

City of Redlands General Plan



CITY OF REDLANDS

GENERAL PLAN

Adopted in October, 1995 (Resolution 5521, GPA #54)
Subsequently amended as follows:

<u>GPA#</u>	<u>Res/Ord#</u>	<u>GPA#</u>	<u>Res/Ord#</u>
55	Ord 2271	95	Res 6220
57	Ord 2282	2004-3-A, B, C	Res 6316
58	Ord 2281	2005-1B,C	Res 6363
59	Ord 2290	2005-2-B	Res 6391
63	Res 5384	2005-3-A	Res 6435
64	Res 5410	2006-1A, C	Res 6501
65	Res 5152	2006-II-1	Res 6534
66	Res 5483, 5486, 5488, 5489, 5491, 5493, 5494	2006-III-1	Res 6558
67	Res 5583, 5584, 5585, 5586	2007-1-1	Res 6566
68	Res 5590	2007-2-A, B, C, D, E	Res 6620
71	Res 5765	2008-1-A, B	Res 6769
74	Res 5895	2009-1-A	Res 6790
73	Res 5906	2009-2-A	Res 6872
77	Res 5907	2009-3-A	Res 6876
78	Res 5896	2010-1-A	Res 6958
80	Res 5962	2010-3-A	Res 6980
82	Res 5997		
79	Res 6022		
84	Res 6068		
85	Res 6069		
87	Res 6070		
88	Res 6077		
89	Res 6149		
91	Res 6151		

Last Update reflects City Council Action on the 3rd day of August, 2010

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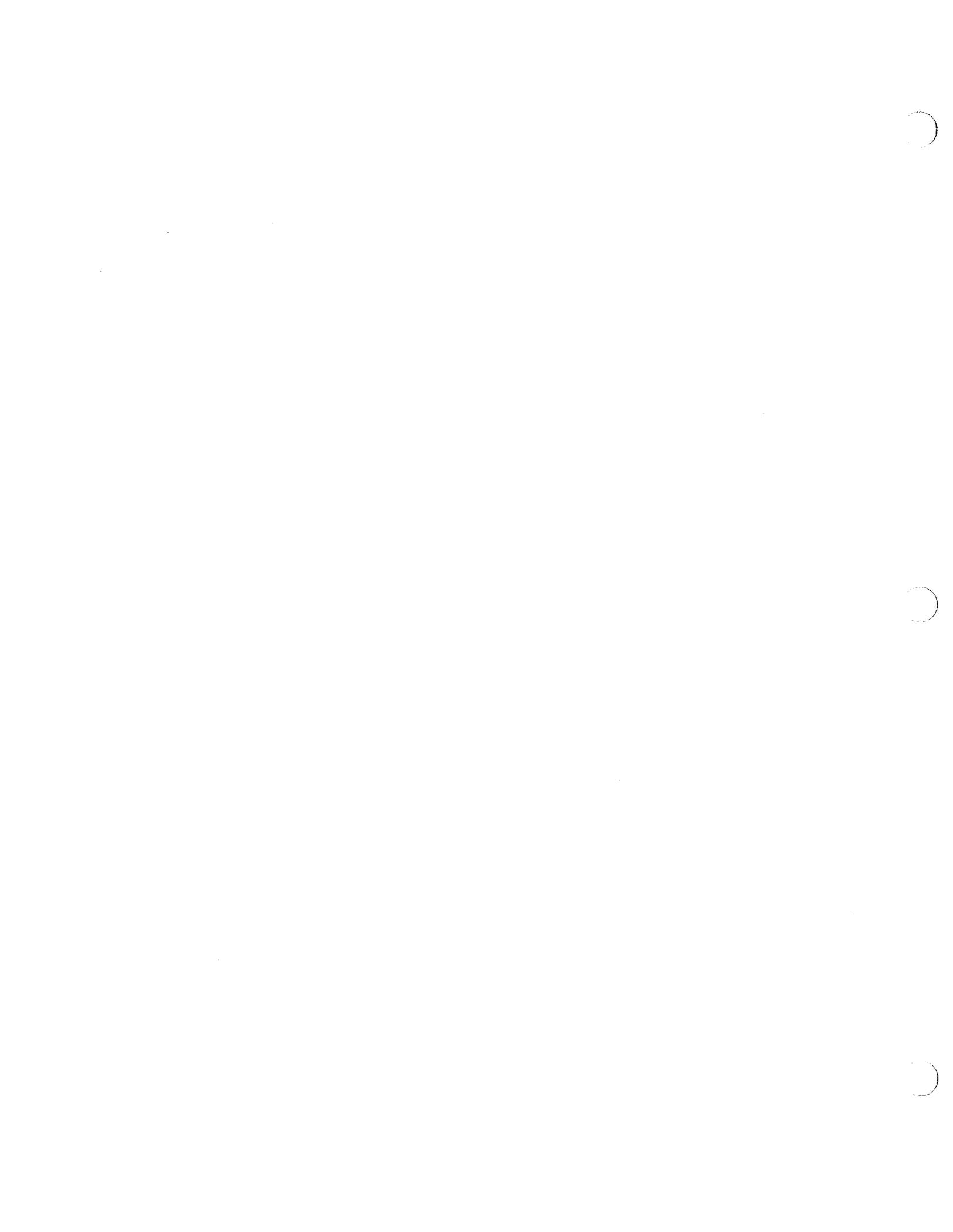
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1.0 SETTING AND ORGANIZATION

REDLANDS GENERAL PLAN



1.0 SETTING AND ORGANIZATION OF THE GENERAL PLAN

1.10 Redlands: Past, Present, Future

From citrus boom town to the Victorian good life in California to threatened total absorption by the Southern California metropolis -- Redlands has maintained a strong image in a region and state where sameness is battering the defenses of freestanding towns. The City's site must have been an easy choice for founders Judson and Brown when they laid out the streets in 1881. Views, the railroads, the climate, ample water from the Bear Valley Reservoir and the beauty and profit of citrus brought Easterners with the time and money to create a beautiful city. By the time a catastrophic freeze struck in 1913, Redlands was a city of 20,000 with most of its architectural and cultural environment in place. When the pace of development resumed in the 20s, Redlands' quality image was the attraction.

Today's residents feel strongly about preserving Redlands' character and setting. New projects are debated, mistakes are remembered, and growth initiatives and open space bonds have been approved. During the 1980s, other Inland Empire communities experienced the growth pressures Redlands can expect during the next two decades. The General Plan describes the City its present residents believe should emerge.

1.20 The 1972 General Plan

This General Plan replaces a 1972 General Plan that was prepared at a time when General Plans had far less political and legal stature than they do today. The 1972 Plan sought to protect agriculture from premature encroachment, but did not envision any permanent open space other than parks and flood control areas at buildout (calculated at 160,000 persons). Major General Plan amendments occurred in conjunction with the adoption of the *East Valley Corridor Specific Plan* (1989), which increased employment capacity while reducing residential capacity, by the Southeast Area General Plan amendment (1987) which reduced density in San Timoteo and Live Oak canyons, and by numerous smaller changes.

1.30 Public Participation in the Plan-Making Process

Organized re-thinking of Redlands' future has been underway since 1987. Redlands 2000, a committee of 85 volunteers, conducted a survey (1,856 responses) and held discussions over an eight-month period. The Committee's report makes recommendations spanning the spectrum of local government issues. In 1988 the City conducted a Citizen Viewpoint Survey. The two surveys reached a self-selected 7 to 9 percent of Redlands households.

When work on General Plan revision began, the City Council appointed a 21-member General Plan Citizens Committee charged with making the decisions needed to prepare a revised draft General Plan for public hearings by the Planning Commission and City Council. Committee members (see list following title page) represent all geographic sectors of the City and a diverse spectrum of economic and cultural interests. Liaison members representing the Planning Commission, City Council, and other City commissions participated in meetings, but did not vote on issues. Opportunities for members of the public to address the Committee have been provided at all meetings.

As the Draft General Plan began to take shape, neighborhood meetings were scheduled throughout the City and Planning Area to explain the process and to solicit comment. The neighborhood meetings were well attended, and numerous comments on the proposed Draft General Plan were provided. Many of the citizens' concerns have been incorporated into the policies of the Draft General Plan. In addition to the neighborhood meetings, a number of community organizations requested presentations of the Draft General Plan. Presentations were made to the Redlands Chamber of Commerce, Redlands Kiwanis Club, Rotary Club, Optimist Club, and students at the University of Redlands.

1.40 Nature and Scope of the General Plan

A City's General Plan has been described as its development constitution -- the set of policies within which development regulations and decisions must fit. The General Plan is a statement of the community's vision of its long-term or ultimate physical form and development policies.

State law requires each city and county to adopt and maintain a General Plan. Actions relating to zoning, subdivision approval, housing allocations, and capital improvements must be consistent with the General Plan.

The Redlands General Plan is not simply a compendium of ideas, data and wishes: it consists of a diagram (a drawing that shows arrangement and relationships) and carefully worded policies, accompanied by explanations needed to make the reasons for the policies clear. The Plan has three purposes:

1. To enable the Planning Commission and City Council to reach agreement on long-range development policies;
2. To provide a basis for judging whether specific private development proposals and public projects are in harmony with policies; and
3. To allow other public agencies and private developers to design projects that are consistent with City policies, or to seek changes in those policies through the process of amending the General Plan.

The Plan must be:

- **Long-range:** However imperfect our vision of the future is, almost any development decision has effects lasting more than 20 years. The Redlands General Plan is geared to ultimate development of the Planning Area.
- **Comprehensive:** It must coordinate all major components of the community's physical development. The relationship between land-use intensity and traffic is most obvious.
- **General:** Because it is long-range and comprehensive, the Plan must be general. The Plan's purpose is to serve as a framework for detailed public- and private-development proposals. It establishes requirements for additional planning studies where greater specificity is needed before the City can act on development proposals.

The General Plan is implemented by the decisions of the Planning Commission and City Council and by the zoning and subdivision ordinances, specific plans, redevelopment plans and the City's capital-improvement program.

The zoning ordinance includes detailed use classifications and standards. The zoning map must be consistent with the General Plan map, but it will not be identical to it. Specific Plans also must be consistent with the General Plan.

1.50 Using the General Plan Text and Diagram

The Plan text distinguishes adopted policies from information describing the reasons for a policy. *Guiding Policies* are the City's statements of its goals and philosophy. *Implementing Policies* represent commitment to consistent actions. *Implementing Policies* are as specific as is appropriate given the City's current level of knowledge and consensus on each issue. Adopted policy statements are printed in roman type; explanatory material appears in italics.

The General Plan Diagram (GP Section 4, Figure 4.1) depicts the desired ultimate land use and trafficways network. The Diagram must be used in conjunction with the Plan text. The Land Use Classifications (GP Section 4.0) explain the legend on the Diagram and specify density and intensity ranges for each category. A glossary at the end of this volume defines technical terms.

Where land is subdivided and largely built-out, the Diagram's use designations follow parcel boundaries or natural features.

Text policies may limit the density or intensity of development on a particular site in ways not apparent from the Diagram. For example, General Plan policies protecting natural habitat, or preserving steep slopes, and other policies may prevent designated maximum density or intensity from being reached on some parcels. Regardless, the City has no obligation to approve projects at the maximum General Plan density or intensity. Residential density ranges are intended to bracket several zoning districts to be mapped at different locations within a General Plan classification. General Plan land use designations are applied to built-up areas that have been developed over time under changing regulations with a variety of densities and intensities. Consequently, the General Plan recognizes that nonconforming uses may already exist within a given land use designation and does not require their removal.

Commercial and industrial intensity standards in the General Plan Land Use Classifications represent theoretical maximums that, when combined with buildout assumptions, form a basis for determining traffic capacity and utilities service requirements. Zoning regulations that achieve the same result may use different measures.

1.60 Organization of the General Plan

California's General Plan Law is a product of the incremental nature of the legislative process. If literally followed, it creates confusion as to where some topics should be located and some duplication among the seven mandatory Plan elements. Fortunately, Government Code 65301(a) provides that a General Plan may be adopted in any format deemed appropriate by the legislative body as long as all topics are covered. The exception is the Housing Element which is required by State guidelines to contain extensive mandatory data and analysis as well as a five-year plan for meeting housing goals and objectives.

The content of the seven State-mandated elements (land use, circulation, open space, housing, conservation, safety and noise) as well as the optional elements of the Redlands General Plan is summarized below. Optional elements are noted in parentheses:

- (2) **Growth Management Element** (Optional) incorporates policies for the amount and rate of growth and the timing of public improvements.
- (3) **City Design and Preservation Element** (Optional) establishes policies for visual design at the citywide scale and policies for preservation of architectural resources.
- (4) **Land Use Element** establishes land use classifications, sets densities and intensities for development and creates a pattern of land uses (including open space) illustrated by the General Plan Diagram.
- (5) **Circulation Element** contains policies for freeways, arterials, collector streets, trails, bikeways, transit, transportation systems management, railroads, Redlands Airport, and utility corridors. A system of trafficways is illustrated on the General Plan Diagram.

- (6) **Housing Element Summary** is an excerpt from the Housing Element, published separately, that includes all adopted policies designed to meet five-year housing needs for all income levels. The complete Housing Element also includes extensive data and analysis required by State law.
- (7) **Open Space and Conservation Element** includes policies for management of four categories of open space lands, including parks, and prescribes policies for conservation of both natural and cultural resources. Parks and open space to be preserved are illustrated on the General Plan Diagram.
- (8) **Health and Safety Element** (Optional Air Quality Element) consists of policies for water quality preservation and protection from fire hazards, drainage and flooding, seismic, geologic, and soils hazards, wind hazards, magnetic fields, airport aviation safety, and emergency management. Air quality policies are from a model Air Quality Element prepared for San Bernardino County cities.
- (9) **Noise Element** projects future traffic noise and sets policies for mitigation of noise from all sources.
- (10) **Human Services Element** (Optional) includes policies for senior services, youth services, and health services.
- (11) **Economic Development Element** (Optional) provides a framework to develop and adopt policies and actions which affect the City's economy.

1.70 Keeping the General Plan Current

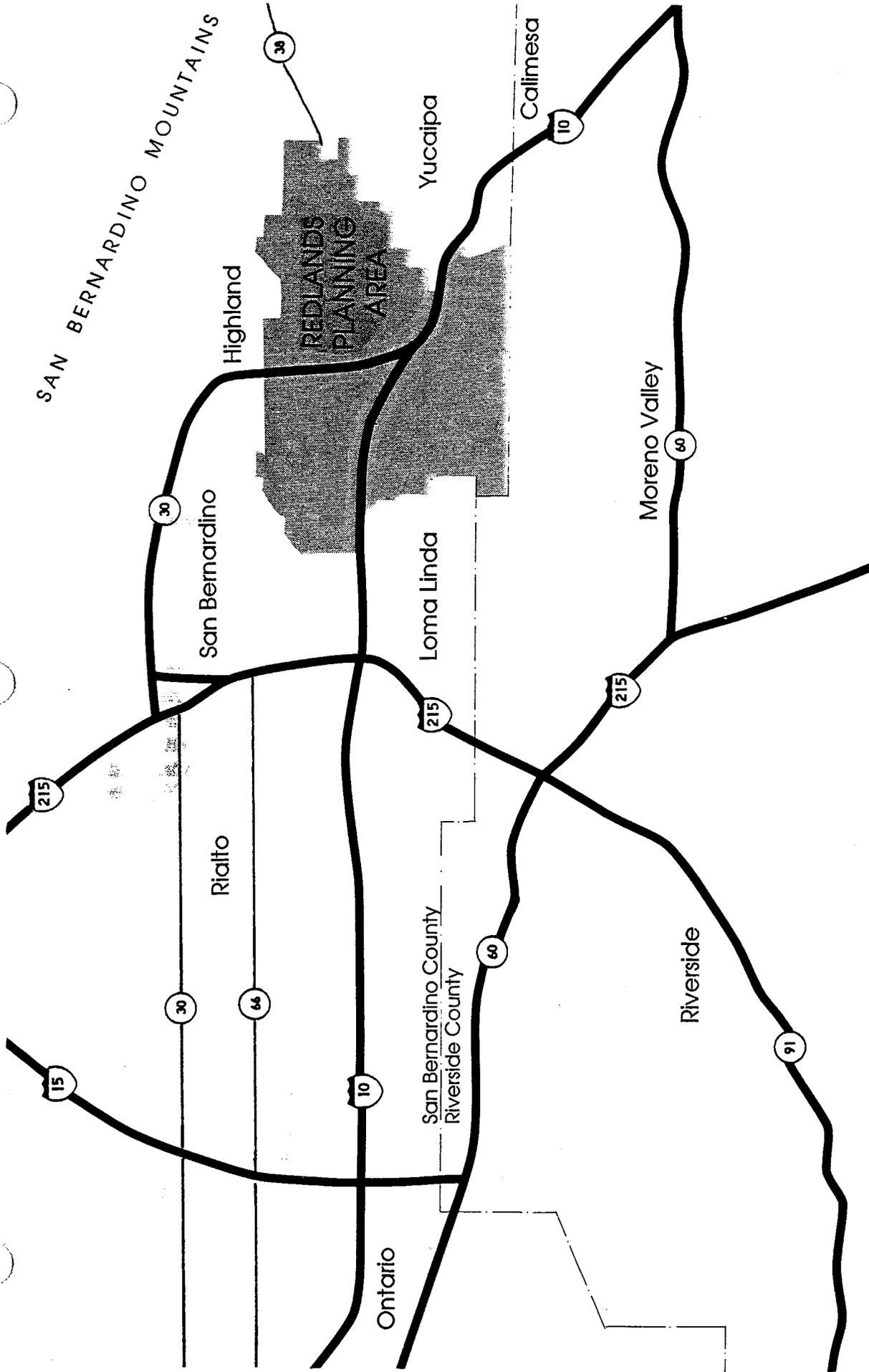
All public works projects, subdivision map approvals, and zoning text or map changes and Specific Plans must be consistent with the General Plan. From time to time, changes in policy as well as unforeseen opportunities or needs will require amendment of the General Plan. In an effort to prevent casual or automatic General Plan amendments, State law allows each mandatory element to be amended not more than four times per year, although there is no limit to the number of changes made during each amendment. Most requests are likely to be for map changes to the General Plan Diagram, but each must be screened to determine effects on text policies. An example would be the effect of a change of use on the General Plan's target housing mix.

1.80 Planning Context

Planning Area/Planning Sectors

Redlands is a city of 66,301 (1994) at the head of the San Bernardino Valley, 60 miles east of Los Angeles. Its Planning Area is bounded on the north by the Santa Ana Wash, the City of Highland, and the San Bernardino Mountains, on the east by the Crafton Hills and the City of Yucaipa, on the south by the Riverside County boundary and The Badlands, and on the west by the City of Loma Linda and the City of San Bernardino (San Bernardino International Airport). GP Figure 1.1 shows the regional location of the Redlands Planning Area.

Consistent with State law (Govt. Code 65301 (a)) Redlands has established a Planning Area boundary encompassing 52 square miles including territory outside its boundaries "which in its judgment bears relation to its planning." Within this boundary is the Sphere of Influence (SOI) defined as the ultimate service area established by the San Bernardino County Local Agency Formation Commission (LAFCO). The SOI could be expanded to include the entire Planning Area. Planning boundaries are shown on GP Figure 1.2.



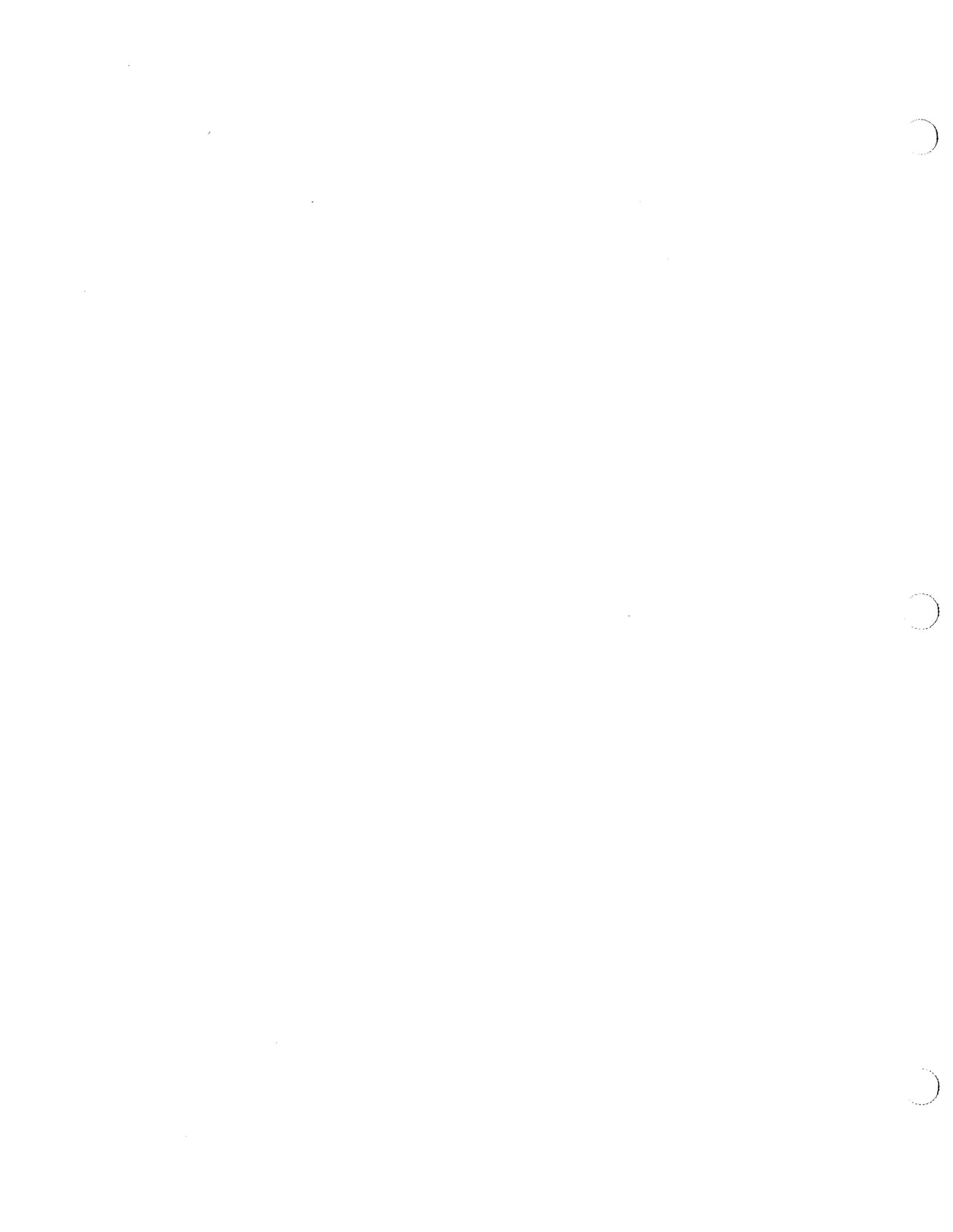
Redlands Planning Area
GP Figure 1.1

Not to Scale

Source: Smith, Peroni & Fox

Regional Location

SMITH, PERONI & FOX



The City's authority to regulate development is limited to the corporate limits, but San Bernardino County General Plan policies commit the County to support annexation of land designated for urban development.

The Planning Area is divided in seven planning sectors to facilitate description. (See GP Figure 1.3 Planning Sectors and Traffic Analysis Zones.) Planning sectors are aggregations of the 73 Traffic Analysis Zones (TAZs) which are the data units used for land use and traffic analysis.

General Plans of Adjoining Jurisdictions

The plans of agencies that set development policy adjoining the Redlands Planning Area or within it have obvious effects on the Redlands General Plan and are described below.

San Bernardino County. As revised in 1993, the County plan supports City policies within the Redlands Sphere of Influence, although entitled but unbuilt projects are inconsistent with the Redlands General Plan. The County's General Plan states that consideration will be given to designate sphere of influence areas on the County's land use maps as Special Planning areas. Also, efforts will be made to utilize City standards for development in these areas. The County plan, which formerly would have held a population of more than 50,000 in the Mentone and Crafton sectors now includes substantial acres at rural living densities of 5 and 10 acres per housing unit. The circulation element, which has not been revised, designates Crafton Avenue as a major arterial extending to the Greenspot Road and Garnet Street as a minor arterial extended south along the base of the Crafton Hills.

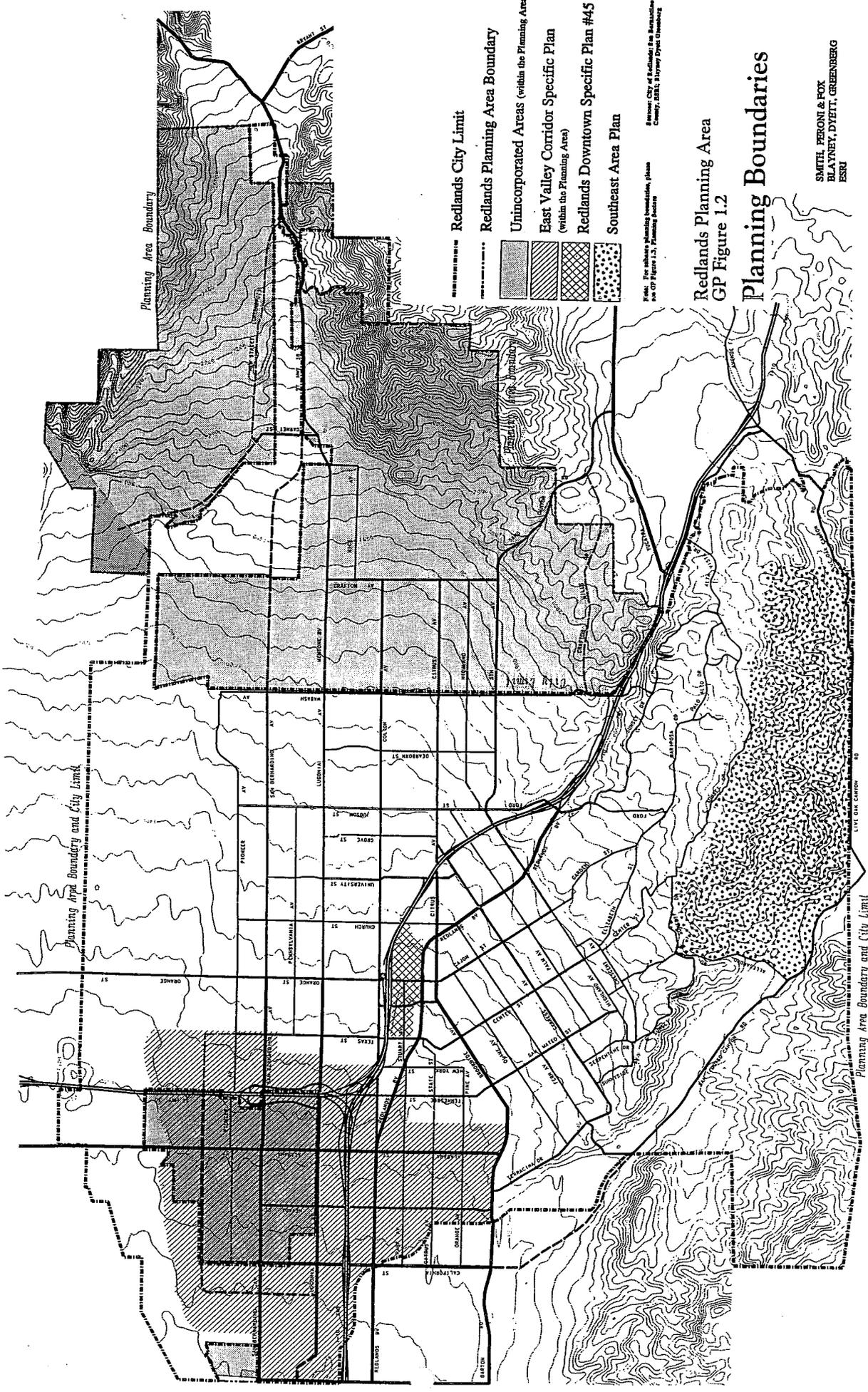
City of San Bernardino. West of Mountain View Avenue the General Plan adopted in June 1989 calls for residential development at 14 units per acre adjoining I-10 Freeway, nine per acre along most of the Mountain View frontage, and heavy industry along the Santa Ana River. The area is highly developed.

San Bernardino International Airport. The property is currently being marketed for airport and industrial re-use by the Inland Valley Development Agency which collects property tax increment from an area that includes the unincorporated 'donut hole' in the East Valley Corridor portion of the Redlands Planning Area.

City of Highland. The Santa Ana River Wash separates Redlands and Highland, which incorporated in 1987. Significant pressure to develop mineral extraction operations in the wash, as well as potential development to build into the flood plain, may be a source of conflict with the City of Redlands. Both cities should work closely with each other and the County Flood Control and Water Conservation District to preserve natural resources and ensure public safety. The Circulation Element of its first General Plan proposes eastward extension of Base Line Street which would turn south across the Santa Ana Wash to connect to Crafton Avenue as proposed by the San Bernardino County Circulation Element.

City of Yucaipa. The City of Yucaipa adopted a General Plan in September of 1992. Of particular interest to the City of Redlands is the Planned Development (PD) land use designation for the area south of the I 10 freeway and east of the Live Oak Canyon Road, which Yucaipa has zoned for a master planned development which may mix residential and commercial uses. Adjacent to the City of Redlands, in the Crafton Hills area, Yucaipa has approved a 59 lot PD fronting Bryant Street and Mill Creek Road and has dedicated open space to conform with the Crafton Hills Conservancy proposal. The City also adopted a Hillside Slope Ordinance in July of 1991 which restricts development on properties with an average hillside slope of 15% or greater. Crafton Hills Drive, a limited access collector, is a proposed link between Redlands and Yucaipa. Within Yucaipa, recorded Tract 12222 proposes a connection of Crafton Hills Drive with Sand Canyon Road. The City of Redlands is currently studying Wabash to locate the western terminus of Crafton Hills Drive.





Redlands City Limit

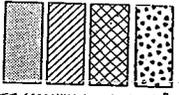
Redlands Planning Area Boundary

Unincorporated Areas (within the Planning Area)

East Valley Corridor Specific Plan (within the Planning Area)

Redlands Downtown Specific Plan #45

Southeast Area Plan

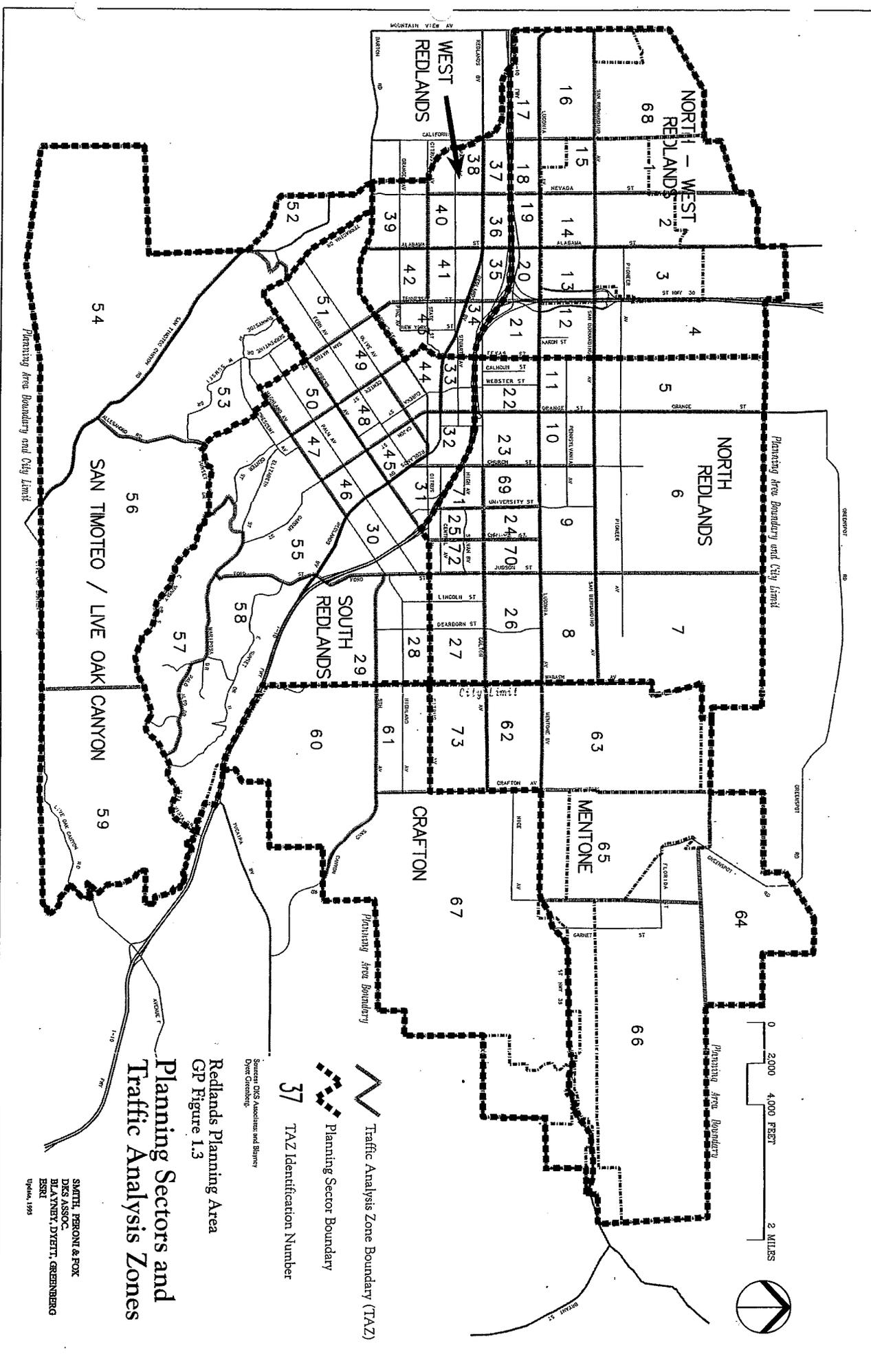


Notes: For urban planning boundaries, please contact City of Redlands Planning Commission, 8881 Highway 99, Redlands, CA 92354

Redlands Planning Area
GP Figure 1.2

Planning Boundaries

SMITH, PERONI & FOY
BLAYNEY, DYETT, GREENBERG
ES&U



Redlands Planning Area
GP Figure 1.3
Planning Sectors and
Traffic Analysis Zones

-  Traffic Analysis Zone Boundary (TAZ)
-  Planning Sector Boundary
-  TAZ Identification Number

Source: DKS Associates and Binney
 Otis Oxtoberry
 SMITH, PERONI & FOX
 DKS ASSOC.
 BLAVNEY, DYETT, GREENBERG
 ESRI
 10/04/99

City of Loma Linda. Redlands' westside neighbor proposes a mixed use, Hotel/Retail development north of Barton Road and residential development to the south with single-family detached subdivision densities declining as the slope increases. A firm boundary between the Redlands and Loma Linda spheres of influence was established in 1990. Loma Linda's General Plan is presently under revision and the use of about 600 acres adjoining Redlands has not been designated at this time. Currently, a residential designation has been used for development proposals for this area at 2.7 units per acre. However, Loma Linda is investigating a residential specific plan which may consider up to 5-6 units per acre. This may have potential conflict with the Redlands Land Use Plan. Another possible dispute could arise over the alignment of San Timoteo Canyon Road. SANBAG has proposed five alternatives for connection from the East Valley Corridor to Moreno Valley area. Both jurisdictions will need to work with the regional agency to resolve alignment issues regarding this roadway.

Riverside County. The Riverside County line is an arbitrary boundary to the Planning Area, running a few feet either side of Live Oak Canyon Road for several miles east of San Timoteo Canyon Road. Oak Valley, a 10-square-mile "new town" approved in 1988 by Riverside County extending along the County line and Beaumont, would have about 45,000 residents and 34,000 jobs if built-out. This project has been experiencing financial difficulties due to the current economic slowdown. A golf course, but no residential units, has been built as of 1995. Riverside County's Multiple Species Habitat Conservation Plan is an unadopted draft plan still under revision and downsizing. This plan could affect areas to the west of Oak Valley adjoining the Redlands Planning Area with possible preservation of the Badlands.

City of Moreno Valley. The City of Moreno Valley is located in the County of Riverside and may extend its sphere of influence and/or city limits to adjoin the City of Redlands sometime in the future. The proposed designation may be hillside residential or rural residential which can have densities ranging from one-half acre to ten acres.

City of Calimesa. The City of Calimesa is located in the County of Riverside and has city limits and sphere of influence areas that adjoin the City of Redlands to the south of Live Oak Canyon Road. Calimesa's General Plan, adopted in 1994, designates this area as a natural resource to the community and region. Development within the natural resource categories is limited to protect and to retain the natural environment. The areas adjoining the Redlands Planning Area are designated Open Space Residential (OSR) and Open Space (OS). These designations are generally consistent with land uses proposed for Live Oak Canyon.

Southern California Association of Governments (SCAG). The Regional Comprehensive Plan and Guide (1989) serves as the basis for housing allocations that must be incorporated in the Redlands Housing Element. The Regional Mobility Element, incorporated into the Regional Comprehensive Plan, affects funding for major transportation projects which are important to Redlands. SCAG calls for a 3.4 percent average annual increase in housing in the East San Bernardino Valley between 1990 and 2010, but projects a 4.1 percent average annual increase in employment.

SCAG requires local agencies to meet the requirements of several regional plans aimed at reducing impacts on various issues, including but not limited to, growth (Jobs/Housing/Population), transportation, air quality, energy, water resources, and waste management. These are briefly described below.

1989 Growth Management Plan

The purpose of the Growth Management Plan (GMP) is to encourage local land use actions which could ultimately lead to development of an urban form that will help minimize development costs, save natural resources, and enhance quality of life in the region. Goals of the GMP aim at enabling individuals to spend less income on housing, enable firms to be more competitive, minimize public and private development costs, preserve open space and natural resources, attain mobility and clean air quality, avoid economic and social polarization, and accommodate a diversity of life styles. The GMP is concerned with achieving a balance

between the availability of jobs and the provision of housing on a sub-regional basis. The GMP classifies the San Bernardino Valley area as a jobs poor/housing rich region. Consistency with this plan is discussed in the Housing Element.

Regional Mobility Element (RME)

This element is the principal transportation policy, strategy and objective statement of SCAG. It proposes a comprehensive strategy for achieving mobility and air quality mandates. The RME lists the planned improvement to transportation facilities that the County Transportation Commission, the state, and other agencies have committed to fund over the next twenty years to provide better mobility of people and goods. In terms of impacts resulting from the Redlands General Plan update, the relevant portions of the RME state that:

- adequate capacity must exist in the subregion transportation network to absorb said development,
- that funds must be generated to pay for required improvements, and
- that all measures must be taken to reduce person trips, vehicle trips and peak hour traffic.

The RME is further discussed in the Traffic Technical Appendix of the General Plan Master Environmental Assessment.

Regional Housing Needs Assessment (RHNA)

The Department of Housing and Urban Community Development (HCD) is required to provide SCAG with their determinations of existing and projected housing needs by economic group. These determinations identify the SCAG region's share of the statewide need for housing and are intended for use in developing a new regional housing needs plan. Currently, the State has suspended the mandate to prepare regional housing needs plans and contends that SCAG may wish to prepare a 1995 regional housing needs plan. In response to this suspension, SCAG has used the same projections in 1989 and extended the time-frame of five years to the year 1996. Consistency with current RHNA numbers is discussed in the Housing Element. When HCD terminates the suspension, SCAG will review their regional housing stock and update their needs accordingly.

1989 Hazardous Waste Plan

The need for development of county and regional plans was triggered by state and federal laws that mandated the phase-out of landfill disposal of untreated hazardous wastes by the 1990's. The Hazardous Waste Plan of 1989 was prepared under the direction of the Southern California Hazardous Waste Management Authority (SCHWMA). This plan is designed to assist the region's counties and cities, the regional councils of government, and the state, in their individual efforts to plan for current and future hazardous waste management requirements. The plan facilitates the locating of facilities needed to manage hazardous waste generated by the member jurisdictions and promotes hazardous waste disposal sites in industrial areas where such waste is generated. Consistency with this plan is discussed in Section 7.24, Waste Management and Recycling.

1989 Air Quality Plan

Air quality impacts in Southern California have been a concern due to the continued degradation of clean air. This plan identifies transportation, land use and energy conservation measures aimed at reducing air pollution and conserving the environment. A determination of the project's consistency with AQMP is based on whether the proposed project meets conformity criteria including whether the:

- project improves the region's jobs/housing balance,
- project demonstrates that vehicle trips and vehicle miles generated have been reduced to the greatest extent feasible, and
- EIR demonstrates that the project will not have a long-term negative impact on regional air quality.

The proposed project, as mitigated, is deemed consistent with the AQMP in that it is not defined by the AQMP as a significant project.

1989 California Integrated Waste Management Act (AB 939)

Assembly Bill 939 (California Integrated Waste Management Act) was passed by the California Legislature in 1989 to address the solid waste issue. As initially approved, this act requires local governments to prepare comprehensive plans to reduce the amount of solid waste generated in their jurisdictions and disposed of in all landfill or other means by 25 and 50 percent by the years 1995 and 2000, respectively. This act addresses issues associated with meeting solid waste management goals in Southern California. Various regulatory changes have occurred since that time amending the requirements of the initial Bill. Consistency with this plan is discussed in Section 7.24, Waste Management and Recycling and EIR Section 16.8, Waste Management.

1.90 Themes of the General Plan

The General Plan includes a city design and more than 100 policies that elaborate six broad themes:

A Freestanding City. City limits are all but invisible in most of the Southern California Metropolis. Redlands is one of the few cities that still has a chance to maintain highly perceptible edges. The Santa Ana Wash on the north, Crafton Hills on the east, and Live Oak and San Timoteo canyons on the south. The west edge is not so clearly defined. Its continued visibility will depend largely on preservation of citrus groves at the most prominent locations.

Citrus Heritage. Maintaining citrus groves within the Planning Area as an aesthetic asset to the City and a reminder of Redland's beginnings as a major citrus producer is another one of the Plan's goals.

Small Town Feeling. Always number one in opinion surveys of communities in urban California, this trait is taken to mean uncrowded, friendly, small scale, and with a strong presence of nature. The General Plan provides for two communities. The East Valley Corridor will be handsome, but clearly not small town. South of Interstate 10 at Orange Street, a downtown scaled to three stories maximum, bordered by historic residential neighborhoods and a classic small university campus create a different world.

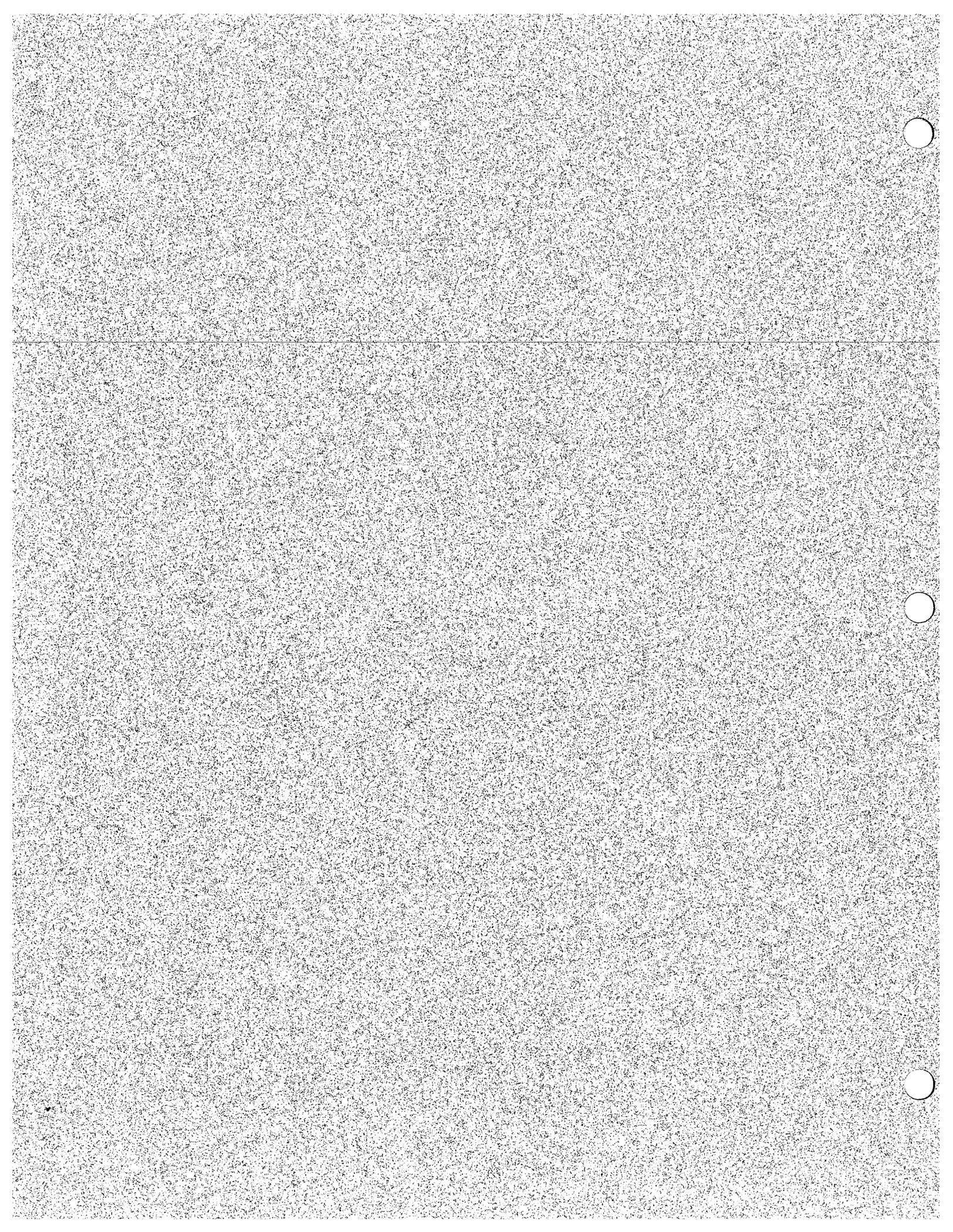
Sense of History. Landmark buildings and modest bungalow neighborhoods, the Zanja, and citrus groves are anchors that pull against the constant demand to declare everything old "obsolete." The Plan offers continuity with the past as a major ingredient of Redlands' spirit.

Quality in North and South. As in many cities, public and private amenities have not been evenly distributed in Redlands. The goal of this General Plan is to evenly distribute amenities throughout the City.

Revenues to Support Facilities and Services. Themes that lift the spirit will prevail only if the funds to operate a quality city are available. From the Smiley brothers' time to the present, Redlands donors and taxpayers have been willing to pay for quality, and new development must be asked to contribute a fair share toward maintaining the tradition. Jobs in the East Valley Corridor are expected to enhance both the City's fiscal health and the incomes of Redlands' residents.



1A.0 PRINCIPLES OF MANAGED DEVELOPMENT
REDLANDS GENERAL PLAN



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.

(d) In addition to those development projects listed in subsection (b) above, all other development projects exceeding 5,000 square feet and subject to a discretionary permit shall submit a socio-economic analysis and cost benefit study, which shall be included in all environmental documents to the extent permitted by law as part of the application process. The provisions of this section shall not apply to any new single family dwelling unit.

(e) For purposes of this section, the definitions of "projects involving structures larger than 5,000 square feet" shall be as follows:

- (1) The area calculation shall include any building or structure plus any outdoor use as shown on a site plan. The area calculation shall not include the area for required parking.
- (2) The area calculation shall be the cumulative total area of the described use. (Examples: A 3,000 square foot office building is expanded by 2,500 square feet for a total of 5,500 square feet. A 4,000 square foot nursery structure is expanded by 500 square feet plus outdoor storage of 1,000 square feet for a total of 5,500 square feet.)

1A.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.

1A.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.

1A.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 then entire authorized membership of the City Council. No reader boards or billboards shall be permitted.

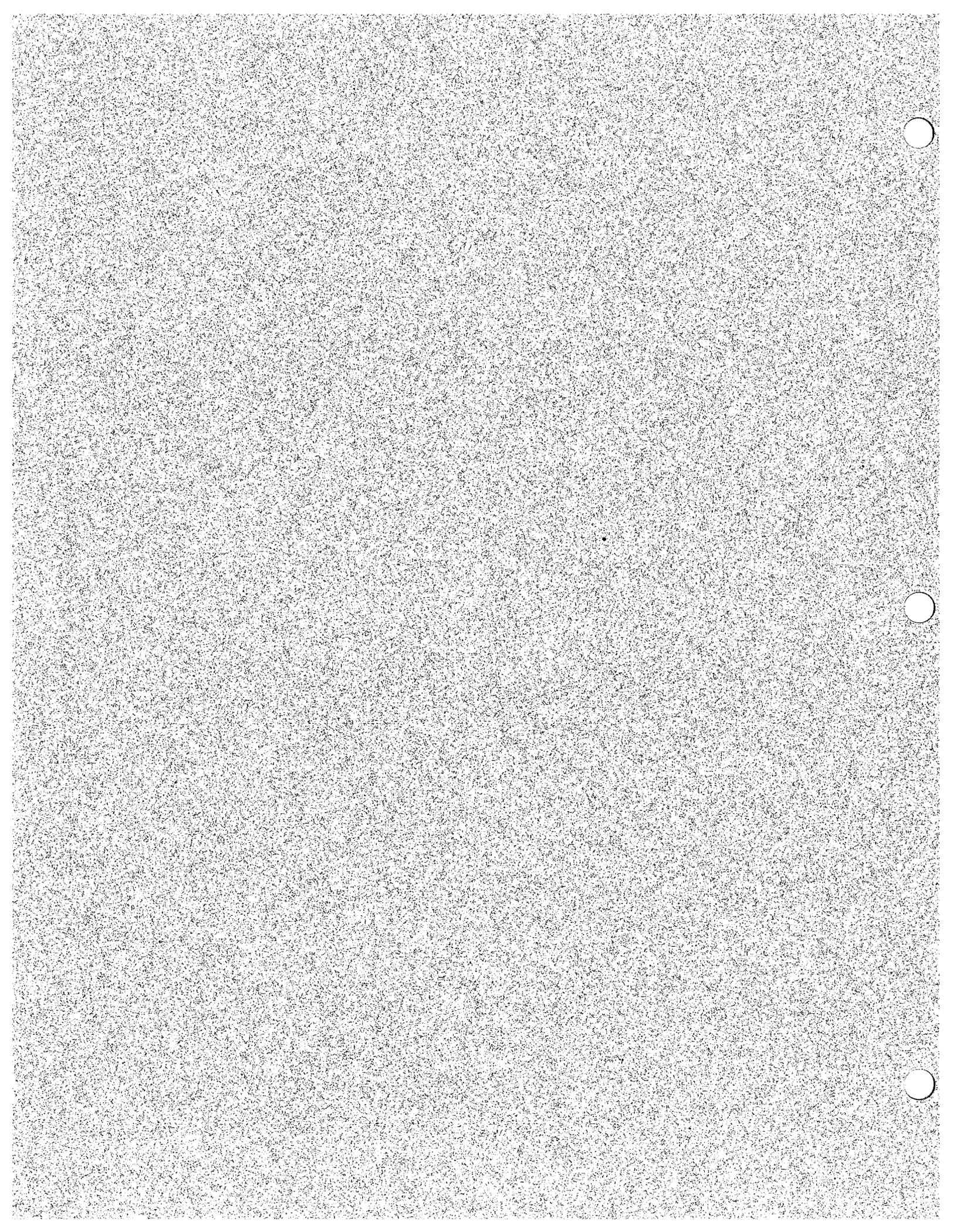
(f) Noise Standards in Residential Areas Shall Be Established to Protect Residential Use of that Land Among the most damaging aspects of high density residential development is a degradation of residential noise standards. Accordingly, noise standards must be stringent enough to assure residents reasonable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



2.0 GROWTH MANAGEMENT ELEMENT

REDLANDS GENERAL PLAN



2.0 GROWTH MANAGEMENT ELEMENT

The General Plan provides for buildout of the Redlands Planning Area. Growth management policies apply to development within the City of Redlands and state the City's position regarding development in the presently unincorporated portions of the Planning Area. The policies are intended to implement the Plan's land use proposals, maintain adequate public services, and ensure fiscal balance during the buildout period.

Growth-Rate Limitation: Measure N, a zoning ordinance that amended Proposition R, allows a maximum 400 dwelling units to be added to the City each year. Up to 50 of the units are to be single-family homes on existing lots, with the remainder to be allocated according to a point system.

Measure N, a zoning ordinance, provides that sewer or water service may be extended to an additional 150 units per year (no carry-over) within the Sphere of Influence, consistent with the City's General Plan.

Density Limitation: Under Measure N, a zoning ordinance, no land designated by the General Plan as urban reserve as of June 1, 1987 is to be redesignated for a higher density than one dwelling unit per 14,000 square feet of net site area, except by a four-fifths vote of the City Council with findings of "no significant adverse environmental impact."

Current City policy that specifies a maximum density on slopes of 15 to 30 percent at one unit per two and one-half acres and, on slopes exceeding 40 percent, one unit per 10 acres. On slopes between 30 and 40 percent, required site area increases approximately proportionally from five acres to 10 acres per unit depending on slope and soil type.

Annexation: The City has prepared a plan for the ultimate development of the Sphere of Influence and approves annexations only if they are consistent with the Plan.

Continued development of the Planning Area will be influenced by demographic characteristics within the City and surrounding environs including the cities of San Bernardino, Loma Linda, Highland, Yucaipa, Calimesa, and unincorporated lands.

While growth limitations aim to control development at a slow rate, urban expansion of the Planning Area will continue and help support the population with additional jobs and housing. The following is a brief overview of the Planning Area regarding population, housing and employment. For additional detailed information on these topics, please refer to the Land Use and Housing Elements.

Population

According to the 1990 Census, the County of San Bernardino had a population of 1,418,380. The Department of Finance updated this figure in 1994 to 1,591,800. In 1990, the City of Redlands had a population of 60,394. As of 1994, this figure increased to 66,301.

According to the Census and the Department of Finance, Population Growth for the City of Redlands and San Bernardino County, is shown below between 1970-94 in Table 2.1.

Table 2.1
Population Growth for the City of Redlands and County of San Bernardino
1970-94

Year	1970	1980	%	1990	%	1994	%
Jurisdiction							
City of Redlands	36,374	43,619	19.0	60,394	38.4	66,301	9.7
San Bernardino County	681,092	895,016	31.4	1,418,380	58.4	1,591,800	12.2

Source: 1970, 1980, 1990 Census; Department of Finance, California Annual Population and Housing Data, Demographic Research Unit, January 1994.

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 1980-90 and 1990-94 was 3.8 and 2.4 percent, respectively. Based on 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 people 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.

Regionally, from 1970 to 1990, the County of San Bernardino had an average annual growth rate of 44.9 percent.¹ As of 1994, the County of San Bernardino had a population of 1,591,800.² According to the Southern California Association of Governments' (SCAG's) Regional Comprehensive Plan and Guide, adopted in January of 1995, it is estimated that the County of San Bernardino will have a population of 2,469,000 people by the year 2010.

Housing

According to the 1990 Census, the Planning Area (City of Redlands 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 26,906.³ It is projected that 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.

According to the 1990 Census, the County of San Bernardino had a total of 474,737 dwelling units. Between 1991 and 1994, the County of San Bernardino recorded a decrease of 23,384 dwelling units, bringing the total to 451,353. Although housing units were constructed within the County, the number of dwelling units decreased due to annexations by other cities. It is projected that total housing units for the County of San Bernardino in the year 2010 will be 916,000.

According to the Department of Finance, the persons per household in 1990 for the City of Redlands was 2.61 and increased to 2.76 in 1994. Compared to the County of San Bernardino for the same years respectively,

¹ 1970, 1980, 1990 Census.

² Department of Finance, California Annual Population and Housing Data, Demographic Research Unit, January 1994.

³ First American Title Ins., Dataquick Information Network Report, March 1995.

persons per household were 2.89 and 3.10.

Table 2.2, Housing Growth for the City of Redlands and County of San Bernardino, shows figures for changes in housing between 1990-94.

Table 2.2
Housing Growth for the City of Redlands and County of San Bernardino
1990-94

Jurisdiction	1990	1994	%
City of Redlands	26,362	26,906	2.0
San Bernardino County	474,373	451,353	-4.8

Source: 1990 Census; Department of Finance, California Annual Population and Housing Data, Demographic Research Unit, January 1994.

Employment

The majority of employment opportunities within the Planning Area are currently associated with agriculture, retail and professional/office. The number of jobs actually within the Planning Area are estimated to be lower than the number of dwelling units.

Employment numbers for the City of Redlands for 1990 were calculated using existing square footages for commercial and industrial uses and multiplied by conversion factors taken from the RIVSAN CTP Model Consistency Checklist. In 1990, the City of Redlands had approximately 20,549 employees. Employment figures for 1994 were calculated using the same method. In 1994, the City of Redlands had approximately 26,483 employees. For the year 2010, employment projections were calculated using SCAG data from the RIVSAN CTP Model. It is estimated that the City of Redlands will have approximately 57,199 employees by the year 2010.

According to the Southern California Association of Governments' Regional Comprehensive Plan and Guide, the County of San Bernardino had approximately 488,000 people employed in 1990. This figure increased to 526,400 by the year 1994, an increase of 8.0 percent. It is projected that the County of San Bernardino will employ approximately 888,000 people by the year 2010.

Table 2.3, Employment Growth for the City of Redlands and County of San Bernardino, shows figures for employment growth between 1990-94.

Table 2.3
Employment Growth for the City of Redlands and County of San Bernardino
1990-94

Jurisdiction	1990	1994	%
City of Redlands	20,549	26,483	28.5
San Bernardino County	488,000	526,400	8.0

Source: Southern California Association of Governments' Regional Comprehensive Plan and Guide, 1994; Department of Finance, California Annual Population and Housing Data, Demographic Research Unit, January 1994.

Overall, the City of Redlands will continue to accommodate its population by providing sufficient housing and employment opportunities within the Planning Area. This decrease in growth is anticipated to help the City of Redlands balance housing with the number of jobs so as to maintain consistency with the Growth Management Policies in the Regional Comprehensive Plan and Guide prepared by the Southern California Association of Governments. The following are guiding and implementing policies aimed at controlling growth.

Guiding Policies: Growth Management

- 2.0a** Development within the Planning Areas shall be consistent with the net density of development as provided for in the General Plan.

The General Plan is designed to accommodate "ultimate development" of the Sphere of Influence. This does not mean that the General Plan should never be changed; however any modification should be consistent with the overall themes, goals, and policies of the General Plan.

- 2.0b** Provide for expansion of housing and employment opportunities while avoiding deterioration of the quality of life associated with rapid growth.

- 2.0c** Encourage annexation to the City of all land developed or to be developed within the Redlands Planning Area.

San Bernardino County General Plan policies support annexation of land designated for urban development.

- 2.0d** Encourage programs that will enable concurrent provision of necessary urban services prior to approval of development projects requiring services.

Implementing Policies: Growth Management

- 2.0e** Encourage and promote orderly development and growth of urban areas while maintaining and encouraging the best possible use of agricultural land, protecting it against premature encroachment of non-agricultural development. Consider the costs of extending urban facilities and services in the review of urban development.

- 2.0f** Support San Bernardino County in implementation of policies LU-9d. and e. of the County General Plan as follows:

- "d. Support City annexations/incorporations of urban designated lands.
e. Recognize and implement growth control limits adopted by cities as they apply to spheres."

LU-9 e. (Support annexations/incorporations of urban designated lands), and LU-9 f. (Recognize and implement growth control limits adopted by cities as they apply to spheres) are commitments essential to implementation of the Redlands General Plan.

3.0 CITY DESIGN AND PERSERVATION ELEMENT

REDLANDS GENERAL PLAN



3.0 CITY DESIGN AND PRESERVATION ELEMENT

While the General Plan is designed to meet readily measurable needs such as acceptable traffic flow and a range of housing types, its broader purpose is to preserve and create an urban environment that enables people to feel good about living and working in Redlands. It is appropriate that the design component of the General Plan precede the land use component. The intent is to address design issues at the City scale as distinct from the project scale. City Design and Preservation policies, together with the General Plan Diagram, call for both change and preservation.

Redlands' image is derived from its rich agricultural and architectural heritage. Large groves at all edges and remnant groves throughout the City are constant reminders of an agrarian past. The care and effort that created the City is evident at many scales, from the well-crafted stone curbs to the exquisitely detailed buildings. A diversity of landforms within the Planning Area has defined Redlands and made its form understandable. Few Southern California communities can lay claim to the sense of place and history Redlands has managed to retain during a century of development.

The City Design section of this element is concerned mainly with new development, while the focus of the Historic and Scenic Preservation section is on designated conservation areas and historic districts.

3.10 City Design

North Redlands

Two prominent visual assets are the view from the Santa Ana River Bluff of the San Bernardino Mountains and the University of Redlands. With careful planning additional amenities can be included in North Redlands to include the five amenities presented below:

- Plant trees on arterials, giving priority to Lugonia Avenue and San Bernardino Avenue. Tree rows will create a series of partially enclosed "urban rooms," will shrink apparent street widths, and will reduce summer temperatures. (See Policy 3.10.q)
- Maximize agricultural preservation. Citrus and other agricultural preservation should be retained where feasible for its aesthetic and biotic value as well as its contribution as the City's original economic base. North Redlands has extensive unsubdivided frontages along which citrus can continue to be efficiently farmed, buffering arterial streets without requiring a reduction in density. (See Section 4.0 Land Use and 7.0 Open Space and Conservation Elements)
- Complete the blufftop Scenic Drive bordering the Santa Ana Wash between Alabama Street and Judson Street. View turnouts with classic balustrades and native planting should mark the edge. (See Policy 3.10t.)
- Develop more imageable residential neighborhood street patterns. Require a street design for all unsubdivided land within each superblock bounded by arterial streets prior to subdivision approval. (See Policy 3.10p.)

Mentone

Re-subdivision of the 1887 lot pattern created by the Santa Fe Railroad has made Mentone a community of great variety -- the opposite of a cookie-cutter subdivision. Its village character can become stronger as both residential and commercial infill occur. The 300 foot x 2,000 foot "plaza" on either side of Mentone Boulevard that was the railroad station site could become the centerpiece. Potential uses for the plaza include park, shopping enclave, and mass transit station/commercial use.

Crafton

The General Plan Diagram calls for keeping the citrus groves with a Rural Living designation and adding residential development at Very Low Density on slopes under 15 percent that are not suited for agriculture.

South Redlands

This is the city of palm-lined avenues, stone curbs, Victorian mansions, craftsman bungalows, the Redlands Bowl, the Smiley Library, and a pedestrian oriented Downtown. The Downtown area is the site of the original commercial center of the City and through redevelopment efforts has become a visual and economic asset to the City while retaining its rich historic resources.

South Redlands' main challenge is preservation of its residential neighborhoods. All of the designated Historic Districts are in this sector which includes two-thirds of the City's historic architectural resources.

Where the Medium Density Residential designation remains, regulations to preserve the existing scale and character are to be enacted. (See Section 4.0 Land Use Element). Remaining citrus frontages are to be preserved. (See Section 4.0 Land Use and 7.0 Open Space and Conservation Element)

Planted medians or other landscape elements that would reduce the expanse of pavement could be considered for Olive Avenue and other wide streets that do not need more than two lanes of traffic moving at 25 miles per hour.

San Timoteo/Live Oak Canyons

This sector has always been Redlands' "back country," and is not considered as a candidate for development at urban densities. The Southeast Area Plan maintains the character of the area by retaining "signature ridges" and prohibiting grading of adjoining canyon walls exceeding 50 percent slope (See Section 4.42, Land Use Element). The General Plan policy limiting development to slopes under 30 percent (see Section 8.0 Health and Safety Element) provides stronger protection against changes in the topographic character.

The General Plan Diagram changes San Timoteo Canyon Road to create a new alignment with California Street. The U. S. Army Corps of Engineers flood control project for San Timoteo Canyon Creek identifies a series of sedimentation basins at the mouth of San Timoteo Canyon and approximately 5.1 miles of a large concrete trapezoidal channel. The City of Redlands and other local groups are hoping to work with the Army Corps of Engineers for a more environmentally sensitive flood control project. Such a project could incorporate a natural bottom channel, and basins which are designed as linear parks and wildlife corridors. Because San Timoteo Canyon Road is a region-serving highway that will carry up to 33,000 daily vehicles, it should have a minimum right-of-way for a four lane road. Careful attention should be paid to the traffic circulation analysis and its recommendations for San Timoteo Canyon Road.

A citrus greenbelt could separate Redlands and Loma Linda if there is sufficient interest. This would define the boundaries between the two cities.

West Redlands

During the 1980s, large, generally well-designed apartment projects and industrial development have narrowed the band of citrus that separates Redlands and Loma Linda. Virtually all of the undeveloped area west of Texas Street is in the *East Valley Corridor Specific Plan*. While the Plan identifies the area north of the Morey Arroyo for non residential development, the City of Redlands may consider residential use appropriate in a mixed use development in this area.

The General Plan designates for preservation the narrow strip of citrus between the railroad and I-10

freeway to the east side of California Street as the single most visible celebration of citrus heritage and as a separator between Loma Linda and Redlands.

Northwest Redlands

Most of this sector is within the *East Valley Corridor Specific Plan* and will be developed in accord with its design guidelines. Existing landmark Washingtonia Fan Palm rows will be saved.

Guiding Policies: City Design

3.10a Preserve awareness of Redlands' heritage as the navel orange capital by employing a variety of techniques to preserve agriculture.

3.10b Retain the character of the neighborhoods, streets, and buildings that established Redlands' reputation as an ideal Southern California city.

See Section 3.20, Historic and Scenic Preservation.

3.10c Discourage large master planned projects which create housing of one type, similar design, or narrow price range.

Giant "master planned" projects are out of character with Redlands.

3.10d Create new focal points that maintain the City's rich mix of urban delights.

As the City grows, the dominance of existing focal points inevitably diminishes. Examples of new ones envisioned by the General Plan include: Santa Ana blufftop scenic drive and overlooks; regional shopping center and well designed offices in the East Valley Corridor; Citywide parks to be located in the San Timoteo Canyon area and Northeast Redlands, and citrus throughout the City.

3.10e Preserve the natural appearance of steep hillsides and ridges.

Conservation, safety, and fiscal reasons justify preservation, but visual satisfaction is more widely appreciated.

3.10f Establish or reinforce City entrances that announce arrival and convey the spirit of the City.

At some locations the marker may be an orange grove or a bridge; at others a stone pylon or the start of a palm row.

3.10g Use street trees to differentiate arterials and to reduce the apparent width of wide streets.

3.10h Maintain the village-like character of Downtown Redlands.

3.10i Give particular attention to strengthening the image of North Redlands.

3.10j Maintain the rural feel of San Timoteo and Live Oak canyons.

3.10k Maintain adequate setbacks along major and minor residential arterial streets.

Implementing Policies: City Design

- 3.10l** Use Caltrans and local resources to implement the I-10 Corridor Landscape Master Plan.

A future 10-lane freeway will overwhelm Redlands unless it is part of a major landscape element.

- 3.10m** Prepare a citywide streetscape plan for arterials.

Tree species, median, or parkway landscape treatment and curbs and sidewalk location and materials should be specified.

- 3.10n** Avoid soundwalls as a standard on arterial streets in residential areas.

Walled cities with deserted sidewalks and bleak streets have become the norm in many recently built cities. Redlands has avoided this blight by using side-on cul-de-sacs, but design to mitigate noise resulting from projected traffic increases will require other techniques. Preservation of citrus frontage, use of berms, and frontage roads are alternatives.

- 3.10o** Limit the visible bulk of single-family homes.

As land values rise in highly desirable California communities, efforts to maintain rule of thumb house-to-land value ratios have resulted in construction of houses that are out of scale with their neighborhoods. Redlands has experienced little of this problem so far, but trends suggest that regulation will be needed.

- 3.10p** In North Redlands require residential subdivisions be consistent with a circulation concept plan for subdivision of all land within bounding arterial streets.

Agricultural subdivision of North Redlands created parcels 333 feet wide. If subdivision of each parcel is planned by independent owners without a larger perspective, there is little opportunity to avoid a monotonous, grid street pattern. On the plus side, fragmented ownerships have prevented massive projects with little variation in house design or price.

- 3.10q** Plant large-scale street trees on arterial streets.

Few streets developed since 1950 have adequate street trees for a City with hot summers, yet trees are the simplest and most cost-effective way to improve the feel of almost any street. Tall trees reduce apparent width, provide shade and reduce air pollution.

- 3.10r** Consider creating tree-lined medians where the width of the street is adequate to accommodate the anticipated traffic flows along with a landscaped median.

- 3.10s** Locate parks on highly visible sites where feasible.

Parks such as Texonia Park and Community Park make maximum contribution to the appearance of their neighborhoods.

- 3.10t** Create overlooks for motorists, cyclists, and pedestrians to stop and admire the City. Retain existing easement and rights of way that further these purposes.

Formal and informal viewpoints exist. More can be provided either within existing public right of way or when adjoining property is subdivided.

- 3.10u** Complete the blufftop scenic drive bordering the Santa Ana Wash between Alabama Street and Judson Street.

3.20 Historic and Scenic Preservation

The purpose of the Historic and Scenic Preservation component of the City Design and Preservation Element is to foster awareness of Redlands' many historic and cultural resources and to establish policies that will protect them.

History and Architecture of Redlands

Redlands' Beginnings. Redlands' early history is similar to that of much of Southern California. It was inhabited by Cahuilla and Serrano Indians, related to the Shoshone of the Great Basin area. During the Spanish period the Indian villages, the San Bernardino Rancho (named after the Italian saint), and the Asistencia were established by the San Gabriel Mission. The missionaries developed the first stable water supply for the area by having the Indians dig a "zanja" to divert the waters from Mill Creek into the Valley. During the 19th century this water allowed ranching districts to develop in Crafton and in the Asistencia area. Today the Mill Creek Zanja, which is listed in the National Register of Historic Places, is used for local drainage, spreading, and flood control.

In 1842, the Lugo family received a land grant from the Mexican government to occupy the San Bernardino and Yucaipa valleys. After the signing of the treaty of Guadalupe-Hidalgo in 1848, California became a territory of the United States, and it was admitted to the Union in 1850. The following year, five hundred Mormons moved into the area, purchasing the San Bernardino Rancho from the Lugos. Their settlement at San Bernardino lasted until 1857, when they were recalled to Utah and their land was divided and sold.

In 1866, Dr. Ben Barton finished his brick house near the Asistencia on what was then known as Barton Ranch. The first settlement in Lugonia occurred in 1869, and the first store in the area opened in Lugonia in 1881.

The year 1881 marks the beginning of Redlands as a town. E.G. Judson and Frank E. Brown built a canal from Santa Ana Canyon to Reservoir Canyon located along the path of Interstate 10 from below Panorama Point to Ford Park to bring water to the area for growing citrus. They laid out a townsite parallel to the slope and, because the dry adobe soil was red, they named it Redlands. Three years later, Frank Brown built the Bear Valley Dam and reservoir, thereby assuring a water supply for residents of the new town. By 1885, two transcontinental railroads ran through the San Bernardino Valley, although neither stopped in Redlands. The first spur to Redlands was built in 1887.

California experienced the biggest land boom in its history during the late 1880s. The rate war between the Santa Fe and the Southern Pacific railroads, which caused the boom, had a profound influence on the growth of Redlands, Crafton, and Lugonia as well as various realty tracts known by such names as Terracina and Mound City.

The Redlands area prospered and grew during this period. The collapse of the boom in 1888 left Redlands well-established and in that year Redlands, Lugonia, the Brookside area, and a portion of Crafton voted to incorporate as Redlands. The incorporation joined the two distinctive street patterns that characterize Redlands today: the north-south Lugonia grid merges with the slope-oriented Redlands grid at the south edge of the Valley.

Early Buildings. Although most of the structures built during Redlands' earliest period are gone, some remnants remain. Two of these are the Zanja and the Asistencia (reconstructed in the 1920s and 1930s). Other adobe structures from the Mexican period survive in San Timoteo Canyon. Redlands had its own brickyard starting in the late 1880s. Most downtown business buildings and many early industrial buildings were built of brick. The downtown, which grew along Orange and State Streets, still has many brick buildings hidden behind facades remodelled in the 1950s and 1960s.

During the 1880s boom, houses sprang up quickly. Many were Victorian cottages which had Queen Anne and Colonial Revival details. These smaller Victorians were often decorated almost as elaborately as their larger sisters, but some were plain hip-roofed boxes. Many of these cottages still stand in central Redlands and in Lugonia.

Cultural Development. Redlands established an early tradition of civic and cultural improvement with the founding in the 1880s of the United Workers for Public Improvement, an organization devoted to civic beautification. In 1887 the Horticultural and Improvement Society was organized, Redlands' orchestra made its first public appearance, the San Bernardino and Redlands motor train commenced service, and the first Citrus Association was formed.

In 1889, two New Yorkers, Alfred H. and Albert K. Smiley, arrived in Redlands. These twin brothers, who were in their sixties, were well-known philanthropists and educators. They spent their winters in Redlands and attracted a circle of friends who played important roles in the City's business, cultural, and scenic development. Smiley Heights, Smiley Park, and the A.K. Smiley Public Library are visible signs of the twins' philanthropy, and much of the present-day aesthetic tradition can be attributed to the Smileys' influence.

Resort Era. Soon after the development of the 200-acre Canyon Crest Park on Smiley Heights, Redlands became a center for wealthy Eastern visitors searching for a warm winter climate for comfort or health. They built mansions surrounded by expansive grounds on the heights above the town. Several hotels were built to cater to the winter visitors and the town became a tourist center. At the same time, Redlands was becoming a packing and shipping center for citrus growers in the surrounding area. Modest neighborhoods were developing along Olive, Cajon, and Brookside, and in Lugonia. Tourists and growers contributed to Redlands' prosperity which is expressed in the architectural legacy from that period.

Significant civic improvements were also made during this period. By 1910, most streets were paved, sidewalks and stone curbs laid, and water, sewer and electricity systems fully established. The population in 1890 was 1,904; by 1900, it was 4,797; and by 1910 it had reached 10,000.

It was also during the turn of the century that private railroad cars brought the wealthy Easterners who built the elaborate mansions on large parcels of property. These mansions reflect a period when great wealth was exhibited through the building of a great house or estate. Most of these estates fall under the architectural styles described in this element, but there are a few exceptions. Kimberly Crest is an example of the Chateausque style, based on the monumental 16th century chateaux of France. Winter visitors were less likely to build in the popular Queen Anne style favored by those who made their money locally. The more sophisticated and cosmopolitan Easterners emulated instead the grand houses of Europe.

Most of these grand houses are set in landscaped grounds with imposing entrances. A few of these estates, such as Smiley Heights and Prospect Park, were open to the public and became tourist attractions. Many of these estates are gone, but those that remain are precious landmarks from a bygone era.

Residential Architecture (1887-1913). The period 1887-1913 produced more variety in Redlands' residential architecture than any period in the City's history. Many existing buildings exhibit the popular architectural styles of this period: Queen Anne, Shingle Style, Beaux Arts Classicism, Colonial Revival, Mission Revival, and Craftsman.

Redlands is known for its Victorian gems featured in books, calendars, and on tours. Row upon row of Victorians line such streets as Olive Avenue, Highland Avenue, and Cajon Street. The Victorians vary from the Gothic brick cottages to elaborate Queen Anne mansions. The original Lugonia area and the Redlands neighborhoods near downtown are full of small Victorian cottages worthy of preservation. Many of these cottages are Colonial Revival (sometimes called Neoclassic) and feature classical porch columns, hip roof, overlap siding, recessed porches, and fixed pane and double-hung windows. These cottages continued to be built in the early years of this century.

A larger version of the typical neoclassic Victorian Cottage is the American Four square or Classic Box, a two-story house with Colonial Revival features. The Classic Box and Mission Revival styles are well-represented in Redlands. The Holt House and the Burrage Mansion are fine examples of Mission Revival, a style that may be better represented in Redlands than any other city in Southern California.

Craftsman Style. During the first part of this century, progressive ideas were expressed in the studied plainness of the Craftsman bungalow. In reaction against the Industrial Revolution, the rigidities of classicism, and the mass-produced ornament of the Victorian styles, the Craftsman ethic proclaimed a return to nature, emphasizing the use of natural materials, honest craftsmanship, and healthful living. Handcrafted items were admired, both for their usefulness and as an expression of human creativity.

The Craftsman house was an intimate home, with the hearth as its focal point, cozy built-in benches and nooks, and softly burnished wood paneling. The horizontal lines of the Craftsman bungalow fit into the landscape; its stone foundation and heavy wood beams came from the land itself, while vine-covered pergolas and eaves made the house a part of nature. Broad porches encouraged living in the out-of-doors.

These simple bungalows were touted as "democratic" houses for the common man. With their built-in furniture, prominently exposed structural elements, informal floor plans and designs integrated into the natural environment, these bungalows are often seen as the forerunner of modern architecture.

Craftsman architecture grew out of the Arts and Crafts Movement that began in England in the late nineteenth century under the leadership of William Morris and John Ruskin. The movement especially idealized the Medieval period. It addressed social, industrial, and political issues, and fostered craftsmanship in the fine arts, literature, bookbinding, printing, furniture, and textile design as well as architecture. Its principal American exponent was Gustav Stickley, who published *The Craftsman*, a magazine featuring articles and illustrations promoting Craftsman philosophy and taste. Stickley also founded a company that manufactured the simple heavy oak furniture, sometimes called "Mission" furniture, which was intended to furnish Craftsman houses.

Commercial, Public, and Institutional Buildings. Late 19th century brick commercial vernacular buildings dominated the downtown. The most substantial building of the period was the A. K. Smiley Library, which combines the curvilinear gable and tower of the Mission Revival with the heavy stone arches associated with Richardsonian Romanesque, melding the California tradition with New England and medieval Europe. The First Methodist Church was a Mission Revival building, while the Congregationalists chose a modified Richardsonian Romanesque, and the Episcopalians a Gothic Revival style. Most unusual was the Unity Church, a brick building reminiscent of English Arts and Crafts traditions.

Another revival during this period was Beaux Arts Classicism, which embraces the styles used in the United States from 1890-1930 and in Redlands from about 1908-1920. This style projected the dignified image required for public buildings, railroad stations, and banks. Popularized by the "Great White City" built for the 1893 Columbian Exposition in Chicago, the style features symmetrical, balanced facades; classical columns; porticos; and monumental flights of stairs. Obvious examples in Redlands are the Santa Fe Railroad Station as well as the Administration Building, President's House, and several other buildings at the University of Redlands.

The Freeze and its Aftermath (1913-1920). The 1913 freeze, which struck on January 5, 6, and 7, was a catastrophe for Redlands' growers. Icicles hung on the trees in most groves; many of the trees were completely

defoliated. The losses of the citrus growers soon became an economic and social disaster for the entire town. In the years following the freeze, Redlands lost 2,000 people, and it was not until after World War I that building and neighborhood development started once again.

The Thaw -- The Boom of the Twenties. The decade of 1920-1930 was another boom time throughout the United States, in California and also in Redlands, which gained about 5,000 in population during the decade. The new residents contributed to the growth and economic prosperity of the commercial area, where many downtown buildings went up during this decade. The citrus industry prospered once again, and the town's other "industry" -- the University of Redlands -- also expanded. A growing population also led to construction of major buildings for the high school. The number and quality of buildings from this period contrast sharply with the decline of the previous years.

During the first 40 years of this century domestic buildings employed a number of historical revival styles. Though the same revival style might appear in 1910 and again in 1920 or 1930, each decade left a different imprint on the style. The 1900-1920 period revival details reflected Victorian exuberance or Craftsman restraint, while the wealth and sophistication of the 1920's allowed accurate, well crafted details. During the Depression era 1930's economics and contemporary taste demanded more simplified details.

At no time were there so many revivals as during the 1920s: Mediterranean (which combined Spanish and Italian elements), Spanish Colonial Revival, Colonial Revival, Tudor Revival, and Norman Revival. The 1920s were boom times throughout Southern California, only this time oil (and perhaps citrus) took the place of land and railroads. Theaters, shopping centers, and middle class homes were designed to conjure romantic times and far away places. The longing for a foreign atmosphere was so great that entire tracts were developed in styles based on European models.

The most prevalent style of the period was California Mediterranean, called "Californian" at the time. The romance of California's past inspired architects and builders, who borrowed freely from the buildings of Colonial Mexico, Spain, Italy and other Mediterranean lands, as well as from the early adobes of the American Southwest and of Monterey. Low-pitched, red-tiled roofs, arches, plastered exterior and interior walls, carved or cast ornamentation, arcades, balconies with railings of wrought iron or wood, and window grilles are some of the characteristic features of houses built during this era. The purer forms of California Mediterranean are categorized in subgroups such as Spanish Colonial Revival, Monterey Revival, and Pueblo Revival; many of the most outstanding examples, however, are a unique blend of motifs that could only have originated in California and were created to express a California way of life.

Redlands also has examples of other styles prevalent in California during the 1920's: the Tudor Revival Cottage, Colonial Revival, Twenties Craftsman, and other period revivals. These styles replaced the Craftsman bungalow in the many tracts of smaller houses built during this period. In 1924 Garrett Huizing, a local builder, developed the Buena Vista tract, which included a rare example of Egyptian Revival architecture.

The neighborhood around the University of Redlands had been subdivided with entrances defined by clinkerbrick posts in 1917, but was not developed until 1924. Prevalent in that area are Twenties Craftsman bungalows; they differ from their rustic forbears in their smaller (and less expensive) wood members, smaller porches, and often symmetrical facades.

A significant Period Revival development is Normandie Court, a collection of eighteen Norman Revival cottages organized around a central driveway. Based on the rural architecture of Normandy, the picturesque cottages feature high hipped roofs, conical towers, wavy shingling patterns on the roofs, and stucco wall finishes of varying texture.

Builders of the 1920s were able to advertise Redlands as a fine residential city because of the expansive public streets, street trees, and cut-stone curbs, all of which had been planned and planted by the far-sighted settlers of the 1890s and early 1900s.

Redlands' Historic Neighborhoods. The historic neighborhoods of Redlands provide the context and setting for the many historic resources of the town. The setting of Victorian and early 20th century historic buildings has, in many instances, been compromised by lot splits, zoning changes, variances, or conversion to other housing. Saving the building also requires retaining the historic context of the structure. Modern buildings crowded next door to a stately two-story 1890 house give a completely different impression than the house in its original neighborhood with original plantings.

Redlands' early neighborhoods developed as the unique result of changing technology, ways of life and philosophies, new architectural fashions, and innovations in urban planning. The forces and times that produced these neighborhoods are now gone.

Many people in Redlands live in neighborhoods built between 1890 and 1930. These neighborhoods are important because they continue to provide housing, schools, public amenities, and commercial facilities that make neighborhoods good places to live.

The late 19th and early 20th century houses and development patterns are key elements of these neighborhoods. Because these neighborhoods seem so ordinary, many people overlook their unique qualities or consider them undeserving of special attention. Consequently, new construction and development, building alterations, land-use plans and zoning have frequently ignored the heritage of these neighborhoods. Modern factory produced building materials and lack of information about earlier building techniques have often resulted in inappropriate alterations. Some homeowners, for example, add Victorian ornamentation or pseudo Colonial doorways to make their house appear more historic. As a consequence, intact historic neighborhoods are becoming increasingly rare in Southern California.

Insensitive alterations and changes can destroy the special characteristics of these early neighborhoods. To avoid this, residents interested in neighborhood revitalization and stabilization need to become familiar with the area's architecture and history. By using this knowledge to build pride in the neighborhood and to foster a neighborhood conservation ethic among fellow residents and City officials, residents can help their neighborhoods remain good places to live while retaining links to the past.

For those who take the time to look, these neighborhoods provide a wide variety of visual links to the past by illustrating the transition from the Victorian era to the modern world, reviving images of our European and colonial heritage and providing guidelines for future urban development. These older neighborhoods are indeed the basis of Redlands' architectural heritage, deserving of widespread recognition.

Historic Preservation in Redlands

The City of Redlands and its citizens have long been concerned with the preservation of Redlands' architectural, historic, cultural, archeological and scenic resources, referred to here as "historic resources." In the early seventies, Redlands began taking an inventory of its historic structures. In 1976, Redlands received a State grant to survey historic properties, documenting 568 historic properties. A Historic and Scenic Preservation Commission was established in 1976 to advise the City Council regarding designation and protection of historic resources. In 1985, the first Historic and Scenic Preservation Element of the General Plan was prepared and adopted. An ordinance adopted in 1986 strengthened the protection of resources by allowing the Commission to deny demolition, except in cases of proven hardship, and to designate without owner consent.

A more thorough inventory of historic resources began in 1985. There are approximately 2,000 buildings over 50 years old that remain to be inventoried. The vast majority of these are residential and institutional.

The City Council, after recommendation by the Commission, has placed over 60 structures and 8 districts on its Register of Historic and Scenic Properties, and has designated a number of streets as Scenic Drives. The Zoning Ordinance has been amended to encourage "adaptive reuse" of older residential buildings in certain commercial areas and to allow bed and breakfast inns in historic buildings.

The A. K. Smiley Library Heritage Room has been designated as the official archives of the City. Its collections provide an invaluable resource for documentation of the history of Redlands and its historic resources.

Classification of Historic Resources. Historic resources in Redlands are divided into five categories: landmarks, historic properties, historic and scenic districts, historic and scenic thematic collections, and urban conservation districts.

- A landmark is defined as a building, site, or area with exceptional character or exceptional historic or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the City, State, or nation.
- A historic property is a structure or site that has significant historic, architectural, or cultural value.
- A historic and scenic district is a significant neighborhood, agricultural or passive recreational open space, enclave or collection of historical buildings that may have been part of one settlement, architectural period, or era of development.
- An historic or scenic thematic collection is a collection of significant sites or buildings which are not necessarily located together in the same geographical area, but are linked by a historical or architectural theme.
- An urban conservation district is a residential or commercial neighborhood which meets the designation criteria, but contains a significant proportion of non-historic properties, and which the City wishes to maintain and revitalize.

Historic and Scenic Preservation Ordinance. The Redlands Historic and Scenic Preservation Ordinance provides a way for the City to recognize and protect its historic resources. The Ordinance establishes a process for designating historic resources and reviewing alterations to the exterior of these resources. Because there is a large number of resources and designating them is a time-consuming process, the Ordinance provides for the Historic and Scenic Preservation Commission to place all potential resources on a list of "nominated resources." An application to alter the exterior of a nominated resource activates the designation procedure, thus ensuring protection of historic resources that the City has not yet been able to designate.

The Commission is responsible for seeing to it that the properties on the list are surveyed, using generally accepted survey methods to identify and describe each historic resource. The Commission then prepares a report using this information to determine whether a resource is significant and, therefore, should be officially recognized as a designated resource.

The criteria, any one of which may be used to determine such designation, are as follows:

1. It has significant character, interest, or value as part of the development, heritage, or cultural characteristics of the City of Redlands, State of California, or the United States;
2. It is the site of a significant historic event;
3. It is strongly identified with a person or persons who significantly contributed to the culture, history, or development of the City;
4. It is one of the few remaining examples in the City possessing distinguishing characteristics of an architectural type or specimen;
5. It is a notable work of an architect or master builder whose individual work has significantly influenced the development of the City;
6. It embodies elements of architectural design, detail, materials, or craftsmanship that represent a significant architectural innovation;
7. It has a unique location or singular physical characteristics representing an established and familiar visual feature of a neighborhood, community, or the City;
8. It has a unique design or detailing;
9. It is a particularly good example of a period or style;
10. It contributes to the historical or scenic heritage or historical or scenic properties of the City (to include, but not limited to landscaping, light standards, trees, curbing, and signs);
11. It is located within a historic and scenic or urban conservation district, being a geographically definable area possessing a concentration of historic or scenic properties which contribute to each other and are unified aesthetically by plan or physical development.

Before a property or district is designated as a significant historic resource, the Commission must hold a public hearing and make a recommendation to the City Council. The Council then holds its own public hearing and makes the final decision on designating the property. All designated properties are put on the City's Register of Historic and Scenic Resources.

Redlands' Municipal Code gives the City authority to designate without consent of the owner. This authority has been established by the U.S. Supreme Court decision in the Penn-Central case (1978) and by analogy with land-use law. The challenge here is to balance preservation goals and the needs of the community as a whole with the need to bring property owners into the preservation process in a positive fashion. Just as a property owner cannot veto zoning restrictions, so historic resource designations are not subject to an owner's veto. If the owner can show that preservation of the building is a hardship (not including loss of profit), both the Penn Central precedent and Redlands' code allow the possibility of demolition. The City of Redlands also provides certain benefits to owners of historic properties, including fee reductions for City permits. The effect of designation is to create an overlay, imposing design review and other regulations on designated property. The underlying zoning regulations still apply.

Once a property is designated, all significant exterior alterations are reviewed either by a staff preservation expert or by the Historic and Scenic Preservation Commission, using the procedures outlined in the Ordinance. Design guidelines are used to help determine if an alteration is appropriate. The kinds of changes that are reviewed include alterations to a building exterior, new construction or major landscape changes on the site of a historic

resource, subdivision of a historic setting or site, and demolition or removal of a historic resource. When a change to the exterior of a historic structure or to a site is approved, the applicant is granted a Certificate of Appropriateness. In the case of severe hardship, the Ordinance provides the applicant the opportunity to apply for a Certificate of Hardship.

As of June, 1995 the City Council had approved eight districts.

1. **Eureka Street Historic District:** Five Victorian cottages (1885-1900).
2. **West Highland Avenue Historic and Scenic District:** A broad avenue of prestigious houses, many of them pre 1900 (1887-1914).
3. **Early Redlands Historic and Scenic District:** Substantial Victorian and turn of the century houses and churches close to downtown.
4. **Normandie Court Historic District:** Eighteen "Hansel and Gretel" cottages built in 1926.
5. **East Fern Avenue Historic and Scenic District:** A spectrum of Redlands' major architectural styles between 1900 and 1956.
6. **Garden Hill Historic and Scenic District:** A unique curving hillside street featuring an adobe house, California Mediterranean houses and other styles, enhanced by beautiful views.
7. **La Verne Street Historic District:** Primarily Victorian and turn of the century cottages.
8. **Smiley Park Neighborhood:** This large district focuses on Smiley Park and surrounding cultural amenities including the Redlands Bowl, the A.K. Smiley Public Library, the Lincoln Memorial Shrine and the City Hall as well as the surrounding residential areas.

Guiding Policies: Historic and Scenic Preservation

- 3.20a Identify, maintain, protect, and enhance Redlands' cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage. In so doing, Redlands will preserve its unique character and beauty, foster community pride, conserve the character and architecture of its neighborhoods and commercial and rural areas, enable citizens and visitors to enjoy and learn about local history, and provide a framework for making appropriate physical changes.
- 3.20b Provide incentives wherever possible to protect, preserve, and maintain the City's heritage.
- 3.20c Foster an understanding and appreciation of history and architecture.
- 3.20d Encourage retention of the character of existing historic structures and urban design elements that define the built environment of the City's older neighborhoods.
- 3.20e Encourage retention of historic structures in their original use or reversion to their original use where feasible. Encourage sensitive, adaptive re-use where original use is no longer feasible.
- 3.20f Encourage preservation of and public access to significant scenic vistas, viewpoints and view corridors.

- 3.20g** Coordinate preservation of historic resources with policies designed to preserve affordable housing.
- 3.20h** Encourage consideration of urban design quality as well as safety when street or other public improvements are proposed.

3.21 Historic and Scenic Conservation Areas

Implementing Policies: Historic and Scenic Conservation Areas

- 3.21a** Designate Historic and Scenic Districts and Urban Conservation Districts whenever areas are qualified and supported by a significant majority of the property owners.
- 3.21b** Establish priorities for protection of potential districts based on both significance and endangerment. Seek to establish support of property owners in high priority areas.
- 3.21c** Establish zoning regulations that implement Historic and Scenic Preservation policies.
- 3.21d** Provide incentives to encourage preservation of large historic structures and conversion to multi family housing if preservation of original use is an economic hardship.
- 3.21e** Establish guidelines and incentives for appropriate adaptive re use of historic structures.
- 3.21f** Encourage the location of needed parking in interiors of blocks to minimize visual impact on streetscape and neighborhoods.
- 3.21g** Limit parking area coverage and size of parking structures in order to maintain special qualities of streetscape.
- 3.21h** Establish design guidelines for parking lots and structures that reduce visual impacts on neighborhood and streetscape.
- 3.21i** Establish lot sizes for infill development that relate to existing lot sizes nearby.
- 3.21j** Establish standards and incentives for preservation of scenic vistas.
- 3.21k** Provide incentives and standards to encourage preservation of citrus groves.
- 3.21l** Recognize and mitigate the ill effects of the following on historic areas:
- Inappropriate commercial development;
 - Inappropriate scale, materials, setbacks and landscaping;
 - Interruption of the established street pattern;
 - Inadequate off street parking, where development of off street parking does not cause loss of historic buildings;
 - Excessive automobile traffic.
- 3.21m** Encourage neighborhood groups to be actively involved in preservation.
- 3.21n** Promote neighborhood organization and identity and foster neighborhood conservation programs, giving special attention to transitional areas next to commercial areas.

- 3.21o Pursue policies of street management to control traffic in such areas, because historic areas are especially vulnerable when threatened by too much traffic.
- 3.21p Where feasible, retain existing easements and rights of way for use as view points, turn outs, and scenic walkways.

3.22 City Property

Implementing Policies: City Property

- 3.22a Maintain and improve City-owned historic buildings and houses in an architecturally and environmentally sensitive manner.
- 3.22b Maintain and improve Redlands' streets, trees, streetlights, parkways, parks, stone curbs, and citrus groves in a manner that enhances the City's beauty and historic fabric.
- 3.22c Use exemplary design quality in new City construction, public works, and City signs.

3.23 Privately-Owned Historic Resources

Implementing Policies: Privately-Owned Historic Resources

- 3.23a Ensure that permanent changes to the exterior or setting of a designated historic resource are in keeping with the intent of the General Plan by requiring a Certificate of Appropriateness for such changes.
- 3.23b Seek creative solutions to the problem of preservation and maintenance of large houses.
- 3.23c Encourage appropriate adaptive reuse of historic resources in order to prevent disuse, disrepair, and demolition, taking care to protect surrounding neighborhoods from disruptive intrusions.
- 3.23d Consider noise, traffic, and residential privacy when approving non-residential uses in mixed-use zones where residential units are interspersed with non-residential buildings.
- 3.23e Endeavor, should demolition of a designated historic resource occur, to ensure that a building of equal or greater design quality and/or use of equal or greater benefit to the community be constructed. Require that archival-quality drawings and/or photographic records be prepared to document the historic resource.
- 3.23f Institute an architectural salvage program to preserve architectural artifacts from buildings that must be demolished.
- 3.23g Encourage the use of tax credits, donated easements, and other fiscal incentives for preservation.
- 3.23h Encourage energy conservation alterations that are compatible with preservation.
- 3.23i Encourage the highest maintenance of historic resources by pursuing funding programs to assist people in doing needed repairs, by requiring code compliance, and by providing information to homeowners as to how to maintain their property and where to go for assistance and advice.

3.24 New Development**Implementing Policies: New Development**

- 3.24a Encourage developers to construct new buildings and settings of such quality that preservationists of the future will wish to protect them. Encourage appropriate scale, materials, setbacks, and landscaping to enhance the City's beauty and historic fabric.
- 3.24b Establish design review guidelines for historic areas to ensure that new architecture will relate to and respect the environmental context.
- 3.24c Encourage compatibility of new land uses and new construction adjacent to buildings listed on the Inventory of Historical Structures. Construction should be physically and aesthetically complementary to the historic buildings.
- 3.24d Encourage historical depictions commemorating historic sites or events in Redlands' history. Such depictions could be incorporated into new commercial or rehab development projects. Historical depictions may be monuments, plaques, archaeological viewing sites, exhibits, or illustrative art works, such as sculpture, mosaics, murals, tile-work, etc.

3.25 Citizen Participation and Cooperation with Preservation Groups**Implementing Policies: Citizen Participation and Cooperation with Preservation Groups**

- 3.25a Encourage citizens to participate in public hearings on designation, Certificates of Appropriateness and Certificates of Hardship.
- 3.25b Encourage citizens to become involved in historic preservation by training them in survey techniques and involving them in the ongoing surveys of historic resources.
- 3.25c Cooperate with private organizations doing preservation work and serve as liaison for such groups.

3.26 Government Decision-Making**Implementing Policies: Government Decision-Making**

- 3.26a Protect residential, agricultural, and natural areas that may be eligible for designation by rezoning such areas and/or amending the zoning code to promote conservation of the existing built environment and agricultural and scenic areas.
- 3.26b Consider the effect of proposed amendments to the General Plan and Zoning Ordinance on preservation concerns. Consider amending the Zoning Ordinance to allow historic district overlays and historic building site overlays.
- 3.26c Consider adopting additional provisions which enable the Historic and Scenic Preservation Commission to review permanent changes to the exterior or setting of designated historic resources, require minimum maintenance, encourage designation of agricultural and scenic areas, and establish significant penalties for demolition without a permit.

- 3.26d Consider developing ordinance language and procedures to allow designation of thematic resources. Examples include thematic designation of works of architect Davis Donald; thematic designation of buildings from "boom period" (1886-1888); and thematic designation of buildings related to citrus industry.
- 3.26e Consider measures to prevent unnecessary demolition when development projects do not materialize.
- 3.26f Establish a list of potential historic resources, historic districts, citrus groves, palm rows, and historic scenic areas. Set up a priority system for designation and proceed with designation.
- 3.26g Make the Certificate of Appropriateness process as streamlined and efficient as possible while not slighting its duty to protect the character of the neighborhood or structure in question.
- 3.26h Encourage public participation in the process for evaluating and preserving historic and scenic resources.
- 3.26i Support a strong and effective Historic and Scenic Preservation Commission as a key element in decisions affecting historic and scenic resources.
- 3.26j Work toward preventing the displacement of elderly and lower income people from their homes in historic areas.
- 3.26k Seek and promote use of funding sources to establish low interest loans or grants for rehabilitation in low income historic neighborhoods and for maintenance of older citrus groves.
- 3.26l Maintain a preservation program with adequate City staffing and integrate preservation concerns into government decision making.
- 3.26m Establish clear and efficient procedures for processing historic property applications.
- 3.26n Ensure that public funds for rehabilitation are not used to the detriment of private or public historic resources.

The City receives Community Development Block Grant (CDBG) funds and other federal and state funds. Although these have not been used for rehabilitation, they could be, and it is possible that Redlands might obtain funding for rehab in the future.

3.27 Commercial and Redevelopment Areas

Implementing Policies: Commercial and Redevelopment Areas

- 3.27a Encourage removal of inappropriately altered or tacked-on facades on commercial buildings and restoration of original facades.
- 3.27b Encourage new construction that ties the new with the old in a harmonious fashion, enhancing the historic pattern.
- 3.27c Encourage preservation, maintenance, enhancement and reuse of existing buildings in redevelopment areas, retention and renovation of existing residential structures, and relocation of existing residential structures within the City where retention on-site is not feasible.
- 3.27d Coordinate Redevelopment Agency planning with the regular city planning process.

3.28 Education and Public Relations**Implementing Policies: Education and Public Relations**

- 3.28a Seek to educate the general public about Redlands' heritage and to educate owners of historic properties about how to rehabilitate and maintain their property.
- 3.28b Where inappropriate alterations have been made, endeavor to explain how such alterations detract from the property, how they may be removed, and the economic and cultural benefits of restoration.
- 3.28c Encourage involvement of Redlands' schools, adult education classes, and the University of Redlands in preservation programs and activities.
- 3.28d Continue to work with local newspapers to inform the community of Historic and Scenic Preservation Commission and other preservation activities.
- 3.28e An advisory body such as the Parks Commission shall continue to educate the public regarding the care of small citrus groves in older residential areas.
- 3.28f Print informational brochures explaining the preservation process and preservation techniques to the public.
- 3.28g Issue awards and commendations as appropriate to owners of historic and scenic resources who have done particularly admirable rehabilitation and to others who have made special contributions to the preservation effort.
- 3.28h Make special efforts to reach the business community and to inform its members about Redlands' heritage and the opportunities it presents.
- 3.28i Promote Redlands' image, its cultural life, and its outstanding architectural, historic, and scenic resources, in order to attract new business and tourism to the City.
- 3.28j Work with civic groups who wish to hold meetings to educate their members about preservation.

3.29 Agricultural and Scenic Areas**Implementing Policies: Agricultural and Scenic Areas**

- 3.29a Encourage preservation of citrus groves and other agricultural areas that are designated as having cultural or scenic significance. Encourage retention of existing privately owned citrus groves of all sizes, especially in historic neighborhoods.
- 3.29b Identify existing agricultural areas, scenic views, vistas, and streetscapes, including mountain, canyon, and valley vistas, urban view corridors, focal points and focal buildings.
- 3.29c Define and implement measures to preserve citrus groves, scenic views, vistas, and streetscapes for the community.

3.30 Preservation of Older Neighborhoods

Implementing Policies: Preservation of Older Neighborhoods

- 3.30a Promote neighborhood preservation and stabilization.
- 3.30b Permit densities, design, and uses that will help preserve the character and amenities of existing older neighborhoods.
- 3.30c Discourage changes in residential areas that would disturb the character or clearly have a destabilizing effect on the neighborhood.
- 3.30d In multiple family areas with a predominance of houses built as single family residences, create "tailor-made" zones that will protect the single family appearance of the neighborhood.
- 3.30e In transitional areas, allow no new uses that would contribute to expansion of commercial uses and subsequent deterioration of neighborhoods.
- 3.30f Encourage shared parking or in-lieu parking in older neighborhoods.
- 3.30g Encourage preservation of historic public and private improvements, such as street curbs, street trees, specimen trees, street lights, hitching posts, masonry walls, unpaved and early paved sidewalks, etc.