

4.7 LAND USE AND PLANNING

INTRODUCTION

This section examines the proposed project to determine whether it would be consistent with City and/or regional land use plans and policies, and analyzes potential conflicts between existing and proposed land uses in and around the plan area. Local policies for land use and development regulate the types of uses allowed, as well as the intensity of development permitted on private property. As new development results in changes to land use patterns, the character of an area can be affected and physical impacts to the environment can become a concern. The proposed project has been evaluated for consistency with the existing City of Redlands General Plan, the existing Redlands Redevelopment Project, and the City Zoning Ordinance, as well as the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Regional Comprehensive Plan and Guide (RCPG). This section also addresses agricultural and mineral resources based on information from the City of Redlands Zoning Code and General Plan, the California Department of Conservation Farmland Mapping and Monitoring Program and the California Board of Mining and Geology, Mineral Resource Zone Maps.

EXISTING SETTING

Existing Land Use

The City of Redlands is a predominantly residential community with a rich cultural history dating back to the early 1800s. The City's land use patterns were influenced by a combination of topography, transportation, and an historic agricultural character, which early on defined the community. Navel oranges were the foundation of this agriculturally based economy and much of this agricultural character still exists today, especially in the northwestern part of the City, where agricultural land is predominant.

The City of Redlands encompasses an estimated 37 square miles and is traversed by I-10, which generally runs in a southeast direction. SR-30 runs in a north-south direction and terminates at its intersection with I-10 in the north-central portion of the City of Redlands.

The 1994 Downtown Specific Plan was defined as the area located south of I-10 and Redlands Boulevard. The boundaries included Pearl Avenue and I-10 on the north, Texas Street on the west, Oriental Avenue, Redlands Boulevard, Eureka, and 9th Streets on the south, and Church Street on the east. The Downtown General Plan and Specific Plan No. 45 Amendments project area (project area) expands the boundary from the 1994 Downtown Specific Plan to include residential and civic areas in south Downtown Redlands. The project site extends from Texas Street in the west to North Church Street in the east, and from the south side of the I-10 in the north to San Gorgonio Drive, Brookside Avenue, West Vine Street, South 6th Street, East Olive Avenue, and East Citrus Avenue in the south. Rail tracks cut through the site, just south of Stuart Avenue.

Commercial land uses dominate the project site and are centered along Redlands Boulevard, with some additional new development along Orange Street. There is an historic State Street commercial area between Orange and 7th Streets. This is a pedestrian-friendly retail area of one- to two-story mixed-use buildings. Although the Redlands Mall, a regional shopping center, is located in the center of the project site at the southwest corner of the Orange Street/Redlands Boulevard intersection, the mall recently closed and a new use has not been determined. The Santa Fe Depot District is also within the project site and contains approximately twenty contributing or significant historic buildings; it is listed on the National Register of Historic Places.

There are four single-family and two multi-family residential neighborhoods within the project site. Three single-family residential neighborhoods are located in the north, centered on Lawton Street, Ruiz and

Third Streets, and High Avenue. The High Avenue neighborhood has several historic small cottages built in the 1900's that are examples of typical Redlands dwellings from the early part of the century. The fourth single-family neighborhood is located in the southwest corner of the project site, centered on San Gorgonio Drive and Kendall Street. The multi-family residential neighborhoods are located in the southwest and southeast portions of the project site. The southwestern multi-family residential neighborhood extends east from between San Gorgonio Drive and Kendall Street to Eureka Street, south of Citrus Avenue. The southeastern neighborhood is centered on Central and State Streets, east of 9th Street.

Manufacturing and industrial land uses are located to the north and south of Stuart Avenue. Office land uses are located east of the Redlands Mall, an approximately 175,000 square foot retail space in the heart of the Downtown area that is currently underutilized. In addition, several civic facilities such as the old and new City Hall, are located south of Citrus Street and between Eureka and Cajon Streets.

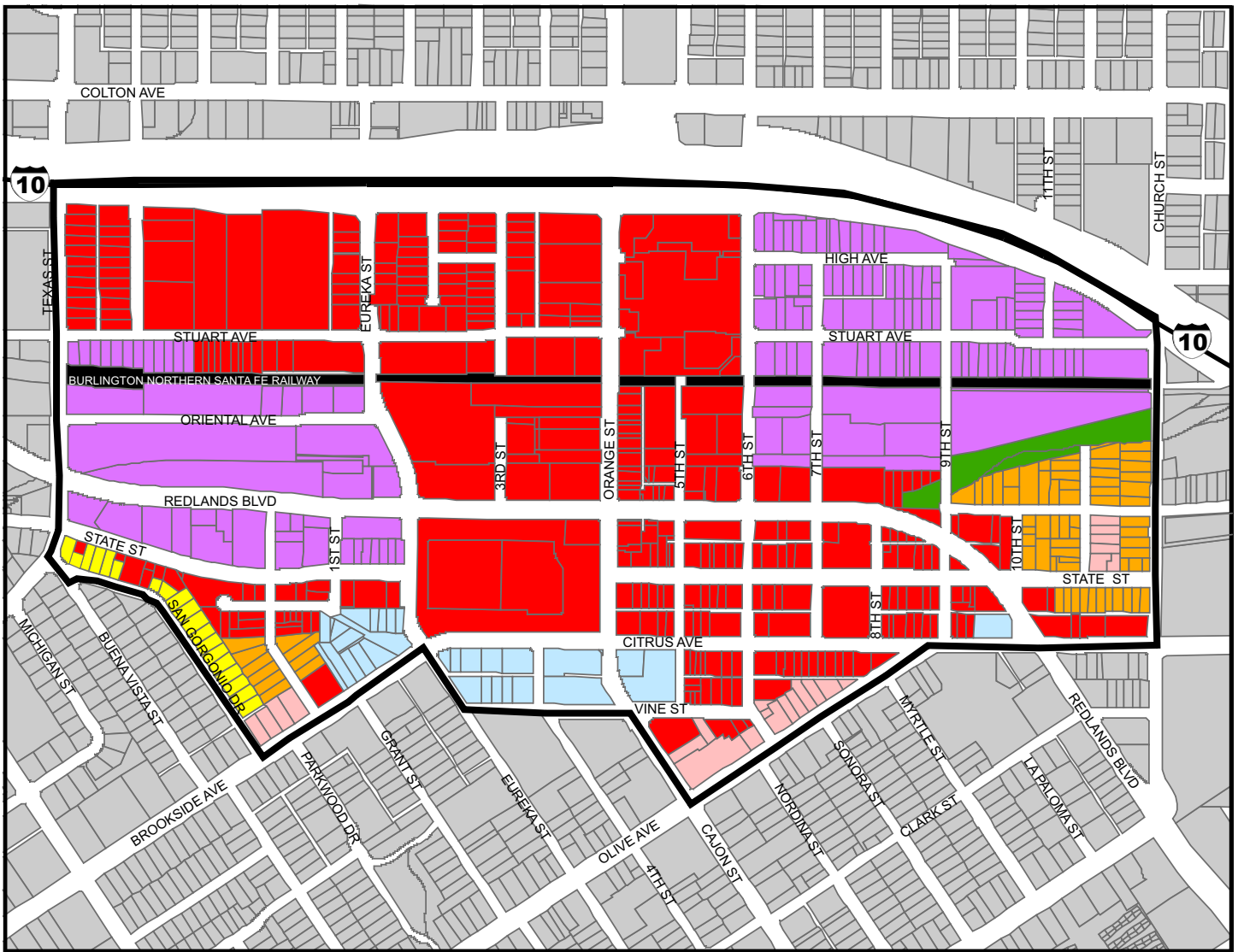
General Plan Land Use Designations

The project site encompasses six land use classifications: low-density residential, medium-density residential, office, commercial, commercial/industrial, and public/institutional (**Figure 4.7-1**). The majority of the project site contains commercially-designated land, including the entire center of the project site from Eureka Street to 6th Street. There are three small areas of residential land uses, two in the southwest and one in the southeast of the project site. Three existing residential neighborhoods in the northern part of the project site are located in commercial and commercial/industrial land use areas. There are two office-designated areas in the southern part of the project site, along Brookside Avenue in the west, and Olive Street on the east. There are two medium sized areas designated for commercial/industrial land use in the northern part of the project site. There is a small area on the southern central edge of the project site with a civic-designated land use. The Land Use Element provides land use classifications and specific goals for each of the different land use types found in the project area as follows:

Low-Density Residential Land Uses. Low-density residential uses include 0 to 6.0 units per gross acre. This category is not 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. The General Plan provides a wide range of densities to encourage development appropriate to the site. Consistent lot sizes include 7,200 square feet (6.0 units per gross acre) and 10,000 square feet (4.3 units per gross acre). Low-density and very low-density residential uses, which comprise 75 percent of residential development, should remain the predominant residential land use.

Medium-Density Residential Land Uses. Medium-density residential uses include 0 to 15.0 units per gross acre. The intent of the medium-density 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. Medium- and high-density residential uses should be concentrated near Downtown Redlands, close to access routes, employment, shopping, and public services.

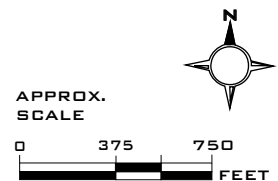
Commercial/Industrial Land Uses. The Commercial/Industrial Land Use category provides for areas suitable for a mixture of commercial and light industrial uses including manufacturing. Uses permitted in this category range from shopping centers to business parks to soap and chemical fertilizer manufacturing. The intent is to minimize use regulation where there is no compelling reason to segregate uses as long as development and performance standards are adequate. Industrial uses should be focused away from Downtown Redlands and towards the East Valley Corridor.



LEGEND:

- Proposed Specific Plan Area
- Low Density Residential
- Medium Density Residential
- Commercial
- Commercial/Industrial
- Office
- Public/Institutional
- Parks/Golf Courses
- Utility
- Properties Outside of Proposed Specific Plan Area

SOURCE: TAHA, 2011.



Office Land Uses. The Office Land Use category includes business and professional offices. 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. Offices employ two to three times as many workers per acre as industrial or retail establishments. Downtown Redlands seeks to capture a large share of local-serving offices and has capacity to add 400,000 square feet or more of office space. The existing historic homes on Cajon Street between Olive Avenue and Cypress Avenue, and Brookside Avenue between Eureka and Center Streets, have been retained as offices through adaptive reuse of these structures. Generally office land uses are located adjacent to and extending outward from the downtown business district. Office land uses are located primarily along arterial and collector streets to avoid intrusion into residential areas. The General Plan encourages the expansion of office space within Downtown Redlands.

Commercial Land Uses. This category includes most of the Downtown area. Permitted uses include retail stores, hotels, motels, automobile sales and service, offices, and entertainment and cultural facilities. The future growth of commercial and retail developments within Downtown would most likely occur in the redevelopment of older, under-utilized areas. The City is slowly transitioning from a predominantly residential community to an employment center, and the development of the project area will allow the City to preserve the appearance and character of the Downtown District. Commercial development within the project site should be pedestrian-friendly and limit the expansion of commercial strip malls. Other commercial development should preserve the historic character of Redlands and include high-density residential as mixed-use development.

Public/Institutional Land Uses. These areas provide for educational, cultural, and community facilities, it should be noted that residential uses at a density of up to 15 dwelling units per gross acre and agricultural uses are also allowed under this land use category. The Civic Center represents the nucleus of the City to its residents. The overall design and function of the Civic Center creates a reservoir of community pride and identification. The Civic Center represents the City's values, aspirations, historical traditions, and associations. The General Plan proposes a Civic Center area that is closely associated with the downtown area, yet is distinctly identifiable as the center of cultural and government facilities. The enhancement of the Civic Center as an economic, cultural, and historical focal point of the community is also a priority of the Land Use Element.

Redlands Redevelopment Project

A majority of the project site is located within the City's existing Redevelopment Project Area (RPA). The City of Redlands has had an active redevelopment program since 1972. The RPA is approximately 860 acres and was established as a means of addressing conditions of blight that were affecting residential, commercial and public property in the City's downtown core and surrounding areas. The City's Redevelopment Agency is authorized by the California Community Redevelopment Law (Health and Safety Code Section 33000 *et seq.*) to undertake a wide variety of redevelopment activities in order to accomplish the goals of the RPA, which include funding public improvements, encouraging commercial investment, and assisting in the development of affordable housing.¹

¹City of Redlands Redevelopment Agency, *Five-year Implementation Plan and Ten-year Housing Compliance Plan* – August 2, 2006.

Land use related objectives of the RPA include:²

- Objective 1.1 Encourage high-quality office, retail, entertainment and other related commercial uses.
- Objective 1.2 Promote land uses that create local employment opportunities for Redlands residents, stimulate local economic development and reduce the need for local residents to commute to jobs outside the City.
- Objective 1.3 Implement development standards and design guidelines that require new development projects to be consistent with the traditional pattern of downtown development. Buildings are to be located at or near the front property line, with parking to the rear or side screened from public view.
- Objective 1.4 Discourage freeway-oriented land uses, drive-through uses, and other activities that generate high traffic volume.
- Objective 1.5 Encourage the use of public transportation and emphasize pedestrian circulation throughout the downtown area.

- Objective 2.1 Create a Service Commercial Area that encourages the development of vacant land and underused properties for business development.
- Objective 2.2 Adopt development standards and design guidelines to insure high-quality projects that are compatible with neighboring residential and commercial uses.
- Objective 2.3 Prohibit large-scale manufacturing and assembly, warehousing-storage complexes, large-scale service yards and other land uses that generate significant noise, odor or truck traffic. Locate these activities elsewhere in the City, outside the downtown area. The City and Redevelopment Agency shall work with existing businesses to locate suitable sites for expansion and relocation of these activities.

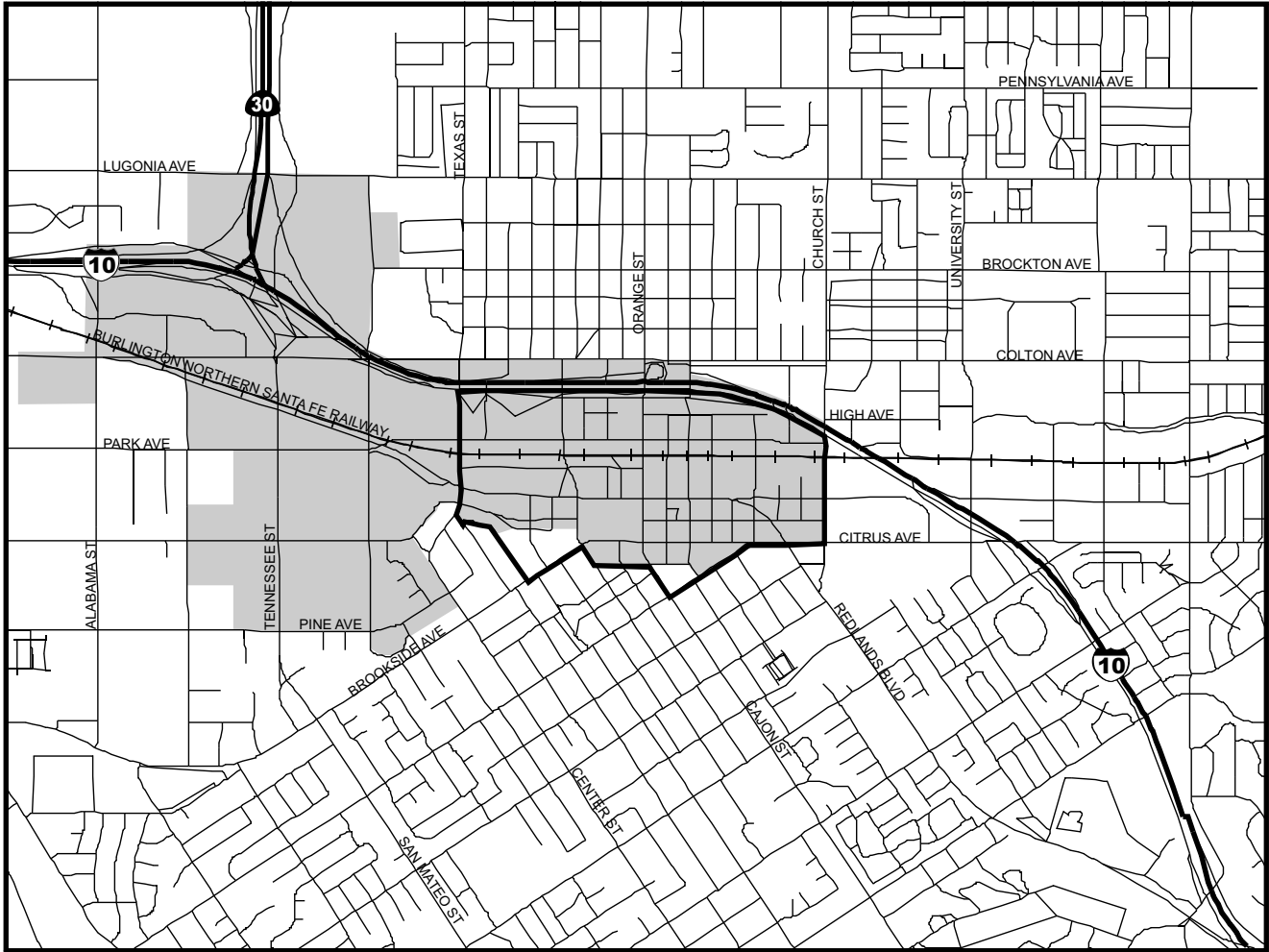
- Objective 3.6 Build a linear park along the Mission Zanja from Church Street to Ninth Street.
- Objective 3.7 Develop a public parking structure and pedestrian plaza in the BNSF [Burlington Northern Santa Fe] Depot District.³
- Objective 3.8 Develop the BNSF right-of-way as a pedestrian trail and bike path if the railroad vacates the property or if an easement can be obtained for trail purposes.

- Objective 4.1 Emphasize rehabilitation and adaptive reuse of historic buildings and contributing buildings to the Santa Fe Depot District, developing new activities that contribute to downtown economic vitality.
- Objective 4.2 Encourage adaptive reuse and rehabilitation of historic houses in the High Avenue area.
- Objective 4.3 Encourage the preservation of other significant historic resources that exist throughout the plan area and have viable uses.


As mentioned above, a majority of the project site lies within the City's RPA, however, a small portion is located outside of the RPA. **Figure 4.7-2** compares the two areas. The portions of the project site that fall outside of the RPA will not be under the jurisdiction of the City's Redevelopment Agency.

²*Ibid*

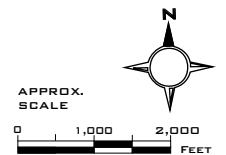
³The BNSF Depot is a national designated historic district.



LEGEND:

-  Project Site
-  Redevelopment Project Area

SOURCE: TAHA, 2011.



Zoning Designations

The project site encompasses seven zoning classifications, R-2 for residential, A-P for office, C-3 and C-4 for commercial, O for open space, M-1 for manufacturing and SP-45 for the existing Specific Plan area, which are shown in **Figure 4.7-3**. Chapter 18 of the City of Redlands Municipal Code establishes the zoning regulations for the following zones located within the project area:

R-2, Multiple-Family Residential District. This zone provides for the development of medium-density multiple-family housing, with no mixing of incompatible uses. Building heights are not to exceed 2.5 stories or 35 feet in height and population density is 3,000 square feet of lot area per dwelling unit.

Permitted Uses

- Multiple-family dwellings either in one structure or a group of structures
- Single-family dwellings
- Two-family dwellings, either in one structure or in two detached structures

A-P, Administrative and Professional Office District. The zone provides for the development of business and professional offices, which, by nature of their operation and normal business hours, are compatible with residential uses adjacent to the district. There is no maximum building height and each lot is to have a minimum area of 10,000 square feet.

Permitted Uses

- Residential uses permitted in the R-3 zone
- Business and professional offices
- Medical and health services

C-3, General Commercial District. This zone provides a central location, accessible from all areas of the City and surrounding areas, for the purchase of primary shopper's goods. There are no maximum building heights under this zoning designation; however, the FAR is not to exceed 4:1.

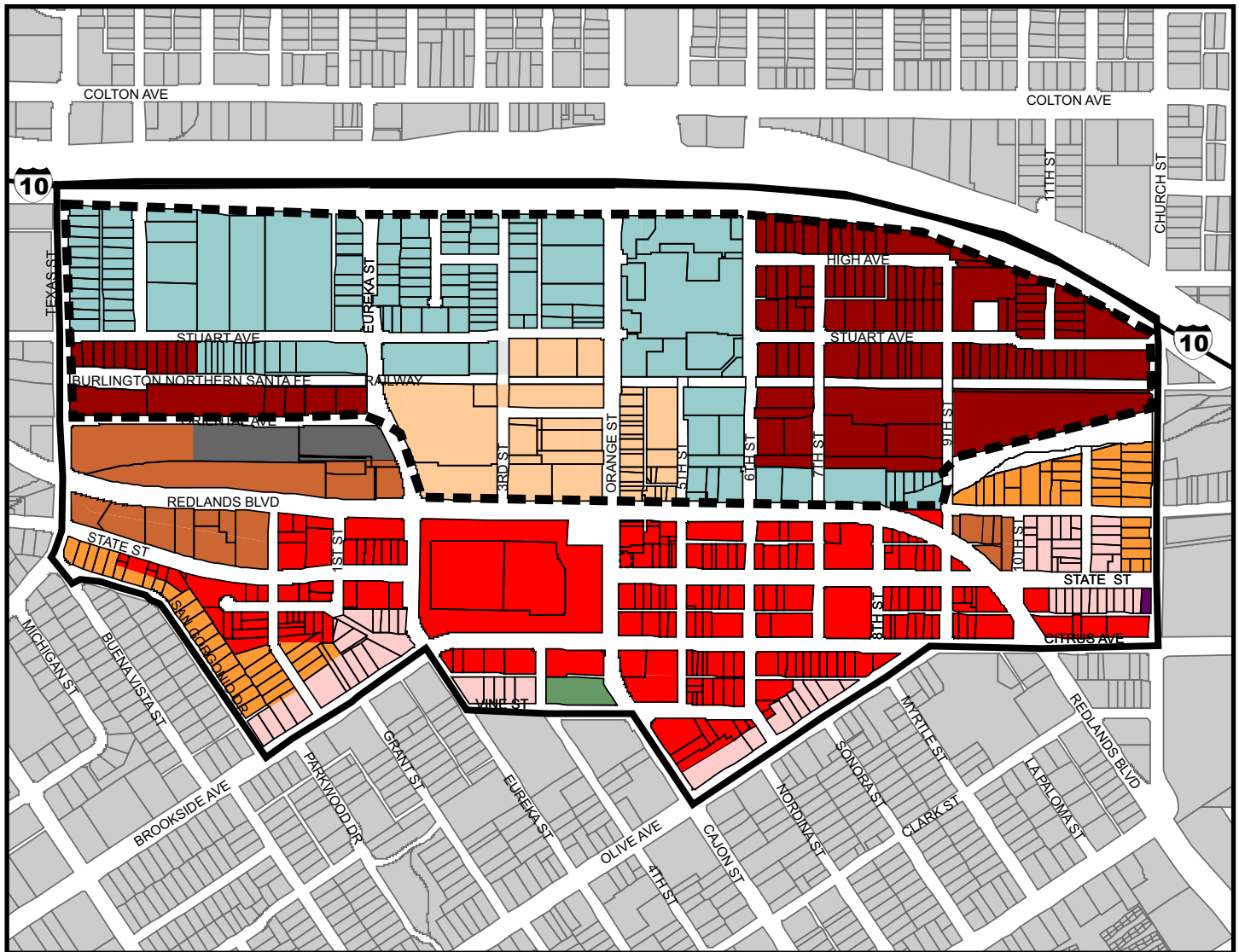
Permitted Uses

- Uses permitted in the C-1 and C-2 zones
- Auto sales and service establishments
- Clubs, schools and studios
- Entertainment establishments
- Financial Establishments
- Retail stores
- Service establishments and offices
- Service stations

C-4, Highway Commercial District. This zone provides for the development of commercial enterprises adjacent to major arterials of the community. There are no maximum building heights under this zoning designation; however, the FAR of is not to exceed 4:1.

Permitted Uses

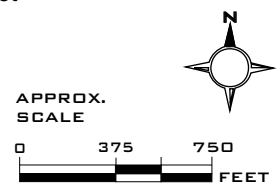
- Uses permitted in the C-1, C-2, and C-3 zones
- Motels
- Personal services
- Retail stores
- Service stations



LEGEND:

- | | | | |
|--|--|--|--|
| | Proposed Specific Plan Area | | T, Transitional |
| | Sp45 Zone District | | TC, Town Center District |
| | Downtown Redlands Specific Plan Area | | TC-H, Town Center-Historic District |
| | A-P, Administrative and Professional Office District | | SC, Service Commercial District |
| | R-2, Multiple-Family Residential District | | Properties Outside of Specific Plan Area |
| | C-3, General Commercial District | | O, Public/Institutional |
| | C-4, Highway Commercial District | | |
| | M-1, Light Industrial District | | |

SOURCE: City of Redlands, 2007.



O, Open Land District. This zone provides for the limited development of those areas in the City that are not suited for permanent occupancy or residence due to some specific characteristic of the land. Such lands may be subject to flooding, erosion, or fire hazard. Publicly-owned land and uses of a predominately open nature are included in this district. Building heights are not to exceed 55 feet in height and the height of flag poles shall not exceed 80 feet in height in the O zone.

Permitted Uses

- Agricultural and open uses of land
- Bridle trails
- Flood control structures
- Off-street parking
- Public facilities and utilities
- Recreational uses

M-1, Light Industrial District. This zone provides areas for the establishment of light industrial plants and related activities and to promote the concentration of such uses in a manner that fosters mutually beneficial relationships with each other and with areas of the City zoned for heavy industrial development. The regulation of uses and standards of development are set forth to provide proper safeguards to protect nearby residential, commercial, and public uses. Building heights are not to exceed 55 feet in height, except for non-nuclear electric generating stations, which shall not exceed 100 feet in height, and associated cooling towers and emission stacks, which are not to exceed 225 feet in height. Lot areas in the M-1 zone shall have a minimum area of 5,000 square feet.

Permitted Uses

- Uses permitted in the planned industrial district, M-P
- Accessory uses
- Manufacturing
- Other uses
- Parcel delivery service

SP-45, Downtown Specific Plan Area (Existing 1994 Specific Plan). This zone provides for the expansion of the Central Business District with commercial uses. Such expansion is to be balanced with allowance for service commercial activities that provide business and residential support services to the downtown area and neighboring housing districts. Manufacturing and light industrial uses in the City are to be placed in larger planned industrial districts outside the downtown area. The SP-45 designation contains three primary land use districts:

- *TC, Town Center District* – is the major land use designation of the Specific Plan area. The TC District emphasizes retail, office, specialty and restaurant-entertainment activities that serve the community and attract visitors from the region. Within the District, activities which are oriented to pedestrians are encouraged, especially activities that balance day and night use. Land uses such as drive-in and drive-thru businesses that generate high traffic volume are discouraged. Building heights are not to exceed three stories or 55 feet in height and the FAR is limited to 2:1 (excluding parking areas) in the TC zone.
- *TC-H, Town Center-Historic District* – contains many of Redlands' original citrus packing houses, the historically-significant Santa Fe Railroad Depot and an important ensemble of turn-of-the-century commercial buildings on Orange Street. Preservation and rehabilitation of existing buildings is the primary objective in this area. New buildings are to emphasize architectural continuity with existing historic structures. Building heights are not to exceed three stories or 55 feet in height and the FAR shall be limited to 2:1 (excluding parking areas) in the TC-H zone.

- *SC, Service Commercial District* – encourages local service businesses, while permitting offices, housing and retail activities. Development standards and design guidelines insure that new service commercial development or rehabilitation-conversion of existing buildings are compatible with existing residential uses. Building heights are not to exceed three stories or 55 feet in height and the FAR is to be limited to 2:1 (excluding parking areas) in the SC zone. In addition, there is a minimum lot area of 5,000 square feet in the SC zone.

Most of the project site north of Redlands Boulevard is zoned SP-45. The majority of the area south of Redlands Boulevard and north of Citrus Avenue is zoned C-3 and C-4. There are two small areas containing R-2 zoning, one north of Central between 9th Street and Church Street, and one in the southwest corner of the project site. The three existing residential neighborhoods in the northern part of the project site are located in areas zoned under the Existing 1994 Downtown Specific Plan area. There are two areas zoned for office use in the southern part of the project site, along Brookside Avenue in the west, and Olive Street on the east. There is one area zoned M1 for manufacturing, north of Redlands Boulevard and south of Oriental Avenue, between Eureka Street and Texas Avenue. There is one area zoned O for open space north of Vine Avenue and west of Cajon Street.

Agricultural Resources

Farmland

Important farmland maps are compiled by the California Department of Conservation (DOC), Farmland Mapping and Monitoring Program (FMMP), pursuant to the provisions of Section 65570 of the California Government Code. These maps utilize data from the United States Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS) soil surveys and represent an inventory of agricultural resources. The maps use eight classification categories, the top four (Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance) of which are all regarded as “Important Farmland” for mapping purposes. A review of these maps indicates that the project site is located in an “urbanized area” and does not contain prime or important farmlands.⁴

Agricultural uses are not permitted under the existing zoning and the project site does not contain any existing agricultural land.

Mineral Resources

In 1979, the California Board of Mining and Geology (Board) adopted guidelines for the management of mineral resources and preparation of local plans. The guidelines require local general plans to refer to the State-identified mineral deposits and sites that are identified by the State geologist for conservation and/or future mineral extraction. Subsequently the Board identified urbanized areas where irreversible land uses precluded mineral extraction. The State geologist classified Mineral Resources Zone-2 (MRZ-2) sites within the City of Redlands. MRZ-2 sites contain potentially significant sand and gravel deposits which are to be conserved. Any proposed development plan must consider access to the deposits for purposes of extraction. The project site is located south of the designated MRZ-2 area targeted for conservation in the City and the project site does not contain mineral resources.

⁴California Department of Conservation, *Farmland Mapping and Monitoring Program: San Bernardino County*, Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sbd08_so.pdf, Accessed May 27, 2010.

REGULATORY FRAMEWORK

Federal

Farmland Security Zones. In August of 1998, the legislature enhanced the Williamson Act with the Farmland security zone (FSZ) provisions. The FSZ provision offer landowners greater property tax reduction in return for a minimum rolling contract term of 20 years.

United States Department of Agriculture, Natural Resources Conservation Service (NRCS). The NRCS maps soils and farmland uses to provide comprehensive information necessary for understanding, managing, conserving and sustaining the nation's limited soil resources. The NRCS manages the Farmland Protection Program, which provides funds to help purchase development rights to keep productive farmland in agricultural uses.

State

California Department of Conservation. In 1982, the State of California created the FMMP within the California DOC to carry on the mapping activity from the NRCS on a continuing basis. The California DOC administers the California Land Conservation Act of 1965, also known as the Williamson Act.

California Land Conservation (Williamson) Act. The Williamson Act is the only established program that directly involves State government in an administrative or fiscal capacity. The Act creates an arrangement (contract) whereby private landowners voluntarily restrict their land to agricultural and compatible open space uses under a rolling ten year contract. In return, parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than their potential market value.

California Surface Mining and Reclamation Act of 1975 (SMARA). The California Surface Mining and Reclamation Act of 1975 (SMARA, Public Resources Code Section 2710 et seq.; subsequently amended) is the primary regulator of on-shore surface mining in the State. It delegates specific regulatory authority to local jurisdictions. SMARA requires the State geologist (Division of Mines and Geology) to identify all mineral deposits within the State and to classify them as: (1) containing little or no mineral deposits, (2) significant deposits or (3) deposits identified but further evaluation needed. Local jurisdictions are required to enact specific plan procedures to guide mineral conservation and extraction at particular sites and to incorporate mineral resource management policies into their general plans. A particular concern of the State legislators in enacting SMARA was premature loss of minerals and protection of sites threatened by development practices that might preclude future mineral extraction. In 1979 the State Board of Mining and Geology adopted guidelines for the management of mineral resources and preparation of local plans. The guidelines require local general plans to reference the State-identified mineral deposits and sites that are identified by the State geologist for conservation and/or future mineral extraction. Subsequently, the board identified urbanized areas where irreversible land uses precluded mineral extraction. Much of Los Angeles was deemed urbanized and, therefore, exempt from SMARA.

Senate Bill 375 (Land Use Planning)

SB 375 provides for a new planning process to coordinate land use planning, regional transportation plans and funding priorities to help California meet the greenhouse gas (GHG) reduction goals established in AB 32. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs) relevant to the project area (including SCAG); to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that will achieve GHG emission reduction targets. SB 375 also includes provisions for streamlining CEQA review for some infill projects such as transit oriented development. SB 375 will be implemented over the next several years. A complete analysis of consistently with regional GHG goals is provided in Section 4.2 *Air Quality*.

Local

Regional Plans and Policies. The proposed project is located within the SCAG region. The SCAG region consists of the following six southern California counties: Los Angeles, Imperial, Orange, Riverside, San Bernardino, and Ventura. SCAG is the regional planning agency with responsibility for reviewing the consistency of local plans, projects, and programs with regional plans. SCAG prepares the Regional Transportation Plan (RTP) every four years; the RTP evaluates growth and associated land use patterns at least 20 years in to the future. In 1996 SCAG adopted the Regional Comprehensive Plan and Guide (RCPG) that was updated as the Regional Comprehensive Plan (RCP) in 2008. The RCP was not adopted but was provided as a tool for local jurisdictions in planning and evaluating land uses. At the regional level, the goals, objectives, and policies in the RTP are used to evaluate regionally significant projects.

Redlands General Plan. The City of Redlands General Plan, adopted in 1972 and last updated in 2010, outlines comprehensive, long-term land use policies to guide development within the City. The General Plan was developed in accordance with State law and is comprised of ten elements: Growth Management, City Design and Preservation, Land Use, Circulation, Housing, Open Space and Conservation, Health and Safety, Noise, Human Services, and Economic Development. The central focus of the City of Redlands General Plan is “to preserve and maintain the City’s small town image with a reverent history tied to its citrus heritage in which amenities are spread evenly throughout the City.”

- **Land Use Element.** The Land Use Element of the General Plan meets State mandated requirements by designating the general location, distribution, and extent of various land uses proposed for the City of Redlands, as well as identifying standards for population and development densities. Goals and policies emphasize five main points:
 - Develop the downtown Specific Plan area as an extension of Downtown Redlands, by maintaining a high quality pedestrian-orientated character;
 - Provide opportunities for development and expansion to existing small business owners who provide local services;
 - Preserve historic sites;
 - Provide infrastructure improvements to attract private investment and economic development; and
 - Provide opportunities for the mixed-use development of high-density residential uses with retail, restaurant, or office uses.

- **Open Space and Conservation Element.** The Open Space and Conservation Element of the General Plan identifies areas for parks/golf course, flood control, conservation/habitat preservation and resource conservation. In addition the Open Space element identifies existing agricultural resources in the City of Redlands. Agricultural land uses are concentrated in five areas: North-West Redlands (East Valley Corridor Specific Plan Area), West Redlands, San Timoteo Canyon, North Redlands (Redlands Municipal Airport Area), and North Mentone. The General Plan identifies the location of Agricultural Preserves, which are afforded protection through zoning regulation and the more formal Williamson Act program.

The Open Space and Conservation Element identifies and analyzes the existing natural resources in the City of Redlands, including mineral resources. Policies of the Open Space and Conservation Element include the preservation of mineral resources and access to these resources. Any proposed development plan must consider access to the deposits for purposes of extraction.

City of Redlands Municipal Code: Zoning. The Zoning Code designates, regulates, and restricts the location and use of buildings, structures and land, for agriculture, residence, commerce, trade, industry, or other purposes. The Zoning Code includes design standards that seek to promote the health, safety and welfare for the orderly development of the City and its environs..

City of Redlands Municipal Code: Surface Mining and Land Reclamation. The Surface Mining and Land Reclamation (SMLR) chapter of the Code was adopted to regulate surface mining operations and implement SMARA. The Code section establishes a conditional use permit process for conducting surface mining operations and establishes mineral resource conservation regulation.

Specific Plan. A specific plan is a tool for the systematic implementation of the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision.

1994 Downtown Specific Plan. The 1994 Downtown Specific Plan was adopted on June 21, 1994 and has been amended twelve times through July 15, 2008. These amendments mainly addressed individual development standards. The Downtown Specific Plan, as amended, provides a comprehensive set of standards for land use, development design and public improvements for the northern portion of Downtown Redlands. The primary goal of the 1994 Downtown Specific Plan, as amended, was to create a compact, pedestrian-oriented environment that is consistent in character and density with the older Redlands Town Center. The 1994 Downtown Specific Plan area was created as an extension of the existing Town Center northward to the I-10 to form a prominent "gateway" to downtown Redlands and avoid becoming a freeway-oriented area dominated by the automobile.

The 1994 Downtown Specific Plan, as amended, combines zoning regulations, a capital improvement program, development standards, design guidelines, and other regulations or policies tailored to meet the needs of the 1994 Downtown Specific Plan area. The 1994 Downtown Specific Plan includes the following policies:

- Develop the Specific Plan area as an extension of Downtown Redlands, providing a high-quality pedestrian-oriented development character consistent with the rest of the Town Center.
- Provide opportunities for the expansion and development of small businesses that provide local services;
- Provide public improvements for traffic circulation, flood control, utility services and aesthetic amenities that will attract new private investment and economic development; and
- Preserve historic buildings and sites;

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant impact on land use if it would:

- Physically divides an established community;
- Conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflicts with any applicable Habitat Conservation Plan or Natural Community Conservation Plan.

The proposed project would have a significant impact on agricultural resources if the proposed project would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act Contract; and/or
- Involve changes in the existing environment, which due to their location or nature, could result in the conversion of Farmland, to non-agricultural use.

The proposed project would have a significant impact on mineral resources if the proposed project would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and/or
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

IMPACTS

Land Use

Buildout of the proposed project is assumed to occur in 2025. It is anticipated to result in up to 1,676 residential units (including density bonuses), 793,113 square feet of retail uses, 119,746 square feet of restaurants, 330,000 square feet of office space, 16 screens (3,703 seats) of theaters/cinemas, 100 rooms (20,000 square feet) of hotel uses, and 120,000 square feet of civic uses. These equate to net increases of 1,618 residential units, 391,362 square feet of retail uses, 78,650 square feet of restaurants, 285,500 square feet of office space, two screens (900 seats) of theaters/cinemas, 100 rooms (20,000 square feet) of hotel uses, and 7,900 square feet of civic uses.

The Redlands Passenger Rail, currently being planned by the San Bernardino Associated Governments (SANBAG), is proposed as a new passenger train service running from Redlands to Downtown San Bernardino, utilizing the existing rail right-of-way. A rail station is planned within the project site adjacent to the historic Santa Fe Depot between Orange Street and Eureka Street. The final site for the station platform has yet to be determined. The proposed project also includes a Transit Village Overlay zone that would be applied to properties within ¼-mile of the proposed transit station. The overlay zone would support mixed-use developments, a mix of housing types and enhanced pedestrian and bicycle access to the transit station. A residential density bonus of 25 percent may be granted within this zone, pursuant to entering into a development agreement with the City.

Division of an Established Community

The proposed project would not physically divide the City of Redlands or the community immediately around the project site. The purpose of the 1994 Downtown Specific Plan is to turn the downtown Redlands area into a gateway to the City. The proposed project would create a more representative Downtown Redlands planning area through the inclusion of a more diverse range of land uses, which include civic, commercial, office and residential uses. The addition of commercial uses located south of Redlands Boulevard would add to the economic development potential of the downtown Redlands Central Business District. The existing auto-related industrial uses located to the southeast of the project area act as a buffer between residential uses located south of State Street and the commercial core of downtown Redlands. The inclusion of these existing industrial uses into the project area would allow these uses to be redeveloped with more pedestrian friendly uses which would remove this buffer and allow for a smooth transition between compatible uses which currently does not exist. The combination

of land uses would unify the Downtown area and create a functional community whose needs would be met through a well-developed mix of land uses.

Increased development density would enhance consistency with surrounding land uses by revitalizing buildings and activating streets. Currently, land uses within the project site are highly segmented; with increased development underutilized areas would become active. The proposed project aims to create an orderly visually pleasing mix of uses and would allow the areas to naturally flow into one another. As more of the project area is redeveloped in accordance with the proposed project, the existing division of community would be reduced. Street extensions under the proposed project, at Oriental Avenue from Eureka to 3rd Streets, and on the existing Redlands Mall to connect 3rd and State Streets, would also physically unite similar land uses. Therefore, no impact related to physically dividing an established community would occur.

Adopted Plans and Policies

Regional Plans and Policies

Table 4.7-1 shows plan consistency with SCAG regional policies. As shown in **Table 4.7-1**, the proposed project would be consistent with all applicable SCAG policies. Therefore, no impact related to inconsistency with regional plans would occur.

TABLE 4.7-1: COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES		
Policy Type and Goals	Conclusion	Discussion
Growth Management Chapter		
3.01 The population, housing and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	Consistent with this policy.	SCAG forecasts are used for this project and would be used by SCAG in any review.
3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent with this policy.	Adequate public facilities, transportation, and utilities infrastructure are in place for the proposed project and combined with proposed improvements to parking and the streetscape, would be consistent with projected regional growth.
Growth Management Policies to Improve the Regional Standard of Living		
3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Consistent with this policy.	The project site is located within a regional circulation system consisting of a major highway, freeway system, and bus systems. As a result, development of this project would not demand expansion of infrastructure into outlying or undeveloped areas. The project would enhance existing facilities to the greatest extent possible, and streamline the connection between citizens and services.

TABLE 4.7-1: COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES		
Policy Type and Goals	Conclusion	Discussion
3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	Consistent with this policy.	An increase in residents would provide a boost to the local economy and mixed-use development will keep costs of infrastructure and public services to a minimum. The costs of improving infrastructure would be offset by increased private investment to stimulate economic growth and a resulting expanded tax base.
Growth Management Policies Related to Improve the Regional Quality of Life		
3.12 Encourage existing or proposed local jurisdiction's programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	Consistent with this policy.	The project site would be developed to increase pedestrian activity. The proposed project establishes a Transit Village Overlay Zone surrounding the future planned commuter rail station adjacent to the historic Santa Fe Depot. The project site would also provide a linked bicycle circulation system in the Downtown area. The project site is served by established bus routes along the public street system. Placing residents closer to commercial areas will reduce the need to travel. The existing public transit system and planned improvements would provide the opportunity for a reduction in auto trips and vehicle miles traveled. Proposed park-once structures would also reduce vehicle mile trips.
3.13 Encourage local jurisdiction's plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	Consistent with this policy.	The project site is located within a major commercial corridor. Neighborhood and highway-oriented commercial uses are located along the street frontages of Redlands Boulevard, portions of State Street, and Eureka Street. Thus, the proposed project would maximize the use of existing urbanized areas through infill, adaptive reuse and redevelopment.
3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	Consistent with this policy.	The proposed project would involve development of multi-family residential structures along a commercial corridor and within an existing urbanized area adjacent to rail and bus transit.
3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	Consistent with this policy.	The proposed project would create infill development in an existing urbanized area and proposed redevelopment would make use of existing infrastructure systems and transportation corridors.
3.17 Support and encourage settlement patterns, which contain a range of urban densities.	Consistent with this policy.	The proposed project complements the existing range of urban densities within the City of Redlands. Higher-density residential uses would be located near commercial centers and the surrounding lower-density residential areas would be preserved.
3.18 Encourage planned development in locations least likely to cause environmental impact.	Not Applicable.	The proposed development is an infill project directed at redeveloping a commercial orientated downtown district. Since the site is located in an urbanized area, natural areas would not be affected and mixed-use development would reduce potential impacts to air quality and traffic.

TABLE 4.7-1: COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES		
Policy Type and Goals	Conclusion	Discussion
3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	Not Applicable.	The site is located in an urbanized area, which is devoid of such vital resources. Hence, no vital resources would be directly or indirectly affected by the proposed project.
3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Consistent with this policy.	The proposed project environmental review included a complete investigation into the potential presence of cultural and archaeological resources (see Section 4.4 <i>Cultural Resources</i>), and would enhance and preserve historic districts. The project also contains provisions to avoid any potential impacts.
3.22 Discourage development, or encourage the use of special design requirements in areas with steep slopes, high fire, flood, and seismic hazards.	Consistent with this policy.	The proposed project would contain provisions to safeguard against seismic hazards. The project site is not susceptible to high fire, flood, or slope hazards.
3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Consistent with this policy.	This EIR contains mitigation measures to reduce noise. Biological and ecological resources would not be affected by the proposed project. The proposed project would be built in accordance with all current earthquake standards and emergency plans would be submitted for approval to applicable agencies prior to operations.
Growth Management Policies Related to Social, Political, and Cultural Equity		
3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	Consistent with this policy.	The proposed project would contain three zoned areas for single- and multi-family housing, thus, benefiting the quality and variety of the local housing stock.
3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	Consistent with this policy.	The proposed project would provide elements that would encourage sustainable development and be equally accessible to all members of society. The proposed project would also provide, or contribute to, the provision of other public services (i.e., housing).
Regional Transportation Plan		
4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.	Consistent with this policy.	In developing transportation mitigation measures for the proposed project, maintaining and operating the existing system was given priority over any capacity expansions.

TABLE 4.7-1: COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES		
Policy Type and Goals	Conclusion	Discussion
Air Quality Chapter Core Actions		
5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	Consistent with this policy.	This policy is largely regional in scope. However, the proposed project would incorporate all applicable source reduction and control measures including AQMD Rule 403 - Fugitive Dust Control, and would strive to identify other programs and actions throughout the life of the proposed project so that options to command and control regulations can be assessed.
5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, sub-regional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	Consistent with this policy.	The interrelationship between air quality, land use, transportation, and economic relationships was considered throughout the analysis contained in this EIR to ensure consistency and minimize conflicts.
Open Space Chapter Ancillary Goals		
9.01 Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.	Consistent with this policy.	The proposed project is located in an urbanized area and would not involve development within open space land. The proposed project would generate a population within SCAG forecasts for the area, and would not result in the need for additional recreational resources. The proposed project would not impact existing outdoor recreation areas.
Water Quality		
11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	Consistent with this policy.	The feasibility of using reclaimed water for the landscaped and open space areas of the project site will be examined on a project-by-project basis as each parcel is developed.
SOURCE: SCAG Regional Comprehensive Plan and Guide, April 2001, and Terry A. Hayes Associates, LLC, October 2009.		

Local Plans and Policies

City of Redlands General Plan - Land Use and Housing Elements. The Downtown Specific Plan is being revised to include residential and civic areas in south Downtown Redlands. The project area extends from Texas Street in the west to North Church Street in the east, and from the south side of the I-10 in the north to San Gorgonio Drive, Brookside Avenue, West Vine Street, South 6th Street, East Olive Avenue, and East Citrus Avenue in the south. This expansion would result in an increase of 121.6 acres. The changes to the boundaries of the Specific Plan area would require the following General Plan Amendments to remain consistent with land use policies in the General Plan:

- Modification of the introductory text in Section 4.61 (Downtown) of the Land Use Element to reflect the expanded boundaries of the Downtown Specific Plan, and to indicate that the entire

Downtown Specific Plan permits mixed uses to include commercial, retail, services, offices, and residential;

- Revise Policy 4.61(a) of the Land Use Element to reflect new boundaries of the Downtown Specific Plan;
- Modification of General Plan Table 7.1 (Existing and Proposed Parks) of the Open Space and Conservation Element to reflect the proposal to add a number of small pocket parks within the Downtown to include their acreage and purpose;
- Change the Land Use Map to reflect the proposed additions of pocket parks in the Downtown as “circles”, as proposed in General Plan Table 7.1 of the Open Space and Conservation Element; and, modify the Land Use Map to show two areas of the Downtown Specific Plan currently designated Commercial/Industrial to be re-designated to Commercial. One area is bounded by Stuart Avenue on the north, State Street on the south, Eureka Street on the east, and Texas Street on the west. The other area is generally bounded by the I-10 Freeway on the north, the Mission Zanja and Redlands Boulevard on the south, Church Street on the east, and 6th Street on the west;
- Modify Policy 5.50(g) of the Circulation Element to designate a Class I bicycle route which traverses through the Downtown by either utilizing portions of the current Santa Fe railroad right-of-way or be within proximity to the current railroad right-of-way from New York Street to east of Wabash Avenue; and
- A Transit Village Overlay would be added extending ¼-mile from the transit station.

The Revised Downtown Specific Plan is designed to be consistent with GP Policy 3.10(h) which states: “Maintain the village-like character of Downtown Redlands.” Village-like character as defined in this specific plan is a pedestrian-friendly environment containing pedestrian scale improvements, enhanced streetscaping, public spaces and the integration of vertical and horizontal mixed-use consisting of retail, restaurant and office uses along with urban housing to create an attractive and vibrant urban village. Village-like character also entails placing more focus on pedestrians, bicycles and the downtown commuter rail and less on vehicles.

The Redlands General Plan includes policies that encourage a high quality pedestrian-orientated character; provide opportunities for development and expansion to existing small business owners who provide local services; preserve historic sites; provide infrastructure improvements to attract private investment and economic development; and provide opportunities for the mixed-use development of high-density residential uses with retail, restaurant, or office uses.

The proposed project would develop Downtown Redlands with a cohesive and compatible plan that maintains the character and vision created in the City of Redlands General Plan Land Use and Housing Elements. The project would establish a semi-urban, pedestrian-orientated environment that preserves the historic roots of the community with economic vitality.

Several features of the proposed project would contribute to achieving the land use policies established in the General Plan Land Use and Housing Elements. Mixed-use development and residential infill throughout the project site would be consistent with meeting the needs of multi-family residential development within the project site. The implementation of a residential density bonus of 25 percent within the Transit Village Overlay zone would be consistent with the Housing Element’s policy to encourage densities that facilitate energy-efficient public transit systems. Renovating the Santa Fe Depot District would maintain the historical character of the area, as well as establish a transit hub for regional travel and connectivity by rail or bus.

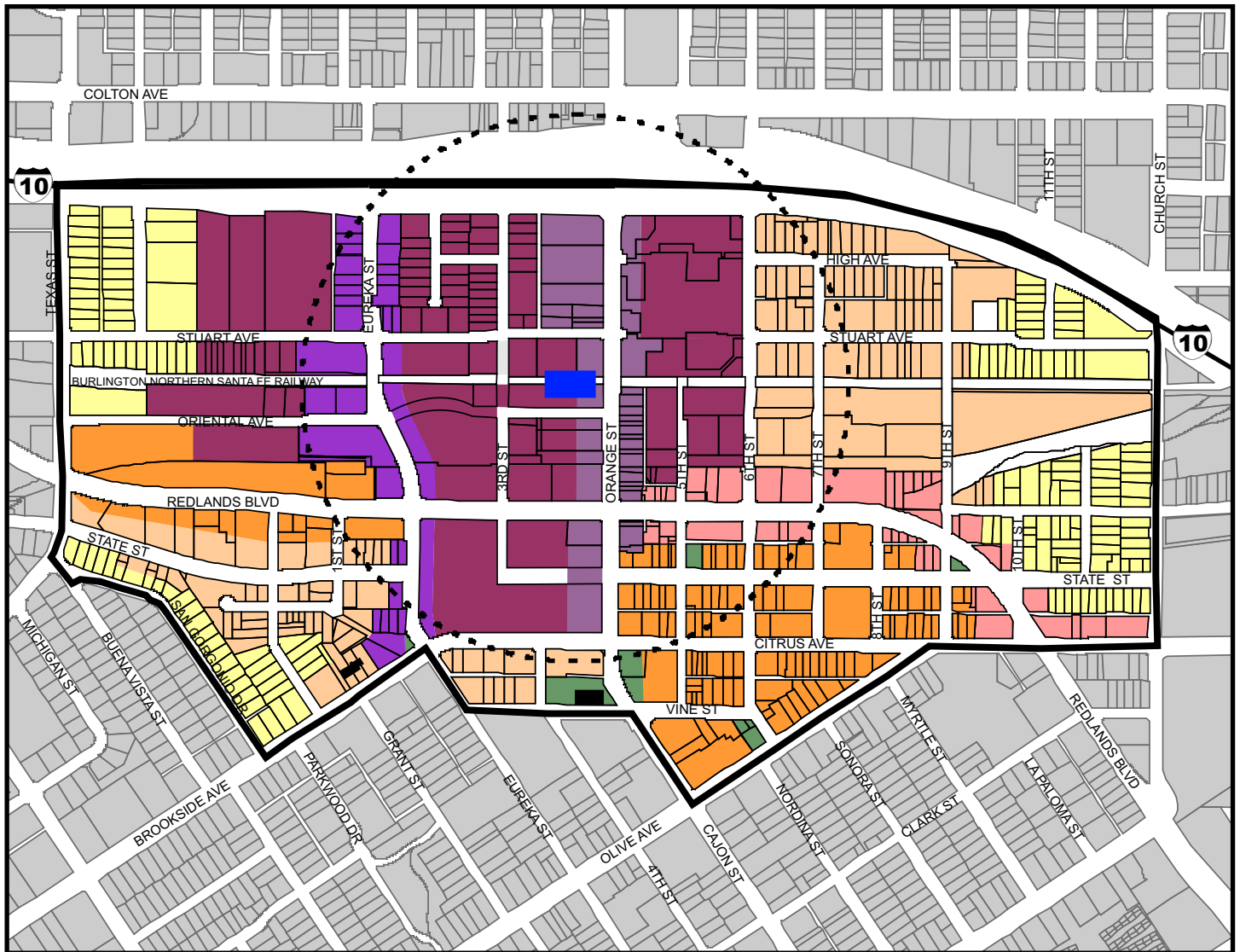
The expansion of State Street into a two-way street would also be consistent with policies set forth in the Land Use Element. This would provide additional access to a historic commercial area that provides local services to its residents. Establishing frontage with consistent setbacks and wide sidewalks would attract pedestrians and link retail and commercial uses within the project site.

Mixed-use buildings with wrap around parking garages will also foster the creation of pedestrian-friendly streets. The renovation of existing parking is another design element that will enhance the pedestrian-orientated community that is described within the General Plan. The strategically planned three City parking structures within the project site encourages a park-once concept wherein visitors, workers, and residents would be encouraged to park in a lot and then walk to multiple destinations, rather than drive to multiple locations.















As a result of these General Plan Amendments and consistencies of the proposed project with the General Plan's Land Use and Housing Elements, the proposed project would be consistent with the General Plan. Therefore, no impact related to inconsistency with local plans would occur.

1994 Downtown Specific Plan. The proposed project would expand the 1994 Downtown Specific Plan area to include the area south of Redlands Boulevard between Center/Texas and Church Streets to Olive and Fern Avenues. The 1994 Downtown Specific Plan contained three land use designations, Town Center (TC), Town Center-Historic (TC-H), and Service Commercial (SC) to guide development. The proposed project has redefined these general land use designations with additional development standards tailored to meet the needs of specific areas. The refinement of these land use designations would not conflict with the 1994 Downtown Specific Plan land use designations. **Figure 4.7-4** shows the refined zoning designations that would occur with the proposed project. The proposed project would divide the project site into the following seven Districts, also referred to as zones or sub-areas:

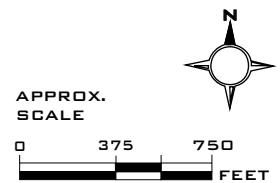
- *Town Center:* The Town Center zone is proposed for areas south of Pearl Avenue, north of Citrus Street, mainly between Eureka and Orange Streets. The zone would be characterized by largely continuous commercial and mixed-use development that presents a consistent face to the street with little space between buildings. Ground floors would be activated with retail and flex-uses, with different uses at the upper levels. The intent of the Town Center area is to augment the central core area of Downtown, so that auto-dominated uses would be discouraged, streetscapes would be pedestrian-friendly in character, and off-street parking would be mandated either in public garages or away from street frontages, behind buildings.
- *Corridor 1:* The Corridor 1 zone is proposed for Eureka Street as a connector to the Town Center, both from the I-10 southward and from the residential neighborhoods northward. Development in Corridor 1 would be appropriate for a high traffic volume street that is also pedestrian friendly and complimentary to the rest of Downtown. The buildings in this area would be of similar height and intensity as buildings in the Town Center and would accommodate mixed-use residential and a wider array of permitted uses. The streetscape would be urban in character with large trees to offset the automobile dominance of the street.
- *Corridor 2:* The Corridor 2 zone is proposed for Orange Street, the principle pedestrian north-south axis from the rail station, along the edge of the Town Center and into the State Street district. The intent of the Corridor is to act as a north-south seam between the State Street district and the new Town Center. It would be designed as a pedestrian-oriented street with wide sidewalks and traffic calming measures. The buildings in this area would be less intensive than those along the Eureka Street Corridor and continuous with the historic character of the State Street district. Urban standards for this Corridor would be sensitive to the historic fabric of pre-existing buildings and urban form along Orange Street.



LEGEND:

- | | | |
|--|--|--|
|  Proposed Specific Plan Area |  1/4-Mile Transit Oriented Development Area |  Proposed Transit Station |
|  Corridor 1 |  Civic Buildings |  Neighborhood 2 |
|  Corridor 2 |  Town Center |  Public Open Space |
|  Corridor 3 East |  State Street District |  Properties Outside of Specific Plan Area |
|  Corridor 3 West |  Neighborhood 1 | |

SOURCE: TAHA, 2011.



- *Corridor 3 East and West:* The Corridor 3 East and West zones are proposed for Redlands Boulevard, on the two sides of the Town Center as a major thoroughfare to and from the Town Center. This Corridor would be divided into two sections to differentiate the permitted, conditionally permitted, and prohibited land uses, as well as the different urban standards in each area. Corridor 3 West would transition from car-related commercial uses to a high-density residential and mixed-use development pattern. The buildings along Corridor 3 would be similar in intensity to Corridor 1 (Eureka Street). Corridor 3 East acts as an important connector between the State Street and Orange Street areas.
- *State Street District:* The State Street district is proposed for historical State Street, the current pedestrian-oriented heart of Redlands, between Orange Street and 9th Street. The District would also extend south towards Citrus Avenue. Through restoration, rehabilitation and infill, the distinct historic character of the original three blocks east of Orange Street would be preserved as a vital, pedestrian-oriented area. At the same time the historic form would be extended outward to other buildings in the district.
- *Neighborhood 1:* Neighborhood 1 would include those areas immediately around the Town Center. This zone is intended to help to provide a transition between the less dense and primarily single-family residential areas within the Neighborhood 2 zone and the denser Town Center and State Street district. The uses would be primarily residential with permitted office and small-scale retail. The proposed intensity of development in the zone in most places is meant to leverage its proximity to the freeway and the rail tracks.
- *Neighborhood 2:* The Neighborhood 2 zone is proposed for areas on the edges of the Specific Plan area. The character of existing historic single-family neighborhoods would be preserved through rehabilitation and through recommendations that create residential buildings that would be consistent with pre-existing neighborhoods.
- *Transit Village Overlay:* The Transit Village Overlay is proposed for those properties that are within ¼-mile of the transit station. The Overlay would support mixed-use developments, a mix of housing types and enhanced pedestrian and bicycle access to the transit station. A residential density bonus of 25 percent may be granted pursuant to entering into a development agreement with the City.

This expansion in size of the 1994 Downtown Specific Plan area would include the new proposed and existing civic uses along Citrus/Brookside Avenues and Cajon Street, retail uses along State Street and Redlands Boulevard, office uses along Brookside and Olive Avenues, and transitioning residential neighborhoods beyond the office frontage along Brookside Avenue.

The 1994 Downtown Specific Plan area is primarily located to the north of the Historic Santa Fe Depot, which is envisioned to be the center of a transit oriented district. This expansion would create a more uniform area surrounding the Santa Fe Depot. This inclusion of the additional land uses would make the Santa Fe Depot the center of the project area. The new project site would incorporate the goals of the 1994 Downtown Specific Plan and also satisfy the following goals of the proposed project:

- Promote economic vitality through a mix of uses;
- Create a pedestrian-oriented environment which would be centered along the Santa Fe Depot;
- Maintain and enhance the distinct Redlands character; and
- Enhance and extend the civic realm.

The proposed project would replace the 1994 Downtown Specific Plan and would not result in any significant changes to consistency with goals and policies. Therefore, no impact related to inconsistency with the 1994 Downtown Specific Plan would occur.

Zoning

The proposed project would not conflict the existing zoning designations in Downtown Redlands. In any areas of discrepancy regarding zoning or permitted uses, the Specific Plan would prevail over the zoning ordinance as designated under the General Plan. Zoning changes specified under the proposed project would supersede any existing zoning ordinance designation. Therefore, no impact related to inconsistency with zoning would occur.

Habitat Conservation and Natural Community Conservation Plans

The project site is located in an urbanized area. There is no adopted habitat conservation plan or natural community conservation plan that would be affected by the Specific Plan. Therefore, no impact related to inconsistency with established conservation plans would occur.

Land Use Compatibility

The proposed project would remove an existing land use incompatibility. Specifically, this occurs in the northwest project site where industrial uses are adjacent to residential uses. The proposed project would relocate these industrial uses away from residential uses to outside the project site. The only remaining industrial use would be an auto dealer showroom, service, and storage. All new development and infill within the project site would be compatible with existing zoning regulations and building standards and not result in any land use incompatibilities. Street extensions under the proposed project would also physically unite similar land uses. The growth and development of these land uses with be compatible with an urban downtown environment. Therefore, no impact related to land use compatibility would occur.

Agricultural Resources

The project site is located in a fully urbanized area of the City of Redlands. As discussed above, the project site does not contain prime or important farmlands, nor does it contain existing agricultural uses. The existing land use designations for the project site do not include agriculture as a permissible use, nor does the proposed project. Therefore, no impact related to agricultural resources would occur.

Mineral Resources

The project site is located in a fully urbanized area of the City of Redlands. As discussed above, the project site is not located in an area targeted for mineral resource conservation by City or State. Therefore, no impact related to mineral resources would occur.

MITIGATION MEASURES

No impacts would occur. Thus, no mitigation measures are required.

LEVEL OF IMPACT AFTER MITIGATION

No impacts would occur.

CUMULATIVE IMPACTS

Land Use

All development projects within the City of Redlands would be required to be consistent with the General Plan, other applicable plans, and the City's ordinances, including the zoning ordinance. All projects (past, present and future) within the City's jurisdiction are required to be consistent with the City's plans and ordinances.

A cumulative impact would occur if the project, in combination with other projects, would contribute to changes in land uses that would be inconsistent with existing plans and zoning. Future development of the proposed project may be of a slightly different type or scale, but without major changes in existing plans and zoning, and would generally be consistent with surrounding land uses. The proposed project would be consistent with the City's General Plan and 1994 Downtown Specific Plan. No land use impacts are expected to result from the implementation of the proposed project. The proposed project would not result in a cumulatively considerable contribution to a land use impact. Therefore, the proposed project would result in a less-than-significant cumulative impact related to land use.

Agricultural Resources

As discussed above, the project does not contain prime or important farmlands, nor does it contain existing agricultural uses. Therefore, no contribution to a cumulative impact would occur.

Mineral Resources

The project site does not contain mineral resources. Therefore, no contribution to a cumulative loss of mineral resources would occur.