

## 3. Environmental Setting

---

### 3.1 INTRODUCTION

This section provides a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective” (State CEQA Guidelines, § 15125[a].) However, the scope of environmental review in this SEIR is guided by the principle that a lead agency, when preparing an SEIR, must evaluate only the changes to the project, changes in circumstances, or new information that lead to the preparation of the further EIR. The purpose of CEQA’s subsequent review provisions is “to explore environmental impacts not considered in the original environmental document.” (*Friends of the College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal.5th 937, 949.) Under Public Resources Code, section 21166, the lead agency must examine the increment of impact resulting from the project revisions, which by design means that impacts of the proposed modification are compared against impacts disclosed in the General Plan EIR. (See *Bowman v. City of Petaluma* (1986) 185 Cal.App.3d 1065, 1079.) Indeed, the project impacts as reviewed in the prior EIR (here the General Plan EIR) are to be treated as the environmental baseline in a subsequent EIR. (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542.)

### 3.2 EXISTING CONDITIONS

The proposed project is in the City of Redlands on the I-10 corridor between Loma Linda and Yucaipa, to the west and east, respectively, in San Bernardino County. The City of Redlands and its Sphere of Influence (SOI) encompass 46 square miles. The Transit Village Planning Area (TVPA) is located in the urbanized core areas of the City of Redlands. The TVPA is an urban infill site that is surrounded by development on all sides. The TVPA consists of a total of 782.49 acres, 71.29 of which are vacant parcels. Table 3-1, *Existing Land Use Summary*, identifies the land uses and their corresponding acreage in the TVPA.

### 3. Environmental Setting

**Table 3-1 Existing Land Use Summary**

| Land Use Type             | Acreage       |
|---------------------------|---------------|
| Commercial and Services   | 280.52        |
| Industrial                | 40.86         |
| Mobile Home Park          | 8.36          |
| Multi-Family Residential  | 109.82        |
| Open Space and Recreation | 27.95         |
| Parking Lot               | 35.70         |
| Public Facilities         | 36.58         |
| Public Vacant             | 14.86         |
| Schools                   | 44.46         |
| Single Family Residential | 78.59         |
| Transportation            | 26.96         |
| Utilities                 | 6.54          |
| Vacant                    | 71.29         |
| <b>Total</b>              | <b>782.49</b> |

Table 3-2, *General Plan Designation for Vacant Parcels*, and Table 3-3, *Zoning Designation for Vacant Parcels*, indicate the General Plan and Zoning designations for the 71.29 acres of vacant parcels within the TVPA.

**Table 3-2 General Plan Designation for Vacant Parcels**

| General Plan Designation   | Acreage      |
|----------------------------|--------------|
| Commercial                 | 34.75        |
| Commercial/Industrial      | 11.89        |
| High Density Residential   | 16.43        |
| Medium Density Residential | 2.20         |
| Office                     | 5.24         |
| Parks/Gold Courses         | 0.33         |
| Public/Institutional       | 0.45         |
| <b>Total</b>               | <b>71.29</b> |

As shown in Tables 3-1 through 3-3, the TVPA would have a total of 71.29 acres of vacant parcels to allow for the implementation of new development, in addition to redevelopment of existing developed parcels. Table 3-4, *Projected Population at Buildout (2035)*, indicates the total population size in the City by 2035.

### 3. Environmental Setting

**Table 3-3 Zoning Designation for Vacant Parcels**

| Zoning Designation                              | Acreage      |
|---|--------------|
| Administrative and Professional Office District | 0.58         |
| Commercial Industrial District                  | 16.72        |
| General Commercial District                     | 6.11         |
| Highway Commercial District                     | 4.75         |
| Light Industrial District                       | 5.01         |
| Multiple Family Residential District            | 19.03        |
| Open Land District                              | 1.20         |
| Specific Plan 45 Service Commercial             | 9.74         |
| Specific Plan 45 Town Center                    | 8.08         |
| Suburban Residential District                   | 0.07         |
| <b>Total</b>                                    | <b>71.29</b> |

**Table 3-4 Projected Population at Buildout (2035)**

|                                      | Redlands      |
|--------------------------------------|---------------|
| Existing (2016) <sup>1</sup>         | 68,049        |
| From Future Development <sup>1</sup> | 10,964        |
| <b>Total at Buildout<sup>3</sup></b> | <b>79,013</b> |

<sup>1</sup> Population is estimate assuming 2.65 persons per household.

Table 3-4 is from Table 2.3-4 on page 2-29 of the General Plan EIR, and includes buildout assumptions for land within the Transit Villages. In calculating buildout, page 2-31 of the General Plan EIR, states that three factors were applied that reduce the maximum mathematical buildout:

- a. The first assumed that only 3 of the 5 transit stations would be built during the 2035 General Plan horizon and therefore applied a factor of 70 percent.
- b. The second applied a factor of 80 percent because of the 500-foot AQMD buffer applied along the I-10 freeway.
- c. A five percent vacancy factor was applied to development occurring vacant land.

## 3.2.1 City of Redlands 2035 General Plan and General Plan EIR

### 3.2.1.1 BACKGROUND

The 2017 General Plan EIR (SCH# 2016081041) was prepared and certified for the City of Redlands 2035 General Plan, which was adopted on December 5, 2017. The 2017 General Plan was prepared to respond

### 3. Environmental Setting

directly to changes experienced in Redlands since the preparation of the 1995 General Plan, and to plan for future growth in the City. The 2035 General Plan establishes a long-range planning framework and policies for the City.

#### 3.2.1.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The General Plan EIR identified significant and unavoidable impacts to the following topics: Agriculture and Forestry Resources, Air Quality, and Transportation. As identified in Chapter 4.2, *Transportation*, and Chapter 5, *Impacts Not Found to Be Significant*, of this SEIR, the proposed Project would not exacerbate these impacts; the level of significance would remain the same. As there are no agriculture or forestry resources within the TVPA, the proposed Project has no effect on these impacts. The proposed Project does not result in additional dwelling units beyond the buildout assumption in Table 2.3-4 on page 2-29, of the General Plan EIR. As the proposed Project does not change any land use designation, increase the buildout assumptions made in the General Plan EIR, or affect any of the traffic assumptions, the impacts to Air Quality would be identical to those of the General Plan EIR.

#### 3.2.1.3 GENERAL PLAN POLICIES AND ACTIONS

The following list of 2035 General Plan policies and actions, some of which have been added since the certification of the General Plan EIR, will continue to apply to the TVPA if the proposed Project is approved:

#### Chapter 2 – Distinctive City

- **Action 2-A.16:** Use transit stations as focal points for interconnectivity; plan to equally serve travelers from north and south. Plan for each village around the transit stations to have a unique character that complements the adjacent neighborhoods.
- **Action 2-A.51:** Encourage new construction that ties the new with the old in a harmonious fashion, enhancing the historic pattern.
- **Policy 2-P.25:** Encourage a variety of uses and activities, such as a mix of commercial, office, restaurant, specialty retail, and residential uses, and civic, cultural, and entertainment activities to attract visitors and residents from across the community by creating a lively, interesting social environment.
- **Policy 2-P.26:** Foster transit-oriented development that is consistent/compatible with and sensitive to the historical structures in the vicinity of the proposed railway station.
- **Policy 2-P.27:** Conserve Downtown's character and historic assets while infusing it with new uses, buildings, and activities. New development should proportionately relate to and complement existing structures and the pedestrian environment.
- **Action 2-A.90:** Complete and adopt a Downtown Specific Plan as the guide for Downtown development that will establish guidelines or standards for roadways, building forms, architecture, signage, streetscape, parking, and public realm amenities.

### 3. Environmental Setting

- **Action 2-A.94:** Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential uses. Permit urban housing at a density up to the High-Density Residential standard.
- **Action 2-A.95:** Enhance and extend the civic realm through vibrant streetscapes.
- **Action 2-A.96:** Promote redevelopment of the Redlands Mall with a vibrant mix of uses. Explore feasibility of re-extending the traditional street grid through the new development.
- **Action 2-A.97:** Seek an increased presence of both residents and activity in Downtown with new development—particularly residential as part of mixed-use development—as well as commercial, entertainment, and cultural uses that serve both residents and visitors.
- **Action 2-A.98:** Promote a variety of housing types to attract a spectrum of households to live Downtown.
- **Action 2-A.99:** Ensure that new development along Redlands Boulevard is pedestrian-oriented.
- **Action 2-A.101:** Address parking demand by finding additional areas to provide parking for Downtown, and by developing creative parking management strategies, such as shared parking, maximum parking standards, “smart” metering, utilizing on-street parking for reuse of existing buildings, paid parking, etc. Monitor the impacts of new technology such as the autonomous vehicle and car hire /car share services on the total demand for parking.
- **Action 2-A.102:** Improve connections from Downtown to adjacent neighborhoods, including areas north of I-10, through streetscape enhancement and multi-modal improvements.

#### Chapter 3 – Prosperous Economy

- **Action 3-A.10:** Encourage mixed-use projects within the Transit Villages that will attract a wide array of uses including retail, restaurant, entertainment, office, residential, and cultural offerings.
- **Action 3-A.14:** Encourage commercial development, neighborhood retail, and professional offices and services of the appropriate scale and business types along neighborhood commercial corridors, such as Orange Street and Colton Avenue.
- **Policy 3-P.12:** Promote Redlands as a destination where visitors can shop, dine, play, and stay, and help create opportunities for increased visitation, hotel stays, sales tax generation, and employment.
- **Policy 3-P.16:** Strengthen Downtown as a center of commerce and culture, with attractions for local residents, workers, and regional visitors year-round.
- **Action 3-A.33:** Support efforts to improve the economic and physical environment in the Downtown area by enhancing and expanding tourism-related activities and capital improvements, and generating external in-kind and monetary support for these efforts.

### 3. Environmental Setting

- **Action 3-A.36:** Support revitalization of underutilized commercial space throughout Downtown, including the Redlands Mall, which could create new opportunities for businesses and residents, and provide a critical link to rail.
- **Action 3-A.37:** Ensure adequate parking Downtown and efficiency in traffic flow to enable the continued revitalization of the commercial core.
- **Action 3-A.38:** Improve the safety and sense of safety throughout Downtown and the adjoining commercial areas.
- **Action 3-A.39:** Encourage and support the development of additional housing Downtown to increase the vitality and diversity of Downtown retail and services.
- **Action 3-A.40:** Enhance and expand the public spaces Downtown (streetscapes, plazas, parks) to improve the pedestrian experience.

### Chapter 4 – Livable Community

- **Policy 4-P.3:** Focus new development in infill areas in order to preserve open space, agriculture, and citrus groves, particularly around the edges of the city.
- **Action 4-A.1:** Promote the orderly development and growth of urban areas in infill areas and the city center while encouraging the ongoing cultivation of agricultural land and the preservation of rural living areas in the canyons, Crafton, and Mentone.
- **Action 4-A.3:** Ensure that infill development complements existing development in use, design, and scale, and that it supports the cohesion and integration of the city's development pattern.
- **Action 4-A.6:** Provide for the extension of public services in a logical and functional manner to minimize impacts on service providers while focusing development in infill areas that can accommodate development in a timely manner.
- **Policy 4-P.7:** Promote a diversity of compatible land uses throughout the city, providing opportunities for the development of a range of businesses, services, residential types, and public facilities to meet the needs of the community.
- **Policy 4-P.8:** Provide for buffers and transitions between low- and high-intensity land uses.
- **Policy 4-P.9:** Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.
- **Policy 4-P.10:** Ensure that the scale and character of new development is appropriate for surrounding terrain and the character of existing development.

### 3. Environmental Setting

- **Policy 4-P.12:** In areas planned to accommodate new growth, such as Downtown and the Transit Villages, use area plans, design standards and guidelines, and other tools to ensure cohesive transition in scale to existing neighborhoods.
- **Policy 4-P.13:** Encourage mixed-use development (two or more uses within the same building or in close proximity on the same site) in Downtown, the Transit Villages, and along Redlands Boulevard to promote vibrancy.
- **Policy 4-P.14:** Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential uses. Permit urban housing at a density up to the High-Density Residential standard.
- **Policy 4-P.16:** Promote a variety of housing types to serve the diverse needs of the community.
- **Action 4-A.7:** Promote a range of residential densities to encourage a mix of housing types in varying price ranges and rental rates.
- **Action 4-A.8:** Promote the development of a greater variety of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces, and senior and student housing to meet the needs of future demographics and changing family sizes.
- **Action 4-A.9:** Encourage the incorporation of residential units in Downtown mixed-use projects consistent with the Redlands Downtown Specific Plan.
- **Action 4-A.11:** Ensure that opportunities exist for the development of housing types that are affordable to all segments of the Redlands community and are distributed equitably throughout the community.
- **Action 4-A.12:** Support new residential development in Downtown, the Transit Villages, and other focused infill sites accessible to transit and in central parts of the community.
- **Action 4-A.20:** Establish new neighborhood commercial centers to serve the needs of community members in areas planned to accommodate new growth, such as Downtown and the Transit Village areas.
- **Policy 4-P.26:** Support the University of Redlands in the development of its campus and the surrounding area in a manner that enriches both the University and Redlands communities.
- **Action 4-A.23:** Support development of the campus in ways that both strengthen its ties to the community and enhance its status as a major activity center for the neighborhood.
- **Policy 4-P.39:** Promote infill and mixed-use development along Redlands Boulevard to create a cohesive commercial corridor connecting the Transit Villages and providing a retail and service destination for community members.

### 3. Environmental Setting

- **Action 4-A.87:** Promote clusters of mixed-use development along Redlands Boulevard near the Mixed-Use Cores of the proposed Transit Villages, providing opportunities for commercial, office, and residential development consistent with the needs and characteristics specific to each Transit Village.
- **Action 4-A.88:** Promote infill development along Redlands Boulevard where it is classified as a Boulevard to create a continuous corridor of mixed-use and commercial activity.
- **Action 4-A.89:** Complete and enhance the sidewalk system along both East and West Redlands Boulevard. Make pedestrian enhancements to facilitate the safe crossing of the street.
- **Action 4-A.90:** Extend and enhance the center median of Redlands Boulevard with landscaping, public art, and lighting to improve the aesthetics and enhance its function as a major east-west boulevard.
- **Policy 4-P.40:** Encourage the revitalization of the commercial corridors on Colton Avenue at Orange Street by providing opportunities for a variety of commercial uses and providing guidelines for site design to create a more welcoming visual environment.
- **Action 4-A.91:** Develop an area plan for the Colton Avenue and Orange Street corridors that will improve the public spaces, enhance the quality of architecture and landscape architecture, attract a mix of family-friendly retail and professional businesses to serve the neighborhoods, and improve the overall attractiveness of the areas.
- **Action 4-A.93:** Seek to improve the mix of office, professional, and service-related businesses along Colton Avenue and Orange Street that will serve the neighborhood.
- **Action 4-A.95:** Promote infill development to create a continuous corridor of mixed-use and commercial activity.
- **Action 4-A.96:** Encourage site designs that create an active street frontage and screen parking from the Colton Avenue and Orange Street frontages.
- **Action 4-A.97:** Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. Improve the pedestrian experience within these corridors through street trees and landscaping.

#### *Transit Villages Policies – Principles*

- **Principle 4-P.41:** Foster a connected, accessible, and active community by creating attractively designed pedestrian- and transit-oriented villages with a mix of uses in a compact area.
- **Principle 4-P.42:** Provide for new jobs, housing, and entertainment opportunities in compact, walkable environments.
- **Principle 4-P.43:** Ensure that each Transit Village has a unique character and identity that reflects its existing assets and unique characteristics, and provides appropriate services at that location.



### 3. Environmental Setting

- **Principle 4-P.44:** Provide choices for travel options, including walking, biking, vehicular, and transit.
- **Principle 4-P.45:** Accommodate all appropriate modes of transportation in Transit Villages, and promote seamless transitions between modes.
- **Principle 4-P.46:** Improve connectivity between Transit Villages and existing neighborhoods.
- **Principle 4-P.47:** Provide for appropriate transitions between Transit Villages and surrounding neighborhoods.
- **Principle 4-P.48:** Provide development and infill opportunities as alternatives to building at the edges of the city.
- **Principle 4-P.49:** Allow residential and mixed-use projects in the Mixed-Use Core at densities up to the High-Density Residential standard.
- **Principle 4-P.50:** Allow for density bonuses in the Transit Village Overlay Zone contingent on the provision of public benefits. Density bonuses shall be a minimum of 25 percent within a quarter-mile of each transit station, and 10 percent in areas located between a quarter-mile and a half-mile radius of each transit station. Public benefits may include but are not limited to amenities such as a public park, plaza, or playground; enhanced streetscaping; public art; or participation in a voluntary transfer of development rights program.
- **Principle 4-P.51:** Complete a Transit Village Plan that will define: village character, design guidelines for architecture and site development, permitted and conditional uses, building setbacks and heights, yards, interfaces with the public streets and sidewalks, security measures, and transitions to existing neighborhoods.
- **Principle 4-P.52:** Encourage stops of larger trains (Metrolink) in stations that can adequately accommodate their size and have greater availability of and access to parking.

#### *New York Street Transit Village Actions*

- **Action 4-A.112:** Create an active and compact transit-oriented core with office uses that provide opportunities for jobs and innovation, as well as commercial and residential uses to serve the needs of the area's workers.
- **Action 4-A.113:** Provide streetscape improvements along the major corridors of Colton Avenue, Texas Street, and Redlands Boulevard to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas.
- **Action 4-A.114:** Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.
- **Action 4-A.115:** Provide pedestrian routes between offices, neighborhoods, and Downtown.

### 3. Environmental Setting

- **Action 4-A.116:** Implement bicycle route improvements that provide strong east-west connections to other Transit Villages as well as north-south connections to improve access to existing neighborhoods to the north. Routes would include the Orange Blossom Trail, the Lugonia Trail on New York Street, and a route along Texas Street.
- **Action 4-A.117:** Implement intersection improvements, including pedestrian improvements, at the I-10 undercrossings at New York and Texas Street to increase comfort and safety for all modes of travel.
- **Action 4-A.118:** Ensure safe railway crossings at Tennessee Street, Texas Street, and New York Street for bicyclists and pedestrians.
- **Action 4-A.119:** Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

#### *Downtown Redlands Transit Village Actions*

- **Action 4-A.120:** Complete and implement an update of the Downtown Specific Plan to create a cohesive town center with amenities and pedestrian-oriented streets.
- **Action 4-A.121:** Encourage a centrally-located mix of uses to promote activity and economic vitality.
- **Action 4-A.122:** Maintain a distinctive character that builds on Downtown's many historic features and its citrus heritage.
- **Action 4-A.123:** Promote the reuse of citrus packing houses, historic warehouses, and other historic commercial buildings to create a destination for residents and tourists.
- **Action 4-A.124:** Ensure accessibility within the Transit Village to arts and cultural venues and programming.
- **Action 4-A.125:** Provide streetscape improvements along the major corridors of Colton Avenue, Texas Street, and Redlands Boulevard to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas.
- **Action 4-A.126:** Establish boulevards along Orange Street, Colton Avenue, and Redlands Boulevard with pedestrian-oriented streetscape improvements and ground-floor active uses.
- **Action 4-A.127:** Strengthen pedestrian and bicycle circulation routes within Downtown and to and from adjacent neighborhoods.
- **Action 4-A.128:** Implement bicycle route improvements that provide strong east-west and north-south connections. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, and routes on Colton Avenue, Orange Street, and Citrus Avenue.

### 3. Environmental Setting

- **Action 4-A.129:** Improve the I-10 undercrossing at Eureka Street, Orange Street, and 6th Street to increase comfort and safety for all modes of travel and enhance north-south circulation.
- **Action 4-A.130:** Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

#### *University Transit Village Actions*

- **Action 4-A.131:** Provide more multi-family housing for university students, staff, and other members of the community in the Mixed-Use Core and adjacent residential areas.
- **Action 4-A.132:** Create opportunities for ground-floor commercial uses, such as restaurants and cafes, retail, and professional services to serve university students, staff, and neighborhood residents in the Mixed Use Core.
- **Action 4-A.133:** Promote pedestrian circulation between the station, homes, schools, and parks, with primary routes along multi-purpose trails (the Orange Blossom and Mill Creek Zanja trails), Citrus Avenue, and University Street.
- **Action 4-A.134:** Implement bicycle route improvements that enhance circulation between the station, homes, schools, and parks and provide connections to Downtown. Routes would include the Orange Blossom Trail, the Mill Creek Zanja Trail, and routes on Citrus Avenue, University Street, and Colton Avenue.
- **Action 4-A.135:** Improve the I-10 undercrossing at Sylvan Boulevard to allow safe trail connections along the Mill Creek Zanja.
- **Action 4-A.136:** Improve the I-10 under-crossings at University Street and Citrus Avenue to allow safe and comfortable access for vehicles, pedestrians, and cyclists.
- **Action 4-A.137:** Establish a boulevard along University Street from I-10 to Colton Avenue.
- **Action 4-A.138:** Maintain single-family residential neighborhoods designated as low- and low medium-density residential in the General Plan within the TVOZ. Transition higher density housing when adjacent to these neighborhoods.

### Chapter 5 – Connected City

#### *Transportation*

- **Policy 5-P.1:** Maintain a cohesive circulation system through a “layered network” approach promoting complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geo-graphic areas.

### 3. Environmental Setting

- **Policy 5-P.4:** Support transportation infrastructure improvements such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.
- **Policy 5-P.9:** Design a layered transportation network for individuals of all ages and abilities.
- **Policy 5-P.11:** Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved.
- **Policy 5-P.13:** Ensure streets are designed to accommodate bicyclists per the Bicycle Master Plan.
- **Policy 5-P.14:** Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 5-4.
- **Policy 5-P.15:** Incorporate green infrastructure into the design of new roadways and retro-fit existing roadways where appropriate.
- **Policy 5-P.16:** Strengthen active transportation circulation routes within Downtown and the Transit Villages, and to/from adjacent neighborhoods.
- **Action 5-A.2:** Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.
- **Action 5-A.4:** Consider innovative design solutions to improve mobility, efficiency, connectivity, and safety through the use of traffic calming devices, roundabouts, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, and signal coordination.
- **Action 5-A.5:** As part of street redesigns, plan for the needs of different modes – such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, transit amenities, etc.
- **Action 5-A.6:** Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-ways or pavement widths beyond the standards, or excess capacity in road-ways based on actual vehicular travel versus design capacity.
- **Action 5-A.7:** Add new streets to create a finer-grained, pedestrian-scaled road network where the roadway network is characterized by particularly long blocks, connecting residential areas to parks and Transit Village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.
- **Action 5-A.8:** Manage travel speeds in Downtown, at Transit Villages, and near schools, parks, and the University to enhance safety.
- **Action 5-A.9:** Adopt a “vision zero” approach to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

### 3. Environmental Setting

- **Policy 5-P.17:** Provide a safe, direct, and healthful pedestrian environment through means such as providing separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between side-walks and streets where feasible.
- **Policy 5-P.19:** Enhance street lighting for pedestrians where current lighting is inadequate.
- **Action 5-A.20:** Provide pedestrian routes between offices, neighborhoods, Downtown, and Transit Villages. Plan for direct connections from the interiors of residential tracts to neighboring parks, schools, retail, and other services using side-walks, trails, and paseos.
- **Action 5-A.21:** Strengthen trail connections to Downtown (such as Orange Blossom Trail, Lugonia Trail, Citrus Avenue, and Church Street).
- **Action 5-A.22:** Include amenities such as shade trees, transit shelters and other transit amenities, benches, trash and recycling receptacles, bollards, public art, and directional signage that can enhance the pedestrian experience.
- **Policy 5-P.21:** Develop bike routes that provide access to rail stations, Downtown, schools, parks, the University, employment, and shopping destinations.
- **Action 5-A.25:** Implement bicycle and trail improvements that provide strong east-west connections between Transit Villages and in the city's wider bicycle network. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, routes on Colton Avenue and Citrus Avenue, Santa Ana River Trail, and the San Timoteo Canyon Trail.
- **Action 5-A.27:** Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.
- **Action 5-A.36:** Allow for flexibility and creativity in the roadway standards, where appropriate, to preserve historic features, specimen trees and significant landscaping, accommodate turn lanes, parking, wider sidewalks, bike paths, turnouts for buses, public art, and landscaped medians.
- **Action 5-A.37:** Encourage the use of car share and car hire services within Redlands to provide vehicular transportation alternatives.
- **Action 5-A.38:** Plan for future innovations in vehicular transportation such as self-driving vehicles.
- **Action 5-A.44:** Establish new boulevards Downtown and in the Transit Villages that include planted center medians, accommodations for transit, wider sidewalks, and amenities for pedestrians.
- **Policy 5-P.27:** Support passenger rail as an alternative mode of regional transit.
- **Action 5-A.61:** Support investments in passenger rail by providing effective on-site circulation and multi-modal connections to transit stations.

### 3. Environmental Setting

- **Action 5-A.62:** Develop station area plans to determine the appropriate modes of transportation to be accommodated at each passenger rail station, the inter connections between those modes, and the facilities to be provided to support each mode.
- **Action 5-A.67:** Encourage convenient and safe pedestrian linkages to and from transit service to provide better first-mile and last-mile connectivity.

#### *Parking*

- **Action 5-A.17:** Locate public parking facilities to serve the downtown around the periphery so as not to draw additional vehicles into the core areas. Ensure that easily identifiable pedestrian connections exist between public parking areas and the downtown core.
- **Policy 5-P.29:** Ensure a balanced parking supply that adequately serves the community while employing strategies to reduce both the number of parking spaces needed, the area occupied by parking, and the number of vehicular trips needed within predominantly pedestrian oriented areas.
- **Action 5-A.70:** Locate Downtown public parking to encourage a park once approach. Provide pedestrian directional signage to direct persons from peripheral parking to downtown destinations.
- **Action 5-A.73:** Provide adequate parking availability Downtown for residents, commuters, visitors, and shoppers throughout the day.
- **Action 5-A.74:** Design parking to meet applicable urban design goals from area plans and minimize negative impacts on pedestrians, bicyclists, and transit users.
- **Action 5-A.75:** Consider techniques to reduce the amount of area in the Transit Villages occupied by parking, especially for developments located within easy walking distance of the Passenger Rail stations.
- **Action 5-A.77:** Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.
- **Action 5-A.78:** Develop flexible on-site vehicle parking requirements. Such requirements would include implementation of innovative parking techniques, implementing effective TDM programs to reduce parking demand, and consideration of other means to efficiently manage parking supply and demand.
- **Action 5-A.80:** Design parking structures in a manner so that they can be adaptively reused if they become obsolete for parking needs in the future

### 3.3 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the State CEQA Guidelines states that cumulative impacts shall be discussed when a project's incremental effect is cumulatively considerable. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great detail as that necessary

### 3. Environmental Setting

for the project alone. Section 15355 of the State CEQA Guidelines defines cumulative impacts to be “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts represent the change caused by the incremental impact of the revised project when added to effects of past projects, other current projects, and probable future projects in the vicinity.

State CEQA Guidelines Section 15130 (b)(1) states that the information used in an analysis of cumulative impacts should come from one of two sources:

1. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
2. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analyses in this Draft SEIR use source No. 2 (a summary of projections method). Consistent with Section 15130(b)(1)(B) of the State CEQA Guidelines, this Draft SEIR analyzes the environmental impacts of developments in accordance with buildout of the 2035 General Plan. As a result, this Draft SEIR addresses the cumulative impacts of development within the City of Redlands.

In general, the potential for cumulative impacts is contiguous with the City boundary, since the City is the service provider for various City services and public utilities. Cumulative impacts that have the potential for impacts beyond the City boundary (e.g., traffic, air quality, noise) have been addressed through cumulative growth in the City and region using the Air Quality and Transportation Analyses, which use regional growth projections to calculate future air emissions and traffic volumes. The growth projections adopted by the City and surrounding area and a list of projects producing related cumulative impacts are used for the cumulative impact analyses of this Draft SEIR. Please refer to Chapter 5 of this Draft SEIR for a discussion of the cumulative impacts associated with development and growth in the City and region.

### 3. Environmental Setting

*This page intentionally left blank.*