

CITY OF REDLANDS DEVELOPMENT SERVICES DEPARTMENT

**NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE PROPOSED REDLANDS GENERAL PLAN TRANSIT VILLAGES DISTRICT
AND SPECIFIC PLAN PROJECT IN THE CITY OF REDLANDS**

To: San Bernardino County Clerk of the Board
385 North Arrowhead Avenue
San Bernardino, CA 92415

and

Office of Planning & Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

From: City of Redlands, Development Services Department
P.O. Box 3005, Redlands, CA 92373-1505

Subject: Notice of Completion and Availability of a Draft Environmental Impact Report for the Proposed Redlands General Plan Transit Villages District and Specific Plan Project

Project Title: Redlands General Plan Transit Villages District and Specific Plan Project

<u>2021080622</u>	Brian Foote, AICP City Planner	(909) 798 – 7555 ext. 7562
State Clearinghouse Number	Lead Agency Contact Person	Telephone Number

NOTICE IS HEREBY GIVEN that the City of Redlands has prepared a Draft Environmental Impact Report (EIR) that is being distributed for public review. The Draft EIR evaluates potential environmental effects associated with the proposed Redlands General Plan Transit Villages District and “Transit Villages Specific Plan (TVSP)” Project. Pursuant to the California Public Resources Code and the California Environmental Quality Act Guidelines (State CEQA Guidelines), the City of Redlands is the Lead Agency for the proposed Project.

Project Location: The Project area covers approximately 947 acres (or approximately 1.48 square miles) and is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by Interstate 10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The Project area also includes the parcels fronting both sides of the Orange Street corridor between Colton Avenue and Lugonia Avenue (see Figure 1, *Project Location*).

Project Description: The 2035 General Plan (GP2305) includes more than 100 policies and actions related to the future development of transit villages around the new Arrow passenger rail line stations in the City. Of the five Arrow rail stations that were shown in the GP2035, three have been recently built by the San Bernardino County Transportation Authority (SBCTA) in the first phase of Arrow’s operation: New York Street/Esri Station, Downtown Station, and University Station. The remaining two stations, to be located at Alabama Street and California Street, would be built by SBCTA in a later phase of Arrow development (the timing and feasibility of which is unknown at this time).

The proposed Project would implement the GP2035’s Transit Village Concept and strategy by amending the GP2035 to establish the new “Transit Villages District” land use designation to encourage development in the center of town by providing a plan for introducing new residential, commercial, and mixed uses located within approximately 0.5 mile of each of these three new train stations. As a form-based code, the Transit Villages Specific Plan (TVSP) would emphasize building form, a mix and density of different uses, strong pedestrian orientation and transit-oriented development, and public realm improvements and amenities.

The Project proposes three transit villages: New York Street/Esri Village, Downtown Transit Village, and University Village. A brief summary of the objectives for each village is provided below.

New York Street/Esri Village

The Project would implement mixed-use development on the vacant and underutilized parcels and provide tree-lined streets and sidewalks for pedestrian access to the station, Esri campus, and Downtown Village area. Infill development in the area would reduce the scale of the existing area blocks to provide consistency in scale with the Downtown Transit Village and surrounding pre-World War II neighborhoods.

Downtown Transit Village

The Project for the Downtown Transit Village would provide a walkable mixed-use district consisting of pedestrian-scaled blocks, tree-lined streets with seating and exterior dining opportunities, and squares and plazas. Surface parking lots would be infilled with compact mixed-use development that would utilize onsite parking garages. The Downtown Transit Village anticipates redevelopment of the Redlands Mall site, (for which applications are presently being processed with the City) and the realignment of State Street and Third Street to restore the interconnected block pattern that existing prior to construction of the mall.

University Village

This village would be redeveloped with pedestrian-oriented mixed-use buildings and connect directly with the University of Redlands campus. Amenities in this village would also be directed toward university students and faculty. The mixed-use buildings would be concentrated along the Rambla corridor, a distinctive north-south running thoroughfare between Central Avenue and Sylvan Boulevard with travel lanes on either side of a median.

Regulating Plan and Zones:

The Project identifies allowed land uses and, through the TVSP, provides detailed standards for building placement, height, massing, articulation, frontage, landscape, and parking based on a form-based code. The form-based code incorporates a gradual transitioning of the height and mass of larger buildings from larger to smaller to avoid incompatible buildings heights next to each other. The TVSP's regulating plan is shown in Figure 2, *Regulating Plan*, and would serve as the zoning map for the TVSP area. A summary of the Regulating Plan districts follows:

- **Village Center (VC).** This district applies to the parcels immediately surrounding the three Arrow stations. Like the three- and four-story buildings that lined State Street and Orange Street prior to World War II, new buildings in this zone could reach a height of four stories and would be mixed-use, all residential, or all office. Retail ground floors would be located at the back of sidewalk, while residential ground floors may be placed behind small front yards. Parking would be located within structured garages behind buildings or storefront liners, or constructed subterranean.
- **Downtown (DT).** This district applies to parcels facing State Street east of Orange Street, and along the east side of Orange Street between the railway right of way and State Street. This district is largely built-out. New buildings could be up to three stories in height and accommodate a mix of uses with commercial ground floors and residential or commercial upper floors. Parking would be located within structured garages behind buildings or storefront liners, subterranean, or in park-once lots or structures.
- **Village General (VG).** This district applies to parcels located around the periphery of the three Arrow stations and permits multi-family and mixed-use buildings with an average height of three stories. Parking may be within structured garages or surface lots that would be located behind buildings, or subterranean garages.
- **Village Corridor (COR).** This district applies to parcels located along the north side of Colton Avenue, both sides of Orange Street north of the I-10, and both sides of Olive Avenue. This district provides for small-scale mixed-use buildings up to two stories in height, with commercial ground floors and residential or commercial upper floors. Parking lots would be located behind and to the sides of buildings.
- **Village Neighborhood 1 (NG1).** This district applies to parcels located between Sixth Street and Church Street and would provide for small-scale commercial and residential-style buildings that accommodate commercial, light industrial, and live-work uses. New buildings would be up to two stories in height. Parking lots would be allowed behind and to the side of buildings.
- **Village Neighborhood 2 (NG2).** This district would enable house-form buildings that accommodate

residential and office uses. New buildings would be up to two stories in height and set back from the sidewalk behind front yards. Parking lots would be located behind buildings. New buildings would match or complement prevalent building setbacks along the length of the block and complement building heights and massing of adjacent buildings or buildings across the street.

- **Special District (SD).** This district applies to school and other institutional sites. New buildings would accommodate educational, religious, and other civic uses. Parking would be in surface parking lots or garages.
- **Civil Space (CS).** This district applies to parks, plazas, greens, and other open spaces within the TVSP area. These open spaces may accommodate small structures such as gazebos, restrooms, and community centers.

The Project also includes provisions for transportation and circulation, open space, and infrastructure. The Project provides a framework for complete, multi-modal streets that provide for pedestrians, bicycles, transit patrons, and motorists in a mixed-use environment around the three Arrow stations. The Project also includes parking improvements in the Downtown Transit Village that include on-street parallel parking, angled parking, parking lot expansion, and new parking garages. Moreover, the proposed street and open space network would provide contiguous green space connecting the TVSP villages. Further, the Project identifies the necessary water system infrastructure improvements and the addition of non-potable water mains, and design considerations to address the existing 100-year floodplain as well as means and alternatives to reduce the floodplain area.

The Project requires a General Plan Amendment to change land use designations of parcels per Redlands Transit Villages Specific Plan (e.g., to a “Transit Village” land use classification), amendments for minor changes to the design or designations of certain street segments within the TVSP area, minor text amendments to one or more policies to achieve consistency as may be required, and a Zone Change (RMC Title 18) to designate the TVSP area as “Specific Plan” or “SP 65.”

Required Approvals: Implementation of the Project would require, but is not limited to, the following discretionary approvals by the City (Lead Agency):

- Adoption of the TVSP
- Amendments to the GP2035 to change land use designations of parcels from various GP2035 land use designations to a “Transit Village” (TV) District (or similar) land use classification.
- Amendments to the GP2035 for minor changes to the design or designations of certain street segments, and minor text amendments to one or more policies to achieve consistency with the proposed TVSP, as required.
- Zone Change from various zones (RMC Title 18 – Zoning Regulations) within the TVSP area to “Transit Villages Specific Plan (Specific Plan No. 65)”.
- Replace the existing “Downtown Specific Plan (Specific Plan No. 45)” with the proposed “Transit Villages Specific Plan (Specific Plan No. 65)”.
- Certification of the related EIR.

Other Potential Government Agency Approvals (Responsible Agencies):

- South Coast Air Quality Management District (point source emissions permits)
- California Regional Water Quality Control Board (National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- California Department of Transportation (Caltrans) (improvements to intersections and roadway and underpass design modifications within Caltrans jurisdiction)

Document Availability: In accordance with state law, a minimum 45-day public review period has been established for the Draft EIR, which will commence on July 21, 2022, and will end on September 6, 2022. During the 45-day review period, the Draft EIR will be available for public review on the City’s website (<https://www.cityofredlands.org/post/environmental-documents>) and at the following locations:

- City of Redlands, Development Services Department, located at 35 Cajon Street, Suite 20, Redlands, CA

Document Availability: In accordance with state law, a minimum 45-day public review period has been established for the Draft EIR, which will commence on July 21, 2022, and will end on September 6, 2022. During the 45-day review period, the Draft EIR will be available for public review on the City's website (<https://www.cityofredlands.org/post/environmental-documents>) and at the following locations:

- City of Redlands, Development Services Department, located at 35 Cajon Street, Suite 20, Redlands, CA 92373
- A.K. Smiley Public Library (Reference desk), located at 125 W. Vine Street, Redlands, CA 92373

Environmental Topics Evaluated: The Draft EIR examined the potential of the proposed Project to generate impacts related to the following environmental topics:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Mandatory Findings of Significance

SIGNIFICANT ENVIRONMENTAL EFFECTS: Implementation of the proposed Redlands General Plan Transit Villages District and Specific Plan Project could result in potentially significant impacts to aesthetics, air quality, cultural resources, geology and soils, noise, transportation, and tribal cultural resources. The Draft EIR includes mitigation measures that would reduce these effects to a less than significant level, with the exception of impacts to air quality and transportation which would remain significant and unavoidable. The proposed certification of the EIR includes adoption of CEQA Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program.

Public Hearing: A Planning Commission public hearing for this Project has not yet been scheduled. Please contact the staff member below for further information about a hearing date.

How to Submit Comments: The proposed Environmental Impact Report will be available for public review and comment from **July 21, 2022, to September 6, 2022**. Any comments you wish to submit should be submitted in writing no later than 5:30 p.m. on **September 6, 2022**, to the City of Redlands Planning Division.

Written comments should be submitted via e-mail to: bfoote@cityofredlands.org

Written comments may be mailed to:
City of Redlands, Planning Division
Attn: Brian Foote, AICP, City Planner
P.O. Box 3005
Redlands, CA 92373-1505

Written comments may be delivered to:
City of Redlands, Planning Division
Attn: Brian Foote, AICP, City Planner
35 Cajon St., Suite 20
Redlands, CA 92373

Written comments may be submitted via facsimile (fax) to: (909) 792 – 8715

**Deadline to submit public comments:
September 6, 2022, by 5:30 p.m.**



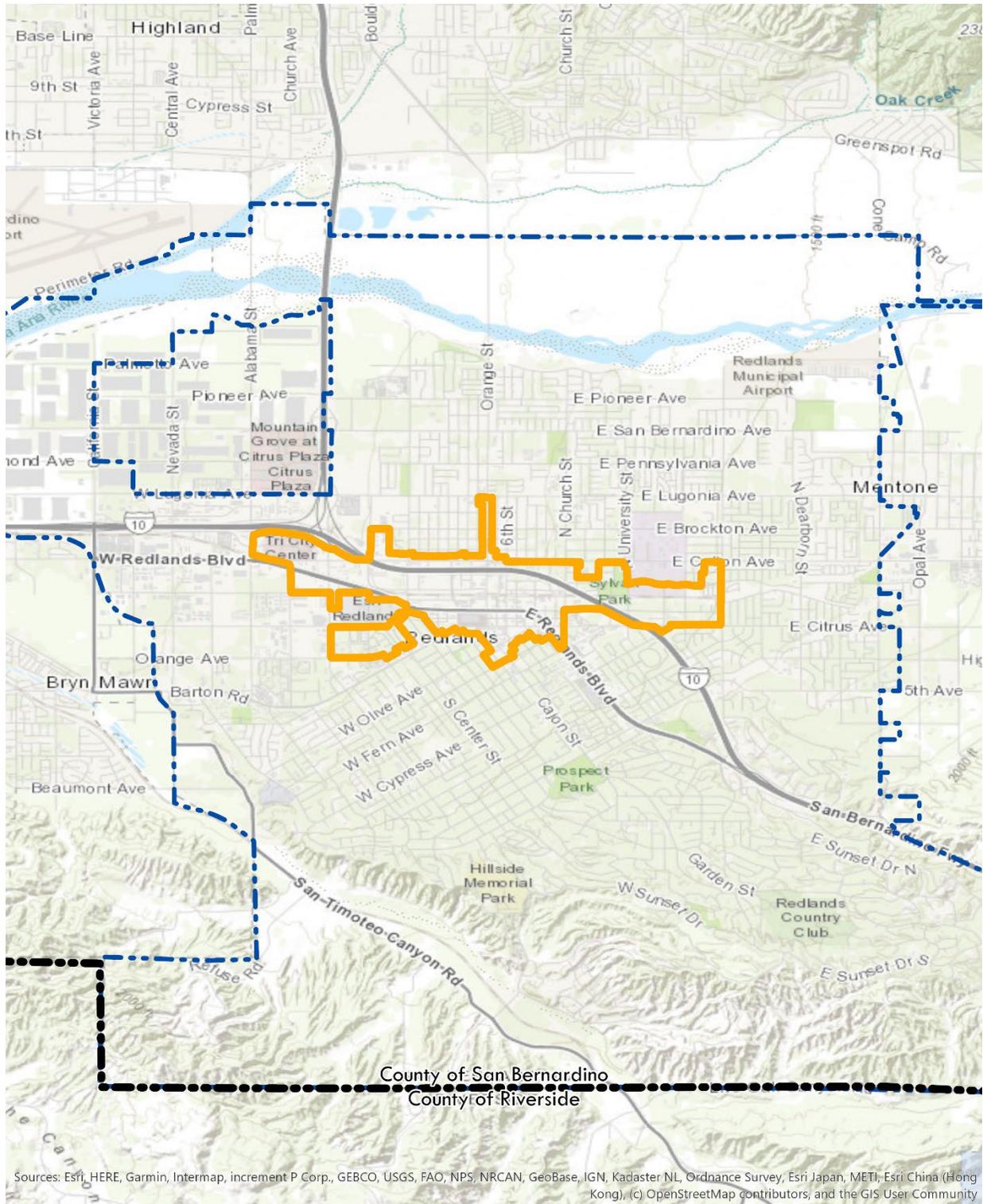
Signature

Brian Foote, AICP
Name

City Planner
Title

July 18, 2022
Date

Figure 1- PROJECT LOCATION & PROJECT AREA BOUNDARY



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



Project Site

Redlands City Limits



Figure 2- REGULATING PLAN (ZONE MAP)

