

4 LIVABLE CITY

Promote livability through managed, balanced growth in keeping with the city's scale, services, and environment, and directing growth to infill areas.

Redlanders want development to contribute to their quality of life, enhance the public realm, and be in harmony with the environment. The community would like growth to be balanced and managed, and channeled into appropriate locations such as in Downtown/central Redlands—accomplishing revitalization goals and reducing development pressure at the edges—while enhancing community character. Looking ahead, the city will capitalize on substantial infill opportunities around the proposed Redlands Passenger Rail stations to develop unique and identifiable new neighborhoods and districts that are walkable, crucibles of innovation, connected to the surroundings and to transit, and respectful of the city's overall scale and character.

New infill development should be designed in harmony with the surrounding community, with quality architecture and landscaped parking, providing pedestrian connections, parks, and other amenities as appropriate. Consistent use of compatible streetscape design and street trees in new development will contribute to the overall aesthetic that makes Redlands unique. Commercial districts should be revitalized in a manner that is compatible with the scale and character of the neighborhood.

4.1 GROWTH MANAGEMENT

Principles

- 4-P.1 Promote a balanced rate and distribution of development consistent with the fabric of the existing community. (Staff Recommendation)
- 4-P.2 Provide for the expansion of housing and employment opportunities while ensuring that a high quality of life is maintained in Redlands. (1995 General Plan modified)
- 4-P.3 Focus new development in infill areas in order to preserve open space, particularly around the edges of the city. (Staff Recommendation)
- 4-P.4 Encourage annexation to the city of all land developed or to be developed within the Planning Area. (1995 General Plan)
- 4-P.5 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. (1995 General Plan modified)

Actions

- 4-A.1 Promote orderly development and growth of urban areas while encouraging the ongoing cultivation of agricultural land, alleviating the encroachment of non-agricultural development onto agricultural lands. (1995 General Plan modified)
- 4-A.2 Ensure that infill development is compatible with existing development in use, design, and scale, and supports the cohesiveness and integration of the city's development pattern. (Staff Recommendation)
- 4-A.3 Coordinate with San Bernardino County to ensure the annexation of urban designated lands within the Redlands Planning Area. (1995 General Plan modified)
- 4-A.4 Coordinate with San Bernardino County to ensure that land use designations and development standards in unincorporated portions of the Planning Area are consistent with those set forth in the Redlands General Plan. (Staff Recommendation)

Measure U Text Amendments

Population

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 1980-1994 was 3.8 and 2.4 percent respectively. Based on the existing population, projected number of dwelling units and units 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 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.

Housing

According to the 1990 Census, the Planning Area (City 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. It is projected that the 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.

Population and Job Holding Capacity

The Planning Area at General Plan Buildout will accommodate approximately 90,000 residents and enough nonresidential floor area for more than 10,000 jobs.

The General Plan Diagram, GP Figure 4.1 depicts 16 categories of land use: rural living; very low density; low density; low medium density; high density; office; commercial; commercial/industrial; light industrial; public/institutional; parks/golf courses; agriculture; flood control/construction aggregate conservation/habitat preservation open space; **resource preservation**; and resource hillside conservation. (1995 General Plan modified)

4.2 PRINCIPLES OF MANAGED DEVELOPMENT

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 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.

1A.0 PRINCIPLES OF MANAGED DEVELOPMENT

- (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 - 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.0 PRINCIPLES OF MANAGED DEVELOPMENT

- 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** 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.

1A.0 PRINCIPLES OF MANAGED DEVELOPMENT

- (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 the 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. or park uses.

4.3 LAND USE

LAND USE CLASSIFICATIONS

The following descriptions apply to land uses indicated on the General Plan Land Use Map. The legend on the General Plan Land Use Map is an abbreviated version of the descriptions. The land use classifications are adopted as General Plan policy and are intentionally broad enough to avoid duplicating the City's zoning regulations. The General Plan Land Use Map, which is a graphic representation of City policies regarding growth and development, is to be utilized in conjunction with the policies contained in the General Plan as a guide to decision making. The Zoning Ordinance and the Zoning Map further delineate and prescribe specific uses of the land and associated development regulations. More than one zoning district may be consistent with a single General Plan land use category.

State law requires the General Plan to establish standards of population density and building intensity for each land use classification. For nonresidential uses a maximum permitted ratio of gross floor area to site area is specified. The Floor Area Ratio (FAR) is a broad measure of building bulk that controls both visual prominence and traffic generated. Residential density is expressed as housing units per gross acre. (Resultant net densities are higher than equivalent gross densities because street and sidewalk dedication is omitted from the calculation.)

The density/intensity standards do not require the City to approve development projects at the top of the density or intensity range for each classification. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential. Gross density standards and assumed averages for residential categories are listed below. Table xxx shows maximum FAR standards for nonresidential uses.

Maximum residential densities are per gross acre of developable land under 15 percent slope, provided that at least one housing unit may be built on each existing legal parcel designated for residential use. Second units are permitted by local regulation. State-mandated density bonuses are in addition to densities otherwise permitted.

The land use designations and their locations are depicted on Figure 4.1, General Plan Land Use Map (Diagram)

RESIDENTIAL

- **Rural Living.** Rural Living is a residential land use category that designates areas intended to be developed with detached single-family dwellings at densities of up to 0.4 dwelling units per acre (du/ac) (or 1 dwelling unit per 2.5 acres) on slopes up to 15 percent, and 0.2 du/ac (1 dwelling unit per 5 acres) on slopes greater than 15 percent and less than 30 percent. The intent of this land use category is to preserve natural features of the designated area and/or encourage agricultural use of the majority of each designated parcel.
- **Very Low-Density Residential.** Very Low-Density Residential designates areas intended to be developed with detached single-family dwellings at densities up to 2.7 du/ac on slopes of up to 15

percent, and 0.4 du/ac (1 unit per 2.5 acres) on slopes greater than 15 percent and less than 30 percent. Residential development on smaller infill lots that are consistent with the prevailing development patterns may be approved. The intent of this land use category is to encourage limited, low-density residential development that preserves hillsides, limiting grading and vegetation removal.

- **Low-Density Residential.** Low-Density Residential designates areas intended to be developed at densities of up to 6 du/ac. This category is not intended to be applied in areas where slopes exceed 15 percent. The intent of this land use category is to provide for areas of single family residential developments. Consistent lots sizes include 7,200 square feet (6.0 units per gross acre) and 10,000 square feet (4.3 units per gross acre).
- **Low Medium-Density Residential.** Low Medium-Density Residential designates areas intended to be developed at up to 8 du/ac. The intent of this land use category is to provide for continuation of the land uses at densities compatible with existing development in the Mentone area and the vicinity of the University of Redlands.
- **Medium-Density Residential.** Medium-Density Residential designates areas intended to be developed at up to 15 du/ac. The intent of this land use category is to provide areas for the development of attached, detached, and/or mixed residential uses with a range of densities and housing types. Areas designated Medium Density are generally more suitable for development in the low- to mid-level of the permitted density range for this category. Housing types may include detached single-family dwellings with one or more dwellings per lot, two-family dwellings (two attached dwellings), and multi-family dwellings (three or more attached dwellings). (1995 General Plan, Measure U amended)
- **High-Density Residential.** High-Density Residential designates areas intended to be developed at up to 27 du/ac. The intent of this land use category is to provide for the development of attached, detached, and/or mixed residential uses with a range of densities and housing types. Areas designated High Density are generally more suitable for development at the mid- to high-level of the density range for this category. No proposed development project with density levels in excess of 18 dwelling units to the acre or a structure in excess of two stories or greater than 35 feet in height shall be approved unless the following mandatory findings are made and the development project is approved by four-fifths (4/5) vote of the total authorized membership of the City Council:
 1. There are substantial and overriding economic or social benefits to the City and its residents and taxpayers from the proposed density or height increase.
 2. The proposed density or height increase will not cause adverse environmental impacts, either individually or cumulatively, directly or indirectly.
 3. The proposed density or height increase will not have a growth-inducing effect on other property.
 4. The resulting use will be compatible with uses on adjacent land.
 5. The proposed density or height increase will not require substantial expansion of public infrastructure, facilities or services. (1995 General Plan, Measure U amended)

Measure U Policies

Implementing Policies: Residential Areas

- 4.40q Plan for a housing mix at buildout consisting of 75 percent single family dwelling units and 25 percent multi-family dwelling units.
- 4.40s No land undeveloped as of March 1, 1997 and designated in whole or in part as "Urban Reserve" or "Urban Reserve (Agricultural)" in the Redlands general plan in effect as of June 1, 1987, and/or any land parcel that was in active agricultural production on November 3, 1986 regardless of zoning, shall be re-designated or rezoned to permit residential density greater than the Estate Residential (R-E) classification, as the same existed on June 1, 1987, in the Redlands City Zoning Ordinance, unless the following mandatory findings are made and the re-designation or rezoning is approved by four-fifths (4/5) vote of the total authorized membership of the City Council. Land designated by the General Plan as Urban Reserve as of June 1, 1987, shall not exceed a density higher than permitted by the R-E zone designation unless otherwise approved by a 4/5 vote of the City Council.
1. There are substantial and overriding economic or social benefits to the City and its residents and taxpayers from the proposed density increase.
 2. The proposed density increase will not cause adverse environmental impacts, either individually or cumulatively, directly or indirectly.
 3. The proposed density increase will not convert viable agricultural land to non-agricultural uses.
 4. The proposed density increase will not have a growth-inducing effect on other property.
 5. The resulting use will be compatible with uses on adjacent land.
 6. The proposed density increase will not require substantial expansion of public infrastructure, facilities or services.

OFFICE, COMMERCIAL, AND INDUSTRIAL

- **Office.** The Office land use category designates areas for the development of a wide range of office types, including general office, medical, and other professional uses, as well as ancillary commercial uses. This land use category is intended to encourage the concentration and high visibility of office uses and professional activities for the convenience of the general public and to minimize conflicts and adverse impacts on other land uses. The Office land use category also permits residential uses consistent with the underlying zoning district.
- **Commercial.** The Commercial land use category designates areas for the development of a wide range of commercial uses, including neighborhood-serving stores and convenience centers, regional commercial, and commercial recreation. Sites with this designation may be developed with a stand-alone commercial use, two or more commercial uses, or mixed uses. The Commercial land use category may permit residential and mixed uses consistent with the underlying zoning district.

- **Commercial/Industrial.** The Commercial/Industrial land use category designates areas where certain types of commercial and light industrial uses may be compatibly located. It includes flex commercial space as well as business parks. The intent of this designation is to minimize regulation of uses where there is no compelling reason to segregate uses as long as development and performance standards are met. Development standards for Commercial/Industrial areas vary according to location. Uses permitted in this category include auto services, commercial retail and services, and manufacturing.
- **Light Industrial.** The Light Industrial land use category designates areas intended for the development of manufacturing, distribution, and research and development (R&D) industries, and ancillary commercial uses. Heavy industries, such as aggregate mining and processing and concrete batch plants, are not included in this category and are only permitted in areas designated by the Santa Ana Wash Plan.

AGRICULTURE AND HILLSIDES

- **Agriculture.** Areas designated for crops, orchards, groves, grazing, horse boarding, apiaries, and the roadside sale of agricultural products grown on site. Single family residences are permitted at a density of 1 dwelling unit per 1 acre to one dwelling unit per twenty acres, depending on the underlying zoning. Permanent agricultural easement are encouraged in these areas.
- **Hillside Conservation.** Hillside Conservation designates areas of 30 percent slope or greater. It allows for residential development at densities of up to 0.2 du/ac (1 dwelling unit per 5 acres) on slopes between 30 and 40 percent, and one unit per 40 acres on slopes greater than 40 percent, dependent upon site-specific slope and soil conditions.
- **Resource Preservation.** The Resource Preservation designation limits uses in areas which possess a unique character and fragile ecology which are prime resources for water conservation, wildlife preservation, open space recreation and agriculture. Preservation of such lands is essential to the health, safety and welfare of the community. Limited permitted uses include remote commercial recreational facilities, such as equestrian facilities, as envisioned in [Section 4.64](#); postal offices, public safety facilities, educational facilities and public utilities as envisioned in [Section 4.94](#); and open space uses described in [Section 4.95](#). Residential uses are permitted but density shall be limited to that allowed by [Section 4.42m](#) to protect the character and ecology of such lands. [\(1995 General Plan, Measure U\)](#).

The area defining Resource Preservation is depicted in Figure 4.5

PUBLIC AND OPEN SPACE

- **Public/Institutional.** The Public/Institutional land use category designates areas intended for public services, buildings, and related facilities, including schools and educational facilities, government facilities, the airport, public utilities, and other facilities of a public or quasi-public nature. Residential uses at a density of up to 15 du/ac and agricultural uses are also permitted.
- **Parks/Golf Courses.** This category includes both public and private facilities developed for outdoor active or passive recreation, trails within linear parks, and golf courses.

- **Open Space.** This classification provides for public and private lands that are mostly unimproved and free of residential, commercial, and/or industrial development. They include areas intended for the conservation of natural resources, such as construction aggregates; compatible outdoor recreational uses, such as passive parks and trails; scenic enjoyment; the protection of natural habitats; and the protection of public health and safety, such as areas subject to flooding, and steep or unstable slopes.

Within the Open Space designation, the following uses would be permitted: construction aggregate mining and concrete batch operations per the Upper Santa Ana Wash Land Management and Habitat Conservation Plan (Wash Plan); public utilities and facilities such as water, wastewater, energy, and telecommunications facilities; water management areas such as groundwater recharge areas; flood control structures; and roads and highways.

OVERLAYS

- **Housing Conservation.** The Housing Conservation designation functions as an overlay to the underlying General Plan land use category with special provisions allowing certain types of existing nonconforming land uses. The intent of the Housing Conservation overlay is to provide for the retention and maintenance of existing higher density residential development while restricting construction of new higher density development in key areas of historic value where lower densities predominate. Two areas have received this overlay designation, one low-density residential area north of the I-10 freeway and east of Orange Street and one medium-density residential area south of the downtown. (1995 General Plan)
- **Transit Village Overlay Zone.** The Transit Village Overlay Zone covers areas within a half-mile radius of the Redlands Passenger Rail project stations, and identifies the planning area of the Transit Village Plan, which will detail transportation system enhancements, design guidelines and standards, and the character of development.
- **Mixed-Use Core.** The Mixed-Use Core covers areas within a quarter-mile radius of the proposed Redlands Passenger Rail Project stations and designates areas within the Transit Village Overlay Zone with the potential for the highest development intensity and ability to support transit ridership. The Transit Village Plan would apply policies to Mixed-Use Core areas intended to create vital, mixed-use environments in close proximity to the transit stations.

Principles

General

- 4-P.6 Maintain a land use pattern of various uses designed and arranged to protect and enhance Redlands' unique character. (1995 General Plan modified)
- 4-P.7 Provide for a balance among a variety of different land uses and their distribution among the city's neighborhoods. (Staff Recommendation)
- 4-P.8 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. (Staff Recommendation)

- 4-P.9 Provide for buffers and transitions between low- and high-intensity land uses. (Staff Recommendation)
- 4-P.10 Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services. (1995 General Plan modified)
- 4-A.5 Ensure that the scale and character of new development is appropriate for surrounding terrain and the character of existing development. (Staff Recommendation)
- 4-A.6 Provide for the equitable distribution of public facilities and amenities, such as sidewalks, street lighting, and parks throughout Redlands. (Staff recommendation)
- 4-A.7 Review and comment on new development in adjacent jurisdictions during the environmental review process in order to identify and avoid potential land use conflicts with development in Redlands. (1995 General Plan modified)
- 4-P.11 In areas planned to accommodate new growth, such as Downtown and the Transit Villages, use specific and area plans, design standards and guidelines, and other tools to ensure cohesive transition in scale to existing neighborhoods. (Staff Recommendation)

Residential

- 4-P.12 Preserve existing residential neighborhoods, particularly older neighborhoods. (1995 General Plan modified)
- 4-P.13 Promote a variety of housing types to serve the diverse needs of the community. (1995 General Plan modified)
- 4-P.14 Limit negative impacts to residential neighborhoods from incompatible uses. (1995 General Plan modified)

Office, Commercial, and Industrial

- 4-P.15 Provide lands to accommodate a wide range of office uses to meet the needs of small- and medium-sized businesses and larger corporations in sectors such as professional services, medical services, and technology in appropriate locations convenient to transportation. (Staff Recommendation)
- 4-P.16 Provide lands to accommodate a wide range of light industrial uses including research and development, manufacturing, agricultural processing, and logistics near transportation corridors in areas where low- to moderate-intensity operations would be sufficiently buffered. (Staff Recommendation)
- 4-P.17 Provide for the concentration of office, industrial, and commercial uses in appropriate locations near transportation to encourage the development of employment centers and reduce the potential for land use conflicts with residential uses. (Staff Recommendation)
- 4-P.18 Provide lands to accommodate neighborhood-scaled commercial centers in residential areas to serve the everyday needs of nearby residents. (Staff Recommendation)
- 4-P.19 Provide for the development of commercial corridors to serve as retail, service, and entertainment destinations for community members. (Staff Recommendation)
- 4-P.20 Provide for the development of regional commercial destinations near highways and major transportation corridors. (Staff Recommendation)

- 4-P.21 Encourage mixed-use projects that integrate retail, restaurant, and/or office uses along with urban housing permitted at a density up to the High-Density Residential standard. (1995 General Plan)

Agriculture, Open Space, and Hillsides

- 4-P.22 Preserve agricultural land in the Planning Area and protect it from premature development. (Staff Recommendation)
- 4-P.23 Preserve open space land in order to protect the visual character of the city, provide for public outdoor recreation, conserve natural resources, and manage production of resources. Limit development in areas that possess a unique character and fragile ecology. (Staff Recommendation)
- 4-P.24 Limit development on steep hillsides to preserve the stability and integrity of the slopes and to ensure public safety. (Staff Recommendation)

Mixed-Use Development

- 4-P.25 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 areas to promote vibrancy. (Staff Recommendation)

Actions

Residential

- 4-A.8 Promote a range of residential densities to encourage a mix of housing types in varying price ranges. (1995 General Plan modified)
- 4-A.9 Promote the development of a greater variety of housing types, including single-family homes on small lots, townhomes, apartments, and student housing to meet the future needs of the community. (Staff Recommendation)
- 4-A.10 Increase the diversity of residential lot sizes north of I-10. (1995 General Plan modified)
- 4-A.11 Encourage the incorporation of residential units in Downtown mixed-use projects consistent with the Redlands Downtown Specific Plan. (1995 General Plan modified)
- 4-A.12 Encourage the continued operation of mobile home parks. (1995 General Plan modified)

- 4-A.13 Promote compatible low-density residential development among citrus groves as a means of preserving agricultural land. (1995 General Plan)
See related policies in Chapter 2: Distinctive City.
- 4-A.14 Ensure that opportunities exist for the development of housing types that are affordable to all segments of the Redlands community. (Staff Recommendation)
- 4-A.15 Support new residential development in Downtown, the Transit Villages, and other focused infill sites accessible to transit and in central parts of the community. (Staff Recommendation)

Office, Commercial, and Industrial

- 4-A.16 Focus the development of office space in Downtown Redlands and the East Valley Corridor in transit-accessible locations. (1995 General Plan modified)
- 4-A.17 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. (Staff Recommendation)
- 4-A.18 Improve and maintain existing neighborhood shopping centers. (1995 General Plan)
- 4-A.19 Provide new neighborhood shopping centers in neighborhoods where existing centers have reached the end of their economic life, siting new centers near major transportation routes and ensuring that they provide multi-modal access. (Staff Recommendation)
- 4-A.20 Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs. (1995 General Plan)
- 4-A.21 Locate neighborhood shopping centers near the centers of their respective trade areas at the intersections of major transportation arteries. (1995 General Plan modified)
- 4-A.22 Ensure that neighborhood shopping centers are designed in a manner compatible with adjacent residential areas. (1995 General Plan modified)
- 4-A.23 Locate neighborhood convenience centers where they will not result in substantial increases in traffic on local streets serving nearby residential areas or otherwise create a nuisance. (1995 General Plan modified)
- 4-A.24 Improve accessibility, traffic flow, and parking availability within commercial strips. (1995 General Plan)
- 4-A.25 Promote the updating and maintenance of facades and signage in commercial strips in order to improve their appearances. (1995 General Plan modified)
- 4-A.26 Ensure that neighborhood shopping centers conform to regulations limiting the size, location, and general character of signage so as not to disrupt the residential character of the neighborhood. (1995 General Plan)
- 4-A.27 Rely on strong landscape treatments, setbacks, sign controls, and where feasible underground utilities and install street improvements to prevent visual chaos where businesses are competing for attention. (1995 General Plan)
- 4-A.28 Maintain a range of standards for Commercial/Industrial development outside the EVC to provide for economically viable commercial/industrial opportunities. (1995 General Plan)

Ten-foot front yards, 5,000-square foot lots, and limited landscaping within parking areas provide a satisfactory urban industrial environment while minimizing start-up costs for new businesses and allowing more businesses to own their facilities.

- 4-A.29 Provide space for expansion of existing industries and protect them from encroachment by inharmonious uses, but encourage most new industries to locate in the East Valley Corridor where impacts on residential areas will be minimized. (1995 General Plan)
- 4-A.30 Reserve space adjacent to the Redlands Airport to allow for maximum development of airport-related industry, developed in accordance with the Airport Land Use Compatibility Plan. (1995 General Plan)
- 4-A.31 Maintain standards for industrial development and operation that prohibit creation of noise, odor, or other harmful emissions beyond the boundaries of the site. (1995 General Plan)
- 4-A.32 Encourage private development of well-designed industrial park subdivisions that meet high standards of improvement. (1995 General Plan)
- 4-A.33 Provide opportunities for the development of research and development industries in the Planning Area. (Staff Recommendation)
- 4-A.34 Provide opportunities for the development of arts and entertainment-related businesses in the Planning Area. (Staff Recommendation)
- 4-A.35 Provide opportunities for the development of high-tech and professional businesses in the Planning Area. (Staff Recommendation)
- 4-A.36 Discourage the development of larger-scale warehouses and big box developments that would negatively impact aesthetics. (Staff Recommendation)
- 4-A.37 Limit the size of larger-scale warehouses and big box developments to 150,000 square feet south of Redlands Boulevard. (Staff Recommendation)

Agriculture

For policies related to citrus preservation, see Chapter 2: Distinctive City.

- 4-A.38 Preserve agricultural open space and protect viable agricultural operations and soils by identifying and designating these lands as Agriculture. (Staff Recommendation)
- 4-A.39 Preserve connections between agricultural lands with other agricultural lands and supporting uses, and discourage the isolation of agricultural parcels among non-agricultural uses. (Staff Recommendation)
- 4-A.40 Work with San Bernardino County to prevent urban development of land in Crafton and Mentone designated as Agriculture or in use as agriculture. (Staff Recommendation)
- 4-A.41 Establish a transition area west of Opal Avenue where Low-Density Residential transitions to Rural Living. Preserve the Rural Living designation west of Opal Avenue. (Staff Recommendation)

- 4-A.42 Consider adoption of a Right-to-Farm Ordinance to support continued agricultural operations by limiting the circumstances under which properly conducted agricultural operations on agricultural land may be considered a nuisance. (Staff Recommendation)
- 4-A.43 Ensure adequate buffers and transitions between agricultural land and non-agricultural development in order to reduce the potential for land use conflicts. (Staff Recommendation)
- 4-A.44 Encourage the continued operation of existing agricultural operations through the use of agricultural easements and Williamson Act contracts. (Staff Recommendation)
- 4-A.45 Encourage the use of soil and water conservation techniques in agricultural operations. (Staff Recommendation)
- 4-A.46 Permit commercial functions related to agricultural uses to encourage the sustainability of farming in Redlands and the Planning Area. Such functions can include: roadside stands, “dinner-in-the-fields”, and bed-and-breakfast inns. Amend the Zoning Ordinance to permit such uses.

Open Space, Hillside Conservation, and Resource Preservation

- 4-A.47 Seek to acquire land to be dedicated as open space and preserve it from development. (Staff Recommendation)
- 4-A.48 Encourage the preservation of Hillside Conservation lands as open space, but allow residential development at the permitted densities where development would not detract from the protection and overall perception of the hillsides or negatively impact public safety or welfare. (Staff Recommendation)

4.4 TRANSIT VILLAGES

Principles

- 4-P.26 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.
- 4-P.27 Provide for new jobs, housing, and entertainment opportunities in compact, walkable environments.
- 4-P.28 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.
- 4-P.29 Provide choices for travel options, including walking, biking, vehicular, and transit.
- 4-P.30 Accommodate all appropriate modes of transportation in Transit Villages, and promote seamless transitions between modes.
- 4-P.31 Improve connectivity between Transit Villages and existing neighborhoods.
- 4-P.32 Provide for appropriate transitions between Transit Villages and surrounding neighborhoods.
- 4-P.33 Provide development and infill opportunities to as alternatives to building at the edges of the city.
- 4-P.34 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 of each transit station. Public benefits may include amenities such as a public park, plaza, or playground; enhanced streetscaping; public art; or participation in a transfer of development rights program.

- 4-P.35 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.

Actions

California Street Transit Village

- 4-A.49 Create greater opportunity to intensify and consolidate land uses on adjacent parcels and connect existing assets through infill development.
- 4-A.50 Promote mixed uses to serve a range of users, including local workers and visitors to nearby tourist destinations.
- 4-A.51 Provide streetscape improvements along the major corridors of California Street and Redlands Boulevard to enhance comfort and safety for all modes of travel.
- 4-A.52 Implement bicycle route improvements that provide intra-city and regional connections, connecting to Loma Linda, the City of San Bernardino, and north to the Santa Ana River Trail.
- 4-A.53 Create a “sense of arrival” at the city’s western gateway through aesthetic improvements such as landscaping, citrus groves, and signage.
- 4-A.54 Preserve citrus groves for visual effect and to distinguish the station area from others.
- 4-A.55 Improve the I-10 undercrossing at California Street to increase comfort and safety for all modes of travel and enhance north-south circulation.

Alabama Street Transit Village

- 4-A.56 Create an active and compact transit-oriented core with a mix of residential and commercial/office uses. Allow for the reuse of commercial sites as office centers.
- 4-A.57 Add new streets to create a finer-grained (shorter blocks), pedestrian-scaled road network, connecting residential areas to parks and the Mixed-Use Core.
- 4-A.58 Provide streetscape improvements along the major corridors of Alabama Street and Redlands Boulevard to enhance comfort and safety for all modes of travel and strengthen north-south connections between major destinations and east-west routes.
- 4-A.59 Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.
- 4-A.60 Ensure that adequate parkland is available to serve new residents and employees in the area.
- 4-A.61 Implement bicycle route improvements that provide strong east-west connections to other Transit Villages and the city’s wider bicycle network. Routes would include the Orange Blossom Trail and potentially a trail along Redlands Boulevard in this location.

New York Street Transit Village

- 4-A.62 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.
- 4-A.63 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.
- 4-A.64 Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.
- 4-A.65 Provide pedestrian routes between offices, neighborhoods, and Downtown.
- 4-A.66 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.
- 4-A.67 Implement intersection improvements, including pedestrian improvements, at the I-10 undercrossing at Texas Street to increase comfort and safety for all modes of travel.
- 4-A.68 Ensure safe railway crossings at Tennessee Street and New York Street for bicyclists and pedestrians.
- 4-A.69 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 Transit Village

- 4-A.70 Complete and implement an update of the Downtown Specific Plan to create a cohesive town center with amenities and pedestrian-oriented streets.
- 4-A.71 Encourage a centrally-located mix of uses to promote activity and economic vitality.
- 4-A.72 Maintain a distinctive character that builds on Downtown’s many historic features and its citrus heritage
- 4-A.73 Promote the redevelopment of the citrus packing house to create a destination for residents and tourists.
- 4-A.74 Ensure accessibility within the Transit Village to arts and cultural venues and programming.
- 4-A.75 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.
- 4-A.76 Establish boulevards along Orange Street, Colton Avenue, and Redlands Boulevard with pedestrian-oriented streetscape improvements and ground-floor active uses.
- 4-A.77 Strengthen pedestrian and bicycle circulation routes within Downtown and to and from adjacent neighborhoods.

- 4-A.78 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.
- 4-A.79 Improve the I-10 undercrossing at Eureka Street and Orange street to increase comfort and safety for all modes of travel and enhance north-south circulation.
- 4-A.80 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 of Redlands Village

- 4-A.81 Provide more multi-family housing for university students, staff, and other members of the community in the Mixed- Use Core and adjacent residential areas.
- 4-A.82 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.
- 4-A.83 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.
- 4-A.84 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.
- 4-A.85 Improve the I-10 undercrossing at Sylvan Boulevard to allow safe trail connections along the Mill Creek Zanja
- 4-A.86 Improve the I-10 undercrossing at University Street to allow safe and comfortable access for vehicles, pedestrians, and cyclists.
- 4-A.87 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.

4.5 FOCUS AREAS

UNIVERSITY OF REDLANDS

Principles

- 4-P.36 Work with the University of Redlands to encourage development of the campus, its programming, and the surrounding area that enriches both the University and Redlands communities. (Staff Recommendation)

Actions

- 4-A.88 Encourage development of the campus in ways that both strengthen its ties to the community and enhance its status as a major visual focal point. (1995 General Plan)
- 4-A.89 Work with the University to create needed hotel/conference facilities in Redlands. (1995 General Plan)
- 4-A.90 Support activities that enrich the cultural life of both the city and the University. (1995 General Plan)

EAST VALLEY CORRIDOR

Principles

- 4-P.37 Promote high-quality development in the East Valley Corridor by using the East Valley Corridor Specific Plan (EVCSP) to provide opportunities for a range of office, commercial, industrial, and residential uses and associated services and amenities. (Staff Recommendation)

Actions

- 4-A.91 Maintain, implement, and update (as necessary) the EVCSP in order to promote and facilitate high-quality commercial and industrial development in the EVCSP planning area while being responsive to physical and environmental constraints and opportunities. (Staff Recommendation)
- 4-A.92 Promote high quality development in the East Valley Corridor by protecting and enhancing existing amenities in the area, creating an identifiable community character, and adopting development standards and guidelines to ensure aesthetically pleasing design and maximum land use compatibility. (1995 General Plan)
- 4-A.93 Facilitate the development of a wide range of commercial uses to serve the region, local industry, and residential neighborhoods. (1995 General Plan)
- 4-A.94 Ensure that opportunities are available for the development of parks and open space areas to meet the community's recreational needs in a meaningful way. (1995 General Plan modified)
- 4-A.95 Ensure that opportunities are available for community-oriented services. (1995 General Plan modified)
- 4-A.96 Promote the development of land uses that reduce the number and length of vehicle trips in the East Valley Corridor. (1995 General Plan)
- 4-A.97 Maintain development standards to implement the goals and policies of the EVCSP . (1995 General Plan)
- 4-A.98 Create a visually aesthetic appearance for the East Valley Corridor from the freeways as well as from the planning area. (1995 General Plan)

- 4-A.99 Enhance the beauty of the East Valley Corridor and the overall quality of life for users and residents of the area. (1995 General Plan)

Measure U Policies

East Valley Corridor

- 4.62b Provide sufficient roadway and intersection capacities to maintain a minimum Level of Service (LOS) C except as provided in policy 5.20b. In areas where the current level of service is below the LOS C standard, provide sufficient roadway and intersection capacities to maintain, at a minimum the LOS existing as of the time an application for development is filed and to assure that the level of service is not degraded to reduced LOS as provided in Section 5.20b.

SOUTHERN HILLS AND CANYONS

Principles

- 4-P.38 Preserve, maintain, and, where possible, enhance the perception of the signature features of canyon areas and hillsides. (1995 General Plan modified)
- 4-P.39 Maintain density and grading standards designed to preserve the natural appearance of hillsides and ridges. (1995 General Plan modified)
- 4-P.40 Require that new development adhere to safety standards to protect against property damage, injury, or loss of life from fire or geological hazards. (Staff Recommendation)
- 4-P.41 Ensure the provision of public safety services and access for emergency responders for development in the Highland-Canyons area. (Staff Recommendation)

Actions

- 4-A.100 Preserve and enhance San Timoteo Canyon's historic character as a transportation corridor within a fertile valley bordered by a major watercourse. (1995 General Plan modified)
- 4-A.101 Encourage the use of Planned Residential Developments (PRD's) and Specific Plans in San Timoteo and Live Oak Canyon areas. (1995 General Plan)
- 4-A.102 Permit the transfer of densities within a specific parcel of property and clustering of residential development to areas under 15 percent slope through the use of Planned Residential Developments (PRDs), Conservation Easements, and Specific Plans. (1995 General Plan)
- 4-A.103 Expand a linear parkway/recreational corridor centered along San Timoteo Creek and extending throughout the canyon. (1995 General Plan modified)
- 4-A.104 Advocate that future development of Live Oak Canyon and San Timoteo Canyon within both San Bernardino and Riverside counties be consistent with the historic roles and characters of the canyons. (1995 General Plan modified)

- 4-A.105 Design buildings to accommodate topography and minimize grading. (1995 General Plan modified)
- 4-A.106 On slopes 15 percent or greater, stepped footings, multiple floor levels, and limited usable outdoor area may be essential to maintaining natural appearing hillsides. (1995 General Plan modified)
- 4-A.107 Require that proposed development within the Live Oak Canyon and San Timoteo Canyon areas that abuts an area of significant natural vegetation be separated from the vegetation by a fuel modification zone with a minimum cross-section of 100 feet that contains an all-weather access roadway and water supply system having fire flow capacity. The Fire Department may modify this requirement based on site-specific considerations and the use of alternative fire protection measures. (1995 General Plan modified)
- 4-A.108 Preserve natural vegetation and wildlife areas to create wildlife corridors extending throughout the Live Oak Canyon and San Timoteo Canyon areas. (1995 General Plan)

SOUTHEAST AREA

The area defined in the Southeast Area Plan is depicted in Figure 4.3

Principles

- 4-P.42 A Specific Plan shall be developed for each of the designated Planning Sectors consistent with the Policies contained in this section of the General Plan as the means of implementing this General Plan. A specific plan shall not be a prerequisite for the approval of any residential development project consisting of four (4) dwelling units or less within Planning Sector 2. (1995 General Plan)
- 4-P.43 The perception of the signature features of the area shall be preserved, maintained, and, where possible, enhanced. (1995 General Plan)
- 4-P.44 The canyon walls immediately below the signature ridges, and the vegetation thereon shall be preserved and enhanced where appropriate. Canyon walls associated with the signature ridges wherein a predominance of the slopes are in excess of 50% shall be preserved intact. (1995 General Plan)
- 4-P.45 Both signature ridges and major ridges within canyons shall be preserved and enhanced. Significant modification of these ridges shall occur only where offsetting need is demonstrated. Development on ridgelines is allowed as long as it stays within the parameters of this policy. Offsetting need is defined as a demonstration that the grade of a specific parcel requires modification of an existing ridge line to produce sufficient space to site a building pad and that the result will not eliminate the continuity of the ridge line through grading or construction of structures. (1995 General Plan)
- 4-P.46 Ridges not identified as major ridges within a canyon may be modified to facilitate development within the canyon so long as their collective perception as canyon wall buttresses remains intact. (1995 General Plan)

- 4-P.47 The narrow side canyon bottoms within the lower portions of the major canyons and particularly those around the edges of the major bottoms may be modified to accommodate proposed development consistent with the development criteria in this section of the Land Use Element. (1995 General Plan)
- 4-P.48 The steep ridge and canyon system between Planning Sectors 1 & 2 shall be maintained intact and enhanced as appropriate. (1995 General Plan)
- 4-P.49 The City of Redlands shall actively promote the development of the Live Oak Canyon area in a manner consistent with this section of the Land Use Element. (1995 General Plan)
- 4-P.50 Live Oak Canyon shall be the subject of a specific study to establish a unified improvement plan to ensure that it will function as a scenic highway and provide a suitable "front door" for the adjacent canyon communities. (1995 General Plan)
- 4-P.51 The City of Redlands shall work to ensure that if San Timoteo Canyon Road is realigned and upgraded it shall:
- Maintain and expand its alignment adjacent to the existing rail line; and
 - Be routed to provide ready access to the 1-10 Freeway (1995 General Plan)
- 4-P.52 The San Timoteo Creek watercourse shall be preserved and enhanced as the backbone of a linear parkway/activity corridor extending throughout the canyon. (1995 General Plan)
- 4-P.53 Special attention shall be given to the sliver of land located between the San Timoteo Canyon watercourse and the rail line to ensure the lineal parkway/activity/corridor character of this area is maintained. (1995 General Plan)
- 4-P.54 Density within the Southeast Area Plan shall be as follows:
- | Slope | Acres/Dwelling Unit |
|-------------|---------------------------------------|
| 0-15% | 1.10 acre |
| > 15 to 30% | 2.5 acre |
| > 30% | 10.0 to 5.0 acres (1995 General Plan) |
- 4-P.55 Development within an area having an average slope of less than 30 % or with a proposed density of 1 unit per 10 acres or greater, which abuts an area of significant natural vegetation shall be separated from same by a fuel modification zone which contains an all weather access roadway and a water supply system having fire flow capacity. (1995 General Plan)
- 4-P.56 Flood control and drainage facilities within the Southeast Area shall be designed in such a manner as to preserve the perception of natural watercourses flowing down the on-site canyons and into Live Oak and San Timoteo canyons. (1995 General Plan)

- 4-P.57 The City shall determine whether the City's historic agricultural uses are to be preserved and, if so, shall designate specific sites for preservation. (1995 General Plan)
- 4-P.58 The perceived character of the vegetation and wildlife within the Southeast Area shall be preserved and enhanced as appropriate. (1995 General Plan)
- 4-P.59 Access into the Planning Sectors shall be provided in accordance with the following requirements:
- Primary access into each of the Planning Sectors shall follow the primary historic route pattern for that sector.
 - For Planning Sectors 1, 3, 4, 5, 6, 7, 8, and 9 this shall be up-canyon from Alessandro, San Timoteo Canyon and Live Oak Canyon, as applicable. For Planning Sector 2 this shall be down-ridge from Sunset Drive.
 - If secondary access is required for safety reasons, such secondary access shall be limited to other identifiable historic routes accessing each individual sector and shall not be inconsistent with the perceived historic pattern. (1995 General Plan)
- 4-P.60 Internal access within the area, including roads, trails and paths; shall be routed so as to preserve and enhance the perception of the historic access patterns by generally conforming to the natural contours. (1995 General Plan)
- 4-P.61 All utilities and public facilities in the Southeast Area shall be designed and constructed to preserve and enhance the perceived natural and historic character of this area. (1995 General Plan)
- 4-P.62 Each Planning Sector within the Southeast Area has a series of signature characteristics, the perception of which shall be preserved. The planning for each Planning Sector shall include special consideration of the individual character of that Sector and shall include criteria to preserve and enhance the characteristics identified. Each Planning Sector shall be planned so as to result in an identifiable neighborhood within the community at large. (1995 General Plan)
- 4-P.63 A Specific Plan Study of Planning Sectors 1 and 2 shall be undertaken to establish the location for and resolution of:
- The widening and alignment of San Timoteo Canyon Road.
 - The alignment and widening or relocation of the Alessandro bridge. (1995 General Plan)
- 4-P.64 The Perimeter Fuel Modification/ Access Area (PERFUMAA) concept shall be adopted and implemented within each of the Planning Sectors identified in the Southeast Area Plan. The Fire Chief may grant modifications from this concept if effective alternatives are provided. (1995 General Plan)
- 4-P.65 No development within the Southeast Area Plan shall be permitted to be occupied until such time as all the fire safety measures required by the City are in place and operational. (1995 General Plan)

- 4-P.66 The historic character of Live Oak Canyon as a narrow fertile valley astride a gorged watercourse lined with significant trees should be preserved and enhanced. - This character is important to the area and should be preserved by not only ensuring it does not disappear but by enhancing it so it can continue to be readily perceived. (1995 General Plan)
- 4-P.67 The perception of San Timoteo Canyon as a transportation corridor within a fertile valley bordered by a major water course should be preserved and enhanced. These characteristics are important to the area and should be preserved by not only ensuring they do not disappear, but by enhancing them to they can be readily perceived among the development which occurs in the canyon. (1995 General Plan)
- 4-P.68 The City of Redlands shall take a strong position to advocate that the future development of Live Oak Canyon, both within San Bernardino County and Riverside County, be consistent with the historic character and role of this canyon. (1995 General Plan)
- 4-P.69 The City -of Redlands shall take a strong position to advocate that the future development of San Timoteo Canyon, both within San Bernardino County and Riverside County, be consistent with the historic character and role of this canyon. (1995 General Plan)

Measure U Policies

Southern Area Hills and Canyons

- 4.41i That portion of San Timoteo Creek, as defined by its floodway easements or flood control fee title, lying within the corporate boundary of the City is hereby declared to be Resource Preservation land and shall be preserved for the purposes of promoting wildlife preservation, open space recreation and water conservation. No fencing or other barriers shall be permitted in this Resource Preservation area that impede or limit access to the free crossing or use of the area by wildlife or its use for open space recreational purposes.
- 4.41j All parcels of land encompassed within the area identified on GP Figure 4.5 are subject to the residential density limitations set forth in Section 4.42m and are hereby designated as Resource Preservation as defined in Section 4.96.

Southeast Area

4.42m Density within the Southeast Area Plan shall be as follows:

<u>Slope</u>	<u>Acres/Dwelling Unit</u>
0-15%	1.0 acre
> 15 to 30%	2.5 acres
> 30%	10.0 to 5.0 acres

REDLANDS BOULEVARD

Principles

- 4-P.70 Promote infill and mixed-use development along Redlands Boulevard to create a cohesive commercial corridor connecting the Transit Villages and provide a retail destination for community members. (Staff Recommendation)

Actions

- 4-A.109 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. (Staff Recommendation)
- 4-A.110 Promote infill development along Redlands Boulevard where it is classified as a Boulevard to create a continuous corridor of mixed-use and commercial activity. (Staff Recommendation)

COLTON AVENUE AND ORANGE STREET COMMERCIAL CORRIDOR

Principles

- 4-P.71 Encourage the development 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. (Staff Recommendation)

Actions

- 4-A.111 Support the continued presence and new development of small businesses serving the community along the commercial corridor along Colton Avenue near Orange Street. (Staff Recommendation)
- 4-A.112 Seek to improve the mix of office, professional, and service related businesses along Colton Avenue and Orange Street that will serve the community. (Staff Recommendation)
- 4-A.113 Work with existing business owners to promote the improvement and maintenance of facades of commercial uses. (Staff Recommendation)
- 4-A.114 Promote infill development to create a continuous corridor of mixed-use and commercial activity. (Staff Recommendation)
- 4-A.115 Encourage site designs that locate parking away from the Colton Avenue and Orange Street frontage. (Staff Recommendation)
- 4-A.116 Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. (Staff Recommendation)

REDLANDS AIRPORT

Some airport policies were moved from Distinctive City.

Principles

- 4-P.72 Maintain compatibility of airport operations with development in the surrounding area. (1995 General Plan)

Actions

- 4-A.117 Utilize the Redlands Municipal Airport Master Plan in planning for the growth and expansion of the airport and facilities. (1995 General Plan, updated)

As of 2016, the most current airport master plan is the 2008 Redlands Municipal Airport Master Plan.

- 4-A.118 Periodically update the Airport Land Use Compatibility Plan. (Staff recommendation)

The current plan was prepared in 1997, and revised, but not comprehensively updated, in 2003.

- 4-A.119 Regulate land uses within safety and noise compatibility zones in accordance with the Airport Land Use Compatibility Plan. (updated and cleaned up from various General Plan policies that go into details for some land uses but not others)

A simplified version of the compatibility matrix is reproduced here, as Table xxx.

- 4-A.120 Require use of aircraft noise abatement procedures for departures of aircraft. (1995 General Plan)

- 4-A.121 Limit land use within the projected CNEL 60 dB contour to agriculture, open space, golf course, and light industry. (1995 General Plan)

- 4-A.122 Require dedication of an aviation easement as a condition of development approval for projects within one mile of the 65 dB CNEL contour. (1995 General Plan)

Continuation of this policy alerts buyers to the proximity of the airport and protects the City from possible attempts to limit airport use.

- 4-A.123 Review the Comprehensive Airport Land Use Plan (CALUP) prepared for Redlands Municipal Airport to ensure conformity between the CALUP and the General Plan. (1995 General Plan, revised)

- 4-A.124 Evaluate the compatibility of surrounding development with airport operations by using the Comprehensive Airport Land Use Plan during discretionary project reviews. (1995 General Plan)

4.6 PUBLIC FACILITIES

For policies related to parks and recreation, see Healthy Community.

Principles

- 4-P.73 Ensure that public facilities and services are provided in a timely manner to adequately serve new and existing development. (Staff Recommendation)

- 4-P.74 Coordinate with the Redlands Unified School District to ensure that facilities and services are provided at a high quality and consistent with the population's needs. (Staff Recommendation)

Actions

- 4-A.125 Coordinate future development with the City's Capital Improvements Program to ensure adequate funding and planning for needed public services and facilities. (Staff Recommendation)
- 4-A.126 Encourage the development of programs that enable concurrent provision of necessary public services and facilities prior to the approval of development projects that would require those services. (1995 General Plan)
- 4-A.127 Encourage the undergrounding of utilities for all new development. (1995 General Plan modified)
- 4-A.128 Ensure that all utilities and public facilities are designed and constructed to preserve and enhance the perceived natural and historic character of the area, particularly on hillsides and in the canyon areas. (1995 General Plan modified)
- 4-A.129 Utilize financially feasible urban service standards that are suitable for Rural Living areas. (1995 General Plan modified)
- 4-A.130 Ensure the ongoing maintenance and improvement of existing recreational and community facilities, including parks, plazas, and transit stations. (Staff Recommendation)
- 4-A.131 Ensure that community facilities meet the recreational needs of the community and provide opportunities for residents to participate in activities safely and responsibly. (Staff Recommendation)

Community members have expressed interest in facilities such as an aquatic center or public pool in order to provide an alternative to private pools and as a means of promoting water conservation, and a skate park to serve the interests of a large number of Redlands youth.

4.7 PUBLIC SAFETY

Principles

- 4-P.75 Ensure a safe community. (Staff Recommendation)
- 4-P.76 Locate police and fire resources where they can best serve the community. (Staff Recommendation)

Actions

- 4-A.132 Ensure that the Police and Fire departments have modern facilities and equipment needed to perform their duties. (Staff Recommendation)
- 4-A.133 Support and expand neighborhood watch organizations to assist the police in deterring crime. (Staff Recommendation)
- 4-A.134 Continue to enact mutual aid agreements with neighboring police and fire jurisdictions as well as state agencies. (Staff Recommendation)
- 4-A.135 Include the Police Department in the review of new developments to provide feedback on building and site design safety. (Staff Recommendation)

4.8 EDUCATION

Principles

- 4-P.77 Locate and design schools as contributors to neighborhood identity and pride. (1995 General Plan)

Actions

- 4-A.136 Maintain a continuous exchange of information between the City and the Redlands Unified School District on school needs and candidate sites. (1995 General Plan)
- 4-A.137 Site schools in pleasing environments, free from noise, smoke, and traffic. (1995 General Plan)
- 4-A.138 Continue to assist Redlands Unified School District on enrollment projections. (Staff recommendation).
- 4-A.139 Encourage joint use of school facilities for neighborhood recreation. (1995 General Plan)
- 4-A.140 Plan for adjoining school/park sites where both facilities are needed to serve the same area and space is available. (1995 General Plan)