# 4

# Livable Community

Promote livability through managed, balanced and quality growth in keeping with the city's scale, services, and environment, and directing growth to infill areas.

Redlanders want development to contribute to their quality of life, enhance the public realm, and respect the environment. The community would like growth to be balanced and managed, and channeled into appropriate locations such as in central Redlands—accomplishing revitalization goals and reducing development pressure at the edges—while enhancing community character. Looking ahead, the City will capitalize on substantial infill opportunities around the proposed Redlands Passenger Rail stations to develop unique and identifiable new neighborhoods and districts that are walkable, crucibles of innovation, connected to their surroundings and to transit, and respectful of the city's overall scale and character.

New infill development, guided by design standards and guidelines, will be developed in harmony with the surrounding community, with quality architecture and landscaped parking, pedestrian connections, parks, and other amenities as appropriate. Consistent use of compatible streetscape design and street trees in new development will contribute to the overall aesthetic that makes Redlands unique. Commercial districts will be revitalized in a manner that is compatible with the scale and character of the adjacent neighborhoods.

*Photo Credit: Donald Graham*

*Growth management policies limit growth in areas with verdant natural landscapes.*

# 4.1 GROWTH MANAGEMENT

Beginning with Proposition R in 1978, growth management measures were originally adopted in response to rapid residential development. Residential development peaked during the 1980s, when 20 percent of the current housing stock was constructed in a single decade. Since that period, residential growth has slowed substantially. The Growth Management System is the City of Redlands' commitment to effectively manage growth and preserve the quality of life for current and future residents.

## Measure N

Measure N, a growth control ordinance that amended the previous growth management measure (Proposition R), was approved by the voters in 1987. The measure limits the development of residential dwelling units to 400 units per calendar year. Of the 400 units, 50 units are, by resolution, reserved for single-family homes, duplexes, triplexes and four-plexes on existing lots, with the remainder to be allocated according to a point system (adopted as Ordinance No. 2036), which emphasizes design amenities. The measure also restricts changing land designations or zoning to a higher density than Rural Estate (R-E) for those lands designated as urban reserve agricultural on June 1, 1987, and limits development on steep slopes.

## Measure U

Measure U, adopted by the voters in 1997, further articulated growth management policies. This General Plan Amendment reinforced and modified certain provisions of Measure N, adopted Principles of Managed Growth, and reduced the development density of San Timoteo and Live Oak Canyons by creating a new land use category: Resource Preservation. Measure U limits the development potential of this part of Redlands characterized by steep slopes and natural resources.

Measure U amended the Redlands General Plan Land Use Element to "plan for" a housing mix of 75 percent single-family and 25 percent multi-family dwelling units at buildout. The City Council has adopted a clarification of this policy determining that "for-sale" condominiums (which are considered multi-family dwellings by the Census and the Department of Finance) will be considered single-family dwellings for purposes of this calculation. The measure has not proved to be hindrance for Redlands to achieve its regional housing fair share needs, and Redlands continues to have a certified Housing Element.

Measure U also includes traffic level of service standards; for policies pertaining to this, see Chapter 5: Connected City. Certain types of development are exempted from Measure U, including development on existing lots of record, remodeling of existing single-family homes, development related to rail stations, and development projects Downtown.

## Growth Boundaries

Growth management policies limit development outside of the city boundaries. Natural features such as the Santa Ana River, the Crafton Hills, and the canyons of San Timoteo and Live Oak, act as natural boundaries for growth. To reinforce urban-rural separation, this General Plan provides for an urban growth boundary separating Redlands from Crafton, with the boundary forming the edge of rural uses in Crafton where the minimum lot size is five acres.

The City provides services to areas of Crafton and Mentone that are within its Sphere of Influence, and also to the Donut Hole area that is outside of the SOI, for which the City has a tax share arrangement with the County that will expire in 2028.

# POLICIES

## Principles

**4-P.1** Promote a balanced rate and distribution of development and uses pursuant to the standards identified in Measure U and compatible with the fabric of the existing community.

**4-P.2** Provide for the expansion of housing and employment opportunities while ensuring that a high quality of life is maintained in Redlands.

**4-P.3** Focus new development in infill areas in order to preserve open space, agriculture, and citrus groves, particularly around the edges of the city.

**4-P.4** Maintain separation of urban and rural uses, including through establishment of growth boundaries as necessary.

## Actions

**4-A.1** Promote the orderly development and growth of urban areas in infill areas and the city center while encouraging the ongoing cultivation of agricultural land and the preservation of rural living areas in the canyons, Crafton, and Mentone.

**4-A.2** Establish an Urban Growth Boundary between Redlands and Crafton to maintain rural uses and promote agriculture in Crafton, delineating the edge of urban uses.

**4-A.3** Ensure that infill development complements existing development in use, design, and scale, and that it supports the cohesion and integration of the city's development pattern.

**4-A.4** Coordinate with San Bernardino County to ensure that land use designations and development standards in unincorporated portions of the Planning Area are consistent with those set forth in the Redlands General Plan.

**4-A.5** Work towards the inclusion of the "Donut Hole" in northwest Redlands in the Redlands Sphere of Influence and annexation at the time current revenue sharing agreements end.

**4-A.6** Provide for the extension of public services in a logical and functional manner to minimize impacts on service providers while focusing development in infill areas that can accommodate development in a timely manner.



*Residential growth in recent decades has concentrated in the periphery of the city, including the San Timoteo Canyon area, where development potentially poses a greater challenge to the natural environment.*

# 4.2 PRINCIPLES OF MANAGED DEVELOPMENT

## Measure U General Plan Text (adopted by voters in 1997)

**Population**

As can be seen, population in the City of Redlands has grown over the last twenty-four (24) years. Based on Department of Finance data, the average annual growth rate between 1980-1994 was 3.8 and 2.4 percent respectively. Based on the existing population, projected number of dwelling units and persons per household, although it is impossible to predict the exact population of the City of Redlands under the provisions of this General Plan it is estimated that the City of Redlands could have a population of 101,644 at buildout. It is anticipated, however, that implementation of this growth management element and other provisions of the General Plan will reduce the likely number of residents at buildout to approximately 90,000.

**Housing**

According to the 1990 Census, the Planning Area (City and Sphere of Influence) had a total of 26,362 dwelling units. Between 1991 and 1994, the City of Redlands recorded an increase of 544 dwelling units, an increase of 2.0 percent, bringing the total to 26,906. It is projected that the total housing units for the City of Redlands at buildout of the General Plan could be as many as 36,414. It is anticipated, however, that implementation of this growth management element and other provisions of the General Plan will significantly reduce the likely number of dwelling units at buildout to approximately 32,000.

**Population and Job Holding Capacity**

The Planning Area at General Plan Buildout will accommodate approximately 90,000 residents and enough non-residential floor area for more than 100,000 jobs.

## A. ESTABLISHMENT OF NEW SECTION:

1A.0 PRINCIPLES OF MANAGED DEVELOPMENT

**1A.10** **Principle One:** The cost of infrastructure required to mitigate the effects of new development shall be paid by that new development.

**(a)** **Development Fee Policy -** In accord with the provisions of California Government Code Sections 66000 et. seq., all development projects as defined therein shall be required to pay development fees to cover 100% of their pro rata share of the cost of any public infrastructure, facilities or services, including without limitation police and fire services, necessitated as a result of such development. The City Council shall set and determine development fees sufficient to cover 100% of the estimated cost of such public infrastructure, facilities and services based on appropriate cost-benefit analyses as required by the provisions of California law.

**(b)** **Socio-Economic Cost/Benefit Study and Findings Required -** Every development project proposal requiring a General Plan Amendment, Zoning Amendment, Subdivision Map, Specific Plan, Pre Annexation Agreement for Outside City Utility Connections for non-contiguous properties, or for projects involving structures larger than 5,000 square feet, Conditional Use Permit approval, shall submit a socio-economic analysis and cost/benefit study, which shall also be included in all environmental documents submitted to the extent permitted by law, identifying the source of funding for necessary public infrastructure and reflecting the effect of such development on the City, as part of the application process. The City Council shall publish notice of and hold at least one public hearing at which the public may appear and be heard to consider the socio-economic cost/benefit study. Approval of the development project shall only occur if the socio-economic study finds and determines to the satisfaction of the City Council that the development project 1) will not create unmitigated physical blight within the City or overburden public services, including without limitation the sufficiency of police and fire protection, and 2) the benefit of the development project to the City outweighs any direct cost to the City that may result. The City Council may, however, approve a development project for which the socio-economic study fails to make the required findings or determinations if the City Council finds and determines upon a 4/5ths vote of its total authorized membership that the benefits to the City from the development project outweigh the negative socio-economic effects that may result.

**(c)** **Impacts of New Development on Public Schools Shall Be Mitigated -** A mandatory component of the socio-economic cost/benefit studies shall be an analysis of the effect of the proposed development on public schools facilities and resources, and shall include proposed measures to mitigate any identified adverse impacts on school facilities to the greatest extent permitted under California law.

**1.A.20** **Principle Two:** Development within the planning area and sphere of influence of the City of Redlands shall conform to development standards within the City.

**(a)** **Development Agreements -** All development agreements entered into by the City and developers pursuant to California Government Code Sections 65864 et. seq., - after the Effective Date of this initiative measure as defined in Section 3 hereof, shall conform to the policies contained in the Redlands General Plan.

**(b)** **Extension of Public Utilities Outside the City Limits -** No extension of City provided utility services to areas outside the City limits shall occur until such areas are properly annexed to the City, except that utility services may be extended to areas outside the City limits without prior annexation if all of the following conditions are met:

(1) The area to be served is not contiguous to the City of Redlands; and

(2) The City and the land owner have entered into a properly recorded and binding pre-annexation agreement establishing covenants running with the land that assure full compliance with all development standards of the City of Redlands, payment of all capital improvement and other development fees which would be applicable to the property if it were within the City limits at the time of extension of such services, and immediate processing of annexation to the City at the City's request; and;

(3) The land owner agrees as a condition of extension of utility facilities to serve the proposed development to pay the full cost of such extension of such utility facilities.

**1.A.30** **Principle Three:** Land use classifications set forth in the Redlands General Plan provide for an appropriate range of densities for residential development and intensity of commercial and industrial development in the City of Redlands.

**(a)** **Number of Land Use Classifications and Density Standards Shall Not Be Increased -**The density standards set forth in Paragraph 4.40, Residential Land Use Classifications, of Section 4.0, Land Use Element, of the Redlands General Plan shall not be increased, and no new residential land use classification shall be added, without a vote of the people.

**(b)** **Prohibition on Transfers of Density -** In order to assure that development occurs in a rational way, no transfer of residential development rights from lands other than those designated for single family residential shall be permitted, and then such transfers of single family residential density shall only be permitted to create or preserve agricultural, open space, school or park uses.

**1.A.40** **Principle Four:** Agricultural uses of land are important to the culture, economy and stability of the City of Redlands and shall be preserved to the greatest

extent possible consistent with the will of the people as expressed in Proposition R and Measure N, and consistent with the policies of the State of California set forth in Government Code Section 51220.

**1A.50** **Principle Five:** Preservation of San Timoteo Canyon as a water conservation, recreational, equestrian and wildlife refuge resource for residents of the City of Redlands is essential to the health, safety, and general welfare of the community. Development in this area shall only occur in a manner that preserves the area in as natural a state as possible, whether such development is for residential, commercial or flood control purposes.

**1A.60** **Principle Six:** Limitations on traffic levels of service and use of designated roadways, restrictions on permanent outdoor advertising signs and the proliferation of billboards, imposition of reasonable noise standards in residential areas and control of slope densities are essential to managing growth within the City by preventing undue urbanization and its attendant urban blight, the degradation of public services and the over-intensive development of land.

**(a)** **Levels of Traffic Service throughout the City Shall Be Maintained -** To assure the adequacy of various public services and to prevent degradation of the quality of life experienced by the citizens of Redlands, all new development projects shall assure by appropriate mitigation measures that, at a minimum, traffic levels of service are maintained at a minimum of LOS C throughout the City, except where the current level of service is lower than LOS C, or as provided in Section 5.20 of the Redlands General Plan where a more intense LOS is specifically permitted. In any location where the level of service is below LOS C at the time an application for a development project is submitted, mitigation measures shall be imposed on that development project to assure, at a minimum, that the level of traffic service is maintained at levels of service that are no worse than those existing at the time an application for development is filed, except as provided in Section 5.20b.

**(b)** **Collector and Local Street Standards Shall Be Maintained -** No development project shall be approved which will generate traffic volume on residential collector streets or local residential streets in excess of the standards set forth in the Redlands General Plan at Sections 5.32a and 5.32b. Roadways shall be designed and designated for use in accord with the standards set forth in GP Figure 5.3 of the Redlands General Plan.

**(c)** **Circulation Patterns Shall Protect Residential Neighborhoods from Increased Traffic Congestion** – Traffic circulation patterns shall be established and maintained within the City in a manner that protects the character of residential neighborhoods as set forth at Sections 5.30i, 5.30j and 5.30k of the Redlands General Plan. Major infrastructure improvements within the City designed to accommodate regional traffic needs shall be designed, constructed and financed in a manner which discourages increased traffic flows through residential neighborhoods, encourages traffic flows to existing freeway systems and makes prudent use of federal and local taxpayer dollars. The City Council shall coordinate with the San Bernardino Association of Governments (SANBAG), the Inland Valley Development Authority (IVDA) and the City of San Bernardino with regard to all Santa Ana river crossings, except the Orange Street crossing, to assure the development of California Street/Mountain View Avenue as a major arterial providing access to the San Bernardino International Airport.

**(d)** **Designated Scenic Highways within the City Shall Be Maintained -** Where improvement of any scenic or historic drive, highway or roadway is required, the City shall take all action authorized by California law to ensure that those roadways retain the characteristics which justify their designation as scenic or historic roadways, including without limitation, capacity restrictions.

**(e)** **Permanent Outdoor Commercial Signs Shall Be Limited in Size -** To accommodate the need for permanent outdoor commercial signs in a manner that provides the least intrusion on the community and the least risk of visual blight, no permanent outdoor commercial sign shall be approved that exceeds 120 square feet in size except by variance and/or conditional use permit approved by a four-fifths (4/5) vote of the entire authorized membership of the City Council. No reader boards or billboards shall be permitted.

**(f)** **Noise Standards in Residential Areas Shall Be Established to Protect Residential Use of that Land**– Among the most damaging aspects of high density residential development is a degradation of residential noise standards. Accordingly, noise standards must be stringent enough to assure residents reasonable quietude in their homes.

**(g)** **Slope Density Limitations Shall Be Maintained-** To preserve the hillside vistas and character of the City of Redlands, no development project shall be approved in the Hillside Overlay areas that is inconsistent with the slope density standards set forth in Section 4.42m of the Redlands General Plan.

## B. Exemptions

**1.** **Vested Projects.** This initiative measure shall not apply to or affect any property on which a vested right has been legally perfected and acquired prior to the Effective Date pursuant to state law.

**2.** **Special Categories of Development.** The provisions of this initiative measure shall not apply to the following:

A. New individual infill construction of single family homes on existing lots of record bounded by developed property as of March 1, 1997;

B. Rehabilitation, remodeling or additions to existing single family residential structures;

C. Reconstruction or replacement of any uses to the same density, intensity and classification of use as existed on the Effective Date, including legal non-conforming uses;

D. Development directly related to proposed Metrolink stations in the City of Redlands, including one at the University of Redlands;

E. New development projects subject to the Downtown Specific Plan 45, upon a four-fifths (4/5ths) vote of the total authorized membership of the City Council; and

F. Special, temporary or occasional uses of public streets including parades, local sporting and cultural events, graduation ceremonies, approved school activities and other occasional public gatherings.

**3.** **Exemptions from Traffic and Socio-Economic Study Requirements Only.** Development projects that directly further the primary institutional purposes of churches, hospitals, schools (including private schools and universities), and organizations such as the YMCA and YWCA, on sites held by such entities as of March 1, 1997, are exempt from the traffic level of service requirements and the requirement for a socio-economic study established by this initiative measure so long as such development projects are either 1) non-residential in character, or 2) provide only dormitory, staff housing or senior congregate care facilities for those exempt entities.

**TABLE 4-1: EXISTING LAND USES IN THE PLANNING AREA (2016)**

| | Redlands | | | Sphere of Influence | | | Planning Area | |
|---|---|---|---|---|---|---|---|---|
| **Land Use** | **Acres** | **Percent of Redlands** | **Percent of Planning Area** | **Acres** | **Percent of SOI** | **Percent of Planning Area** | **Acres** | **Percent of Planning Area** |
| **Residential** | **7,132** | **30.8%** | **24.0%** | **1,881** | **28.8%** | **6.3%** | **9,013** | **30.3%** |
| Single-Family Residential | 6,292 | 27.1% | 21.2% | 1,796 | 27.5% | 6.0% | 8,088 | 27.2% |
| Multi-Family Residential | 627 | 2.7% | 2.1% | 54 | 0.8% | 0.2% | 681 | 2.3% |
| Mobile Home Park | 212 | 0.9% | 0.7% | 32 | 0.5% | 0.1% | 244 | 0.8% |
| **Commercial** | **745** | **3.2%** | **2.5%** | **19** | **0.3%** | **0.1%** | **764** | **2.6%** |
| Auto-Oriented/Auto-Related Commercial | 77 | 0.3% | 0.3% | 4 | 0.1% | 0.0% | 81 | 0.3% |
| General Commercial, Retail & Services | 400 | 1.7% | 1.3% | 14 | 0.2% | 0.0% | 414 | 1.4% |
| Office/Business Park | 259 | 1.1% | 0.9% | 0 | 0.0% | 0.0% | 259 | 0.9% |
| Mixed Use | 9 | 0.0% | 0.0% | 2 | 0.0% | 0.0% | 11 | 0.0% |
| **Industrial** | **1,151** | **5.0%** | **3.9%** | **102** | **1.6%** | **0.3%** | **1,253** | **4.2%** |
| General Industrial | 820 | 3.5% | 2.8% | 102 | 1.6% | 0.3% | 922 | 3.1% |
| Heavy Industrial | 331 | 1.4% | 1.1% | N/A | 0.0% | 0.0% | 331 | 1.1% |
| **Public/Institutional** | **865** | **3.7%** | **2.9%** | **106** | **1.6%** | **0.4%** | **971** | **3.3%** |
| Hospital/Special Care Facilities | 117 | 0.5% | 0.4% | 4 | 0.1% | 0.0% | 121 | 0.4% |
| Schools/Educational Facilities | 505 | 2.2% | 1.7% | 71 | 1.1% | 0.2% | 577 | 1.9% |
| Public and Community Facilities | 243 | 1.0% | 0.8% | 31 | 0.5% | 0.1% | 274 | 0.9% |
| **Parks, Open Space, and Recreation** | **3,719** | **16.0%** | **12.5%** | **419** | **6.4%** | **1.4%** | **4,138** | **13.9%** |
| Parks | 271 | 1.2% | 0.9% | 1 | 0.0% | 0.0% | 272 | 0.9% |
| Open Space and Recreation | 3,232 | 13.9% | 10.9% | 413 | 6.3% | 1.4% | 3,645 | 12.3% |
| Private Open Space | 160 | 0.7% | 0.5% | 5 | 0.1% | 0.0% | 165 | 0.6% |
| Cemetery/Mortuary | 57 | 0.2% | 0.2% | N/A | 0.0% | 0.0% | 57 | 0.2% |
| **Agriculture** | **911** | **3.9%** | **3.1%** | **1,269** | **19.4%** | **4.3%** | **2,180** | **7.3%** |
| **Vacant** | **4,700** | **20.3%** | **15.8%** | **2,208** | **33.9%** | **7.4%** | **6,909** | **23.3%** |
| **Other** | **1,073** | **4.6%** | **3.6%** | **101** | **1.6%** | **0.3%** | **1,174** | **4.0%** |
| Airport | 170 | 0.7% | 0.6% | N/A | 0.0% | 0.0% | 170 | 0.6% |
| Utilities | 751 | 3.2% | 2.5% | 95 | 1.5% | 0.3% | 846 | 2.8% |
| Parking Lot | 16 | 0.1% | 0.1% | 1 | 0.0% | 0.0% | 17 | 0.1% |
| Water | 136 | 0.6% | 0.5% | 5 | 0.1% | 0.0% | 141 | 0.5% |
| **SUBTOTAL** | **20,296** | **87.6%** | **68.3%** | **6,106** | **93.6%** | **20.6%** | **26,402** | **88.9%** |
| Railroad ROW/Streets/Private Roads | 2,881 | 12.4% | 9.7% | 418 | 6.4% | 1.4% | 3,299 | 11.1% |
| **TOTAL** | **23,177** | **100.0%** | **78.0%** | **6,524** | **100.0%** | **22.0%** | **29,701** | **100.0%** |

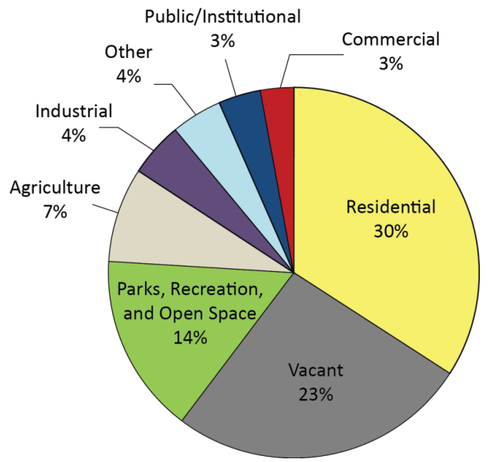
*Sources: City of Redlands, 2015; Dyett & Bhatia, 2015.*

# 4.3 LAND USE

## Existing Land Use Mix

The city's overall land use pattern consists of distinct clusters of land uses: a western area composed of largely industrial, commercial, and office uses; a large area in the center dominated by residential land uses and Downtown; areas between Downtown and the periphery where agricultural and residential uses are interspersed; and swaths of open space and vacant land along the Planning Area's northern, southern, and eastern boundaries. Concentrated areas of diverse land uses are found in Downtown and in the southern portion of the East Valley Corridor Specific Plan area. The leading land use in the Planning Area is residential, followed by vacant land; parks, open space, and recreation; and agriculture. Existing land uses as of 2016 are summarized in Table 4-1, and their distribution shown in Chart 4-1.

### Chart 4-1: Planning Area Land Use



### Residential Development

Residential uses include single-family detached and attached, multi-family, mobile home housing types, and are the most common land uses in the Planning Area. Altogether, residential uses account for about 30 percent of the land in the Planning Area. The dominant residential land use is single-family residential, which encompasses about 27 percent of land in the Planning Area. Multi-family uses can be found in the northern and central parts of the Planning Area, primarily along Brookside Avenue in the West End; near Lugonia Avenue and Church Street; in the eastern portion of Lugonia; near the University of Redlands; and along Mentone Boulevard. Mobile home parks are generally located north of I-10, where larger parks are found near the University of Redlands, along Colton Avenue near the eastern city limits, and along Mentone Boulevard.

Redlanders want this mix of residential land use to remain similar. Residents indicate that the City should promote the development of additional single-family structures, as well as lofts/live-work spaces, startup homes for families, and housing for seniors and students. The provision of affordable housing is also important to most Redlanders.

### Office, Commercial, and Industrial Development

Commercial land uses include auto-related commercial, general commercial and retail, office and business parks, and mixed uses. Combined, commercial land uses cover about 3 percent of land in the Planning Area. The largest share of commercial land uses is composed of general commercial and retail uses, including markets, theaters, retail, and restaurants.

The majority of commercial uses are located in the western region of the Planning Area, along I-10 and Redlands Boulevard, and in Downtown Redlands. Additional commercial corridors can be found along Orange Street north of I-10 and along Mentone Boulevard, with some smaller neighborhood shopping centers appearing in predominantly residential areas. Office uses and business parks are located mainly in the western region of the city along the I-10 corridor, with some uses located near Barton Road, Fern Avenue, and Reservoir Road. Auto-related commercial uses make up 10 percent of the Planning Area's commercial uses and are located mainly along Redlands Boulevard and the I-10 corridor.

Industrial uses cover 1,253 acres, or 4 percent of land in the Planning Area, and include heavy industrial uses such as rock, sand, and gravel production; and general industrial uses such as light industrial, manufacturing, warehouse, and storage. General Industrial uses are primarily located in the East Valley Corridor Specific Plan area and near the Redlands city limits, with some additional sites Downtown. Heavy industrial uses are in the north of the city near the Santa Ana River Wash.

Residents would like to see the development of additional commercial facilities, including shopping and dining. Of particular interest is the redevelopment of the Redlands Mall and adding additional retail destinations Downtown. Of concern to residents are traffic implications of additional shopping destinations, the effects these developments would have on the environment, and how these new facilities would complement community character.

### Parks and Recreation; Agriculture

Parks, open space, and recreation uses account for about 16 percent of land in Redlands, which is the third largest land use. This category includes public parks, open space and recreation, private open space, and the Hillside Memorial Park Cemetery. The large open spaces along the Santa Ana River Wash and in the San Timoteo and Live Oak Canyons make up a significant proportion of this combined total.

Agricultural uses in the Planning Area encompass row crops, horse ranching, citrus, poultry, dairy, and avocado production. Residents greatly value the open space and consider the ring of open space around the town—the Emerald Necklace—an asset distinguishing Redlands from other cities in the region. Redlanders are highly concerned about preserving open space and agricultural land. They are wary about the effects of population growth on the preservation of open spaces, particularly in the canyons and Crafton Hills area.

## Land Use Classifications

The General Plan Diagram, General Plan Figure 4-1, depicts 16 categories of land use: Rural Living; Very Low Density; Low Density; Low Medium Density; Medium Density; High Density; Office, Commercial; Commercial/Industrial; Light Industrial; Public/Institutional; Parks/Golf Courses; Agriculture; Open Space; Resource Preservation; and Hillside Conservation. The land use classifications are summarized in Table 4-2. The legend on the General Plan Land Use Map is an abbreviated version of the descriptions. The land use classifications are adopted as General Plan policy and are intentionally broad enough to avoid duplicating the City's zoning regulations. The General Plan Land Use Map, which is a graphic representation of City policies regarding growth and development, is to be utilized in conjunction with the policies contained in the General Plan as a guide to decision making. The Zoning Ordinance and the Zoning Map further delineate and prescribe specific uses of the land and associated development regulations. More than one zoning district may be consistent with a single General Plan land use category.

State law requires the General Plan to establish standards of population density and building intensity for each land use classification. For non-residential uses a maximum permitted ratio of gross floor area to site area is specified. The Floor Area Ratio (FAR) is a broad measure of building bulk that controls both visual prominence and traffic generated. Residential density is expressed as housing units per gross acre. (Resultant net densities are higher than equivalent gross densities because street and sidewalk dedication is omitted from the calculation.)

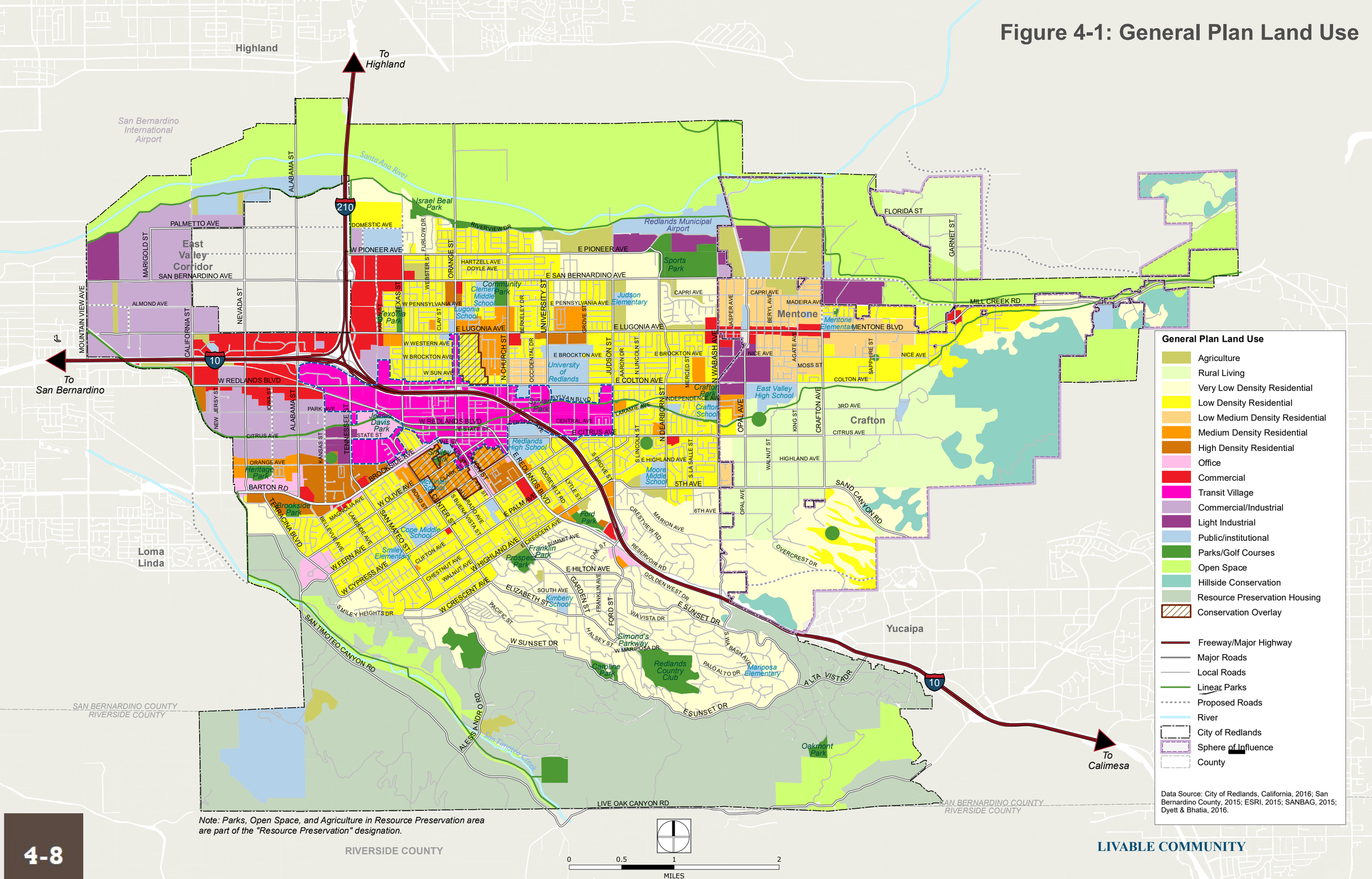
The density/intensity standards do not require the City to approve development projects at the top of the density or intensity range for each classification. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential. Gross density standards and assumed averages for residential categories are listed below. Table 4-2 shows maximum FAR standards for non-residential uses.

Maximum residential densities are per gross acre of developable land, provided that at least one housing unit may be built on each existing legal parcel designated for residential use. Second units are permitted by local regulation. State-mandated density bonuses are in addition to densities otherwise permitted. Theoretical residential densities by land use category are illustrated in Figure 4-3.

### Residential

- **Rural Living.** Rural Living is a residential land use category that designates areas intended to be developed with detached single-family dwellings at densities of up to 1 dwelling unit (du) per 5 acres on slopes between 0 and 15 percent, and up to 1 dwelling unit (du) per 10 acres on slopes greater than 15 percent and less than 30 percent. The intent of this land use category is to preserve natural features of the designated area and/or encourage agricultural use of the majority of each designated parcel.

# Figure 4-1: General Plan Land Use

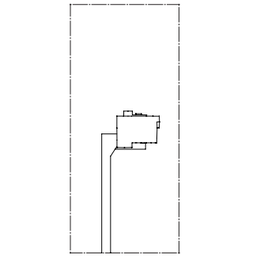
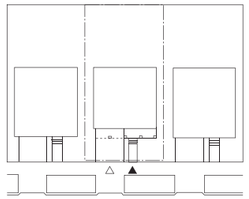
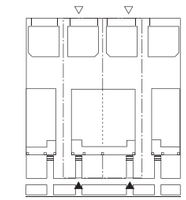
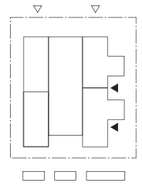
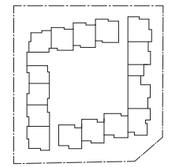



Data Source: City of Redlands, California, 2016; San Bernardino County, 2015; ESRI, 2015; SANBAG, 2015; Dyett & Bhatia, 2016.

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

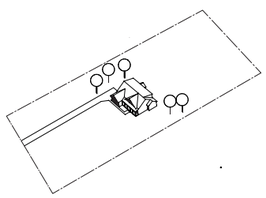
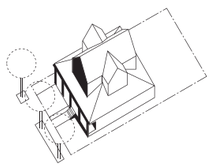
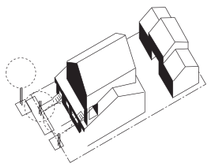
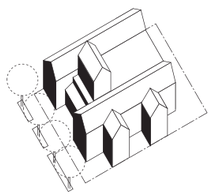
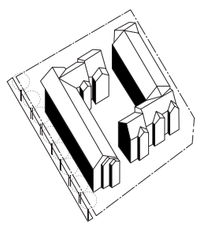
## Figure 4-2: Residential Densities

| Land Use Category: | VERY LOW 0 - 2.7<br>RURAL 0 - 0.2 | LOW 2.7 - 6<br>LOW MEDIUM 6 - 8 | MEDIUM 8 - 15 | HIGH 15 - 27 | MIXED USE 15 - 27 |
|---|---|---|---|---|---|
| Housing Type: | Detached single-family home | Detached single-family home | Semi-detached, attached | Attached flats | Semi-detached, attached flats; mixed-use |
| Density (as illustrated) : | .6 du/acre | 6 du/acre | 16 du/acre | 40 du/acre | 30 du/acre |
| Typical Lot Size: | 70,000 sf | 10,000 sf | 3,000 sf | n/a | n/a |
| Number of Floors: | 2 | 2 | 2 | 2-3 over podium | 2-3 over commercial |
| Typical Density Range: | 0-4 du/acre | 4-8 du/acre | 10-14 du/acre | 20-30 du/acre | 22+ du/acre |







- **Very Low-Density Residential.** Very Low-Density Residential designates areas intended to be developed with detached single-family dwellings at densities up to 2.7 du/ac on slopes of up to 15 percent, and 0.4 du/ac (1 unit per 2.5 acres) on slopes greater than 15 percent and less than 30 percent. Residential development on smaller infill lots that are consistent with the prevailing development patterns may be approved. The intent of this land use category is to encourage limited, low-density residential development that preserves hillsides, limiting grading and vegetation removal, and allows beneficial agricultural use.
- **Low-Density Residential.** Low-Density Residential designates areas intended to be developed at densities of up to 6 du/ac. This category is not intended to be applied in areas where slopes exceed 15 percent. The intent of this land use category is to provide for areas of single-family residential developments. Consistent lots sizes include 7,200 square feet (6.0 units per gross acre) and 10,000 square feet (4.3 units per gross acre).
- **Low-Medium Density Residential.** Low Medium-Density Residential designates areas intended to be developed at up to 8 du/ac. The intent of this land use category is to provide for continuation of the land uses at densities compatible with existing development in the Mentone area and the vicinity of the University of Redlands.
- **Medium-Density Residential.** Medium-Density Residential designates areas intended to be developed at up to 15 du/ac. The intent of this land use category is to provide areas for the development of attached, detached, and/or mixed residential uses with a range of densities and housing types. Areas designated Medium Density are generally more suitable for development in the low- to mid-level of the permitted density range for this category. Housing types may include detached single-family dwellings with one or more dwellings per lot, two-family dwellings (two attached dwellings), and multi-family dwellings (three or more attached dwellings).
- **High-Density Residential.** High-Density Residential designates areas intended to be developed at up to 27 du/ac. The intent of this land use category is to provide for the development of attached, detached, and/or mixed residential uses with a range of densities and housing types. Areas designated High Density are generally more suitable for development at the mid- to high-level of the density range for this category. No proposed development project with density levels in excess of 18 dwelling units to the acre or a structure in excess of two stories or greater than 35 feet in height shall be approved unless the following mandatory findings are made and the development project is approved by four-fifths (4/5) vote of the total authorized membership of the City Council:

  1. There are substantial and overriding economic or social benefits to the City and its residents and taxpayers from the proposed density or height increase.
  2. The proposed density or height increase will not cause adverse environmental impacts, either individually or cumulatively, directly or indirectly.
  3. The proposed density or height increase will not have a growth-inducing effect on other property.
  4. The resulting use will be compatible with uses on adjacent land.
  5. The proposed density or height increase will not require substantial expansion of public infrastructure, facilities or services.



# MEASURE U POLICIES

## Residential Areas

4.40q Plan for a housing mix at buildout consisting of 75 percent single family dwelling units and 25 percent multi-family dwelling units.

4.40s No land undeveloped as of March 1, 1997 and designated in whole or in part as "Urban Reserve" or "Urban Reserve (Agricultural)" in the Redlands general plan in effect as of June 1, 1987, and/or any land parcel that was in active agricultural production on November 3, 1986 regardless of zoning, shall be re-designated or rezoned to permit residential density greater than the Estate Residential (R-E) classification, as the same existed on June 1, 1987, in the Redlands City Zoning Ordinance, unless the following mandatory findings are made and the re-designation or rezoning is approved by four-fifths (4/5) vote of the total authorized membership of the City Council. Land designated by the General Plan as Urban Reserve as of June 1, 1987, shall not exceed a density higher than permitted by the R-E zone designation unless otherwise approved by a 4/5 vote of the City Council.

1. There are substantial and overriding economic or social benefits to the City and its residents and taxpayers from the proposed density increase.
2. The proposed density increase will not cause adverse environmental impacts, either individually or cumulatively, directly or indirectly.
3. The proposed density increase will not convert viable agricultural land to non-agricultural uses.
4. The proposed density increase will not have a growth-inducing effect on other property.
5. The resulting use will be compatible with uses on adjacent land.
6. The proposed density increase will not require substantial expansion of public infrastructure, facilities or services.

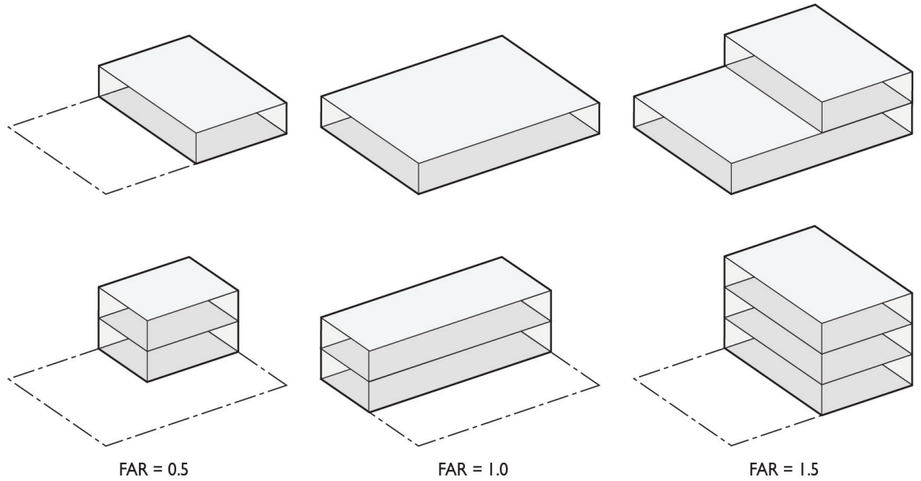
## Office, Commercial, and Industrial

- **Office.** The Office land use category designates areas for the development of a wide range of office types, including general office, medical, and other professional uses, as well as ancillary commercial uses. This land use category is intended to encourage the concentration and high visibility of office uses and professional activities for the convenience of the general public and to minimize conflicts and adverse impacts on other land uses. The Office land use category also permits residential uses consistent with the underlying zoning district.
- **Commercial.** The Commercial land use category designates areas for the development of a wide range of commercial uses, including neighborhood-serving stores and convenience centers, regional commercial centers, and commercial recreation. Sites with this designation may be developed with a stand-alone commercial use, two or more commercial uses, or mixed uses. The Commercial land use category may permit residential and mixed uses consistent with the underlying zoning district.
- **Commercial/Industrial.** The Commercial/Industrial land use category designates areas where certain types of commercial and light industrial uses may be compatibly located. It includes flex commercial space as well as business parks. The intent of this designation is to minimize regulation of uses where there is no compelling reason to segregate uses as long as development and performance standards are met. Development standards for Commercial/Industrial areas vary according to location. Uses permitted in this category include auto services, commercial retail and services, and manufacturing.

**TABLE 4-2: FLOOR AREA RATIOS**

| | Commercial | Office | Industrial |
|---|---|---|---|
| General Plan except as specified below | .30 | .40 | .45 |
| Downtown Redlands (standards) | 2.00 | 2.00 | --- |
| East Valley Corridor Specific Plan Area (standards) | .25-.60 | .60-.90 | .80-1.20 |

*Source: City of Redlands, 2015.*




*Floor Area Ratio (FAR) is the ratio of a building's total floor area to the size of its site.*

- **Light Industrial.** The Light Industrial land use category designates areas intended for manufacturing, distribution, research and development (R&D) industries, and ancillary commercial uses. Heavy industries, such as aggregate mining and processing and concrete batch plants, are not included in this category and are only permitted in areas designated by the Santa Ana Wash Plan.



*Commercial uses in Redlands range in scale from regional shopping centers to small neighborhood shops.*

## Agriculture and Hillsides

- **Agriculture.** Areas designated for crops, orchards, groves, grazing, horse boarding, apiaries, agricultural education facilities, and the roadside sale of agricultural products grown on site. Single family residences are permitted at densities dependent on the underlying zoning. Permanent agricultural easements are encouraged in these areas.
- **Hillside Conservation.** Hillside Conservation designates areas of 30 percent slope or greater. It allows for residential development at densities of up to 1 dwelling unit per 20 acres on slopes between 30 and 40 percent, and one dwelling unit per 40 acres on slopes greater than 40 percent, dependent upon site-specific slope and soil conditions.
- **Resource Preservation.** The Resource Preservation designation limits uses in areas which possess a unique character and fragile ecology which are prime resources for water conservation, wildlife preservation, open space recreation and agriculture. Preservation of such lands is essential to the health, safety and welfare of the community. Limited permitted uses include remote commercial recreational facilities, such as equestrian facilities, as envisioned in Section 4.64; postal offices, public safety facilities, educational facilities and public utilities as envisioned in Section 4.94; and open space uses described in Section 4.95. Residential uses are permitted but density shall be limited to that allowed by Section 4.42m to protect the character and ecology of such lands.

**TABLE 4-3: SUMMARY OF LAND USE DESIGNATIONS**

| | Acres | | |
|---|---|---|---|
| **Land Use Designation** | **Redlands** | **SOI** | **Planning Area[1]** |
| **Residential** | **6,343** | **4,042** | **10,386** |
| Rural Living | 9 | 2,115 | 2,125 |
| Very Low-Density Residential | 2,694 | 861 | 3,555 |
| Low-Density Residential | 2,643 | 574 | 3,216 |
| Low-Medium Density Residential | 63 | 469 | 532 |
| Medium-Density Residential | 520 | 23 | 544 |
| High Density Residential | 414 | — | 414 |
| **Office, Commercial, and Industrial** | **2,626** | **147** | **2,773** |
| Office | 206 | — | 206 |
| Commercial | 866 | 55 | 921 |
| Commercial/Industrial | 1,249 | — | 1,249 |
| Light Industrial | 305 | 92 | 397 |
| **Agriculture and Hillsides** | **5,122** | **1,322** | **6,446** |
| Agriculture | 308 | 220 | 529 |
| Hillside Conservation | 23 | 1,102 | 1,126 |
| Resource Preservation | 4,791 | — | 4,791 |
| **Public and Open Space** | **6,382** | **640** | **7,023** |
| Public/Institutional | 1,271 | 130 | 1,401 |
| Parks/Golf Courses[2] | 600 | — | 600 |
| Open Space | 4,511 | 510 | 5,022 |
| **TOTAL[1]** | **20,473** | **6,154** | **26,627** |
| **Overlays** | | | |
| Housing Conservation | 212 | — | 212 |
| Transit Village Overlay Zone | 2,216 | — | 2,216 |
| Mixed Use Core | 222 | — | 222 |

Notes:
1. Totals may not sum exactly due to rounding.
2. Additional park/golf course areas totaling 18 acres in Redlands and 29 acres in the SOI have been conceptually identified overlaying other land uses and are not counted in the above table.

*Source: City of Redlands, 2016.*

# MEASURE U POLICIES

## Resource Preservation

4.42m Density within the Southeast Area Plan shall be as follows:

| Slope | Acres/Dwelling Unit |
|---|---|
| 0-15% | 1.0 acre |
| > 15 to 30% | 2.5 acre |
| > 30% | 10.0 to 5.0 acres |

## Guiding Policies: Remote Recreational Facilities

4.64a Consider outlying existing and proposed commercial recreation enterprises operating in accord with permits issued by San Bernardino County or the City of Redlands to be consistent with the General Plan.

## Implementing Policies: Remote Recreational Facilities

4.64b Prepare zoning ordinance text changes to allow for remote commercial recreational facilities.

4.94 Other Public Facilities

Additional public facilities identified on the GP Figure 4.1, Proposed Redlands General Plan, include postal offices, landfills, fire station and school locations, the Redlands Municipal Airport, the City yard, water and sewer facilities. These public facilities are anticipated to serve the additional population projected at buildout.

4.95 Open Space

Open Space describes all land and water areas, regardless of ownership, which are left open or undeveloped as an element in the planning and design process. The benefits of preserving some of the undeveloped land which remains include: the preservation of a visually pleasant landscape, ecological/ environmental protection, the: enhancement of community values, and the ability to guide urban form by utilizing open spaces to buffer incompatible land uses and maintain future land use options. The need to preserve open space and its benefits becomes more critical as city population increases and urban development expands to reach projected buildout.

### Public and Open Space

- **Public/Institutional.** The Public/Institutional land use category designates areas intended for public services, buildings, and related facilities, including schools and educational facilities, government facilities, the airport, public utilities, and other facilities of a public or quasi-public nature. Residential uses at a density of up to 15 du/ac and agricultural uses are also permitted.
- **Parks/Golf Courses.** This category includes both public and private facilities developed for outdoor active or passive recreation, trails within linear parks, and golf courses.
- **Open Space.** This classification provides for public and private lands that are mostly unimproved and free of residential, commercial, and/or industrial development. They include areas intended for the conservation of natural resources, such as construction aggregates; compatible outdoor recreational uses, such as passive parks and trails; scenic enjoyment; the protection of natural habitats; and the protection of public health and safety, such as areas subject to flooding, and steep or unstable slopes.

  Within the Open Space designation, the following uses would be permitted: construction aggregate mining and concrete batch operations per the Upper Santa Ana Wash Land Management and Habitat Conservation Plan (Wash Plan); public utilities and facilities such as water, wastewater, energy, and telecommunications facilities; water management areas such as groundwater recharge areas; spreading ponds; flood control structures; educational facilities; caretaker facilities; and roads and highways.

### Overlays

- **Housing Conservation.** The Housing Conservation designation functions as an overlay to the underlying General Plan land use category with special provisions allowing certain types of existing nonconforming land uses. The intent of the Housing Conservation overlay is to provide for the retention and maintenance of existing higher density residential development while restricting construction of new higher density development in key areas of historic value where lower densities predominate. Two areas have received this overlay designation, one low-density residential area north of the I-10 freeway and east of Orange Street and one medium-density residential area south of the downtown.
- **Transit Village Overlay Zone.** The Transit Village Overlay Zone covers areas within a half-mile radius of the Redlands Passenger Rail project stations, and identifies the planning area of the Transit Village Plan, which will detail transportation system enhancements, design guidelines and standards, and the character of development.
- **Mixed Use Core.** The Mixed Use Core covers areas within a quarter-mile radius of the proposed Redlands Passenger Rail Project stations and designates areas within the Transit Village Overlay Zone with the potential for the highest development intensity and ability to support transit ridership. The Transit Village Plan would apply policies to Mixed Use Core areas intended to create vital, mixed-use environments in close proximity to the transit stations.

## Buildout

### Potential Buildout

Much of the city has already been developed, with many of the remaining developable vacant sites concentrated in the East Valley Corridor and Transit Village areas or located on infill lots throughout the city. Thus, the majority of future development in Redlands is expected to occur on infill sites as expansion of sites with existing structures, or as redevelopment of sites that have come to the end of their useful life.

Buildout refers to the development likely to take place under the General Plan through the horizon year of 2035. As buildout is dependent on a number of factors outside of the City's control, including long-term economic and demographic trends, buildout estimates describe potentialities rather than definitive figures. Additionally, the designation of a site for a specific land use in the General Plan does not guarantee that the site will be developed or redeveloped with that use during the planning period, as future development will rely primarily on each property owner's initiative.

### Residential Buildout

Table 4-3 describes potential residential development resulting from the application of land uses shown on the General Plan Land Use Map (Figure 4-1). This calculation takes into consideration existing housing units as of March 2016; pipeline projects (projects that are under construction, have been entitled, or are in the planning stage); projected new housing units, derived by analyzing the maximum number of potential units that can be built under Euclidean planning against historical density growth patterns; and projected new housing units in the Transit Village areas.

**TABLE 4-4: RESIDENTIAL BUILDOUT (2035)**

| | Housing Units | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | City | | | Sphere of Influence | | | Planning Area | | |
| | SFR[1] | MFR[2] | Total | SFR | MFR | Total | SFR | MFR | Total |
| Existing[3] | 19,877 | 6,872 | 26,749 | 2,981 | 449 | 3,430 | 22,858 | 7,321 | 30,179 |
| Pipeline[4] | 552 | 381 | 933 | 205 | 0 | 205 | 757 | 381 | 1,138 |
| Future Housing Outside of Transit Villages[5] | 1,900 | 374 | 2,274 | 1,822 | 0 | 1,822 | 3,722 | 374 | 4,096 |
| Future Transit Villages Housing[6] | 224 | 924 | 1,148 | 0 | 0 | 0 | 224 | 924 | 1,148 |
| **TOTAL FUTURE DEVELOPMENT** | **2,676** | **1,679** | **4,355** | **2,027** | **0** | **2,027** | **4,703** | **1,679** | **6,382** |
| **TOTAL AT BUILDOUT (YEAR 2035)** | **22,553** | **8,551** | **31,105** | **5,008** | **449** | **5,457** | **27,561** | **9,000** | **36,561** |
| Existing Population (2016)[7] | | | 68,049 | | | 9,220 | | | 77,269 |
| Population from Future Development[8][9] | | | 10,964 | | | 5,391 | | | 16,355 |
| Buildout Population[7] | | | 79,013 | | | 14,611 | | | 93,624 |

Notes:
1. SFR = Single-Family Residential
2. MFR = Multi-Family Residential
3. Data for existing residential housing units was derived from the City's GIS database as of March 2016.
4. Pipeline housing units include projects that are under construction, have been entitled, or are in the planning stage.
5. Future buildout outside of the Transit Villages was estimated for the 20-year horizon of the General Plan. These figures were derived by analyzing the maximum number of potential units that can be built under Euclidean planning against historical density growth patterns.
6. Housing estimates in the Transit Village areas were calculated separately from the rest of the Planning Area owing to their priority in the planning process. It should be noted that certain factors limit the amount of residential development within the Transit Villages. The most significant of these is the 500-foot AQMD buffer applied along the I-10 freeway. The process of calculating Transit Village buildout was similar to the process for future buildout outside of the Transit Villages.
7. Existing population is an estimate assuming 2.65 persons per household in Redlands and 2.80 persons per household in the Sphere of Influence.
8. Future population was calculated assuming 2.65 persons per household in Redlands and 2.80 persons per household in the Sphere of Influence.
9. A vacancy rate of 5% is assumed.

*Sources: City of Redlands, 2016; Dyett & Bhatia, 2016.*

*The residential buildout calculates the number of projected single-family and multi-family housing units.*

**TABLE 4-5: NON-RESIDENTIAL BUILDOUT (2035)**

| | Redlands | | Sphere of Influence | | Planning Area Total | |
|---|---|---|---|---|---|---|
| | **Developed SF** | **Jobs** | **Developed SF** | **Jobs** | **Developed SF** | **Jobs** |
| **Existing (2016)[1]** | **29,247,658** | **27,248[2]** | **1,620,046** | **1,276[3]** | **30,867,705** | **28,524** |
| *Office* | 2,799,852 | - | 529 | - | 2,800,381 | - |
| *Commercial* | 4,337,576 | - | 92,595 | - | 4,430,172 | - |
| *Commercial/Industrial* | 14,056,689 | - | - | - | 14,056,689 | - |
| *Light Industrial* | 2,046,098 | - | 897,984 | - | 2,944,082 | - |
| *Public/Institutional* | 6,007,443 | - | 628,938 | - | 6,636,381 | - |
| **Pipeline[4]** | **741,798** | **960** | **-** | **-** | **741,798** | **960** |
| **Future Development[5]** | **7,495,905** | **14,561** | **599,149** | **968** | **8,095,054** | **15,529** |
| *Office* | 300,704 | 1,203 | - | - | 300,704 | 1,203 |
| *Commercial* | 2,889,357 | 7,459 | 246,022 | 615 | 3,135,379 | 8,074 |
| *Commercial/Industrial* | 2,943,653 | 4,232 | - | - | 2,943,653 | 4,232 |
| *Light Industrial* | 1,246,376 | 1,246 | 353,127 | 353 | 1,599,503 | 1,600 |
| *Public/Institutional* | 115,815 | 421 | - | - | 115,815 | 421 |
| **SUBTOTAL** | **37,485,361** | **42,769** | **2,219,195** | **2,244** | **39,704,556** | **45,013** |
| Future Non-Land Use Based Jobs[6] | - | - | - | - | - | 5,320 |
| Future Agricultural Jobs[7] | - | - | - | - | - | -52 |
| **TOTAL DEVELOPMENT AT BUILDOUT (2035)** | **37,485,361** | **42,769** | **2,219,195** | **2,244** | **39,704,556** | **50,281** |

Notes:
1. Existing square footage does not include square footage estimated to be redeveloped over the planning horizon.
2. Existing jobs taken from the U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment, Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2013).
3. Existing jobs in SOI includes only those quantified for the Mentone CDP, which includes Mentone and much (not all) of Crafton.
4. Pipeline development includes projects that are under construction, have been entitled, or are in the planning stage as of March 2016.
5. Future development includes redevelopment of existing non-residential square footage over the planning horizon.
6. Future non-land use based jobs was taken from Table 5.3-6 of the Existing Conditions Report (Estimated change in Transportation and Utilities Jobs, Construction Jobs 2013-2040), adjusted to 2035.
7. Future Agricultural Jobs was taken from Table 5.3-6 of ECR (Estimated change in Farm Jobs 2013-2040), adjusted to 2035.

*Sources: City of Redlands, 2016; Dyett & Bhatia, 2017.*

An estimated 4,400 housing units are expected to be completed in Redlands in the next 20 years, including pipeline development, bringing the total number of housing units in the city to approximately 31,000. This new development is projected to accommodate an increase in population of 11,000, for a total buildout population of 79,000 at an average annual growth rate of 1 percent. In the Planning Area, an estimated 6,400 housing units are expected to be built in the next 20 years, for a total at buildout of 36,600 units. This is projected to accompany an increase in population of 16,400 for a total Planning Area population of about 93,600 at buildout.

## Non-Residential Buildout

Table 4-5 describes potential non-residential development in the Planning Area through buildout in terms of square feet and potential jobs. This projection was conducted by calculating the square footage of non-residential construction that could be built on vacant or underutilized land. The number of jobs predicted is associated with these square footage estimates.

In total, about 8,743,600 square feet of non-residential space is expected to be built in the Planning Area through 2035, including pipeline development, for an increase of about 29 percent. The majority of new non-residential development is expected to take place in the City of Redlands, where approximately 8,150,400 square feet and 15,700 jobs from new development are estimated to be added, for a total of 29,044,200 square feet and 43,000 employees. Most of the square footage of new space outside of the Mixed Use Core is expected to be commercial/industrial, which could be used to accommodate the growth of the technological and healthcare industries. In the Planning Area as a whole, about 22,000 new jobs are predicted at buildout, raising the total number of jobs from 28,500 in 2013 to approximately 50,500 in 2035.

# POLICIES

## Principles

### General

**4-P.5** Maintain a land use pattern of various uses designed and arranged to protect and enhance Redlands' unique character.

**4-P.6** Provide for a balance among a variety of different land uses and their distribution among the city's neighborhoods.

**4-P.7** Promote a diversity of compatible land uses throughout the city, providing opportunities for the development of a range of businesses, services, residential types, and public facilities to meet the needs of the community.

**4-P.8** Provide for buffers and transitions between low- and high-intensity land uses.

**4-P.9** Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.

**4-P.10** Ensure that the scale and character of new development is appropriate for surrounding terrain and the character of existing development.

**4-P.11** Review and comment on new development in adjacent jurisdictions during the environmental review process in order to identify and avoid potential land use conflicts with development in Redlands.

**4-P.12** In areas planned to accommodate new growth, such as Downtown and the Transit Villages, use area plans, design standards and guidelines, and other tools to ensure cohesive transition in scale to existing neighborhoods.

**4-P.13** Encourage mixed-use development (two or more uses within the same building or in close proximity on the same site) in Downtown, the Transit Villages, and along Redlands Boulevard to promote vibrancy.

**4-P.14** Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential uses. Permit urban housing at a density up to the High Density Residential standard.

### Residential

**4-P.15** Preserve existing residential neighborhoods, particularly older neighborhoods.

**4-P.16** Promote a variety of housing types to serve the diverse needs of the community.

**4-P.17** Limit negative impacts to residential neighborhoods from incompatible uses.

### Office, Commercial, and Industrial

**4-P.18** Provide lands to accommodate a wide range of office uses to meet the needs of small- and medium-sized businesses and larger corporations in sectors such as professional services, medical services, and technology in appropriate locations convenient to transportation corridors.

**4-P.19** Provide lands to accommodate a wide range of light industrial uses including research and development, manufacturing, agricultural processing, and logistics near transportation corridors in areas where low- to moderate-intensity operations would be sufficiently buffered.

**4-P.20** Provide for the concentration of office, industrial, and commercial uses in appropriate locations near transportation corridors to encourage the development of employment centers and reduce the potential for land use conflicts with sensitive uses.

**4-P.21** Provide for the development of regional commercial destinations near highways and major transportation corridors.

**4-P.22** Provide lands to accommodate neighborhood-scaled commercial centers in residential areas to serve the everyday needs of nearby residents.

### Agriculture, Open Space, and Hillsides

**4-P.23** Preserve agricultural land in the Planning Area and protect it from premature development.

**4-P.24** Preserve open space land in order to protect the visual character of the city, provide for public outdoor recreation, conserve natural resources, support groundwater recharge, and manage production of resources. Limit development in areas that possess a unique character and fragile ecology.

**4-P.25** Limit development on steep hillsides to preserve the stability and integrity of the slopes and to ensure public safety.

## Actions

### Residential

**4-A.7** Promote a range of residential densities to encourage a mix of housing types in varying price ranges and rental rates.

**4-A.8** Promote the development of a greater variety of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces, and senior and student housing to meet the needs of future demographics and changing family sizes.

**4-A.9** Encourage the incorporation of residential units in Downtown mixed-use projects consistent with the Redlands Downtown Specific Plan.

**4-A.10** Promote availability of senior and independent assisted living facilities to meet the needs of the community's aging population, distributed equitably throughout the community.

**4-A.11** Ensure that opportunities exist for the development of housing types that are affordable to all segments of the Redlands community and are distributed equitably throughout the community.

**4-A.12** Support new residential development in Downtown, the Transit Villages, and other focused infill sites accessible to transit and in central parts of the community.

**4-A.13** Permit densities, design, and uses that will help preserve the character and amenities of existing older neighborhoods.

**4-A.14** Discourage changes in residential areas that would disturb the character of or clearly have a destabilizing effect on the neighborhood.

**4-A.15** Promote the preservation, maintenance, and improvement of property through code enforcement to mitigate or eliminate deterioration and blight conditions, and to help encourage new development and reinvestment.

### Office, Commercial, and Industrial

**4-A.16** Improve vehicular accessibility, traffic flow, and parking availability as well as pedestrian access and amenities within office, commercial, and industrial areas.

**4-A.17** Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual chaos where businesses are competing for attention.

**4-A.18** Focus the development of office space in transit-accessible locations.

**4-A.19** Site new regional shopping centers near major transportation routes and ensure that they provide multi-modal access.

**4-A.20** Establish new neighborhood commercial centers to serve the needs of community members in areas planned to accommodate new growth, such as Downtown and the Transit Village areas.

**4-A.21** Revitalize neighborhood shopping centers in neighborhoods where existing centers have reached the end of their economic life.

**4-A.22** Ensure that neighborhood shopping centers are designed in a manner compatible with adjacent residential areas.

**4-A.23** Ensure that neighborhood shopping centers conform to regulations limiting the size, location, and general character of signage and facades so as not to disrupt the residential or historical character of the neighborhood.

**4-A.24** Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community, such as Olive Market.

**4-A.25** Limit the proliferation of liquor stores, massage parlors, tattoo businesses, smoke shops, and automotive repair businesses in neighborhood shopping centers, and encourage "family-friendly" businesses.

**4-A.26** Maintain a range of standards for business parks in Commercial/Industrial areas outside the East Valley Corridor to provide for economically viable commercial/industrial opportunities.

**4-A.27** Provide space for expansion of existing industries and protect them from encroachment by inharmonious uses, but encourage most new industries to locate in the East Valley Corridor where impacts on residential areas will be minimized.

**4-A.28** Reserve space adjacent to the Redlands Municipal Airport to allow for maximum development of airport-related industry, developed in accordance with the Airport Land Use Compatibility Plan.

**4-A.29** Maintain standards for industrial development and operation that prohibit creation of noise, odor, or other harmful emissions beyond the boundaries of the site.

**4-A.30** Encourage private development of well-designed industrial park subdivisions that meet high standards of improvement.

**4-A.31** Designate areas for the development of research and development, high tech, and professional businesses in the Planning Area.

**4-A.32** Discourage larger-scale warehouses and big box architecture that would negatively impact aesthetics such as long, blank walls. Break up the massing of larger structures through setbacks and indentation of facades, appropriate fenestration of windows and doors, and a variety of architectural treatments.

**4-A.33** Prohibit larger-scale industrial warehouses, distribution, and logistics centers greater than 150,000 square feet, south of the I-10 freeway and east of I-210

### Agriculture, Open Space, and Hillsides

*For policies related to agricultural preservation, see Chapter 2: Distinctive City.*

**4-A.34** Preserve agricultural land and protect agricultural operations and soils by identifying and designating these lands as Agriculture.

**4-A.35** Preserve connections between agricultural lands with other agricultural lands and supporting uses.

**4-A.36** Consider adoption of a Right-to-Farm Ordinance to support continued agricultural operations by limiting the circumstances under which properly conducted agricultural operations on agricultural land may be considered a nuisance.

**4-A.37** Ensure adequate buffers and transitions between agricultural land and non-agricultural development in order to reduce the potential for land use conflicts.

**4-A.38** Encourage the continued operation of existing agricultural operations through the use of agricultural easements and Williamson Act contracts.

**4-A.39** Encourage the use of soil and water conservation techniques in agricultural operations.

**4-A.40** Permit commercial functions related to agricultural uses to encourage the sustainability of farming in Redlands and the Planning Area. Such functions can include: roadside stands, packing and processing operations, agri-tourism events, and bed-and-breakfast inns. Amend the Zoning Ordinance to permit such uses.

**4-A.41** Seek to acquire land to be dedicated as open space and preserve it from development.

**4-A.42** Encourage the preservation of Hillside Conservation lands as open space, but allow residential development at the permitted densities where development would not detract from the protection and overall perception of the hillsides or negatively impact public safety or welfare.

# 4.4
# FOCUS AREAS

## University of Redlands

The University of Redlands is a leading employer in Redlands, and has long served as catalyst for educational and economic development in Redlands. The University "district" is centered around the University of Redlands, and aside from the University, is primarily a residential neighborhood. This focus area has a diverse mix of housing types, including multi-family homes near the university, single-family subdivisions, and mobile homes. The University serves nearly 4,500 students on its 160-acre campus. The campus is maintained with citrus trees, palm trees, lush landscaping, and buildings emulating the historic architecture of the city. Sylvan Boulevard runs through campus along the Zanja Creek, and plans for both the Orange Blossom Trail and the Mill Creek Zanja Trail have proposed alignments along this road. Residential development in the area reflects the traditional subdivision style with large residential blocks with ample connections between neighborhood roads and arterial streets. Vacant land can be found in this subarea to the west and south of the University, and north along San Bernardino Avenue.

## POLICIES

### Principles

**4-P.26** Support the University of Redlands in the development of its campus and the surrounding area in a manner that enriches both the University and Redlands communities.

### Actions

**4-A.43** Support development of the campus in ways that both strengthen its ties to the community and enhance its status as a major activity center for the neighborhood.

**4-A.44** Work with the University to create needed hotel/conference facilities in Redlands.

**4-A.45** Support activities that enrich the cultural life of both the city and the University.

*Photo Credit: Bruce Herwiga*

## East Valley Corridor

The East Valley Corridor (EVC) is the easternmost portion of San Bernardino Valley. The East Valley Corridor Specific Plan (EVCSP), adopted in 1989 and revised in 2010, aims to strengthen the local economy, attract major businesses, and result in the orderly and aesthetic development of industrial, commercial, and residential areas. The EVCSP plan area comprises 4,350 acres adjacent to the I-10 and I-210 freeways, which includes portions of the City of Redlands and the City of Loma Linda, as well as unincorporated area under jurisdiction of San Bernardino County (the Donut Hole) surrounded by the City of Redlands. At the time that the plan was adopted, the plan area consisted of largely undeveloped areas, with over half of the plan area in agricultural production.

The EVCSP provides a plan for future growth and development of the EVC and the communities and areas within the plan boundaries, includes components such as planning, financing, infrastructure construction and maintenance, marketing and coordination, and sets development standards. The EVC was envisioned to feature the county's largest regional shopping center east of Ontario and to create approximately 90,000 jobs at build-out by 2028, while reducing the potential demand for retail, office, and industrial space elsewhere in the Planning Area. Today, the EVCSP area is mostly developed, with large-scale warehousing and distribution uses, as well as the Citrus Plaza and Mountain Grove shopping centers.


*The East Valley Corridor is experiencing rapid commercial and industrial growth.*

# POLICIES

## Principles

**4-P.27** Promote high-quality development in the East Valley Corridor by using the East Valley Corridor Specific Plan (EVCSP) to provide opportunities for a range of office, commercial, industrial, and residential uses, and associated services and amenities.

## Actions

**4-A.46** Maintain, implement, and update (as necessary) the EVCSP in order to promote and facilitate high-quality commercial and industrial development in the EVCSP planning area while being responsive to physical and environmental constraints and opportunities.

**4-A.47** Promote high quality development in the East Valley Corridor by protecting and enhancing existing amenities in the area, creating an identifiable community character, and adopting development standards and guidelines to ensure aesthetically pleasing design and maximum land use compatibility.

**4-A.48** Facilitate the development of a wide range of commercial uses to serve the region, local industry, and residential neighborhoods and facilitate employment of local residents.

**4-A.49** Ensure that opportunities are available for the development of parks and open space areas to meet the community's recreational needs in a meaningful way.

**4-A.50** Ensure that opportunities are available for community-oriented services.

**4-A.51** Promote the development of land uses that reduce the number and length of vehicle trips in the East Valley Corridor.

**4-A.52** Improve access and movement of all modes of transportation in the East Valley Corridor and enhance linkages to transit.

**4-A.53** Maintain development standards to implement the goals and policies of the EVCSP.

**4-A.54** Create a visually aesthetic appearance for the East Valley Corridor from the freeways as well as from the Planning Area.

**4-A.55** Enhance the beauty of the East Valley Corridor and the overall quality of life for users and residents of the area.

**4-A.56** Create buffers and appropriate transitions between the East Valley Corridor industrial and commercial areas and adjacent residential neighborhoods.

# MEASURE U POLICIES

### East Valley Corridor

4.62b Provide sufficient roadway and intersection capacities to maintain a minimum Level of Service (LOS) C except as provided in policy 5.20b. In areas where the current level of service is below the LOS C standard, provide sufficient roadway and intersection capacities to maintain, at a minimum the LOS existing as of the time an application for development is filed and to assure that the level of service is not degraded to reduced LOS as provided in Section 5.20b.

## Southern Hills and Canyons

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. A portion of Live Oak Canyon is outside the Sphere of Influence of Redlands (and outside of San Bernardino County, since the County Line is approximately coterminous with the existing alignment of Live Oak Canyon Road). San Timoteo Canyon is similar to Live Oak Canyon, but larger and more complex in its topography, and contains a graded water channel throughout its length, as well as mainline rail facilities.

Development in this area is limited, and consists primarily of large single-family homes on larger lots with landscaped front yards. The canyon walls are rugged and in many places covered with vegetation. Streets are arranged in a curvilinear fashion following the canyons' topography. Sunset Drive connects most of the residential neighborhoods in the area, and generally forms the boundary between developed areas and the undeveloped, agricultural, and open space lands in the south of the city. 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.

# POLICIES

### Principles

**4-P.28** Preserve, maintain, and, where possible, enhance the perception of the signature features of canyon areas and hillsides.

**4-P.29** Maintain density and grading standards designed to preserve the natural appearance of hillsides and ridges.

**4-P.30** Require that new development adheres to safety standards to protect against property damage, injury, or loss of life from fire or geological hazards.

**4-P.31** Ensure the provision of public safety services and access for emergency responders for development in the Highland-Canyons Planning Area.

### Actions

**4-A.57** Preserve and enhance San Timoteo Canyon's historic character as a transportation corridor within a fertile valley bordered by a major watercourse.

**4-A.58** Encourage the use of Planned Residential Developments (PRD's) and specific plans in San Timoteo and Live Oak Canyon areas to preserve open space.

**4-A.59** Permit the transfer of densities within a specific parcel of property and clustering of residential development to areas under 15 percent slope through the use of PRDs, conservation easements, and specific plans.

**4-A.60** Permit the voluntary transfer of development rights from Resource Preservation areas to designated Transit Village areas.

**4-A.61** Develop a linear parkway/recreational corridor centered along San Timoteo Creek and extending throughout the canyon.

**4-A.62** Advocate that future development of Live Oak Canyon and San Timoteo Canyon within both San Bernardino and Riverside counties be consistent with the historic roles and characters of the canyons.

**4-A.63** Design buildings to accommodate topography and minimize grading.

**4-A.64** On slopes 15 percent or greater, stepped footings, multiple floor levels, and limited usable outdoor area may be essential to maintaining natural appearing hillsides.

**4-A.65** Require proposed development within the Live Oak Canyon and San Timoteo Canyon areas that abuts an area of significant natural vegetation to be separated from the vegetation by a fuel modification zone with a minimum cross-section of 100 feet and an all-weather access roadway and water supply system having fire flow capacity. The Fire Department may modify this requirement based on site-specific considerations and the use of alternative fire protection measures.

**4-A.66** Preserve natural vegetation and wildlife areas to create wildlife corridors extending throughout the Live Oak Canyon and San Timoteo Canyon areas.

Work with Caltrans and SANBAG to extend wildlife corridors north of I-10 to provide linkages to open space in those locations.

**4-A.67** Establish recreation staging and parking areas in San Timoteo and Live Oak Canyons to provide access to City- and County-owned open space in the area.

*Trails meander through the lush landscape of Live Oak Canyon.*

## Southeast Area

The Southeast Area is bounded by Sunset Drive on the north, Alessandro Drive on the west, Live Oak Canyon Road on the south, and South Lane on the east, as shown in Figure 4-3. The planning sectors for the Southeast Area are depicted in Figure 4-4. Portions of this area overlap with the Southern Hills and Canyons focus area. A previous stand-alone area plan for the area was folded into the General Plan into the 1990s, and the plan itself rescinded. The area is mostly vacant, except for some homes on large lots, citrus trees, and open spaces, including City-owned Oakmont Park and the Herngt "Aki" Nature Preserve.

The Southeast Area is generally an escarpment falling away from the northern ridgeline defined by Sunset Drive (located along the Sunset Ridge). The Southeast Area generally falls away to the south and west towards San Timoteo Canyon and Live Oak Canyon. The area is made up of a complex series of ridges and canyons. A series of major ridges define approximately nine major drainage basins. These ridges, their associated basins, the two boundary canyons, San Timoteo and Live Oak, and the flora and fauna thereon constitute the majority of the signature characteristic features of the Southeast Area.

Historic access to the Southeast Area has occurred off the major surrounding roadways (San Timoteo Canyon Road, Alessandro Road, Live Oak Canyon Road), or down the ridges from Sunset Drive. This pattern is varied in some places where saddles or gentle ridges permitted easy passage up (and in some cases over) the ridge lines.

The General Plan proposes to retain the character of the area, including its signature features, and ensure that the natural terrain and environmental conditions are respected. Based on on-site observations and an examination of the topography of the Southeast Area, five ridge formations are designated as signature ridges. Policies are also outlined by sectors shown on Figure 4-4.

# POLICIES

## Principles

**4-P.32** Preserve, maintain, and, where possible, enhance the perception of the signature features of the area.

**4-P.33** Preserve and enhance the canyon walls immediately below the signature ridges, and the vegetation thereon where appropriate. Canyon walls associated with the signature ridges wherein a predominance of the slopes are in excess of 50 percent shall be preserved intact.

**4-P.34** Preserve and enhance both signature ridges and major ridges within canyons. Significant modification of these ridges shall occur only where offsetting need is demonstrated. Development on ridgelines is allowed as long as it stays within the parameters of this policy. Offsetting need is defined as a demonstration that the grade of a specific parcel requires modification of an existing ridge line to produce sufficient space to site a building pad and the result would not eliminate the continuity of the ridge line through grading or construction of structures.

**4-P.35** Allow ridges not identified as major ridges within a canyon to be modified to facilitate development within the canyon so long as their collective perception as canyon wall buttresses remains intact.

**4-P.36** Preserve and enhance the San Timoteo Creek watercourse as the backbone of a linear parkway/activity corridor extending throughout the canyon.

**4-P.37** Preserve and enhance the historic character of Live Oak Canyon and San Timoteo Canyon as narrow fertile valleys astride a gorged watercourse lined with significant trees. This character is important to the area and should be preserved by not only ensuring it does not disappear but by enhancing it so it can continue to be readily perceived among the development which occurs in the canyons.

## Actions

**4-A.68** Allow the narrow side canyon bottoms within the lower portions of the major canyons and particularly those around the edges of the major bottoms to be modified to accommodate proposed development consistent with the development criteria in this section of the Livable Community chapter.

**4-A.69** Ensure that the steep ridge and canyon system between Planning Sectors 1 & 2 is maintained intact and enhanced as appropriate.

**4-A.70** Conduct a study of Live Oak Canyon Road to establish a unified improvement plan to ensure that it will function as a scenic highway and provide a suitable "front door" for the adjacent canyon communities.

**4-A.71** Work to ensure that if San Timoteo Canyon Road is realigned and upgraded it shall:

- Maintain and expand its alignment near the existing rail line;
- Be routed to provide ready access to the I-10 Freeway via California Street; and
- Include a Class I trail along one side of the shoulder.

**4-A.72** Give special attention to the sliver of land located between the San Timoteo Canyon watercourse and the rail line to ensure the linear parkway/activity corridor character of this area is maintained.

**4-A.73** Ensure that density within the Southeast Area Plan shall be as follows:

| Slope | Acres/ Dwelling Unit |
|---|---|
| 0-15% | 1.0 acre |
| > 15 to 30% | 2.5 acre |
| > 30% | 10.0 to 5.0 acres (1995 General Plan) |

**4-A.74** Design flood control and drainage facilities within the Southeast Area in such a manner as to preserve the perception of natural watercourses.

**4-A.75** Determine whether the City's historic agricultural uses are to be preserved and, if so, designate specific sites for preservation.

**4-A.76** Preserve and enhance the perceived character of the vegetation and wildlife within the Southeast Area as appropriate.

**4-A.77** Ensure that access into the Planning Sectors is provided in accordance with the following requirements:

- Primary access into each of the Planning Sectors shall follow the primary historic route pattern for that sector.
- For Planning Sectors 1, 3, 4, 5, 6, 7, 8, and 9 this shall be up-canyon from Alessandro, San Timoteo Canyon

and Live Oak Canyon, as applicable. For Planning Sector 2, this shall be down-ridge from Sunset Drive.

- If secondary access is required for safety reasons, such secondary access shall be limited to other identifiable historic routes accessing each individual sector and shall not be inconsistent with the perceived historic pattern.

**4-A.78** Route internal access within the area, including roads, trails, and paths so as to preserve and enhance the perception of the historic access patterns by generally conforming to the natural contours.

**4-A.79** Design and construct all utilities and public facilities in the Southeast Area to preserve and enhance the perceived natural and historic character of this area.

**4-A.80** Preserve the perception of the signature characteristics in each Planning Sector within the Southeast Area. The planning for each Planning Sector shall include special consideration of the individual character of that Sector and shall include criteria to preserve and enhance the characteristics identified. Each Planning Sector shall be planned so as to result in an identifiable neighborhood within the community at large.

**4-A.81** Adopt and implement the Perimeter Fuel Modification/Access Area (PERFUMAA) concept shown in Figure 4-6 within each of the Planning Sectors identified in the Southeast Area Plan. The Fire Chief may grant modifications from this concept if effective alternatives are provided.

**4-A.82** Ensure that fire safety measures required by the City are in place and operational before developments within the Southeast Area Plan are occupied.

**4-A.83** Take a strong position to advocate that the future development of Live Oak Canyon, both within San Bernardino County and Riverside County, be consistent with the historic character and role of this canyon.

# MEASURE U POLICIES

## Southern Area Hills and Canyon

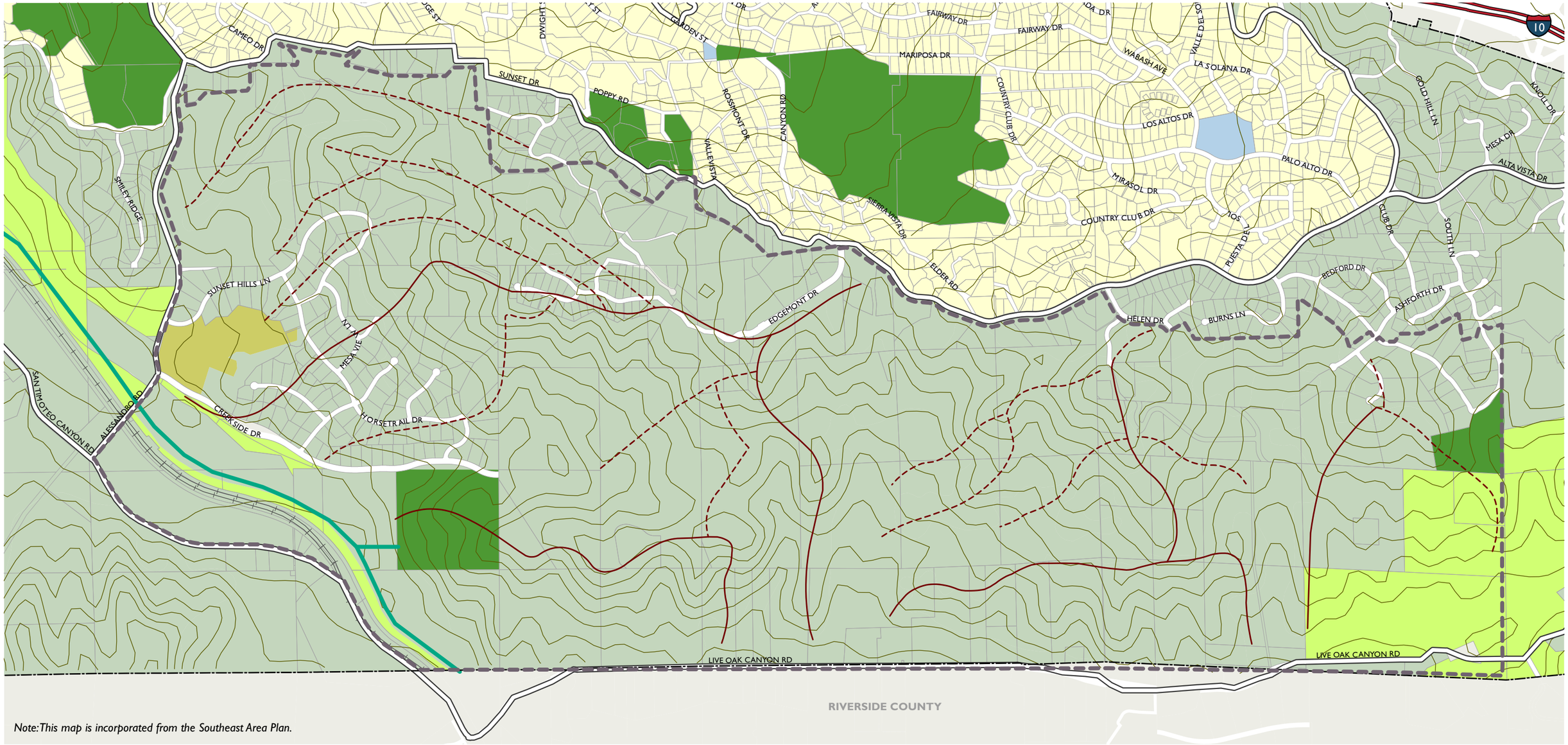
4.41i That portion of San Timoteo Creek, as defined by its floodway easements or flood control fee title, lying within the corporate boundary of the City is hereby declared to be Resource Preservation land and shall be preserved for the purposes of promoting wildlife preservation, open space recreation and water conservation. No fencing or other barriers shall be permitted in this Resource Preservation area that impede or limit access to the free crossing or use of the area by wildlife or its use for open space recreational purposes.

4.41j All parcels of land encompassed within the area identified on GP Figure 4-5 are subject to the residential density limitations set forth in Section 4.42m and are hereby designated as Resource Preservation as defined in Section 4.96.

**Southeast Area**

4.42m Density within the Southeast Area Plan shall be as follows:

| Slope | Acres/Dwelling Unit |
|---|---|
| 0-15% | 1.0 acre |
| > 15 to 30% | 2.5 acres |
| > 30% | 10.0 to 5.0 acres |




*Note: This map is incorporated from the Southeast Area Plan.*

**General Plan Land Use**

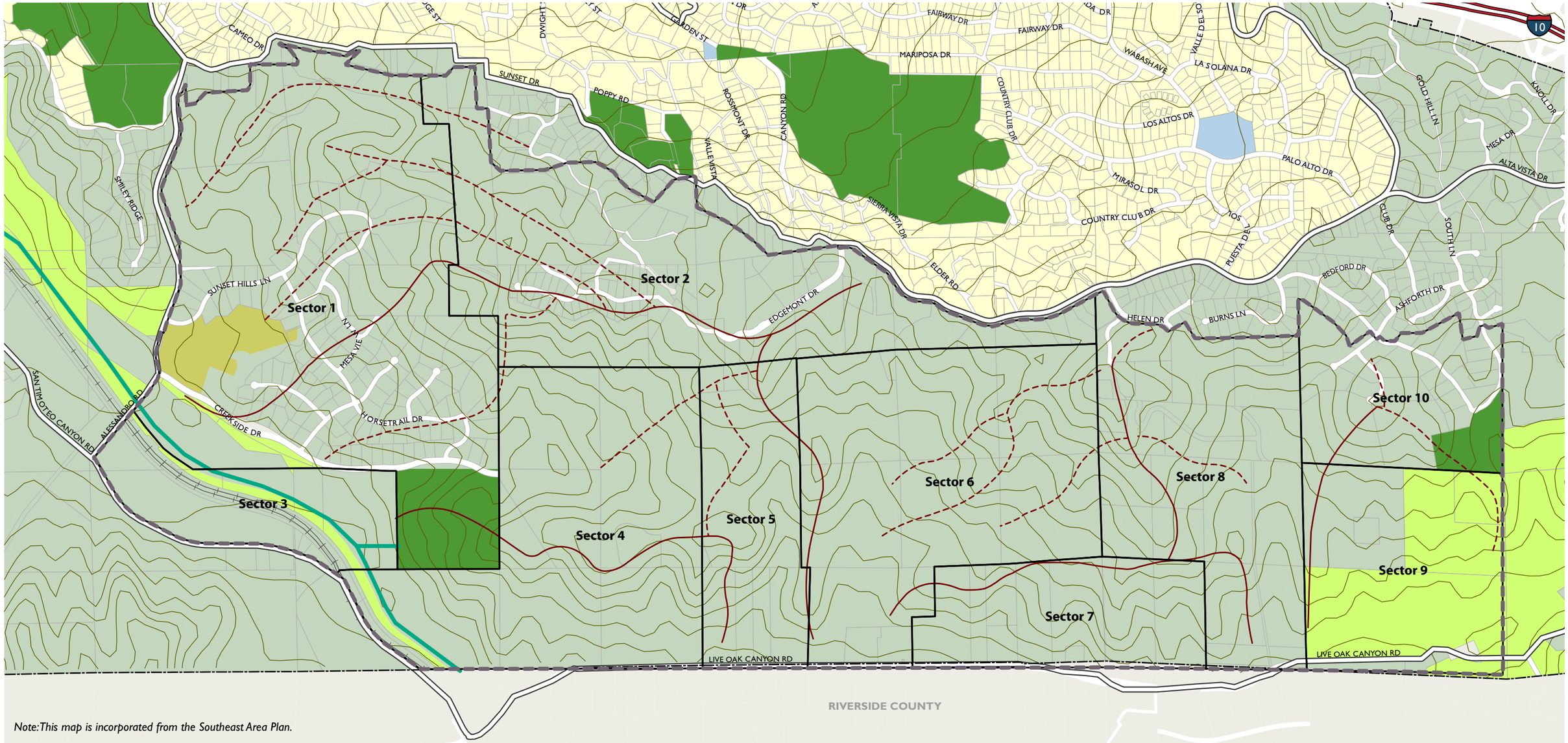
- Agriculture
- Very Low Density Residential
- Public/Institutional
- Parks/Golf Courses
- Open Space
- Resource Preservation

- Freeway
- Major Roads
- Linear Parks
- Rail Corridor

- Major Ridges
- Signature Ridges
- Contour Lines (40 Feet)
- Southeast Area Plan
- City of Redlands

0 0.125 0.25 0.5
MILES

Data Source: City of Redlands, California, 2016; San Bernardino County, 2015; ESRI, 2015; SANBAG, 2015; Dyett & Bhatia, 2016.




*Note: This map is incorporated from the Southeast Area Plan.*

**General Plan Land Use**

- Agriculture
- Very Low Density Residential
- Public/Institutional
- Parks/Golf Courses
- Open Space
- Resource Preservation

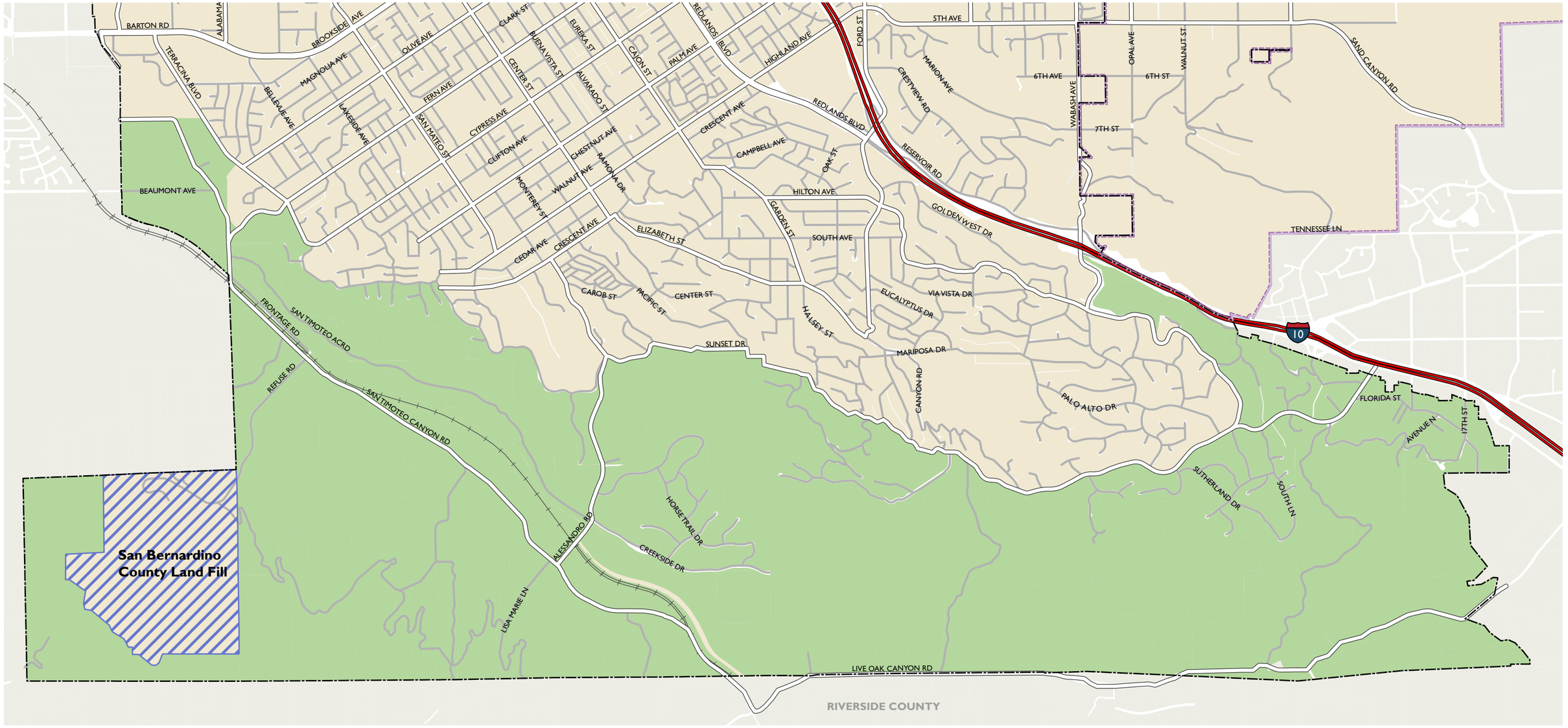
- Freeway
- Major Roads
- Linear Parks
- Rail Corridor

- Major Ridges
- Signature Ridges
- Contour Lines (40 Feet)
- Southeast Area Plan
- Sector Boundaries

- City of Redlands

0 0.125 0.25 0.5
MILES

Data Source: City of Redlands, California, 2016; San Bernardino County, 2015; ESRI, 2015; SANBAG, 2015; Dyett & Bhatia, 2016.

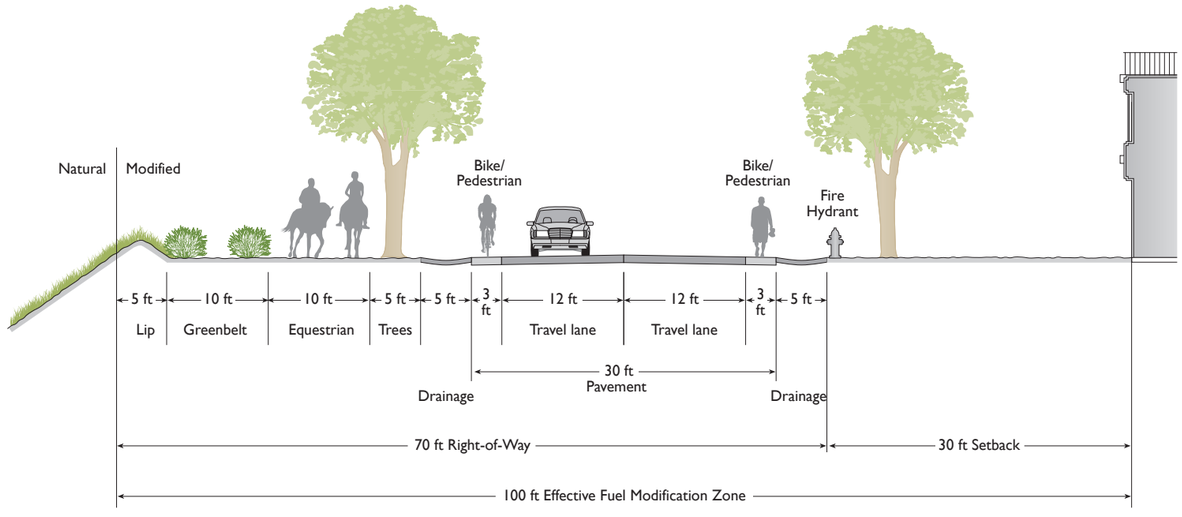



Resource Preservation
Freeway
Major Roads
Rail Corridor
City of Redlands
Sphere of Influence

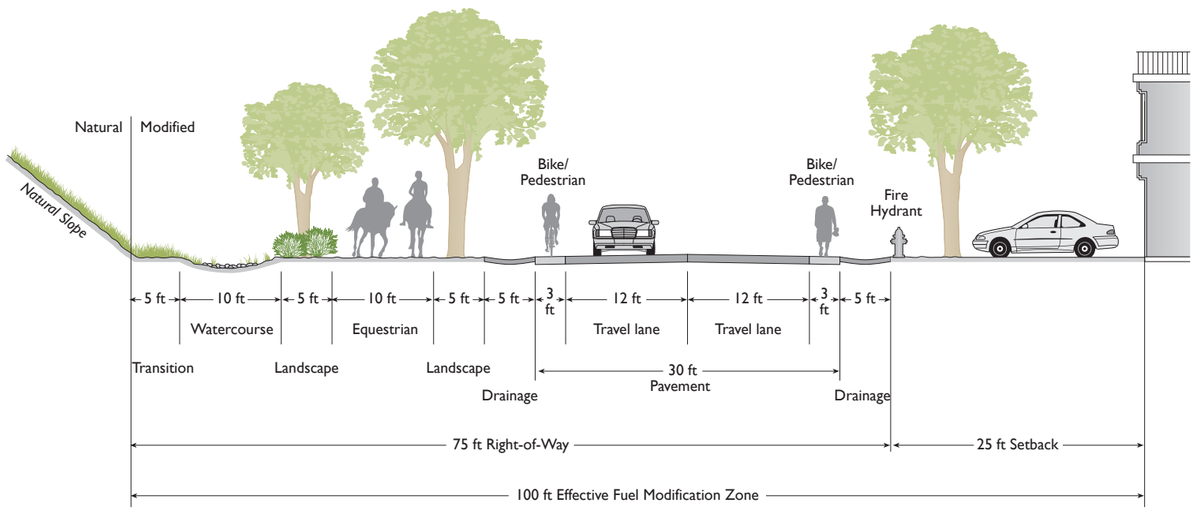
Beginning at the intersection of Nevada Street and San Timoteo Canyon Road (Point A); thence easterly along San Timoteo Canyon Road and San Timoteo Canyon Road extended to Terracina Boulevard (Point B); thence southeasterly on Terracina Boulevard to the northwesterly line of Lot 17 of Terracina Bluff Lots as per map recorded in M.B. 9/38 records of San Bernardino County (Point C); thence southwesterly along said northwesterly line of Lot 17 to the southwest corner of said Lot 17; thence southeasterly along the southwesterly line of said Lot 17, 34 feet more or less to the City of Redlands City Limit Line as shown on Parcel Map 4223 as per map recorded in P.M.B. 40/98,99 records of said County; thence southerly along said City Limits Line as shown on said Parcel Map 4223 to the San Timoteo Canyon Road; thence southeasterly along San Timoteo Canyon Road to the southwesterly line of Parcel 2 of Parcel Map 7782 as per map recorded in P.M.B. 78/50,51 records of said County; thence southeasterly along said southwesterly line of Parcel 2 to Fern Avenue (Brookside Road); thence northwesterly along Fern Avenue to Terracina Boulevard (Point D); thence southeasterly along Terracina Boulevard continuing along Cypress Avenue to Smiley Heights Drive; thence southerly and then easterly on Smiley Heights Drive to Serpentine Drive; thence southeasterly along Serpentine drive to Sunset Drive; thence southerly, then easterly, then northerly, then westerly, respectively, on Sunset Drive to the intersection of Sunset Drive and Wabash Avenue (Point E); thence northerly along Wabash Avenue to the Redlands City Limit; thence southeasterly then southerly along the City Limit of Redlands to the southeast corner of Redlands' corporate limits (Point F); thence westerly along the southern City Limit of Redlands to the southwest corner of Redlands' corporate limits (Point G); thence northerly along the western City Limit of Redlands to the point of beginning; not including the San Bernardino County Land Fill site.

0 0.25 0.5 1
MILES

Data Source: City of Redlands, California, 2016; San Bernardino County, 2015; ESRI, 2015; SANBAG, 2015; Dyett & Bhatia, 2016.




**Ridgetop PERFUMAA**




**Canyon Bottom Perimeter PERFUMAA**

Notes:

1. Street sections are illustrative. Minor variations and deviations from dimensions are permitted, and would not require a General Plan Amendment.
2. Bicycle facilities are based on dimensions included in the Bicycle Facility Design Guidelines for the Bicycle Master Plan (2015).

*Crafton is more rural in character than the other focus areas owing to its importance in the local citrus industry.*

## Crafton

Crafton is characterized by citrus groves and farms, and large-lot single-family residences. It is defined by its natural spaces, including undeveloped areas along Sand Canyon and the Crafton Hills. Near the border with Mentone, more intense development such as Redlands East Valley High School and a multi-family development have taken place.

# POLICIES

## Principles

**4-P.38** Seek to preserve the agricultural character of Crafton.

## Actions

**4-A.84** Work with San Bernardino County to prevent urban development of cultivatable lands in Crafton and Mentone.

**4-A.85** Establish an urban/rural boundary to preserve Rural Living in the Crafton Planning Area. The boundary shall run northward along Wabash Avenue from 7th Street to 5th Avenue, turn east on 5th Avenue to a midpoint between Wabash Avenue and Opal Avenue, and head north to Sylvan Boulevard, turning east to Opal Avenue and running north on Opal Avenue to Colton Avenue; Colton Avenue forming the northern most boundary until its terminus at Crafton Hills.

**4-A.86** Work with San Bernardino County and the State to reduce biological risks to groves and crops from diseases such as huanglongbing.


*Redlands Boulevard features distinctive architecture and pleasant streetscapes.*

## Redlands Boulevard

Redlands Boulevard is a major thoroughfare through the city, traversing the commercial areas of the East Valley Corridor, the office campus of ESRI, Downtown, and parts of the Colony and Highland. Redlands Boulevard crosses east-west through the Downtown area, north of State Street, curving southward at Ninth Street. It is a car-oriented thoroughfare along which sit low, one- to two-story mid- and late-century commercial buildings. The street is wide, and several car dealerships line the portion west of Eureka Street.

In many ways, Redlands Boulevard is the city's main street. The General Plan seeks to upgrade the appearance and function of this road as a true boulevard and encourage a greater mix of uses along its frontage.

# POLICIES

## Principles

**4-P.39** Promote infill and mixed-use development along Redlands Boulevard to create a cohesive commercial corridor connecting the Transit Villages and providing a retail and service destination for community members.

## Actions

**4-A.87** Promote clusters of mixed-use development along Redlands Boulevard near the Mixed Use Cores of the proposed Transit Villages, providing opportunities for commercial, office, and residential development consistent with the needs and characteristics specific to each Transit Village.

**4-A.88** Promote infill development along Redlands Boulevard where it is classified as a Boulevard to create a continuous corridor of mixed-use and commercial activity.

**4-A.89** Complete and enhance the sidewalk system along both East and West Redlands Boulevard. Make pedestrian enhancements to facilitate the safe crossing of the street.

**4-A.90** Extend and enhance the center median of Redlands Boulevard with landscaping, public art, and lighting to improve the aesthetics and enhance its function as a major east-west boulevard.

## Colton Avenue and Orange Street Commercial Corridor

Orange Street is a north-south arterial that blends adaptive reuse of historic structures with contemporary developments. South of I-10, the Orange Street commercial corridor is charming, engaging, and walkable, although the roadway itself is wide and perceptually forms the western edge of Downtown. Historically, the Downtown grid extended westward, but was lost when several blocks were combined to make way for Redlands Mall. This area features primarily commercial use, including retail and dining, and serves as a hub for commercial activity. Murals and City signage celebrate the Redlands' citrus heritage and imbue the district with pride and culture. The Redlands Depot and the station for the future Redlands Passenger Rail are also located along Orange Street.

Immediately north of I-10 is the intersection of Orange Street and Colton Avenue. Downtown Redlands, in popular consciousness, ends where Orange Street passes under I-10. This is both because the freeway is a visual barrier that separates the Orange Street and Colton Avenue intersection from the rest of the Orange Street commercial corridor, and because the design of streets and commercial facilities look remarkably different from the rest of Orange Street. The area north of I-10 lacks the landscaping, engaging facades, development intensity, and mix of uses that make Downtown Redlands a dynamic place to live, work, and shop. Colton Street contains a mix of commercial and residential uses in its western extent, giving way to a tree lined arterial with mostly residential uses a few blocks east of Orange Street. There are opportunities along these older commercial corridors for revitalization, with room for a mix of diverse commercial uses, including medical and professional services and retail.

# POLICIES

## Principles

**4-P.40** Encourage the revitalization of the commercial corridors on Colton Avenue at Orange Street by providing opportunities for a variety of commercial uses and providing guidelines for site design to create a more welcoming visual environment.

## Actions

**4-A.91** Develop an area plan for the Colton Avenue and Orange Street corridors that will improve the public spaces, enhance the quality of architecture and landscape architecture, attract a mix of family-friendly retail and professional businesses to serve the neighborhoods, and improve the overall attractiveness of the areas.

**4-A.92** Support the continued presence and new development of small businesses serving the community along the commercial corridors of Colton Avenue and Orange Street.

**4-A.93** Seek to improve the mix of office, professional, and service related businesses along Colton Avenue and Orange Street that will serve the neighborhood.

**4-A.94** Work with existing business owners to promote the improvement and maintenance of facades of commercial uses.

**4-A.95** Promote infill development to create a continuous corridor of mixed-use and commercial activity.

**4-A.96** Encourage site designs that create an active street frontage and screen parking from the Colton Avenue and Orange Street frontages.

**4-A.97** Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. Improve the pedestrian experience within these corridors through street trees and landscaping.


*On Colton Avenue, commercial frontage is primarily auto-oriented and set far back from the street.*

*The proposed Transit Villages seek to harness the convenience of local transit to spur mixed-use development.*

# 4.5 TRANSIT VILLAGES

Los Angeles' Metrolink commuter rail service links Redlands residents to the region from its nearest station in San Bernardino. Work is underway to connect Redlands with rail to Metrolink in the form of the Redlands Passenger Rail project. The nine-mile route will use the former Atchison, Topeka and Santa Fe Railway line. While mostly single track, two miles of double track will be constructed in the middle to allow vehicles to pass each other. There will initially be three stations in Redlands—New York Street near ESRI, Downtown Redlands, and the University of Redlands—with stations at Alabama and California streets in later phases.

The General Plan articulates a vision for transit-oriented development and strategies for future development patterns around the proposed Redlands Passenger Rail stations. These are intended as a foundation for realizing the goal of a connected, accessible, and active community by creating pedestrian- and transit-oriented villages that reflect each station area's existing assets and unique characteristics. Components of the strategy serve to improve connectivity between the proposed Transit Villages and the city's existing neighborhoods; provide new jobs, housing, and entertainment opportunities in compact, walkable environments; support multiple modes of transit, car travel, walking, and bicycling; and provide new development and infill opportunities as alternatives to building at the edges of the city.

## Transit Village Area Strategy

### Background

Transit Villages are areas surrounding a transit station in which the neighborhood is planned, designed, and integrated so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit and other choices in transportation. Transit Villages have the following characteristics:

- Densities and intensities that promote working and living environments proximate to transit;
- Pedestrian and bicycle access to the station, with safe and comfortable pathways; and
- A transportation system that encourages and facilitates intermodal service and access.

The development of Transit Villages results in public benefits such as relief of traffic congestion, improved air quality, revitalization of neighborhoods, live/travel options for community members who rely on transit, additional job opportunities, and development of attractive neighborhoods.

The State of California's Transit Village Development Planning Act of 1994 (Government Code Section 65460-65460.11) allows for cities to prepare Transit Village plans for designated Transit Village districts. Such districts would cover areas of up to a half-mile radius surrounding a given transit station. This Transit Village Areas Strategy of the General Plan will be supplemented with a Transit Village Plan that would provide more specific policies, land uses, development and design standards for the proposed Transit Villages and build upon the principles in the General Plan.

The City of Redlands has a history of transit-oriented development. Early Redlands developed around railroad and stagecoach lines in the late 1800s, and Downtown Redlands, near the Santa Fe and Southern Pacific depots, grew to accommodate a variety of different transportation modes, including the train, a local trolley system, carriages, horses, cars, pedestrians, and bicyclists.

It had a mix of uses including retail, eateries, professional services, and residential. Shop keepers often lived above their stores. Hotels provided accommodations to visitors. Downtown was a compact, walkable, and mixed-use neighborhood in which it was easy to move around.

### Transit Villages Concept

The Transit Village Areas Strategy consists of the following:

- A Transit Village Overlay Zone (TVOZ) of mixed uses, which includes an area of focused streetscape and public realm improvements.
- Base land uses consistent with the land use classifications described in Section 3.1 of the General Plan, designed to foster higher intensities and compact development patterns.
- A Mixed Use Core where a mix of uses and higher densities and intensities would be encouraged through policies and standards in the Transit Village Plan.

These components are described below. Figure 4-7 illustrates the Transit Village concept, and Figure 4-8 shows proposed land uses within the Transit Village areas.

### Transit Village Overlay Zone

The TVOZ is proposed for areas within a half-mile radius (10-minute walking distance) of each proposed rail station, and includes sites with the greatest potential to support transit ridership and benefit from proximity to the transit system. The TVOZ will feature enhancements to vehicular, pedestrian, and bicycle access, and strong connections to the station throughout. It would also be covered by design guidelines and standards established in the Transit Village Plan that would address issues such as architectural treatments for development, building massing and spacing, public realm improvements, transit amenities, street trees and landscaping, parking lots, public art, and transitions between the core and surrounding neighborhoods. Mixed-use development may also take place in the TVOZ, and is not limited to the Mixed Use Core areas.

Some major streets within the TVOZ that serve high traffic flows are designated for strengthened connections between major destinations and the Mixed Use Cores, and for design improvements for all modes of transportation. These are shown as Multi-modal Streets in Figure 4-7.

New residential units are encouraged to be located at least 500 feet away from the pavement edge of the I-10 and I-210 freeways, and at greater distances if needed to address roadway noise and air quality concerns. A 500-foot buffer along the freeways is shown in Figure 4-7 and Figure 4-8.

**TABLE 4-6: LAND USES WITHIN THE TVOZ**

| Land Use | Description |
|---|---|
| **Low Medium Density Residential** *(modified)* | Applies to the use of land primarily for single family detached residences, but can also include townhouse developments that are clustered to provide open space. Allows for residential development of 0 to 8 gross units per acre. |
| **Medium Density Residential** *(modified)* | Applies to the use of land for duplexes, townhomes, low-rise apartment buildings, and other less intense multi-family residential development types. Allows for densities of 9 to 15 gross units per acre. |
| **High Density Residential** *(modified)* | Allows for multi-family residential development at densities of 16 to 27 gross units per acre. |
| **Commercial** | Provides land for retail stores, hotels, motels, automobile sales and services, offices, and entertainment facilities. It also permits residential, mixed-use development. |
| **Commercial/ Industrial** | Allows compatible commercial and light industrial land uses, including auto services, commercial retail and services, and manufacturing. Includes flex commercial space and business parks. |
| **Office** | Facilitates development of business and professional offices. |
| **Public/Institutional** | Consists of education, cultural, and community facilities such as public schools, the University of Redlands, and the civic center. While these areas provide for education, cultural, and community facilities, residential uses at a density of up to 15 dwelling units per gross acre and agricultural uses are also allowed. |
| **Park** | Includes both public and private facilities of park-like character. |
| **Agriculture** | Designates areas suitable for agricultural production of crops, including citrus. |

*Early Redlands developed with centers of civic and economic activity located near transit opportunities.*

*The historic streets accommodated pedestrians as well as a variety of different transportation modes.*

*Redevelopment of the Claremont Packing House into walkable retail near the Claremont, CA Metrolink Station.*



*Examples of higher density housing types near the Claremont, CA Metrolink Station*

### Mixed Use Core

Mixed Use Core covers areas within a quarter-mile radius (a 5-minute walking distance) of proposed passenger rail stations. A Mixed Use Core indicates areas in the Transit Villages with the potential for the highest development intensity and ability to support transit ridership. These areas would have policies and standards detailed in the Transit Village Plan intended to create vital, mixed-use environments in close proximity to the proposed transit stations. Mixed Use Cores are proposed for four of the Transit Villages: California Street, Alabama Street, New York Street, and the University of Redlands. A Mixed Use Core is not proposed for the Downtown station, as that station area would be covered by the Transit Villages Specific Plan (TVSP) upon adoption of that Specific Plan. It is important to note that while the Mixed Use Cores indicate areas where high-density/intensity mixed-use development would be encouraged, such development may take place in the TVOZ outside of the cores as well, where appropriate.

Within the Mixed Use Core areas, some streets, as shown in Figure 4-7, are designated as boulevards. These are corridors that are connected to the stations, where high levels of pedestrian activity and flow would be anticipated. Therefore, pedestrian activity and comfort are emphasized, and ground-level active uses would be required in buildings along the corridors.

### Multi-Modal Connections

The proposed Transit Villages are centered at passenger rail stations, but are intended to accommodate and improve travel for all modes of transportation. The Transit Villages would act as hubs, allowing for convenient transitions between different modes. Some travelers may go to a station to take the train, but others may go simply to switch to a different mode transportation that better gets them to their destination. The mix of modes in the Transit Villages would include:

- **Pedestrians,** including those using walkers or wheelchairs
- **Bicycles,** including personal bicycles and bikeshare
- **Vehicles,** including personal vehicles, carshare, carpools, ride-hailing, and taxis
- **Transit,** including buses and courtesy vans
- **Trains**

Facilities and improvements to accommodate these modes include wider sidewalks, ramps, bicycle paths and markings, bicycle racks and lockers, parking lots and garages, turnouts, bus shelters, and signage.

## POLICIES

### Principles

**4-P.41** Foster a connected, accessible, and active community by creating attractively designed pedestrian- and transit-oriented villages with a mix of uses in a compact area.

**4-P.42** Provide for new jobs, housing, and entertainment opportunities in compact, walkable environments.

**4-P.43** Ensure that each Transit Village has a unique character and identity that reflects its existing assets and unique characteristics, and provides appropriate services at that location.

**4-P.44** Provide choices for travel options, including walking, biking, vehicular, and transit.

**4-P.45** Accommodate all appropriate modes of transportation in Transit Villages, and promote seamless transitions between modes.

**4-P.46** Improve connectivity between Transit Villages and existing neighborhoods.

**4-P.47** Provide for appropriate transitions between Transit Villages and surrounding neighborhoods.

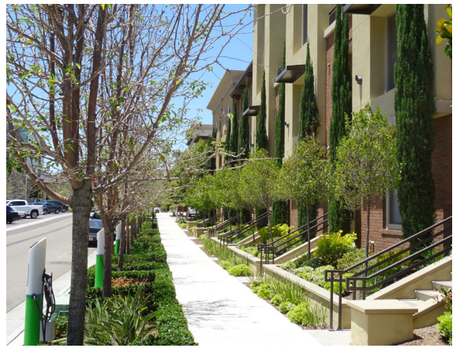
**4-P.48** Provide development and infill opportunities as alternatives to building at the edges of the city.

**4-P.49** Allow residential and mixed-use projects in the Mixed Use Core at densities up to the High Density Residential standard.

**4-P.50** Allow for density bonuses in the Transit Village Overlay Zone contingent on the provision of public benefits. Density bonuses shall be a minimum of 25 percent within a quarter-mile of each transit station, and 10 percent in areas located between a quarter-mile and a half-mile radius of each transit station. Public benefits may include but are not limited to amenities such as a public park, plaza, or playground; enhanced streetscaping; public art; or participation in a voluntary transfer of development rights program.

**4-P.51** Complete a Transit Village Plan that will define: village character, design guidelines for architecture and site development, permitted and conditional uses, building setbacks and heights, yards, interfaces with the public streets and sidewalks, security measures, and transitions to existing neighborhoods.

**4-P.52** Encourage stops of larger trains (Metrolink) in stations that can adequately accommodate their size and have greater availability of and access to parking.



*Transit-oriented residential, San Diego, CA*

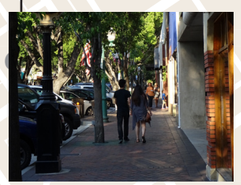
*Transit-oriented development, San Jose, CA*

*Orange Street, Redlands, CA*


*Mixed uses, San Mateo, CA*

*Streetscaping, Alameda, CA*

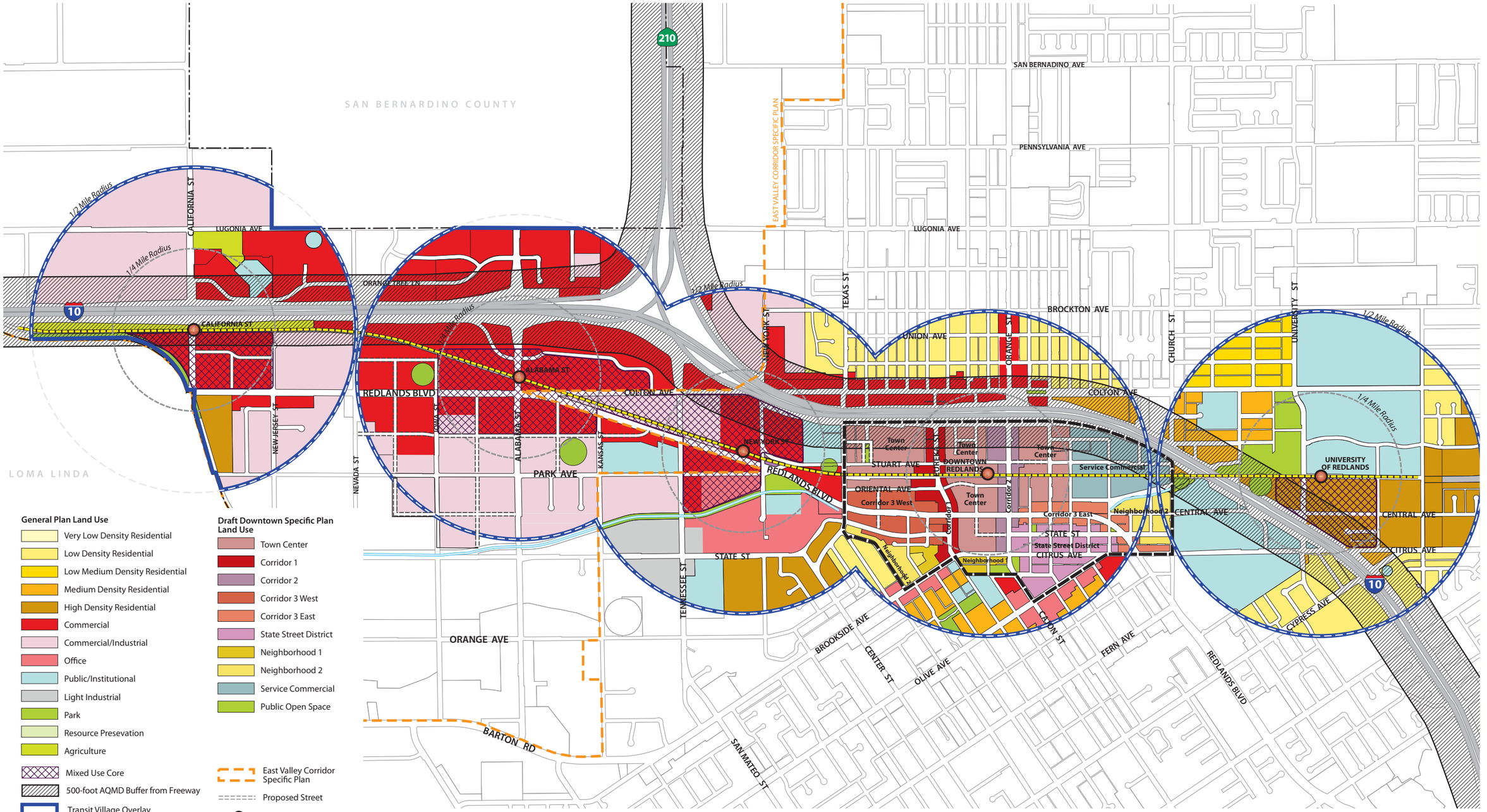

*Pedestrian environment, Oakland, CA*



- Transit Village Overlay Zone
- Mixed Use Core
- DTSP - Town Center and Key Corridors
- DTSP - State Street District
- Multi-modal Street
- Boulevard
- Proposed Street
- Primary Pedestrian Route
- Primary Bicycle Route
- Intersection/Undercrossing Improvement
- Points of Interest
- Potential New Park
- Proposed Passenger Rail
- 500-foot AQMD Buffer from Freeway
- Downtown Specific Plan (rescinded)
- East Valley Corridor Specific Plan
- Redlands City Limits

0 500 1000 2000 FEET

MARCH 28, 2016




**General Plan Land Use**

- Very Low Density Residential
- Low Density Residential
- Low Medium Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Commercial/Industrial
- Office
- Public/Institutional
- Light Industrial
- Park
- Resource Presevation
- Agriculture
- Mixed Use Core
- 500-foot AQMD Buffer from Freeway
- Transit Village Overlay
- Downtown Specific Plan (rescinded)

**Draft Downtown Specific Plan Land Use**

- Town Center
- Corridor 1
- Corridor 2
- Corridor 3 West
- Corridor 3 East
- State Street District
- Neighborhood 1
- Neighborhood 2
- Service Commercial
- Public Open Space
- East Valley Corridor Specific Plan
- Proposed Street
- Proposed Passenger Rail
- Redlands City Limits

0 500 1000 2000 FEET

April 7,2016

# California Street Transit Village

***A retail destination that builds on existing uses and creates a distinctive gateway between cities***

The California Street Transit Village would be located near California Street and Redlands Boulevard, at the city's western border with Loma Linda. Existing (2016) land uses within a half-mile of the (still to be finalized) station location include commercial, office, and industrial uses at low intensities; multi-family residential; some vacant land; and some land under citrus cultivation.

The strategy for the proposed Transit Village seeks to reinforce the existing strong cluster of commercial uses, while promoting opportunities for reinvestment and infill development. The Transit Village would introduce mixed uses into the East Valley Corridor to serve workers in the warehouse area, the medical facilities such as the VA Center and Kaiser medical facility, as well as visitors to destinations such as the San Bernardino County Museum and Splash Kingdom.

Circulation improvements focus on enhancing major streets, including California Street and Redlands Boulevard, for all modes of travel. Freeway undercrossings at California Street will be enhanced to ensure pedestrian safety and comfort. Bicycle route improvements would include the completion of the East Valley Corridor Bikeway and the Orange Blossom Trail.

From an overall identity perspective, this Transit Village would serve as a western gateway to the city of Redlands, as well as Loma Linda. Thus, the strategy would seek to create a sense of arrival. The strategy would preserve the presence of citrus groves in the Transit Village to highlight the city's citrus heritage for travelers.

## Actions

**4-A.98** Create greater opportunity to intensify and consolidate land uses on adjacent parcels and connect existing assets through infill development.

**4-A.99** Promote mixed uses to serve a range of users, including local workers and visitors to nearby tourist destinations.

**4-A.100** Provide streetscape improvements along the major corridors of California Street and Redlands Boulevard to enhance comfort and safety for all modes of travel.

**4-A.101** Implement bicycle route improvements that provide intra-city and regional connections, connecting to Loma Linda, the City of San Bernardino, and north to the Santa Ana River Trail.

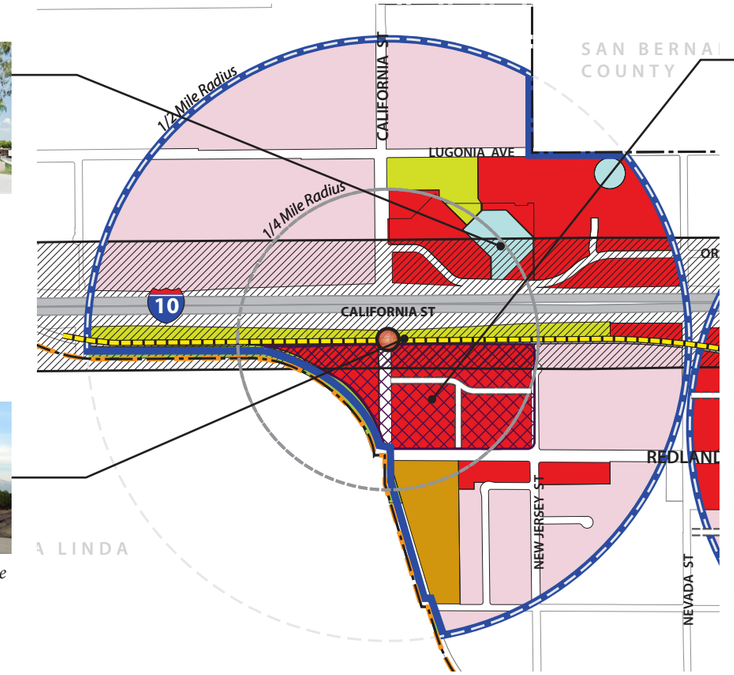
**4-A.102** Create a "sense of arrival" at the city's western gateway through aesthetic improvements such as landscaping, citrus groves, and signage.

**4-A.103** Preserve citrus groves for visual effect and to distinguish the station area from others.

**4-A.104** Improve the I-10 undercrossing at California Street to increase comfort and safety for all modes of travel and enhance north-south circulation.


*San Bernadino County Museum will remain as one of the visitor destinations in the California Street Transit Village.*

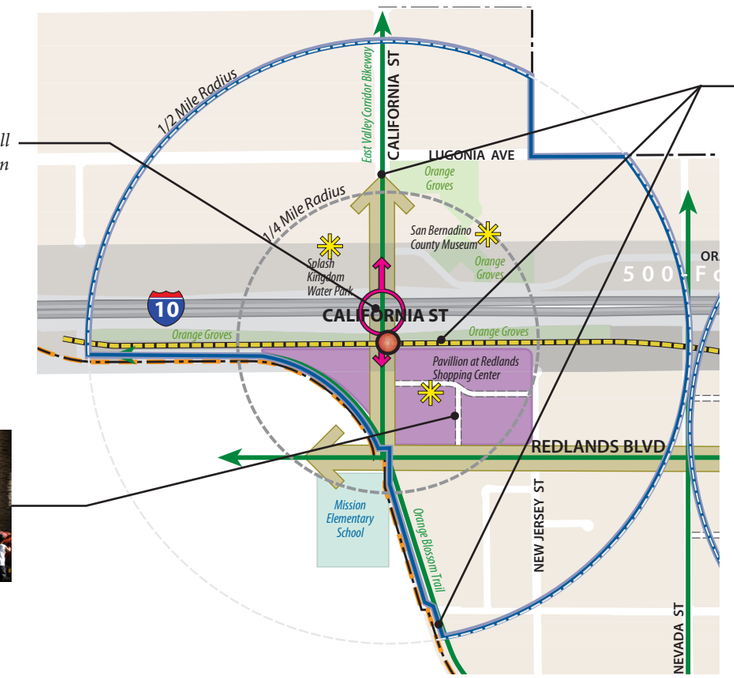
*Existing orange groves will be preserved to highlight Redlands' citrus heritage.*




*Principal land uses within the Mixed Use Core would include neighborhood retail, community facility, and potentially residential.*

*An undercrossing improvement at California Street will enhance connectivity between the station to local destinations.*

*Commercial uses within the Mixed Use Core would provide internal circulation prioritizing walking patrons.*




*The East Valley Corridor Bikeway and the Orange Blossom Trail would enhance bicycle connectivity in the Transit Village.*

# Alabama Street Transit Village

***A complete neighborhood with a mix of uses and ample parkland***

The Alabama Street Transit Village would be located near Alabama Street and Redlands Boulevard. Existing (2016) land uses within a half-mile of the (still to be finalized) station location are primarily commercial, with some industrial and office uses and several vacant properties. Development in the area is primarily currently auto-centric.

The strategy for the proposed Transit Village would establish a complete neighborhood, including a Mixed Use Core with a higher-density mix of residential and commercial uses; and commercial and office uses with the potential for residential mixed use in the TVOZ outside of the core. The Transit Village would serve as a gateway to regional shopping to the north, and create both a gateway and transition area between the station and light industrial uses to the south. Residential uses would be discouraged within 500 feet of interstate I-10. New parks would be sited in the area to serve the needs of new residents and employees within walking distance of the transit station. Additionally, there would be the potential to reuse commercial sites as office centers.

Within the Transit Village, primary pedestrian routes along new streets would allow people to safely and comfortably walk between the station, neighborhood parks, and residences. Boulevards would be established along Redlands Boulevard and Colton Avenue, where improvements would focus on the pedestrian experience and ground-floor active uses would be required along the street frontage. Primary bicycle routes would include the Orange Blossom Trail, which provides strong east-west connections to the other Transit Villages, as well as to other bicycle routes providing access to neighborhoods north and south of the rail line.

## Actions

**4-A.105** Create an active and compact transit-oriented core with a mix of residential and commercial/office uses. Allow for the reuse of commercial sites as office centers.

**4-A.106** Add new streets to create a finer-grained (shorter blocks), pedestrian-scaled road network, connecting residential areas to parks and the Mixed Use Core.

**4-A.107** Provide streetscape improvements along the major corridors of Alabama Street and Redlands Boulevard to enhance comfort and safety for all modes of travel and strengthen north-south connections between major destinations and east-west routes.

**4-A.108** Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.

**4-A.109** Ensure that adequate parkland is available to serve new residents and employees in the area.

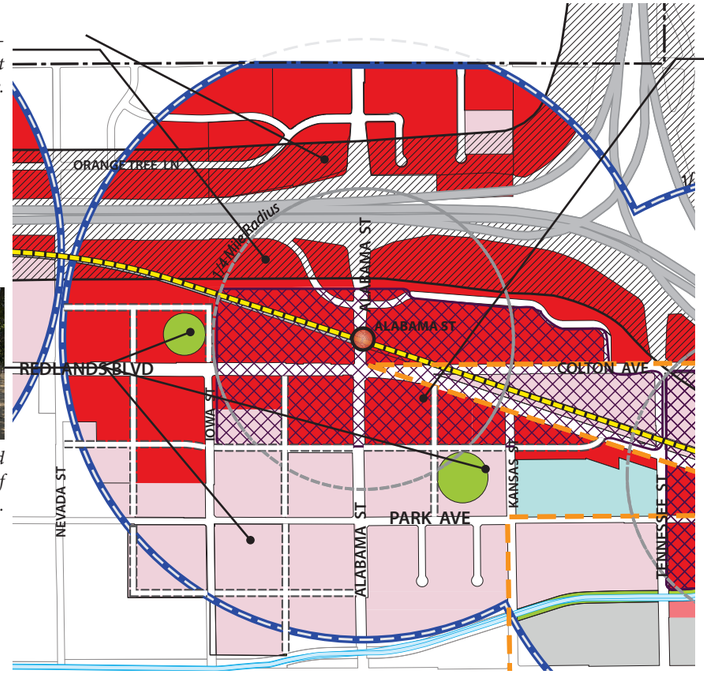
**4-A.110** Implement bicycle route improvements that provide strong east-west connections to other Transit Villages and the city's wider bicycle network. Routes would include the Orange Blossom Trail and potentially a trail along Redlands Boulevard in this location.

**4-A.111** Plan for the Alabama Street station to be the eastern terminus for the larger Metrolink trains where space is available to accommodate the larger trains and there is greater availability of land for parking.

*Residential uses will be prohibited within the 500-foot buffer from the freeway.*

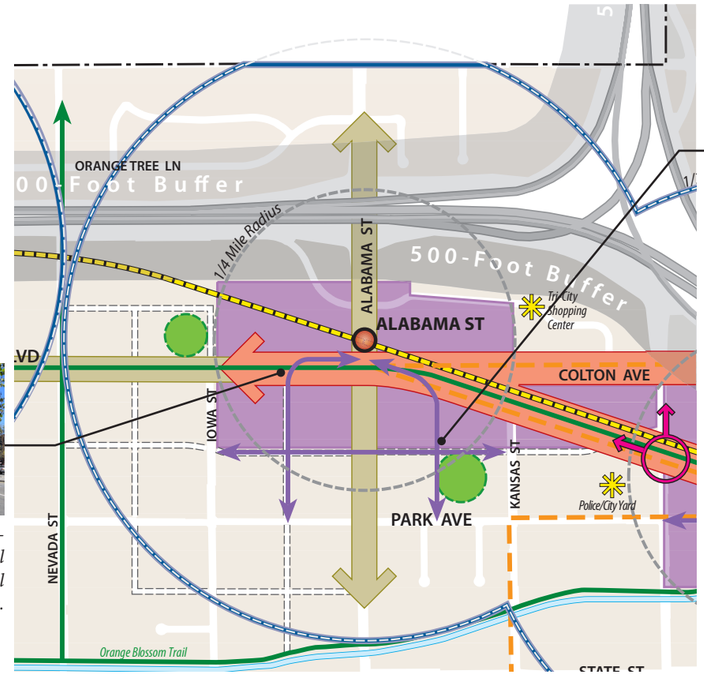
*Potential new parks would serve residents and visitors of the Transit Village.*

*The Mixed Use Core would combine high density residential and ground-floor retail.*




*Streetscape design would prioritize pedestrian comfort along primary pedestrian routes.*

*Redlands Boulevard is envisioned as a multi-modal street with ground-floor retail near the station.*



# New York Street Transit Village

***An employment hub with easy access to Downtown and surrounding neighborhoods***

The New York Street Transit Village would be located near New York Street and Redlands Boulevard. The area surrounding the proposed station location is currently (2016) characterized mainly by office and auto-oriented commercial uses, including the ESRI campus. Other nearby points of interest and buildings include Jennie Davis Park, Orangewood High School, and the Redlands Police Department.

The strategy for the New York Street Transit Village would build on the presence of existing employment activity in the area, particularly ESRI, to create a hub where the expansion of available office space and commercial uses provides a concentration of opportunities for jobs and innovation such as new businesses and start-ups. The Transit Village would also serve as a gateway to Downtown.

The Mixed Use Core would be higher-intensity mixed uses—with office, retail, and services, as well as housing, including live/work lofts. Outside of the core, lower-density office uses and residential would provide a transition to the edge of the Transit Village.

The Transit Village would feature a variety of connections and streetscape improvements to facilitate movement between the station, core, and surrounding neighborhoods. New York Street would be extended northwards to provide a connection to commercial areas in Lugonia. Streetscape improvements along the major corridors of Colton Avenue, Redlands Boulevard, and New York Street would enhance travel for all modes. Boulevards would be established along Redlands Boulevard and Colton Avenue, where improvements would focus on the pedestrian experience and ground-floor active uses would be required along the street frontage. Primary pedestrian routes would allow for walkable connections to and from Downtown and the proposed residential neighborhood at Alabama Street. Primary bicycle routes would include the Orange Blossom Trail, which provides east-west connections to the other Transit Villages, and routes along New York Street and Texas Street to provide access to neighborhoods north of I-10.

## Actions

**4-A.112** Create an active and compact transit-oriented core with office uses that provide opportunities for jobs and innovation, as well as commercial and residential uses to serve the needs of the area's workers.

**4-A.113** Provide streetscape improvements along the major corridors of Colton Avenue, Texas Street, and Redlands Boulevard to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas.

**4-A.114** Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.

**4-A.115** Provide pedestrian routes between offices, neighborhoods, and Downtown.

**4-A.116** Implement bicycle route improvements that provide strong east-west connections to other Transit Villages as well as north-south connections to improve access to existing neighborhoods to the north. Routes would include the Orange Blossom Trail, the Lugonia Trail on New York Street, and a route along Texas Street.

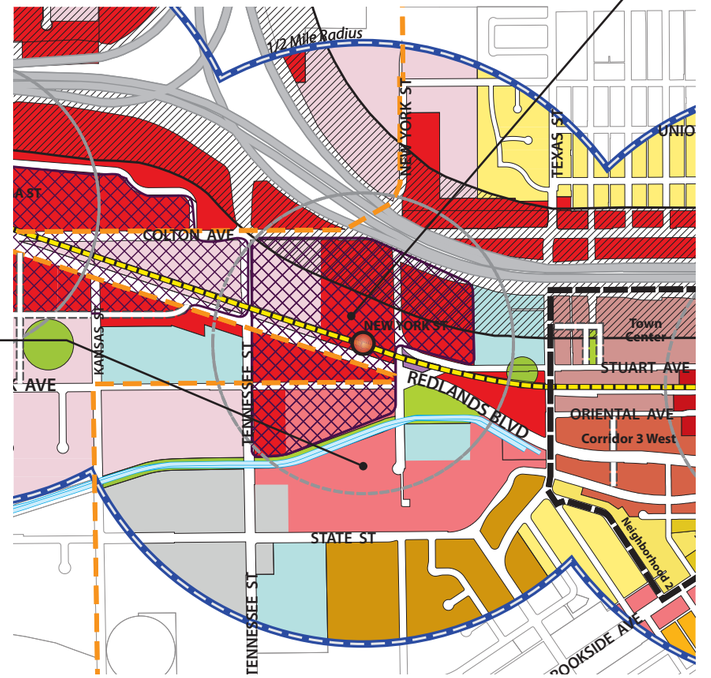
**4-A.117** Implement intersection improvements, including pedestrian improvements, at the I-10 undercrossings at New York and Texas Street to increase comfort and safety for all modes of travel.

**4-A.118** Ensure safe railway crossings at Tennessee Street, Texas Street, and New York Street for bicyclists and pedestrians.

**4-A.119** Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

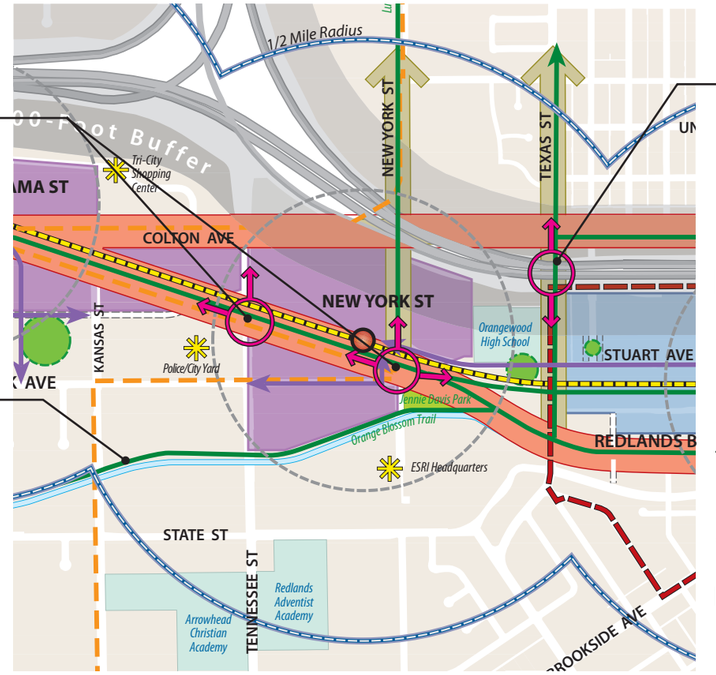
*The Transit Village will expand on existing employment activity.*

*The Mixed Use Core would be primarily office, with some retail and potential for housing.*




*Railway crossings will be improved to ensure safe connections within the Transit Village.*

*The Orange Blossom Trail would be one of the two major bicycle routes connecting the Transit Villages.*




*Undercrossing improvements and a new bicycle route along Texas street would facilitate north-south accessibility.*

## Downtown Redlands Transit Village

***A vital town center with abundant amenities***

The Downtown Redlands Transit Village would center around the historic Santa Fe Depot on Orange Street. The Transit Village would include the planning area for the Draft Downtown Specific Plan (DTSP). Currently (2016), the area around the station contains commercial and office uses throughout the center, residential and industrial uses along the edges, and public uses in the south at the Civic Center. The State Street district and Orange Street commercial corridors, Smiley Park, Redlands Mall, and a commercial corridor along Colton Avenue are all within a half mile of the proposed station.

The Strategy for the Downtown Transit Village follows the vision of the DTSP, which would create a cohesive town center with abundant amenities and pedestrian-oriented streets. The DTSP seeks to encourage a mix of uses to promote economic vitality, create a pedestrian-oriented environment, maintain a distinctive character based on the city's historical elements, and enhance the civic realm through vibrant streetscapes. Near the station, the DTSP designates a combination of Town Center and key corridor zones – areas that would generally accommodate mixed-use development at higher densities and intensities. The DTSP also identifies the State Street District as the pedestrian-oriented "heart" of Redlands. Refer to the DTSP for more in-depth information.

Uses in the Transit Village would include specialty retail, services, dining, entertainment, arts, and residential. The Transit Village would celebrate the historical aspects of the area, including the city's citrus heritage, encouraging the redevelopment of the citrus packing house as a destination for visitors. The Transit Village would serve the cultural needs of both residents and visitors, increasing the accessibility of destinations such as the A.K. Smiley Library, Lincoln Memorial Shrine, the Redlands Bowl, and arts venues such as theaters and galleries.

Circulation improvements would enhance connections between Downtown and the neighborhood of Lugonia north of I-10 – particularly to the commercial area along Colton and Orange Streets. Additionally, a small mixed-use area is proposed at Colton Avenue and Orange Street to create an activity center and continuity across the freeway.

Photo Credit: Arteco Partners

*The Mutual Orange Distributor (MOD) Packinghouse will be renovated into a dining destination.*

### Actions

**4-A.120** Complete and implement an update of the Downtown Specific Plan to create a cohesive town center with amenities and pedestrian-oriented streets.

**4-A.121** Encourage a centrally-located mix of uses to promote activity and economic vitality.

**4-A.122** Maintain a distinctive character that builds on Downtown's many historic features and its citrus heritage

**4-A.123** Promote the reuse of citrus packing houses, historic warehouses, and other historic commercial buildings to create a destination for residents and tourists.

**4-A.124** Ensure accessibility within the Transit Village to arts and cultural venues and programming.

**4-A.125** Provide streetscape improvements along the major corridors of Colton Avenue, Texas Street, and Redlands Boulevard to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas.

**4-A.126** Establish boulevards along Orange Street, Colton Avenue, and Redlands Boulevard with pedestrian-oriented streetscape improvements and ground-floor active uses.

**4-A.127** Strengthen pedestrian and bicycle circulation routes within Downtown and to and from adjacent neighborhoods.

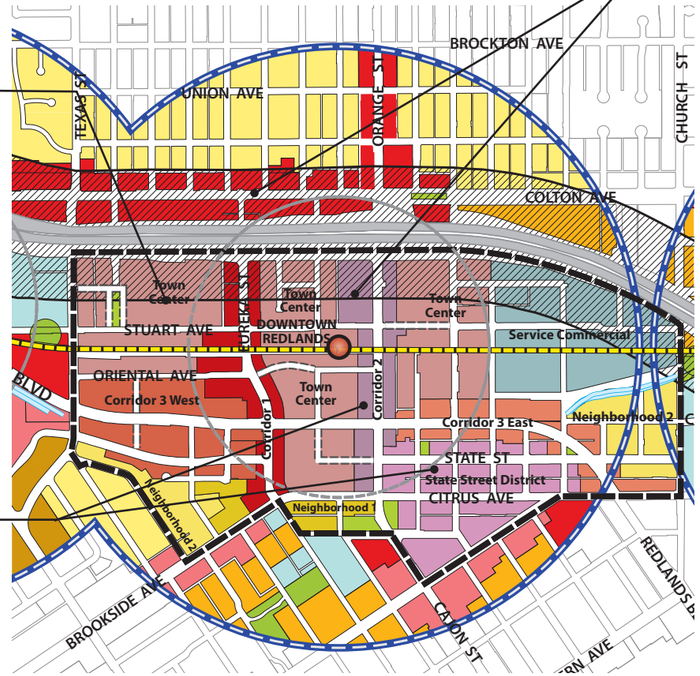
**4-A.128** Implement bicycle route improvements that provide strong east-west and north-south connections. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, and routes on Colton Avenue, Orange Street, and Citrus Avenue.

**4-A.129** Improve the I-10 undercrossing at Eureka Street, Orange Street, and 6th Street to increase comfort and safety for all modes of travel and enhance north-south circulation.

**4-A.130** Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

*The Town Center, augmenting the central core area of Downtown, will feature commercial and mixed-use buildings with continuous facades.*

*A simple "main street" configuration can be seen in the Corridor 2 and State Street zones.*




*South of I-10, land uses would follow the DTSP. North of I-10, principal land uses include Mixed Use and commercial.*

**Draft Downtown Specific Plan Land Use**

- Town Center
- Corridor 1
- Corridor 2
- Corridor 3 West
- Corridor 3 East
- State Street District
- Neighborhood 1
- Neighborhood 2
- Service Commercial
- Public Open Space

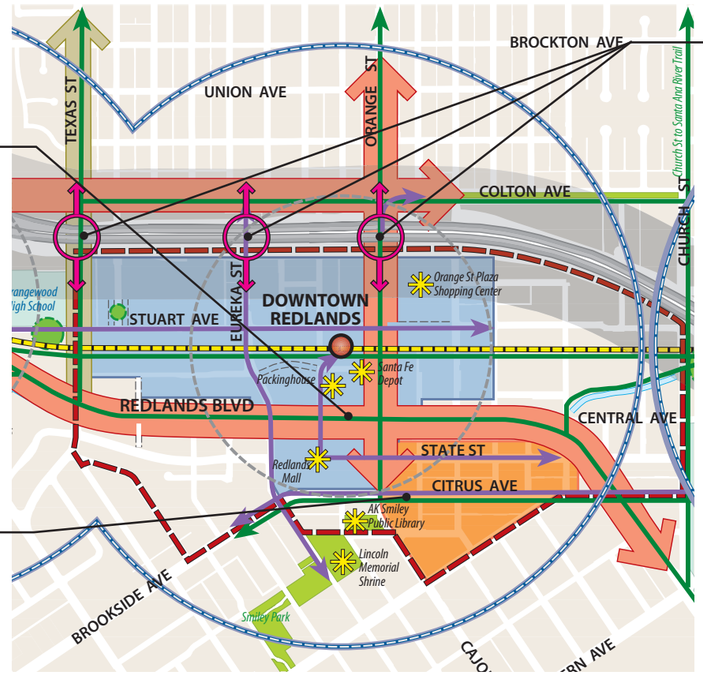
**General Plan Land Use**

- Low Density Residential
- Medium Density Residential
- Commercial

- 500-foot AQMD Buffer from Freeway
- Proposed Passenger Rail
- Proposed Street
- Transit Village Overlay
- Downtown Specific Plan (rescinded)

*Redlands Boulevard would remain a key roadway through Downtown with calmed vehicular traffic.*

*The DTSP seeks to leverage the existing historic character of State Street.*




*Undercrossing enhancements along I-10 will strengthen the connection between the Lugonia neighborhood and Downtown.*

- Transit Village Overlay
- Mixed Use Core
- Multi-modal Street
- Proposed Street
- Primary Pedestrian Route
- Primary Bicycle Route
- Intersection/Undercrossing Improvement
- Points of Interest
- Potential New Park
- Proposed Passenger Rail
- 500-foot AQMD Buffer from Freeway
- Downtown Specific Plan (rescinded)
- East Valley Corridor Specific Plan


*Redlands displays its citrus heritage along Orange Street, the heart of the Downtown Transit Village.*

# University of Redlands Transit Village

***A primarily residential neighborhood related to the University, with retail, restaurants, and cafes***

The University of Redlands Transit Village would be located near Park Avenue and University Street. Currently, the area is dominated by the University of Redlands and residential uses, with single-family homes in the north and multi-family homes in the south. Sylvan Park, Redlands High School, and Franklin Elementary area also located in this area, within half a mile of the transit station.

The strategy envisions this Transit Village as a primarily residential neighborhood related to the University, with retail, restaurants, and cafes to serve residents, students, and university staff. The core of the Transit Village would be a mixed-use area focusing on providing multi-family housing opportunities as well as the potential for ground-floor commercial and professional service uses. Additionally, the Mixed Use Core and TVOZ would offer potential for the expansion of university activities.

Other improvements would include parks and trails, such as those proposed as part of the Mill Creek Zanja Trail plan. Pedestrian and bicycle circulation would be improved to allow safe and convenient movement between homes, the University, the nearby high school, parks, and Downtown. Primary pedestrian routes would follow University Street, Citrus Avenue, and Cook Street. Primary bicycle routes would include the Mill Creek Zanja Trail, the Orange Blossom Trail, and routes along University Street and Citrus Avenue. Undercrossing enhancements at I-10 along the Mill Creek Zanja and University Street would improve the safety and comfort of pedestrians and cyclists.

## Actions

**4-A.131** Provide more multi-family housing for university students, staff, and other members of the community in the Mixed Use Core and adjacent residential areas.

**4-A.132** Create opportunities for ground-floor commercial uses, such as restaurants and cafes, retail, and professional services to serve university students, staff, and neighborhood residents in the Mixed Use Core.

**4-A.133** Promote pedestrian circulation between the station, homes, schools, and parks, with primary routes along multi-purpose trails (the Orange Blossom and Mill Creek Zanja trails), Citrus Avenue, and University Street.

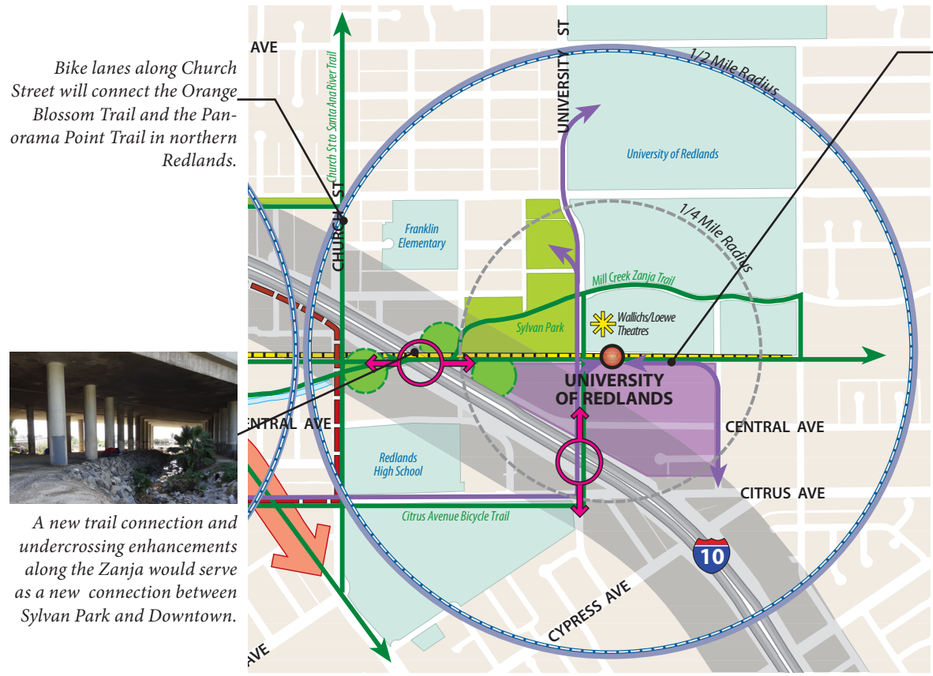
**4-A.134** Implement bicycle route improvements that enhance circulation between the station, homes, schools, and parks and provide connections to Downtown. Routes would include the Orange Blossom Trail, the Mill Creek Zanja Trail, and routes on Citrus Avenue, University Street, and Colton Avenue.

**4-A.135** Improve the I-10 undercrossing at Sylvan Boulevard to allow safe trail connections along the Mill Creek Zanja

**4-A.136** Improve the I-10 undercrossings at University Street and Citrus Avenue to allow safe and comfortable access for vehicles, pedestrians, and cyclists.

**4-A.137** Establish a boulevard along University Street from I-10 to Colton Avenue.

**4-A.138** Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

# 4.6 REDLANDS AIRPORT

The Redlands Municipal Airport is located in the northern region of the city, north of San Bernardino Avenue and west of Opal Avenue. It is located roughly two miles from Downtown Redlands. It is a general aviation airport owned and operated by the City of Redlands, and covers approximately 170 acres. In 2007, the City of Redlands developed the Redlands Municipal Airport Master Plan in order to preserve investment in the airport, reflect community needs, attract airport tenants and users, preserve the environment, strengthen the economy, and ensure safety. For more information about airport hazards and compatibility, see Chapter 7.4.

## POLICIES

### Principles

**4-P.53** Retain and enhance Redlands Municipal Airport as a distinctive asset of the community.

**4-P.54** Develop Redlands Municipal Airport to meet the general aviation needs of the Planning Area based on capabilities of the existing runway.

**4-P.55** Maintain compatibility of development with airport operations in the area surrounding the airport.

### Actions

**4-A.139** Utilize the Redlands Municipal Airport Master Plan in planning for the growth and expansion of the airport and facilities.

**4-A.140** Periodically update the Airport Land Use Compatibility Plan.

**4-A.141** Regulate land uses within safety and noise compatibility zones in accordance with the Airport Land Use Compatibility Plan.

**4-A.142** Review the Comprehensive Airport Land Use Plan (CALUP) prepared for Redlands Municipal Airport to ensure conformity between the CALUP and the General Plan.

**4-A.143** Require use of aircraft noise abatement procedures for departures of aircraft.

**4-A.144** Limit land use within the projected CNEL 60 dB contour to agriculture, open space, golf course, and light industry.

**4-A.145** Require dedication of an avigation easement as a condition of development approval for projects within one mile of the 65 dB CNEL contour.

*Continuation of this policy alerts buyers to the proximity of the airport and protects the City from possible attempts to limit airport use.*

**4-A.146** Invest in upgrading the physical appearance of Redlands Municipal Airport so that it is attractive to business and recreational travelers.

**4-A.147** Improve pedestrian and roadway access to facilitate safe access to and from the airport.


*Photo Credit: Dustin Brock*

# 4.7 PUBLIC FACILITIES

*For policies related to parks and recreation, see Healthy Community.*

## Water Supply and Treatment

### Local Water Supply

The Redlands Planning Area domestic water sources consist of both surface (about 50 percent of total supply) and groundwater (about 50 percent of total supply). The City is entitled to surface water from both Mill Creek and the Santa Ana River. Mill Creek water is treated at the Henry Tate Water Treatment Plant, located northeast of the city. Water then flows by gravity from the Tate Treatment Plant to the City's distribution system. Santa Ana River water is treated at the Horace Hinckley Surface Water Treatment Plant, located northeast of the City.

### Imported Water

Imported State Water Project (SWP) water is available to the Planning Area. The San Bernardino Valley Municipal Water District (SBVMWD) has an entitlement of about 102,600 acre feet a year of SWP water. The City of Redlands may purchase SWP water, which is conveyed eastward to the Planning Area via the 17-mile Foothill Pipeline. SWP water is treated at the City's Hinckley Plant or infrequently the Tate Treatment Plant.

### Groundwater

The City of Redlands uses 18 wells that pump directly into the system or into reservoirs. All of these wells are adequately separated from sewerage facilities and are free from serious flooding hazard. Although the City's domestic water wells constitute about 50 percent of the water supply, some of the wells require treatment. Because of contamination, the City has wells that are not used for domestic purposes and are instead used for irrigation. It is anticipated that the contaminant levels will not decrease for many years due to the slow movement of water through the basin. However, non-treated nitrate-contaminated water not suitable for human consumption can be used for irrigation (non-potable system). The source of this contamination is typically due to agricultural nitrates, and would require costly treatment if the wells were to be used for domestic purposes.

### Water Infrastructure

Redlands operates two surface water treatment plants and uses 15 wells, 37 booster pumps, 18 reservoirs, and 400 miles of transmission and distribution lines to provide water to its customers. Of this infrastructure, one booster station is used for non-potable water. The capacity of the City's 18 reservoirs is a total of 54.45 million gallons Additionally, there are 30 miles of existing non-potable water pipeline and one non-potable reservoir planned for construction. Redlands owns other facilities that are currently not in use due to age, contamination, or other factors.

### Recycled Water

Currently, the City produces recycled water capable of being used for irrigation and industrial uses. The City's wastewater treatment plant (WWTP) has the capability of treating to a tertiary level of 7.2 million gallons of wastewater each day, which is greater than the average flow of approximately 5.6 million gallons per day. Currently, the City supplies recycled water to the Southern California Edison Company (SCE) that is used for cooling water at its Mountain View Power Plant (MVP), to the City landfill for the purpose of dust control, and to businesses in the northwest portion of the City service area for irrigation purposes.

**TABLE 4-7: CURRENT WATER USAGE (2015)**

| Land Use | Percentage of Total Water Accounts | Number of Accounts | Total Potable Usage (afy) | Total Reclaimed Usage (afy) | Total Usage (afy) |
|---|---|---|---|---|---|
| Single-Family Residential | 47% | 11,362 | 11,653 | 0 | 11,653 |
| Multi-Family Residential | 12% | 2,774 | 2,853 | 0 | 2,853 |
| Commercial/ Industrial | 8% | 2,002 | 2,055 | 0 | 2,055 |
| Institutional/ Governmental | 5% | 1,279 | 1,308 | 0 | 1,308 |
| Agricultural | 1% | 169 | 182 | 0 | 182 |
| Other | 1% | 1,383 | 340 | 0 | 340 |
| Irrigation (Potable) | 7% | 1,568 | 1,614 | 0 | 1,614 |
| Institutional/ Governmental (Non Potable) | 0% | 96 | 0 | 94 | 94 |
| Irrigation (Non Potable - well only) | 5% | 1,158 | 0 | 1,191 | 1,191 |
| Irrigation (Non Potable - recycled from WWTS) | 7% | 1,640 | 0 | 1,692 | 1,692 |
| Mountain View Power Station | 7% | 1 | 0 | 1,756 | 1,756 |
| **TOTAL** | **100%** | **23,432** | **20,005** | **4,733** | **24,738** |

*Source: City of Redlands MUED, 2016.*

**TABLE 4-8: HISTORIC AND PROJECTED USAGE (POTABLE WATER)**

| Year | Average Total Usage |
|---|---|
| 2005 | 28,615 |
| 2010 | 26,107 |
| 2014 | 27,172 |
| 2015 | 20,005 |
| 2020 (projected) | 27,986 |
| 2025 (projected) | 28,762 |
| 2030 (projected) | 29,538 |

*Source: City of Redlands MUED, 2016.*

## Wastewater

Most wastewater generated by sewered development within the Planning Area is treated at the City's wastewater treatment plant (WWTP) on the south side of the Santa Ana River wash at Nevada Street. Average flow is about 5.6 mgd. Secondary treatment capacity is about 9.5 mgd, which will allow for anticipated growth of the City over the next 20 years.

## Solid Waste

*For policies on Waste Reduction and Recycling, see Chapter 8: Sustainable City.*

Waste collection services are provided by the City of Redlands for areas within city limits. The City's Quality of Life Department provides residential waste collection, green waste collection for yard waste, and curbside recycling. Hazardous and electronic waste is managed by the Redlands Fire Department, which operates a household hazardous and electronic waste disposal site on a weekly basis. Solid waste from Redlands is primarily disposed of at the California Street Landfill operated by the Quality of Life Department and the San Timoteo Sanitary Landfill operated by the County, both within the city limits. With continued recycling efforts, there is enough capacity at the landfill to accommodate growth for the next 20 years and beyond.

*The Crafton Hills Reservoir stores treated water for future use.*

# POLICIES

## Principles

**4-P.56** Ensure that public facilities and services are provided in a timely manner to adequately serve new and existing development.

**4-P.57** Provide for the equitable distribution of public facilities and amenities, such as sidewalks, street lighting, and parks throughout Redlands.

**4-P.58** Coordinate with the Redlands Unified School District to ensure that facilities and services are provided at a high quality and consistent with the population's needs.

## Actions

**4-A.148** Coordinate future development with the City's Capital Improvement Program to ensure adequate funding and planning for needed public services and facilities.

**4-A.149** Encourage the development of programs that enable concurrent provision of necessary public services and facilities prior to the approval of development projects that would require those services.

**4-A.150** Encourage the undergrounding of utilities for all new development.

**4-A.151** Ensure that all utilities and public facilities are designed and constructed to preserve and enhance the perceived natural and historic character of the area, particularly on hillsides and in the canyon areas.

**4-A.152** Continue to closely monitor the projected life of the City's landfill. Ensure advance planning for its replacement or for alternative disposal methods before the landfill's end of life.

# 4.8 PUBLIC SAFETY

## Police

Public safety services in Redlands are provided by the Redlands Police Department. The main police station is located at 1270 West Park Avenue, with four other divisions located citywide. In 2015, the Department had an average response time of 6.5 minutes for police services and a service ratio of 1.1 officers per 1,000 residents. Although there are no industry standards for response time to emergency calls, according to the Redlands Police Department, a response time of 4.5 minutes is desirable in a city of this size. Police Stations are shown in Figure 4-9.

The Police Department operates an approximately 12,000-square foot animal shelter at 504 Kansas Street that was constructed in 1978. The existing Animal Control facility consists of 33 regular dog kennels, two dog play yards, three adoption meet-and-greet areas, one dog agility center, 75 small animal (e.g. cat) cages, and one cat adoption and play area. A new addition to the facility is an Isolation and Care room that consists of 12 small animal cages. Animal Control is responsible for reducing the incidence of rabies and other animal-borne diseases, reducing the number of animal bites, and minimizing the number of unwanted and lost pets. Toward that end, animal services staff enforce a number of State and local laws concerning the care and treatment of animals.


*The Redlands Police Department has five divisions citywide.*

## Fire

The City of Redlands is served by the Redlands Fire Department, and unincorporated portions of the Planning Area are served by the San Bernardino County Fire Department and CAL FIRE. Adjacent National Forest lands are served by the U.S. Forest Service. The City of Redlands has four stations, and most of Redlands can be reached by the Fire Department within a four-minute response time. The majority of Redlands is well-served by the four Redlands Fire Stations, while the outer edges of the Planning Area may receive faster response times from surrounding jurisdictions. See Chapter 7 for further information about fire hazards.

## Residents and Safety

Maintaining public safety is not only the responsibility of the Redlands Police and Fire departments, but a community-wide effort. Recently, the Police and Fire departments have implemented advanced initiatives to encourage residents to become involved with public safety programming. Neighborhood Watch programs, for instance, allow residents to take ownership over personal safety. Instilling a sense of neighborhood pride can deter crime and make Redlands a safer place to live.

There is need for a new Safety Hall to replace the existing facilities housing Police and Fire administrative services. The current facilities are outdated, limited in available space, and no longer adequate for modern public safety services. The City has begun the search for a new site for a modern Safety Hall to serve both the Police and Fire departments.

## POLICIES

### Principles

**4-P.59** Ensure a safe community.

**4-P.60** Locate police and fire resources where they can best serve the community.

**4-P.61** Support community partnership and community based policing strategies to enhance the relationship between the Redlands Police Department and neighborhoods throughout the city.

### Actions

**4-A.153** Ensure that the Police and Fire departments have modern facilities and equipment needed to perform their duties.

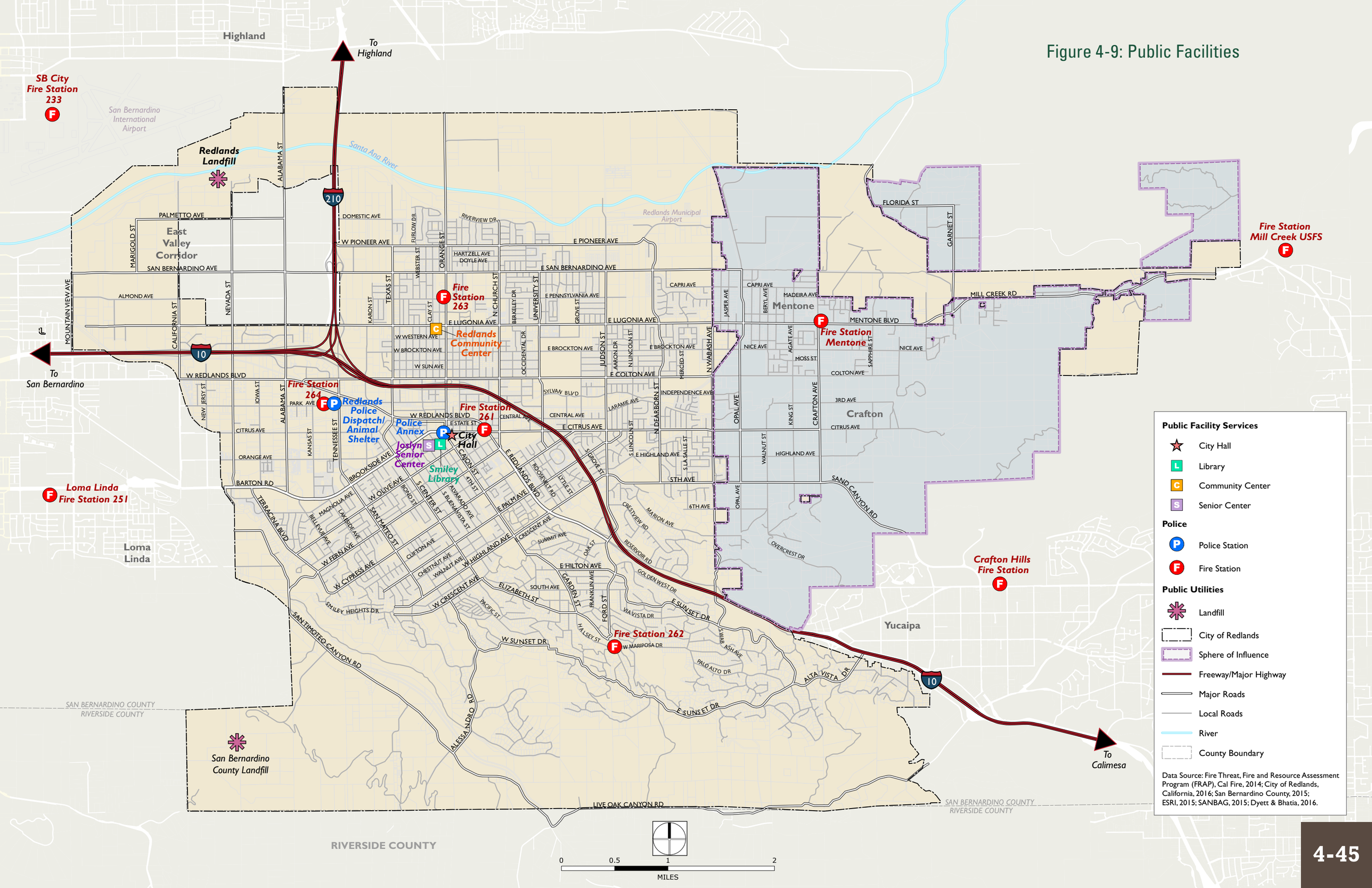
**4-A.154** Support and expand neighborhood watch organizations and citizen volunteer patrols to assist the police in deterring crime.

**4-A.155** Continue to enact mutual aid agreements with neighboring police and fire jurisdictions as well as state agencies.

**4-A.156** Encourage the use of police substations throughout the city to increase the police presence in the neighborhoods.

**4-A.157** Include the Police and Fire departments in the review of new developments to provide feedback on building and site design safety.

# Figure 4-9: Public Facilities




**Public Facility Services**

- City Hall
- Library
- Community Center
- Senior Center

**Police**

- Police Station
- Fire Station

**Public Utilities**

- Landfill
- City of Redlands
- Sphere of Influence
- Freeway/Major Highway
- Major Roads
- Local Roads
- River
- County Boundary

Data Source: Fire Threat, Fire and Resource Assessment Program (FRAP), Cal Fire, 2014; City of Redlands, California, 2016; San Bernardino County, 2015; ESRI, 2015; SANBAG, 2015; Dyett & Bhatia, 2016.

# 4.9 EDUCATION

The Redlands Unified School District (RUSD) serves Redlands and the surrounding communities of Mentone and Crafton in the Planning Area, as well as Loma Linda and the eastern portion of Highland. The district has received some of the highest awards granted by the State of California for excellence in education. It features a total enrollment of nearly 21,000 students. There are nine elementary, four middle, and five public high schools in the City of Redlands. The school district has long been challenged by population growth, and a new high school, Citrus Valley High School, was completed as recently as 2008 to accommodate this growth.

As of 2013, about 38 percent of Redlands residents aged 25 and older held a bachelor's degree or higher (compared to 19 percent countywide), and 17 percent held graduate or professional degrees. 90 percent of residents are high school graduates.

As buildout of the General Plan occurs, the RUSD will need to continually assess whether additional school facilities are needed. Should a new school facility be required, the City and RUSD will need to ensure the facility undergoes environmental review, and responds to current student needs and future demographic trends.

**TABLE 4-9: EDUCATIONAL ATTAINMENT IN REDLANDS AND SAN BERNARDINO COUNTY, 2013**

| | Redlands | | San Bernardino County |
|---|---|---|---|
| **Education Received** | **People[2]** | **Percent** | **Percent** |
| Less than 9th Grade | 1,985 | 4.4% | 10.0% |
| 9th-12th Grade, no diploma | 2,447 | 5.5% | 11.7% |
| High School Graduate | 8,231 | 18.5% | 26.1% |
| Some College, No Degree | 11,123 | 25.0% | 25.3% |
| Associate's Degree | 3,693 | 8.3% | 8.1% |
| Bachelor's Degree | 9,388 | 21.1% | 12.2% |
| Graduate/Professional Degree[1] | 7,608 | 17.1% | 6.5% |
| Total, Age 25 and Older | 44,492 | 100.0% | 100.0% |
| High School Graduate or Higher | 40,087 | 90.1% | 78.2% |
| Bachelor's Degree or Higher | 16,996 | 38.2% | 18.7% |

Notes:
1. The 2000 Census did not report Graduate/Professional degrees separately; only "Bachelor's Degree or Higher" was reported.
2. The total sum of the "People" columns (per year) does not equate to the "Total, Age 25 And Older" row because there is a 0.1% difference in the total of percentages.

*Sources: City of Redlands, 2015; Dyett & Bhatia, 2015.*


## POLICIES

### Principles

**4-P.62** Locate and design schools as contributors to neighborhood identity and pride.

### Actions

**4-A.158** Maintain a continuous exchange of information between the City, the University of Redlands, the Redlands Unified School District, and community colleges on school needs and candidate sites.

**4-A.159** Continue to assist Redlands Unified School District on enrollment projections.

**4-A.160** Encourage joint use of school facilities for neighborhood recreation.

**4-A.161** Plan for adjoining school/park sites where both facilities are needed to serve the same area and space is available.