CHAPTER 2: VISION

2.0. INTRODUCTION

The principles, goals, and vision that will shape the transformation and revitalization of the three station areas governed by this Specific Plan were established through an extensive public outreach process that included interviews with dozens of stakeholders, nine community workshops (three for each station area), and meetings with the Historic & Scenic Preservation Commission, the Planning Commission, and the City Council.

This Chapter describes and illustrates the outcomes of this public process. It begins with an overview of the principles of town-making and transit oriented development. This is followed by a description of the vision for the whole Specific Plan area and then a more detailed description of each station area, including its existing conditions, the goals that were established through the community process, and illustrations of the vision. The Chapter wraps up with a discussion of the traditional building types that are found within Redlands' historic core and surrounding neighborhoods. The pedestrian scale of these buildings, and how they relate to the street and to each other, forms the basis of the Specific Plan's Development Code (Chapter 4).

This Vision Chapter is comprised of the following sections:

2.1. Principles of Transit Oriented Development. 2:2
2.2. The Plan 2:4
2.3. New York Street Station Area 2:6
2.4. Downtown Station Area 2:11
2.5. University Street Station Area 2:18
2.6. Building Types 2:26

View of the New York Street/Esri Station area and an Arrow Passenger Rail train.

View of Redlands Boulevard with planted median and multi-family development.

View of park in Midtown Neighborhood (between Downtown and New York Street/ Esri Station)

View of Market Hall in University Village.

2. VISION

2.1. PRINCIPLES OF TRANSIT ORIENTED DEVELOPMENT

Town-making is in sharp contrast to conventional suburban development, the form of growth which has produced large-scale sprawl throughout Southern California over the last fifty years. Sprawl development is characterized by homogeneous single-use zones, with the housing tract, the shopping center, and the business park as its basic elements. These segregated use areas are connected by a discontinuous system of wide thoroughfares designed for the rapid movement of cars. Within such a homogeneous urban structure, uninspiring and repetitive buildings are typically designed without any particular obligation to define a realm of public space. The vast majority of such places designed since the 1940s are architecturally undistinguished and urbanistically destructive, as they absorb and eliminate the local landscape while generating a placeless, undistinguished fabric of buildings.

Transit-Oriented Development (TOD) has emerged in recent decades as an alternative to conventional suburban development. It stems from the recognition that commuter lines an`d stations can and should be more than travel nodes. Proximity to transit reduces dependency on the automobile and enhances the value of surrounding buildings as a place to live, work and shop. The typical size of a TOD is a quarter-mile radius from physical center to edge. This distance – known as the walkability shed – encompasses the neighboring population within an average five minute walk of the mixed-use center. Thus, the optimal size of a TOD is determined not by density but by the walkability shed.

Living in pleasant dwellings, connecting to neighbors by choice, and being able to walk to fulfill civic obligations and enjoy commercial entertainment and recreational opportunities are the hallmark of living in a traditional community. It is a way of life that is appropriate and desirable, and possible to recreate for the future of Redlands.

Design principles for creating such mixed-use, transit-oriented places are shown on this and the following page.

Make Great Public Places. The center of a TOD is the locus of its public life. Its civic buildings enhance community identity and foster civic pride. Its shops and workplaces provide convenient access to goods and services without need for a car trip. Its streets and public spaces generate a unique and supportive public realm that provides places for social interaction. Easy access to transit (whether train or bus) as well and to roadways (whether local roads or freeways) makes such a place accessible to a wide array of people, from those living there, to those driving in by car or arriving by train.

Make Great Streets. TODs are structured on individual blocks and a network of thoroughfares that provide a comfortable environment for pedestrians, while accommodating automobiles, bicycles, and other emerging transportation technologies. This interconnected block and thoroughfare pattern provides multiple routes that diffuse vehicular traffic, while providing more options for emergency personnel to reach a distressed location. Street intersections have minimal curb radii to slow turning cars and reduce the crossing distance of pedestrians. Streets are two-way, improving pedestrian crossing safety, reducing automobile speeds, and facilitating navigation. On larger streets, landscaped center medians reduce apparent street width, while intersection bulb-outs reduce pedestrian crossing distance and time and also provide space for streetscape and street furniture. Finally, streets accommodate on-street parking to provide convenient parking in front of stores or guest parking in front of residences, while providing a buffer between moving traffic and pedestrians on the sidewalk.

Live Above and Next to Stores and Businesses. The quality and amount of housing in a TOD determine its particular character. In the case of mixed-use environments, one of the most appealing characteristics is the opportunity for people to live above or near stores, providing residents the ability to walk or bike to these businesses, while reducing their reliance on a car. Such dwellings allow for a variety of families to live near diverse services, while providing a constant 24/7 rhythm of use.

Build a Variety of Buildings. TODs include a variety of building types, including mixed-use commercial blocks, rowhouses, condominiums, and apartment buildings. Varying the size and massing of these buildings and carefully considering their placement enhances the pedestrian friendliness of the streets and open spaces they face and insures that new buildings are compatible with those in adjacent nearby neighborhoods.

Get the Retail Right. Retail should respond to the housing, restaurant, entertainment, and education needs of the community and the local climate. The retail industry has discovered that outdoor, Main Street-type retail better fits the lifestyle of busy consumers, often yielding more regular trips and higher sales volumes than standard shopping centers. Under this model, retail should be concentrated to encourage and facilitate pedestrian storefront shopping. Buildings should face streets that accommodate cars and on-street parking. Long-term parking should be located in shared "park once" lots or structures, convenient to and compatible with the Main Street retail.

Provide a Variety of Housing Choices. A mature village setting provides diverse housing choices that attract a varied and prosperous resident population. It is not unusual to encounter lofts, live/work units, courtyard housing, row housing, even duplexes, triplexes, and quadplexes in such a village environment. These dwelling types accommodate and attract a range of household types (singles, newlyweds, families with children, elderly), income levels (students, teachers, professionals, the retired), and employment arrangements (live/work and home occupation), producing a diverse and well-rounded resident population. All of these dwelling types may be provided in either rental or ownership configurations.

Get the Parking Right. The typical suburban, sequential pattern of "shop and park" requires two vehicular movements and one parking space to be dedicated for each visit to a shop, office, or civic institution. For three tasks, this requires six vehicular movements and three parking spaces, due to the long, car-dependent distances between single-use destinations. By contrast, the compactness and mixed-use nature and walkability of TODs lend themselves to only two vehicular movements, parking just once, and completing multiple tasks on foot. This reduces traffic and limits the amount of parking that needs to be built. The subsequent transformation of drivers into pedestrians walking from one task to the next, is the immediate generator of pedestrian life, animating public streets and sidewalks and generating patrons of street-friendly retail businesses. It is this pedestrian "scene" that creates the energy and attraction to sustain a thriving mixed-use environment.

2.2. THE PLAN

The Illustrative Plan, shown in Figure 2-1 (Illustrative Plan), shows one way of arranging future streets, buildings, and open spaces within the Plan area. The drawing serves as a guide for understanding the greater goals of this Specific Plan: to create a walkable, mixed-use district that features beautiful streets, diverse housing types, and unique shopping and office opportunities – a place that both enlivens surrounding neighborhoods and secures the city's future. The terms and conditions underlying this particular design are presented later in this document under the provisions of the Development Code (see Chapter 4). The element of time may modify this particular Illustrative Plan, but the fundamental character, qualities and intentions of the plan will remain intact.

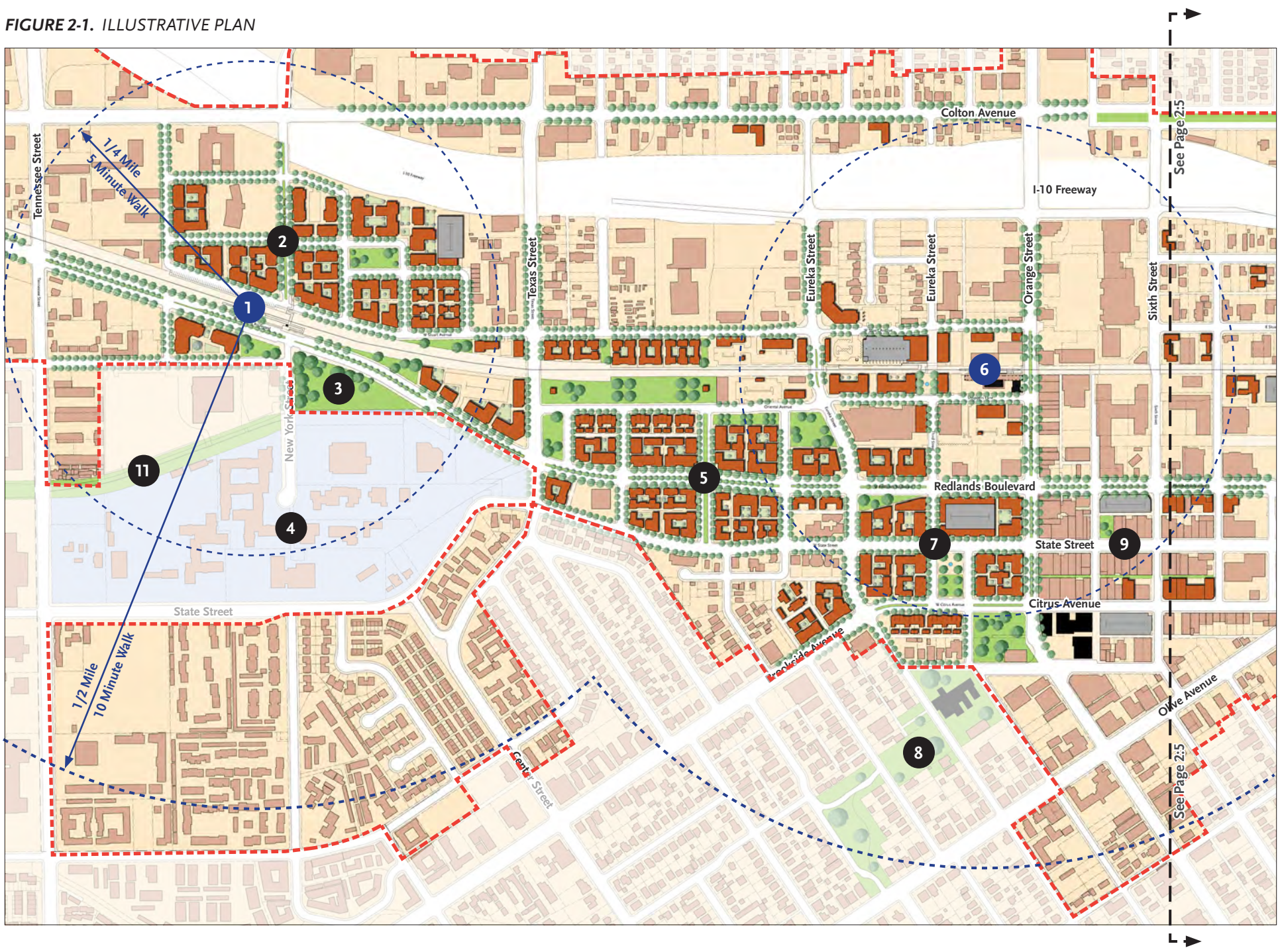
FIGURE 4-1: REGULATING PLAN

It is important to note that all private development shown in the Illustrative Plan consist of voluntary projects pursued by property owners and/or developers who seek to improve their land in response to market demands for housing, office, retail, restaurant space, and entertainment space. Similarly, the acquisition of individual parcels to assemble parcels for larger projects occurs as a voluntary transaction between property owners for the mutual benefit of both parties. No development within the Transit Villages Specific Plan area will occur through eminent domain.

Active sidewalks.

Active sidewalks with outdoor dining.

FIGURE 2-1. *ILLUSTRATIVE PLAN*



Mixed-use Main Street buildings..

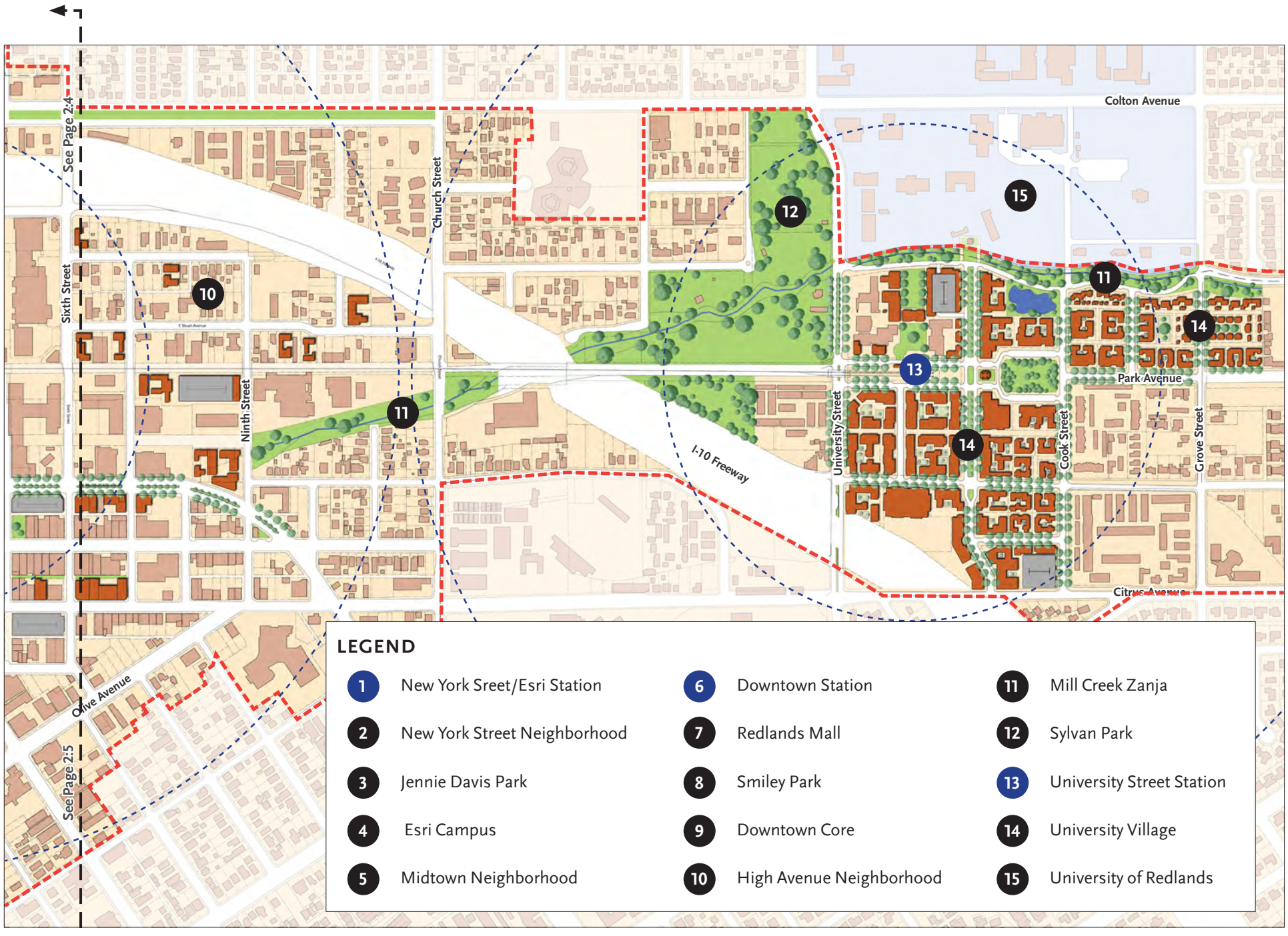
Inviting open spaces.

Parking lot with tree orchard.

Multi-Family Housing.

Active open spaces.

A lined parking garage.



2.3. NEW YORK STREET STATION AREA

Currently the New York/Esri Street station area is car-oriented. Blocks are large and commercial and light industrial buildings tend to be set back away from the street behind parking lots or landscaped front yards. The railroad tracks traverse the Station Area from west to east, running along the north side of Redlands Boulevard, until New York Street, where they branch off as they proceed eastward. The Mill Creek Zanja traverses east-west through the New York Street Station Area as an open channel.

The New York Street/Esri Station will be located along the north side of Redlands Boulevard at New York Street. Immediately to the south of the proposed station site is Esri's world headquarters, a beautifully landscaped office campus within easy walking distance of the proposed station. Located southeast of the proposed station is Jennie Davis Park, a 5.2 acre neighborhood park with picnic and playground facilities. Existing development to the west of the Esri campus and south of the railroad tracks consists primarily of large footprint, light industrial and warehouse buildings. North of the railroad tracks, existing development consists of an assorted mix of car-oriented uses, including strip shopping centers, fast-food restaurants, Redlands Ford, the Redlands Elks Lodge, the Ayres Hotel, and a Motel 6. North of the freeway are Toyota of Redlands, Empire Bowl, Quality Inn, Hertz, the Salvation Army Store, and single-family houses. Other buildings and points of interest within the New York Street/Esri Station Area include Orangewood High School and the Redlands Police Department. The parcels surrounding the proposed New York Street/Esri station are largely vacant and underutilized.

A. Goals. Based on robust input from stakeholders, the community, City staff, and City's review bodies, the following goals for the New York Street/Esri Station Area were identified:

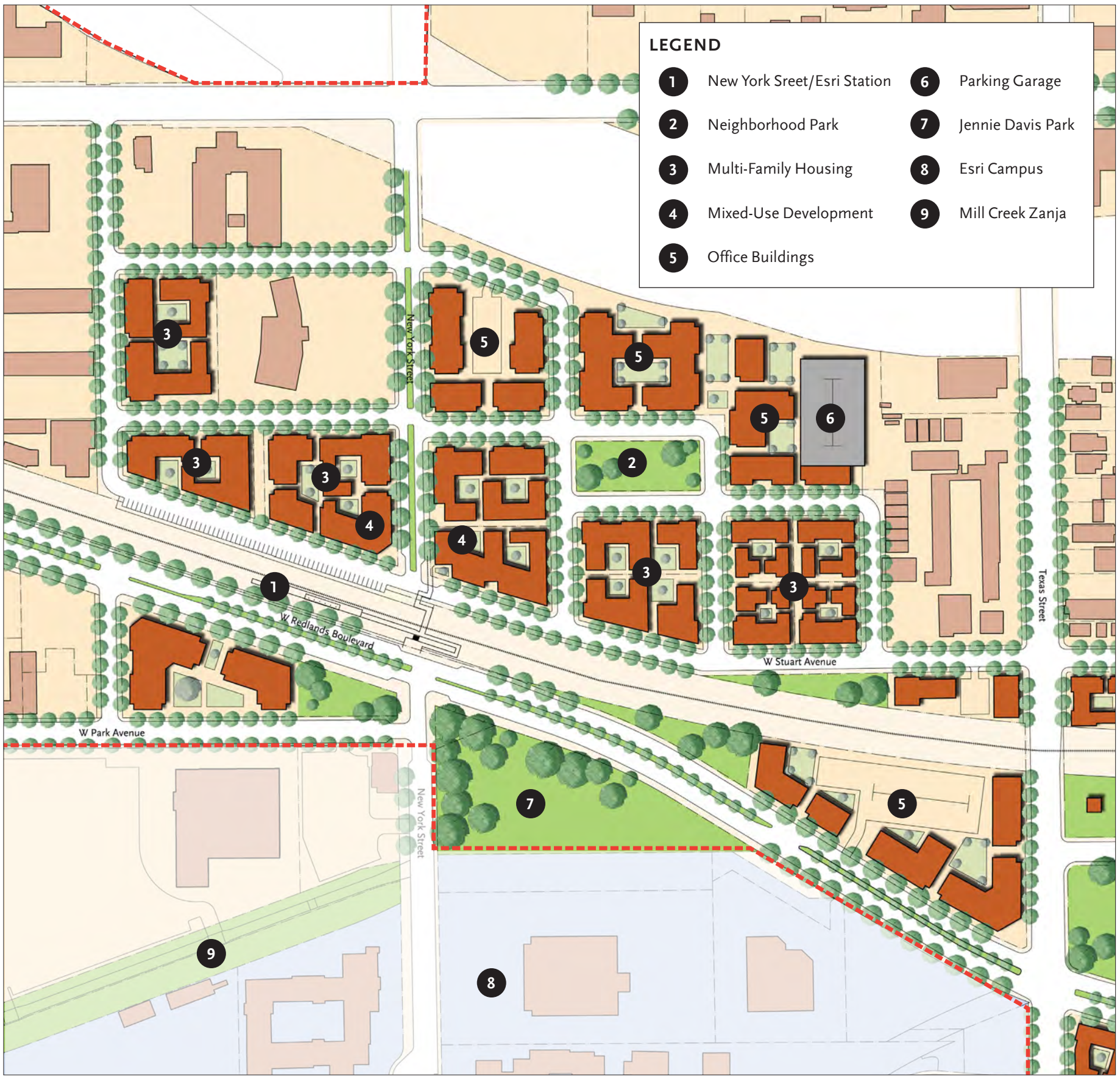
1. Infill vacant, under ulitilized parcels and parking lots with buildings that create a mixed-use, multi-modal village around the New York St. Station.
2. Generate active, walkable streets with wide sidewalks, shade trees, and safe pedestrian crossings.
3. Provide pedestrian and bicycle connections between the train station and the neighborhoods located north of the freeway.
4. Build housing for a variety of income levels and family types, including parents with children and seniors. Locate housing away from the freeway, near the station.
5. Introduce pocket parks, plazas, and greens that accommodate playgrounds, dog parks, and public art.
6. Complete the Orange Blossom Trail as a link between the three stations and between Jennie Davis Park, Sylvan Park, and new parks, greens, and plazas along the way.
7. Accommodate Esri's expansion to the north and to the south of its campus.

B. Vision. The vacant and underutilized parcels located within a quarter mile of the New York Street/Esri Station are transformed into a lively, transit-oriented neighborhood. Tree lined streets and sidewalks provide safe and convenient access to the Station, the Esri Campus, and Downtown. Greens and neighborhoods parks provide residents living in surrounding multi-family buildings access to open space, and offer a place for office workers to get some fresh air or take their lunch break. Buildings accommodate housing for a variety of income levels and enable employees of Esri and other local businesses and institutions to live in Redlands.

C. Plan. The adjoining drawing illustrates how, based on input from stakeholders, the community, City staff, and the City's review bodies, the New York Street Station Area could develop over time. Key components of this version of the New York Street Station University Village are described in further detail on the pages that follow.

Birdseye view of New York Street Station Area and Esri Campus

FIGURE 2-2. *ILLUSTRATIVE PLAN: NEW YORK STREET STATION AREA*



Proposed New York Street Streetscape.

2. VISION

2.3.1. THE STATION

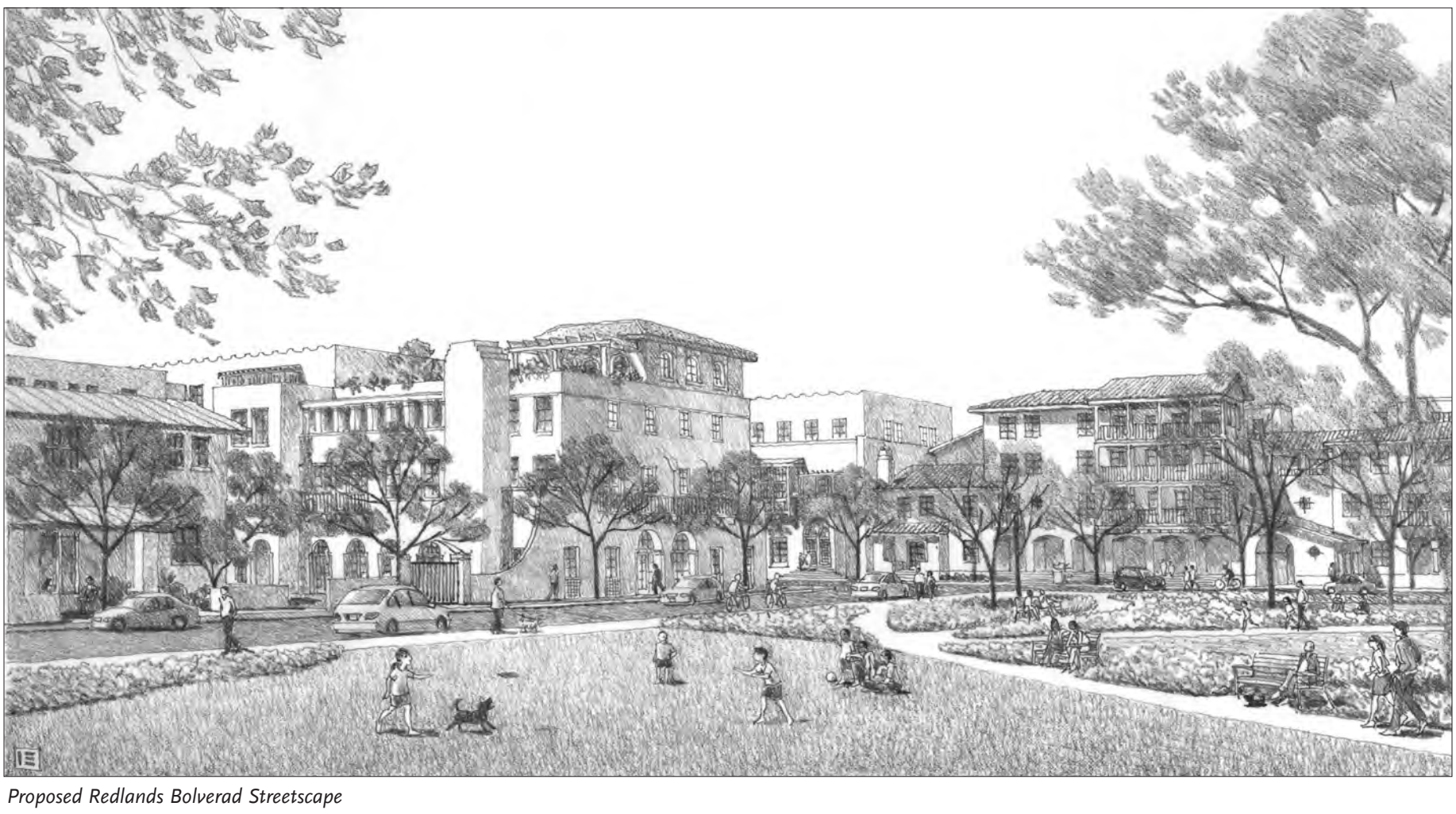
Located to the north of and within walking distance of the Esri campus. Its platform is located just to the west of New York Street, enabling pedestrian access across the railroad tracks at New York Street. Unlike the two other stations, the New York Street/Esri Station does not provide commuter parking, although curb space for passenger pick-ups and drop-offs, taxi, and transportation network company drop-off is provided along Redlands Boulevard.

2.3.2. THE NEW YORK STREET NEIGHBORHOOD.

The New York Street Neighborhood is a pedestrian-friendly, transit-oriented, neighborhood located to the north of the New York Street/Esri Station. Key components of the neighborhood include:

1. New, tree-lined streets that transform the vacant and underutilized megablocks into blocks that are in scale Downtown's traditional core and the surrounding pre-World War II neighborhoods.
2. New buildings that face and are accessed from the street. Buildings with retail ground floors are located at the back of sidewalk, while buildings with residential ground floors are located behind small front yards. Buildings adjacent to the station face the station.
3. A new neighborhood park provides open space for residents living in surrounding multi-family buildings and/or employees working in nearby office buildings.
4. New York Street is enhanced with bike lanes and new street trees planted between on-street parallel parking spaces.

Proposed Redlands Bolverad Streetscape



Proposed Redlands Bolverad Streetscape

2.3.3. REDLANDS BOULEVARD INFILL

The character, appearance, and configuration of Redlands Boulevard between Texas Street and Tennessee Street is improved in order to provide better access to the Station and to create a more inviting and attractive entry into the New York Street/Esri Station area and the Esri campus from the east and west and at New York Street. Key components include:

1. Infill of vacant and underutilized parcels along Redlands Boulevard with urban buildings that face and are accessed from the sidewalk.
2. The introduction of open spaces and landscaping on the narrow and triangular parcels that are too small to accommodate buildings.
3. The improvements of Redlands Boulevard with the introduction of missing sidewalks, a planted center median, bicycle lanes, and a crosswalk at New York Street.

Multi-family housing.

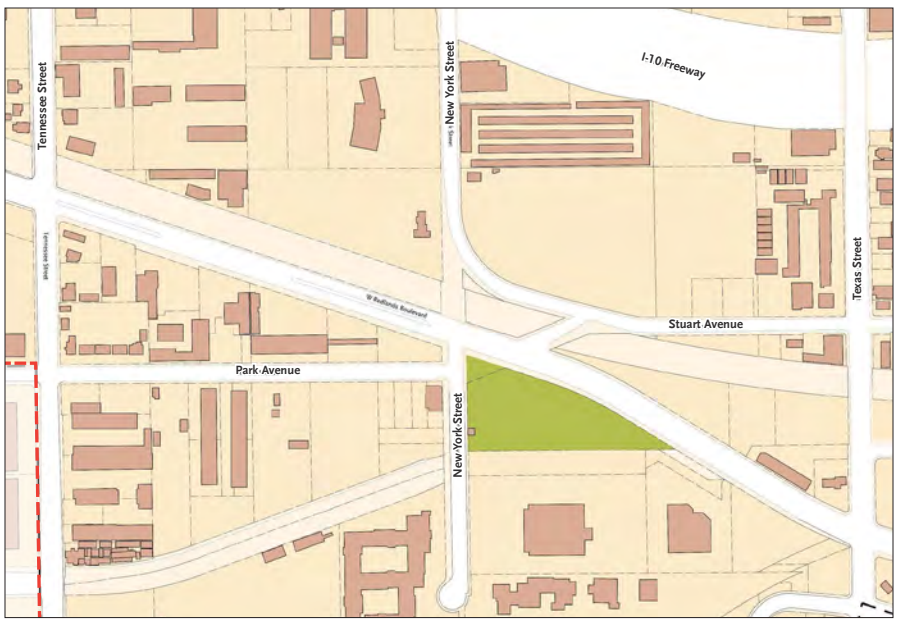
Ground floor retail.

Street trees planted between parked cars.

Proposed Redlands Bolverad Streetscape

2.3.4. NEW YORK STREET/ESRI STATION AREA ILLUSTRATIVE BUILD-OUT SCENARIO

The below diagrams show how the New York Street/Esri Station Area as shown in the Illustrative Plan could develop over the next 30 years according to the transit oriented design principles described in Section 2.1 (Principles of Transit Oriented Development) and as governed by this Specific Plan's Development Code (Chapter 4). Though the phasing sequence shown in the below diagrams could occur in a different order, consist of different projects, or contain parcels not shown in the sequence, the diagrams nevertheless demonstrate how the Plan Area could be developed in a manner that generates a genuine, urban environment that encourages walkablity and access to transit.



Existing conditions in the year 2020.

Illustrative Phase 1. *The following are built: the New York Street/Esri Station; the New York Street and Redlands Boulevard streetcape improvements; the street network and mixed-use and residential buildings on the parcels north of the Station.*

Illustrative Phase 2. *The following are built: commercial, residential, or mixed-use buildings along Redlands Boulevard.*

Illustrative Phase 3. *The following are built: buildings north of the neighborhood park.*

Illustrative Phase 4. *The following are built: Buildings east of the neigborhood park.*

Illustrative Phase 5. *The following are built: the road connecting the Rambla to Citrus Avenue and the westbound I-10 Cypress Avenue off-ramp; the park-once garage; the mixed-use and residential building to the south of Central Avenue.*

2.4. DOWNTOWN STATION AREA

The Downtown Station area contains the Downtown core and the historic Santa Fe Depot. The Downtown area, east of Orange Street, is pedestrian-friendly with commercial and mixed-use buildings built on small blocks and located adjacent to and accessed directly from the sidewalk. West of Orange Street, buildings and site design are more car-oriented, with buildings built on large blocks and many buildings located behind street-facing parking lots and/or facing the street with blank facades. Parcels west of the proposed station are largely vacant, underutilized, and primed for transit-oriented infill development. A few vacant packinghouse buildings to the north and south of the Santa Fe Depot provide opportunities for adaptive reuse with uses that can activate the station area.

The Mill Creek Zanja enters the Downtown Station Area from the east as an open trench to 9th Street, where it enters a culvert that passes underground through the majority of the Downtown Village.

A. Goals. Based on robust input from stakeholders, the community, City staff, and City review bodies, the following goals for the Downtown Station Area were developed

1. Create a mixed-use, multi-modal village around the Downtown Station.
2. Generate active, walkable streets with wide sidewalks, shade trees, benches, outdoor dining, and safe pedestrian crossings.
3. Recalibrate Downtown streets to create a balanced and safe environment for all travel modes: walking, biking, and driving.
4. Provide pedestrian and bicycle connections between the train station and Downtown's unique destinations (Redlands Bowl, C.K. Smiley Library, etc.) and surrounding residential neighborhoods, especially those located north of the freeway.
5. Replace the Redlands Mall with an interconnected street and paseo network lined with street trees and urban buildings.
6. Infill vacant, underulitilized parcels and parking lots with buildings that are up to 3 or 4 stories in height, are designed according to a variety of architectural styles, and employ massing in character with Redlands' historic buildings.
6. Preserve Downtown's historic buildings and reference Redlands' cultural heritage and agricultural past.
7. Build housing for a variety of income levels and family types, including parents with children and seniors.
8. Introduce pocket parks, plazas, and greens that accommodate playgrounds, dog parks, and public art.
9. Complete the Orange Blossom Trail as a link between the three stations and between Sylvan Park, Jennie Davis Park, and new parks, greens, and plazas along the way.
10. Introduce additional parking in structures lined with commercial or residential uses.
11. Accommodate alternative transportation forms such as Uber and Lyft.

B. Vision. The Downtown Station Area is envisioned as a walkable mixed-use district consisting of pedestrian-scaled blocks; beautiful, tree-lined streets with comfortable seating and exterior dining opportunities; and inviting squares and plazas. The urban character of Redlands' Downtown core is expanded westward to Eureka Street and northward to the Downtown Station. Surface parking lots are infilled with urban buildings that are located at, and take access from the sidewalk. The primary entries into Downtown – Orange Street and Redlands Boulevard – are enhanced with new street trees and street lights, and other streetscape elements. Underutilized parcels and parking lots are infilled over time with urban buildings that face and are accessed from the sidewalk. Parking is accommodated on the street, and as downtown begins to infill, in parking garages.

C. Plan. The drawing below illustrates one way the Downtown Station Area could develop over the next twenty to thirty years. Key components of the Downtown Station area are described in further detail in the pages that follow.

Birdseye view of Downtown Station Area and Esri Campus

FIGURE 2-4. *ILLUSTRATIVE PLAN: DOWNTOWN STATION AREA*

2.4.1. STATION VICINITY

The Downtown Station is located adjacent to the historic Redlands Depot building. The station accommodates Arrow Passenger Rail trains and Metrolink Commuter Rail. The former provides all-day service and stops at a platform located in front of the historic depot; the latter provides limited morning and evening service and stops at a platform located on the north side of the tracks between Eureka Street and the Third Street right-of-way.

Key components of the area immediately surrounding the Downtown Station include:

- Rehabilitation of the Santa Fe Depot.
- A garage that provides parking for rail commuters and for patrons of nearby businesses. The garage also provides bicycle storage for commuters who ride their bikes to the train station.
- A pedestrian passage across the railroad tracks along the Third Street alignment that enables pedestrians to cross between the north and south side of the tracks and provides access to the train platforms buses parked on Stuart Avenue and/or Shoppers Lane. The pedestrian passage is lined with stores and restaurants.
- A plaza located south of the tracks that welcomes commuters and visiors arriving into Downtown Redlands.
- Bus parking along Stuart Avenue or Shoppers Lane within sight of, and walking distance of, the depot.

Downtown Redlands Santa Fe Railway depot

2.4.2. REDLANDS MALL

The Redlands Mall is reurbanized with the reintroduction of State Street and Third Street into the site, restoring the interconnected block pattern that existed prior to the construction of the Mall in the 1970s. Key components of the redeveloped Mall include:

- A new plaza or green, shown in the illustartive Plan at the corner of State Street and Third Street.
- A Market hall or other civic building facing the plaza or green.
- New mixed-use and multi-family buildings, ranging from three to five stories in height, are located next to and accessed from the sidewalk.
- Parking in a garage located at the center of the block and lined with retail, office, and/or residential uses.

See Chapter 3 for a more detailed description of the Redlands Mall.

Caption.

2.4.3. HIGH AVENUE NEIGHBORHOOD

The low scale of the High Avenue Neighborhood is generally preserved and the Orange Blossom Trail is extended into the Neighborhood to Ninth Street. Key components of the neighborhood include:

- The incremental infill of vacant and underutilized parcels with buildings with street frontages that are generally in scale with the pre-World War II house-form buildings that are currently in place.
- The introduction in the long term of a park-once garage as more infill continues and more parking is needed (shown on the Illustrative Plan between Seventh Street and Ninth Street).
- The continuation of the Orange Blossom Trail, flanked by a greenway, to Ninth Street.

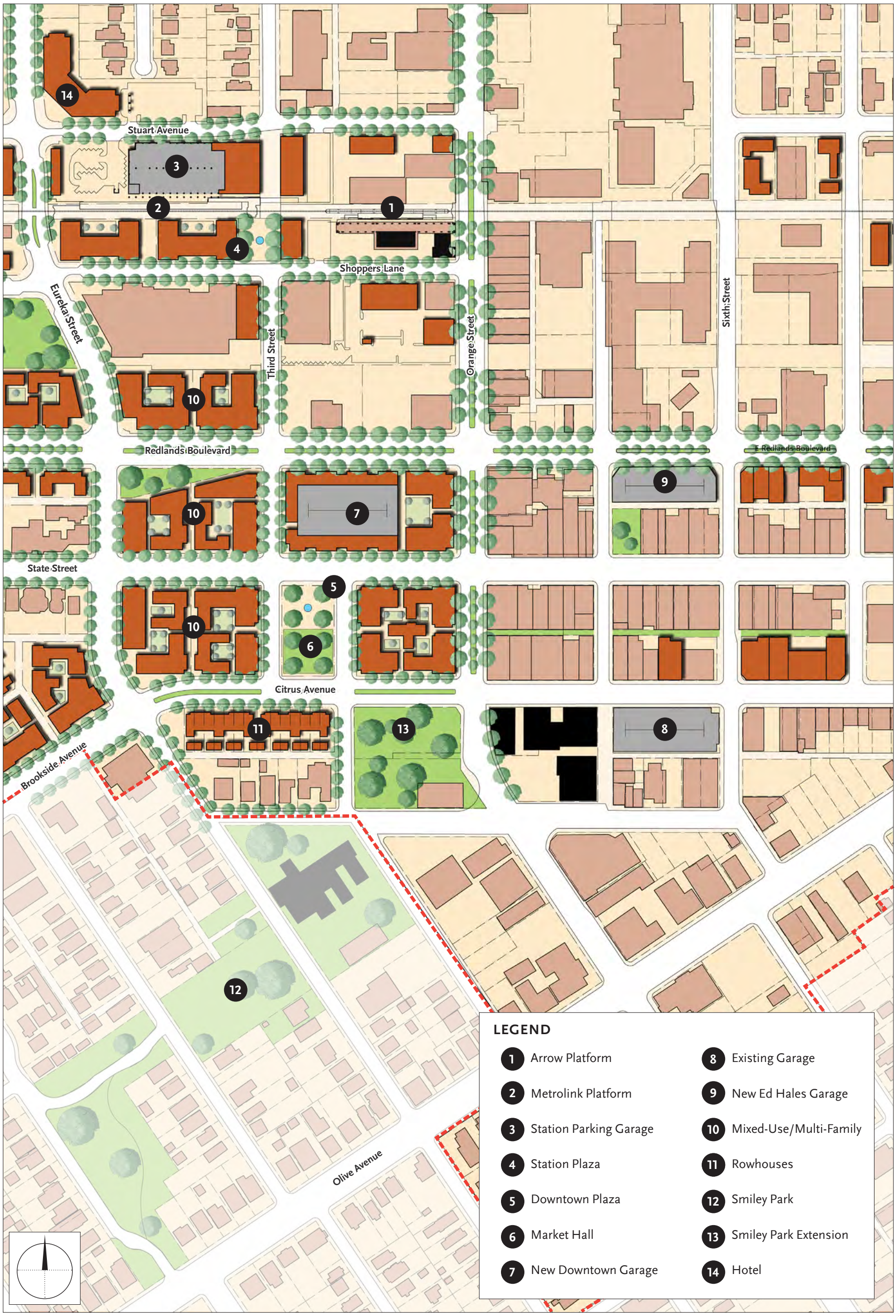
Caption.

2.4.4. DOWNTOWN INFILL

In order to enable continued infill within the Downtown Core, a parking garage is built on the existing Ed Hales parking lot, enabling surface parking lots to be infilled with buildings.

View of University Village Station Depot

FIGURE 2-5. *ILLUSTRATIVE PLAN: DOWNTOWN STATION AREA*



2.4.5. MIDTOWN NEIGHBORHOOD.

The Midtown Neighborhood is located between Eureka Street and Texas Street. It is a vibrant, pedestrian-friendly, neighborhood that provides multi-family housing within walking distance of the New York Street/Esri and Downtown Stations and in close proximity to the Downtown and the Esri Campus. New streets generate an interconnected street network scaled to the block sizes of Downtown and its surrounding pre-World War II neighborhoods. Key features include:

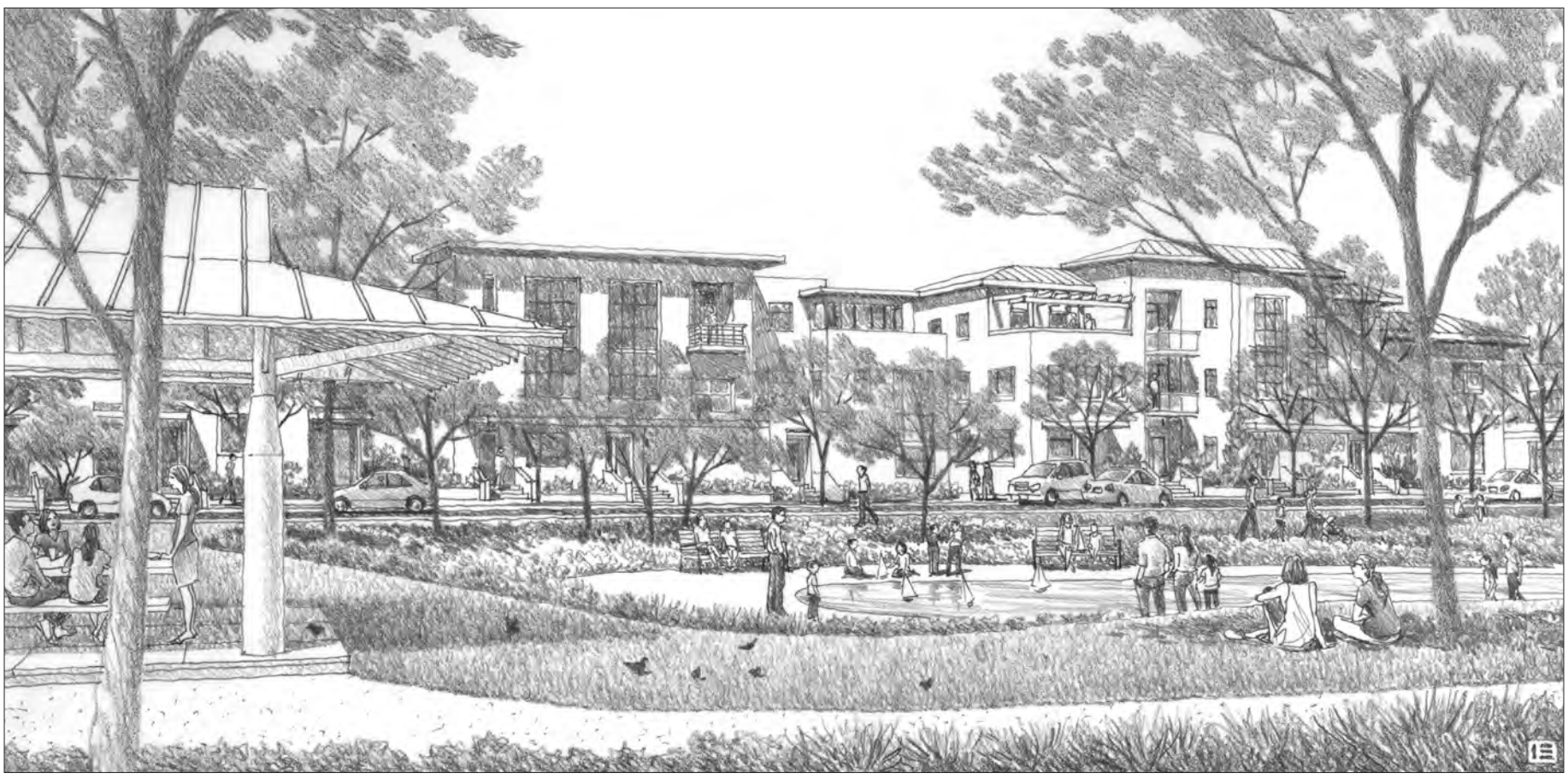
- New, tree-lined streets that generate walkable blocks that are consistent with Downtown Redlands' traditional street and block pattern.
- A neighborhood park between the railroad tracks and Oriental Avenue and east of Texas Street. The park is landscaped in the lush character of Esri's existing campus.
- A greenway and park network along Stuart Avenue between the Midtown Park and Eureka Street that extends the lush landscape character of the ESRI campus eastward towards Downtown.
- A variety of residential building types that face and are accessed from the street.

Alley behind multi-family building.

Courtyard housing envisioned for Cook Street.

FIGURE 2-6. *ILLUSTRATIVE PLAN: MIDTOWN NEIGHBORHOOD*

View of a multi-modal Redlands Boulevard with planted median and multi-family development.



View of park in Midtown Neighborhood.

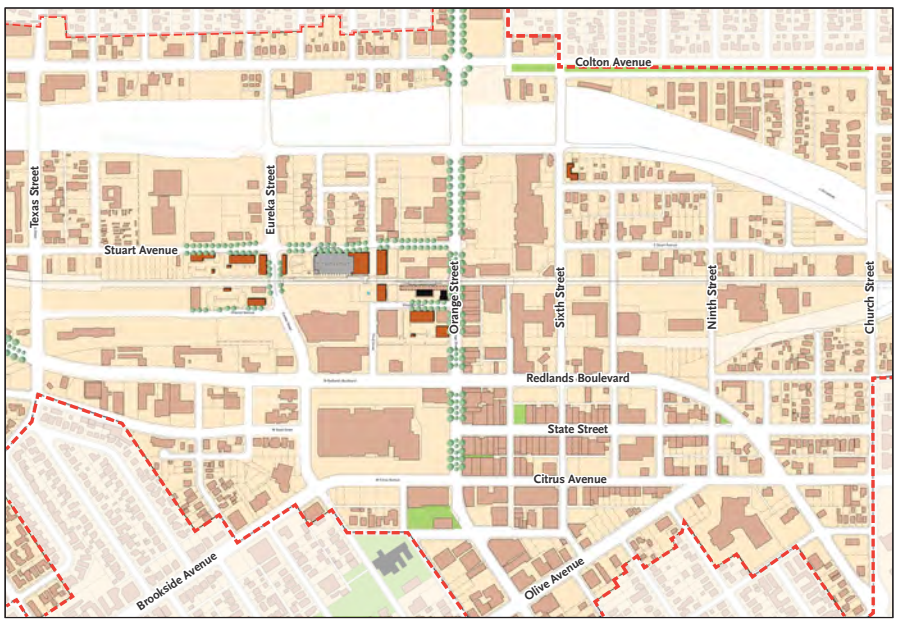
Courtyard housing with usable, shared common space.

Rowhouses facing a pedestrian passage.

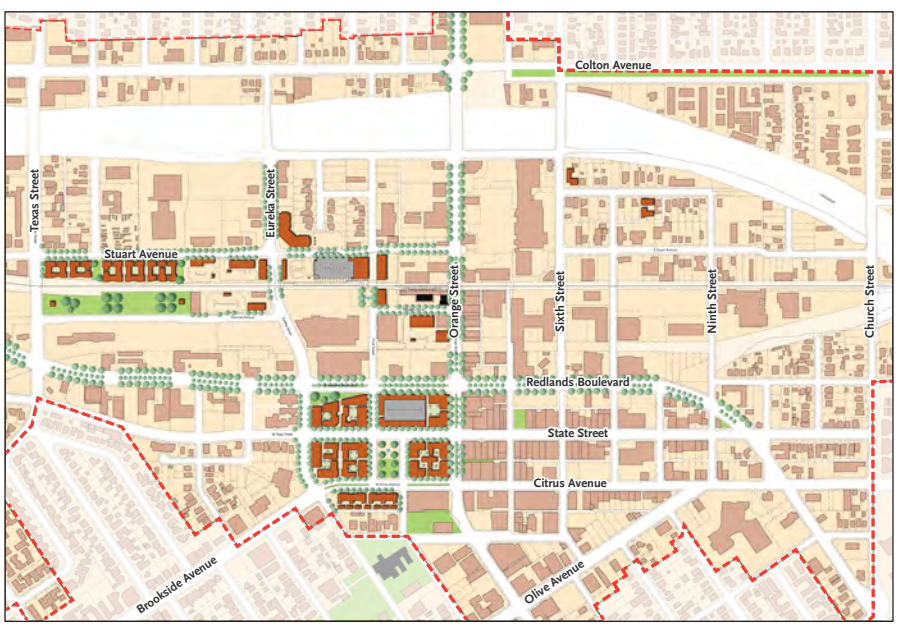
2.4.6. ILLUSTRATIVE BUILD-OUT SCENARIO

The below diagrams show how the Downtown Station Area as shown in the Illustrative Plan could develop over the next 30 years according to the transit oriented design principles described in Section 2.1 (Principles of Transit Oriented Development) and as governed by this Specific Plan's Development Code (Chapter 4). Though the phasing sequence shown in the below diagrams could occur in a different order, consist of different projects, or contain parcels not shown in the sequence, the diagrams nevertheless demonstrate how the Plan Area could be developed in a manner that generates a genuine, urban environment, encourages walkablity, and promotes retail and entertainment activity

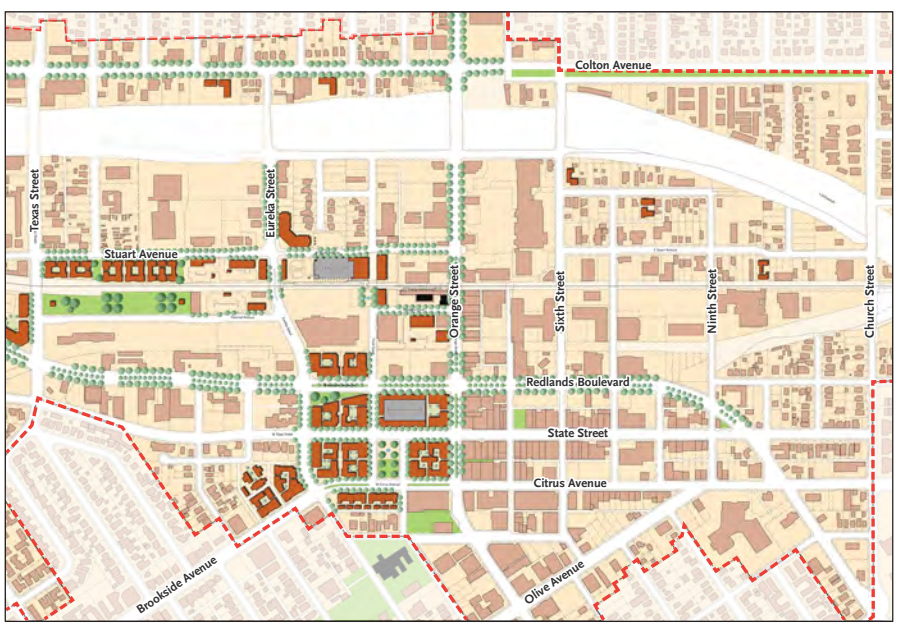
Existing conditions in the year 2020.



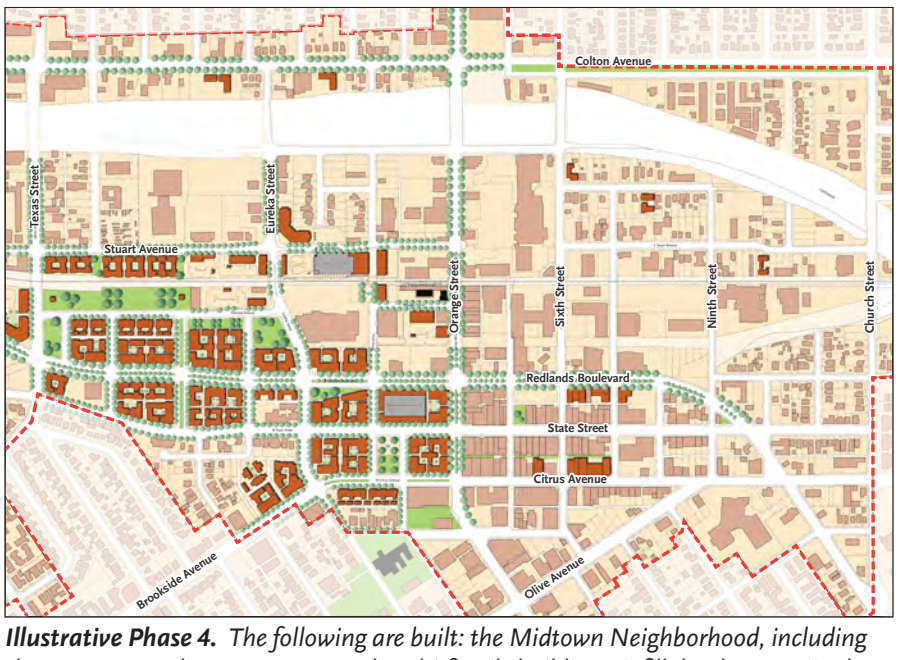
Illustrative Phase 1. *The following are built: the Station platforms; the Station Parking Garage; the Station Plaza; retail along the Third Street pedestrian passage across the tracks; retail buildings along Stuart Avenue at Eureka Street, Oriental Avenue at Eureka Street, and Shoppers Lane at Orange Street; the Orange Street streetscape improvements; and incremental development in the East of Orange Neighborhood.*



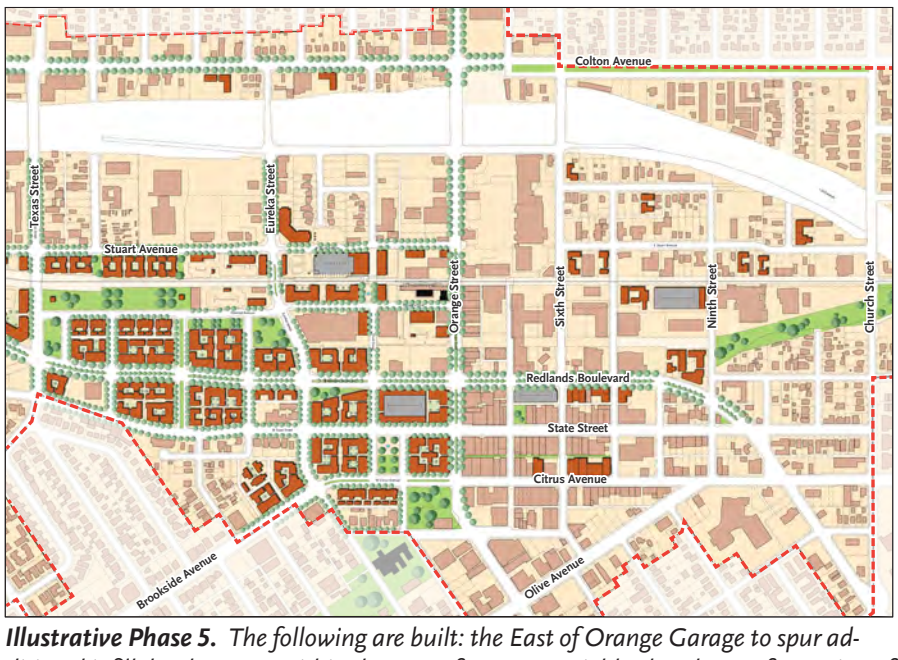
Illustrative Phase 2. *The following are built: the Redlands Mall, including the street extensions into the Mall megablock, the plaza, the parking garage, and mixed-use and residential buildings; the Redlands Boulevard streetscape improvements; the Midtown Neighborhood Park; housing along the south side of Stuart Avenue just to the west of Texas Street; and incremental development in the East of Orange Neighborhood.*



Illustrative Phase 3. *The following are built: buildings on the parcels immediately to the north, to the west, and to the south of the Mall block; incremental development in the East of Orange Neighborhood.*



Illustrative Phase 4. *The following are built: the Midtown Neighborhood, including the street network, open spaces, and multi-family buildings; infill development in the Downtown core along Redlands Boulevard and Citrus Avenue.*



Illustrative Phase 5. *The following are built: the East of Orange Garage to spur additional infill development within the East of Orange Neighborhood; transformation of the Police Annex Building block into northeast end of Smiley Park; a parking garage on the Ed Hales parking lot, if necessary.*

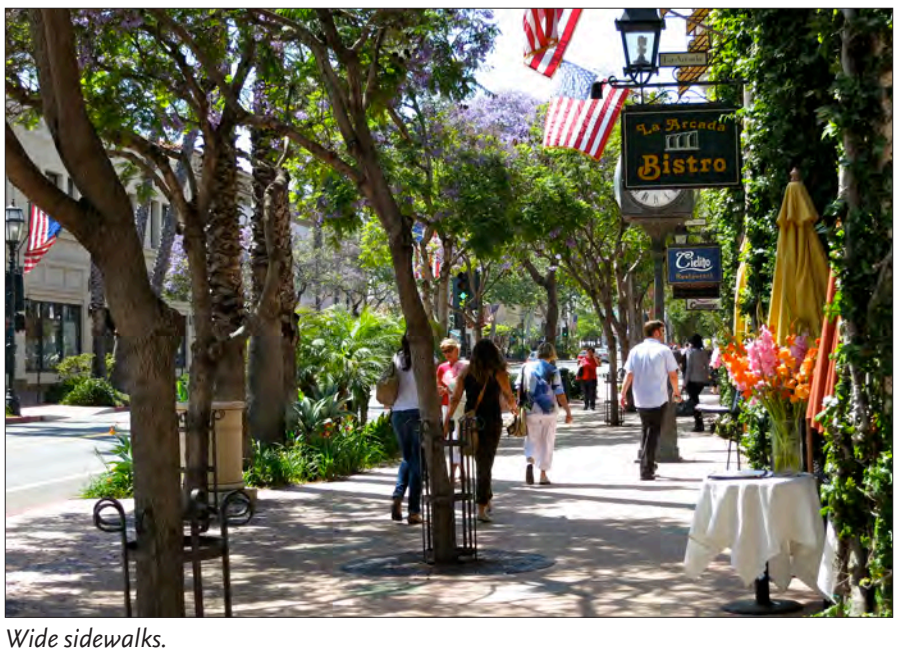
2.5. UNIVERSITY STREET STATION AREA

The majority of change within the University Street Station Area is anticipated to occur on the vacant and underutilized parcels located east of University Street, south of Sylvan Boulevard, west of Grove Street and Cook Street, and north of Citrus Avenue. Blocks within the University Transit Village, especially near the proposed station site, are large. Parcels located north of the I-10 freeway and west of University Street are occupied by Sylvan Park, single-family houses, and some multifamily buildings. The southeast portion of the Village is occupied primarily by multifamily buildings. Like the other station areas, most of the land surrounding the proposed station site is vacant, underutilized, and ready for development.

A. Vision. The University Village is envisioned to be a vibrant, inviting, urban, mixed-use place where people want to live, work, shop, dine, have a cup of coffee, study, watch a movie, or simply walk around. Conceived as the "town" counterpart to the University of Redlands "gown," it provides a host of amenities for students, faculty, staff, and alumni within walking distance of the campus. It also provides retail, service, and dining offerings for University Village residents and residents of surrounding neighborhoods, and is a retail, dining, and entertainment destination for people living in the surrounding region.

Built on a pedestrian-friendly, interconnected street and block network, it is a place that is easy to get to, whether on foot, bicycle, train, or car; is well connected to its surroundings, including the campus, Sylvan Park, and surrounding neighborhoods. It embraces and enhances the open space and recreation amenities of Sylvan Park and the extended Orange Blossom Trail and greenway.

B. Plan. The adjoining drawing illustrates one way the University Village could develop over the next couple of decades. Subject to a variety of development variables, the Village will more than likely be developed with a pattern of buildings and places different from the ones shown. Key areas of this version of the University Village are described in further detail on the following pages.

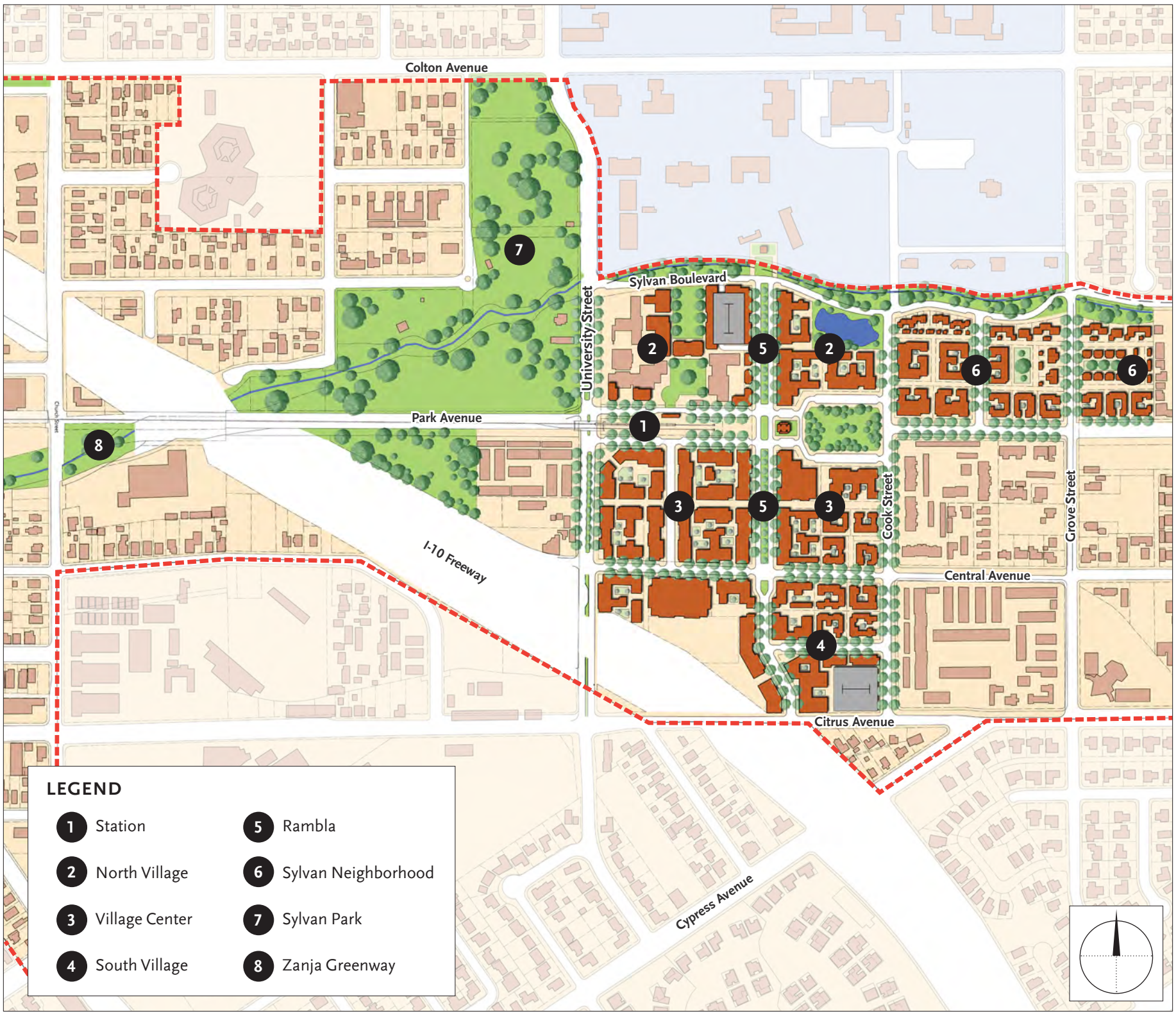


Wide sidewalks.

A mixed-use building.

Birds-eye view of University Village from the northwest. The University of Redlands is visible in the forground left and Sylvan Park in foreground right.

FIGURE 2-3. *ILLUSTRATIVE PLAN: UNIVERSITY VILLAGE*



University Street streetscape improvements between Park Avenue and Sylvan Bouevard.

2. VISION

2.5.1. THE STATION

The center of the Village will be the University Street Station, the terminus of the proposed nine-mile long Arrow passenger rail line connecting the University of Redlands to the San Bernardino Transit Center. Key elements include:

- A new, tree-lined street couplet, Park Avenue North and Park Avenue South, that flanks the station, providing access to University Village and to commuter parking.
- A new station depot building, incorporating classical revival elements of the historic Downtown Redlands Station and the cupola of the University of Redlands' own Memorial Chapel. Designed as a gateway, it greets students, visitors, residents, and office workers arriving to the Village and campus, while sheltering those waiting for departing trains.
- Strong pedestrian connections to the Village and across University Street to Sylvan Park.

2.5.2. THE NORTH VILLAGE

Located north of the University Village Train Station, the North Village links the Train Station and the Village Center to the University, providing academic and campus-oriented uses. Key features include:

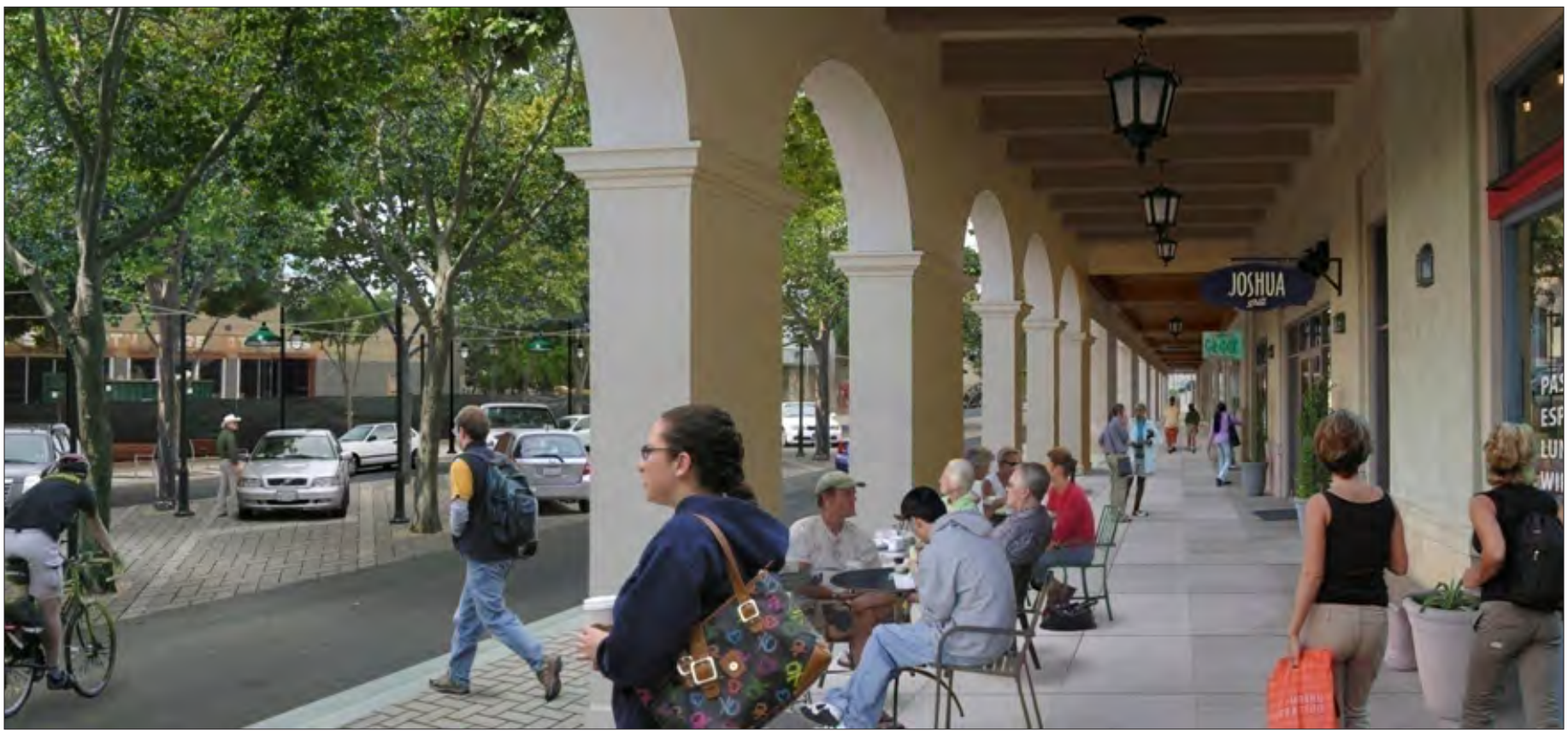
- A direct pedestrian connection to the campus from the train station across Park Avenue and up a new staircase to the existing green located between Ann Peppers Hall and the Theater Arts Building.
- New academic buildings arranged around a quadrangle in what is now the existing parking lot north of the Theater Arts Building and Ann Peppers Hall. These new buildings bridge the existing gap between Ann Peppers Hall, the Theater Arts Building and the rest of the campus.
- The northern end of the Rambla, a distinctive and extraordinary thoroughfare between Central Avenue and Sylvan Boulevard with travel lanes on either side of a wide median. Paved with cobblestones or pavers, the Rambla median could also be configured to accommodate angled parking. The Rambla defines the image of University Village and is the principal destination for visitors. Mixed-use buildings front the Rambla with retail ground floors and residential, office, or academic upper floors. The portion located north of the University Village Train Station, will provide University-serving uses.
- A Central Park located to the east of the train station within the railroad right-of-way. Shown park uses are an amphitheater and a passive park, although other uses, could also be accommodated. The park can also detain rainwater during major flood events. A small open pavilion that could accommodate events such as weddings, concerts, arts and crafts fairs, or other similar temporary uses could be introduced between Central Park and the Station.
- A University-oriented hotel and conference center located on the block east of the Rambla. The hotel fronts Central Park to the south and a pond that stores non-potable irrigation water to the north.
- As the North Village infills over time, a new parking structure, located north of Ann Peppers Hall accommodates campus parking. The parking structure is lined with ground floor retail uses and upper floor office or residential uses.

LEGEND

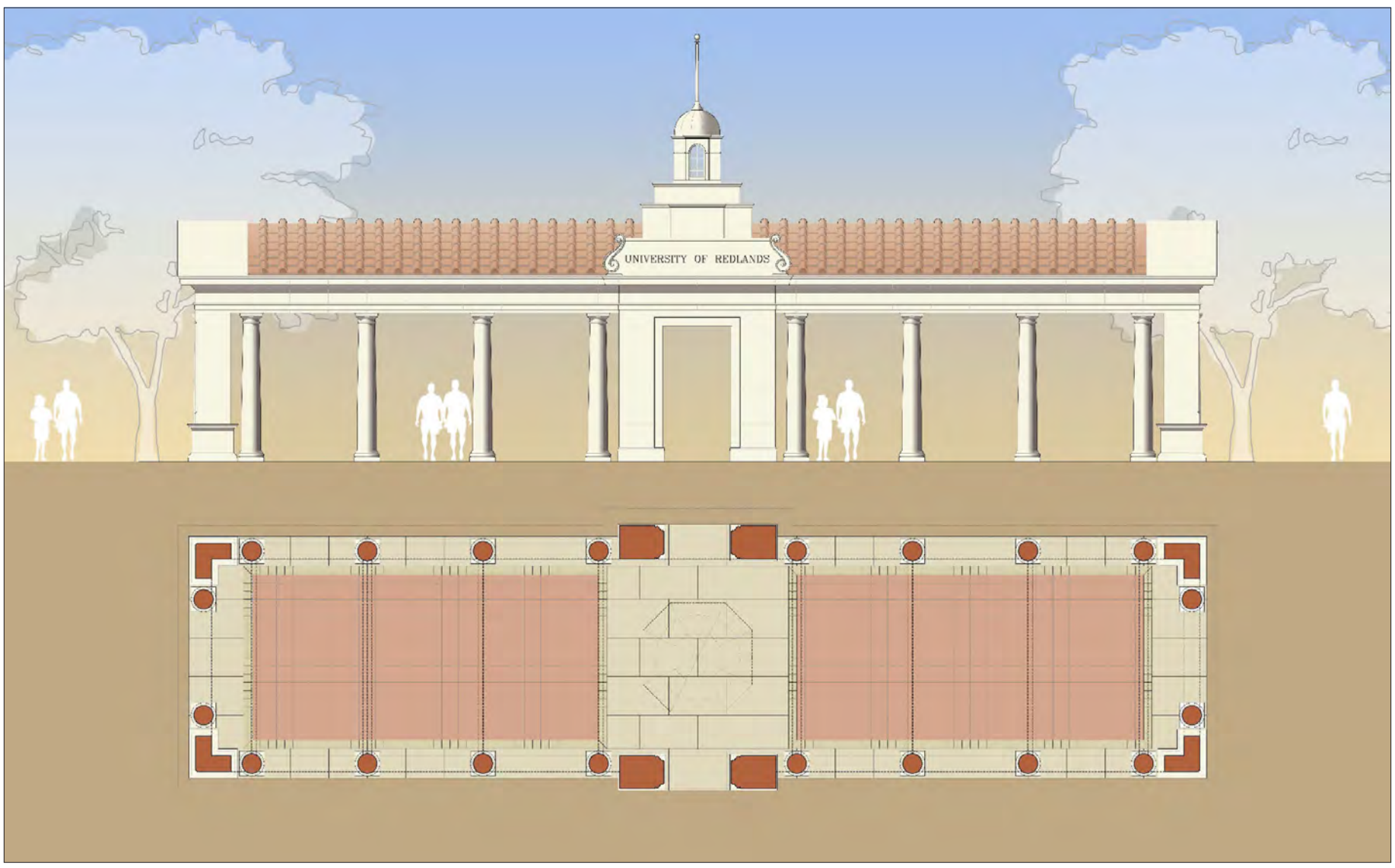
1. Station and Pavilion
2. Sylvan Park
3. Academic Buildings
4. Rambla
5. Central Park
6. Hotel
7. Pond
8. Parking Garage
9. Mixed-use Buildings
10. University of Redlands

The original Rambla in Barcelona, Spain.

A non-potable water pond.



Arcade facing the University Village Rambla. This alternative shows angled parking in the Rambla median.



Plan and elevation of view of proposed University Village Station Pavilion.

2.5.3. THE VILLAGE CENTER

The Village Center is located between the proposed University Village train station and Citrus Avenue. Within walking distance of the campus, Sylvan Park, and the neighborhoods to the south and east, the Village Center will be a lively destination for visitors, shoppers, students, and surrounding residents, as well as an inviting place to live and/or work. Key components of the Village Center include:

- Mixed-use blocks with ground floors that accommodate neighborhood-serving retail uses such as banks, pharmacies, personal services, real estate and financial services, florists, a mail center, quick casual food, bakeries, coffee shops, and restaurants. Additional uses could include a cinema and bookstore, lined with ground floor retail uses that hide the “black box” functions of the theaters.
- A market hall or grocery store at the terminus of Station Street, on axis with the train station.
- Parking located in on-street parallel or angled spaces and in a parking lot or park-once garage located between the Market Hall and the freeway.
- Residential courtyard buildings along the eastern edge, facing Cook Street. The building facing Central Park could be either an all-residential building or a mixed-use building with ground floor retail uses.
- Station-serving parking located in on-street parallel or angled stalls and in parking lots and/or a park-once garage located in the Rambla–South area of the Village.

2.5.3. THE VILLAGE SOUTH

The Village South is located between Central Avenue and Citrus Avenue. Due to its proximity to the freeway, the Village Center could accommodate regional serving uses, particularly if a direct connection into the Village from the westbound Cypress Avenue freeway exit ramps is introduced. Key components of the Village South include:

- The new street that provides direct access to University Village from the westbound I-10 off-ramp, enhancing regional access to University Village’s retail, dining, and entertainment offerings.
- A roundabout at the end of the westbound Cypress Avenue off-ramp at Cypress Avenue. The Roundabout could contain unique landscape, public art, or signage announcing entry into the University Village.
- Commercial and mixed-use buildings that house regional retail uses such as fashion and shoe stores, home furnishings, art and gifts stores, and restaurants. Other uses could include a hotel with conference facilities and signature restaurant. Upper floor uses are residential, office, or a combination of the two.
- As the Village infills over time, a park-once garage lined with occupiable uses (stores, offices, or residential lofts) will be introduced – shown on the Illustrative Plan at the corner of Citrus Avenue and Cook Street.
- Residential courtyard buildings along Cook Street.

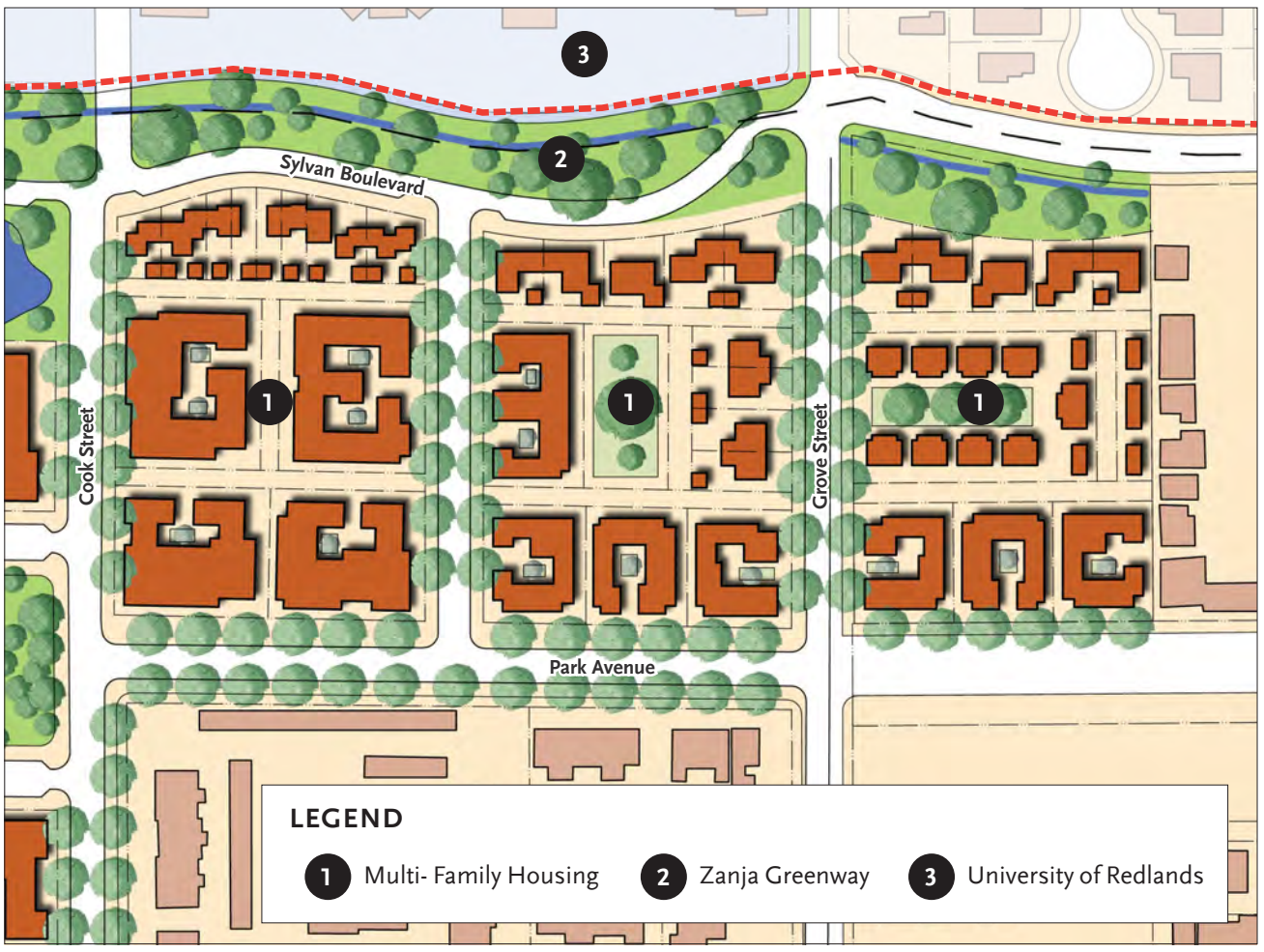
View down Station Street towards the Market Hall.

View of the New Zanja as it passes through the Village Center.

2.5.4. THE SYLVAN NEIGHBORHOOD

The Sylvan Neighborhood occupies the blocks to the east of the North Village area and south of the Zanja. It is devoted solely to residential uses in stacked-flats, courtyard buildings, rowhouses, or bungalow courts. Buildings are set back from the street behind small front yards and provide on-site shared open space in the form of courtyards or backyards. Streets are narrow, tree-lined, and flanked by sidewalks and continuous landscape planters.

The Zanja and the extension of the Orange Blossom/Zanja Trail run along the northern edge of the Sylvan Neighborhood, providing convenient access to recreation and the Zanja's natural setting.



Illustrative Plan of Sylvan Neighborhood

View of the Mill Creek Zanja and greenway as it passes by the Sylvan Neighborhood.

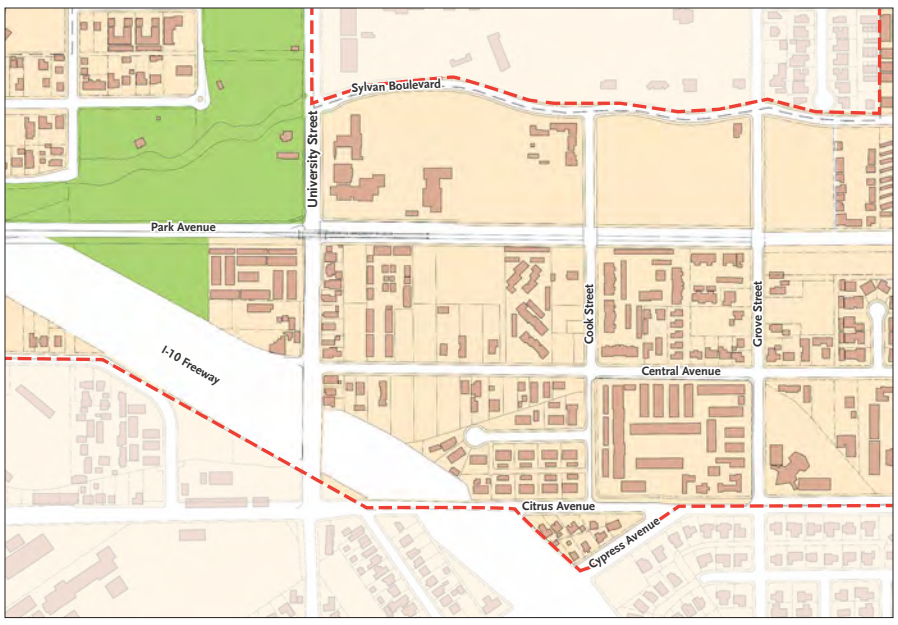
House-form multi-family buildings

A shared courtyard.

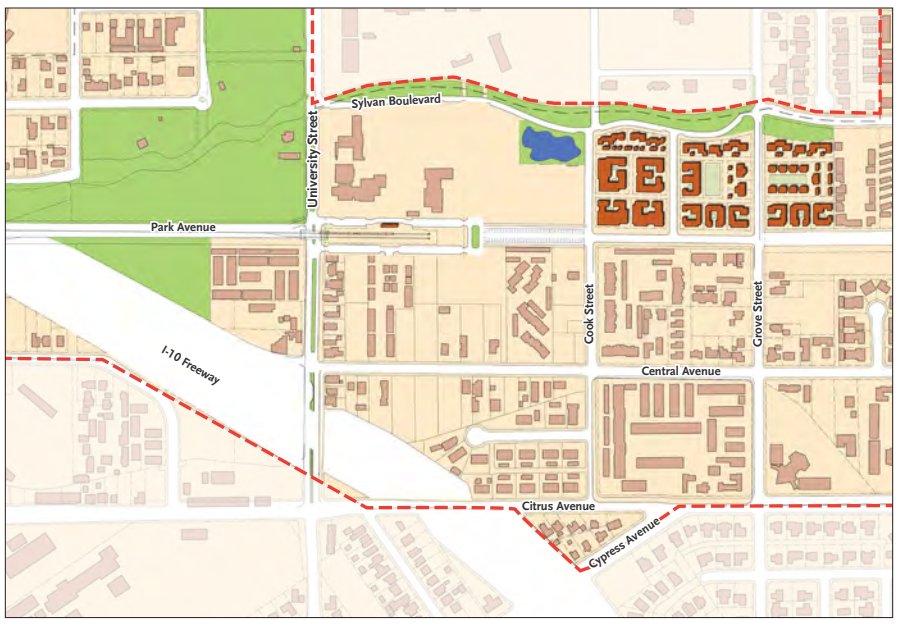
Multi-use bicycle trail.

2.5.5. ILLUSTRATIVE BUILD-OUT SCENARIO

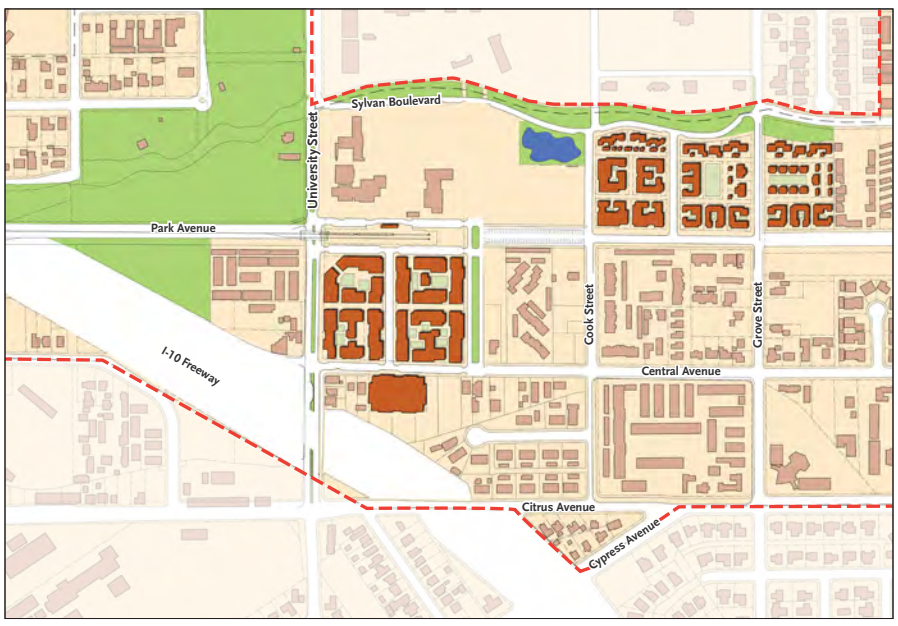
The below diagrams show how University Village as shown in the Illustrative Plan could develop over the next 30 years according to the transit oriented design principles described in Section 2.1 (Principles of Transit Oriented Development) and as governed by this Specific Plan's Development Code (Chapter 4). Though the phasing sequence shown in the below diagrams could occur in a different order, consist of different projects, or contain parcels not shown in the sequence, the diagrams nevertheless demonstrate how the Plan Area could be developed in a manner that generates a genuine, urban environment, encourages walkablity, and promotes retail and entertainment activity



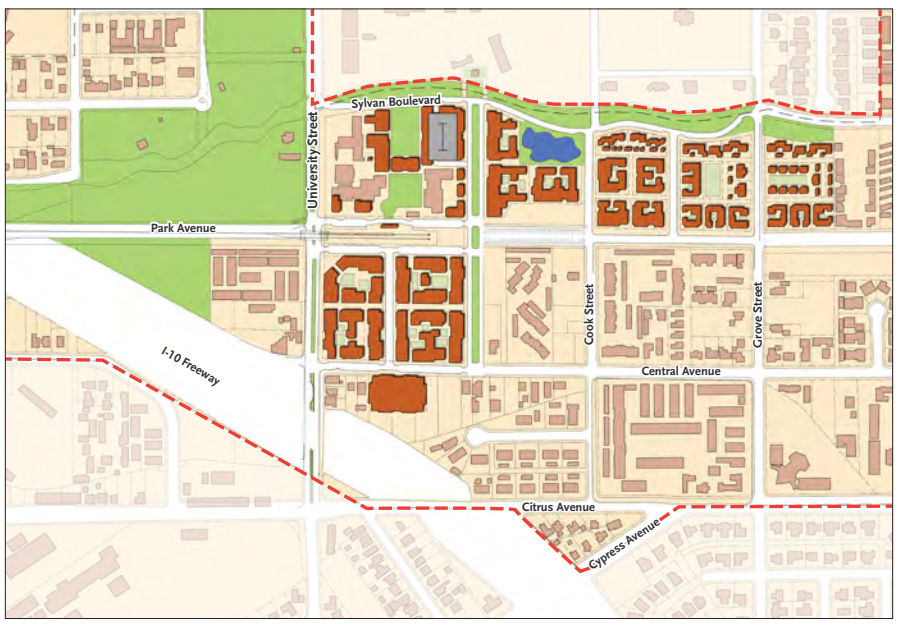
Existing conditions in the year 2020.



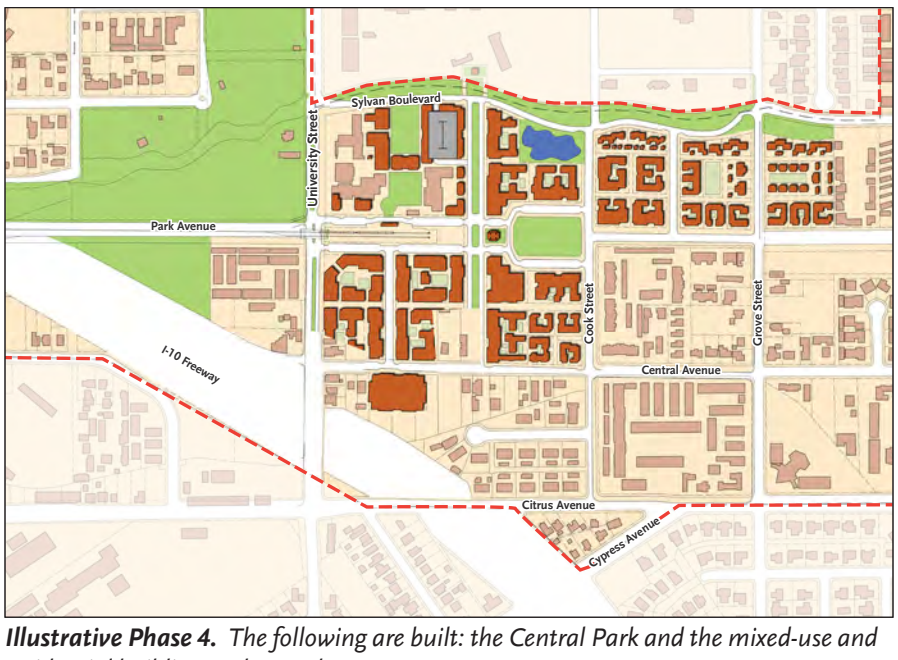
Illustrative Phase 1. *The following are built: the University Street Station and Pavilion; the Park Street couplet; the commuter parking lot east of the Station; the University Street streetscape improvements; the stormwater improvements, including the non-potable irrigation pond and riparian creek; the Orange Blossom Trail; and the Sylvan Neigborhood.*



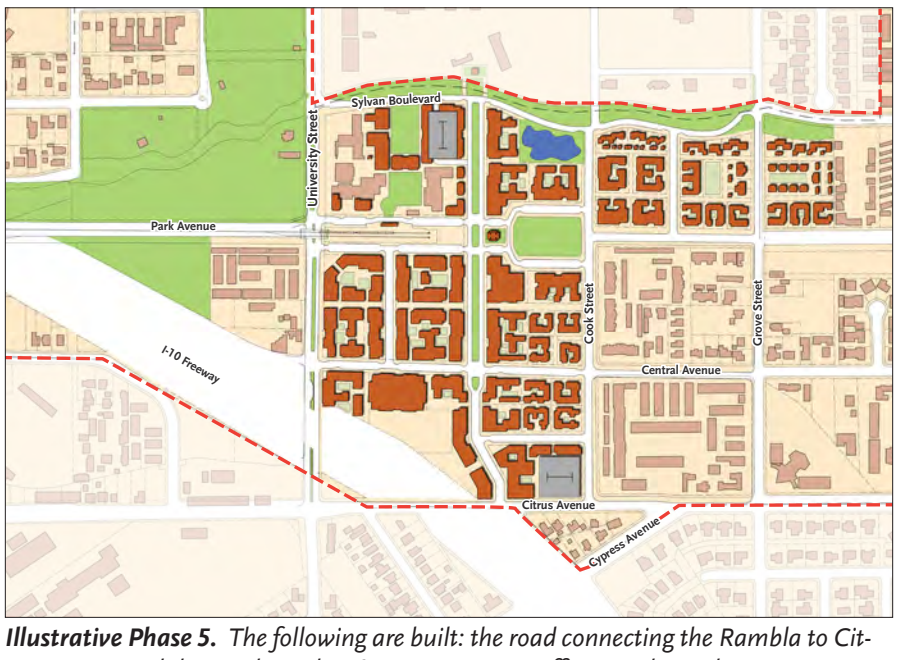
Illustrative Phase 2. *The following are built: the Rambla between Park Street and Central Avenue and the mixed-use and residential blocks south of the Station.*



Illustrative Phase 3. *The following are built: the Rambla between Park Street and Sylvan Boulevard; the buildings along both sides of the Rambla; the North Village parking garage; the hotel and conference center; the academic building to the west of the parking garage.*



Illustrative Phase 4. *The following are built: the Central Park and the mixed-use and residential building to the south.*



Illustrative Phase 5. *The following are built: the road connecting the Rambla to Citrus Avenue and the westbound I-10 Cypress Avenue off-ramp; the park-once garage; the mixed-use and residential building to the south of Central Avenue.*

2.6. BUILDING TYPES

Critical to realizing diverse, walkable neighborhoods is the introduction of buildings that enable and form such an environment. Characteristics of these buildings include:

- Buildings are generally located at the front of the lot.
- Parking is generally located behind buildings. Where surface parking abuts the street, it is screened with a low hedge, a low wall, or landscape.
- Buildings face the street and open spaces with ample windows.
- Buildings with residential ground floors are set back behind small front yards and entered directly from the sidewalk through porches, stoops, courtyards, or common lobbies.
- Buildings with commercial ground floors are located at the back of sidewalk and entered directly from the sidewalk through shopfronts.
- Upper floor uses in mixed-use buildings are accessed through lobbies that, in turn, are accessed directly from the sidewalk.
- Architectural style is secondary to how buildings are deployed and how they relate to the street and neighboring buildings. A building can contribute to a walkable, pedestrian-friendly environment regardless of its architectural style.

(A) Carriage House

Carriage Houses are independent buildings that share a project site with a street-facing single family house ("primary building"). Carriage Houses are smaller than the primary building and are located at the rear of the project site in one of the following configurations: a detached building; a detached building above or beside a garage. Carriage houses can double the number of dwelling units on a single-family house neighborhood street.

(B) House

Houses are one-unit residential buildings surrounded on all four sides by setbacks (front yard, side yards, rear yard). On-site open space is provided through a rear yard.

(C) Rosewalk

Six or more house buildings arranged linearly along either side of a common green. Having the same right-of-way width as a narrow neighborhood street, the Rosewalk (in contrast to the Bungalow Court) connects two parallel streets. Pedestrian access to the building entrances is from the common green and/or primary street. Rosewalks are prohibited on corner lots.

Building Types

(D) Bungalow Court

Five or more House buildings arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or fronting street. The courtyard is wholly open to the street and parking is placed in the rear of the lot or behind each unit. Bungalow courts are prohibited on corner lots that do not have alley access.

(E) Duplex/Triplex-Quadplex

Large houses that contain two, three, or four dwellings, respectively, and are surrounded on all four sides by setbacks (front yard, side yard, rear yard). On-site open space is provided by a rear yard that serves all the dwellings.

(F) Rowhouse (Live-Work Variant).

Rowhouses in a Live-Work configuration consist of an integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

(G) Court.

A group of attached dwelling units arranged to share one or more common courtyards, with pedestrian access to each unit directly from the courtyard or the street through porch or stoop frontage types. The courtyard is intended to be a shared outdoor area that is visible from and accessed from the Primary Street. Courtyard buildings may accommodate residential or commercial uses.

(H) Live-Work Building

Two or more attached dwelling units arrayed side by side, with the ground floor typically raised above grade to promote privacy. The building is located at the front of the lot, with parking behind in tuck-under garages or standalone garages separated from the primary building by a rear yard. Rowhouses are typically set back behind a small front yard and are accessed directly from the sidewalk through a stoop or porch frontage.

(I) Mixed-Use Block

A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for residential or office uses. Ground floor uses are accessed directly from the sidewalk through a shopfront. Upper floors are accessed from the street through a street-level lobby, an elevator, and corridors.

2. VISION

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