



NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING MEETING

Date: September 1, 2021

To: California State Clearinghouse
San Bernardino County Clerk
Interested Parties

Subject: Notice of Preparation of an Environmental Impact Report for the proposed Redlands General Plan Transit Villages District and Specific Plan Project in the City of Redlands

Lead Agency: City of Redlands

Contact: Brian Foote, Planning Manager/City Planner

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

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*).

In accordance with Section 15021 of the California Environmental Quality Act (CEQA) Guidelines, the City of Redlands (City), as lead agency, will prepare a Draft Environmental Impact Report (DEIR) for the Redlands General Plan Transit Villages District and Specific Plan (referred to herein as the Proposed Project or Project). Pursuant to Section 15082(a) of the State CEQA Guidelines, the City has issued this Notice of Preparation (NOP) to provide responsible agencies, trustee agencies, the San Bernardino County Clerk, and other interested parties with information describing the Proposed Project and its potential environmental effects. The City is soliciting your comments on the scope of the analysis to be contained in the DEIR.

In compliance with the time limits mandated by CEQA, the comment period for this NOP is **30 calendar days** starting on **September 1, 2021, and ending on September 30, 2021**. Your response must be sent at the earliest possible date, but no later than 30 days after the date of this notice pursuant to State CEQA Guidelines Section 15082(b). If representing an organization, your response must include the name of a contact person at your agency or organization. Please send or e-mail your written response or comments to:

Brian Foote, Planning Manager/City Planner
City of Redlands
35 Cajon Street, Suite 20
Mailing: P.O. Box 3005
Redlands, CA 92373
Email: bfoote@cityofredlands.org

Copies of the NOP and Initial Study are available for review at the following locations:

City of Redlands, Planning Division
35 Cajon Street
Redlands, CA 92373

A.K. Smiley Public Library
125 W. Vine Street
Redlands, CA 92373
(909) 798 – 7565

The document can also be accessed on the City's website at:
<https://www.cityofredlands.org/post/environmental-documents>

Notice of Scoping Meeting: Pursuant to CEQA Guidelines Section 15082(c) (Notice of Preparation and Determination of Scope of EIR), the City will conduct a scoping meeting for soliciting comments of adjacent cities, responsible agencies, trustee agencies, and interested parties as to the scope and content of the DEIR. The general public scoping meeting will be held at the following time and location: **September 15, 2021, at 5:00 p.m.** online via Zoom webinar. Pre-registration is required, and you may pre-register at the following link: https://cityofredlands.zoom.us/webinar/register/WN_CeKX1x4PQiWQsKjl1wzEUQ. A Zoom webinar link will be emailed to you after your registration form is submitted.

If you have further questions or require additional information, please contact Brian Foote, Planning Manager, at (909) 798-7562, or send an email to 'bfoote@cityofredlands.org'.



Brian Foote
Planning Manager/City Planner

August 30, 2021

Date

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 are currently being built by 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, which will be located at Alabama Street and California Street, will be built by SBCTA in a later phase of Arrow development, the timing of which is unknown at this time.

The proposed Project would advance the GP2035's present Transit Village Strategy and Concept 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 and commercial uses located within 0.5 mile of each of these three new stations. As a form-based code, the Project 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. 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 to reduce the floodplain area.

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

Environmental Issues: Based on the Initial Study, the City anticipates that the following environmental topic areas will be addressed in the DEIR:

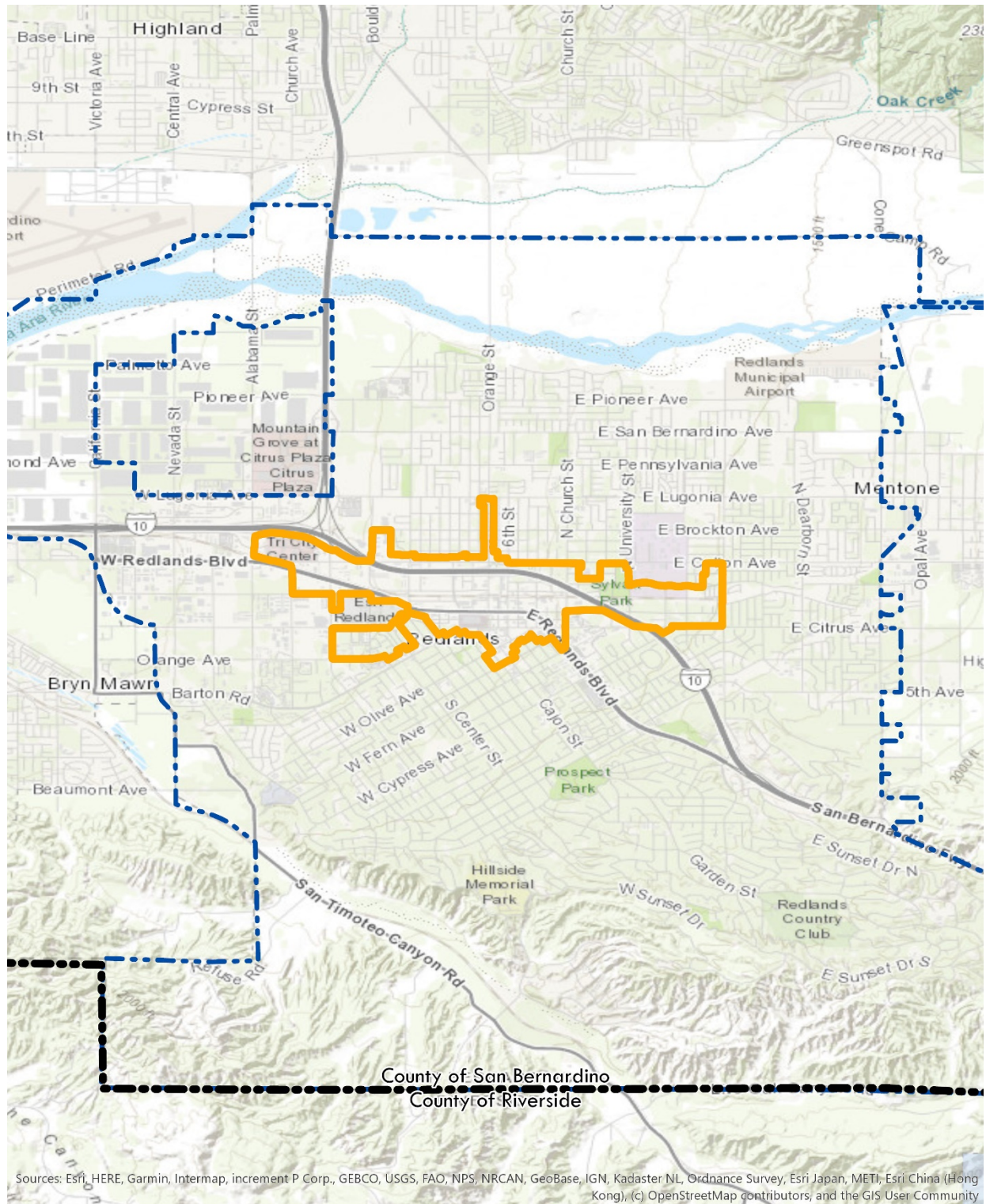
- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service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

Environmental Issues not Potentially Affected: As analyzed and determined in the Initial Study, no significant impacts associated with Agriculture and Forestry Resources, Biological Resources, Mineral Resources, and Wildfire would occur as a result of the Project, and therefore these factors will not need to be analyzed further in the DEIR.

Figures

- Figure 1 Project Location
- Figure 2 Regulating Plan

Figure 1 – Project Location



Project Site



Redlands City Limits



Figure 2 – Regulating Plan

