

**DATE FILED & POSTED**Posted On: 10-19-22Removed On: 12-1-22Receipt No: 34-10192022-713CLERK OF THE
BOARD OF SUPERVISORS

2022 OCT 19 AM 8:52

NOTICE OF DETERMINATIONCOUNTY OF SAN BERNARDINO
CALIFORNIA

TO: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

FROM: City of Redlands
35 Cajon Street, Suite 20
Redlands, CA 92373

San Bernardino County Clerk of the Board
385 N. Arrowhead Avenue
San Bernardino, CA 92415

Contact: Brian Foote, AICP,
City Planner/Planning Manager
(909) 798 – 7562

Subject: Filing of Notice of Determination in compliance with Section 21152 or the Public Resources Code

Project Title: General Plan Transit Village District and Transit Villages Specific Plan Project (General Plan Amendment No. 146, Zone Change No. 474, Specific Plan No. 65 ("Transit Villages Specific Plan"), and rescind Specific Plan No. 45 ("Downtown Specific Plan"))

State Clearinghouse Number: 2021080622

Project Applicant: City of Redlands

Project Location: The Project area covers approximately 947 acres (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*).

City: Redlands **County:** San Bernardino

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 treelined 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 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.
- **Neighborhood General 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.
- **Neighborhood General 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."

On October 18, 2022, the City Council of the City of Redlands (Lead Agency) has:

- Certified and adopted the Final Environmental Impact Report (SCH #2021080622), adopted Findings of Fact and Statement of Overriding Considerations, and adopted the Mitigation Monitoring & Reporting Program;
- Approved General Plan No. 146 to make certain changes to the 2035 General Plan policies, text, and graphics to ensure consistency with the Transit Villages Specific Plan (Specific Plan No. 65) including changing land use designations to Transit Village District for the proposed Transit Villages Specific Plan area;
- Adopted the Transit Villages Specific Plan (Specific Plan No. 65) and rescinded the existing Downtown Specific Plan (Specific Plan No. 45).
- Introduced the ordinance for Zone Change No. 475 to update the City's Zone Map to incorporate the Transit Villages Specific Plan (Specific Plan No. 65) various zoning districts for properties located within the Transit Villages Specific Plan area.

1. <input checked="" type="checkbox"/>	The Project will have a significant effect on the environment.
<input type="checkbox"/>	The Project will NOT have a significant effect on the environment
2. <input checked="" type="checkbox"/>	An Environmental Impact Report was prepared and certified for this Project pursuant to the provisions of CEQA and reflects the independent judgment of the City of Redlands.
<input type="checkbox"/>	A Negative Declaration was prepared for this Project pursuant to the provisions of CEQA and reflects the independent judgment of the City of Redlands.
<input type="checkbox"/>	A Mitigated Negative Declaration was prepared for this Project pursuant to the provisions of CEQA and reflects the independent judgment of the City of Redlands.
<input type="checkbox"/>	A Sustainable Communities Environmental Assessment was prepared for this Project pursuant to the provisions of CEQA and reflects the independent judgment of the City of Redlands.
3. <input checked="" type="checkbox"/>	Mitigation measures were made conditions of the approval for the Project.
<input type="checkbox"/>	Mitigation measures were NOT made a condition of the approval of the Project.
4. <input checked="" type="checkbox"/>	A Mitigation Monitoring or Reporting Plan was adopted for this Project.
<input type="checkbox"/>	A Mitigation Monitoring or Reporting Plan was NOT adopted for this project.
5. <input checked="" type="checkbox"/>	A Statement of Overriding Considerations was adopted for this project.
<input type="checkbox"/>	A Statement of Overriding Considerations was NOT adopted for this project
6. <input checked="" type="checkbox"/>	Findings were made pursuant to the provisions of CEQA.
<input type="checkbox"/>	Findings were NOT made pursuant to the provisions of CEQA.

This is to certify that the Final Environmental Impact Report and the record of Project approval, are available at: City of Redlands Development Services Dept., Planning Division, 35 Cajon St., Suite 20, Redlands, CA 92373.

 10/19/2022 City Planner/Planning Manager
 Signature: Date: Title:



State of California - Department of Fish and Wildlife
2022 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
 DFW 753.5a (REV. 01/01/22) Previously DFG 753.5a

Print **StartOver** **Save**

RECEIPT NUMBER:
 36 — 10192022 — 713
 STATE CLEARINGHOUSE NUMBER (If applicable)
 2021080622

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY City of Redlands	LEAD AGENCY EMAIL	DATE 10192022
COUNTY/STATE AGENCY OF FILING San Bernardino	DOCUMENT NUMBER	

PROJECT TITLE

General Plan Transit Village District and Transit Villages Specific Plan Project

PROJECT APPLICANT NAME City of Redlands	PROJECT APPLICANT EMAIL	PHONE NUMBER (909) 798-7562
PROJECT APPLICANT ADDRESS 35 Cajon Street, Suite 20	CITY Redlands	STATE CA
		ZIP CODE 92373

PROJECT APPLICANT (Check appropriate box)

- Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:

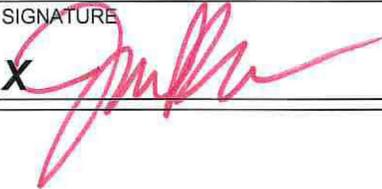
- | | | | |
|---|------------|----|----------|
| <input checked="" type="checkbox"/> Environmental Impact Report (EIR) | \$3,539.25 | \$ | 3,539.25 |
| <input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND) | \$2,548.00 | \$ | 0.00 |
| <input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW | \$1,203.25 | \$ | 0.00 |
|
 | | | |
| <input type="checkbox"/> Exempt from fee | | | |
| <input type="checkbox"/> Notice of Exemption (attach) | | | |
| <input type="checkbox"/> CDFW No Effect Determination (attach) | | | |
| <input type="checkbox"/> Fee previously paid (attach previously issued cash receipt copy) | | | |

- | | | | |
|---|----------|----|-------|
| <input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only) | \$850.00 | \$ | 0.00 |
| <input checked="" type="checkbox"/> County documentary handling fee | | \$ | 50.00 |
| <input type="checkbox"/> Other | | \$ | |

PAYMENT METHOD:

- Cash Credit Check Other

TOTAL RECEIVED \$ 3,589.25

SIGNATURE 	AGENCY OF FILING PRINTED NAME AND TITLE Jessica Ruiz, Deputy Clerk
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