on neighboring sites.
- (c) All parking lot and driveway lighting shall provide uniform illumination at a minimum level of 0.5 foot candle.
- (d) All light fixtures are to be concealed source fixtures except for pedestrian oriented accent lights.
- (e) Security lighting fixtures are not to project above the fences or roof line of the building and are to be shielded. The shields shall be painted to match the surface to which they are attached. Security lighting fixtures are not to be substituted for parking lot or walkway lighting fixtures and are restricted to lighting only loading and storage locations, or other similar service areas.
- (f) Exterior wall-mounted floodlights are expressly prohibited except for security lighting in areas as noted above.
- (g) All illuminated signs are to be internally illuminated.
- (h) Lighting of building faces is permitted.
- (i) The design of all lighting fixtures and their structural support shall be architecturally compatible with the surrounding buildings.
- (j) Walkway lighting fixtures shall have an overall height not to exceed twelve (12) feet.
- (k) Parking lot fixtures shall have an overall height not to exceed thirty (30) feet with the exception of property north of Palmetto Avenue and west of California Street, which parking lot fixtures located within these boundaries may have an overall height not to exceed forty (40) feet and shall meet the following: (1) the photometric level shall not exceed "zero" at the property line and, (2) no lighting shall be directed northerly toward the Santa Ana Wash.
- (l) When walkway lighting is provided primarily by low fixtures, there shall be sufficient peripheral lighting to illuminate the immediate surroundings to ensure public safety. Shatter-proof coverings are recommended on low-level fixtures.

Section EV4.0240 Architectural Guidelines

- (c) The following guidelines shall apply to site design:
  - (1) Developments should be designed to maximize any existing views of mountain ranges, open space, palm rows, or other view amenities.
  - (2) Building placement should vary to include both parallel and skewed angles to the street plane in order to provide diversity and discourage continuous building facades along street frontage.
- (d) The following guidelines shall apply to building design:
  - (1) Building construction and design shall be used to create a structure with equally attractive sides of high quality, rather than placing all emphasis on the front elevation of the structure. Architectural facade treatments will be required on all portions of the building(s) exposed to public views. Extra treatment may be given to the street frontages as long as the basic facade treatments are carried around the structure.
  - (2) Any accessory buildings and enclosures, whether attached to or detached from the main building, shall be of similar compatible design and materials as the main building.
  - (3) Large, continuous surface treatments of a single material shall be minimized. Changes in texture, relief or materials, and use of decorative features such as planters, varied roof lines, decorative windows and accent panel treatment should be encouraged.
  - (4) Pre-engineered metal buildings with corrugated exteriors are prohibited and other predominantly painted metal facade treatments are strongly discouraged.
- (f) Rooftop Treatment
  - (1) Buildings shall be designed so that the architecture of the building adequately screens rooftop equipment from taller surrounding structures as well as residential uses by use of rooftop wells, parapet walls, or other means. Where possible, ground-mounted equipment shall be used in lieu of roof-mounted equipment.
  - (2) All roof mounted equipment, including but not limited to ducts, fans, and vents, must be painted to match the roof color.
  - (3) Rooftop solar collectors, skylights and other potentially reflective elements shall be designed and installed so as to prevent glare and obstruction of views from surrounding uses and structures. If equipment projects above building mass, it shall be screened with an enclosure which is compatible with the building design.
  - (4) Rooftop radio, TV and microwave antennae and towers are prohibited unless approved by the Planning Commission.
  - (5) Where large, flat rooftops are located near taller surrounding structures, they shall be designed and landscaped to be visually attractive. The use of colored gravel (earthtones, arranged in patterns) and/or planter boxes is encouraged for this purpose.

Section EV4.02500 General Guidelines (Landscaping)

- (a) The Landscape Plan required for submission by the applicant should exhibit a design concept. Plant materials should be used in a logical, orderly manner, helping to define spaces and complement adjacent architecture. A landscape plan showing the proposed landscaped areas, placement of landscape materials by type, number, and size to include a depiction of the anticipated drip line of mature trees, irrigation system and use of the property shall be prepared by a landscape architect or a licensed nurseryman and shall be submitted to the Community Development Department. The same plot plan submitted for the project which shows the parking layout or other requirements for the issuance of a building permit or planning approval

may be used, provided all proposed landscaping is adequately detailed on the plot plan. Plans shall be submitted for approval to the Community Development Director or the Planning Commission, for approval whenever required under the provisions of this specific plan.

- (b) Landscape designs should be coordinated between the areas of a development. However, all areas within a project need not be identical. Different landscape themes may be utilized in larger developments to distinguish spaces from one another, yet these themes should be consistent with a unifying concept which establishes a cohesive design throughout the project.
- (c) In addition to the selection and distribution of plant materials, landscape plans should incorporate various site furnishings and features. Lighting, seating, paving, fountains, etc., should be considered integral components of the landscape plan and therefore included in the overall landscape concept.
- (d) The scale and character of the landscape materials to be selected should be appropriate to the site and/or architecture. Large-scale buildings or projects require large-scale landscaping treatments.
- (e) Existing landscaping elements, such as mature trees, should be incorporated into landscape plans. Specimen trees or groupings of existing trees can provide a new development with immediate character. They should be viewed as design determinants.
- (f) Landscaping incorporated into the building design through trellises, arbors, planters, atriums, etc., is encouraged and can often enhance the quality of a building.
- (g) The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and turfs is encouraged.
- (h) Live plant materials should be used in all landscaped areas. The use of gravel, colored rock, bark, and other similar materials are not acceptable as a sole ground cover material. {These materials may be used, however, in place of paving materials in functional activity areas such as patios or rear entry walks, or as groundcover for up to twenty percent (20%) of the total landscaped area).
- (i) New plant materials should be supplied in a variety of container sizes: for shrubs - five gallon sizes, and for trees - fifteen gallon containers, are preferred. The variety of tree sizes for the overall site landscaping shall adhere to the criteria established in EV4.0255(A)(9).
- (j) Irrigation is required for all landscaped areas. Automatic systems are required. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, fences, etc. The use of water conserving systems such as drip irrigation or moisture sensors for shrubs and tree planting is encouraged.
- (k) Landscape installation, in accordance with the approved plan, must occur prior to building occupancy. Where a development occurs in phases, all landscaping for each phase must be installed prior to occupancy of that phase.

4.3.4 Redlands Business Center Concept Plan No. 1

The Project is located within the Concept Plan No. 1 Zone, also known as the Redlands Business Center. The Plan mentions that the site is a unique location and provides a western entrance into the City of Redlands along the I-10 Corridor. Through attractive site planning, architectural design, and the incorporation of abundant open space and landscaping, the plan aims to establish an aesthetically appealing business park. The Project site is within the Medical Facilities District, as established by Redlands Business Center Concept Plan No. 1 (City of Redlands 2004). The Redlands Business Center Concept Plan No. 1 aims to develop the property into a cohesive business park that aligns with the EVCSP. The plan focuses on creating an aesthetically pleasing, job and revenue-generating environment that addresses physical, environmental, and economic factors. Key goals include integrating a mix of

retail, office, medical, and industrial uses, enhancing the site's appeal as the western entrance to Redlands, ensuring compatibility with surrounding areas through thoughtful design, providing adequate public services, and incorporating abundant open space and landscaping. The following standards in the Redlands Business Center Concept Plan No. 1 are specific to the Medical Facilities District:

Property Development Standards - The following property development standards shall apply to lands designated for Medical Facility use:

- Minimum lot area shall be twenty thousand square feet.
- Minimum lot width shall be one hundred feet; minimum lot depth shall be one hundred-fifty feet.
- Maximum structure height is one hundred-fifty feet. In addition, height limits shall be determined in accordance with Part 77 of the FAA regulations and Section EV4.0240 (a) of the East Valley Corridor Specific Plan pertaining to the Floor Area Ratio. For purposes of this District, the maximum FAR shall be 0.60.

  Furthermore, building heights shall be limited so that there are clear northerly views showing the full height of the mountains from the freeway through fifty percent of the entire project site. Sightline studies are needed at time of submission to the Planning Commission to assure project compliance.
- Minimum building/parking setbacks shall be as follows:
    - Front yard - The District shall have a minimum front yard landscape setback extending around the entire street perimeter of twenty-five feet.
    - For buildings over two stories in height, special consideration shall be given to increased street side setbacks, increased landscaped setbacks and architectural enhancement to protect the streetscape from visually over-powering buildings.
    - For requirements on landscaping, walls, access, parking, loading, trash enclosures, lighting and storage, the provisions of Division 4 of the East Valley Corridor Specific Plan shall apply. For the purposes of landscaping requirements, a minimum of twenty percent of the site shall be provided.
- Signs - The provisions of Division 4 of the East Valley Corridor Specific Plan shall apply to signs; however, as the project site is not designated with a specific land use district in the East Valley Corridor Specific Plan (the Specific Plan aligns Land Use District with applicable Redlands Municipal Sign Code Criteria), the Redlands Business Center Concept Plan No. 1 includes a specific provision for the project site/Medical Facilities. It is recognized that a hospital use has unique sign requirements; therefore, hospital uses shall submit a specific sign program delineating the overall sign requirements for the site for Planning Commission consideration.

5 Environmental Setting

5.1 Project Site and Surrounding Area

The Project Site is located in the southeast corner of the "Redlands Business Center," as described in the Redlands Business Concept Plan No. 1, approximately 5 miles east from the base of the San Bernardino National Forest, and approximately 1 mile south of the Santa Ana River, which runs east to west. The surrounding buildings are mostly industrial/distribution warehouses with some office buildings to the southeast.

The existing three-story, 120,000 SF Medical Office Building (MOB 1) presents as a large, modern medical center with sleek metallic trim bordered windows and a relatively flat roof alongside several extended parapets. The exterior of the building is primarily composed of a plaster clad exterior painted neutral colors like beige and light brown, complemented by darker accents such as deep brown or gray. Tile clad structures, a slate tile wall system, and metal panels are also incorporated into the building exterior. In addition, MOB 1 is supported by a large parking lot featuring islands planted with trees and shrubs wraps around the building, and landscaping gardens and pathways lead to the main entrance. Images of MOB 1 are presented on Figure 17, Project Site: Existing Conditions – MOB 1. While not currently constructed on site, Kaiser Permanente will be installing solar panel canopies throughout the existing surface parking beginning in October 2025.

Publicly accessible views of the Project site are limited and are generally available from adjacent roads to the north, east, and south (i.e., Almond Avenue, California Street, and Lugonia Avenue) where the roadways parallel the Project site. Views may also be available from elevated vantage points on more distant hillsides and mountainous terrain in the surrounding area.

5.2 Scenic Vistas

While there are no designated scenic vistas identified in the Redlands Business Plan Concept Plan No. 1, the East Valley Corridor Specific Plan, or the City of Redlands General Plan, General Plan and Municipal Code emphasize the preservation of scenic resources including citrus groves, hillsides, canyons, waterways, the Mill Creek Zanja and Morey Arroyo, archaeological and paleontological resources, historic landmarks, and views from scenic highways and roadways. The location of scenic highways and roadways within a 5-mile buffer of the project site is shown on Figure 16 and the nearest scenic roadway, Nevada Street, is located approximately 1.15 miles southeast of the project site. Due to distance and intervening development including orange groves, views to the project site are not available from the designated scenic segment of Nevada Street (roughly, Barton Road north to approximately Citrus Avenue). For similar reasons, the project site is not visible from any other scenic roadways included on Figure 16.

The City of Redlands defines a scenic district as, "a significant neighborhood, agricultural or passive recreational open space, an enclave or collection of historical buildings, the majority of which are fifty (50) years old or older and are contributors to the district, that may have been part of one settlement, architectural period, or era of development" (City of Redlands 2017b). The City of Redlands has designated eight historic and/or scenic districts (geographical areas that have a significant architectural enclave of historic buildings or scenic vistas) and 747 historic properties, including homes and civic and commercial structures of varying architectural styles, such as Victorian, Queen Anne, Colonial Revival, Craftsman, Bungalow, and Mission Style. Nationally- and State-designated districts and resources include architecturally significant properties, the Santa Fe Depot District and the Smiley

Park Historic District, and the Judson Brown Ditch. The nearest scenic district is the Smiley Park Historic District, located approximately 2.7 miles southeast of the Project site, where views of the Project site are not available.

Open space and areas dedicated to parks and recreation are considered by the city to be a part of "The Emerald Necklace." Open spaces in the City of Redlands include the Crafton Hills Open Space and the Southern Hills and Canyons. Crafton Hills Open Space is adjacent to Yucaipa Regional Park, is part of the San Bernardino County open space network, and comprises land in the Crafton Hills generally above an elevation of 2,400 feet in the eastern portion of the City. The County notes that the area is of value primarily as an agricultural district, although it also has scenic value as an example of the once widespread citrus operations in the San Bernardino Valley. The Crafton Hills Open Space is located over 5 miles east of the project site. The Southern Hills and Canyons area is defined by the San Timoteo and Live Oak Canyons, which offer steep terrain and distinctive views, open space, and agricultural uses on the canyon floors. Open areas in the Southern Hills and Canyons include the Hillside Memorial Park, San Timoteo Canyon Sanctuary, Oakmont Park, Caroline Park, Prospect Park, Ford Park, and the Redlands Country Club. San Timoteo Canyon and Live Oak Canyon are located over 3 and 5 miles southeast from the project site, respectively.

5.3 Scenic Highways

From its western terminus to 0.1 miles east of South Fork Campground in San Bernardino County, SR 38 has eligible and designated state scenic highway segments (Caltrans 2025). The portion of SR-38 that is eligible is located within 2.4 miles east of the Project site. See Figure 16. The portion of SR-38 that is officially designated is located 24 miles northeast of the Project (Caltrans 2025). In addition, SR-330 is eligible for state scenic highway designation and is located approximately 4.6 miles to the north of the Project site.

Additional scenic highways in the general area include Route 18 (eligible scenic highway approximately 12 miles northeast of the Project site). Scenic highways, drives, and historic streets designated by the City of Redlands within 5 miles of the Project area are depicted in Figure 16.

5.4 Visual Character and Quality

Refer to Section 5.1, Project Site and Surrounding Area, above, for a summary of existing development and conditions on the Project site and in the immediate surrounding area. The existing visual character and quality of the site and views is further described through the discussion of key observation points in Section 5.4.1, below.

5.4.1 Key Observation Points

Publicly accessible vantage points offering views towards the project site (also known as Key Observation Points or KOPs) were identified to document existing view conditions towards the project and to help describe the anticipated view and visual change that would result from full buildout of the project. KOPs are representative viewpoints in the surrounding area from which views to the project site may be available and/or help inform the existing natural and built character in a given landscape. For the Project, KOPs were selected and sited on roadways in the immediate area to demonstrate existing site conditions and visual quality as well as more distant locations to inform overall project visibility from outside the immediate surrounding area. Table 2 below identifies the location of KOPs, direction, and proximity from KOPs to the Project site, and general viewing conditions under existing conditions.

Table 2. Key Observation Points and General Visibility

KOPs	View Direction and Location	Distance to Project Site/Boundary (Approximate)	General Viewing Conditions to Project Site
KOP 1 – California Street	South from corner of San Bernardino Avenue and California Street	0.23 mile	The smooth paved lanes of California Street are lined with wide sidewalks and landscaped with low shrubs and tall mature trees and palms. An existing, multi-story commercial warehouse is visible across California Street to the west. The existing MOB (MOB 1) on the project site is not visible; the MOB is blocked from view by intervening street trees and warehouse development.
KOP 2 – Almond Avenue	East/Southeast from middle of Almond Avenue, by the northwest corner of the Project boundary	300 feet	The west-facing elevation of the existing MOB 1 on the project site is partially visible through weedy vegetation present in the western portion of the project site. Offsite warehouse development to the north and south of MOB 1is also visible as is distant mountainous terrain to the east. The foreground is a paved street, while the middleground is a field with low trees and dense shrubs (a chain link fence is erected along the northern project site boundary).
KOP 3 – Lugonia Avenue	Northeast from the middle of Lugonia Avenue, by the southwest corner of the Project boundary	132 feet	Lugonia Avenue presents in the foreground as a wide, paved and painted street. Beyond the road, a relatively flat, undeveloped, covered with low grass is visible. Existing MOB 1 and site landscaping is visible in the eastern portion of the site (warehouse development to the north and east of the site) is also visible and present as long boxy forms with light colored exteriors. In the distant background, broad mountain terrain including pyramidal, snow-capped mountains are visible and attract attention.
KOP 4 – California Street at Lugonia Avenue	Northwest from the corner of California and Lugonia Avenue	143 feet	Palm trees and deciduous trees line the streets, and various mature trees line the parking lot in the eastern portion project site. The warm tones of the plaster clad exterior of MOB 1 is visible. In the background, distant mountains are partially visible (mountains would be less visible in spring and summer when deciduous trees have leaves).
KOP 5 – Interstate 10	North/Northwest from I-10 by the California Street exit	1,366 feet	Views to the project site are blocked by the in-progress (as of March 2025) construction of a warehouse building to the immediate north of the interstate. In the foreground, westbound I-10 is visible, specifically a median with low grass coverage, a paved on-ramp, and a shoulder with shrubs and a large palm tree.

5.5 Light and Glare

The project site is located in an area where nighttime lighting is a relatively common feature. Existing light sources in the area include streetlights, landscape lighting, parking lot lighting, and exterior and interior building lighting associated with MOB 1 and nearby industrial warehouse uses.

Glare is the result of sharply reflected light caused by sunlight or artificial light reflecting from highly finished surfaces such as window glass or brightly colored surfaces, and the direct view of a bright, unshielded light source. Glare can be uncomfortable (discomfort glare) and/or disabling (disability glare). Glare decreases visibility but the level of receptors' sensitivity to glare can vary widely. Except for windows associated with the exterior of the existing MOB 1 and the windows of existing development in the surrounding area, potential sources of glare in the project area are limited. Under existing conditions, the project site is landscaped with mature trees that aid in shielding MOB 1 (and potential glare generated by building windows) as well as glare from the windshields of parked or moving vehicles from the view of nearby motorists.

6 Impact Analysis

6.1 Methodology

6.1.1 Background Research and Field Survey

The Project setting was developed by reviewing available information on visual resources in the Project vicinity. The City of Redlands East Valley Corridor Specific Plan (City of Redlands 2017a), City of Redlands General Plan (City of Redlands 2017b) and Redlands Business Center Concept Plan No. 1 (City of Redlands 2004) were reviewed regarding the spatial distribution of land uses in the Project area and gather information regarding the prevalent urban design concepts that may be present in the community. In addition, a field survey of the Project site and surrounding areas was conducted by Dudek in March 2025. The viewing conditions were clear and atmospheric conditions were fair with temperatures in the high 70s, low winds and limited clouds. Observations were recorded in a series of field notes as well as via photographs captured using an Apple iPhone 14 Pro.

6.1.2 Key Observation Points

A photographic inventory was conducted to document the visual setting and to help illustrate the existing visual character of the Project area. Existing views from selected public vantage points (i.e., Key Observation Points or KOPs) were documented and photographed. Five public views towards the Project site were selected as representative views towards the Project site available to viewers in the surrounding area. KOPs represent the various distance zones, viewing angles, and landscape context of locations in the surrounding area from which views towards the Project site are available. The location of selected KOPs is shown in Figure 18, Key Observation Points.

As private views are not expressly protected by CEQA, no KOPs were established on private property.

6.1.3 Visual Simulations

Visual simulations are included and used in this analysis to represent the relative scale and extent of change to the existing visual environment anticipated to result from Project implementation. Visual simulations were prepared from representative KOPs in the surrounding area and depict the Project at full build-out. Photo simulations include existing site photographs as background images and true-scale 3D models of the Project provided by the Project design team rendered onto the existing photographs. Background photographs were taken during the March 2025 site visit conducted by Dudek from selected KOPs. Using available topography, a 3D surface was created for the existing terrain then imported into 3ds Max. This 3D surface was used to camera-match the background photos to the terrain model. 3D models were then created for all proposed facilities that would be visible from the selected KOPs. The visual simulations present an anticipated, photorealistic future view towards the Project that would be experienced by the public. Existing conditions, photographs, and visual simulations are presented in Figures 19a through 23b. Views 5 is representative of the visual character of the surrounding landscape from a high-traffic viewpoint (i.e., Interstate 10) and View 1 is representative of views towards the project site from outside of the immediate area surrounding the project site. From both KOPs, views to the project site and views of buildout of the Project are not available due to the presence of existing intervening warehouse development and from KOP 1, street trees. As such, visual simulations were not created for Views 1 and 5; however, they are still included in this report to inform overall visibility of the project site and Project and to detail the likely physical extent of aesthetic impacts associated with the Project.

6.1.4 CEQA Thresholds

The above data were referenced to determine the potential visual impacts in relation to significance thresholds as they pertain to aesthetics. Visual changes and level of significance were evaluated based on the duration of the anticipated view, line-of-sight in relation to whether interrupted or direct views would change, distance of the view (foreground, mid-view, or distant view), and number of viewers. The visual changes were then assessed to determine whether a significant impact would result in relation to California Environmental Quality Act (CEQA) significance thresholds. Where a potentially significant impact was identified, mitigation measures were recommended to reduce the identified impact.

6.1.5 Scenic Vistas

Under CEQA, scenic vistas are considered formally designated public vantage points offering views of primarily natural settings containing recognized scenic features or landscapes of special importance. The City of Redlands General Plan and Municipal Code emphasize the preservation of various scenic resources; these include citrus groves, hillsides, canyons, and waterways, the Mill Creek Zanja and Morey Arroyo, archaeological and paleontological resources, including views, historic landmarks, scenic highways, and drives (City of Redlands 2024a, 2024b).

The concepts of view blockage, interruption, and degradation are used to determine the severity of potential impacts to a scenic vista. If views from public vantage points across a project site include recognized scenic features, project components are examined to determine the likelihood for view obstruction (i.e., view blockage), view interruption (i.e., intrusion on available view due to contrasting features), or degradation (i.e., decline in scenic quality). As noted below, if such obstruction, interruption, or degradation rises to a “substantial adverse effect” on a scenic vista, the impact is considered significant under CEQA.

6.1.6 Scenic Highways

Scenic highways include those state facilities that have been officially designated or nominated for official designation through eligible status by the California Department of Transportation. If a project site is located within the viewshed of a scenic highway, then the potential for impacts to scenic highways is informed by the presence of existing scenic resources on the project site, project plans to avoid/protect or disturb existing scenic resources, and the visibility of scenic resource disturbance from an officially designated or eligible state scenic highway. Pursuant to CEQA Appendix G Guidelines, scenic resources include trees, rock outcroppings, and historic buildings.

6.1.7 Visual Character and Quality

As the project site is located within incorporated City of Redlands that, combined with the adjacent City of San Bernardino, has a population greater than 100,000 persons, the project is assessed in this report for consistency with local regulations governing scenic quality. For the Project, the consistency analysis considers attributes of the Project and policies and regulations established in the City of Redlands General Plan, the East Valley Corridor Specific Plan, and Redlands Business Plan Concept Plan No. 1.See Table 4, Project Conformity with Regulations Governing Scenic Quality.

6.2 Thresholds of Significance

The following significance criteria included in Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.) assist in determining the significance of a visual resources impact. Significant impacts would result if the Project would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.
3. Substantially degrade the existing visual character or quality of public views of the site and its surroundings (in nonurbanized areas). *Public views are those that are experienced from publicly accessible vantage point*.
    a. Conflict with applicable zoning and other regulations governing scenic quality (in urbanized areas).
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Regarding Significance Threshold 3 and pursuant to Public Resources Code 21071, an “urbanized area” is understood to mean either of the following:

1. An incorporated city that meets either of the following criteria:
    - Has a population of at least 100,000 persons.
    - Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

2. An unincorporated area that satisfies the criteria in both paragraph (1) and (2) of the following criteria:

    - Is either of the following:

        - (A) Completely surrounded by one or more incorporated cities, and both of the following criteria are met:

            - (i) The population of the unincorporated area and the population of the surrounding incorporated city or cities equals not less than 100,000 persons.

            - (ii) The population density of the unincorporated area at least equals the population density of the surrounding city or cities.

        - (B) Located within an urban growth boundary and has an existing residential population of at least 5,000 persons per square mile. For purposes of this subparagraph, an "urban growth boundary" means a provision of a locally adopted general plan that allows urban uses on one side of the boundary and prohibits urban uses on the other side.

According to the California Department of Finance, Redlands had an estimated population of 72,696 as of January 1, 2024 (California Department of Finance 2025). Redlands is adjacent to the City of San Bernardino, that, as of January 1, 2024, has an estimated population of 226,541 (California Department of Finance 2025).

6.2.1 Scenic Vistas

Would the proposed project have a substantial adverse effect on a scenic vista?

Construction

Construction during all phases of the project would entail the use of heavy machinery such as large trucks, cranes, bulldozers, and other equipment needed for construction activities on the project site. The presence of this equipment, especially tall cranes that would exceed the heights of the buildings under construction, would temporarily add vertical elements to the view over a prolonged period of time (i.e., construction of the project would occur in phases between 2026 and 2050). Large construction equipment would be visible from surrounding areas and could potentially interrupt existing view corridors from public vantage points including local roads to scenic resources such as distant mountainous terrain. Construction activities would also require the presence of construction workers and vehicles on the project site; however, these activities would not be permanent and both workers and vehicles would be secondary features in the landscape when viewed alongside taller, in-development buildings/structures and construction equipment. While construction activities would occupy large portions of the project site, surrounding foothills and more distant mountains would remain visible from surrounding roadways and other public vantage points in the wider area. Furthermore, the view interruption associated with in-development buildings, construction equipment, and other aspects of construction would be temporary from adjacent public roadways, view interruption would be limited to the segment of roadways (i.e., California Street, Almond Avenue, and Lugonia Avenue) that parallel the project site. As such, view interruption and obstruction associated with vertical construction equipment, buildings and structures, and vehicles would not result in permanent, substantially adverse blockage of existing views of scenic landforms (or views from designated scenic vistas) in the area. Thus, construction activities would not have substantial adverse impacts on scenic vistas, and impacts are considered less than significant. Accordingly, no mitigation is required.

Operation

As proposed, Kaiser Permanente would redevelop and expand the existing medical campus in four phases of development that would occur between 2026 and 2050. Phase 1 entails the development of the ASC/MOB 2, a four-story, 165,000 SF building that would be located in the center of the project site and to the west (approximately 70 feet west) of the existing MOB 1. See Figure 3. Once constructed, the four-story ASC/MOB 2 would primarily be visible from adjacent streets including Lugonia Avenue, California Street, and Almond Avenue and from Lugonia Avenue, introduction of the building would result in some perceptible blockage of distant mountainous terrain to the northeast from view of motorists and pedestrians. From Almond Avenue, blockage of hillsides to the south of the project site and south of Interstate 10 is not anticipated as the proposed ASC/MOB 2 would present a generally similar height as the existing MOB 1 present in Figure 3.2a and hillsides are currently partially blocked from view by existing industrial development along the Lugonia Avenue corridor.

As the project progress and Phase 2 is initiated, site development would include the three- to seven-story hospital that would extend west from the ASC/MOB 2, a six-story parking structure located in the northern portion of the site, and a two-story CUP in the southwest corner of the site. See Figure 6. As experienced from adjacent roads, the intensification of site development and introduction of a tall hospital tower and parking structure would noticeably alter the quality of existing views across the site. Further, upon completion of Phase 2, development would extend to its most westerly location on the site (i.e., subsequent phases of development would entail additional construction to the south (MOB 3) and north (hospital) that could further impinge on existing visual quality and views to mountainous terrain located over 5 miles away to the northwest, north, and northeast. Surface parking throughout the project site would be constructed during phases I and II. Final buildout of the Project would feature surface parking against the northern boundary, including the northeastern and northwestern corners of the site, as well as retaining existing parking in the southeastern corner, with an expansion along the southern boundary of the Project site.

As described above, the new structures would alter the existing character of the site and existing views across the site to scenic resources including local foothills, peaks, and more distant mountains. Project structures would be visible from adjacent roadways including at KOPs 2, 3, and 4 and from more distant, elevated vantage points outside of the immediate surrounding area. As previously discussed, photo simulations from identified KOPs near the project site consider and depict existing conditions and full buildout of the Project. These were prepared and have been included in Figures 19a through 23b. Anticipated effects on existing views resulting from development as viewed from each of the identified KOPs is described below. While none of the selected KOPs have been designated by the City as scenic viewpoints (or vistas) and are not located on a City designated scenic roadway (see Figure 16), consideration of view effects from KOPs are provided below in Table 3 to inform overall potential for visual impacts and more specifically, impacts to views to scenic resources.

As shown in Table 3, the phased development on the Project site would result in view obstructions from selected public vantage points with a noticeably high blockage of distant mountain terrain in views from KOPs 3 and 4 (i.e., Lugonia Avenue and California Street/Lugonia Avenue). At these two locations, the phased, gradual introduction of multi-story development on the project site (primarily, development in Phases 2 through 4) would gradually block existing available views to distant mountainous terrain to the northeast (from KOP 3) and northwest (from KOP 4). While project site development would block mountainous terrain from view at KOPs 3 and 4 (see Figures 21b and 22b), mountain terrain elsewhere in the landscape would remain visible. Further, neither Lugonia Avenue nor California Street are City-designated scenic roadways and neither has been designated as a scenic vista by the City. In addition, the view blockage identified in Figures 21b and 22b would be experienced by motorists and other road

users over a relatively brief duration of time as they travel through the industrially designated business center to their ultimate destination. In addition, and throughout development of the project, viewing conditions from adjacent roadways would be similar to the available view across commercial and industrial developed properties along Lugonia Avenue and California Street (i.e., views across properties are blocked by warehouse development and perimeter landscaping). As summarized herein and presented below in Table 3, phased development of the project site with a medical center featuring a seven-story hospital and other multi-story facilities would result in view obstructions at specific public vantage points and at specific viewing angles to distant mountain terrain. However, as these specific viewpoints are not designated scenic vistas and view obstruction/blockage would occur along transient viewpoints where views are dynamic and constantly changing, impacts to scenic vistas associated with phased development of the project site would be less than significant.

Table 3. Summary of Changes to Identified Views during Operations

View	Viewers	View Obstruction	Visual Impact
KOP 1 – California Street	Represents views of local pedestrians and motorists located outside of the immediate area (i.e., nearly one block north of the project site)	▪ Rating: **None** ▪ Project site and phased development completely blocked from view by intervening industrial development and street trees in the foreground.	▪ Rating: **None** ▪ Project site and project are not visible from this particular vantage point.
KOP 2 – Almond Avenue	Represents views of passing eastbound motorists as they travel adjacent to the project site	▪ Rating: **Low** ▪ Partial views to distant hillsides to the south of the project site and Interstate 10 are visible under existing conditions; mountainous terrain is visible to the east (see Figure 20a) ▪ The six- and seven-story scale and broad form of the hospital (Phase 4 and Phase 2) would be evident; however, due to the partial and mostly blocked view to hillsides to the south under existing conditions, Almond Avenue is not a City-designated scenic road. Further, phased development on the project site would incorporate similar setbacks from Almond Avenue and landscaping concepts along Almond Avenue as existing industrial and commercial uses lining the roadway.	▪ Rating: **Less than Significant** ▪ Given the relatively brief duration the proposed ASC/MOB 2 (Phase 1), hospital and parking structure (Phase 2) would be present within the views of transient motorists and pedestrians on Almond Avenue (the road parallels the site for approximately 1,300 feet), lack of scenic roadway designation for Almond Avenue, and the near continuous presence of large and broad, multistory industrial and commercial development along the corridor, the phased introduction of multi-story structures on the project site would not result in a substantially adverse effect on a scenic vista.

Table 3. Summary of Changes to Identified Views during Operations

View	Viewers	View Obstruction	Visual Impact
		▪ Neither the proposed hospital nor the 6-story parking structure (Phase 2; the structure is visible but partially blocked in the KOP 2 simulation; see Figure 20b) block views to distant mountainous terrain to the east at KOP 2	▪ Building scale and development footprint would be softened by the phased introduction of landscaping (interior and perimeter) across the site. See Figure 20b.
KOP 3 – Lugonia Avenue	▪ Represents views of passing motorists as they travel adjacent to the project site	▪ Rating: **Moderate/High** ▪ Gradual buildout of the project site as a medical center would result in blocked views to mountainous terrain to the northeast; visually prominent, pyramidal form of San Gorgonio Mountain and other prominent peaks to the northeast/east would remain visible. ▪ Noticeable view blockage of distant terrain to the north would begin with Phase 1 development of the 4-story ASC/MOB 2 that would be located near the center of the site (see Figure 3). Additional view blockage would occur with Phase 2 development (primarily, the introduction of the 7-story hospital that would initially stretch west to east across the western portion of the site (see Figure 5). Lastly, the introduction of the 4-story MOB 3 in Phase 3 (MOB 3 would be constructed south of the proposed ASC/MOB 2) would further result in noticeable blockage of views to distant terrain to the north and northeast beyond the site.	▪ Rating: **Less than Significant** ▪ Due to the relatively brief duration the proposed ASC/MOB 2 (Phase 1), hospital (Phase 2), and MOB 3 (Phase 3) would be present within the views of transient motorists and pedestrians on Lugonia Avenue (the road parallels the site for approximately 1,300 feet), lack of scenic roadway designation for Lugonia Avenue, and the near continuous presence of large and broad, multistory industrial and commercial development (and associated dense landscaping) along the corridor, the phased introduction of multi-story structures on the project site would not result in a substantially adverse effect on a scenic vista. ▪ Similar to proposed development on the project site, the development of adjacent parcels along Lugonia Avenue has resulted in impaired views from the corridor to the north (views to the mountain terrain north across sites are rarely available) ▪ Proposed development on the project site would implement similar setbacks and landscaping concepts as other developed parcels along Lugonia Avenue ▪ The site is designated for Medical Facilities and a medical center with hospital was envisioned for the site in the Redlands Business Plan Concept Plan No. 1

Table 3. Summary of Changes to Identified Views during Operations

View	Viewers	View Obstruction	Visual Impact
KOP 4 – California Street/Lugonia Avenue	▪ Represents views of passing motorists as they travel near the project site (near existing MOB 1)	▪ Rating: **Moderate/High** ▪ Under existing conditions, Screened views to distant mountainous terrain to the northwest are available through project site landscaping at KOP 4; views to broad and dark mountain terrain also available to the north along the California Street corridor (see Figure 22b) ▪ Implementation of the project and specifically, the phased introduction of multi-story buildings near the center and western portions of the project site in Phases 2 through 4 would gradually block the distant mountain terrain to the northwest from view (see Figure 22b). ▪ Views of mountain terrain to the north would largely remain unchanged during development of the project site.	▪ Rating: **Less than Significant** ▪ Due to the relatively brief duration that proposed development would be present within the views of transient motorists and pedestrians at the California Street/Lugonia intersection, lack of scenic roadway designation for California Street and Lugonia Avenue, and the near continuous presence of large and broad, multistory industrial and commercial development (and associated dense landscaping) along the corridor, the phased introduction of multi-story structures on the project site would not result in a substantially adverse effect on a scenic vista. ▪ The baseline/existing conditions image presented in Figure 22a was taken in early spring when deciduous trees on the project site still have not regrown their foliage. Therefore, during late spring and summer months when trees are full and leaves have returned, views to distant mountain terrain to the northwest at KOP 4 would be partially blocked (and this blockage would be continued by phased future development on the project site). ▪ Proposed development on the project site would implement similar setbacks and landscaping concepts as other developed parcels along California Street and Lugonia Avenue
KOP 5 – Interstate 10	▪ Represents views of interstate motorists near the project site	▪ Rating: **None** ▪ Project site and phased development completely blocked from view by intervening industrial development in the immediate foreground.	▪ Rating: **None** ▪ Project site and proposed buildings are not visible from this particular vantage point.

6.2.2 Scenic Highways

Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No state-designated or eligible scenic highways are located in the project area. The closest eligible state scenic highway, State Route 38, is located approximately 2.4 miles east of the project site, and the nearest segment of officially designated state scenic highway, State Route 38, is approximately 24 miles northeast of the project site (Caltrans 2017). Due to distance and intervening development and terrain, the project site is not visible from the eligible scenic and state-designated scenic segments of State Route 38. Therefore, implementation of the project would not substantially damage scenic resources within a state scenic highway. No impact to scenic resources within a state scenic highway would occur.

6.2.3 Conflicts with Scenic Quality Regulations

Would the Project conflict with applicable zoning and other regulations governing scenic quality?

The project involves expanding the existing medical office building site by adding new buildings, surface parking, a parking structure, and landscaping in phases. The project is located in an urbanized area that is primarily developed with commercial and industrial uses including logistics warehouses. The project site is designated in the Redlands Business Plan Concept Plan No. 1 for Medical Facilities and the Redlands Business Plan Concept Plan No. 1 discloses that the site is planned for construction of a campus-like medical facility for Kaiser Hospital (City of Redlands 2004). Further, the Redlands Business Plan Concept Plan No. 1 discloses that the development of the Kaiser Hospital facility is planned to occur over a multi-year time span with various components of the facility being constructed separately.

As proposed, the project would be developed over four phases of development that are expected to occur between 2026 and 2050. The proposed site plans for Phase 1 through 4 are included as Figures 3, 5, 7, and 9 and phase-specific building elevations are included as Figures 4, 6,8, and 10. In addition to a new ASC/MOB 2, hospital, MOB 3, and hospital expansion, proposed development includes site landscaping. Phased preliminary landscape plans have been developed for the project and are presented as Figures 12 through 15.

The scenic quality of new development is primarily governed by goals and policies from the City's General Plan and Specific Plans. As shown in Table 4 below, the project is mostly consistent with relevant policies listed in the Redlands General Plan, East Valley Corridor Specific Plan, and Redlands Business Plan Concept Plan No. 1. As such, the project would not conflict with applicable zoning and regulations governing scenic quality and impacts would be less than significant.

Table 4. Project Conformity with Regulations Governing Scenic Quality

Goal/Policy	Project Consistency
City of Redlands General Plan	
Distinctive City Element	
2-P.1: Embrace the unique identities of individual neighborhoods in Redlands and encourage the	**Consistent.** The Project is located within the Redlands Business Center area and the project site is designated for Medical Facility uses. The Project would expand upon existing MOB 1 development and create a

Table 4. Project Conformity with Regulations Governing Scenic Quality

Goal/Policy	Project Consistency
celebration and enhancement of characteristics that make each neighborhood distinct. .	comprehensive medical center campus featuring several MOBs, a hospital, central utility plant, and parking facilities. While the four-to seven-story scale of proposed development on the project site would be larger than the existing commercial and industrial developments in the immediate surrounding area, the specific plan developed for the area (Redlands Business Center Concept Plan No. 1) designates the site for Medical Facility use and contemplated the development of a hospital facility. The seven-story height of the proposed hospital is also within the maximum permitted height of development as established in Redlands Business Center Concept Plan No. 1.
2-P.13: Encourage preservation of and public access to defined and established significant scenic vistas, viewpoints, and view corridors.	**Consistent.** Implementation and development of the project as proposed would not conflict with City plans to preserve defined and established significant scenic vistas, viewpoints, and view corridors. There are no established or designated significant scenic vistas, viewpoints, and view corridors in the immediate project area.
East Valley Corridor Specific Plan	
Section EV2.0225 Community Design	
(2) Policy: Establish design themes to unify the corridor area and provide a recognizable community character within the area	**Consistent.** Please refer to consistency analysis for Redlands General Plan Policy 2.1.3, above.
(3) Policy: Create a visually aesthetic appearance for the EVC from the freeways as well as from within the planning area	**Consistent.** While KOP 5 shows that the Project would not be visible from the freeway, visual simulations depict implementation of a robust landscape and phased development of an aesthetically, pleasing, modern medical center.
(4) Policy: Encourage effective use of landscaping within the East Valley Corridor.	**Consistent.** The Project includes a landscape plan that would be implemented alongside phased development. At maturity, landscaping would partially block the Project from view at select nearby locations to the north of the Project site but would not be effective at fully screening the Project and other components from view along adjacent roadways. Native and drought tolerant plantings are included in the phased preliminary landscape plans (see Figures 12 through 15) for the project.
(5) Policy: Ensure compatibility between adjacent land use types within the Corridor area.	**Not Consistent.** While development would entail the construction and operation of mostly 4-story buildings that would generally be consistent with the scale of existing industrial development (warehouses) in the immediate surrounding area, the Project includes the development of a seven-story hospital (Phase 2 and 4) and six-story parking structure (Phase 2). The scale and

Table 4. Project Conformity with Regulations Governing Scenic Quality

Goal/Policy	Project Consistency
	visibility of these taller buildings would be dissimilar from the scale and visibility of nearby development along the Lugonia Avenue and Almond Avenue corridors. Further, the specified uses on the project site (including MOBs and hospital) would incorporate building materials and more generally, an architectural character, that would be different than that of nearby industrial warehouses that include concrete tilt-up walled structures with long exterior expanses featuring limited windows. However, the scale and character of the proposed development on the project site would be consistent with that of a modern medical center featuring a hospital with over 200 beds. In addition, the underlying land use designation for the project site (Medical Facility) differs from that of adjacent lands and difference in specified use (and future occupancy of the medical center campus) requires a more thoughtful approach to exterior and interior design, for both health care workers and patients alike.
Section EV4.0215 Site Lighting	
(a) Lighting shall be required on all new development for the purpose of providing illumination to ensure public safety and security. Lighting fixtures shall be functional, coordinated and visually attractive. Lighting shall be required at the following locations: o (1) Pedestrian walkways and plazas. o (2) Building entries, driveway entries and parking o (3) Hazardous locations, such as changes of grade and stairways, shall be well-lit with lower-level supplemental lighting or additional overhead units.	**Consistent.** Appropriate lighting would be installed at the project site and would be provided to ensure adequate illumination of development phases for safety and security.
(b) Lights shall be placed so as not to cause glare or excessive light spillage on neighboring sites.	**Consistent.** All installed exterior light fixtures would be concealed source fixtures. Security lighting would be shielded and exterior wall-mounted flood lights would not be used. Parking lots would include fixtures and poles that are to be up to 30-feet high and would be designed to project downward.
(c) All parking lot and driveway lighting shall provide uniform illumination at a minimum level of 0.5 foot candle.	**Consistent.** Adequate lighting would be provided in parking lots and along driveways on the project site to ensure compliance with the minimum foot-candle requirement and provide appropriate illumination for healthcare workers, patients, and visitors.

Table 4. Project Conformity with Regulations Governing Scenic Quality

Goal/Policy	Project Consistency
(d) All light fixtures are to be concealed source fixtures except for pedestrian oriented accent lights.	**Consistent.** All installed exterior light fixtures would be concealed source fixtures.
(e) Security lighting fixtures are not to project above the fences or roof line of the building and are to be shielded. The shields shall be painted to match the surface to which they are attached. Security lighting fixtures are not to be substituted for parking lot or walkway lighting fixtures and are restricted to lighting only loading and storage locations, or other similar service areas.	**Consistent.** Security lighting fixtures would not project above the fences or roof line of the building and would be shielded.
(f) Exterior wall-mounted floodlights are expressly prohibited except for security lighting in areas as noted above.	**Consistent.** Security lighting would be shielded and exterior wall-mounted flood lights would not be used.
(g) All illuminated signs are to be internally illuminated.	**Consistent.** Where installed on the project site, illuminated signs would be internally illuminated.
(i) The design of all lighting fixtures and their structural support shall be architecturally compatible with the surrounding buildings.	**Consistent.** While specific details have not been developed at this time, proposed site lighting would be architecturally compatible with and be thoughtfully integrated into new building design.
(j) Walkway lighting fixtures shall have an overall height not to exceed twelve (12) feet.	**Consistent.** Walkway lighting would comply with the overall height requirement of twelve feet or less.
(k) Parking lot fixtures shall have an overall height not to exceed thirty (30) feet with the exception of property north of Palmetto Avenue and west of California Street, which parking lot fixtures located within these boundaries may have an overall height not to exceed forty (40) feet and shall meet the following: (1) the photometric level shall not exceed "zero" at the property line and, (2) no lighting shall be directed northerly toward the Santa Ana Wash. (l) When walkway lighting is provided primarily by low fixtures, there shall be sufficient peripheral lighting to illuminate the immediate surroundings to ensure public safety. Shatter-proof coverings are recommended on low-level fixtures.	**Consistent.** Parking lots would include fixtures and poles that are to be up to 30-feet high and would be designed to project downward. As is typical with development projects, development-specific photometrics would be prepared during the construction documents to be submitted to the City for review and approval. The future photometrics prepared for the Project would be required to ensure adherence to City standards concerning site lighting.
Section EV4.0240 Architectural Guidelines	
(c) The following guidelines shall apply to site design: o (1) Developments should be designed to maximize any existing views of mountain ranges, open	**Consistent.** Taller development on the project site (primarily, the seven-story hospital) would be provided with views of mountains located to the north. As proposed, building placement and layout would vary to avoid a monotonous appearance and reduce potential for continuous building facades along street frontages.

Table 4. Project Conformity with Regulations Governing Scenic Quality

Goal/Policy	Project Consistency
space, palm rows, or other view amenities. o (2) Building placement should vary to include both parallel and skewed angles to the street plane in order to provide diversity and discourage continuous building facades along street frontage.	Refer to Figures 20b and 22b that depict full buildout of the Project as viewed from Almond Avenue and Lugonia Avenue.
(d) The following guidelines shall apply to building design: o (1) Building construction and design shall be used to create a structure with equally attractive sides of high quality, rather than placing all emphasis on the front elevation of the structure. Architectural facade treatments will be required on all portions of the building(s) exposed to public views. Extra treatment may be given to the street frontages as long as the basic facade treatments are carried around the structure. o (2) Any accessory buildings and enclosures, whether attached to or detached from the main building, shall be of similar compatible design and materials as the main building. o (3) Large, continuous surface treatments of a single material shall be minimized. Changes in texture, relief or materials, and use of decorative features such as planters, varied roof lines, decorative windows and accent panel treatment should be encouraged. o (4) Pre-engineered metal buildings with corrugated exteriors are prohibited and other predominantly painted metal facade treatments are strongly discouraged.	**Consistent.** Elevations of phased development proposed on the project site, and simulations of the phased development proposed on the project site, have been prepared and are presented in this report. As shown on Figures 4 and 9, the design of proposed ASC/MOB 2 and MOB 3 buildings incorporates exteriors of somewhat varied metallic finishes and varying planes (see also Figures 21b and 22b). Also, the north elevation of the proposed hospital presents a broad exterior that is occasionally interrupted by large projections and greyish metal paneling is accented by painted metal frames and sunshades around windows (see Figures 6 and 20b; Figures 11 and 20b demonstrate the change in texture and materials associated with sunshades on the northern hospital extension). Further, the hospital's mostly flat roofline is broken by a noticeable vertical projection (parapet) and by the step-down in scale between initial (Phase 2) and final (Phase 4) stages of hospital development. Figure 24, Kaiser Permanente San Marcos Medical Center, is provided as an example to demonstrate the exterior materials, accents/treatments, and structure depth (i.e., variation in building plane) that is envisioned for portions of the Kaiser Permanente Redlands Medical Center hospital building.

Table 4. Project Conformity with Regulations Governing Scenic Quality

Goal/Policy	Project Consistency
(f) Rooftop Treatment o (1) Buildings shall be designed so that the architecture of the building adequately screens rooftop equipment from taller surrounding structures as well as residential uses by use of rooftop wells, parapet walls, or other means. Where possible, ground-mounted equipment shall be used in lieu of roof-mounted equipment. o (2) All roof mounted equipment, including but not limited to ducts, fans, and vents, must be painted to match the roof color. o (3) Rooftop solar collectors, skylights and other potentially reflective elements shall be designed and installed so as to prevent glare and obstruction of views from surrounding uses and structures. If equipment projects above building mass, it shall be screened with an enclosure which is compatible with the building design. o (4) Rooftop radio, TV and microwave antennae and towers are prohibited unless approved by the Planning Commission. o (5) Where large, flat rooftops are located near taller surrounding structures, they shall be designed and landscaped to be visually attractive. The use of colored gravel (earthtones, arranged in patterns) and/or planter boxes is encouraged for this purpose.	**Consistent.** Where possible, new buildings constructed on the project site would incorporate wells, walls, or other methods to screen rooftop equipment from view. As proposed, the six-story parking structure would feature solar panels on the roof (see Figure 7). The proposed system would be installed so as to prevent glare and obstruction of views from surrounding uses and structures to the extent feasible. The project site is generally surrounded by 2-3 story industrial and commercial developments and as such, larger structures are not located adjacent to the project site.
Section EV4.02500 General Guidelines (Landscaping)	
a. The Landscape Plan required for submission by the applicant should exhibit a design concept. Plant materials should be used in a logical, orderly manner, helping to define	**Consistent.** Phased, preliminary landscape plans have been prepared and are shown in Figures 12 through 15.

Table 4. Project Conformity with Regulations Governing Scenic Quality

Goal/Policy	Project Consistency
spaces and complement adjacent architecture. A landscape plan showing the proposed landscaped areas, placement of landscape materials by type, number, and size to include a depiction of the anticipated drip line of mature trees, irrigation system and use of the property shall be prepared by a landscape architect or a licensed nurseryman and shall be submitted to the Community Development Department. The same plot plan submitted for the project which shows the parking layout or other requirements for the issuance of a building permit or planning approval may be used, provided all proposed landscaping is adequately detailed on the plot plan. Plans shall be submitted for approval to the Community Development Director or the Planning Commission, for approval whenever required under the provisions of this specific plan.	
b. Landscape designs should be coordinated between the areas of a development. However, all areas within a project need not be identical. Different landscape themes may be utilized in larger developments to distinguish spaces from one another, yet these themes should be consistent with a unifying concept which establishes a cohesive design throughout the project.	**Consistent.** As outlined in the Landscape Plans (Figures 12 through 15), a native and climate-appropriate plant palette is proposed to be incorporated throughout the project site. In addition, landscaping would be implemented with development at each phase of the Project, to ensure cohesive landscaping while Project development is underway. Furthermore, the landscape plan includes perimeter plantings would provide for partial screening of development from adjacent roadways (see Figure 12 through 15).
c. In addition to the selection and distribution of plant materials, landscape plans should incorporate various site furnishings and features. Lighting, seating, paving, fountains, etc., should be considered integral components of the landscape plan and therefore included in the overall landscape concept.	**Consistent.** Furnishings, including temporary detention basins, decorative dry stream beds, pedestrian promenades, seating, bridges, and decomposed granite trails are provided in the Landscape Plan, as seen in Figures 12 through 15.
d. The scale and character of the landscape materials to be selected should be appropriate to the site and/or architecture. Large-scale buildings or projects require large-scale landscaping treatments.	**Consistent.** Proposed landscaping would be incorporated throughout the project site. In addition, landscaping will be done at each phase of the Project, to accommodate for the changing landscaping needs of the site.
e. Existing landscaping elements, such as mature trees, should be incorporated into landscape plans. Specimen trees or groupings of existing trees can provide a new development with immediate character.	**Consistent.** Existing mature trees and landscaping elements associated with the existing MOB 1 would remain in place and be incorporated into the overall landscape plan for the project site.

Table 4. Project Conformity with Regulations Governing Scenic Quality

Goal/Policy	Project Consistency
They should be viewed as design determinants.	
f. Landscaping incorporated into the building design through trellises, arbors, planters, atriums, etc., is encouraged and can often enhance the quality of a building.	**Consistent.** Landscaping features, such as decorative dry stream beds, promenades, decorative seating, granite trails, prairie grass fields, and focal bridges are included in the Landscape Plan (see Figures 12 through 15)
g. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and turfs is encouraged.	**Consistent.** A plant palette is included in the Landscape Plan and includes drought tolerant plants and native plants, such as agave and oak trees.
h. Live plant materials should be used in all landscaped areas. The use of gravel, colored rock, bark, and other similar materials are not acceptable as a sole ground cover material. {These materials may be used, however, in place of paving materials in functional activity areas such as patios or rear entry walks, or as groundcover for up to twenty percent (20%) of the total landscaped area).	**Consistent.** Live plants are proposed and included in the Landscape Plan and would cover the majority of landscape areas, as opposed to gravel, rock, and bark.
i. New plant materials should be supplied in a variety of container sizes: for shrubs - five gallon sizes, and for trees - fifteen gallon containers, are preferred. The variety of tree sizes for the overall site landscaping shall adhere to the criteria established in EV4.0255(A)(9).	**Consistent.** Consistent with landscape plans for the project, new plant materials would be supplied in various container sizes.
j. Irrigation is required for all landscaped areas. Automatic systems are required. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, fences, etc. The use of water conserving systems such as drip irrigation or moisture sensors for shrubs and tree planting is encouraged.	**Consistent.** Irrigation systems would be determined at a later date, closer to the project Phase 1 buildout. However, irrigation systems would be automatic to avoid overspray.
k. Landscape installation, in accordance with the approved plan, must occur prior to building occupancy. Where a development occurs in phases, all landscaping for each phase must be installed prior to occupancy of that phase.	**Consistent.** Landscaping is to be constructed throughout the phases of the project, in congruency with each phases beginning and end date.
Redlands Business Center Concept Plan No. 1	

Table 4. Project Conformity with Regulations Governing Scenic Quality

Goal/Policy	Project Consistency
Minimum lot area shall be twenty thousand square feet.	**Consistent.** The existing lot area is considerably larger than the minimum lot area as established in the Redlands Business Center Concept Plan No. 1.
Minimum lot width shall be one hundred feet; minimum lot depth shall be one hundred-fifty feet.	**Consistent.** The proposed lot width is greater than one hundred feet, and the depth is greater than one hundred-fifty feet.
Maximum structure height is one hundred-fifty feet. In addition, height limits shall be determined in accordance with Part 77 of the FAA regulations and Section EV4.0240 (a) of the East Valley Corridor Specific Plan pertaining to the Floor Area Ratio. For purposes of this District, the maximum FAR shall be 0.60. Furthermore, building heights shall be limited so that there are clear northerly views showing the full height of the mountains from the freeway through fifty percent of the entire project site. Sightline studies are needed at time of submission to the Planning Commission to assure project compliance.	**Consistent.** The tallest building on the project site, the proposed hospital, would feature a seven-story tower that would measure approximately 118 from ground level to top of parapet (see Figure 6). The proposed maximum height of development on the project site is less than the maximum permitted structure height of 150 feet. As expressed in Viewpoint 5 (Figure 23b), the Project and project site are not visible from the nearest segment of Interstate 10.
Minimum building/parking setbacks shall be as follows: • Front yard - The District shall have a minimum front yard landscape setback extending around the entire street perimeter of twenty-five feet. • For buildings over two stories in height, special consideration shall be given to increased street side setbacks, increased landscaped setbacks and architectural enhancement to protect the streetscape from visually over-powering buildings. • For requirements on landscaping, walls, access, parking, loading, trash enclosures, lighting and storage, the provisions of Division 4 of the EVCSP shall apply. For the purposes of landscaping requirements, a minimum of twenty percent of the site shall be provided.	**Consistent.** As shown in the Preliminary Landscape Plans (Figures 12 through 15), a perimeter landscape setback of twenty-five feet or greater is proposed for the Project. Further, the project would comply with site landscaping requirements established in the Redlands Business Center Concept Plan No. 1.

6.2.4 Light and Glare

Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Construction activities would typically occur during daylight hours, and nighttime lighting on the project site would not typically be required during the construction phase. However, temporary lighting may be installed on the project site and operated if after-hours work is determined to be necessary for specific activities. Nightime work would not be typical during the construction phase, and during sporadic use, mobile lighting sources would be fully shielded and directed downward to minimize skyglow and light trespass onto adjacent properties. Further, mobile lighting would be focused on the area of active construction such that the entirety of the project site would not be illuminated. Because the use of nighttime lighting during construction would be irregular, and mobile lighting sources would be fully shielded and directed downward, construction lighting would not adversely affect nighttime views in the area or create substantial glare. Therefore, impacts associated with the occasional use of mobile lighting during construction would be less than significant.

Light

The project site is currently developed with the existing hospital and medical office buildings. Under existing conditions, sources of light on the project site include interior and exterior building lighting, security lighting, and landscape lighting. Existing light sources immediately adjacent to the project site include streetlights along California Street, Almond Avenue, and Lugonia Avenue, building lights from the existing medical office building to the east, as well as lighting from the nearby commercial and industrial properties.

The project would include additional interior and exterior building lights and exterior lighting for safety and security purposes within parking lots, along pathways and on buildings. Lighting would be required to comply with the City's lighting requirements such that all light sources shall be shielded so that the light is directed away from streets and adjoining properties. In addition, City regulations require that parking and driveway lighting associated with the project provide a minimum of 0.5 foot-candles of uniform lighting.

As proposed, lighting would be installed along pedestrian walkways and plazas, building entries, driveway entries, drop-offs and stairways and grade changes. All installed exterior light fixtures would be concealed source fixtures. Security lighting would be shielded and exterior wall-mounted flood lights would not be used. Parking lots would include fixtures and poles that are to be up to 30-feet high. Section EV4.0215, Site Lighting, of the EVCSP requires that parking lot lighting not exceed zero footcandles at the property line and that lighting shall be placed so as to not cause glare or excessive light spillage on neighboring sites. The project would be required to comply with all relevant standards of the EVCSP including those specific to light and glare. Further, all light fixtures would be required to be consistent with the California Green Building Standards Code for illumination. The California Green Building Standards Code sets forth minimum requirements based on Lighting Zones, as defined in Chapter 10 of the California Administrative Code. The requirements are designed to minimize light pollution in an effort to maintain darks skies and ensure new development reduces backlight, uplight, and glare (BUG) from exterior light sources.

Compliance with the lighting standards identified above would ensure that lighting associated with project-level and program-level elements would be less than significant.

Glare

Existing sources of glare in the project area are limited to the windows associated with the exterior of the existing hospital and medical office buildings and the windows of development in the surrounding area. Under existing conditions, the project site is landscaped with multiple mature trees that aid in shielding the hospital and medical office buildings (and potential glare generated by building windows) from the view of nearby motorists and residents. The project would incorporate metal and glass into the façade of the proposed buildings, and solar panels would be installed on rooftops of proposed parking structures. Although metallic materials and glass have been incorporated into project design, metallic materials would typically be finished and display a dull veneer. Selected glass would have a low exterior reflectance percentage to maximize daylighting opportunities to interior building spaces. Additionally, any potential glare resulting from the windshields of parked vehicles would be shielded through the landscaping design of the proposed project.

Solar panels may be added to the rooftops of the proposed parking structures at some indeterminate point in the future. The reflective solar panels could create glare on the project site. Glint (a momentary flash of light) and glare (a more continuous source of excessive brightness relative to the ambient lighting) can occur from solar energy components, including some photovoltaic panels. The solar panels would be on fixed racks, angled to the south to improve solar output, and would have an anti-reflective coating. The solar panels would be located out of sight from ground-based public vantage points. Therefore, the solar panels would be located out of sight of motorists and pedestrians and would be angled upward, making it unlikely for the panels to create new glare that would be received by surrounding motorists, pedestrians, and residences.

Due to the angle of the panels, the application of anti-reflective coatings, and the lack of sensitive land uses to the immediate north, east and west of the project site, operation of solar panels atop the parking structures would not result in substantial glare that would be received by off-site receptors. As previously discussed, the project would be required to comply with the California Green Building Code, which establishes maximum allowable BUG ratings, which include glare. Therefore, project-related glare impacts would be less than significant.

Based on the analysis above, project-related light and glare impacts would be less than significant, and no mitigation is required.

7 References

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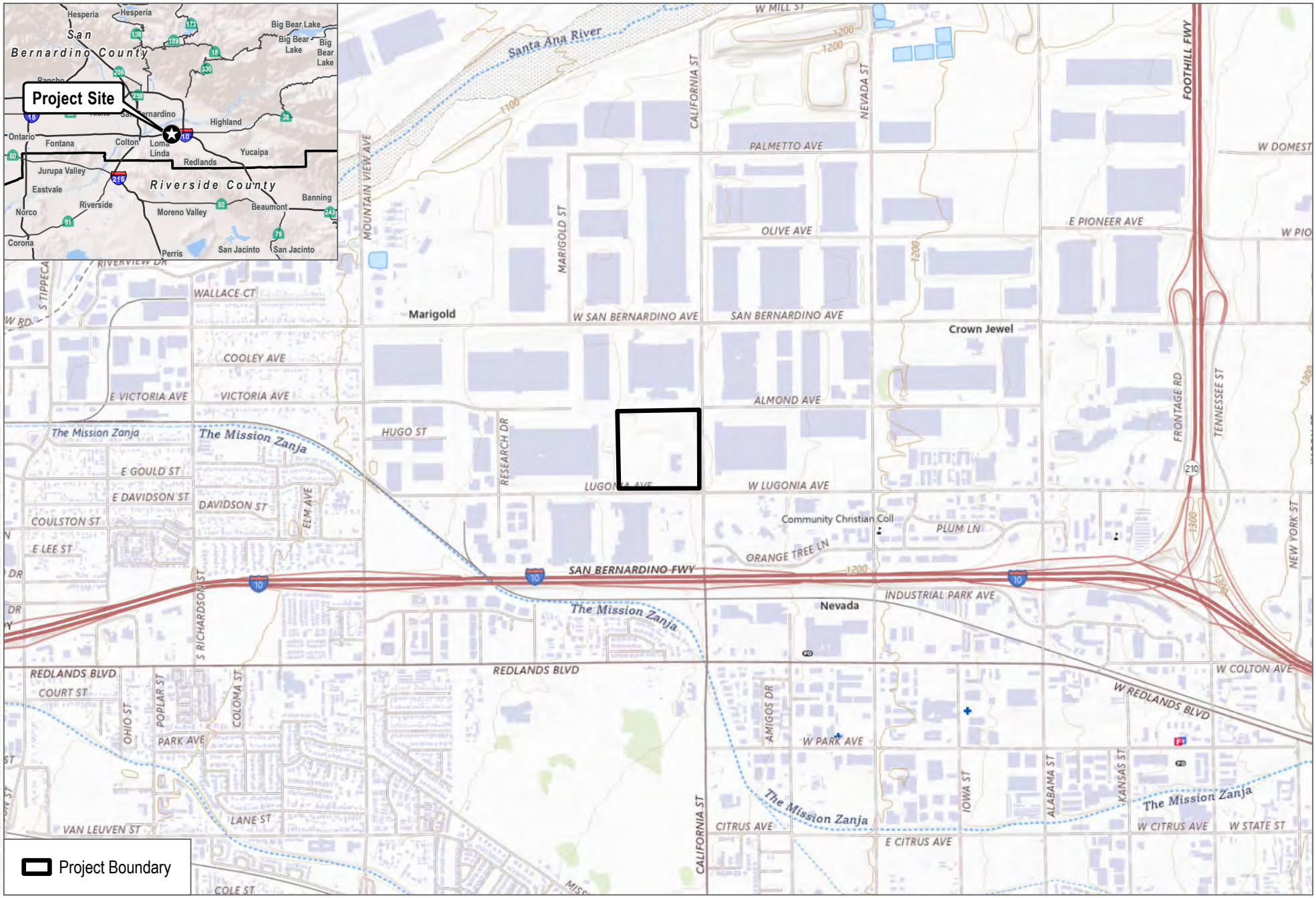


SOURCE: USGS National Map 2025

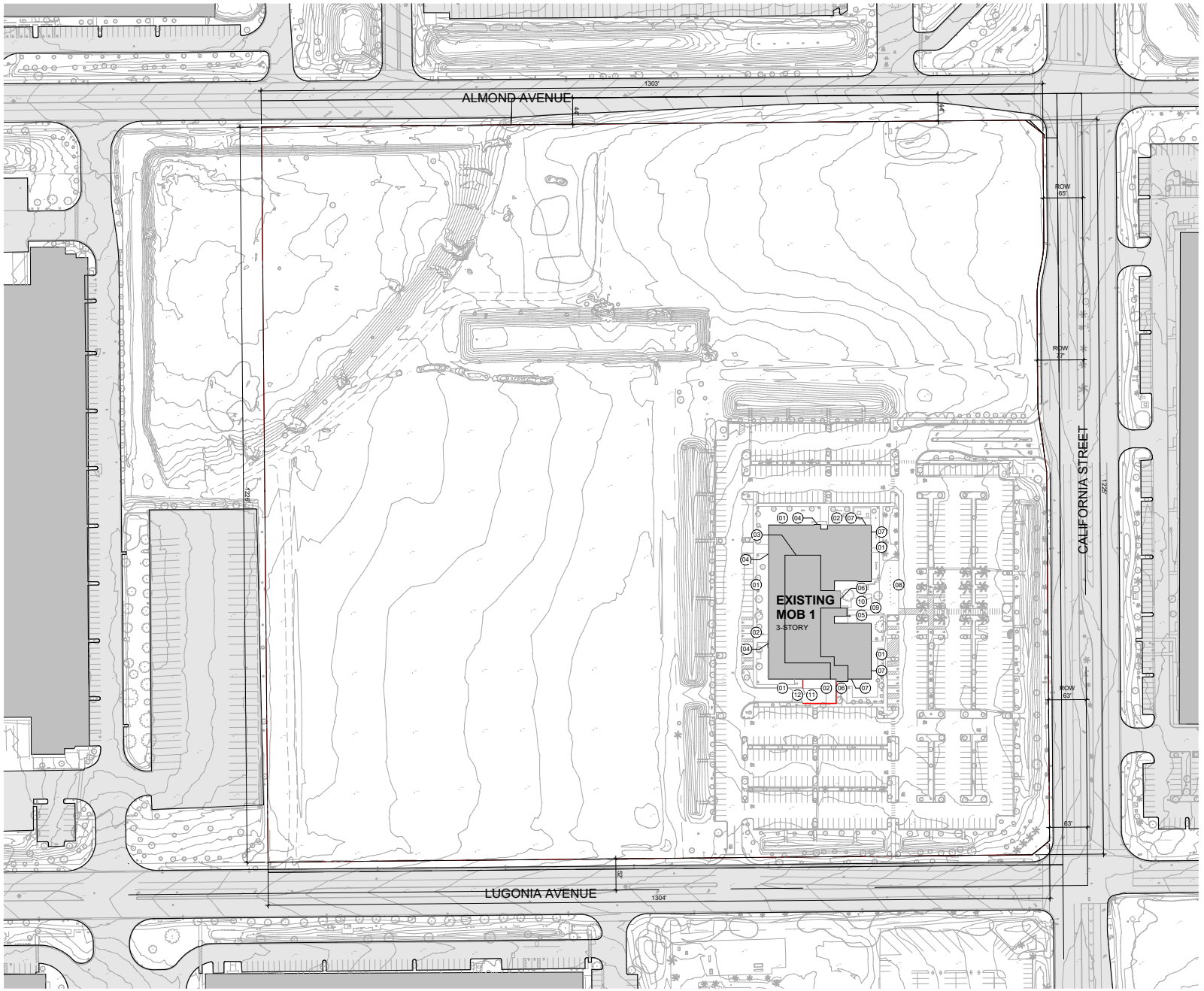
DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Kaiser Permanente Redlands Medical Center



SOURCE: CO Architects, 2024

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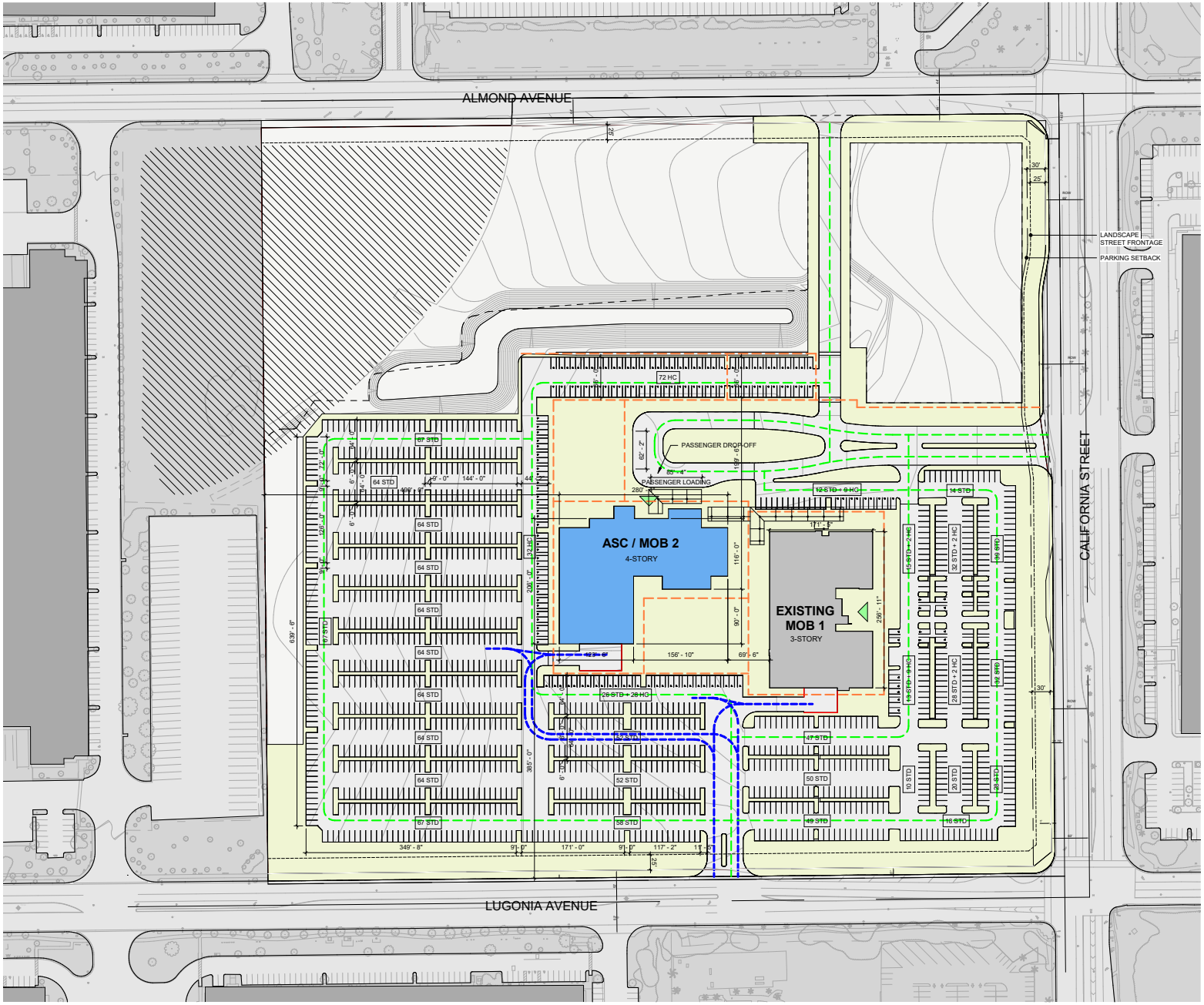
FIGURE 2

Existing Site Plan

Kaiser Permanente Redlands Medical Center



SOURCE: CO Architects, 2024

FIGURE 3

Phase 1 Site Plan

Kaiser Permanente Redlands Medical Center

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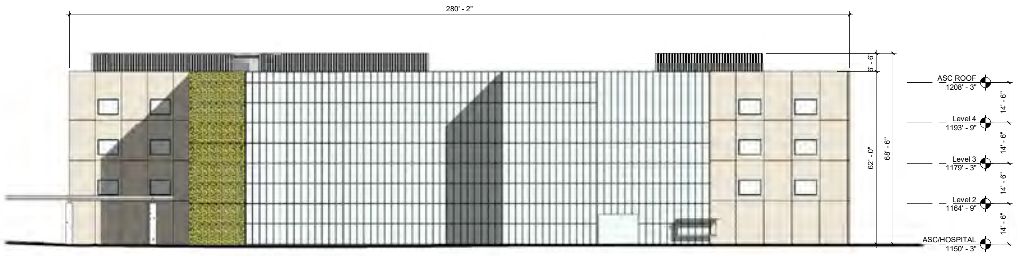
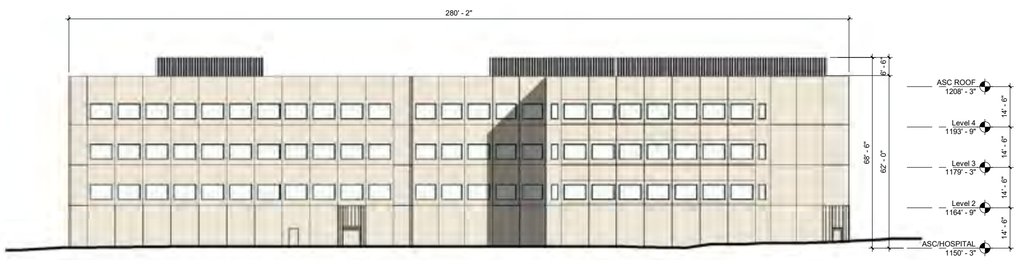


1 NORTH ELEVATION
1" = 20'-0"

3 EAST ELEVATION
1" = 20'-0"



2 SOUTH ELEVATION
1" = 20'-0"

EXTERIOR MATERIAL TYPES

- METAL PANEL - PATTERNED
- METAL PANEL - SMOOTH WITH INTEGRAL GLAZING
- CURTAIN WALL
- METAL PANEL - VERTICAL

SOURCE: CO Architects, 2024

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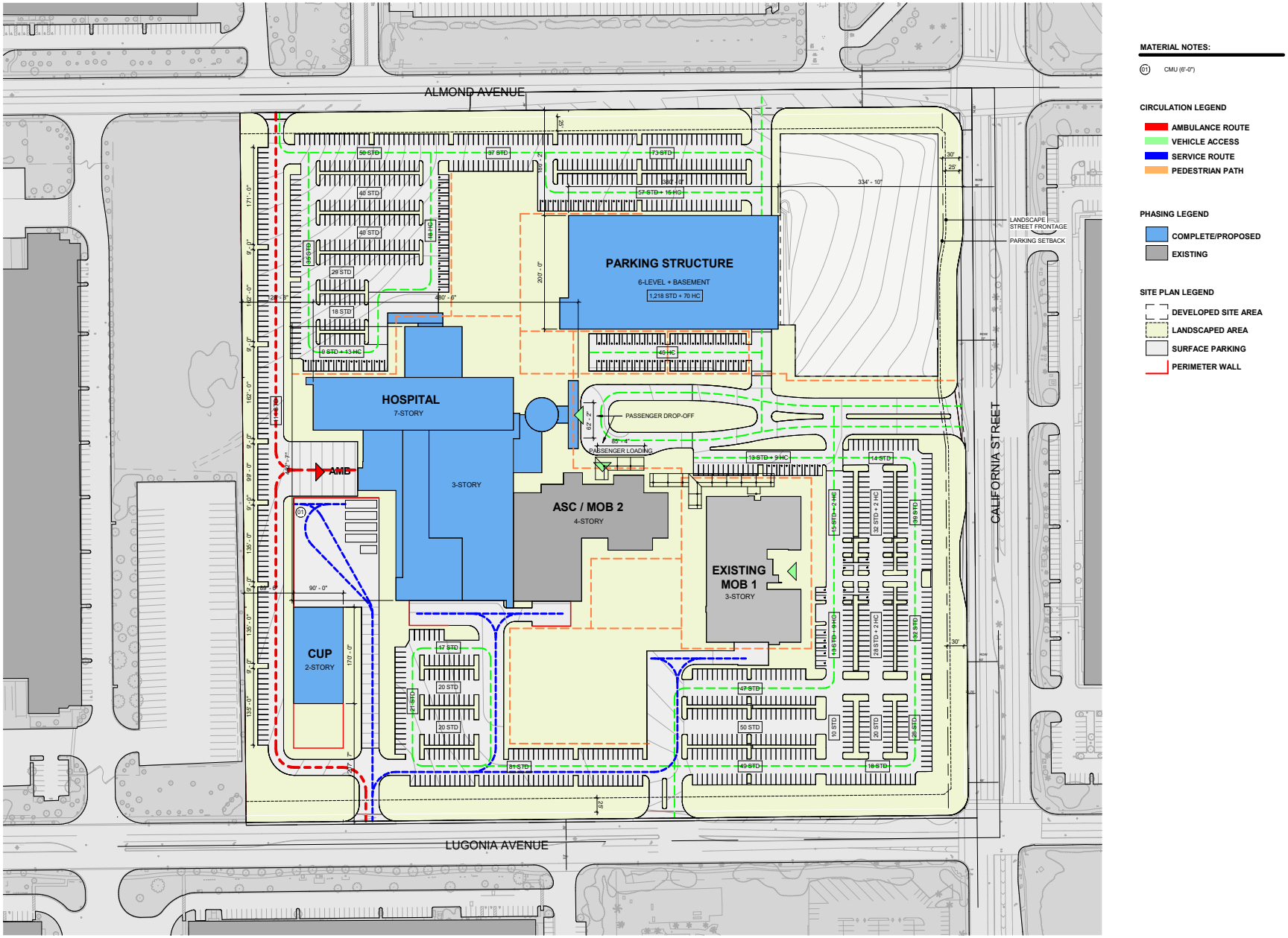
FIGURE 4

Phase 1 ASC/MOB 2: Elevations

Kaiser Permanente Redlands Medical Center



SOURCE: CO Architects, 2024

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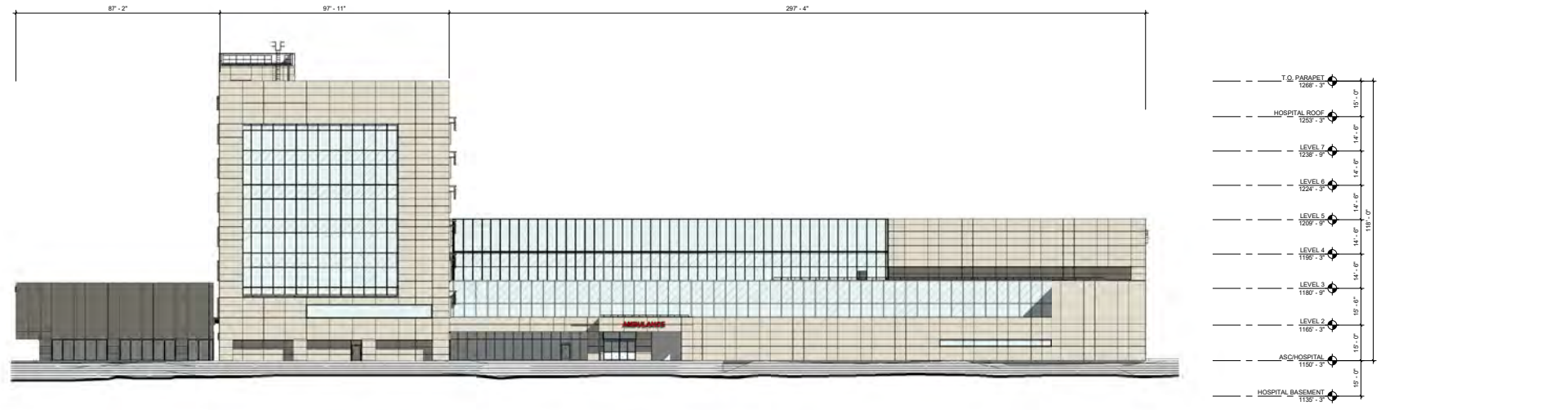
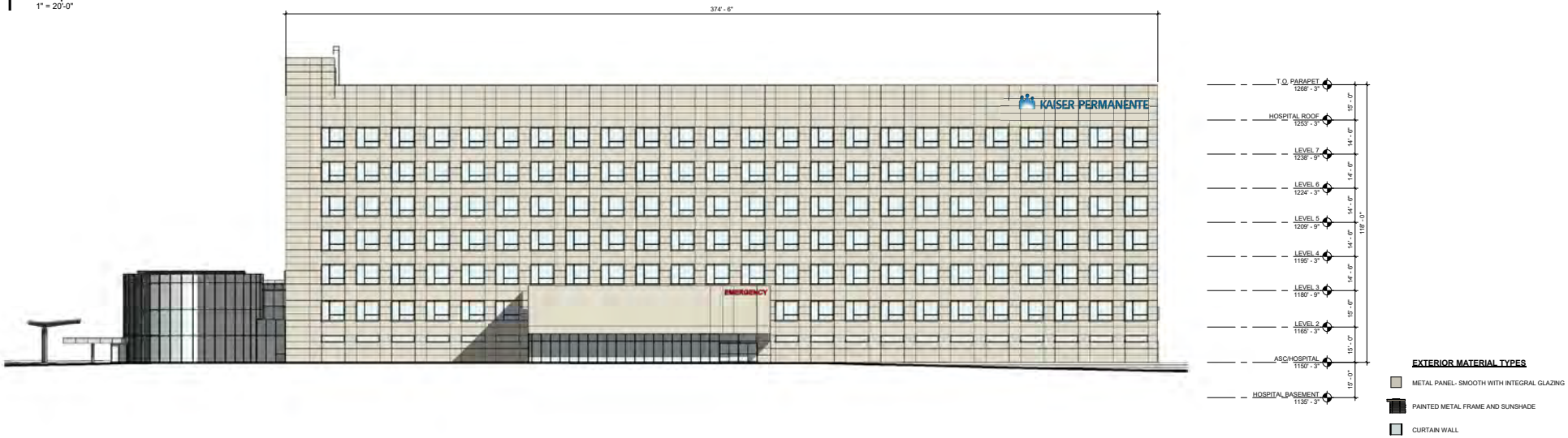
FIGURE 5

Phase 2 Site Plan

Kaiser Permanente Redlands Medical Center



1 Hospital West Elevation
1" = 20'-0"



2 Hospital North Elevation
1" = 20'-0"

SOURCE: CO Architects, 2024

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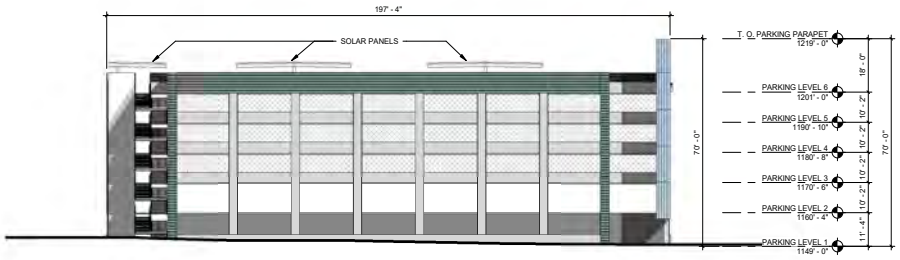
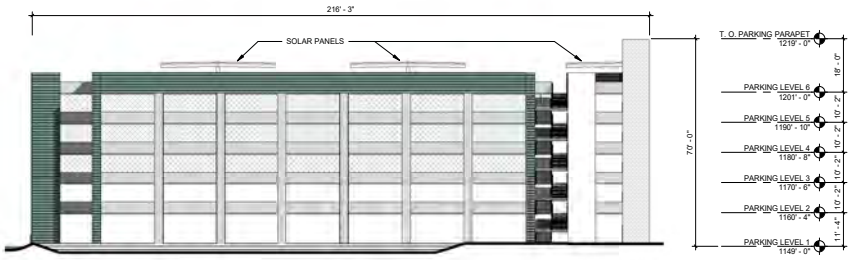
FIGURE 6

Phase 2 Hospital Expansion: Elevations

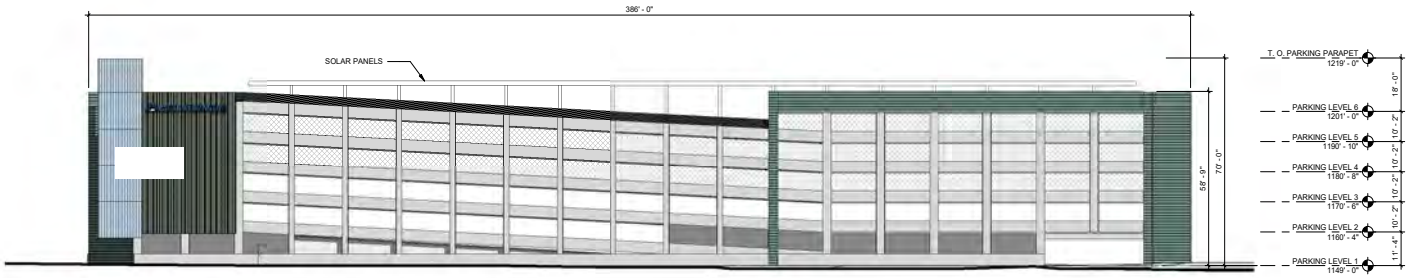
Kaiser Permanente Redlands Medical Center



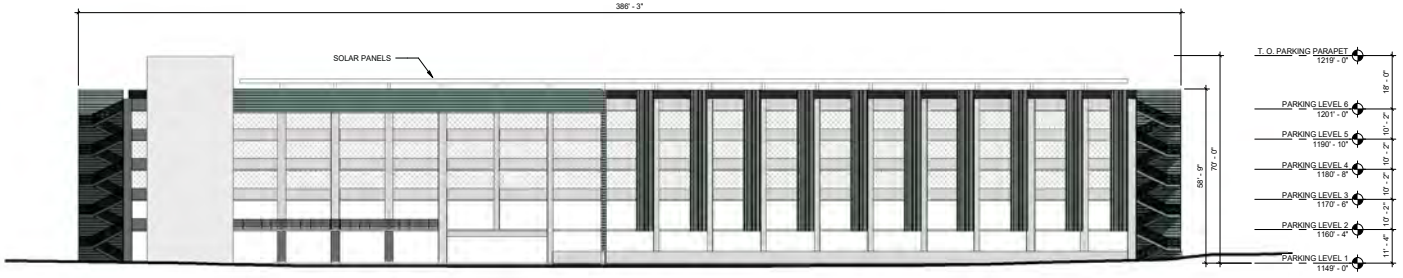
1 EAST ELEVATION
1" = 20'-0"



2 WEST ELEVATION
1" = 20'-0"



3 NORTH ELEVATION
1" = 20'-0"



4 SOUTH ELEVATION
1" = 20'-0"

EXTERIOR MATERIAL TYPES

- METAL PANEL
- CHANNEL GLASS
- PAINTED CONCRETE
- CMU ELEVATOR TOWER
- MESH SCREEN FOR FALL PROTECTION

Path: Z:\Projects\17645601\MAP\DOCS\visual

SOURCE: CO Architects, 2024

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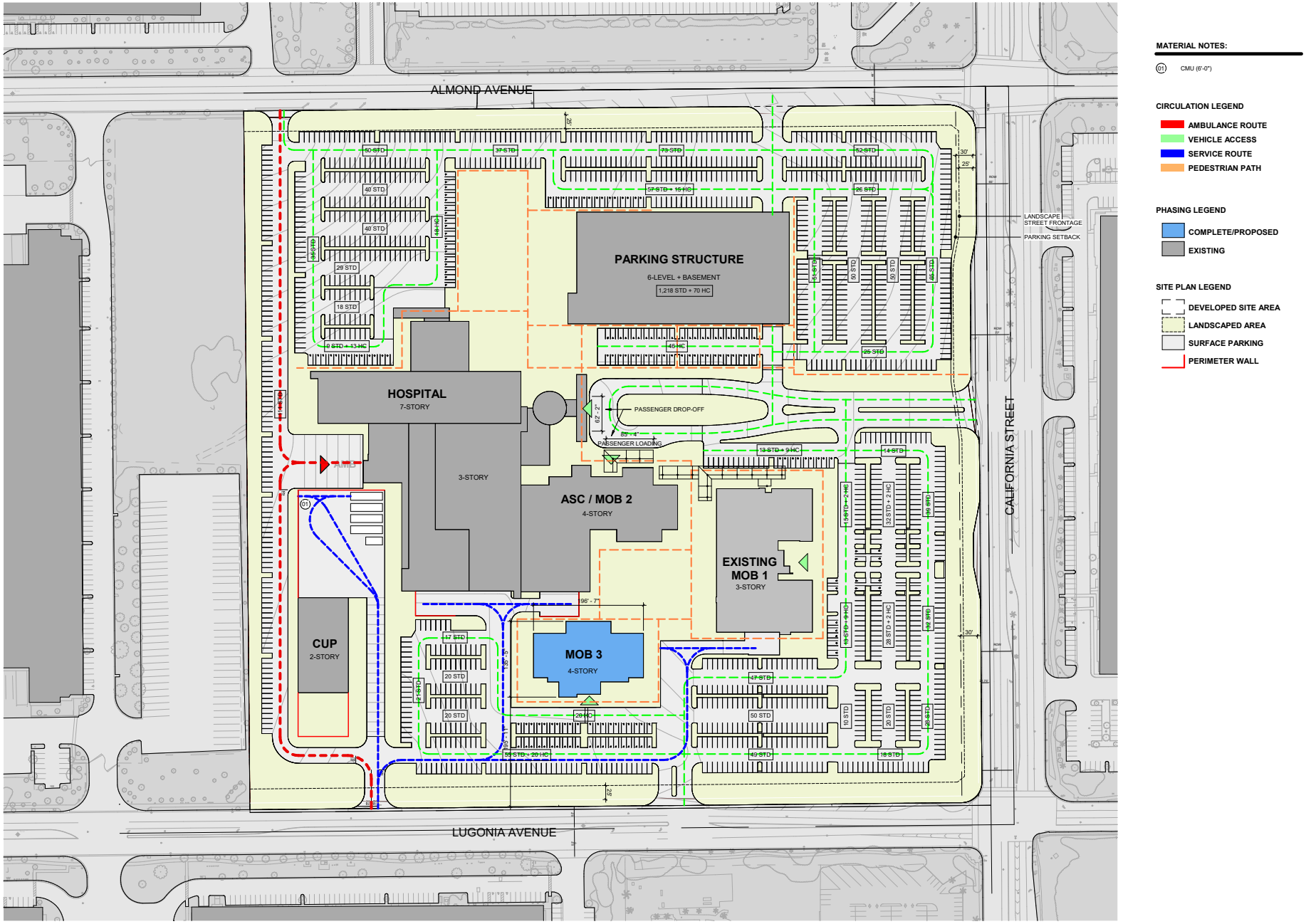
FIGURE 7

Phase 2 Parking Structure: Elevations

Kaiser Permanente Redlands Medical Center



SOURCE: CO Architects, 2024

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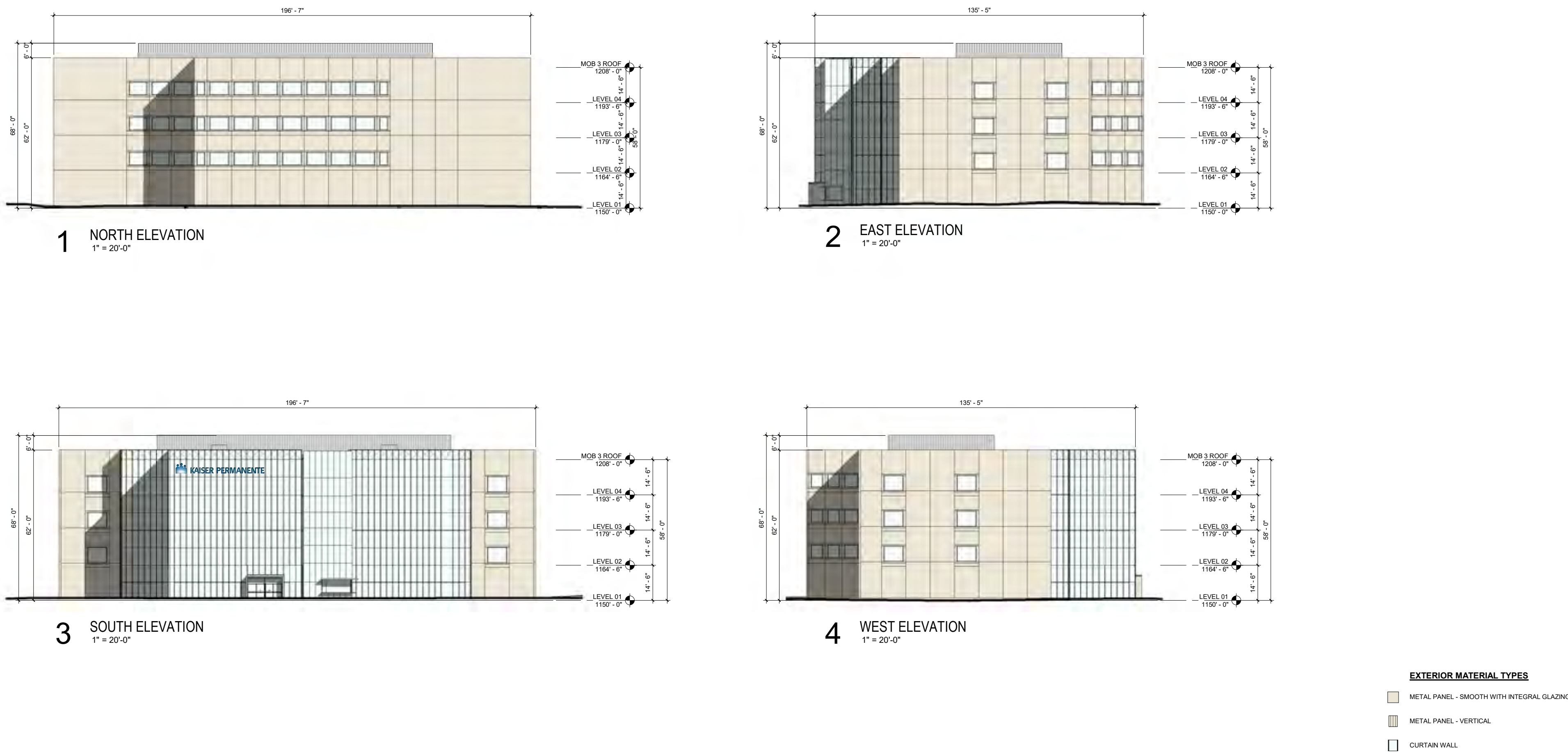
FIGURE 8

Phase 3 Site Plan

Kaiser Permanente Redlands Medical Center

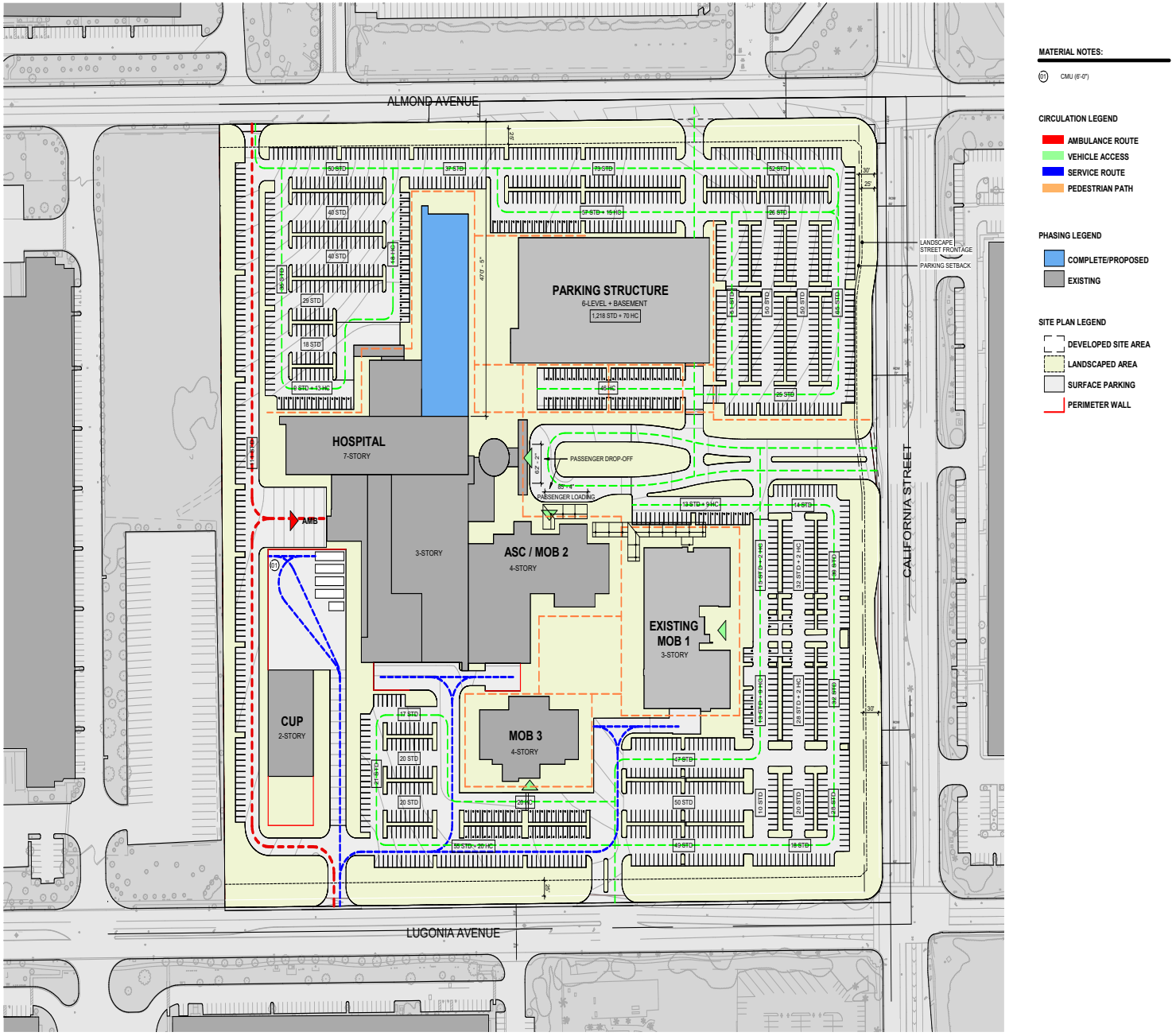


SOURCE: CO Architects, 2024

FIGURE 9

Phase 3 MOB 3: Elevations

Kaiser Permanente Redlands Medical Center



SOURCE: CO Architects, 2024

FIGURE 10

Phase 4 Site Plan

Kaiser Permanente Redlands Medical Center

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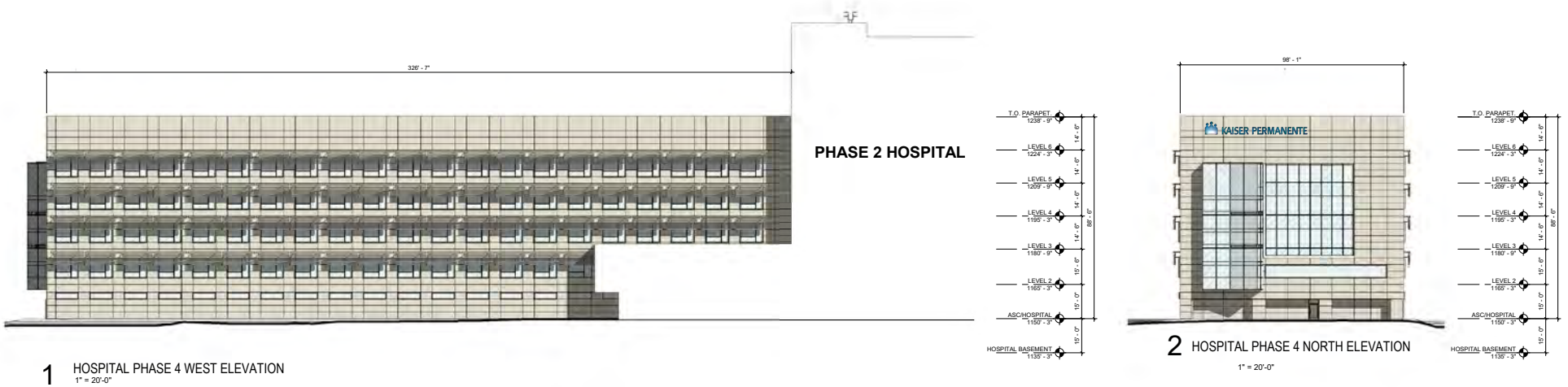
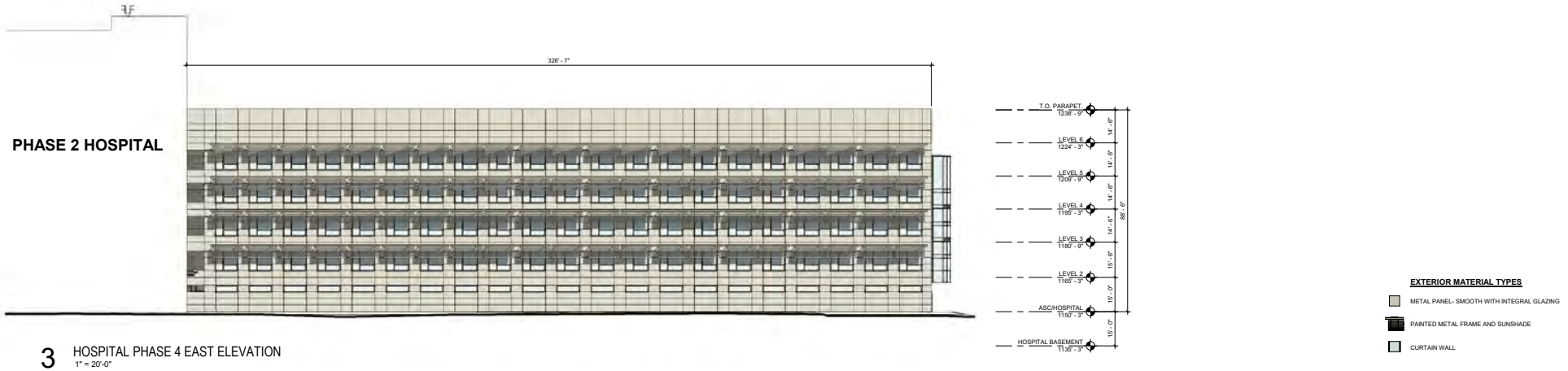


1 HOSPITAL PHASE 4 WEST ELEVATION
1" = 20'-0"

2 HOSPITAL PHASE 4 NORTH ELEVATION
1" = 20'-0"



3 HOSPITAL PHASE 4 EAST ELEVATION
1" = 20'-0"

SOURCE: CO Architects, 2024

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FIGURE 11

Phase 4 Hospital Expansion: Elevations

Kaiser Permanente Redlands Medical Center

PROPOSED PLANT PALETTE

TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM	INSTALL SIZE	WATER USE	DESCRIPTION	MATURE SIZE (AT 15 YEARS)
	CINNAMONUM CAMPHORA	CAMPHOR	24" BOX STD.	8'H X 4'W X 1-1/4"CAL.	M	CALIFORNIA STREET TREE	22'H X 20'W X 4"CAL.
	CUPANIOPSIS ANACARDIODES	CARROTWOOD	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	M	LUGONIA STREET TREE	24'H X 20'W X 4"CAL.
	ULMUS PARVIFOLIA 'TRUE GREEN' - OR - TIPUANA TIPU	TRUE GREEN CHINESE ELM - OR - TIPU TREE	36" BOX STD.	10'H X 5'W X 2"CAL.	M	CANOPY SHADE TREE	25'H X 25'W X 4"CAL.
	LAGERSTROEMIA INDICA 'PURPLE TOWER'	PURPLE TOWER CREPE MYRTLE	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	L	SMALL DECIDUOUS ACCENT	14'H X 12'W X 3"CAL.
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX STD.	8'H X 3'W X 1-1/4"CAL.	M	PERIMETER EDGE	25'H X 10'W X 4"CAL.
	OLEA EUROPEA 'WILSONII'	WILSON FRUITLESS OLIVE	36" BOX MULTI	8'H X 5'W X (3) 1.5"CAL.	L	EVERGREEN MULTI TRUNK FOCAL TREE	20'H X 24'W X (3) 3"CAL.
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX LOW BRCH	8'H X 3'W X 1-1/4"CAL.	M	CONIFEROUS SCREEN	25'H X 18'W X 4"CAL.
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	L	EVERGREEN CANOPY	24'H X 20'W X 4"CAL.
	RHUS LANCEA	AFRICAN SUMAC	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	L	PARKING AREA SHADE CANOPY	20'H X 24'W X 4"CAL.
	WASHINGTONIA ROBUSTA	CALIFORNIA FAN PALM	24' BTH	24'H X 8'W X 18" CAL.	L	CALIFORNIA STREET SKYLINE PALM	35'H X 8'W X 30"CAL.

LEGEND

1. EXISTING PARKING LOT AND PARKING LOT LANDSCAPE
2. EXISTING BUILDING HARDSCAPE / LANDSCAPE
3. PROPOSED PARKING LOT AND PARKING LOT LANDSCAPE
4. EXISTING FALLOW LOT
5. TEMPORARY DETENTION BASIN
6. UPDATED ENTRY AND ENTRY LANDSCAPE
7. DECORATIVE DRY STREAM BED WITH BOULDERS AND PLANTING FOR FUTURE DETENTION BASIN
8. DROP OFF AREA WITH DECORATIVE VEHICULAR AND PEDESTRIAN PAVING
9. DEPRESSED PRAIRIE GRASS AREA FOR FUTURE DETENTION BASIN
10. PEDESTRIAN PROMENADE WITH SEATING / DINING OPPORTUNITIES
11. FOCAL BRIDGE ELEMENT OVER BASIN
12. DECORATIVE SEATING / DINING AREA
13. DECOMPOSED GRANITE TRAILS WITH SEATING / DINING OPPORTUNITIES AND PRAIRIE GRASS FIELDS
14. BUILDING ENTRY
15. STREET / PERIMETER LANDSCAPE
16. SERVICE AREA

SOURCE: Ridge Landscape Architects, 2024

FIGURE 12

Preliminary Landscape Plan - Phase 1

Kaiser Permanente Redlands Medical Center

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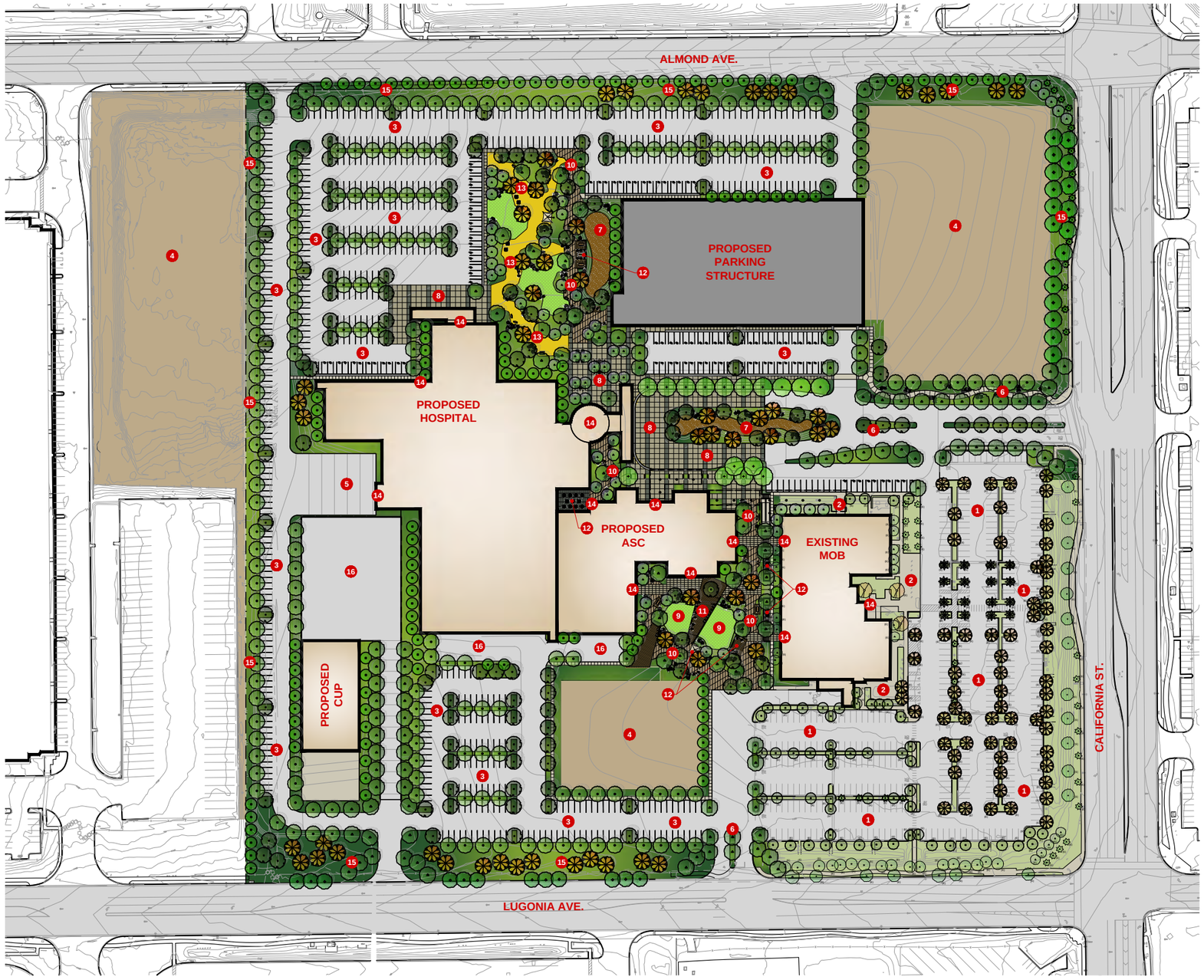

PROPOSED PLANT PALETTE

TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM	INSTALL SIZE	WATER USE	DESCRIPTION	MATURE SIZE (AT 15 YEARS)
	CINNAMONUM CAMPHORA	CAMPHOR	24" BOX STD.	8'H X 4'W X 1-1/4"CAL.	M	CALIFORNIA STREET TREE	22'H X 20'W X 4"CAL.
	CUPANIOPSIS ANACARDIODES	CARROTWOOD	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	M	LUGONIA STREET TREE	24'H X 20'W X 4"CAL.
	ULMUS PARVIFOLIA 'TRUE GREEN' - OR - TIPUANA TIPU	TRUE GREEN CHINESE ELM - OR - TIPU TREE	36" BOX STD.	10'H X 5'W X 2"CAL.	M	CANOPY SHADE TREE	25'H X 25'W X 4"CAL.
	LAGERSTROEMIA INDICA 'PURPLE TOWER'	PURPLE TOWER CREPE MYRTLE	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	L	SMALL DECIDUOUS ACCENT	14'H X 12'W X 3"CAL.
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX STD.	8'H X 3'W X 1-1/4"CAL.	M	PERIMETER EDGE	25'H X 10'W X 4"CAL.
	OLEA EUROPEA 'WILSONII'	WILSON FRUITLESS OLIVE	36" BOX MULTI	8'H X 5'W X (3) 1.5"CAL.	L	EVERGREEN MULTI TRUNK FOCAL TREE	20'H X 24'W X (3) 3"CAL.
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX LOW BRCH	8'H X 3'W X 1-1/4"CAL.	M	CONIFEROUS SCREEN	25'H X 18'W X 4"CAL.
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	L	EVERGREEN CANOPY	24'H X 20'W X 4"CAL.
	RHUS LANCEA	AFRICAN SUMAC	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	L	PARKING AREA SHADE CANOPY	20'H X 24'W X 4"CAL.
	WASHINGTONIA ROBUSTA	CALIFORNIA FAN PALM	24' BTH	24'H X 8'W X 18" CAL.	L	CALIFORNIA STREET SKYLINE PALM	35'H X 8'W X 30"CAL.

LEGEND

1. EXISTING PARKING LOT AND PARKING LOT LANDSCAPE
2. EXISTING BUILDING HARDSCAPE / LANDSCAPE
3. PROPOSED PARKING LOT AND PARKING LOT LANDSCAPE
4. EXISTING FALLOW LOT
5. AMBULANCE DROP OFF
6. UPDATED ENTRY AND ENTRY LANDSCAPE
7. DETENTION BASIN - DECORATIVE DRY STREAM BED WITH BOULDERS AND PLANTING
8. DROP OFF AREA WITH DECORATIVE VEHICULAR AND PEDESTRIAN PAVING
9. DEPRESSED PRAIRIE GRASS AREA FOR FUTURE DETENTION BASIN
10. PEDESTRIAN PROMENADE WITH SEATING / DINING OPPORTUNITIES
11. FOCAL BRIDGE ELEMENT OVER BASIN
12. DECORATIVE SEATING / DINING AREA
13. DECOMPOSED GRANITE TRAILS WITH SEATING / DINING OPPORTUNITIES AND PRAIRIE GRASS FIELDS
14. BUILDING ENTRY
15. STREET / PERIMETER LANDSCAPE
16. LOADING DOCK / SERVICE AREA

SOURCE: Ridge Landscape Architects, 2024

FIGURE 13

Preliminary Landscape Plan - Phase 2

Kaiser Permanente Redlands Medical Center

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PROPOSED PLANT PALETTE

TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM	INSTALL SIZE	WATER USE	DESCRIPTION	MATURE SIZE (AT 15 YEARS)
	CINNAMONUM CAMPHORA	CAMPHOR	24" BOX STD.	8'H X 4'W X 1-1/4"CAL.	M	CALIFORNIA STREET TREE	22'H X 20'W X 4"CAL.
	CUPANIOPSIS ANACARDIODES	CARROTWOOD	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	M	LUGONIA STREET TREE	24'H X 20'W X 4"CAL.
	ULMUS PARVIFOLIA 'TRUE GREEN' - OR - TIPUANA TIPU	TRUE GREEN CHINESE ELM - OR - TIPU TREE	36" BOX STD.	10'H X 5'W X 2"CAL.	M	CANOPY SHADE TREE	25'H X 25'W X 4"CAL.
	LAGERSTROEMIA INDICA 'PURPLE TOWER'	PURPLE TOWER CREPE MYRTLE	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	L	SMALL DECIDUOUS ACCENT	14'H X 12'W X 3"CAL.
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX STD.	8'H X 3'W X 1-1/4"CAL.	M	PERIMETER EDGE	25'H X 10'W X 4"CAL.
	OLEA EUROPEA 'WILSONII'	WILSON FRUITLESS OLIVE	36" BOX MULTI	8'H X 5'W X (3) 1.5"CAL.	L	EVERGREEN MULTI TRUNK FOCAL TREE	20'H X 24'W X (3) 3"CAL.
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX LOW BRCH	8'H X 3'W X 1-1/4"CAL.	M	CONIFEROUS SCREEN	25'H X 18'W X 4"CAL.
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	L	EVERGREEN CANOPY	24'H X 20'W X 4"CAL.
	RHUS LANCEA	AFRICAN SUMAC	24" BOX STD.	6'H X 3'W X 1-1/4"CAL.	L	PARKING AREA SHADE CANOPY	20'H X 24'W X 4"CAL.
	WASHINGTONIA ROBUSTA	CALIFORNIA FAN PALM	24' BTH	24'H X 8'W X 18" CAL.	L	CALIFORNIA STREET SKYLINE PALM	35'H X 8'W X 30"CAL.

LEGEND

1. EXISTING PARKING LOT AND PARKING LOT LANDSCAPE
2. EXISTING BUILDING HARDSCAPE / LANDSCAPE
3. PROPOSED PARKING LOT AND PARKING LOT LANDSCAPE
4. EXISTING FALLOW LOT
5. AMBULANCE DROP OFF
6. UPDATED ENTRY AND ENTRY LANDSCAPE
7. DETENTION BASIN - DECORATIVE DRY STREAM BED WITH BOULDERS AND PLANTING
8. DROP OFF AREA WITH DECORATIVE VEHICULAR AND PEDESTRIAN PAVING
9. LOADING DOCK / SERVICE AREA
10. PEDESTRIAN PROMENADE WITH SEATING / DINING OPPORTUNITIES
11. FOCAL BRIDGE ELEMENT OVER BASIN
12. DECORATIVE SEATING / DINING AREA
13. DECOMPOSED GRANITE TRAILS WITH SEATING / DINING OPPORTUNITIES AND PRAIRIE GRASS FIELDS
14. BUILDING ENTRY
15. STREET / PERIMETER LANDSCAPE

SOURCE: Ridge Landscape Architects, 2024

FIGURE 14

Preliminary Landscape Plan - Phase 3

Kaiser Permanente Redlands Medical Center

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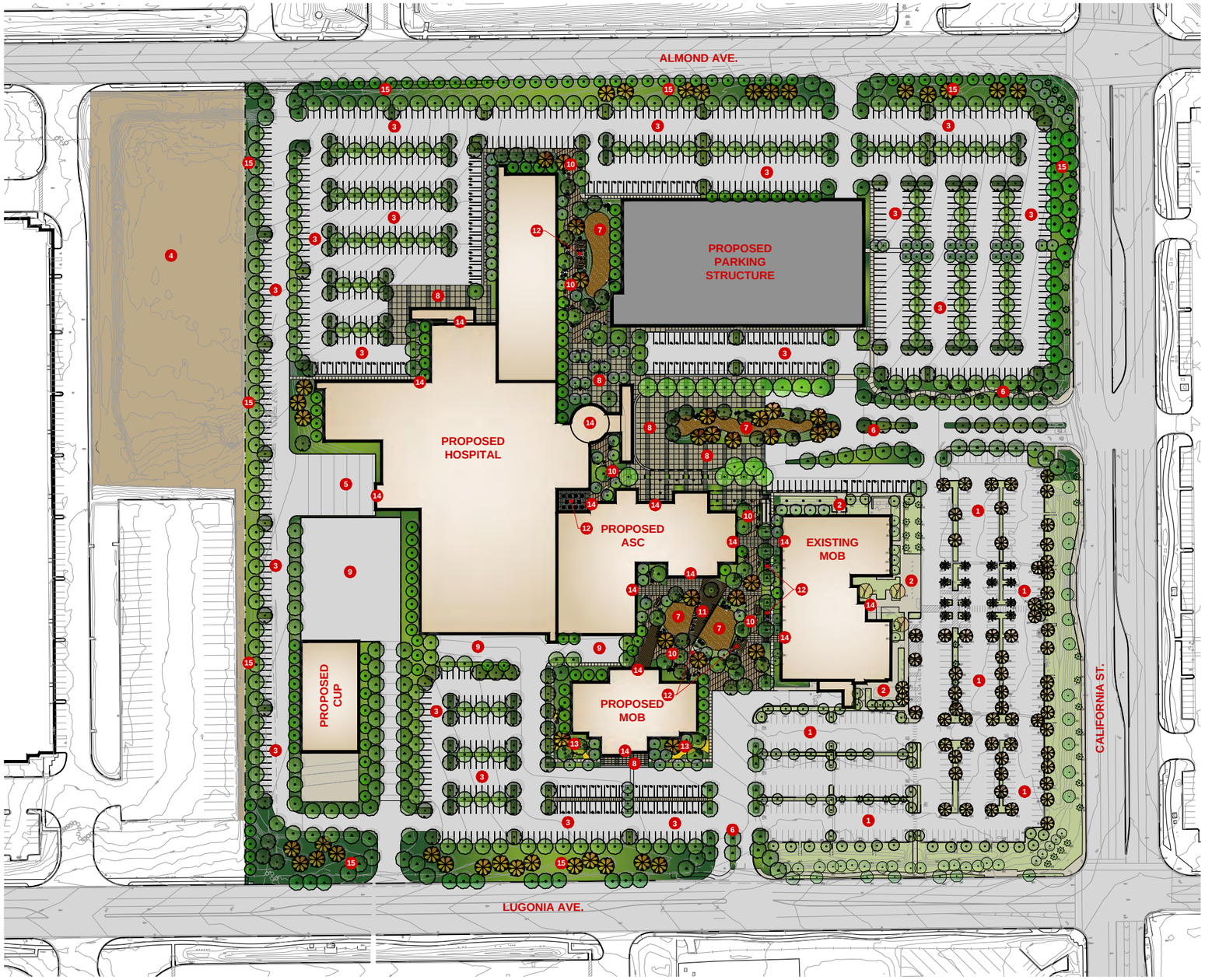

PROPOSED PLANT PALETTE

TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM
	CINNAMONUM CAMPHORA	CAMPHOR	24" BOX STD.
	CUPANIOPSIS ANACARDIODES	CARROTWOOD	24" BOX STD.
	ULMUS PARVIFOLIA 'TRUE GREEN' - OR - TIPUANA TIPU	TRUE GREEN CHINESE ELM - OR - TIPU TREE	36" BOX STD.
	LAGERSTROEMIA INDICA 'PURPLE TOWER'	PURPLE TOWER CREPE MYRTLE	24" BOX STD.
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX STD.

PROPOSED PLANT PALETTE

TREES

	OLEA EUROPEA 'WILSONII'	WILSON FRUITLESS OLIVE	36" BOX MULTI
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX LOW BRCH
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX STD.
	RHUS LANCEA	AFRICAN SUMAC	24" BOX STD.
	WASHINGTONIA ROBUSTA	CALIFORNIA FAN PALM	24' BTH

TREE CALCULATIONS

EXISTING PARKING LOT
- TOTAL TREES - 148 TREES
- EVERGREEN TREES - 24 TREES (16.22%)
- DECIDUOUS TREES - 124 TREES (83.78%)

PROPOSED PARKING LOT (PHASE 4)
- TOTAL TREES - 369 TREES
- EVERGREEN TREES - 343 TREES (92.95%)
- DECIDUOUS TREES - 26 TREES (7.05%)

TOTAL PARKING AREA (PHASE 4)
- TOTAL TREES - 517 TREES
- EVERGREEN TREES - 367 TREES (70.99%)
- DECIDUOUS TREES - 150 TREES (29.01%)

TOTAL LANDSCAPE AREA (PHASE 4)
- TOTAL TREES - 1,037 TREES
- EVERGREEN TREES - 710 TREES (68.47%)
- DECIDUOUS TREES - 327 TREES (31.53%)

LEGEND

1. EXISTING PARKING LOT AND PARKING LOT LANDSCAPE
2. EXISTING BUILDING HARDSCAPE / LANDSCAPE
3. PROPOSED PARKING LOT AND PARKING LOT LANDSCAPE
4. EXISTING FALLOW LOT
5. AMBULANCE DROP OFF
6. UPDATED ENTRY AND ENTRY LANDSCAPE
7. DETENTION BASIN - DECORATIVE DRY STREAM BED WITH BOULDERS AND PLANTING
8. DROP OFF AREA WITH DECORATIVE VEHICULAR AND PEDESTRIAN PAVING
9. LOADING DOCK / SERVICE AREA
10. PEDESTRIAN PROMENADE WITH SEATING / DINING OPPORTUNITIES
11. FOCAL BRIDGE ELEMENT OVER BASIN
12. DECORATIVE SEATING / DINING AREA
13. DECOMPOSED GRANITE TRAILS WITH SEATING / DINING OPPORTUNITIES AND PRAIRIE GRASS FIELDS
14. BUILDING ENTRY
15. STREET / PERIMETER LANDSCAPE

SOURCE: Ridge Landscape Architects, 2024

FIGURE 15

Preliminary Landscape Plan - Phase 4

Kaiser Permanente Redlands Master Plan Visual Resources Report

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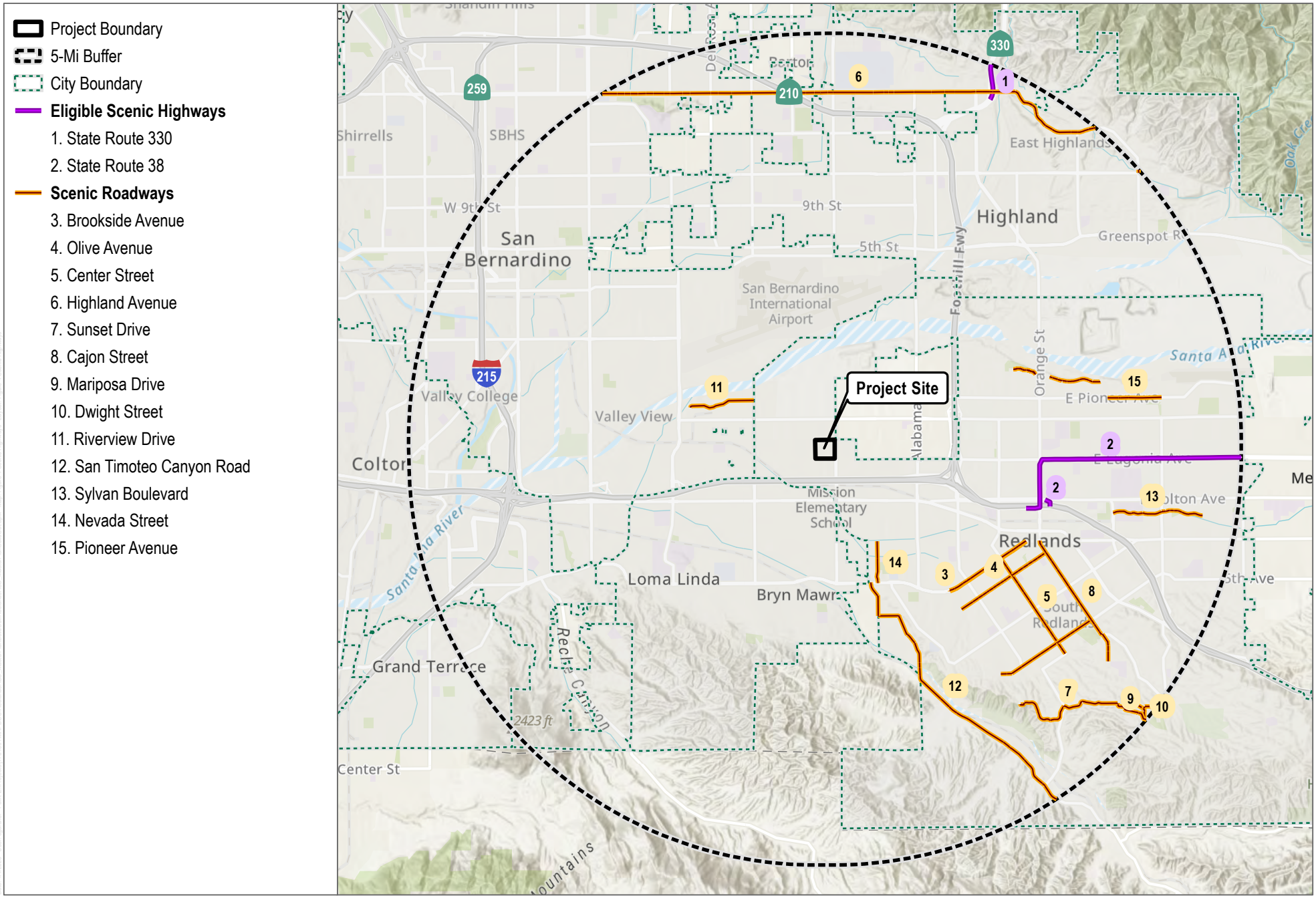

SOURCE: Esri 2025; Caltrans 2025; San Bernardino County 2024

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0 4,000 8,000 Feet

FIGURE 16

Scenic Highways and Roadways

Kaiser Permanente Redlands Medical Center

SOURCE: Google, 2018

FIGURE 17

Project Site: Existing Conditions - MOB 1

Kaiser Permanente Redlands Medical Center

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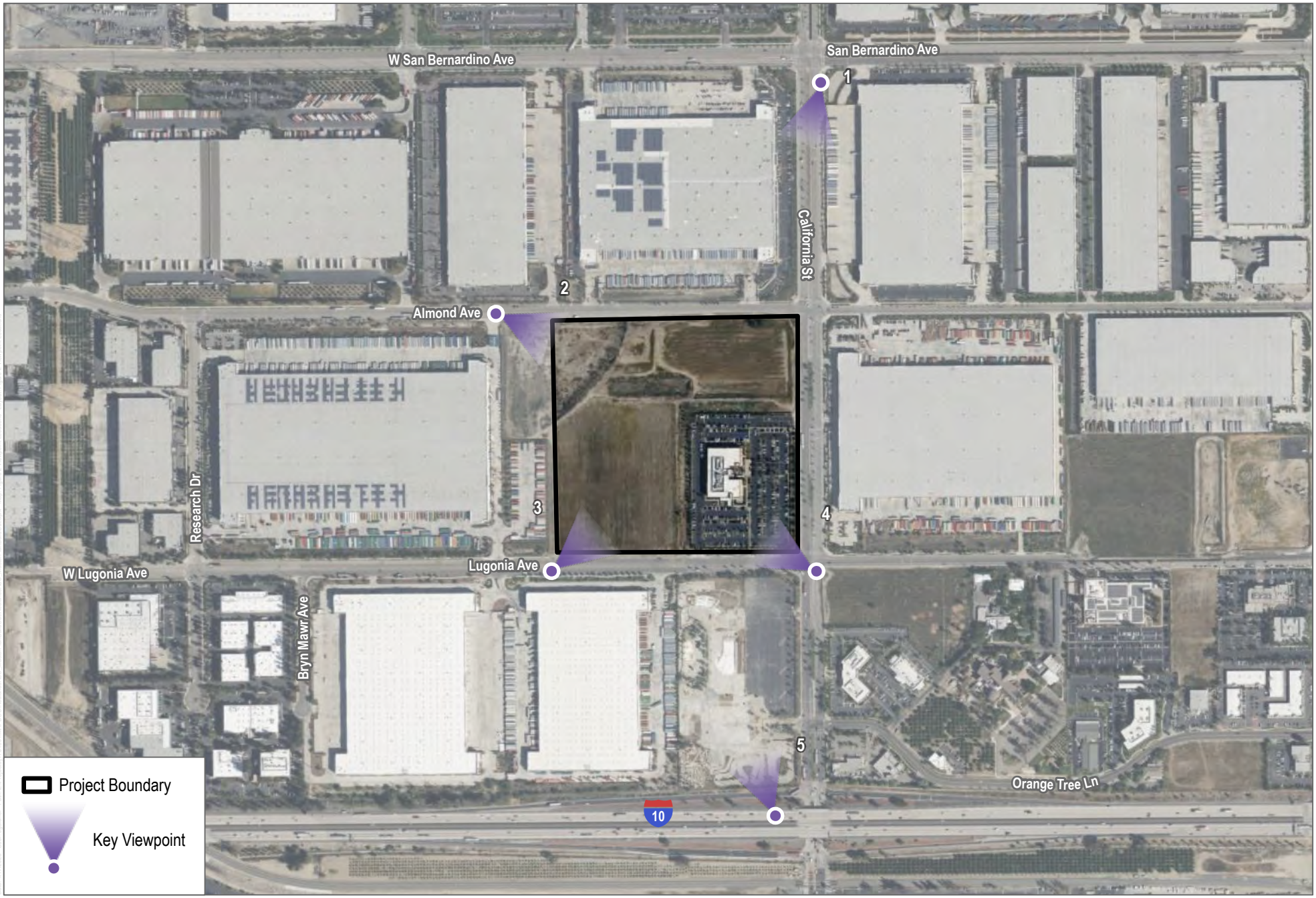

SOURCE: Bing Maps 2025

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0 335 670 Feet

FIGURE 18

Viewpoint Locations

Kaiser Permanente Redlands Medical Center

KOP 1: Existing conditions view to the southwest from California Street, 34.077189, -117.225957

FIGURE 19a

KOP 1 (Existing Conditions)

Kaiser Permanente Redlands Medical Center

DUDEK

KOP 1: Simulation 3D Redline view to the southwest from California Street, 34.077189, -117.225957
Redline indicates Project Building Envelope/Profile (Project development would not be visible from KOP 1)

FIGURE 19b
KOP 1 (Simulation 3D Redline)
Kaiser Permanente Redlands Medical Center

DUDEK

KOP 2: Existing conditions view to the southeast from Almond Avenue, 34.073924, -117.23156

FIGURE 20a

KOP 2 (Existing Conditions)

Kaiser Permanente Redlands Medical Center

DUDEK

KOP 2: Simulation 3D view to the southeast from Almond Avenue, 34.073924, -117.23156
Simulation depicts full buildout of the Project

FIGURE 20b
KOP 2 (Simulation 3D)
Kaiser Permanente Redlands Medical Center

DUDEK

KOP 3: Existing conditions view to the northeast from Lugonia Avenue, 34.070241, -117.230639

FIGURE 21a

KOP 3 (Existing Conditions)

Kaiser Permanente Redlands Medical Center

DUDEK

KOP 3: Simulation 3D view to the northeast from Lugonia Avenue, 34.070241, -117.230639
Simulation depicts full buildout of the Project

FIGURE 21b

KOP 3 (Simulation 3D)

Kaiser Permanente Redlands Medical Center

DUDEK

KOP 4: Existing conditions view to the northwest from California Street, 34.070211, -117.226094

FIGURE 22a

KOP 4 (Existing Conditions)

Kaiser Permanente Redlands Medical Center

DUDEK

KOP 4: Simulation 3D view to the northwest from California Street, 34.070211, -117.226094
Simulation depicts full buildout of the Project

FIGURE 22b

KOP 4 (Simulation 3D)

Kaiser Permanente Redlands Medical Center

DUDEK

KOP 5: Existing conditions view to the northwest from Interstate 10, 34.066724, -117.226832

FIGURE 23a

KOP 5 (Existing Conditions)

Kaiser Permanente Redlands Medical Center

DUDEK

KOP 5: Simulation 3D Redline view to the northwest from Interstate 10, 34.066724, -117.226832
Redline indicates Project Building Envelope/Profile (Project development would not be visible from KOP 5)

FIGURE 23b

KOP 5 (Simulation 3D Redline)

Kaiser Permanente Redlands Medical Center

DUDEK

FIGURE 24

Kaiser Permanente San Marcos Medical Center (Example Design)

Kaiser Permanente Redlands Medical Center

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