REDLANDS AVIATION PARK



CITY OF REDLANDS · SPECIFIC PLAN NO. 32

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REDLANDS AVIATION PARK
SPECIFIC PLAN

A Planned Airport Industrial Park in the City of Redlands

Date: November 5, 1982

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introduction 1

PREFACE

The Redlands Aviation Park Specific Plan has been written and designed to serve as a tool for use by local decision makers, city staff, and developers as a guide for the classification and development of the project area. The plan has been prepared according to accepted planning principles and fulfills the criteria of the specific plan guidelines as set forth by the City of Redlands and the State of California. In developing this Specific Plan, a commitment has been made to produce a superior business environment through large scale master planning.

SECTION 1. INTRODUCTION

Project Location

The Redlands Aviation Park Specific Plan consists of approximately 82.5 acres generally located on the south side of the Redlands Municipal Airport at an extension of Sessums Drive. The westerly boundary is Judson Street and the southerly boundary is Pioneer Avenue. Exhibit 1 more accurately depicts the project boundaries and in addition indicates the existing conditions such as improvements and easements.

The land currently consists of vacant land being utilized for citrus groves. The surrounding land uses are predominantly of an agricultural nature with the exception of a small residential area on Cortez Street adjacent to the southerly boundary. Located further east along Sessums Drive are airport related developments both on and off the municipal airport property.

The legal description of the subject property is as follows:

> A portion of the North 1/2 of the South 1/2 of Section 13, Township 1 South, Range 3 West, San Bernardino Base and Meridian, City of Redlands, County of San Bernardino, State of California.

PROJECT BOUNDARIES

LEGAL DESCRIPTION

BEING A PORTION OF THE NORTH 1/2 OF THE SOUTH 1/2 OF SECTION 13, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN

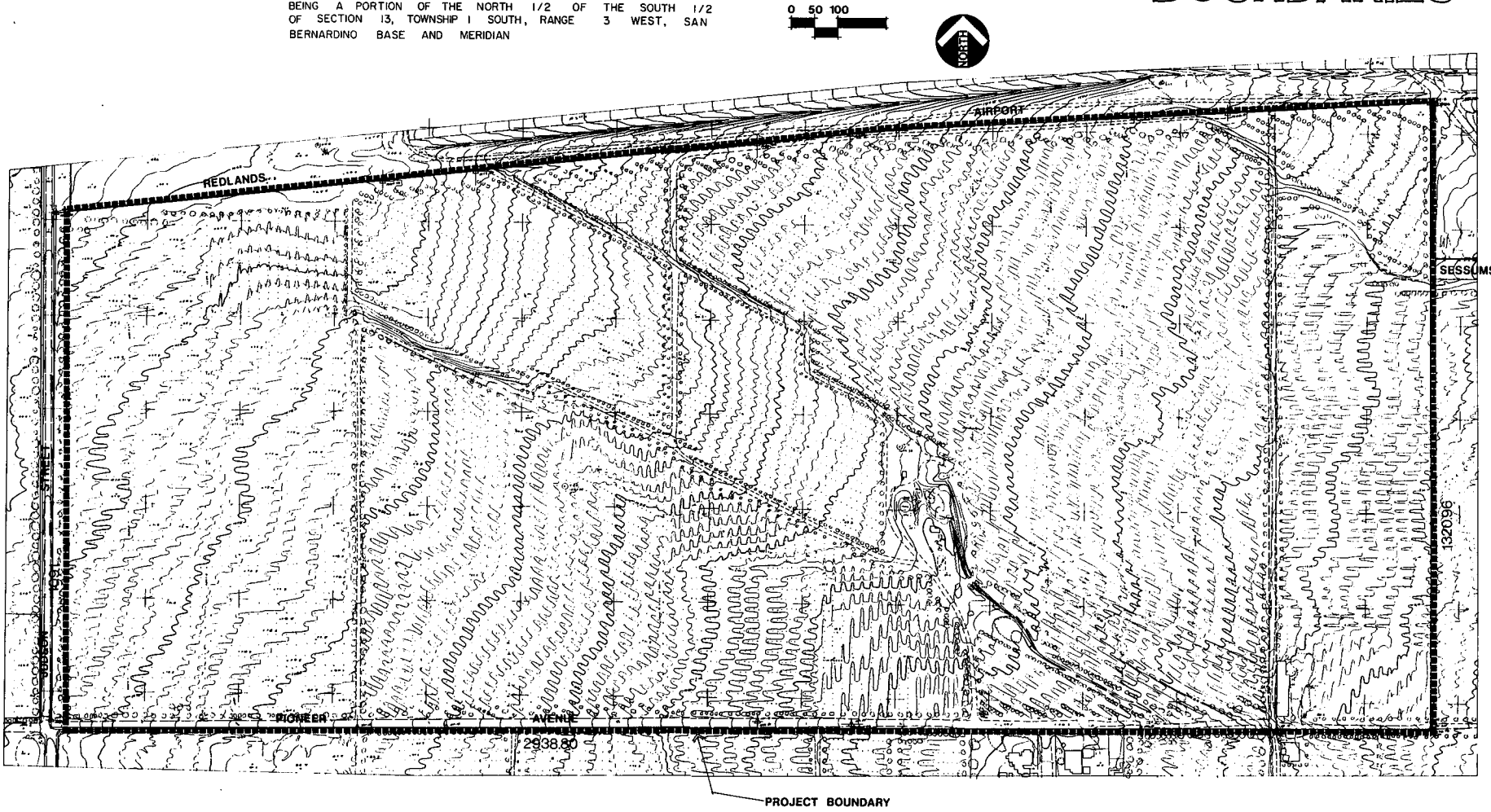


EXHIBIT 1

Purpose and Intent

The Redlands Aviation Park Specific Plan will provide for the planning and development of the project site in conformance with the goals and objectives of the City of Redland's General Plan and Zoning Ordinance. The integration of the Redlands Aviation Park with its properly planned and organized industrial development with the airport development can bring long term economic benefits to the airport and the City of Redlands. The Specific Plan regulations contained herein are intended to allow design flexibility and create standards established specifically for the project site while ensuring substantial compliance with the spirit, intent, and provisions of the various ordinances of the City of Redlands.

The intention of the Specific Plan is to provide that individual development will occur in such a manner as to provide a park-like atmosphere compatible to the Redlands Municipal Airport where visual continuity throughout is achieved with the use of contemporary design elements in harmony with landscape design, paving and walks, street furniture, color and graphics. Alternative development standards have been incorporated in the Specific Plan in return for development sensitivity and increased amenities to service the needs of the surrounding community.

The Illustrate Site Plan is depicted in Exhibit 2 and represents a graphic representation of the development as proposed in the Specific Plan. This is a conceptual example and is only an indication of how the development could appear upon ultimate completion.

Project Goals and Objectives

The Specific Plan has several goals and objectives for the purpose of providing a viable airport-related business development. Among these goals and objectives are:

* To provide an enriched business environment with aesthetic cohesiveness, harmonious massing of structures, and the interfacing of open space through the utilization of superior land planning and architectural design.

* To provide landscape and streetscape design details which enhance the aesthetic quality of the community.

* The creation of a strong business center enhancing the existing and planned development of the surroundings and providing an asset to the community by expanding employment opportunities and increasing the city's tax base.

* To establish a landmark development incorporating the airport facilities as a major focal point.

* To improve access to and from the airport creating an appealing western approach to the airport.

* To locate the initial phases of development in coordination with the extension of public services and infrastructure.

* To create a compatible business relationship with the airport taking advantage of the unique land use opportunities which will result, while not being in competition with operations at the airport.

General Notes

1. Any details or issues not specifically addressed by the Specific Plan Regulations shall be subject to the regulations of the City of Redlands. Definitions of terms shall be as defined in the City of Redlands Zoning Ordinance.

2. Grading Standards: At the time of development within the Specific Plan area, a complete geological and soils engineering report indicating evidence of a safe and stable development for the improvements anticipated shall be submitted with grading plans. The recommendations by the geologists and soils engineer shall be incorporated into the grading plan design prior to the issuance of a grading permit.

3. All rules and regulations governing operations at Redlands Municipal Airport (Ordinance No. 1431) will be complied with.

4. The City of Redlands will provide water service to the development.

5. Electrical power will be provided by the Southern California Edision Company based upon a user fee.

6. Solid waste disposal will be provided by the City of Redlands' Disposal Department.

7. Natural gas service will be provided by the Southern California Gas Company with monthly user fees applied.

8. Sewer service will be provided by the City of Redlands.

9. A fee structure will be established by the City of Redlands affecting the airport industrial land use for exclusive use of airport facilities, including taxiways and runways.

10. Covenants, Conditions, and Restrictions will be established for the airport industrial land use for the perpetual maintenance of common ownership areas; particularly the taxiway and security system.

REDLANDS AVIATION PARK

ILLUSTRATIVE SITE PLAN

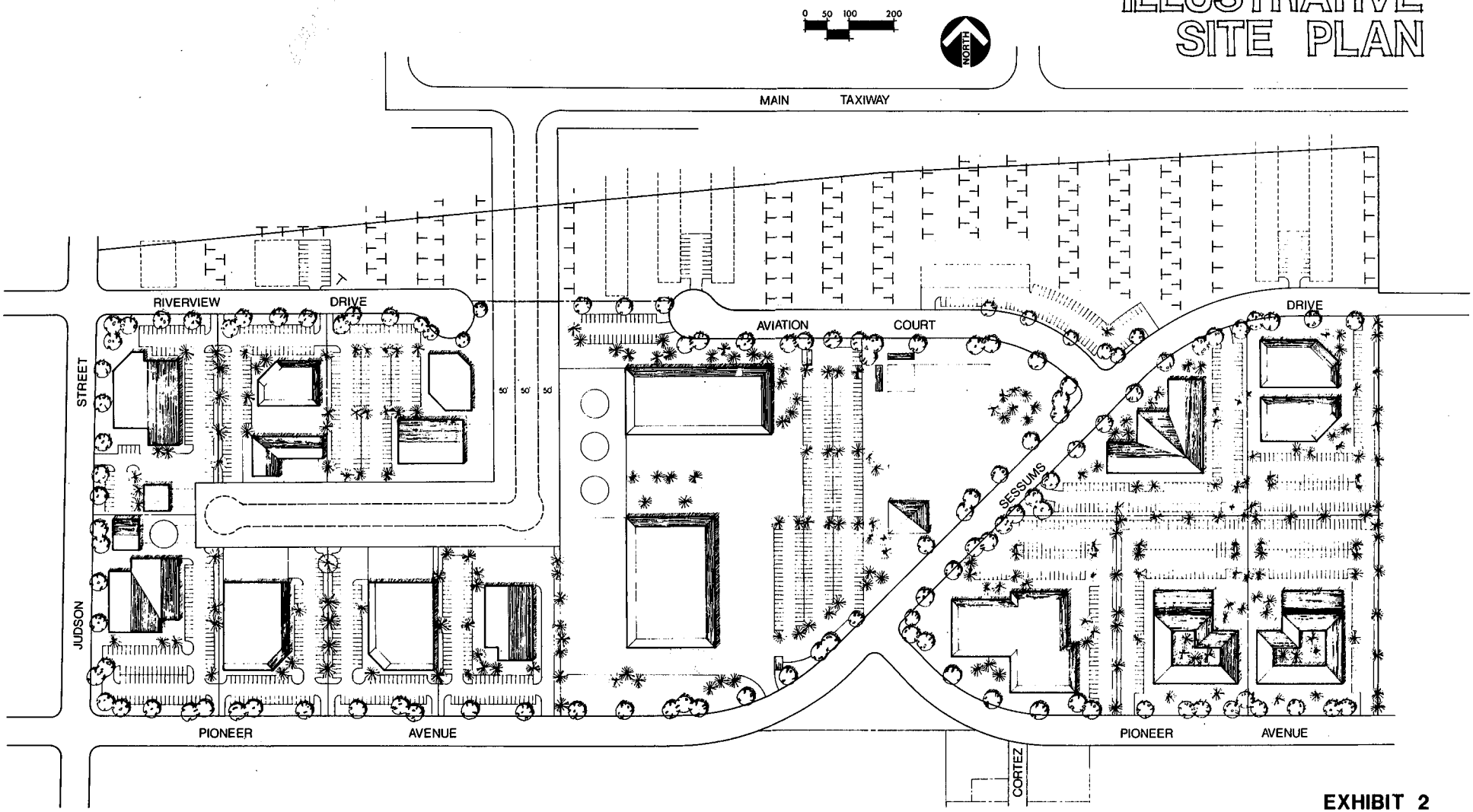


EXHIBIT 2

master plans 2

SECTION 2. MASTER PLANS

Land Use

The Redlands Aviation Park Specific Plan encompasses approximately 82.5 acres accommodating the development of airport related industrial development along with ancillary office and industrial uses closely related to the Redlands Municipal Airport. The Specific Plan incorporates an airport industrial park concept combining the attributes of an industrial park witn the exclusive advantages and values of its airport location; these advantages are designed to integrate air transporation into the industrial operation. In addition to its airport location, the following are distinguishing features of the Redlands Aviation Park:

1) Direct access from the industrial installations to the aircraft movement areas via a taxiway leading directly from industrial sites within the project.

2) Compatibility of locating industries which are interested in making maximum use of air transportation in the movement of personnel and/or products.

The Redlands Aviation Park incorporates three land uses; Airport Industrial, Office-Industrial, and Municipal Airport. The Land Use Plan is depicted in Exhibit 3.

Airport Industrial

A total of eight (8) lots comprising approximately 35.71 acres have been designated for the Airport Industrial Land Use. The Airport Industrial land use has been designed for an economy of layout and operations and as one contiguous area, located adjacent to the southerly boundary of the airport. Direct access to the airport facilities is accomplished via a proposed taxiway which links directly to the airport's main taxiway from the rear of the airport industrial lots.

As envisioned, the Airport Industrial Land Use category will offer the use of general aviation aircraft as a transportation vehicle in the conduct of a business. The aircraft are typically owned or leased by the company or individual and are utilized in the business as a transportation vehicle much the same as automobiles or trucks, but with distinct advantages. Company-owned aircraft are used to transport executives, sales personnel, technicians and components from plant to plant and to customer locations, thereby saving time and enabling coverage of greater marketing territories. In addition, prospective customers may fly in to observe specific product manufacturing and contract negotiation.

All lots within this land use have frontage on collector streets, and the street system has been designed so as to prevent conflicts with aircraft movement and automobiles; the taxiway enters the central portion of the property and does not cross any streets.

Office-Industrial

A total of six (6) lots comprising approximately 17.44 acres have been designated for Office-Industrial land use. This Land Use component is intended to provide supportive office and industrial uses closely related to the Airport Industrial component. The Office Industrial component does not have direct access to the airport taxiway system, however, it does have the advantage of being located adjacent to a municipal airport and it is envisioned that the land uses will take full advantage of the obvious benefits of this relationship.

Municipal Airport

In addition to the above land uses, approximately 16.58 acres of land has been designated for Municipal Airport development. The City of Redlands has adopted a master plan for the municipal airport which includes acquisition and development of this acreage. The Redlands Aviation Park Specific Plan has been designed with the airport expansion in mind, and provisions have been provided for access to this area via a public street system. The proposed taxiway has been designed to accommodate the ultimate development of the airport property and will not conflict with the Airport Master Plan recommendations.

Because this particular land use will be city owned and developed pursuant to the standards and recommendations as contained in the Airport Master Plan, the Redlands Aviation Park Specific Plan does not contain development standards for this land use.

Land Use Phasing

Initial phases of construction will be focused upon the Airport Industrial land use and the off-site improvements associated with providing services to this area. It is anticipated that Pioneer Avenue/Sessums Drive will be fully improved within the project boundaries in order to provide a westerly access to the Municipal Airport and to provide the major backbone circulation system through the property. In addition, the taxiway will be constructed during the first phase. Subsequent construction necessarily depends upon market conditions.

Circulation

The Circulation Plan is depicted in Exhibit 4; all streets, as well as the taxiway, have been identified as to location and cross section. The standards for streets have been developed utilizing the standard dimensions contained within the City of Redlands' Standard Specifications Detail Drawings (revised January 1, 1977).

Judson Street

Judson Street will serve as a north/south industrial street with an ultimate right-of-way of sixty-four (64) feet. Judson Street is presently dedicated within the project boundaries to 33' from center, therefore a 1' vacation will be requested on the east side. Judson Street is presently unimproved within the limits of the property and access is prohibited beyond Pioneer Avenue. Improvements are planned for the east half of Judson Street including an 8' sidewalk and 34' of paving (24+10).

Pioneer Avenue

Pioneer Avenue will serve as the major entry street from the west into the project site and will be realigned to combine with Sessums Drive in order to create more direct access to and from the airport via a scenic meandering alignment. Thereafter, Pioneer Avenue through the property will be realigned to the East on its original centerline. Pioneer Avenue will be constructed pursuant to the industrial street standard having an ultimate right-of-way of sixty-four (64) feet. Appropriate dedications will be required along its alignment.

Sessums Drive

Sessums Drive is currently fully improved with 40' curb-to-curb from Wabash Avenue to the subject property's easterly boundary. Sessums Drive will be extended through the property and connect with Pioneer Avenue as an Industrial Street, 48' curb-to-curb. A transitional area will be designed from the existing improvements to the future right-of-way improvements subject to approval of the City Engineer.

Aviation Court/Riverview Drive

Two local serving cul-de-sacs have been planned in order to provide a continuity of access to the planned areas of the Municipal Airport as-well-as lots within the airport industrial land use. These cul-de-sacs have been designated Aviation Court and Riverview Drive and will be developed pursuant to industrial street standards. The cul-de-sac concept is being utilized to insure the integrity of the taxiway system and to eliminate potential conflicts between automobiles and airplanes.

Cortez Street

Cortez Street is a local unimproved road which provides access to a small community adjacent to the project site. Improvements will be designed to insure this access is maintained and, in effect, will improve access into this neighborhood.

Taxiway

The taxiway system connecting the aircraft movement areas within the airport industrial land use with the main taxiway has been designed for accessibility to the rear of lots. A 50 foot service taxiway within a 150 foot right-of-way has been planned for business aircraft. The entire right-of-way will be paved and striping will delineate the actual taxiway. Access to the taxiway will be via the lots within the airport industrial land use only. A security gate will be located upon the taxiway at the Municipal Airport boundary to insure the security is maintained throughout the development and at the airport.

REDLANDS AVIATION PARK

LAND USE

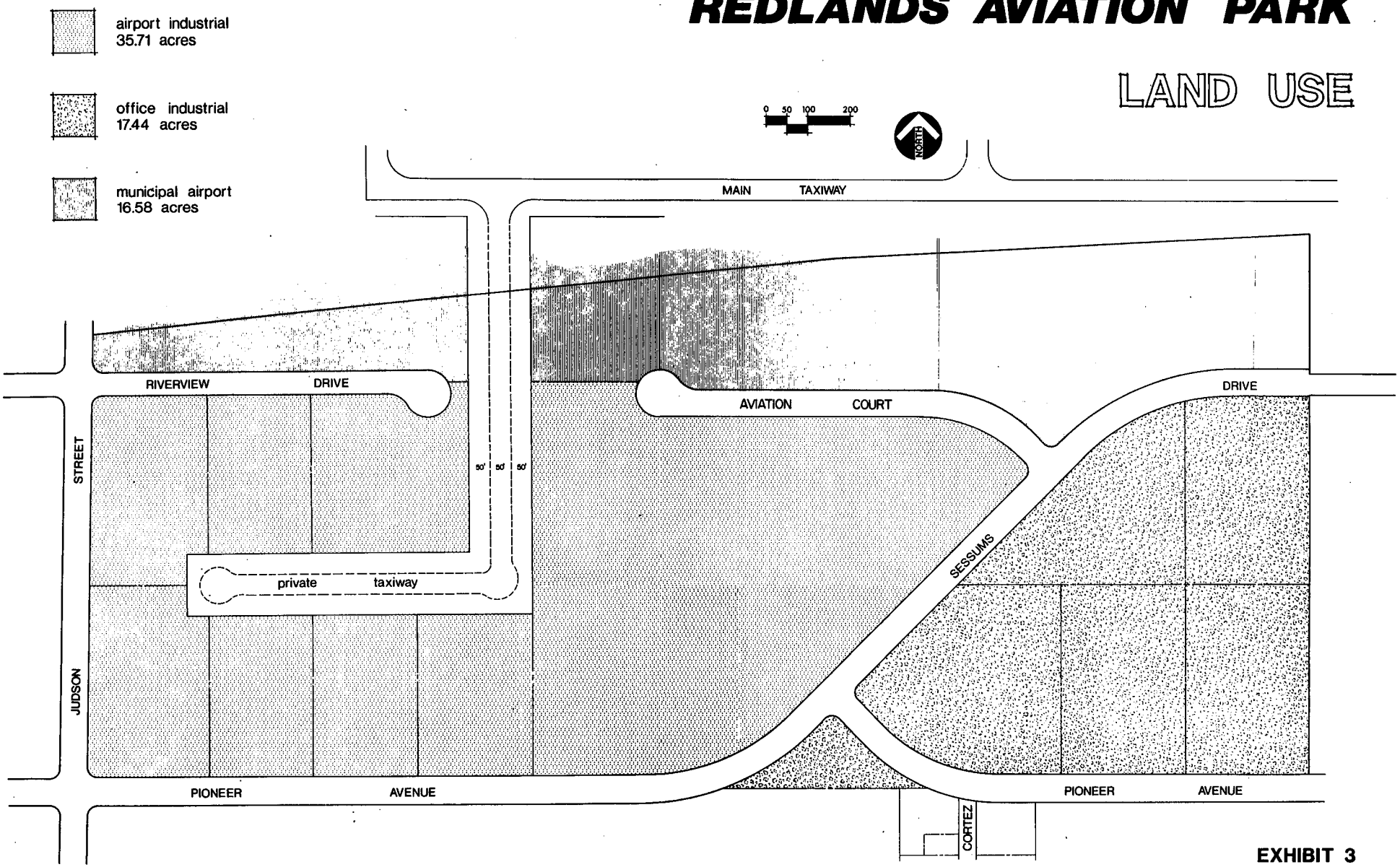


EXHIBIT 3

REDLANDS · AVIATION PARK

CIRCULATION

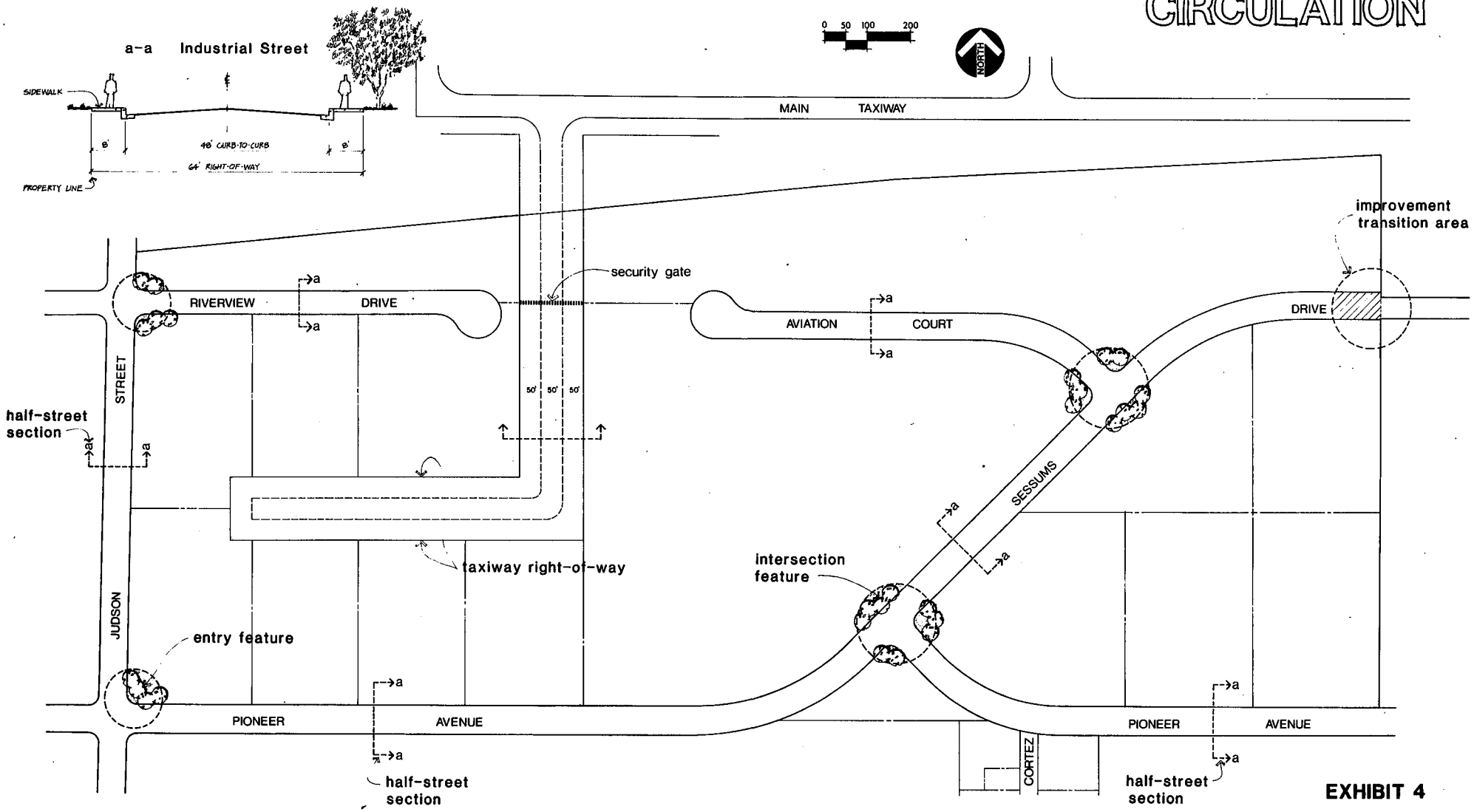


EXHIBIT 4

INFRASTRUCTURE

The Infrastructure Plan designates the location and size of sewer and water lines as well as the storm drainage system. Private utility lines including gas, electricity, and telephone are locally available and are not shown on the Infrastructure Plan. The sewer, water, and storm drain systems will be designed and installed in accordance with plans reviewed and approved by the City of Redlands' City Engineer. The Infrastructure Plan is depicted in Exhibit 5.

Water System

An existing 12" waterline is located within Sessums Drive approximately 326' easterly of the subject property. The Redlands Master Plan of Water indicates that this line should be extended westerly through the project site to Judson Street; pipeline easements will be provided for the waterline between Aviation Court and Riverview Drive. A 12" transmission line will also be installed within Judson Street within the limits of the subject property. The balance of the water system utilizes 8" lines providing local service and a loop system returning to the 12" main in Sessums Drive. In addition, a proposed city water well is located within the Municipal Airport Land Use. The water system, when installed, will comply with all City of Redlands' Standards.

Sewer System

The sewer system has been designed pursuant to the Redlands' Master Plan of Sewers. The Master Plan calls for a 15" sewer line to be extended through the northern portion of the property to Sessums Drive. Eight inch sewer lines throughout the project provide gravity flow to the 15" trunk line.

The proposed 15" trunk line will connect to planned improvements to the sewer system located westerly of the project. If the sewer line is not extended to the project boundaries prior to development, then the project proponents will be responsible for the construction of the line through other properties. The sewer system, when installed, will comply with all City of Redlands' Standards.

Storm Drain System

A 57" storm drain will be constructed within Judson Street within the limits of the project pursuant to the Master Plan of Storm Drains. A local system of storm drainage will be designed utilizing street gutters, and all storm drainage improvements and/or fees will be provided in accordance to an acceptable system reviewed and approved by the Redlands' City Engineer.

REDLANDS AVIATION PARK

INFRASTRUCTURE

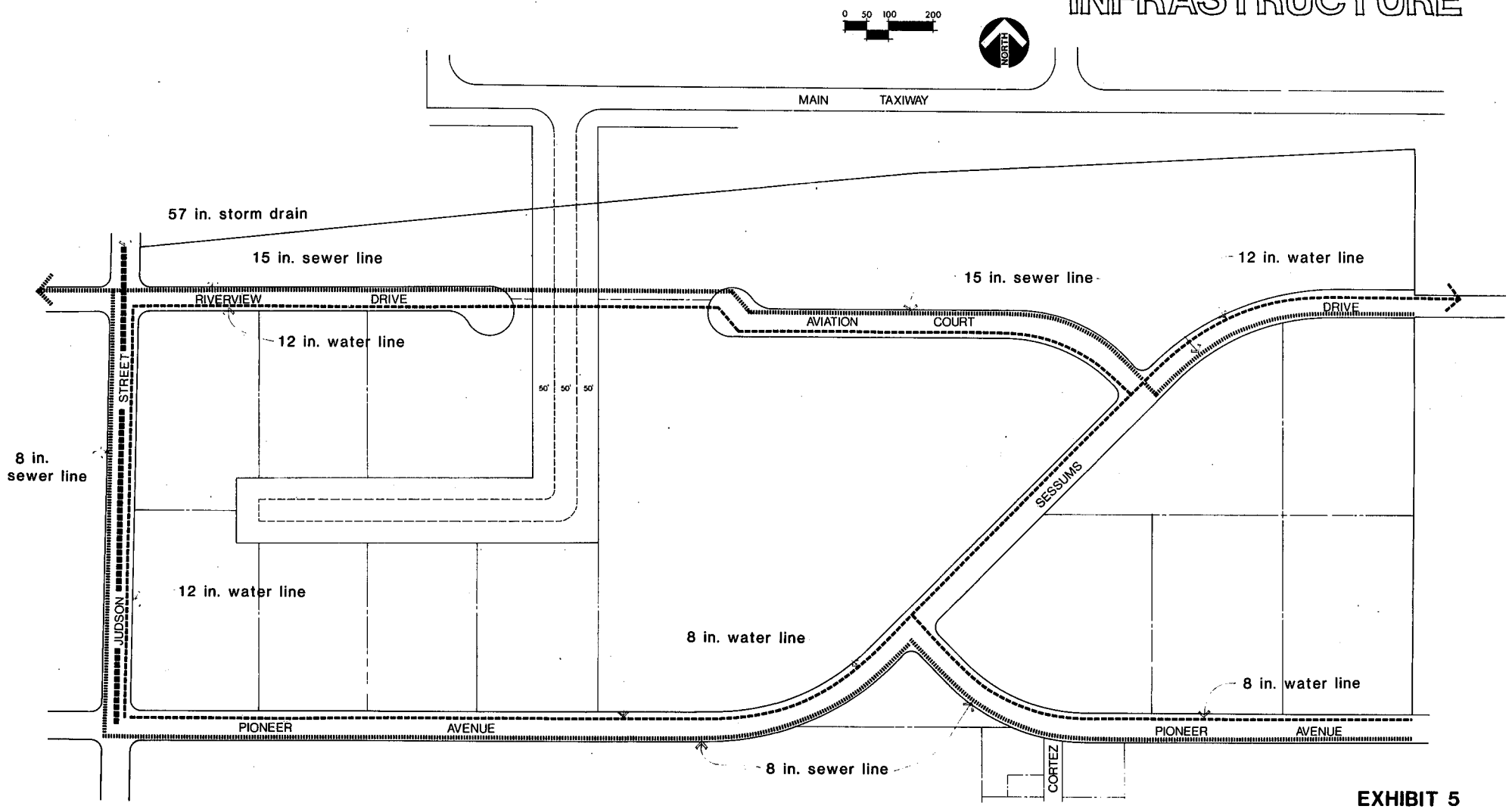


EXHIBIT 5

development standards 3

SECTION 3. PROPERTY DEVELOPMENT STANDARDS

These regulations establish the development standards for the land use areas as identified in Section 2 of this Specific Plan. These development standards shall apply to all land and buildings within the Specific Plan area and have been designed to insure a coordinated, comprehensive project which will fulfill the stated goals and objectives of the Specific Plan.

A. Airport Industrial

1. Purpose and Description - The Airport Industrial Component is intended to provide land use opportunities for industrial development having the unique characteristic of offering the utilization of general aviation aircraft as a transportation vehicle in the conduct of a business. The lots have exclusive access onto a taxiway system connecting directly to the main taxiway at Redlands Municipal Airport.

2. Permitted Uses - Buildings, structures, and land shall be used primarily for the operation of industrial uses including, but not limited to, the following:

   a. Manufacturing - The manufacturing, assemblying, compounding, packaging and processing of the following:

      <u>Electronics</u>

      Electrical and related parts
      Electrical appliances
      Electrical devices
      Motors
      Radio, television and phonograph

Instruments

Cameras
Electronic
Medical and dental tools
Precision
Timing and measuring
Watches and clocks

Office and Related Machinery

Audio-visual machinery
Computers - electrical/manual

Pharmaceutics

Cosmetics
Drugs
Perfumes
Toiletries

Laboratories

Chemical
Dental
Electrical
Optical
Mechanical
Medical
Scientific, Research,
and Experimental

Manufacturing, compounding, assembly or fabrication of articles from the following previously prepared materials:

aluminum
Canvas
Cellophane
Cloth
Cork
Felt
Fibre
Fur
Glass
Leather (excluding any etching or burning operations)
Paper (no milling)
Precious or semi-precious stones or metals
Plastics
Rubber
Shells
Tobacco
Yarns

b. Services

Blueprinting, photocopying and film processing
Business and research offices related to the administration and operation of the permitted industrial uses
Newspaper publishing
Offices, business and professional
Printing, lithographing, publishing
Public Buildings
Public Utility Offices
Radio and television broadcasting
Restaurants and cafeterias operated

for employees on the premises

c. Aircraft Use Limitation -

d. Similiar Uses Permitted by Commission Determination - The commission may, by resolution, permit any other uses which it may determine to be similar to those listed above, in conformity to the intent and purpose of this zone, and not more obnoxious or detrimental to the public health, safety, and welfare, or to other uses permitted in this zone.

3. Uses Prohibited - All uses and structures not permitted in Section 3.A(2) above are herein deemed to be specifically prohibited. In addition, the following classifications of uses shall not be permitted in this zone:

a. Sales of new and uses aircraft, aircraft parts, retail and wholesale, radio and electronic equipment, navigational and airman supplies and accessories.

b. Flight operations, including demonstrations of aircraft for sale, charter (with or without pilot), and flight training (primary and advanced).

c. Maintenance, repair and overhaul of all types of aircraft, engines, instruments, radio and electronics gear; except on private aircraft operated by with a business.

d. Line service, including fueling, lubrication and other servicing of any aircraft including military into-plane contracts and airline for those carriers which desire such services, a right to load and unload passengers and cargo and to transport passengers from transient aircraft parking areas to the terminal and other areas of the airport.

e. Sales of automotive fuel, lubricants and accessories to ramp vehicles such as tugs, tractors, motorized ramps, baggage handling equipment, ground power units, space heaters, etc; a right to make repairs on ground service equipment.

f. Financing and insuring aircraft.

g. Fueling aircraft other than in line with business.

h. Construction and rental of aircraft hangars and aircraft tie-down facilities and such buildings to house activities authorized in paragraphs, above.

4. Property Development Standards - The following property development standards shall apply to all land and buildings in the Airport Industrial District:

   a. Lot Area - Each lot shall have a minimum area of forty thousand (40,000) square feet.

   b. Lot Dimensions - Each lot shall have a minimum width of one hundred (100) feet; each lot shall have a minimum depth of one hundred-fifty (150) feet.

   c. Building Height - Buildings and structures shall be no higher than forty-five (45) feet, provided that no structure shall be constructed to any height determined to be an obstruction to air navigation by the regulations of the Federal Aviation Administration.

   d. Setbacks

      1) Each lot shall have a front yard setback of not less than twenty-five (25) feet which shall be landscaped and maintained.

EARTH BERMED

DRESS UP WEST EYE.

      2) Each lot shall have a rearyard and sideyard setback of not less ten (10) feet which may be used for parking, loading, and access ways; except where adjacent to a street in which case a twenty-five (25) foot landscaped setback shall be maintained.

   e. Lot Coverage - Lot coverage by buildings or structures shall not exceed fifty (50) percent of the total lot area.

   f. Security - Access for private aircraft within the Airport Industrial component to the airport taxiway system will be via the proposed private taxiway system which shall be secured at the airport boundary by a security gate. The design and control for the security gate shall be submitted to the Redlands City Engineer for review and approval.

B. Office/Industrial District

1. Purpose and Description - The land designated for office/industrial use is intended to provide office, industrial, and service uses closely related to the Airport Industrial District and taking full advantage to it proximity to the Redlands Municipal Airport.

2. Permitted Uses - Buildings, structures, and land shall be used primarily for the operation of office and industrial uses including, but not limited to, the following:

   a. Any Use Permitted in Section "A" above.

   b. Offices, including:

      Accounting, Auditing, and Bookkeeping Services
      Administrative Headquarters
      Architectural and Engineering Services
      Business Associations
      Finance Companies
      Insurance Offices
      Law Offices and Legal Services
      Real Estate Offices

   c. Industrial uses customarily identified as service oriented establishments. (See Note 1.)

   d. Similar Uses Permitted by Commission Determination - The Commission may, by resolution, permit any other uses which it may determine to be similar to those listed above, in conformity to the intent and purpose of this zone, and not more obnoxious or detrimental to the public health, safety, and welfare, or to other uses permitted in this zone.

3. Uses Prohibited - All uses and structures not permitted in Section 3.b(2) above are herein deemed to be specifically prohibited.

4. Property Development Standards - The following property development standards shall apply to all land and buildings in the Office/Industrial District:

   a. Lot Area - Each lot shall have a minimum area of twenty thousand (20,000) square feet.

   b. Lot Dimensions - Each lot shall have a minimum width of one hundred (100) feet; each lot shall have a minimum depth of one hundred-fifty (150) feet.

   c. Building Height - Buildings and structures shall be no higher than forty-five (45) feet, provided that no structure shall be constructed to any height determined to be an obstruction to air navigation by the regulations of the Federal Aviation Administration.

Note 1: Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, are not permitted. [Resolution No. 8793 (2026); Ordinance No. 3002 (2026)]

d. Setbacks

1) Each lot shall have a front yard setback of not less than twenty-five (25) feet which shall be landscaped and maintained.

2) Each lot shall have a rear and side yard setback of not less than ten (10) feet which may be used for parking, loading, and accessways; except where adjacent to a street in which case a twenty-five foot landscaped setback shall be maintained.

e. Lot Coverage - Lot coverage by buildings or structures shall not exceed fifty (50) percent of the total lot area.

C. General Provisions

1. Off-Street Parking - Property development standards for off-street parking shall be as enumerated in section 40.00 of the Redlands Zoning Ordinance. The following general requirements shall apply for the number of off-street parking spaces required for each land use:

a. Industrial, Manufacturing, and Wholesale - One (1) space for each two (2) employees on the largest shift, plus one (1) space for each vehicle used in connection with the use.

b. Professional, Business, and Administrative Offices - One (1) space for each two hundred twenty-five (225) square feet of net rentable floor area, or a minimum of three (3) spaces for each office.

2. Off-Street Loading - Requirements for off-street loading shall be enumerated in Section 41.00 of the City of Redlands Zoning Ordinance. In all cases, loading areas shall be screened from view of adjacent streets.

3. Landscaping - Landscaping shall consist of an effective combination of trees, ground cover, and shrubbery, and may include dry landscape cover not to exceed twenty (20) percent of the total landscaped area. The selected combination of objects for landscaping purposes shall be arranged in a harmonious manner. Required landscape areas, including setbacks and buffers, shall be maintained in a neat, clean, and healthy condition. This shall include proper pruning, mowing of lawns, weeding, fertilizing, replacement of plants when necessary, and the regular watering of all areas. Required landscape areas shall be provided with a permanent irrigation system.

A landscaping plan shall be submitted to the Redlands Planning Department pursuant to Section 43.00 of the Redlands Zoning Ordinance.

4. Refuse Collection Area - All trash, refuse, and used merchandise shall be stored in an enclosure constructed by solid wall or fence compatible with the architecture of the building. Said trash enclosure shall be located in the rear portion of the lot.

5. Fences and Walls - Fences and walls not to exceed six (6) feet in height shall be permitted along side and rear property lines except that no fence or wall exceeding three (3) feet in height shall be located within any required setback area which parallels a street right-of-way. All fences and walls shall be designed to utilize materials of construction architecturally compatible with the building design. Walls and fences of sheet or corrugated iron, steel, aluminum, or asbestos are specifically prohibited.

6. Signs - All signs located in the Redlands Aviation Park shall relate to the character and architectural style of the structure upon which it is placed. A minimum number of signs is encouraged in order to avoid clutter and to obtain a coordinated and harmonious relationship between all signs with the complex.

   Sign standards for all uses within the Redlands Aviation Park shall be regulated by the applicable provisions of the City of Redlands sign code.

implementation 4

SECTION 4. PROCEDURAL IMPLEMENTATION

A. Site Plan Review

The purpose and intent of site plan review is to assure that development occurs in conformance with the Redlands Aviation Park Specific Plan development standards through the submittal of required information describing the proposed development. All development within the specific plan area shall be subject to the provisions of Section 32.20 of the City of Redlands Zoning Ordinance as outlined below.

1. Application

a. A signed application and payment of a fee as established by the Redlands City Council shall be submitted to the Planning Department accompanied by 20 copies of the site development plan and architectural elevations.

b. The site plan shall be prepared to scale showing accurately, and with complete dimensioning, all buildings and facilities proposed for the parcel. The data contained on said plan shall include information on all buildings, structures, signs, parking, landscaping, walls or fences, and the points of ingress and egress. In addition, all necessary information to clearly define the intended use of the property and its relationship to adjacent properties shall be included.

2. Requirements

a. Dedications and/or easements for streets, alleys, drainage, public utilities, flood control, and such other rights-of-way as may be determined essential to the orderly development of the site and abutting properties.

b. Improvements including grading, drainage and drainage structures, street improvements, domestic water service, sanitary sewer facilities and connections, services for public utilities, and such additional improvements and facilities as determined necessary for the proper development of the site and area.

3. Planning Commission Findings and Conditions

The Planning Commission, in granting approval, shall find as follows:

a. That the site for the intended use is adequate in size and shape to accommodate said use and all of the required yards, setbacks, walls or fences, landscaping and other features will adjust said use to those existing or permitted uses of land in

the neighborhood.

b. That the site for the proposed use relates to streets and highways which are properly designed and improved to carry the type and quantity of traffic generated or to be generated by the proposed use.

c. That the conditions set forth in the approval and those shown on the approved site plan are deemed necessary to protect the public health, safety, and general welfare. Such conditions may include:

1) Special yards, spaces and buffers

2) Fences and walls

3) Surfacing of parking areas subject to City specifications

4) Regulation of points of vehicular ingress and egress

5) Regulation of signs

6) Required landscaping and maintenance thereof

7) Regulation of noise, vibration, odors and lights

8) Regulation of time for certain activities

9) And such other conditions as will make possible the development of the city in an orderly and efficient manner and in conformity with the intent and purposes set forth in the specific plan.

4. Commission Approval

The decision of the Planning Commission shall be final unless an appeal therefrom is taken to the Council as provided for in paragraph 5 of this part.

5. Appeals

a. Appeals may be taken to the City Council by the applicant or any other person aggrieved by the Commission's decision.

b. Appeals shall be filed with the City Council within ten (10) days from the date of the Commission decision or at the next regular Council meeting following the Planning Commission meeting.

c. On the appeal, the Council shall review the decision of the Commission, hear new evidence and testimony, if offered, and in deciding the appeal may either affirm, reverse, or modify the decision of the commission.

d. The Council may, on its own motion, cause any Commission decision to be appealed.

6. Revisions

Revisions to an approved application shall be made pursuant to the procedure set forth in the initial application.

7. Time Limit

Unless otherwise specified in the approval by the Planning Commission, the initial time limit for start of development shall be one (1) year. Failure to start development within the approved time limit shall require a new application. Time extensions of one (1) year increments may be approved by the Planning Commission.

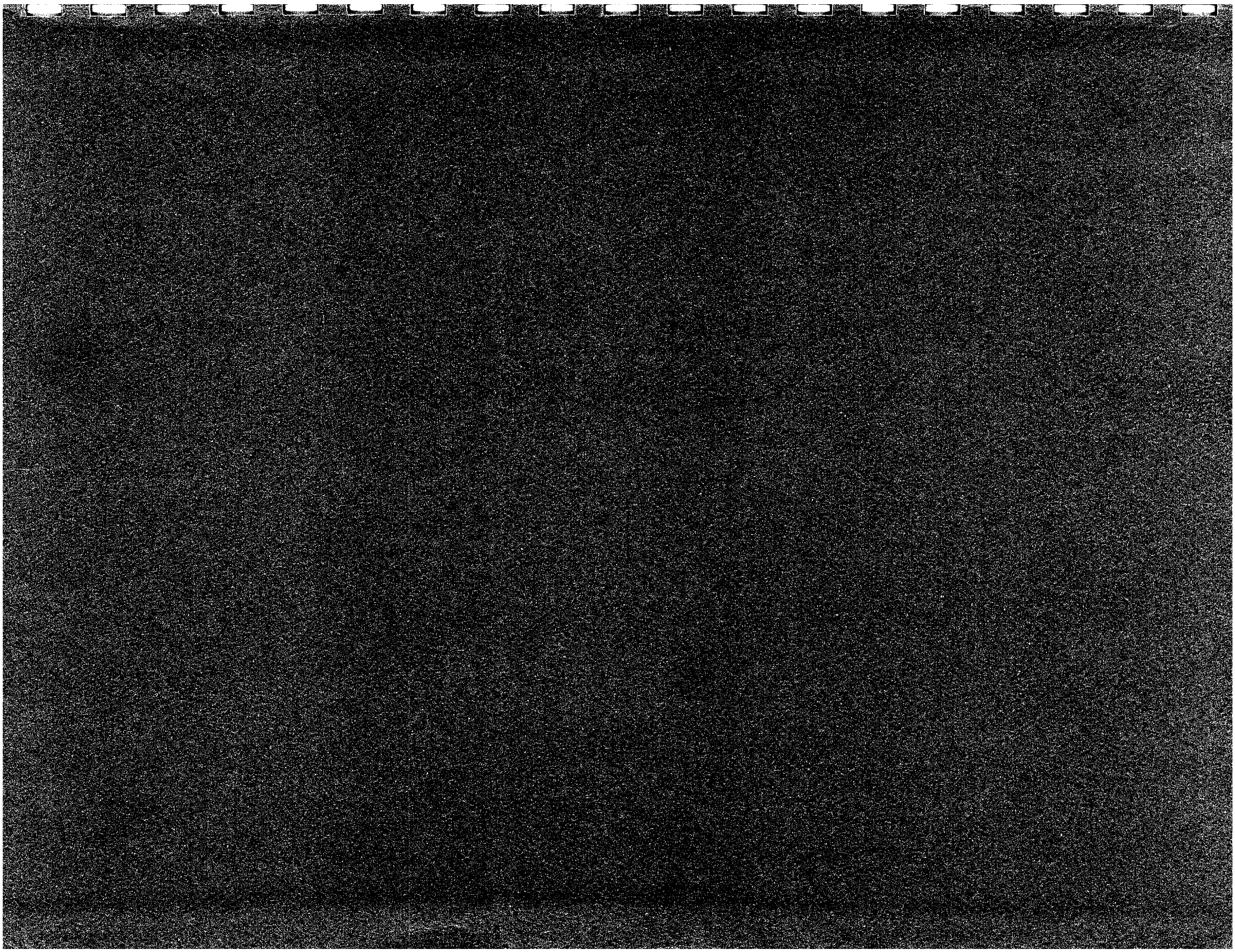
B. Subdivision Maps

All tentative subdivision maps and final maps shall follow the standard subdivision procedures as outlined in the State Map Act and by Local Ordinance No. 1562.

C. Amendment to the Specific Plan

An amendment to the adopted Redlands Aviation Park Specific Plan shall follow the procedures as outlined in California Government Code Section 65500.

REDAVIAT(06)



RESOLUTION NO. 8793

A RESOLUTION OF THE CITY OF REDLANDS AMENDING NON-RESIDENTIAL SPECIFIC PLANS AND CONCEPT PLANS TO PROHIBIT NEW WAREHOUSES AND LOGISTICS DISTRIBUTION USES, AS DEFINED, IN ALL COMMERCIAL AND INDUSTRIAL DISTRICTS OF SPECIFIC PLANS, WHILE ALLOWING FOR EXISTING WAREHOUSES AND LOGISTICS DISTRIBUTION USES TO REMAIN AS PERMITTED OR CONDITIONALLY PERMITTED USES SUBJECT TO NEW REBUILD PROVISIONS CONTAINED IN REDLANDS MUNICIPAL CODE TITLE 18.

WHEREAS, the City Council of the City of Redlands has initiated Ordinance Text Amendment No. 372, in accordance with Chapter 18.204 (Amendments) of the Redlands Municipal Code, as the public necessity, convenience, or general welfare justifies such action; and

WHEREAS, over the past twenty years, Redlands has experienced the construction of numerous large warehouses and logistics distribution facilities in and around the City of Redlands including the unincorporated County jurisdiction located in northwest Redlands; and

WHEREAS, on September 29, 2024, the Governor of the State of California signed Assembly Bill (AB) 98 to add Section 65302.02 to, and to add Chapter 2.8 (commencing with Section 65098) to Division 1 of Title 7 of, the Government Code, and to add Sections 40458.5 and 40522.7 to the Health and Safety Code, relating to land use, and the "Warehouse Concentration Region" defined therein includes the City of Redlands among other nearby cities and counties; and

WHEREAS, two major transportation corridors (Interstate 10 and Interstate/S.R. 210 freeways) serve the Southern California region and are gateways to the Interstate Highway System, and both freeways pass through the City of Redlands, which contributes to a significant quantity of heavy-truck and other vehicular traffic to pass through the City to reach destinations located outside the City of Redlands as well as within the unincorporated "donut hole" area; and

WHEREAS, heavy-truck traffic that serves several million square feet of warehousing and logistics distribution uses located within the unincorporated County island area (surrounded by the City of Redlands) must pass through the City and utilize City streets on a daily basis at all hours of the day and night; and

WHEREAS, the residents and visitors of the City of Redlands may experience exposure to environmental effects (such as numbers of truck trips, vehicle miles traveled, greenhouse gas emissions affecting air quality, vehicular noise, etc.) and other externalities from such warehousing and logistics distribution uses; and

WHEREAS, in accordance with Government Code § 65854 and/or § 65090, on or about March 24, 2026, the Secretary to the Planning Commission gave notice by publication in a newspaper of general circulation of the holding of a public hearing at which Ordinance Text Amendment No. 372 would be considered by the Planning Commission; and

WHEREAS, on April 14, 2026, the Planning Commission held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, Ordinance Text Amendment No. 372 and related Specific Plan Amendments; and

WHEREAS, in accordance with Government Code § 65854 and/or § 65090, on or about April 21, 2026, the Secretary to the Planning Commission gave notice by publication in a newspaper of general circulation of the holding of a public hearing at which Ordinance Text Amendment No. 372 would be considered by the Planning Commission; and

WHEREAS, on May 12, 2026, the Planning Commission held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, Ordinance Text Amendment No. 372 and related Specific Plan Amendments; and

WHEREAS, following the public hearing on May 12, 2026, the Planning Commission determined that Ordinance Text Amendment No. 372 would be in conformity with the 2035 General Plan, and would be consistent with goals of the General Plan for transportation, connectivity, compatibility and harmonious relationship of different land uses; and

WHEREAS, on May 12, 2026, the Planning Commission recommended to the City Council that the proposed Specific Plan Amendment(s) be approved; and

WHEREAS, this Resolution is exempt from environmental review in accordance with Sections 15061(b)(3), 15308, and 15378(b)(5) of the California Environmental Quality Act Guidelines; and

WHEREAS, in accordance with Government Code § 65854 and/or § 65090, the City Clerk gave notice by publication in a newspaper of general circulation of the holding of a public hearing at which the proposed Resolution would be considered by City Council; and

WHEREAS, on June 16, 2026, the City Council held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the proposed Specific Plan Amendments and continued the public hearing; and

WHEREAS, on September 1, 2026, the City Council held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the proposed Specific Plan Amendments and continued the public hearing to October 6, 2026; and

WHEREAS, on October 6, 2026, the City Council held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the proposed Specific Plan Amendments.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDLANDS RESOLVES AS FOLLOWS:

SECTION 1. Environmental Determination. The proposed Specific Plan Amendments do not require environmental review in accordance with Sections 15061(b)(3), 15308, and 15378(b)(5) of the California Environmental Quality Act Guidelines. Pursuant to Section

15378(b)(5) of the California Environmental Quality Act ("CEQA"), this proposal is an organizational or administrative activity of the City that will not result in direct or indirect physical changes in the environment, and therefore not a project. Additionally, pursuant to CEQA Guidelines Section 15061(b)(3), this proposal is exempt from CEQA review because there is no possibility that the specific plan amendment(s) may have a significant effect on the environment, insofar as it would amend the lists of permitted land uses in the City of Redlands. Furthermore, even if the proposal is considered a project, the proposed specific plan amendment(s) is categorically exempt under CEQA Guidelines Section 15308, because it is clear that it will not create an environmental impact and the action will assure the maintenance, enhancement, or protection of the environment through the adoption of regulations prohibiting new large warehouses and logistics distribution facilities. Accordingly, no further environmental review is necessary.

SECTION 2. Concept Plan No. 1 (CP-1), Section III entitled "Development Standards," subsection 'B' entitled "Commercial Industrial District," Part 1 entitled "Permitted Uses" thereof, is hereby amended as follows:

"g. Other uses typically associated with light manufacturing within enclosed buildings, including but not limited to the following:

- Business, technical, trade or professional schools
- Clubs, lodges and similar organizations
- Government buildings
- Warehouses, not to exceed 50,000 square feet in any single building
- Wholesale trade of most consumer items including drugs, dry goods, apparel, groceries, building materials and paper products.
- Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code."

SECTION 3. Concept Plan No. 1 (CP-1), Section III entitled "Development Standards," subsection 'B' entitled "Commercial Industrial District," Part 2 entitled "Conditionally Permitted Uses" thereof, is hereby amended as follows:

"d. Large Warehouse-Distribution Buildings.
Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code."

SECTION 4. Concept Plan No. 2 (CP-2), Section 3.2 entitled "Regional Industrial District," subsection 'A' entitled "Permitted Uses," Part 3 thereof is hereby amended as follows:

"3. Wholesale trade:

Wholesale trade of durable and non-durable goods to commercial, industrial and professional business uses, including motor vehicles, sporting goods, electrical appliances, hardware, machinery and equipment for industry, construction, professional and service establishments.

Warehouses and logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code."

SECTION 5. Specific Plan No. 40 (East Valley Corridor Specific Plan), Chapter 9 titled "Commercial Industrial District," Section EV3.0910 (Permitted Land Uses), part 7, is hereby amended as follows:

"(7) Other uses typically associated with light manufacturing within enclosed buildings, including but not limited to the following:

- Business, technical, trade, or professional schools
- Clubs, lodges, and similar organizations
- Government buildings
- Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, that were legally established prior to the effective date of Ordinance No. 3002 (or the property has a valid land use entitlement approved prior to the effective date of Ordinance No. 3002). Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code.
- Warehousing, in buildings with less than 50,000 square-feet in gross floor area, and not more than five truck docks or dock high loading doors (see Chapter 18.156, Article XII, of Redlands Municipal Code Title 18).
- Warehousing, ancillary to another primary use (see Chapter 18.156, Article XII, of Redlands Municipal Code Title 18).
- Wholesale trade of most consumer items, including motor vehicles, drugs, dry goods, apparel, groceries, building materials and paper products."

SECTION 6. Specific Plan No. 40 (East Valley Corridor Specific Plan), Chapter 10 titled "Regional Industrial," Section EV3.1010 (Permitted Land Uses), part 4, is hereby amended as follows:

"(4) Wholesale Trade, such as:

- Warehouses or logistics distribution with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, that were legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code.

- Warehousing, in buildings with less than 50,000 square-feet in gross floor area, and not more than five truck docks or dock high loading doors (see Chapter 18.156, Article XII, of Redlands Municipal Code Title 18).

- Wholesale trade of durable and non-durable goods to commercial, industrial and professional uses, including motor vehicles, sporting goods, electrical appliances, hardware, machinery and equipment for industry, construction, professional and service establishments."

SECTION 7. Specific Plan No. 25 (East Valley Complex), Section 3 titled "Property Development Standards," subsection (B) titled "Office/Industrial," part 3 (Uses Prohibited) is hereby amended as follows:

"Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, are not permitted."

SECTION 8. Specific Plan No. 32 (Redlands Aviation Park), Section 3 titled "Property Development Standards," subsection (B) titled "Office/Industrial District," part 2 titled "Permitted Uses," subsection (c) is hereby amended as follows:

"Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, are not permitted."

SECTION 9. Specific Plan No. 33 (Centennial Commerce Park), Section 3 titled "Development Standards," subsection (B) titled "Office/Industrial," part 2 titled "Permitted Uses," subsection (c) is hereby amended as follows:

"Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, are not permitted."

SECTION 10. Specific Plan No. 42 (Redlands Research Park), Section 3 titled "Development Standards," subsection (A) titled "Office/Industrial Land Use," part 1 (Permitted Uses), is hereby amended as follows:

"1. Permitted Uses - No building, structure or land shall be used, and no building or structure shall be hereafter erected, structurally altered or enlarged except for the following purposes:

a. Offices, including but not limited to:

Accounting, auditing, and bookkeeping services
Administrative headquarters
Architectural, planning andengineering offices
Business associations
Corporate headquarters
Banks and finance companies
Insurance offices
Law offices
Real estate offices
Such other office uses as deemed similar to the above.

b. Research and development, including but not limited to:

Biochemical and Chemical
Metallurgical Pharmaceutical
Medical and dental
Film and photographic
Electrical and Mechanical
Optical

c. Manufacturing, including but not limited to:

Establishments primarily engaged in manufacturing the following products:

Apparel, drapery, upholstery,millinery, and related cloth and clothing
Furniture and fixtures, including office furniture, store fixtures, blinds and shades, and shelving
Paper products, including envelopes, bags, wallpaper, containers, pressed and molded pulp goods
Publishing, including newspapers, business forms, typesetting, photoengraving, bookbinding, and printing
Fabricated plastic products
Fabricated metal products
Professional and scientific goods, including measuring instruments, clocks and watches, optical goods, surgical and medical instruments, photographic equipment, engineering, computers, and similar equipment and

supplies
Miscellaneous manufactured goods, including jewelry, lapidary, precious metals, toys, sporting goods, musical instruments, and similar goods.

Warehouse and distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, that were legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code.

Warehousing, in buildings with less than 50,000 square-feet in gross floor area, and not more than five truck docks or dock high loading doors."

SECTION 11. The adopted Planned Development entitlements within the City of Redlands are hereby amended to prohibit the development or establishment of new warehouses and logistics distribution centers, as defined in Article XII of Chapter 18.156 of the Redlands Municipal Code, while allowing existing warehouses to remain as permitted or conditionally permitted uses within their respective Planned Development (PD) entitlements:

"Warehouses or logistics distribution centers with 50,000 square-feet in gross floor area or more, or having more than five truck docks or dock high loading doors, that were legally established prior to the effective date of Ordinance No. 3002. Such warehouses or logistics distribution facilities shall be subject to the applicable provisions contained in Chapter 18.156, Article XII, of the Redlands Municipal Code."

The applicable Planned Development entitlements are the following:

a. Planned Development No. 1 (PD 1);
b. Planned Development No. 3 (PD 3);
c. Planned Development No. 4 (PD 4);
d. Planned Development No. 7 (PD 7).

SECTION 12. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this resolution for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this resolution. The City Council hereby declares that it would have adopted this resolution, each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 13. Effective Date. This Resolution shall become effective on the effective date of Ordinance No. 3002.

ADOPTED, SIGNED AND APPROVED this 6TH day of OCTOBER, 2026.

Mario Saucedo, Mayor

ATTEST:

Jeanne Donaldson, City Clerk

I, Jeanne Donaldson, City Clerk, City of Redlands, hereby certify that the foregoing Resolution was duly adopted by the City Council at the regular meeting thereof, held on the 6TH day of OCTOBER, 2026, by the following vote:

AYES: Council Members Barich, Tejeda, Davis, Shaw; Mayor Saucedo
NOES: None
ABSENT: None
ABSTAIN: None

Jeanne Donaldson, City Clerk