

5.9 Land Use and Planning

5.9.1 INTRODUCTION

This section provides an analysis of the consistency of the proposed Project with applicable land use plans, policies, and regulations that guide development of the Project site and evaluates the relationship of the Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *City of Redlands General Plan 2035, December 2017*
- *City of Redlands General Plan Update and Climate Action Plan DEIR, July 2017*

5.9.2 REGULATORY SETTING

5.9.2.1 Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole. On September 3, 2020, SCAG's Regional Council adopted Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

5.9.2.2 Local Regulations

Redlands General Plan 2035

The City of Redlands adopted the 2035 General Plan on December 15, 2017. The General Plan serves as a policy document or blueprint for future development to guide future growth in Redlands. The seven themes in the 2035 General Plan include the following:

1. **Distinctive City.** This chapter sets policies to preserve and enhance the City's unique architectural, historical, and cultural resources.
2. **Prosperous Economy.** This chapter sets forth principles and actions specific to major sectors of Redlands' economy – including tourism, innovation, and retail, - in order to ensure prosperity and opportunity for all Redlanders.
3. **Livable Community.** This chapter describes the existing land use pattern and growth management framework. Development and other factors impacting quality of life – including public facilities, public safety, and education – are guided so as to retain the community's character.
4. **Connected City.** This chapter includes policies, programs, and standards to maintain efficient circulation for all modes of travel. It identifies future street and traffic improvements, and addresses walking, biking, transit, and parking to enable a multi-modal circulation system.

5. Vital Environment. Redlands is renowned for its natural beauty. This chapter sets forth policies regarding land conservation, open space, agriculture, and water supply, in order to protect the Planning Area's natural environment.
6. Healthy Community. This chapter shapes policy specific to health outcomes of Redlanders. Topics addressed include recreational activity, public health, safety, and air quality.
7. Sustainable Community. This chapter outlines strategies to preserve Redlands' natural resources for the benefit of future Redlanders. This chapter incorporates innovative strategies to minimize the environmental footprint associated with water, energy, and resource consumption.

City of Redlands Municipal Code

Chapter 18.16 Districts and Zoning Map

The City's Code or Ordinances Chapter 18.16, Districts and Zoning Maps establishes the zoning districts and boundaries of those districts within the City.

5.9.3 ENVIRONMENTAL SETTING

The City of Redlands is located near the base of the San Bernardino Mountains in San Bernardino County, approximately 60 miles northeast from the City of Los Angeles and approximately 45 miles west from the City of Palm Springs. The city is situated along the Interstate 10 (I-10) corridor, which links the city with the cities of San Bernardino, Fontana, Ontario, and Los Angeles to the west, and Yucaipa, Beaumont, and Coachella Valley cities to the east.

The proposed Transit Villages Specific Plan (TVSP, or Specific Plan) area generally includes the parcels located within approximately one-half mile, or a 10-minute walk, of the three new Arrow stations in the city. The entire TVSP area, which covers approximately 947 acres (approximately 1.5 square miles) is generally bounded to the west by Kansas Street, Redlands Boulevard, Alabama Street, and Tennessee Street; to the north by the I-10, Colton Avenue, and Sylvan Boulevard; to the east by Judson Street; and to the south by Citrus Avenue, Central Avenue, Redlands Boulevard, Olive Avenue, Brookside Avenue, Ash Street, Pine Avenue, Tennessee Street, and State Street. The TVSP area also includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue (see Figure 3-4, *Specific Plan Station Areas*).

The TVSP area is approximately 947 acres of land that is divided into three planning areas referred to as transit villages, which generally circle each new Arrow station, as shown on Figure 3-4. The New York Street/Esri Transit Village area is generally west of Texas Street and Center Street. The Downtown Transit Village area is generally bounded to the east by Church Street, and to the west by Texas Street, and includes the parcels along both sides of Orange Street between Colton Avenue and Lugonia Avenue. The University Street Transit Village area is located east of Church Street and west of Judson Street.

Existing General Plan and Zoning Designation

The City of Redlands General Plan 2035 (GP2035) designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks.

Most of the New York Street/Esri Transit Village area consists of non-residential land use designations except for the multi-family residential area in the southern portion of the village. The Downtown Transit Village area is also primarily non-residential, with multi-family allowed along the eastern edge. Land use designations in the University Street Transit Village are primarily medium and high density residential, except the institutional designations associated with the University of Redlands campus to the north of the station site. The General

Plan Transit Villages Overlay provides for residential/mixed uses within a half-mile of each station (see Figure 3-5, *General Plan Land Use Designation*).

The GP2035 Livable Community Element includes a Transit Villages section that provides for the Transit Villages Overlay Zone (TVOZ), which applies to areas within a half-mile radius of the five rail stations that were anticipated in the GP2035, which includes the three new Arrow stations (see Figure 3-6, *General Plan Transit Villages*).

Existing residential zoning within the TVSP area is primarily Multi-Family Residential (R-2 and R-3); however, there are two small areas with existing single-family zoning. The parcels on 11th Street between the I-10 and Colton Avenue in the Downtown Transit Village are zoned Single-Family Residential (R-1) and the parcels in the University Street Transit Villages bounded by the I-10, East Cypress Avenue, and East Citrus Avenue are zoned Suburban Residential (R-S). See Figure 3-7, *Existing Zoning Districts*.

Non-residential zoning in the TVSP area include Industrial (I-P), Light Industrial (M-1), Planned Industrial (M-P), Administrative and Professional Office (A-P), Neighborhood Stores (C-1), General Commercial (C-3), Highway Commercial (C-4), Commercial (C-M), Educational (E), Transitional (T), Open Land (O), Floodplain (FP), East Valley-General Commercial (EV/CG), and East Valley-Public Institutional (EV/PI).

The Downtown Specific Plan (Specific Plan No. 45), which is located within the proposed Downtown Village, governs the parcels in the downtown area, which is divided into Town Center, Town Center-Historic District, and Service-Commercial District.

The Project area is surrounded by a variety of GP2035 land use designations and zones including industrial, institutional, agricultural, commercial, and single- and multi-family residential as described below. Views of the surrounding GP2035 land use designations can also be seen on Figure 3-5, and views of the surrounding zoning can be seen on Figure 3-7, *Existing Zoning Districts*.

North: Uses to the north include transitional, commercial, multi-family residential, University of Redlands, and single-family residential.

South: Uses to the south include multi-family residential, University of Redlands, industrial, open space, and administrative buildings.

West: Uses to the west of the Project site include industrial and commercial buildings.

East: Uses to the east primarily consist of single-family residences.

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- LU-1 Physically divide an established community; or
- LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The Initial Study established that the proposed Project would not result in impacts related to Threshold LU-1; no further assessment of this impact is required in the Draft EIR.

5.9.5 METHODOLOGY

The analysis of land use consistency impacts considers whether the proposed Project physically divide an established community and if the Project would be inconsistent with (or conflict with) with regional and local plans, policies, and regulations that are applicable to the proposed Project and Project site, including the:

SCAG RTP/SCS, City of Redlands General Plan, and City Municipal Code. Consistent with the scope and purpose of this Draft EIR, this discussion primarily focuses on those goals and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment. Thus, a project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts (as defined by CEQA Guidelines Section 15382).

CEQA Guidelines Section 15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision-makers should address. A project need not be consistent with each and every policy and objective in a planning document. Rather, a project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the plans and would not preclude the attainment of the primary goals of the land use plan or policy.

5.9.6 ENVIRONMENTAL IMPACTS

IMPACT LU-2: THE PROJECT WOULD NOT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.

Less than Significant Impact.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The 2020 RTP/SCS Goals that are relevant to the proposed Project focus largely on maximizing mobility, encouraging development patterns and densities that reduce infrastructure costs, and provide for efficiency.

The proposed Project would be consistent with the applicable SCAG's 2020 RTP/SCS goals, as detailed in Table 5.9-1. Therefore, implementation of the proposed Project would not result in conflict with RTP/SCS goals, and impacts would not occur.

Table 5.9-1: Consistency with SCAG Regional Transportation Plan/Sustainable Communities Strategy

RTP/SCS Goal Statements	Proposed Project Consistency with Applicable Goals
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	Consistent. The Project would enhance the region's overall economic development and competitiveness.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. As a city-level planning document, the Project is limited in its ability to maximize mobility and access for people and goods throughout the SCAG region. However, the Project would not create substantial traffic impediments. Additionally, the Project would promote development within the 0.5-mile of the Arrow Line, which would help improve mobility in the City.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. As a city-level planning document, the Project is limited in its ability to ensure security and resilience of the regional transportation system. There are no components of the Project that would result in the deterioration of the transportation system. However, as a measure to safeguard security, the Project would comply with applicable policies included in the City's General Plan, including development outside 100-year flood zones, dam inundation areas, Alquist-Piolo

RTP/SCS Goal Statements	Proposed Project Consistency with Applicable Goals
	earthquake fault zones, and very high fire severity zones.
<p>RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system...</p>	<p>Consistent. As a city-level planning document, the Project is limited in its ability to maximize the goods movement and travel choices within the SCAG region. However, the Project would not create substantial traffic impediments. Additionally, the Project would promote development within the 0.5-mile of the Arrow Line, which would help improve travel choices in the City.</p>
<p>RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.</p>	<p>Consistent. While the Project would not improve air quality or reduce greenhouse gas emissions, it would set standards for infill development adjacent to transit, which would reduce vehicle trips and associated emissions. Additionally, it would not prevent SCAG from implementing actions that would improve air quality within the region and the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards and Consistent with Policy NR-1.9.</p>
<p>RTP/SCS G6: Support healthy and equitable communities.</p>	<p>Consistent. The Project would comply with Countywide goal and policies to support healthy and equitable communities. Additionally, the Project would include street network improvements, bike lane improvements, and sidewalk improvements that would increase the walkability in the Project area.</p>
<p>RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system.</p>
<p>RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.</p>
<p>RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent. The proposed Project would contribute to meeting the regional goal of developing residential housing in an area that is supported by multiple transportation options.</p>
<p>RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats</p>	<p>Consistent. The proposed Project would be consistent with goals and policies of the City’s General Plan and would not cause significant environmental impacts to agricultural lands or biological resources. The TVSP area is located within a largely developed, urbanized setting and would not result in the conversion of farmland or open space.</p>

City of Redlands General Plan 2035

Land Use Consistency: As mentioned above, the City of Redlands General Plan 2035 (GP2035) designates the TVSP area with a mix of land uses including: Medium Density Residential (up to 15 dwelling units per

acre), High Density Residential (up to 27 dwelling units per acre), Office, Commercial, Commercial/Industrial, Industrial, Public/Institutional, and Parks.

Areas south of the Project have a General Plan Land Use Designation of low density residential, medium density residential, high density residential, public institutional, commercial, and office. Areas to the north have a General Plan Land Use Designation of low density residential, medium density residential, low medium density residential, and commercial. Areas to the west have a land use designation of commercial/industrial and commercial. Areas to the east have a low density residential General Plan Land Use Designation.

California law (Government Code §65450-§65453) allows cities to develop and administer Specific Plans as an implementation tool for their General Plan. As a requirement of state law, Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, standards, programs and uses that are established in the General Plan. The proposed Specific Plan would implement General Plan policies related to infill development, providing a supply of non-residential development area within the City, provision of housing for employees, and increasing use of alternative methods of circulation. The proposed TVSP provides for infill development that would make use of the existing circulation and utility infrastructure and provide mixed-use and higher density housing opportunities that provide affordability. The TVSP addresses the consistency of the TVSP with the relevant City's General Plan and said analysis is incorporated by reference into this EIR.

Table 5.9-2, *Project Consistency with Applicable General Plan Actions and Policies*, lists the policies from the City of Redlands General Plan that are relevant to the proposed Specific Plan. For each topic of the General Plan, the General Plan established policies that consist of principles and actions that form the supporting policies for the goal. As shown in Table 5.9-2 below, the Project would be consistent with the actions and policies of the City's General Plan.

Table 5.9-2: Project Consistency with Applicable General Plan Actions and Policies

General Plan Policy	Proposed Project
<p>Policy 2-P.8 Identify, maintain, protect, and enhance Redlands' cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage. In so doing, Redlands will preserve its unique character and beauty, foster community pride, conserve the character and architecture of its neighborhoods and commercial and rural areas, enable citizens and visitors to enjoy and learn about local history, and provide a framework for making appropriate physical changes.</p>	<p>Consistent. The TVSP encourages infill transit-oriented development surrounding three new train stations in the City. Transit-oriented development is a planning concept that provides for residential and commercial uses around a transit station or corridor to facilitate transit use. the proposed TVSP would provide a form-based code to achieve preferred building forms and design, promote compact and walkable urban form in the vicinity of the train stations, introduce a greater variety of transportation options (and reduce vehicle trips and vehicle miles traveled), and provide more public open space and amenities that provides aesthetic and community benefits.</p>
<p>Policy 2-P.9 Provide incentives to protect, preserve, and maintain the city's heritage.</p>	<p>Consistent. The proposed TVSP would utilize a form-based code to achieve preferred building forms and design that would maintain the City's heritage.</p>
<p>Policy 2-P.11 Encourage retention of the character of existing historic structures and urban design elements that define the built environment of the city's older neighborhoods.</p>	<p>Consistent. The proposed Project would require evaluation of potential historic resources for implementing projects that could potentially impact a building or structure in excess of 45 years of age as included as Mitigation Measure CUL-1.</p>
<p>Policy 2-P.12 Encourage retention of historic structures in their original use or reconversion to their original use where feasible. Encourage sensitive, adaptive reuse where the original use is no longer feasible.</p>	<p>Consistent. Implementing developments could impact historic structures. However, the proposed Project would require evaluation of potential historic resources for implementing projects that could potentially impact a</p>

	<p>building or structure in excess of 45 years of age as included as Mitigation Measure CUL-1.</p>
<p>Policy 2-P.13 Encourage preservation of and public access to defined and established significant scenic vistas, viewpoints, and view corridors.</p>	<p>Consistent. As discussed in the Initial Study (Appendix A), the Project area consists of an urbanized environment that does not include or provide scenic vistas. Land use changes that would occur under the TVSP are in or near already developed areas of the City and coincide with areas designated for development under the GP2035.</p>
<p>Action 2-A.25 Require any application that would alter or demolish an undesignated and unsurveyed resource over 50 years old to be assessed on the merits of the structure, and to be approved by the Historic and Scenic Preservation Commission.</p>	<p>Consistent. Implementing developments could impact historic structures. However, as discussed above, the proposed Project would require evaluation of potential historic resources for implementing projects that could potentially impact a building or structure in excess of 45 years of age as included as Mitigation Measure CUL-1.</p>
<p>Action 2-A.26 Provide development standards and guidelines to encourage conversion of historic structures to alternative uses without compromising the quality of the neighborhood if preservation of the original use is an economic hardship.</p>	<p>Consistent. Implementing developments would be consistent with the form-based code provided by the TVSP. As discussed in Chapter 4 of the TVSP, all rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior’s <i>Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines</i>.</p>
<p>Action 2-A.38 Use exemplary design quality and sensitivity to surrounding historic structures in new City construction, public works, entry ways, and City signs.</p>	<p>Consistent. Implementing developments would be consistent with the form-based code provided by the TVSP. As discussed in Chapter 4 of the TVSP, all rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior’s <i>Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines</i>.</p>
<p>Action 2-A.39 Ensure that permanent changes to the exterior or setting of a designated historic resource be done in accordance with the Secretary of the Interior standards for historic properties.</p>	<p>Consistent. Implementing developments would be consistent with the form-based code provided by the TVSP. As discussed in Chapter 4 of the TVSP, all rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior’s <i>Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines</i>.</p>
<p>Action 2-A.70 Encourage preservation of historic public and private improvements, such as street curbs, street trees, specimen trees, street lights, hitching posts, masonry walls, unpaved and early paved sidewalks, etc</p>	<p>Consistent. Implementing developments would be consistent with the form-based code provided by the TVSP. As discussed in Chapter 4 of the TVSP, all rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior’s <i>Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines</i>.</p>
<p>Principle 2-P.18 Reinforce Redlands’ identity as a “Tree City” through cohesive streetscapes that enhance its sense of place and its heritage, and that promote pedestrian comfort.</p>	<p>Consistent. Section 4.15 of Chapter 4 Development Code in the TVSP includes street and streetscape design standards which includes street tree spacing, street tree location, tree species, tree wells, and parkway landscape materials. Implementing developments would be consistent with Section 4.15 of the form-based code.</p>

<p>Action 2-A.78 Consider creating tree-lined medians on arterials, boulevards, and collectors where the width of the street is adequate to accommodate the anticipated traffic flows along with a landscaped median.</p>	<p>Consistent. As discussed above, section 4.15 of Chapter 4 Development Code in the TVSP includes street and streetscape design standards which includes street tree spacing, street tree location, tree species, tree wells, and parkway landscape materials. Implementing developments would be consistent with Section 4.15 of the form-based code.</p>
<p>Principle 2-P.24 Promote Downtown as Redlands' vibrant center for residents, visitors, and workers, infused with thriving commerce and active streets.</p>	<p>Consistent. Implementing developments would comply with the form-based code which includes a mixture of land uses including shops, restaurants, entertainment venues, workplaces, and residences. The area would be pedestrian-oriented and frontages would enhance the pedestrian activity of the streets.</p>
<p>Principle 2-P.25 Encourage a variety of uses and activities, such as a mix of commercial, office, restaurant, specialty retail, and residential uses, and civic, cultural, and entertainment activities to attract visitors and residents from across the community by creating a lively, interesting social environment.</p>	<p>Consistent. As discussed above, implementing developments would comply with the form-based code which includes a mixture of land uses including shops, restaurants, entertainment venues, workplaces, and residences. The area would be pedestrian-oriented and frontages would enhance the pedestrian activity of the streets.</p>
<p>Principle 2-P.26 Foster transit-oriented development that is consistent/compatible with and sensitive to the historical structures in the vicinity of the proposed railway station</p>	<p>Consistent. Implementing developments would comply with the form-based code included as Chapter 4 of the TVSP. Page 4-2 of the TVSP Development Code states buildings on project sites located immediately adjacent to lots that have designated or eligible historic structures on them shall be designed per the requirements of the Specific Plan and per the recommendations of the Secretary of the Interior's <i>Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines</i></p>
<p>Principle 2-P.27 Conserve Downtown's character and historic assets while infusing it with new uses, buildings, and activities. New development should proportionately relate to and complement existing structures and the pedestrian environment.</p>	<p>Consistent. As discussed above, implementing developments would comply with the form-based code included as Chapter 4 of the TVSP. Page 4-2 of the TVSP Development Code states buildings on project sites located immediately adjacent to lots that have designated or eligible historic structures on them shall be designed per the requirements of the Specific Plan and per the recommendations of the Secretary of the Interior's <i>Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines</i></p>
<p>Action 2-A.92 Provide public improvements for traffic and pedestrian circulation, flood control, utility services, and aesthetic amenities that will attract new private investment and economic development.</p>	<p>Consistent. Figure 3.9 shows the future street network improvements that would occur over time from implementation of the TVSP.</p>
<p>Action 2-A.93 Preserve historic buildings and sites while permitting sensitive adaptive reuse.</p>	<p>Consistent. As discussed previously, implementing developments would be consistent with the form-based code provided by the TVSP. As discussed in Chapter 4 of the TVSP, all rehabilitations and additions to historic buildings shall conform to the recommendations of the Secretary of the Interior's <i>Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines</i>.</p>
<p>Action 2-A.94 Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential</p>	<p>Consistent. As discussed in Table 3-1 of Section 3.0 <i>Project Description</i>, the TVSP proposed buildout includes</p>

uses. Permit urban housing at a density up to the High-Density Residential standard.	residential, retail commercial, office, hotel, and open space and parks.
Action 2-A.95 Enhance and extend the civic realm through vibrant streetscapes.	Consistent. As shown on Figure 3-11, buildout of the TVSP would include street network improvements, landscaping, and building design that is consistent with the TVSP development code that would be consistent with the architectural styles throughout the City of Redlands.
Action 2-A.97 Seek an increased presence of both residents and activity in Downtown with new development—particularly residential as part of mixed-use development—as well as commercial, entertainment, and cultural uses that serve both residents and visitors.	Consistent. As discussed above and in Table 3-1 of Section 3.0 <i>Project Description</i> , the TVSP proposed buildout includes residential, retail commercial, office, hotel, and open space and parks.
Action 2-A.98 Promote a variety of housing types to attract a spectrum of households to live Downtown.	Consistent. When fully implemented, the TVSP would allow for development of medium- to high-density residential buildings.
Action 2-A.99 Ensure that new development along Redlands Boulevard is pedestrian-oriented.	Consistent. The TVSP would include pedestrian facility improvements including pedestrian-scaled blocks, intersection improvements, mid-block intersection crossings, and new signalized intersections.
Action 2-A.101 Address parking demand by finding additional areas to provide parking for Downtown, and by developing creative parking management strategies, such as shared parking, maximum parking standards, “smart” metering, utilizing on-street parking for reuse of existing buildings, paid parking, etc. Monitor the impacts of new technology such as the autonomous vehicle and car hire /car share services on the total demand for parking.	Consistent. The TVSP would introduce a future parking structure located north of the downtown rail crossing. In addition, parallel parking spaces would be introduced with the future transportation network improvements. Furthermore, the TVSP would provide parking standards for shared parking for future developments and park-once methodologies to limit vehicle miles traveled.
Action 2-A.102 Improve connections from Downtown to adjacent neighborhoods, including areas north of I-10, through streetscape enhancement and multi-modal improvements.	Consistent. Figure 3-9, <i>Future Street Network Improvements</i> , shows the network connections that would occur from implementation of the TVSP and where the street improvements would connect to adjacent neighborhoods.
Principle 3-P.2 Seek varied, resilient, high-quality office and other commercial uses appropriate to Redlands to support the projected population.	Consistent. The TVSP would provide a variety of housing, office, and retail opportunities within walking and biking distance of the three proposed Redlands Passenger Rail stations, the Downtown commercial district, Smiley and Sylvan Parks, and the Esri and University of Redlands campuses.
Action 3-A.3 Assist in the expansion and retention of existing businesses and industries.	Consistent. The TVSP would provide opportunities for expansion of retail and office businesses through development of commercial and office space. Existing businesses would be able to continue to operate as development occurs.
Action 3-A.5 Promote revitalization and rehabilitation of older commercial and industrial areas to make them more competitive, accessible, aesthetically appealing, and economically viable.	Consistent. The TVSP includes a form-based development code that would allow for similar architectural styles that would make the commercial and industrial areas more aesthetically appealing. The future network improvements shown in Figure 3-9 would increase accessibility.
Action 3-A.8 Support design and development of a transportation system to service the business and industrial needs of the Planning Area in order to minimize congestion and circuitous travel.	Consistent. As shown in Figure 3-9, future network improvements would occur upon implementation of the TVSP.
Action 3-A.10 Encourage mixed-use projects within the Transit Villages that will attract a wide array of uses including retail, restaurant, entertainment, office, residential, and cultural offerings.	Consistent. As discussed above and in Table 3-1 of Section 3.0 <i>Project Description</i> , the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks.

Principle 3-P.6 Maintain the appropriate land use balance that fosters and enhances economic development within the City of Redlands	Consistent. As discussed above, the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks.
Principle 3-P.7 Encourage balance between economic development and all other aspects of community life that make Redlands a desirable place to live, work, and shop.	Consistent. The proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks.
Action 3-A.12 Encourage the location of commercial centers according to function and scale regional, general, and neighborhood so that centers of different scales complement one another and each is accessible to the primary market it is designed to serve.	Consistent. The form-based code that would be implemented by the proposed TVSP emphasizes building form, a mix and density of different transit-oriented development, pedestrian circulation, and public realm improvements and amenities. The TVSP would include three villages; The New York Street/Esri Village, Downtown Transit Village, and University Village which would comply with the Development Code included as Chapter 4 of the TVSP.
Action 3-A.14 Encourage commercial development, neighborhood retail, and professional offices and services of the appropriate scale and business types along neighborhood commercial corridors, such as Orange Street and Colton Avenue	Consistent. The TVSP would designate the area along Orange Street and Colton Avenue as Corridor 1 and Neighborhood 2 which allows for residential and commercial uses. Chapter 4 of the TVSP provides development standards that would ensure new development is appropriately scaled.
Action 3-A.17 Support neighborhood markets of appropriate size and scale and in the appropriate locations where there is support from neighborhood and community groups.	Consistent. In Table 3-1 of Section 3.0 <i>Project Description</i> , the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks. Chapter 4 of the TVSP provides development standards that would ensure new development is sized and scaled in appropriate locations.
Action 3-A.25 Support the development of business incubators, live-work lofts, and other flexible, multi-purpose, and open-office concept workspaces designed to assist entrepreneurs and start-up businesses.	Consistent. The proposed TVSP buildout would include multi-story office and mixed-use buildings that would allow for multi-purpose uses. Allowed office types are identified in Table 4-2 in Chapter 4 of the TVSP.
Principle 3-P.12 Promote Redlands as a destination where visitors can shop, dine, play, and stay, and help create opportunities for increased visitation, hotel stays, sales tax generation, and employment.	Consistent. In Table 3-1 of Section 3.0 <i>Project Description</i> , the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks.
Action 3-A.32 Support commercial recreation businesses as uses that would revitalize older commercial areas and draw new visitors to the city.	Consistent. In Table 3-1 of Section 3.0 <i>Project Description</i> , the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks. These uses would attract local residents, workers, and regional visitors.
Principle 3-P.16 Strengthen Downtown as a center of commerce and culture, with attractions for local residents, workers, and regional visitors year-round.	Consistent. In Table 3-1 of Section 3.0 <i>Project Description</i> , the proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks. These uses would attract local residents, workers, and regional visitors.
Action 3-A.33 Support efforts to improve the economic and physical environment in the Downtown area by enhancing and expanding tourism-related activities and capital improvements, and generating external in-kind and monetary support for these efforts.	Consistent. The proposed TVSP buildout would include retail, commercial, and hotels that would increase tourism. The network improvements including increasing walkability throughout the area would also expand tourism-related activities.
Action 3-A.34 Encourage and support unique specialty retail and restaurant uses in the Downtown core	Consistent. The proposed TVSP buildout would provide space for retail and restaurant spaces. Shops and restaurants within walking distance of the New York Street, Downtown, and University Street Passenger Rail Stations.
Action 3-A.36 Support revitalization of underutilized commercial space throughout Downtown, including the Redlands Mall, which could create new opportunities for	Consistent. The proposed TVSP would introduce areas for commercial and retail uses within walking distance of the New York Street, Downtown, and University Street

businesses and residents, and provide a critical link to rail.	Passenger Rail Stations which would create new opportunities for businesses and residents and provide a critical link to rail.
Action 3-A.37 Ensure adequate parking Downtown and efficiency in traffic flow to enable the continued revitalization of the commercial core.	Consistent. Figure 3-9 shows the future street network improvements which would increase efficiency in traffic flow.
Action 3-A.39 Encourage and support the development of additional housing Downtown to increase the vitality and diversity of Downtown retail and services.	Consistent. Buildout of the TVSP would include medium- to high-density residential buildings.
Action 3-A.40 Enhance and expand the public spaces Downtown (streetscapes, plazas, parks) to improve the pedestrian experience.	Consistent. Figure 3-11 shows the streetscapes and parks that would contribute to improving the pedestrian experience.
Principle 4-P.5 Maintain a land use pattern of various uses designed and arranged to protect and enhance Redlands' unique character.	Consistent. The proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks. Implementing developments would comply with Chapter 4 of the TVSP which includes development standards that would be consistent with Redlands' unique character.
Principle 4-P.6 Provide for a balance among a variety of different land uses and their distribution among the city's neighborhoods.	Consistent. The proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks which would provide for a balance of different land uses.
Principle 4-P.7 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.	Consistent. The proposed TVSP buildout includes residential, retail commercial, office, hotel, and open space and parks which would provide for a balance of different land uses.
Principle 4-P.8 Provide for buffers and transitions between low- and high-intensity land uses.	Consistent. The proposed TVSP buildout would include setbacks within the development standards that would serve as buffers between low- and high-intensity land uses.
Principle 4-P.9 Locate medium- and high-density development near regional access routes, transit stations, employment centers, shopping areas, and public services.	Consistent. The proposed TVSP buildout would develop medium- to high-density residential uses within walking distance of the New York Street, Downtown, and University Street Passenger Rail Stations.
Principle 4-P.10 Ensure that the scale and character of new development is appropriate for surrounding terrain and the character of existing development.	Consistent. Implementing projects would adhere to the design guidelines set forth in Chapter 4 of the TVSP, which would ensure that new development is consistent in scale and visual character with existing development.
Principle 4-P.12 In areas planned to accommodate new growth, such as Downtown and the Transit Villages, use area plans, design standards and guidelines, and other tools to ensure cohesive transition in scale to existing neighborhoods.	Consistent. Implementing projects would adhere to the design guidelines set forth in Chapter 4 of the TVSP, which would ensure that new development is consistent in scale and visual character with existing development.
Principle 4-P.13 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 to promote vibrancy	Consistent. The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses focused on the first floor and multi-family residential uses on higher floors in order to enhance each village area.
Principle 4-P.14 Encourage mixed-use projects Downtown that integrate retail, restaurant, office, and residential uses. Permit urban housing at a density up to the High Density Residential standard.	Consistent. The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors in order to enhance the Downtown area.
Principle 4-P.16 Promote a variety of housing types to serve the diverse needs of the community	Consistent. As outlined in Section 3.0, one of the primary objectives of the TVSP is to provide a variety of housing

	options to accommodate and attract a range of household types in order to meet the City's housing needs.
Principle 4-P.17 Limit negative impacts to residential neighborhoods from incompatible uses	Consistent. As shown in Figure 3-8, <i>Regulating Plan</i> , areas within the TVSP area located adjacent to single-family residential neighborhoods would be in the Village Corridor or Neighborhood General districts. These districts would provide for less intensive uses, with lower heights, that would be compatible with the surrounding single-family residential uses.
Principle 4-P.18 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 corridors.	Consistent. The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors in order to provide a variety of office spaces in locations convenient to transportation corridors.
Principle 4-P.22 Provide lands to accommodate neighborhood-scaled commercial centers in residential areas to serve the everyday needs of nearby residents.	Consistent. The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors. The mixed-use development promoted by the TVSP would provide for easily accessible neighborhood commercial uses.
Action 4-A.7 Promote a range of residential densities to encourage a mix of housing types in varying price ranges and rental rates	Consistent. As outlined in Section 3.0, one of the primary objectives of the TVSP is to provide a variety of housing options to accommodate and attract a range of household types in order to meet the City's housing needs.
Action 4-A.8 Promote the development of a greater variety of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces, and senior and student housing to meet the needs of future demographics and changing family sizes.	
Action 4-A.11 Ensure that opportunities exist for the development of housing types that are affordable to all segments of the Redlands community and are distributed equitably throughout the community.	
Action 4-A.12 Support new residential development in Downtown, the Transit Villages, and other focused infill sites accessible to transit and in central parts of the community.	Consistent. The proposed TVSP would promote infill residential development on areas within the TVSP area that are easily accessible to the new Arrow Line stations.
Action 4-A.14 Discourage changes in residential areas that would disturb the character of or clearly have a destabilizing effect on the neighborhood	Consistent. Implementing projects would adhere to the design guidelines set forth in Chapter 4 of the TVSP, which would ensure that new development is consistent in scale and visual character with existing development in residential neighborhoods.
Action 4-A.16 Improve vehicular accessibility, traffic flow, and parking availability as well as pedestrian access and amenities within office, commercial, and industrial areas.	Consistent. As shown on Figures 3-9 through 3-11, the TVSP would include street improvements, along with pedestrian and bicycle infrastructure improvements in order to promote accessibility and multiple modes of transportation within the TVSP area.
Action 4-A.17 Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual chaos where businesses are competing for attention.	Consistent. Implementing projects would adhere to the design guidelines set forth in Chapter 4 of the TVSP, which would ensure that new development provides adequate landscape treatment, setbacks, and sign controls. Additionally, as new development occurs within the TVSP area, undergrounding of dry utilities would be required for electrical transmission lines less than 66 kilovolts (kV).

Action 4-A.18 Focus the development of office space in transit-accessible locations.	Consistent. The proposed TVSP would promote development of up to 238,000 SF of office space on parcels within the TVSP area that are easily accessible to the new Arrow Line stations.
Action 4-A.20 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.	Consistent. The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors. The mixed-use development promoted by the TVSP would provide for easily accessible neighborhood commercial uses.
Action 4-A.21 Revitalize neighborhood shopping centers in neighborhoods where existing centers have reached the end of their economic life.	Consistent. The proposed TVSP would encourage redevelopment of blighted neighborhood shopping centers such as the Redlands Mall.
Action 4-A.22 Ensure that neighborhood shopping centers are designed in a manner compatible with adjacent residential areas.	Consistent. Implementing commercial retail projects would be required to be consistent with the design standards set forth in Chapter 4 of the TVSP, which would ensure that they are designed in a manner compatible with surrounding development.
Action 4-A.23 Ensure that neighborhood shopping centers conform to regulations limiting the size, location, and general character of signage and facades so as not to disrupt the residential or historical character of the neighborhood.	Consistent. The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors. The mixed-use development promoted by the TVSP would provide for easily accessible neighborhood commercial uses.
Action 4-A.24 Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community, such as Olive Market.	Consistent. The TVSP would promote development of up to 238,000 SF of office space that would provide space for research, technology development, and professional businesses throughout the TVSP area.
Action 4-A.31 Designate areas for the development of research and development, high tech, and professional businesses in the Planning Area.	Consistent. As shown on Figure 3-8, the TVSP would include provisions for new open space and parkland within the TVSP area.
Action 4-A.41 Seek to acquire land to be dedicated as open space and preserve it from development.	Consistent. As described in Section 3.0, the TVSP would promote development of up to 220 hotel rooms in the TVSP area.
Action 4-A.44 Work with the University to create needed hotel/conference facilities in Redlands.	Consistent. The TVSP would promote mixed-use development within the University Village area in order to promote development of multi-family units, commercial space, office space, and hotel rooms near the University Arrow Line station.
Principle 4-P.26 Support the University of Redlands in the development of its campus and the surrounding area in a manner that enriches both the University and Redlands communities.	Consistent. The TVSP would promote infill, mixed-use development along Redlands Boulevard that would connect the New York Street Village with the Downtown Village and would provide a variety of retail commercial and restaurant uses. Implementing developments along Redlands Boulevard would be required to be consistent with the design guidelines set forth in Chapter 4 of the TVSP in order to ensure new development would be consistent with the characteristics of each village.
Principle 4-P.39 Promote infill and mixed-use development along Redlands Boulevard to create a cohesive commercial corridor connecting the Transit Villages and providing a retail and service destination for community members.	Action 4-A.88 Promote infill development along Redlands Boulevard where it is classified as a Boulevard
Principle 4-A.87 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	

<p>to create a continuous corridor of mixed-use and commercial activity.</p>	
<p>Action 4-A.89 Complete and enhance the sidewalk system along both East and West Redlands Boulevard. Make pedestrian enhancements to facilitate the safe crossing of the street.</p>	<p>Consistent. As discussed in Section 3.0, pedestrian improvements within the TVSP include enhancement of the sidewalk system along Redlands Boulevard in order to increase pedestrian connectivity and safety.</p>
<p>Action 4-A.90 Extend and enhance the center median of Redlands Boulevard with landscaping, public art, and lighting to improve the aesthetics and enhance its function as a major east-west boulevard.</p>	<p>Consistent. As discussed in Section 3.0, multiple improvements would occur along Redlands Boulevard in order to enhance its function as a multi-modal street.</p>
<p>Principle 4-P.40 Encourage the revitalization 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.</p>	<p>Consistent. The TVSP would designate the area along Orange Street and Colton Avenue as Corridor 1 and Neighborhood 2 which allows for residential and commercial uses. Chapter 4 of the TVSP provides development standards that would ensure new development provides a welcoming visual environment with quality architecture and landscaping. The development guidelines set forth in the TVSP would provide for regulations that would guide implementing developments and enhance the street frontages along Orange Street and Colton Avenue.</p>
<p>Action 4-A.91 Develop an area plan for the Colton Avenue and Orange Street corridors that will improve the public spaces, enhance the quality of architecture and landscape architecture, attract a mix of family-friendly retail and professional businesses to serve the neighborhoods, and improve the overall attractiveness of the areas.</p>	
<p>Action 4-A.92 Support the continued presence and new development of small businesses serving the community along the commercial corridors of Colton Avenue and Orange Street.</p>	
<p>Action 4-A.93 Seek to improve the mix of office, professional, and service related businesses along Colton Avenue and Orange Street that will serve the neighborhood.</p>	
<p>Action 4-A.95 Promote infill development to create a continuous corridor of mixed-use and commercial activity.</p>	
<p>Action 4-A.96 Encourage site designs that create an active street frontage and screen parking from the Colton Avenue and Orange Street frontages</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the TVSP would include various street, bicycle network, and pedestrian improvements that would promote alternative transportation and reduce the need for onsite parking within the TVSP area. The TVSP would promote development of mixed-uses within infill sites that would provide for walkable environments and access to public transportation.</p>
<p>Action 4-A.97 Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. Improve the pedestrian experience within these corridors through street trees and landscaping.</p>	
<p>Principle 4-P.41 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</p>	
<p>Principle 4-P.42 Provide for new jobs, housing, and entertainment opportunities in compact, walkable environments.</p>	
<p>Principle 4-P.43 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</p>	<p>Consistent. The proposed TVSP would largely maintain the existing character of each Transit Village, while providing design guidelines and infrastructure improvements that would enhance future developments within each Village and ensure they are compatible with existing developments.</p>
<p>Principle 4-P.44 Provide choices for travel options, including walking, biking, vehicular, and transit.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the TVSP would include various street, bicycle network, and pedestrian improvements that would promote alternative transportation and reduce the need for onsite parking within the TVSP area. The TVSP would promote</p>
<p>Principle 4-P.45 Accommodate all appropriate modes of transportation in Transit Villages, and promote seamless transitions between modes.</p>	

Principle 4-P.46 Improve connectivity between Transit Villages and existing neighborhoods.	development of mixed-uses within infill sites that would provide for walkable and bikeable environments and access to public transportation.
Principle 4-P.47 Provide for appropriate transitions between Transit Villages and surrounding neighborhoods	Consistent. Implementing projects would be required to be consistent with the design standards set forth in Chapter 4 of the TVSP, which would ensure that they are designed in a manner compatible with surrounding development.
Principle 4-P.48 Provide development and infill opportunities as alternatives to building at the edges of the city	Consistent. The TVSP would provide for development of infill, mixed-use projects within the TVSP area, away from the edges of the City.
Principle 4-P.49 Allow residential and mixed-use projects in the Mixed Use Core at densities up to the High Density Residential standard.	Consistent. The TVSP would continue to allow for a higher levels of density and density bonuses in areas closer to transit, upon the provision of public benefits.
Principle 4-P.50 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 radius of each transit station. Public benefits may include but are not limited to amenities such as a public park, plaza, or playground; enhanced streetscaping; public art; or participation in a voluntary transfer of development rights program.	
Principle 4-P.51 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.	Consistent. The TVSP provides guidelines for village character, design, permitted and conditional uses, building setbacks and heights, among other provisions.
Action 4-A.98 Create greater opportunity to intensify and consolidate land uses on adjacent parcels and connect existing assets through infill development.	Consistent. The TVSP would promote infill, mixed-use development on underutilized or vacant parcels within the TVSP area.
Action 4-A.99 Promote mixed uses to serve a range of users, including local workers and visitors to nearby tourist destinations.	Consistent. The TVSP would provide for a variety of mixed-uses that would serve residents, local workers, and visitors to the city.
Action 4-A.100 Provide streetscape improvements along the major corridors of California Street and Redlands Boulevard to enhance comfort and safety for all modes of travel.	Consistent. As discussed in Section 3.0, pedestrian improvements within the TVSP include enhancement of the sidewalk system along Redlands Boulevard in order to increase pedestrian and bicycle connectivity and safety.
Action 4-A.103 Preserve citrus groves for visual effect and to distinguish the station area from others	Consistent. The TVSP includes provisions for preservation of existing citrus groves.
Action 4-A.105 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.	Consistent. The TVSP would provide for development of infill, mixed-use projects within the TVSP area, which would promote multi-modal transportation and the reuse of existing, blighted commercial sites.
Action 4-A.106 Add new streets to create a finer grained (shorter blocks), pedestrian scaled road network, connecting residential areas to parks and the Mixed Use Core.	Consistent. As discussed in Section 3.0, the TVSP includes provisions for the addition of new streets in certain areas in order to provide pedestrian-scaled blocks.
Action 4-A.107 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.	Consistent. As discussed in Section 3.0, pedestrian improvements within the TVSP include enhancement of the sidewalk system along Redlands Boulevard in order to increase pedestrian and bicycle connectivity and safety and promote multi-modal transportation.
Action 4-A.108 Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses.	Consistent. As discussed in Section 3.0, pedestrian improvements within the TVSP include enhancement of the sidewalk system along Redlands Boulevard and Colton

	Avenue in order to increase pedestrian and bicycle connectivity and safety and promote multi-modal transportation.
Action 4-A.109 Ensure that adequate parkland is available to serve new residents and employees in the area.	Consistent. As shown on Draft EIR Figure 3-12, the TVSP would include provisions for new open space and parkland within the TVSP area in order to ensure there is adequate parkland to serve new residents and employees within the TVSP area.
Action 4-A.110 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.	Consistent. As shown on Draft EIR Figure 3-11, the TVSP would include provisions for various bicycle infrastructure improvements.
Action 4-A.112 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.	Consistent. The TVSP would promote infill, mixed-use transit-oriented development and include multiple pedestrian and bicycle network improvements that would allow for an active and compact core near Arrow Line stations. This mixed-use development would allow for office, commercial, and residential uses within the vicinity of public transit.
Action 4-A.113 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	Consistent. As discussed in Section 3.0, pedestrian improvements within the TVSP include enhancement of the sidewalk system along Redlands Boulevard, Texas Street, and Colton Avenue in order to increase pedestrian and bicycle connectivity and safety and promote multi-modal transportation.
Action 4-A.114 Establish boulevards along Redlands Boulevard and Colton Avenue with pedestrian-oriented streetscape improvements and ground-floor active uses	
Action 4-A.115 Provide pedestrian routes between offices, neighborhoods, and Downtown	Consistent. As shown on Draft EIR Figure 3-10, the TVSP would include various pedestrian network improvements that would provide connections between office, neighborhoods, and the Downtown Village.
Action 4-A.116 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	Consistent. As shown on Draft EIR Figure 3-11, the TVSP would include provisions for various bicycle infrastructure improvements.
Action 4-A.117 Implement intersection improvements, including pedestrian improvements, at the I-10 undercrossings at New York and Texas Street to increase comfort and safety for all modes of travel	Consistent. As shown on Draft EIR Figure 3-10, the TVSP would include provisions for various pedestrian infrastructure improvements, including intersection improvements.
Action 4-A.118 Ensure safe railway crossings at Tennessee Street, Texas Street, and New York Street for bicyclists and pedestrians	Consistent. As shown on Draft EIR Figures 3-10 and 3-11, the TVSP would include provisions for various pedestrian and bicycle infrastructure improvements, including provisions for railway crossings.
Action 4-A.119 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.	Consistent. As discussed in Section 3.0, the Village Neighborhood 1 and Village Neighborhood 2 districts would provide for smaller form residential uses and would provide a transition from higher density housing to existing residential neighborhoods.
Action 4-A.120 Complete and implement an update of the Downtown Specific Plan to create a cohesive town center with amenities and pedestrian-oriented streets.	Consistent. The TVSP would replace the Downtown Specific Plan and would provide for an increase of amenities and pedestrian accessibility in the Downtown area.
Action 4-A.121 Encourage a centrally-located mix of uses to promote activity and economic vitality.	Consistent. The TVSP would encourage mixed-use, infill development within the TVSP area that would be centrally-located to Arrow Line station and promote activity and economic vitality.

<p>Action 4-A.122 Maintain a distinctive character that builds on Downtown’s many historic features and its citrus heritage</p>	<p>Consistent. Implementing mixed-use projects would be required to be consistent with the design standards set forth in Chapter 4 of the TVSP, which would ensure that they are designed in a manner compatible with surrounding development, including historic buildings.</p>
<p>Action 4-A.123 Promote the reuse of citrus packing houses, historic warehouses, and other historic commercial buildings to create a destination for residents and tourist</p>	<p>Consistent. The TVSP promotes the reuse of existing, vacant buildings with mixed-use development. Chapter 4 of the TVSP includes provisions for development and reuse of historic buildings and requires that implementing developments adhere to the recommendations of the Secretary of the Interior’s <i>Standards for Rehabilitation and Illustrated Guidelines for Rehabilitation of Historic Structures and/or the Redlands Historic Architectural Design Guidelines</i>.</p>
<p>Action 4-A.124 Ensure accessibility within the Transit Village to arts and cultural venues and programming.</p>	<p>Consistent. The TVSP includes street, bicycle infrastructure, and pedestrian infrastructure improvements that would enhance multi-modal connections to cultural venues such as the Redlands Bowl and the Smiley Library.</p>
<p>Action 4-A.129 Improve the I-10 undercrossing at Eureka Street, Orange Street, and 6th Street to increase comfort and safety for all modes of travel and enhance north-south circulation.</p>	<p>Consistent. As shown on Draft EIR Figure 3-10, the TVSP would include provisions for multiple pedestrian infrastructure improvements, including improved I-10 undercrossings.</p>
<p>Action 4-A.131 Provide more multi-family housing for university students, staff, and other members of the community in the Mixed Use Core and adjacent residential areas.</p>	<p>Consistent. Buildout of the TVSP would include the development of up to 2,400 multi-family dwelling units within the TVSP area, which would provide an increase of housing in the city.</p>
<p>Action 4-A.132 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.</p>	<p>Consistent. The proposed TVSP would promote mixed-use development throughout the TVSP area, with commercial uses, such as commercial retail or restaurant uses, focused on the first floor and multi-family residential uses or office space on higher floors. The mixed-use development promoted by the TVSP would provide for easily accessible neighborhood commercial uses.</p>
<p>Action 4-A.133 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</p>	<p>Consistent. As shown on Draft EIR Figure 3-10, the TVSP would include provisions for multiple pedestrian infrastructure improvements in order to enhance pedestrian connectivity in the TVSP area.</p>
<p>Action 4-A.134 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</p>	<p>Consistent. As shown on Draft EIR Figure 3-11, the TVSP would include provisions for multiple bicycle infrastructure improvements in order to enhance bicycle connectivity in the TVSP area.</p>
<p>Action 4-A.135 Improve the I-10 undercrossing at Sylvan Boulevard to allow safe trail connections along the Mill Creek Zanja</p>	<p>Consistent. As shown on Draft EIR Figure 3-10, the TVSP would include provisions for multiple pedestrian infrastructure improvements, including improved I-10 undercrossings.</p>
<p>Action 4-A.136 Improve the I-10 undercrossings at University Street and Citrus Avenue to allow safe and comfortable access for vehicles, pedestrians, and cyclists</p>	<p>Consistent. As shown on Draft EIR Figure 3-10, the TVSP would include provisions for multiple pedestrian infrastructure improvements, including improved I-10 undercrossings.</p>
<p>Action 4-A.137 Establish a boulevard along University Street from I-10 to Colton Avenue.</p>	<p>Consistent. As shown on Draft EIR Figure 3-9, the TVSP would include provisions for multiple street improvements, including transforming University Street into a gateway and multi-modal street.</p>
<p>Principle 4-P.56 Ensure that public facilities and services are provided in a timely manner to adequately serve new and existing development.</p>	<p>Consistent. As discussed in Section 5.12, <i>Public Services</i>, buildout of the TVSP would not result in significant impacts related to public services from the increased residential or employee population in the TVSP area. Implementing projects would be required to pay all development impact</p>

	fees in order to ensure that the City can continue to provide adequate public services.
Principle 4-P.58 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.	Consistent. As discussed in Section 5.12, <i>Public Services</i> , buildout of the TVSP would not result in significant impacts related to school services from the increased residential or employee population in the TVSP area. Implementing projects would be required to pay all school fees in order to ensure that the Redlands Unified School District can continue to provide adequate school facilities for students.
Action 4-A.148 Coordinate future development with the City's Capital Improvement Program to ensure adequate funding and planning for needed public services and facilities.	Consistent. As discussed in Section 5.12, <i>Public Services</i> , buildout of the TVSP would not result in significant impacts related to public services from the increased residential or employee population in the TVSP area. Implementing projects would be required to pay all development impact fees in order to ensure that the City can continue to provide adequate public services.
Action 4-A.157 Include the Police and Fire departments in the review of new developments to provide feedback on building and site design safety	Consistent. As discussed in Section 5.12, <i>Public Services</i> , implementing projects pursuant to the TVSP would be required to undergo review by the Redlands Police and Fire Departments in order to ensure they provide adequate safety features.
Principle 5-P.1 Maintain a cohesive circulation system through a "layered network" approach promoting complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas	Consistent. As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area.
Principle 5-P.4 Support transportation infrastructure improvements such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility device	
Principle 5-P.6 Support public health by promoting active living and supporting safe walking and biking throughout the city	
Principle 5-P.10 Require developers to construct or pay their fair share toward improvements for all travel modes consistent with the layered network.	Consistent. Implementing development projects would be required to construct or pay their fair share toward street, pedestrian infrastructure, and bicycle infrastructure improvements upon review of project designs by the City.
Principle 5-P.13 Ensure streets are designed to accommodate bicyclists per the Bicycle Master Plan.	Consistent. As shown on Draft EIR Figure 3-11, the TVSP would include provisions for bicycle infrastructure improvements, per the City's Bicycle Master Plan, in order to enhance multi-modal transportation and connectivity in the TVSP area.
Principle 5-P.14 Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 5-4.	Consistent. As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area. These improvements would reduce conflicts between various forms of transportation and promote motorist, pedestrian, and bicyclist safety.
Principle 5-P.15 Incorporate green infrastructure into the design of new roadways and retrofit existing roadways where appropriate	Consistent. Chapter 4 of the TVSP includes design guidelines for street improvements, such as guidelines for provision of street trees.
Principle 5-P.16 Strengthen active transportation circulation routes within Downtown and the Transit Villages, and to/ from adjacent neighborhoods.	Consistent. As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area.

<p>Action 5-A.1 Maintain and update design standards for each functional roadway classification per Figure 5-4. These standards are for a typical midblock application. Additional turn lanes may be needed at some intersection approaches. Different standards may govern in specific plan areas and variations are permitted given site conditions and right-of-way availability.</p>	<p>Consistent. Chapter 4 of the TVSP contains design standards for various roadway classifications and roadway improvements.</p>
<p>Action 5-A.2 Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.</p>	<p>Consistent. As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area.</p>
<p>Action 5-A.3 Ensure new street design and potential retrofit opportunities for existing streets minimize traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:</p> <ul style="list-style-type: none"> • Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate; • Short block lengths, reduced street widths, and/or traffic calming measures; and • Providing pedestrians and bicyclists with options where motorized transportation is prohibited 	
<p>Action 5-A.5 As part of street redesigns, plan for the needs of different modes – such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, transit amenities, etc</p>	
<p>Action 5-A.6 Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-ways or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.</p>	
<p>Action 5-A.7 Add new streets to create a finergrained, pedestrian-scaled road network where the roadway network is characterized by particularly long blocks, connecting residential areas to parks and Transit Village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.</p>	
<p>Action 5-A.14 Close the gaps in the sidewalk network where streets are built out but sidewalks are not complete.</p>	
<p>Action 5-A.15 Maintain access for emergency vehicles and services by providing two means of ingress/egress into new communities, limitations on the length of cul-de-sacs, proper roadway widths and road grades, adequate turning radius, and other requirements per the California Fire Code.</p>	<p>Consistent. Implementing projects would undergo development plan review, including review of emergency access points, in order to ensure that proposed roadways or driveways meet the requirements of the California Fire Code.</p>
<p>Principle 5-P.17 Provide a safe, direct, and healthful pedestrian environment through means such as providing separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible.</p>	<p>Consistent. As shown on Figures 3-9 and 3-10, the TVSP would include provisions for multiple street and pedestrian infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area. In addition, Chapter 4 of the TVSP provides design guidelines for pedestrian infrastructure improvements that would serve to enhance the pedestrian network within the TVSP area. The pedestrian network would provide connections</p>
<p>Principle 5-P.18 Encourage creative walking paths pursuant to City planning codes, local, State, and federal laws.</p>	

<p>Principle 5-P.19 Enhance street lighting for pedestrians where current lighting is inadequate.</p>	<p>between the three Transit Villages and neighborhoods outside of the TVSP area.</p>
<p>Principle 5-A.20 Provide pedestrian routes between offices, neighborhoods, Downtown, and Transit Villages. Plan for direct connections from the interiors of residential tracts to neighboring parks, schools, retail, and other services using sidewalks, trails, and paseos.</p>	
<p>Principle 5-A.22 Include amenities such as shade trees, transit shelters and other transit amenities, benches, trash and recycling receptacles, bollards, public art, and directional signage that can enhance the pedestrian experience.</p>	
<p>Principle 5-P.20 Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips.</p>	<p>Consistent. As shown on Draft EIR Figures 3-9 and 3-11, the TVSP would include provisions for multiple street and bicycle infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area. In addition, Chapter 4 of the TVSP provides design guidelines for bicycle infrastructure improvements that would serve to enhance the bicycle network within the TVSP area. The bicycle network would provide connections between the three Transit Villages, Arrow Line station, and neighborhoods outside of the TVSP area.</p>
<p>Principle 5-P.21 Develop bike routes that provide access to rail stations, Downtown, schools, parks, the University, employment, and shopping destinations.</p>	
<p>Action 5-A.25 Implement bicycle and trail improvements that provide strong east-west connections between Transit Villages and in the city’s wider bicycle network. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail, routes on Colton Avenue and Citrus Avenue, Santa Ana River Trail, and the San Timoteo Canyon Trail.</p>	
<p>Action 5-A.26 Implement bicycle and trail improvements that provide strong north-south connections, especially with major east west trails, including routes on Mountain View Avenue, California Street, Nevada Street, Alabama Street, Texas Street, New York Street, Orange Street, Church Street, Dearborn Street, and Wabash Avenue.</p>	
<p>Action 5-A.44 Establish new boulevards Downtown and in the Transit Villages that include planted center medians, accommodations for transit, wider sidewalks, and amenities for pedestrians</p>	<p>Consistent. As shown on Draft EIR Figures 3-9 and 3-10, the TVSP would include provisions for multiple street and pedestrian infrastructure improvements in order to enhance multi-modal transportation and connectivity in the TVSP area. In addition, Chapter 4 of the TVSP provides design guidelines for pedestrian infrastructure improvements that would serve to enhance the pedestrian network within the TVSP area. The pedestrian network would provide connections between the three Transit Villages, Arrow Line stations, bus routes, and neighborhoods outside of the TVSP area.</p>
<p>Action 5-A.67 Encourage convenient and safe pedestrian linkages to and from transit service to provide better first-mile and last-mile connectivity</p>	
<p>Action 5-A.68 Provide for direct pedestrian paths and access from new developments to the nearest public transportation stop.</p>	
<p>Action 5-A.73 Provide adequate parking availability Downtown for residents, commuters, visitors, and shoppers throughout the day.</p>	<p>Consistent. Chapter 4 of the TVSP includes parking design standards and parking requirements that include provisions for parking structures and shared parking, which would ensure that there is an adequate parking supply within the TVSP area.</p>
<p>Action 5-A.74 Design parking to meet applicable urban design goals from area plans and minimize negative impacts on pedestrians, bicyclists, and transit users.</p>	
<p>Action 5-A.77 Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less</p>	
<p>Principle 6-P.10 Landscape public areas using native vegetation where practical.</p>	<p>Consistent. Chapter 4 of the TVSP includes design guidelines for landscaping, which encourage the use of</p>

	native and drought-tolerant vegetation by implementing developments.
Action 6-A.35 Promote the use of Low Impact Development strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing stormwater runoff before it reaches the municipal stormwater system.	Consistent. As discussed in Section 5.8, <i>Hydrology and Water Quality</i> , implementing developments would be required to prepare a Water Quality Management Plan that includes post-development BMPs and a Stormwater Pollution Prevention Plan that includes construction BMPs in order to ensure that implementing projects would not result in any water quality issues.
Action 6-A.36 Require measures during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas, and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to preventing erosion or sedimentation	
Action 6-A.39 Require that new development provides landscaping and revegetation of graded or disturbed areas with drought-tolerant native or non-invasive plants.	Consistent. Chapter 4 of the TVSP includes design guidelines for landscaping, which encourage the use of native and drought-tolerant vegetation by implementing developments.
Action 7-P.1 Promote active lifestyles and community health by furthering access to trails, parks, public open space, and other recreational opportunities.	Consistent. As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and access to trails, parks, and public open space in the TVSP area.
Principle 7-P.10 Equitably share the cost of parkland creation and maintenance between existing and new residents, businesses, and property owners	Consistent. As discussed in Section 5.13, <i>Recreation</i> , buildout of the TVSP would not result in significant impacts related to recreational facilities from the increased residential or employee population in the TVSP area. Implementing projects would be required to pay all development impact fees in order to ensure that the City can continue to provide adequate recreational facilities.
Action 7-A.3 Provide 5 acres of park area for each 1,000 Planning Area residents, and additional parkland for specialized, and low-use park acreage.	Consistent. As discussed in Section 5.13, <i>Recreation</i> , buildout of the TVSP would not result in significant impacts related to recreational facilities from the increased residential or employee population in the TVSP area. Implementing projects would be required to pay all development impact fees in order to ensure that the City can continue to provide adequate recreational facilities. Additionally, as discussed in Section 3.0, buildout of the TVSP would result in the increase of parkland in the TVSP area by 280,000 SF.
Principle 7-P.16 Ensure that all Redlands residents have access to a variety of transportation and physical activity options that enhance health and that work for diverse lifestyles, incomes, and abilities	Consistent. As shown on Draft EIR Figures 3-9, 3-10, and 3-11, the TVSP would include provisions for multiple street, pedestrian infrastructure, and bicycle infrastructure improvements in order to enhance multi-modal transportation and access to trails, parks, and public open space in the TVSP area.
Principle 7-P.17 Achieve more walkable, livable neighborhoods by expanding the multimodal transportation system and creating a safe, pedestrian-oriented environment	
Action 7-A.35 Implement street design features that facilitate walking and biking in both new and established areas. Require a mini - mum standard of these features for all new developments.	
Action 7-A.39 Install appropriate facilities along streets and at roadway intersections to improve and insure pedestrian safety.	
Action 7-A.89 Require adherence to applicable buildings codes and standards in accordance with Fire	
	Consistent. Implementing projects pursuant to the TVSP would undergo development review pursuant to the TVSP

Hazard Overlay Districts, California Fire Code, and the California Building Code.	in order to ensure that the development would adhere to all applicable building codes and standards. Proposed development plans would be reviewed by the City's Fire Department in order to ensure that new development minimizes potential fire hazards through building design.
<p>Action 7-A.93 Require that new development minimizes risks to life and property from fire hazard through:</p> <ul style="list-style-type: none"> • Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.; • Siting and designing development to avoid hazardous locations; • Incorporating fuel modification and brush clearance techniques in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent; • Using appropriate building materials and design features to ensure the minimum amount of required fuel modification; and • Using fire-retardant, native plant species in landscaping. 	
<p>Action 7-A.95 Coordinate with the Redlands Fire Department and other fire prevention agencies to review all applications for new development. The Fire Department's review should ensure compliance with fire safety regulations and assess potential impacts to existing fire protection services and the need for additional and expanded services</p>	
<p>Principle 7-P.41 Ensure that new development is compatible with the noise environment by continuing to use potential noise exposure as a criterion in land use planning</p>	<p>Consistent. As discussed in Section 5.10, <i>Noise</i>, new development would be required to be compatible with the existing noise environment through implementation of Mitigation Measures NOI-5 and NOI-6. Implementing developments within areas where projected noise levels are higher would be required to submit an acoustical analysis demonstrating that the project would meet the applicable noise standards.</p>
<p>Action 7-A.136 Require a noise analysis be conducted for all development proposals located where projected noise exposure would be other than "clearly" or "normally compatible" as specified in Table 7-10.</p>	
<p>Action 7-A.137 For all projects that have noise exposure levels that exceed the standards in Table 7-10, require site planning and architecture to incorporate noise-attenuating features. With mitigation, development should meet the allowable outdoor and indoor noise exposure standards in Table 7-11. When a building's openings to the exterior are required to be closed to meet the interior noise standard, mechanical ventilation shall be provided</p>	
<p>Action 7-A.138 Continue to maintain performance standards in the Municipal code to ensure that noise generated by proposed projects is compatible with surrounding land uses</p>	<p>Consistent. As discussed in Section 5.10, <i>Noise</i>, new development would be required to be compatible with the existing noise environment through implementation of Mitigation Measure NOI-7. Implementing non-residential developments would be required to prepare a noise analysis in order to ensure that the proposed project would not result in impacts to sensitive receptors.</p>
<p>Action 9.0w Limit hours for all construction or demolition work where site-related noise is audible beyond the site boundary</p>	<p>Consistent. As discussed in Section 5.10, <i>Noise</i>, new development would be constructed pursuant to the Redlands Municipal Code, which limits hours of construction.</p>
<p>Principle 7-P.49 Protect sensitive receptors from exposure to hazardous concentrations of air pollutants.</p>	<p>Consistent. As discussed in Section 5.2, <i>Air Quality</i>, Mitigation Measure AQ-10 is included, which requires development projects to provide modeling of the regional and the localized emissions (NO_x, CO, PM₁₀, and PM_{2.5}) associated with the maximum daily grading activities for the proposed development; and requires grading activity</p>

	to be limited to ensure that there would be no impacts to sensitive receptors.
Action 8-A.9 Encourage the use of construction, roofing materials, and paving surfaces with solar reflectance and thermal emittance values per the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects.	Consistent. Implementing projects pursuant to the TVSP would be required to implement Mitigation Measure AQ-7, which requires projects be designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements.
Action 8-A.10 Integrate trees and shade into the built environment to mitigate issues such as stormwater runoff and the urban heat island effect.	Consistent. Chapter 4 of the TVSP includes provisions for landscaping, such as street trees, to be included by implementing projects.
Action 8-A.37 Promote design in new development that incorporates space for recycling containers and other waste diversion facilities	Consistent. Implementing projects pursuant to the TVSP would be required to provide for recycling, in line with City Municipal Code standards.
Action 8-A.39 Continue implementation and enforcement of the California Building and Energy codes to promote energy efficient building design and construction.	Consistent. Implementing projects pursuant to the TVSP would be required to implement Mitigation Measure AQ-7, which requires projects be designed to achieve 5 percent (%) efficiency beyond the incumbent California Building Code Title 24 requirements.
Action 8-A.40 Promote the Leadership in Energy and Environmental Design (LEED) certification program for the design, operation, and construction of high-performance green buildings	

City of Redlands Municipal Code

Upon adoption of the proposed Specific Plan, the development regulations and design criteria within the Specific Plan would apply to the project area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the main land use implementation tool for the project area. In the event of any conflict between the requirements of the zoning code and the standards contained within the adopted Specific Plan, the requirements of the Specific Plan shall govern, and when the provisions of a Specific Plan are silent on a specific matter, the regulations set forth in the City's Municipal Code shall apply. As such, the proposed Specific Plan would not result in conflicts with the City of Redlands zoning code, and impacts would be less than significant.

5.9.7 CUMULATIVE IMPACTS

The geographic context for this cumulative analysis includes the City of Redlands in relation to the City's General Plan. Cumulative development would result in intensity increases to existing land use patterns through implementation of mixed-use, infill and redevelopment. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted General Plan goals, objectives, and policies, as well as with the City's Zoning Code. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects. The cumulative projects as a whole, would result in a more intensely developed built environment than currently exists, and would be required to be consistent with local General Plan policies.

While cumulative projects could include General Plan amendments and/or zone changes, modifications to existing land uses that require such amendments do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of

cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would not occur.

5.9.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- City of Redlands Municipal Code

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.9.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impact LU-2 would be less than significant:

5.9.10 MITIGATION MEASURES

No mitigation measures are required.

5.9.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs would reduce potential impacts associated with land use and planning to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to land use and planning would occur.

REFERENCES

City of Redlands (City Zoning 2021), Zoning Map, <https://www.cityofredlands.org/sites/main/files/file-attachments/zoning.pdf?1633557844> (accessed December 6, 2021)

City of Redlands (GP2035 EIR), General Plan 2035 Environmental Impact Report, <https://www.cityofredlands.org/post/planning-division-general-plan> (accessed December 3, 2021)

City of Redlands (GP2035), General Plan 2035, <https://www.cityofredlands.org/post/planning-division-general-plan> (accessed December 3, 2021)

City of Redlands, Draft Transit Villages Specific Plan, <http://redlandstransitvillages.org>