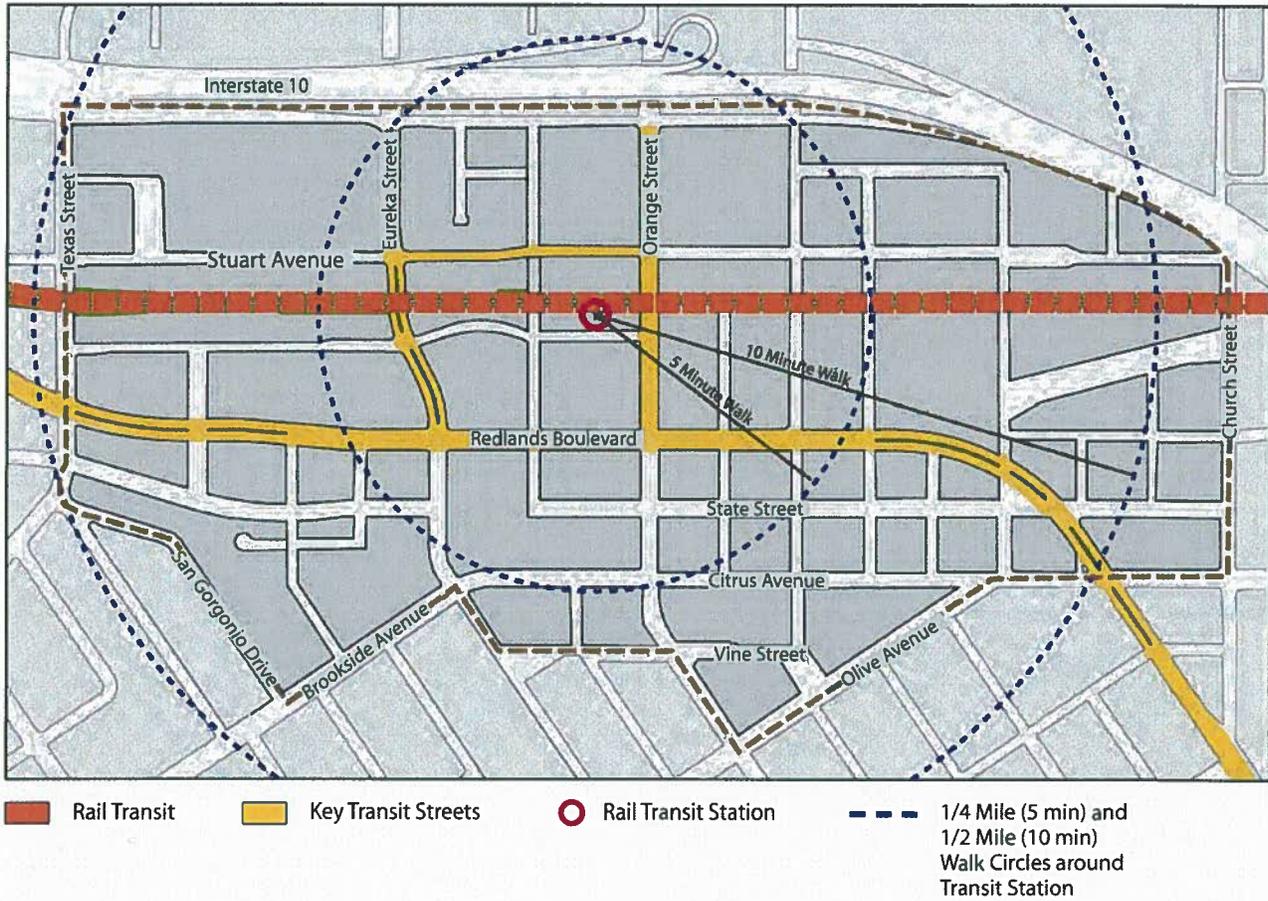


## 2 THE PLAN

### 2.4 CIRCULATION

Transit Diagram



## 2 THE PLAN

### 2.4 CIRCULATION

#### N. Pedestrian Circulation

The pedestrian circulation system in Downtown should be convenient and safe, and should provide an attractive walking environment that will encourage people to park their cars one time and then walk to multiple destinations.

The pedestrian circulation system is shown in the Figure to the right, which illustrates the key streets in Downtown that are expected to accommodate the highest pedestrian activity.

The core of the pedestrian circulation system in the Downtown is comprised of the following streets:

1. Oriental Avenue
2. 3rd Street
3. State Street

Other key streets for pedestrian circulation are:

1. Redlands Boulevard
2. Orange Street
3. Citrus Avenue
4. 6th Street

These streets serve the vast majority of the existing and planned retail commercial, office commercial, entertainment, civic, and institutional uses in the Downtown.

A key element of the pedestrian circulation system in Downtown will be a railroad tracks crossing at 3rd Street. The crossing could either be at-grade or overhead via a bridge. This will provide for direct and convenient pedestrian circulation between the parking structure, the bus transfer area, and the rest of Downtown.

Both the design and operation of the Downtown street system – and the above identified streets in particular – should be responsive to the needs of pedestrians, and should provide a balance between vehicular use of the roadway and pedestrian use of the sidewalks and street crossings.

In order to provide a pedestrian-friendly environment in Downtown, a high quality of streetscape needs to be provided. Typical streetscape and roadway design elements will include the following:

1. Wider sidewalks
2. Sidewalk bulbouts at intersections (where feasible) and mid-block locations
3. Landscaping and pedestrian amenities (trees, shade areas and seating)
4. On-street parking (to provide a buffer between passing cars in the roadway environment and pedestrians in the sidewalk environment)
5. Clearly marked crosswalks
6. Wider crosswalks
7. Crosswalks with special paving
8. Improved lighting

All these design features provide an improved environment for the pedestrian and facilitate walking, many of which reduce or minimize the physical conflicts between vehicles and pedestrians. The following pages describe and illustrate the street standards for key streets in terms of roadway and right-of-way widths. These standards will help create a street hierarchy throughout Downtown.

#### O. Bicycle Circulation

The bicycle circulation system in Downtown should provide a convenient, safe and attractive environment to encourage people to ride bicycles.

The bicycle circulation system is shown in the figure to the right, which illustrates the bicycle routes and types of facilities in Downtown. These routes are designed to provide a linked system in Downtown. They are consistent with the City of Redlands Non-Motorized Transportation Plan.

As per the City of Redland's General Plan Policy 5.50 three categories of bicycle facilities are defined:

1. Class I: Bike Path or Bike Trail. Provides a completely separated right of way designated for the exclusive use of bicycles and pedestrians with cross flows by motorist minimized.
2. Class II: Bike Lane. Provides a restrictive right of way within the roadway, with a lane designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorist permitted.
3. Class III: Bike Route. Provides right of way designated by signs or permanent markings and shared with pedestrians and motorists.

The main spine of the bicycle network in Downtown is a multi-use path known as the Orange Blossom Trail. The Orange Blossom Trail will traverse the Downtown from east to west along the Santa Fe rail line right-of-way or in close proximity. The bicycle trail along with pocket parks and amenities associated with the trail will provide unique opportunities for open space through the downtown. Until the final alignment can be completed, interim Class II and Class III trails utilizing the existing street system will provide for bicycle circulation.

The Interim Trail will be a loop utilizing streets north and south of the current Santa Fe ROW. North of the Santa Fe Rail ROW at Texas Street a Class II route will follow Stuart Street easterly to Orange; pass through the Vons Shopping Center and pedestrian opening to Sixth Street then south to the Santa Fe Rail ROW where sufficient width is available for a trail and transit use easterly of Sixth. South of the Santa Fe Rail ROW at Center Street a Class II route will follow State Street easterly to Eureka Street, south on Eureka Street to Olive (a portion to be Class III as there is insufficient roadway for a lane), then east on Olive to Sixth Street, then north to the Santa Fe Rail ROW.

The other elements of the bicycle circulation system will be as follows:

Class I Bikeways will use the following streets

1. Redlands Boulevard from Fern Ave to Highland Avenue

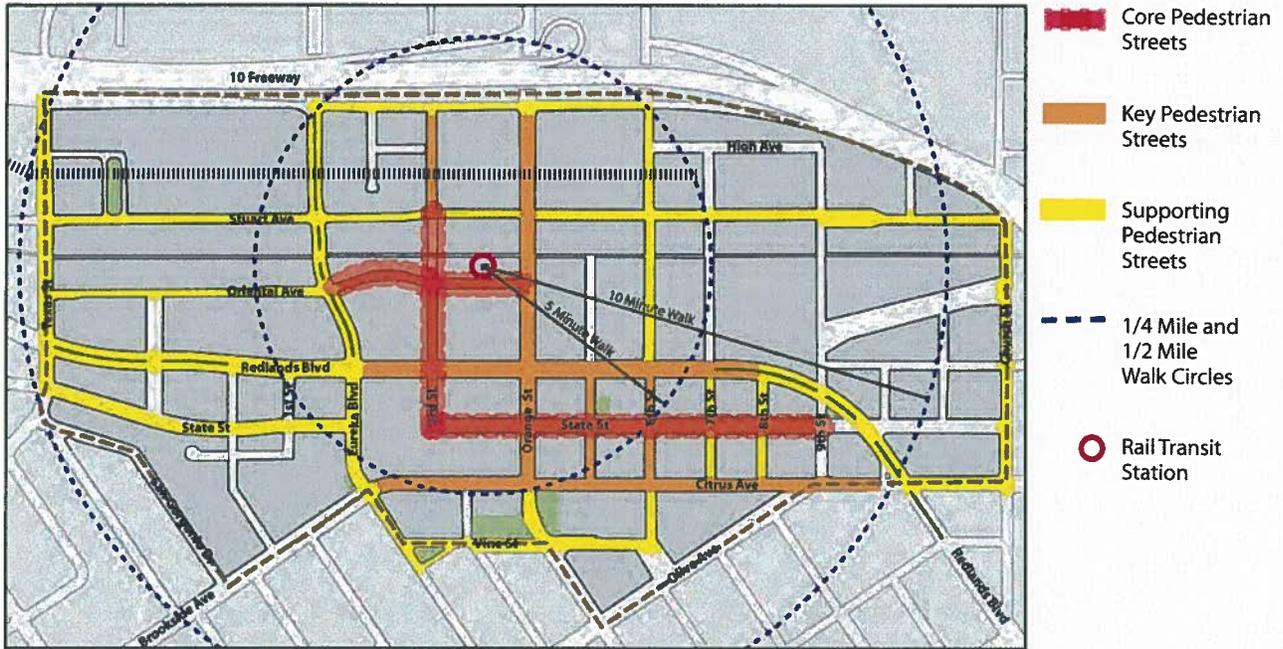
Class II Bikeways will use the following streets

1. Brookside Avenue from the west edge of the Specific Plan to Eureka Street
2. Texas Street from the Santa Fe Railroad to Redlands Boulevard (continued on page 36)

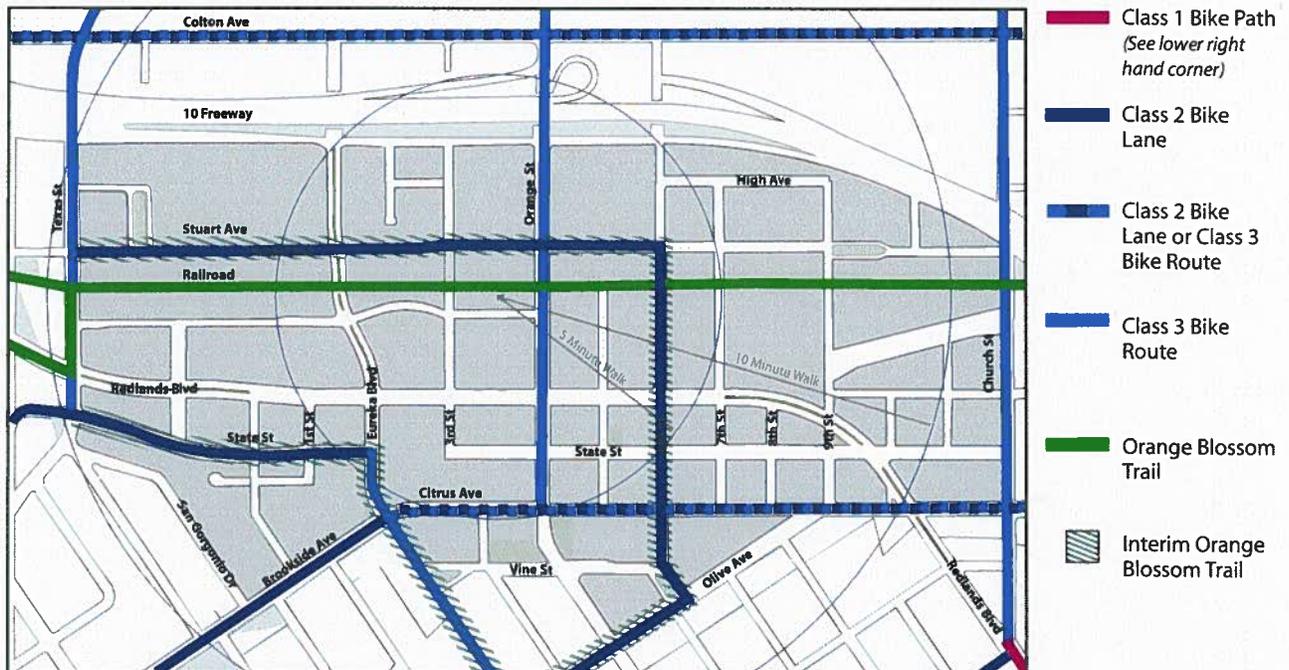
## 2 THE PLAN

### 2.4 CIRCULATION

Pedestrian Circulation Diagram



Bicycle Circulation Diagram



## 2 THE PLAN

### 2.4 CIRCULATION

Class II Bike Lane or Class III Bike Route will use the following streets

1. Citrus Avenue from Eureka Street to east of Church Street

Class III Bikeways will use the following streets

1. Texas Street from Interstate 10 to the Santa Fe Railroad and from Redlands Boulevard to State Street
2. Orange Street from Interstate 10 to Citrus Avenue
3. Church Street from Interstate 10 to Redlands Boulevard

These facilities will connect to adjacent bicycle routes as shown in the figure on the previous page.

In order to maximize the attractiveness and the effectiveness of the bicycle system, the following policies should be implemented (consistent with the City's General Plan).

1. Seek assistance from major employers in providing support facilities to encourage use of bikes for commuter proposes.
2. Throughout the downtown provide bicycle racks and lockers, drinking fountains, trash receptacles, and other amenities to complement the downtown environment.
3. Incorporate bike storage and other support facilities into TDM plans at employment sites and public facilities, when feasible based upon distance from bikeways.

These guiding and implementing policies will help to create a more convenient, safe and attractive environment that encourages cyclists to ride in Downtown.

#### P. Street Standards and Streetscape

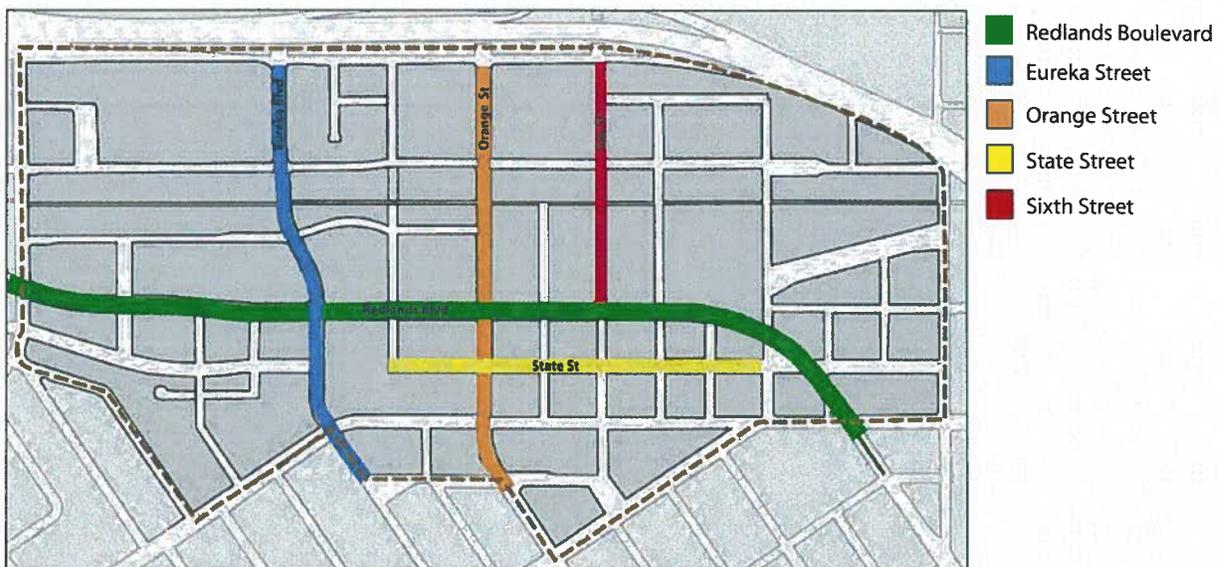
Downtown street standards are generally those identified in the General Plan for the respective street types. However, it is not always possible to meet these standards for a number of reasons:

1. The Downtown environment is unique in that it includes many of the older buildings in the city.
2. Because of the existing built density, it is not always feasible to widen streets.
3. It is not necessarily desirable to widen streets as wider streets are less pedestrian friendly.

For these reasons, the Specific Plan generally does not require the existing roadway curbs to be moved. Unless otherwise identified, existing roadway widths will remain as is. However, the configuration and dimensions of the roadway space may be changed slightly – primarily to accommodate on-street parking where feasible.

However, current sidewalk widths (and in certain cases the General Plan street standards) are generally too narrow for a pedestrian friendly Downtown environment. Current sidewalk widths are often only around eight feet. The Specific Plan therefore calls for wider sidewalks – up to 15 feet on key pedestrian streets, which in certain cases leads to either similar right-of-way standards but slightly narrower roadway standards, or wider right-of-ways than outlined in the General Plan standards.

The roadway standards for key streets in Downtown are shown in the following figures. The diagrams show mid-block standards. The use of sidewalk extensions at intersections is encouraged as a means of facilitating pedestrian movements and reducing the width of streets that pedestrians have to cross. Such sidewalk extensions (bulbouts) will typically be provided in the same width taken by the parking lane that occurs in the mid-block street segment.



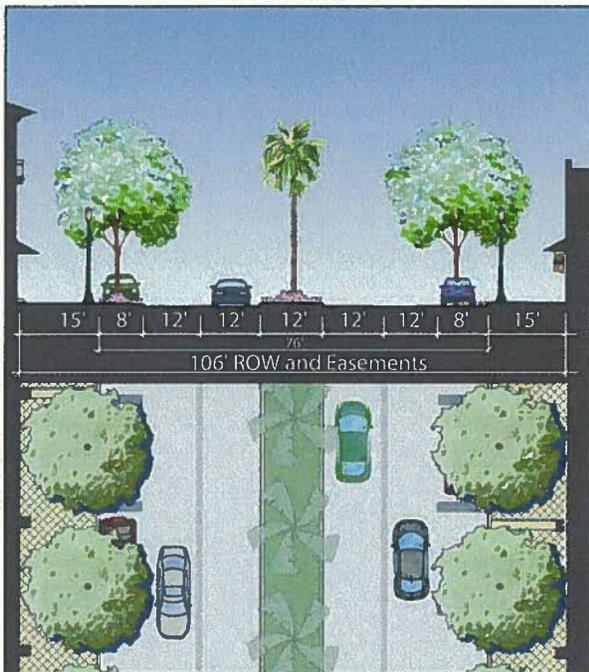
Street Section Key

## 2 THE PLAN

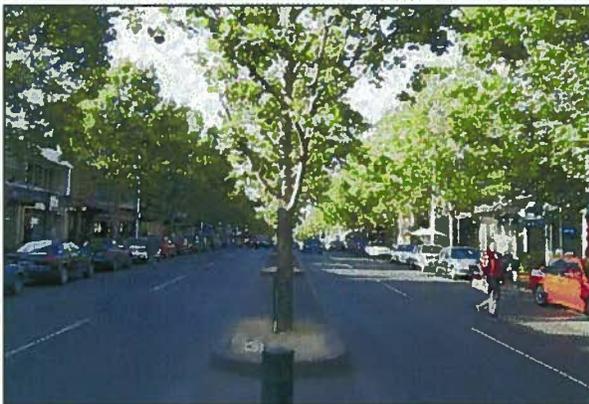
### 2.4 CIRCULATION

#### Q. Redlands Boulevard

Redlands Boulevard will remain a key roadway through Downtown however, vehicular traffic should be calmed. As one of the principal gateways into the Downtown, a landscaped median should be provided on Redlands Boulevard east of 6th Street and west of Eureka Street. The Boulevard will also have on-street parking, curb extensions at intersections, and extensive sidewalk landscaping. Additional right-of-way for the sidewalks will be taken through dedication as new buildings develop. The roadway should be 76' and the minimum ROW should be 96' for a minimum width of 106' of ROW and sidewalk easement to allow for a 15' sidewalk on each side of the street.



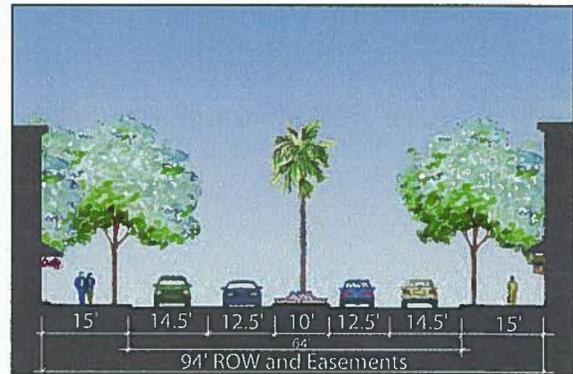
Redlands Blvd., Proposed Street Section and Plan



Redlands Blvd., Illustrative Photo

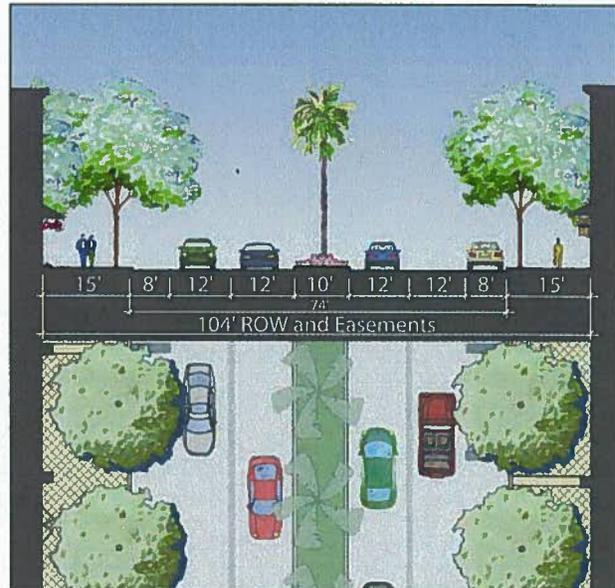
#### R. Eureka Street

Eureka Street will be another important gateway street into the Downtown. The design intent for Eureka Street is similar to Orange Street (which will continue to carry higher traffic volumes) but with wider sidewalks (because of the opportunities afforded by future redevelopment). The current ROW is 77' with a 64' roadway. The roadway should be a minimum of 64'. Sidewalks are currently 5' wide on the west side of the street and 8' wide on the east side. The minimum ROW should be 80' and a minimum of 94' of ROW plus sidewalk easement to allow for 15' sidewalks on both sides of the street. There are currently medians from Pearl to Redlands Boulevard. Medians should be maintained on Eureka Street from Pearl to Redlands.



Eureka St., Base Alternative Proposed Street Section

There may be opportunities for the developer to work cooperatively with the City to provide parallel parking 'punch outs' along their frontage. If a developer is willing to dedicate an additional 5', the lanes may be re-stripped with two 12' lanes. This would allow for 8' parallel parking and/or enhanced landscape 'bulb-outs' as shown in the "Cooperative Alternative" shown below.



Eureka St., Cooperative Alternative Proposed Street Section and Plan

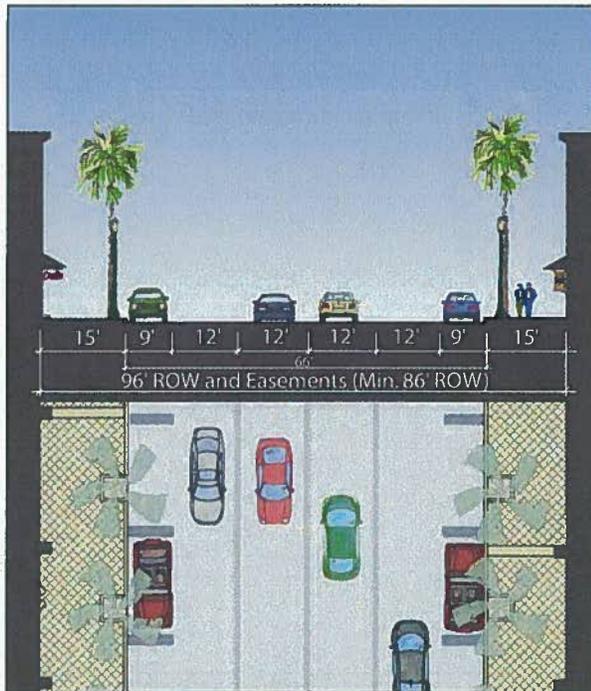
## 2 THE PLAN

### 2.4 CIRCULATION

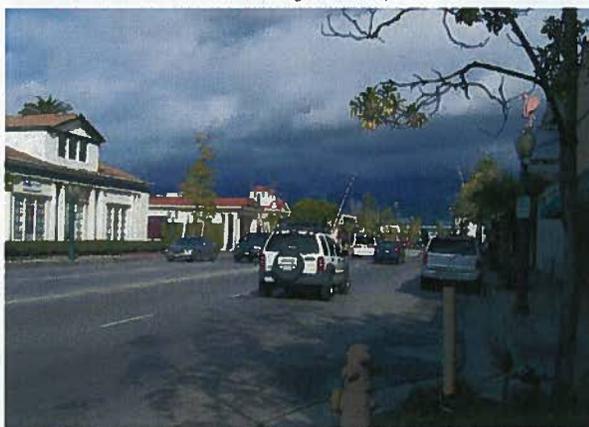
#### S. Orange Street ■

Orange Street is a key roadway through Downtown and is a "gateway street". Because the street is already pedestrian-friendly, the existing configuration will be maintained. Although sidewalk widths are narrow, many of the adjacent buildings are older and unlikely to be replaced. Where buildings are replaced in the future, sidewalk widths should be increased to 15 feet (may be achieved through easement rather than dedication).

The current ROW for Orange Street is 86' with a roadway width of 66'. The ROW should be maintained at a minimum of 86' and a minimum of 96' of combined ROW plus sidewalk easement be required for a 15' sidewalk on each side of the street.



Orange Street, Proposed Street Section and Plan

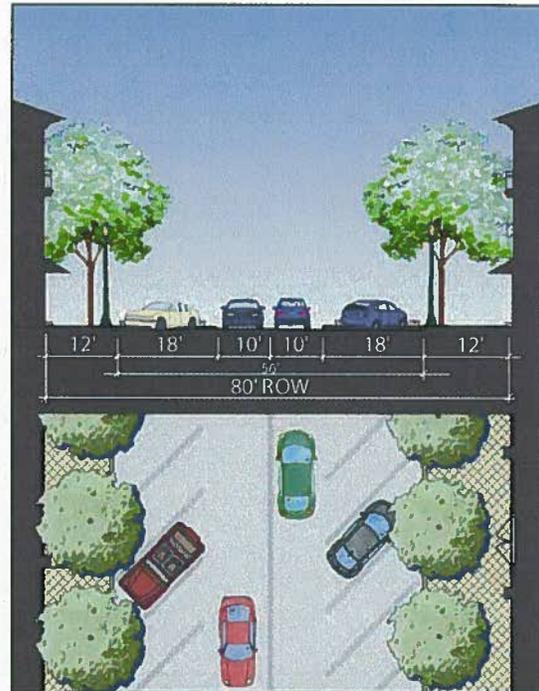


Existing Conditions, Orange Street

#### T. State Street ■

The existing widths of State Street will remain the same, although the roadway will be converted through re-striping to a two-way roadway. This will improve traffic flow throughout the State Street area and into/from the Redlands Mall, which are two of the key core areas for local traffic and pedestrian activity.

The current ROW of State Street is 80' and the roadway east of Orange is 56'. The roadway west of Orange is 58'. Changing State Street to a two-way street is subject to extending State Street west of Orange Street and/or a future action by the City Council.



State Street, Proposed Street Section and Plan



Existing Conditions, State Street

## 2 THE PLAN

### 2.4 CIRCULATION

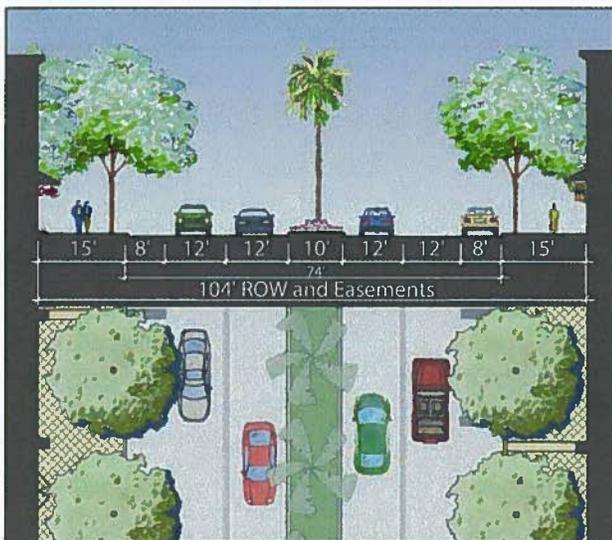
#### U. Sixth Street

The current ROW for 6th Street varies but is typically 64' with 52' of roadway. The roadway should be expanded to a minimum of 64'. Sidewalks vary along 6th Street and in many locations are only 5' wide. The minimum ROW should be 80' and a minimum of 94' ROW plus sidewalks easement to allow for a 15' sidewalk on both sides of the street. There are currently medians from the Santa Fe Railroad crossing the Redlands Boulevard.



6th Street, Proposed Street Section and Plan

There may be opportunities for the developer to work cooperatively with the City to provide parallel parking 'punch outs' along their frontage. If a developer is willing to dedicate an additional 5' the lanes may be re-striped with two 12' lanes. This would allow for 8' parallel parking and/or enhanced landscape 'bulb-outs' as shown in the "Cooperative Alternative" shown below.



Eureka St., Cooperative Alternative Proposed Street Section and Plan

## 2 THE PLAN

### 2.4 CIRCULATION

#### V. Guidelines

The following Circulation Guidelines describe the optimal character of intersections, crosswalks, and alleys that work in tandem with the other circulation elements presented in this Section.

#### W. Intersections

1. Intersections are the primary location for the pedestrian crossing of streets.
2. Curb extensions (bulb-outs) shorten crossing distances and provide sidewalk space for curb ramps and landings. They will be installed along certain portions of Redlands Boulevard.
3. Installing curb extensions physically deters parking at intersection corners and improves the visibility of pedestrians.
4. A curb ramp needs to be installed at both ends of the crossing in a direct line of travel, consistent with the standards of the Americans With Disabilities Act as well as local and state codes.

#### X. Size of Intersections

1. The dimension of the curb radius affects the pedestrian safety of an intersection. The smaller the radius, the less area required to cross and the slower the speed of a vehicle making a turn.
2. Depending on traffic, the curb radius at the end of bulb-out intersections along Redlands should be 10 to 25 feet.
3. Depending on traffic, the curb radius at a non-bulbed out intersection with parallel parking should be limited to 20 feet as the effective turning radius is 28 feet.
4. Where large vehicles (trucks and buses) will be frequent and streets are narrow, curbs at intersections should be of granite. Using granite for curbs minimizes the damage by trucks.
5. Where larger radii are required, consideration should be given to alternative paving to simulate a small turning radii.

#### Y. Character of Crosswalks

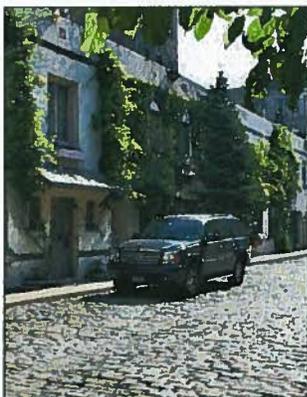
1. In commercial areas, crosswalks should be marked by a paving design that is clearly different from the street paving through design and texture.
2. In residential areas, crosswalks should be marked clearly for vehicular and pedestrian traffic.
3. Mid-block crossings shall not be permitted.

#### Z. Alleys, General

1. Alleys should provide access to parking, delivery and servicing of businesses.
2. New alleys should never be one-way.
3. Some alleys may be successfully transformed into pedestrian ways with shops, kiosks, or even restaurant tables opening onto the alley.
4. On end lots, garages should be brought close to the alley to minimize the apparent width of the alley.
5. Alleys should be discouraged to be used as fire emergency routes. All fire routes should be directed towards the street.
6. Appropriate space in alleys should be allocated for transformers, trash enclosures (where necessary) and other required dry utility components.
7. Alleys in residential neighborhoods should take on a green appeal, emphasizing the plotting of trees at 30 feet on-center.
8. Alternatively where reflective and permeable paving materials are used (i.e. pavers, saw cut concrete, etc.) alley paving and driveways may be continuous and indistinguishable.
9. Where alleys intersect streets, the continuation of street elements (curb, sidewalk, material, and sidewalk grade) should be maintained. The street curb should be continued, as a flush curb or as a valley gutter, across the alley entry.
10. Transition to alley pavement texture, when different from street pavement, should occur inside the sidewalk. The grade and paving material of the sidewalk should carry across the alley entrance.
11. Mews and carriage houses are encouraged on alleys to promote a safe environment and bring 'eyes' onto the alley.
12. A screen wall should be used at alley ends to leave an opening of 28 feet when back buildings are set back further from the 28 foot minimum alley width.
13. The screen wall should be a wing wall one story in height and of the same materials as the primary façades of the corner building.



*A retail alley made into a pedestrian shopping street*



*The backs of housing transformed into a mews*



*Parking within the alley is away from the Vehicular Path*



*Projecting bay windows create a safer place by providing more "eyes" on the alley*

## 2 THE PLAN

### 2.4 CIRCULATION

#### i. Size of Alleys

1. For any new alleys, the alley width from building face to building face should be at least 28 feet at ground level.
2. Side yard setback at alley opening should be 4 feet on a 20 foot alley.
3. Alley paving should never exceed 20 feet wide.
4. The maximum amount of alley parking is gained with "head-in" parking, perpendicular to alley. When parking vehicles, clear of the alley the ROW should require a 17- to 20-foot driveway (i.e. distance between edge of alley and garage).
5. Parallel parking along the alley requires a driveway width of 7.5 to 10 feet. Parallel parking is generally recommended when it is the only option to meet required parking codes.
6. Parking should be adjacent to garages to preserve narrow alley dimensions between the garages.
7. Where alley parking is prohibited, garages should be set back a minimum of 4 feet from alley edge, to yield a minimum 24-foot turning distance between garage and opposite edge of pavement, or a 28- foot turning distance between garage face to garage face.
8. At alley intersections, a 10-foot triangle of clear visibility above 24 inches over pavement should be maintained. Turning for trucks can be accommodated through unpaved but stabilized surfaces at corners.
9. No linear alley should be greater than 300 feet.
10. Balconies or overhangs at a minimum clearance height of 10' can extend to the ROW.

#### ii. Location of Alleys

1. Alley configurations should be used in large blocks, so that lots can front on all adjacent block fronts.
2. Alleys should always be located in the middle of blocks. It is desirable that the length of an alley is not visible from the public realm.
3. Alley entrances are discouraged on streets facing public green spaces.
4. Alley entrances are encouraged to align with each other when across a street or should be separated by a minimum of 75 feet.
5. Alley entrances should be a minimum of 75 feet from an intersection measured from the ROW.



Intersection utilizing a granite material for the curbs on the corners



Special paving in the intersection



Bulb-out sidewalk with integrated landscaping



Crosswalks can be paved differently than the street



Bulb-out intersection with a continued paving for the crosswalk that is separate from the asphalt paving of the street

## 2 THE PLAN

### 2.5 PARKING

#### A. Introduction

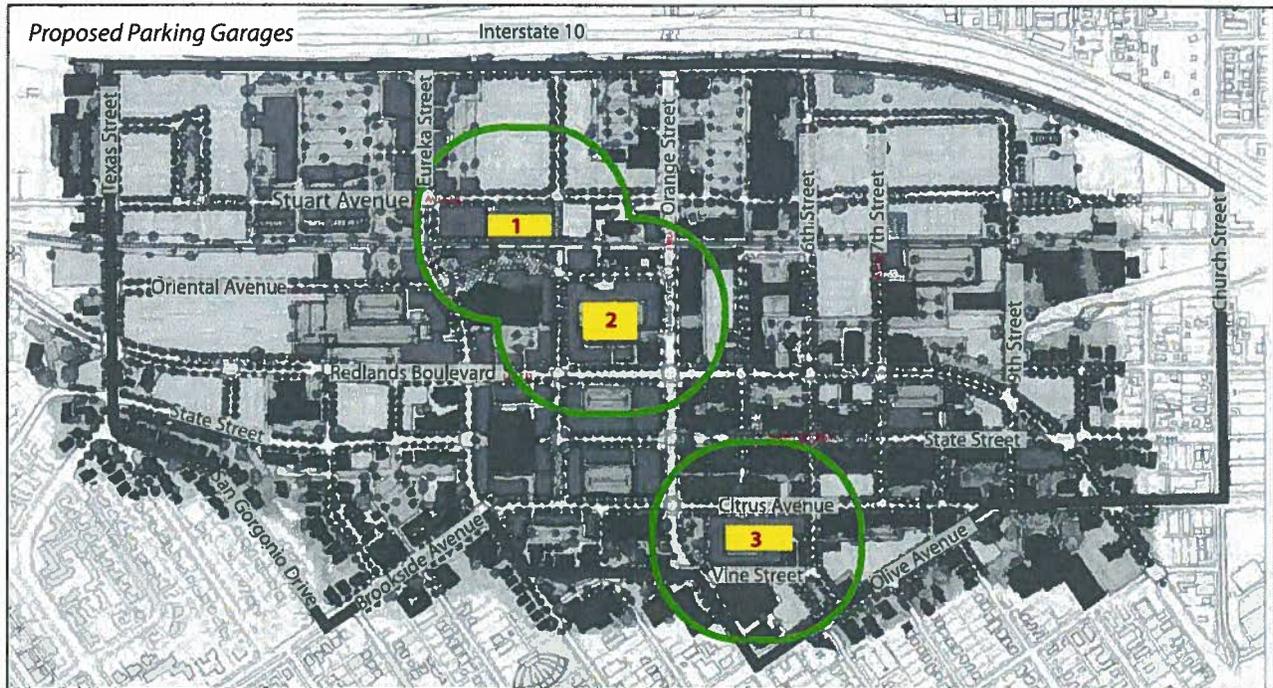
The parking supply is important to the economic vitality of Downtown. There should be sufficient parking available and it should be conveniently accessible. However, the provision of parking is costly and parking consumes significant amounts of physical space. The supply of parking should therefore be carefully balanced with the actual operational need for it. An oversupply of parking takes up valuable land that could be used for better purposes and encourages additional auto use.

#### B. The Parking Vision

The Specific Plan vision for parking in Downtown is therefore to provide sufficient parking to ensure the economic viability and success of the Downtown, to provide that parking cost-effectively and in convenient locations to users, and to efficiently manage parking in a manner that supports a walkable and pedestrian-friendly downtown environment.

The Specific Plan takes a holistic approach to parking, by recommending increased management of the parking supply by the City, including increased City ownership and operation of parking, in order to achieve a more efficient utilization of overall parking resources in the Downtown. This approach is based on a "Park Once" strategy, where downtown visitors can park once in conveniently located lots or garages, and then walk around Downtown as they shop, dine, and visit entertainment without having to re-park their cars. The Plan anticipates the increased use of public-private partnerships in the provision and operation of parking, including shared use parking, in the Downtown.

- ① 900 Spaces
- ② 720 Spaces
- ③ 275 Spaces



Yellow square: Potential New Parking Structures in Downtown

Green circle: 300 Foot Pedestrian Shed

## 2 THE PLAN

### 2.5 PARKING

#### C. General Parking Characteristics in Downtowns

Downtowns contain many different land uses, that are located in close proximity, and that interact with each other. Downtown users and visitors can therefore park and leave their car to visit multiple destinations by walking rather than driving.

Downtowns are also often the focus of a transit system, with the most intensive transit service of any area of the City. Use of transit is therefore often higher in downtown areas. This is true of Downtown Redlands with the existing bus system focusing a number of routes on the Downtown and the planned Orange Blossom Trail providing a non-motorized connection into Downtown, and the planned Redlands Passenger Rail Line with a station in Downtown.

The proximity of many different land uses and buildings in Downtown, and the different time profiles of peak parking demands of these uses, means that parking spaces can be shared between uses – resulting in fewer total spaces being necessary than for “stand-alone” buildings in more suburban locations.

Joint use parking facilities that are in public ownership are able to balance the peak parking needs that often occur at different times among adjacent/nearby properties, or in the Downtown in general, thereby reducing the overall number of spaces needed.

All of the above factors lead to (a) less overall parking being required in downtowns than in suburban locations and for “stand-alone” buildings, and (b) better opportunities to manage and share parking resources, particularly if the majority of parking spaces are in public ownership or under public control.

Research and experience in other cities has shown that actual parking needs in downtown areas are often between 25% and 50% less than the theoretical requirements of parking codes. Some cities have therefore not only reduced parking requirements in downtown areas, but have also instituted a “flat rate” parking requirement for commercial land uses – in some cases as low as 2.0 or 2.5 spaces per 1,000 sq. ft.

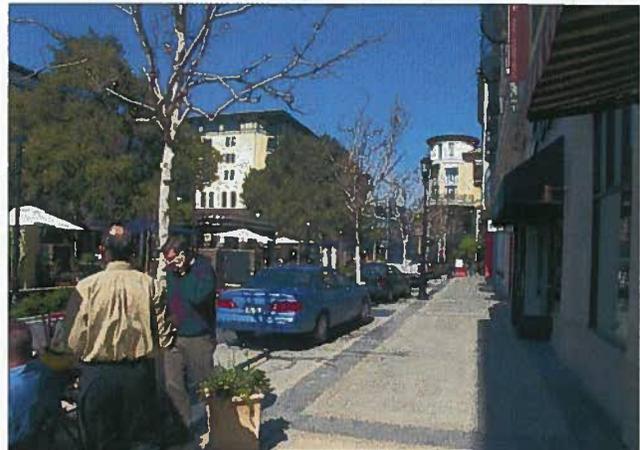
#### D. Current Parking in Downtown Redlands

There are currently about 6,750 parking spaces in the Downtown Area. Of these about 45% are under public control (1,410 on-street spaces and 1,600 off-street spaces), with the remaining 3,740 under private control. While there are some areas where parking is well utilized, and some may even feel there is insufficient parking, such as the State Street corridor, there is a considerable amount of parking in the Downtown that is typically unoccupied.

The highest overall times of peak parking demand in Downtown are 12:00 noon to 1:00pm and 2:00 to 3:00pm on weekdays, with a very similar pattern of parking utilization during these times. At these highest overall times of peak parking demand the overall parking supply in the Downtown is however only about 50% occupied. Figures A and B show the measured occupancies for off-street and on-street parking by block for 12:00 noon to 1:00pm on a weekday. While parking in some areas is over 70% occupied, in



*Enlarging the sidewalk between parking spaces to enhance the pedestrian experience*



*On-street parking made seamless*



*Traditional on-street parking next to retail*

## 2 THE PLAN

### 2.5 PARKING

other areas it is less than 40% or 50% occupied. Parking utilization on Saturdays is very similar but slightly lower than weekdays. Figures C and D show measured parking occupancies for 12:00 noon to 1:00pm on a Saturday. The highest parking occupancies generally occur in and around the State Street corridor. It should be noted that parking occupancies for individual blocks do vary by hour of day, with some blocks exhibiting higher occupancies at 2:00 to 3:00pm than at 12:00 noon to 1:00pm and some blocks exhibiting lower occupancies. Parking demands in the evenings are much lower than during the day, although certain specific areas are still well utilized, for example the State Street corridor and the area around the Krikorian theaters.

One of the inefficiencies in the current parking supply is that many of the unoccupied spaces are in private supply and not available to the general public. In addition, some of the other unoccupied spaces may not be conveniently located for the areas of highest demand.

Nevertheless, the data indicate that there is still a substantial amount of surplus parking in locations close to areas of high demand. For example, at the time of peak parking demand there are currently many unoccupied public parking spaces in the Centennial Plaza garage, the Redlands Mall lots and garage, and the public parking lot at Citrus & Eureka, which are all within a convenient two to three block walk of State Street.

The perception of a parking shortage in certain areas such as State Street arises because on-street parking is free and largely uncontrolled (with little effective enforcement). There is little incentive for visitors to park in nearby lots or garages, and no discouragement to employees using on-street spaces all day that instead should be available for short-term visitors.

Current parking conditions in Downtown Redlands are therefore primarily a result of a lack of parking management rather than a lack of parking supply. In fact the data shows there is currently an overall oversupply of parking in the Downtown.

#### **E. Future Parking Needs in Downtown Redlands**

Future new development in Downtown will of course need parking. However, the amount of future additional parking that is provided should be closely related to the overall needs of parking in Downtown.

Firstly, the existing parking supply should be better managed and used more effectively. Secondly, future parking supplies should be provided at rates appropriate to the Downtown environment (i.e. rates that are less than current code). Further, future development will displace existing surface parking – some of which will need replacing (if it is currently utilized). Finally, as new development occurs in Downtown, and as a more compact and integrated urban form is desired, future parking supply should be provided in parking garages rather than surface lots.

The Downtown Specific Plan parking strategy addresses these issues to ensure that future parking is provided in the right amount and managed in the most effective manner.

#### **F. Downtown Redlands Parking Strategy**

The Downtown Parking Strategy comprises the following elements, designed to provide an integrated and comprehensive approach to parking in the Downtown Area. These are taken from the Downtown Parking Study.

##### **1. Park Once**

The Plan is based on the “Park Once” concept, where people are encouraged to park once in one location and then walk around downtown to multiple destinations. This reduces the need for parking, reduces vehicular traffic and vehicle emissions, consolidates the parking supply into fewer strategic locations, and improves the pedestrian environment by increasing pedestrian volumes on sidewalks (which also increases the volume of potential patrons passing by on-street businesses).

##### **2. Allow Shared Parking**

The Plan allows the use of shared parking in order to minimize overall parking supply needs and to allow for the most efficient utilization of parking resources. The existing zoning code allows for shared parking between the individual uses of mixed use development projects. The Plan extends this to incorporate the shared use of parking by all land uses throughout the Downtown Area – i.e. rather than reserving separate parking supplies for specific land uses, development projects, and/or buildings, parking spaces in Downtown can instead be shared between all uses. This sharing of spaces between uses with different peak hours and peak days of parking needs (such as office, retail, restaurant, and entertainment uses) allows for a more efficient overall utilization of the parking supply, and a more appropriately sized parking supply. It also leads to more convenient parking for customers and visitors to Downtown.

##### **3. Better Use of Existing Parking Supply**

The Plan supports the more efficient utilization of the current privately held parking supply, by encouraging land uses with surplus parking to offer that parking for use by others – either by shared use agreements with land uses that need a parking supply, or allowing public use of some of their parking.

##### **4. Encourage Use of Alternative Modes to Reduce Parking Demand**

The City should encourage the use of alternate transportation modes, such as transit and bicycling, and should encourage transportation demand management programs, to reduce the overall demand for parking. The planned Redlands Passenger Rail Line provides a unique opportunity to reduce auto trips and parking demand in the downtown area.

##### **5. Make Existing Parking Locations More Attractive**

Existing public parking garages, or private garages that are available for public parking, should be made more attractive and pleasant to use, including brightening up the interiors, adding lighting and security stations, and adding way finding and directional signs for users.

## 2 THE PLAN

### 2.5 PARKING

#### **6. Encourage Employees to Use Off-Street Parking Facilities**

The City should work with the private sector, the downtown business community, and public institutions, to encourage employees to use off-street parking lots and garages, rather than short-term on-street spaces, so that the on-street spaces are conveniently available for visitors. This can also be facilitated by increased and more effective enforcement of short-term on-street parking

#### **7. Provide Better Parking Supply Information**

The City should prepare and distribute, with ongoing updates as necessary, enhanced parking supply information for visitors and employees, including brochures and maps showing parking locations, installing on-street directional and way finding signage to/from parking locations, and encouraging the "Park Once" strategy.

#### **8. Improve the Downtown Pedestrian Environment**

The City should improve the pedestrian environment in the Downtown, to encourage walking and the use of "Park Once"; by improving sidewalks and pedestrian amenities (such as benches, shade trees, sidewalk lighting, as specified in Section 3.6 – Landscape Guidelines of this Specific Plan).

#### **9. Modify the Parking Code Requirements for Downtown**

The Plan makes various modifications to allow reduced parking requirements in the downtown (described in more detail later in this section), to reflect the generally lower overall parking needs of downtowns, as follows:

- (i) Provides for reduced parking requirements for certain uses, with an ultimate goal of establishing flat rates for commercial uses.
- (ii) Increases the allowable distances to the locations of off-site code parking.
- (iii) Provides exemptions from code requirements for certain uses or sizes of uses.
- (iv) Provides for reduced parking requirements for existing uses that are willing to share their on-site parking with others or make it available to public use.

#### **10. Increase Amount of Parking Under Public Ownership/Control**

The number of parking spaces under public ownership or control in the Downtown Area should be increased under the Plan, in order to maximize the potential for the efficient management and sharing of parking resources. New development should be discouraged from building private parking.

#### **11. Increase the Parking Supply as Needed**

The City should increase the amount of public parking in the Downtown, either with additional surface lots or with new parking structures, as and when appropriate. These future parking facilities, which will need to be built as and when demand dictates, should be public facilities provided for either by the City, or with some form of public-private partnership.

#### **12. A Downtown Parking Management Plan**

The City should implement the Parking Management provisions of the Downtown Parking Study to manage the supply and operations of parking in the Downtown. The Plan should be maintained and updated as necessary.

#### **13. A Downtown Parking District**

The City should consider the establishment and operation of a Downtown Parking District which could manage all parking operations in Downtown including enforcement and maintenance, as well as the construction of new public shared parking facilities. This should cover the area of the Specific Plan, and could replace the existing Parking District and the Parking In-Lieu Fee areas.

#### **14. Identify Long Term Revenue Strategies**

The City should identify long-term revenue strategies to support the future provision and operation of public parking facilities. While the current downtown and economic environment make it difficult to charge for parking, in the mid-to longterm it may be necessary to charge for parking, both to regulate the efficient use of parking resources and to provide revenue for new parking construction and ongoing operations.

One option that should be considered is the use of on-street parking meters. This not only will provide revenues, but will also regulate parking to increase the convenience to visitors. Revenues from parking meters should remain within the Downtown Parking District, for parking and sidewalk improvements.

Future revenue options should also include the use of in-lieu parking fees (whereby private developments pay in-lieu fees for the City to provide parking rather than private developments building their own exclusive parking), as well as public-private partnerships.



*Traditional on-street parking next to retail*

## 2 THE PLAN

### 2.5 PARKING

#### G. Parking Garages

A key feature of the Specific Plan is the future provision of City (or joint public-private) parking garages within Downtown to support the Park Once plan. These should be public garages to facilitate shared parking and parking management. Parking garages are anticipated at some or all of the locations listed below. The number of garages eventually needed and the exact size of these potential parking garages will need to be more precisely determined in the future, according to actual needs.

##### *Southeast corner of Eureka Avenue and Stuart Avenue*

A garage at this location would serve the Town Center, the general downtown, and the Redlands Passenger Rail Station. A garage could provide approximately 900 parking spaces. Some of these spaces would be for attached residential uses.

##### *Southwest corner of Orange Street and Oriental Avenue*

A garage at this location would serve the Town Center and the general downtown, and could provide approximately 720 spaces. Some of these spaces would be for attached residential uses.

##### *Southeast corner of Citrus Avenue and 5th Street*

A garage at this location – just east of the existing City Hall – would replace the existing inefficient parking structure, and would serve the existing Civic Center and the State Street corridor. A garage at this location could provide approximately 275 or more parking spaces.

These locations were selected after careful consideration of land availability, lot size and garage feasibility, and access and egress considerations. They were recommended for the following reasons:

- They are located in key locations – for example adjacent to the proposed rail station and the Town Center, and adjacent to the State Street corridor, where the need for parking will be the greatest.
- The majority of these locations are able to intercept traffic coming from the east and the north before it reaches the center of downtown thereby reducing vehicular circulation in the core area. The Eureka/Stuart location is particularly accessible to the I-10 freeway for rail commuters and downtown visitors alike.
- They are currently mostly available lots – with two in public ownership. Other locations may require a public-private partnership.
- Providing more structures rather than fewer larger structure enables parking supply to be located closer to more destinations, and disperses traffic over more streets rather than concentrating traffic in one location.

There are other potential locations for additional parking garages in the future, for example the southwest corner of Redlands Boulevard and 7th Street (currently a Bank of America surface lot), or the north side of Citrus Avenue between 6th Street and 7th Street (currently a Wells Fargo Bank lot). However, most locations are in private ownership, so garages in these locations would need to be constructed with some form of public-private partnership or when those lots redevelop.

#### H. Parking Code Modifications

The parking requirements and standards contained in Chapter 18 of the Redlands Municipal Code shall be followed, except for the provisions required in this Specific Plan.

The Specific Plan provides for the following modifications for the Municipal Code parking requirements in the Downtown Area. These modifications are introduced in order to provide a parking supply that is more closely tailored to the actual needs of downtown land uses, to avoid the over-provision of parking supply, and to allow greater flexibility in the provision of required parking. They are also intended to facilitate and encourage smaller businesses and land uses in Downtown for which parking requirements in the past have been too restrictive and have discouraged businesses from locating in downtown.



*Permeable paving can be used in parking lots*



*Parking lots can be surrounded by on-street retail on the ground floor or can be integrated into the building so as to minimally impact the public realm*

## 2 THE PLAN

### 2.5 PARKING

Land Use	Parking Requirement
Retail	2.5 spaces per 1,000 sq. ft
Restaurant	7.0 spaces per 1,000 sq. ft.
Office	3.0 spaces per 1,000 sq. ft.
Civic Office	3.0 spaces per 1,000 sq, ft.
Hotel – Rooms	0.8 spaces per room
Hotel – Meeting Space	15.0 spaces per 1,000 sq. ft.
Cinema/Theater	1.0 space per 6 seats
Residential	Minimum: 1 space per DU - Maximum: 2 spaces per DU

Table A: Specific Plan Parking Requirements

#### I. Reduced Parking Requirements

The Specific Plan should implement various modifications to the parking requirements for Downtown. Table A, above shows the proposed parking requirements for the Downtown Specific Plan Area, for key land uses.

and stacked parking (vertical lifts) to count towards required parking supplies.

#### J. Table A, Specific Plan Area – Parking Requirements

Parking requirements for land uses not shown in Table A, shall be as specified in Chapter 18 of the Redlands Municipal Code.

The parking requirements in Table A already allow for shared parking between land uses throughout the Downtown. For any mixed use development project in the Downtown, either the requirements in Table A shall apply, or the requirements from a shared parking analysis as specified in Section 18.164.325 of the Redlands Municipal Code shall apply, whichever is the lowest.

Further reductions in parking requirements, or the adoption of a flat rate for commercial uses, should be considered in the future, as development occurs and parking conditions are monitored.

#### K. Exemption from Parking Requirements

Restaurants located in the historic buildings located in the area bounded by Orange Street on the west, Fifth Street on the east, BNSF Railroad tracks on the north, and the northern property lines of the parcels fronting on Redlands Boulevard (Between Orange Street and Fifth Street) to the south shall not be required to comply with the parking requirements in this Specific Plan or the Redlands Municipal Code, Section 18.164.240, for the provision of customer parking spaces only, to the extent such parking requirements would be applicable to such restaurants.

#### L. Distance to Off-Site Code Required Parking

The Downtown Specific Plan extends the distance within which off-site code-required parking can be located to 1,000 feet.

#### M. Allow Tandem and Stacked Parking

The Downtown Specific Plan allows the use of tandem spaces

## 2 THE PLAN

### 2.5 PARKING

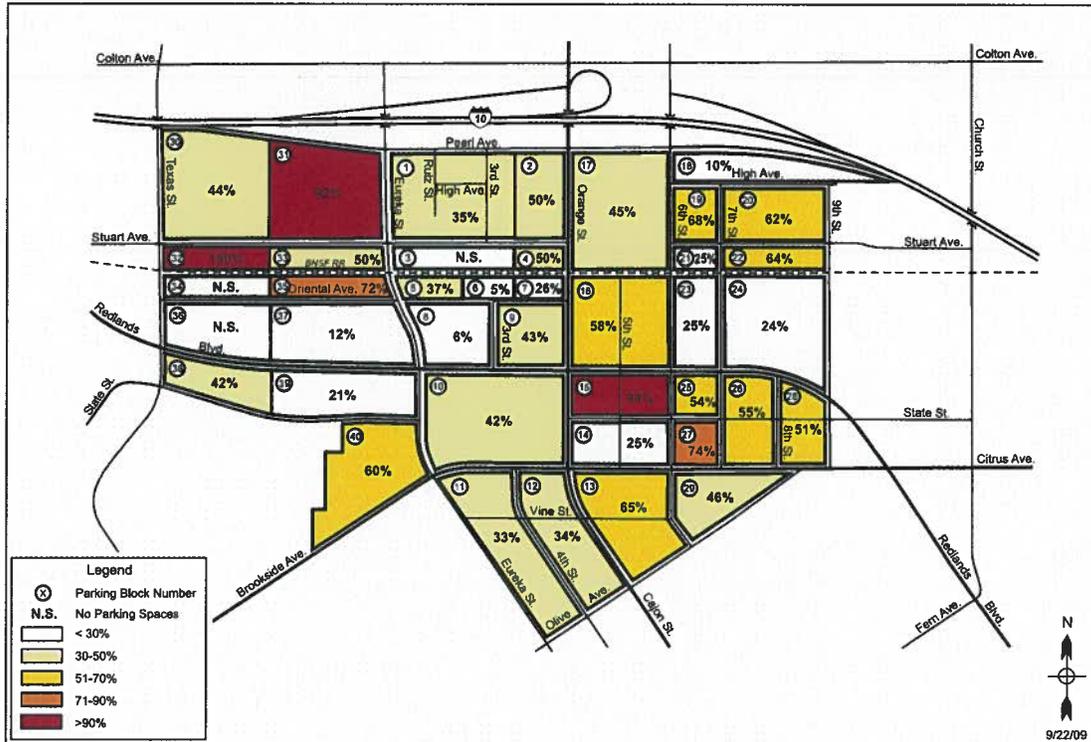


Figure A  
Parking Occupancy - Weekday - 12:00-1:00pm - Off-Street Spaces

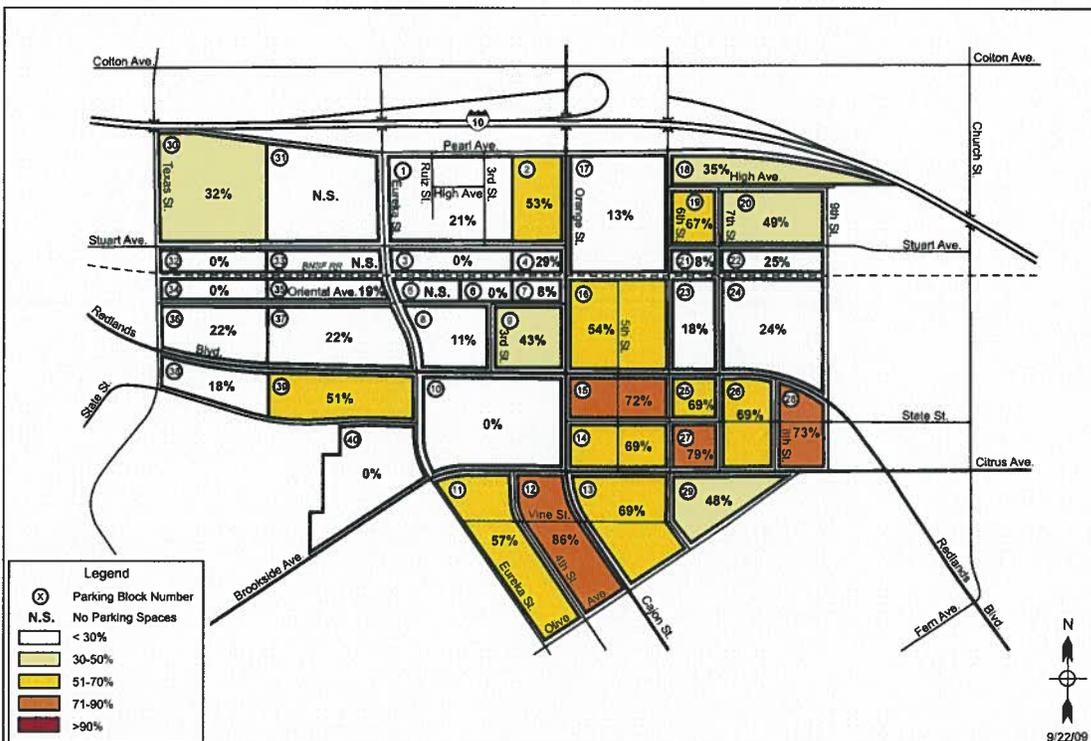


Figure B  
Parking Occupancy - Weekday - 12:00-1:00pm - On-Street Spaces

## 2 THE PLAN

### 2.5 PARKING

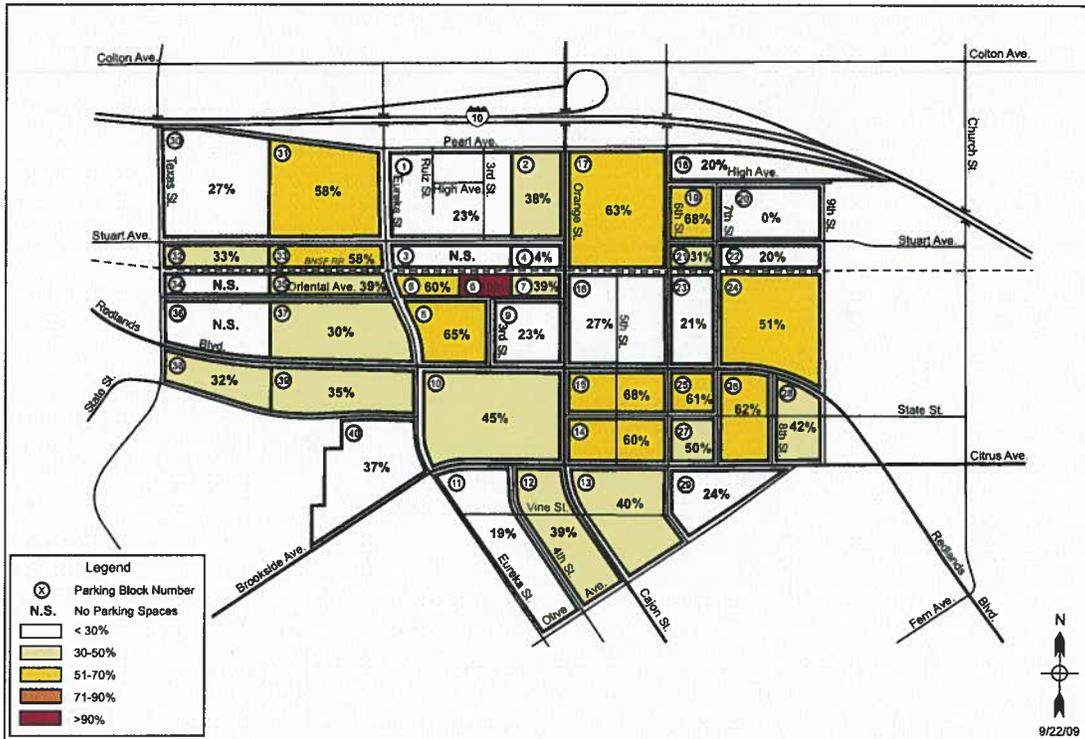


Figure C  
Parking Occupancy - Saturday - 12:00-1:00pm - Off-Street Spaces

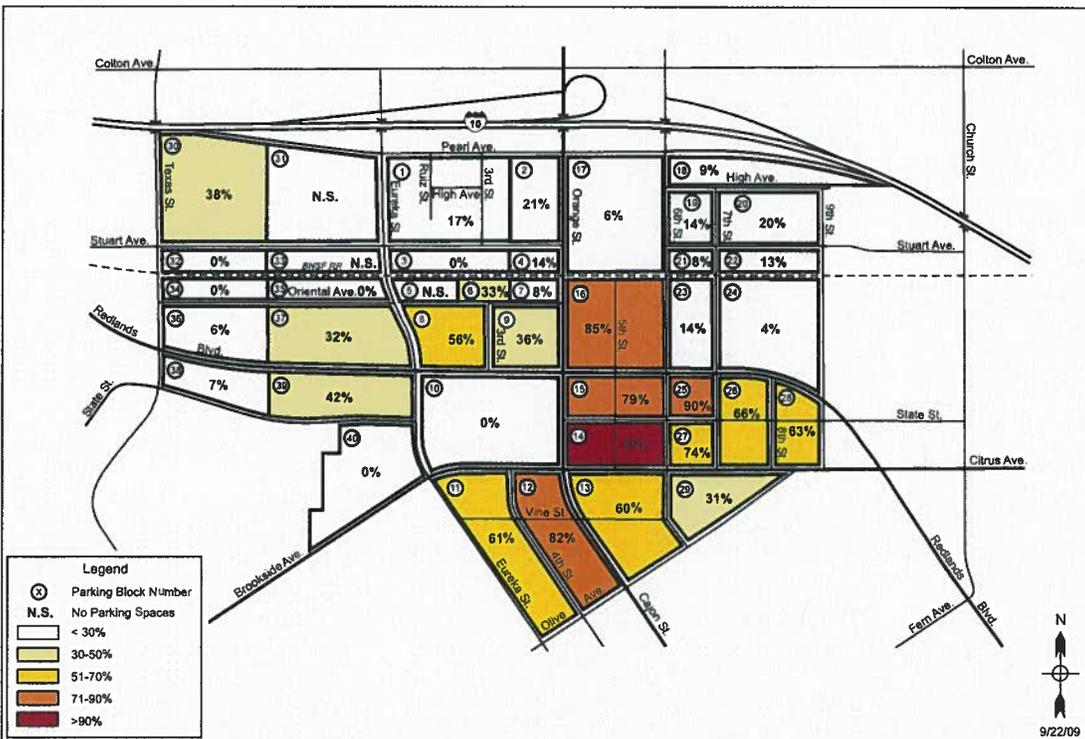


Figure D  
Parking Occupancy - Saturday - 12:00-1:00pm - On-Street Spaces

## 2 THE PLAN

### 2.6 INFRASTRUCTURE

Refer to the Flood Control Standards and Guidelines in Section 3.4 that describe the measures that private developers should undertake to protect their buildings from flood danger.

#### A. Water Master Plan

To provide required fire flow to the Specific Plan area, a portion of the existing system must be upgraded. Proposed system improvements to meet fire flows are presented in the figure below. The water system will require complete system looping. Minimum water main sized for the project area shall be 8-inches, and sizes shall be verified by project specific hydraulic analysis. In addition, offsite system analysis will be required to ensure offsite infrastructure is sufficient to provide water supply to the project area. Analysis shall include evaluation of water supply, service zone boosting, conveyance and storage.

#### B. Wastewater

To provide wastewater service to the project, the project may be served using the existing collection system and supplemented with the system shown in the Figure to the right. However, as identified in the City's current Wastewater System Master Plan, off-site improvements will be required to adequately serve the project. Improvements include construction of gravity sewers along Palmetto Avenue, Alabama Street and San Bernardino Avenue. To determine project specific wastewater infrastructure requirements, wastewater system analysis must be completed.

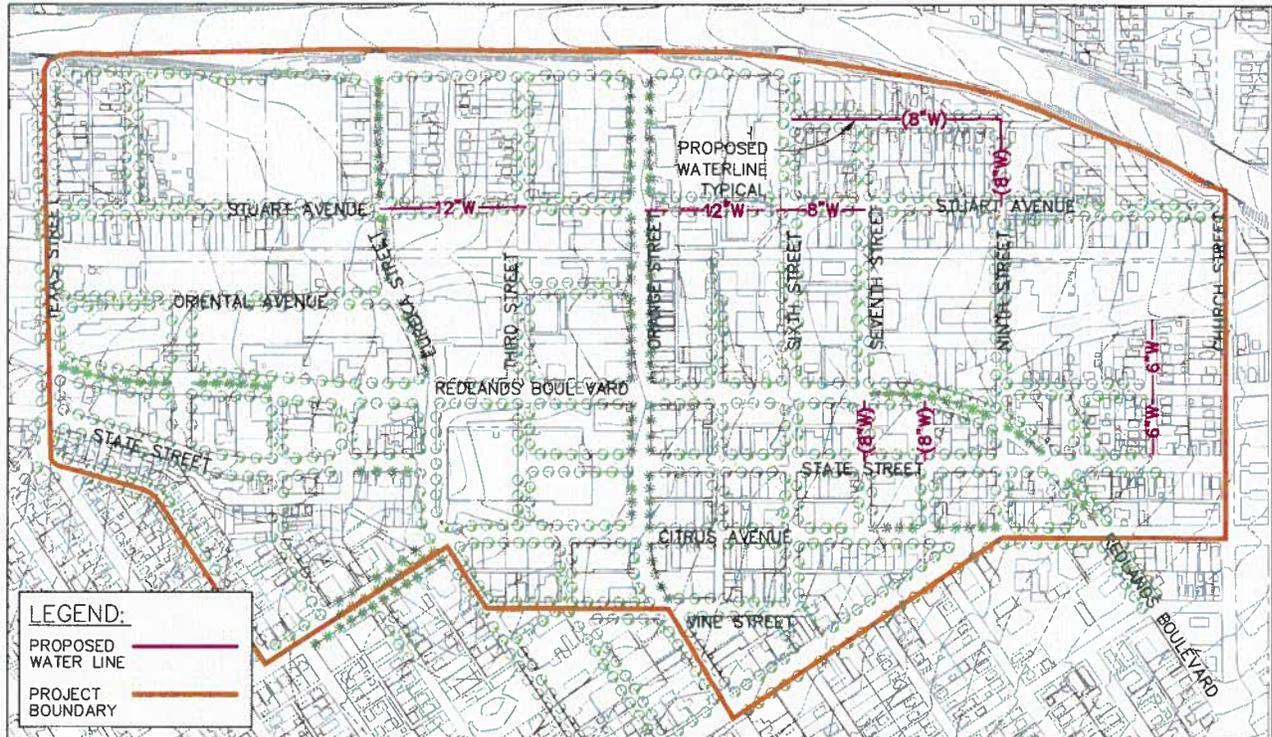
#### C. Drainage

Two major drainage projects have been planned for the Downtown area by the City's Municipal Utilities and Engineering Department. Each are shown in the figure to the right below. In order to adequately convey drainage from the project area, these systems together with system extensions shown the reference figure will be required.

#### D. Dry Utilities

As new development occurs, undergrounding of utilities shall be required for lines that are less than 66 kV. For lines 66kV or greater, the City may consider working with a developer to utilize existing undergrounding funds to underground these larger utilities.

Proposed Water System

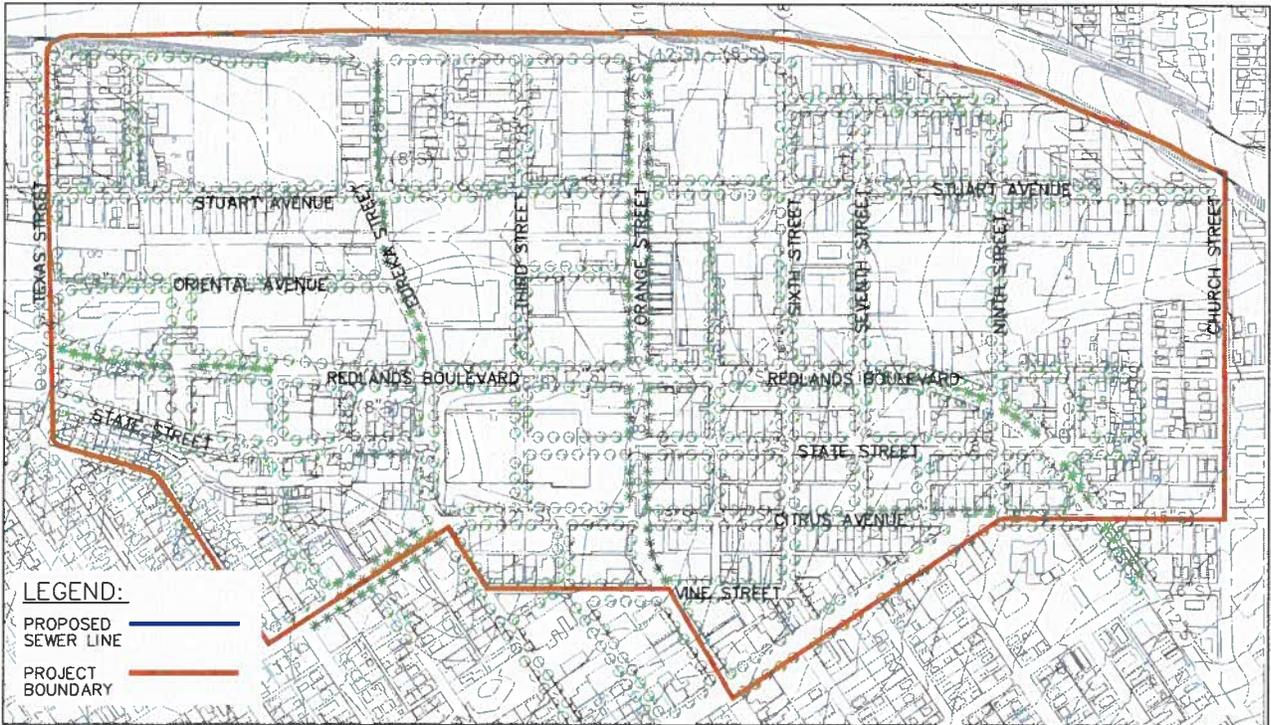


Proposed Water System

## 2 THE PLAN

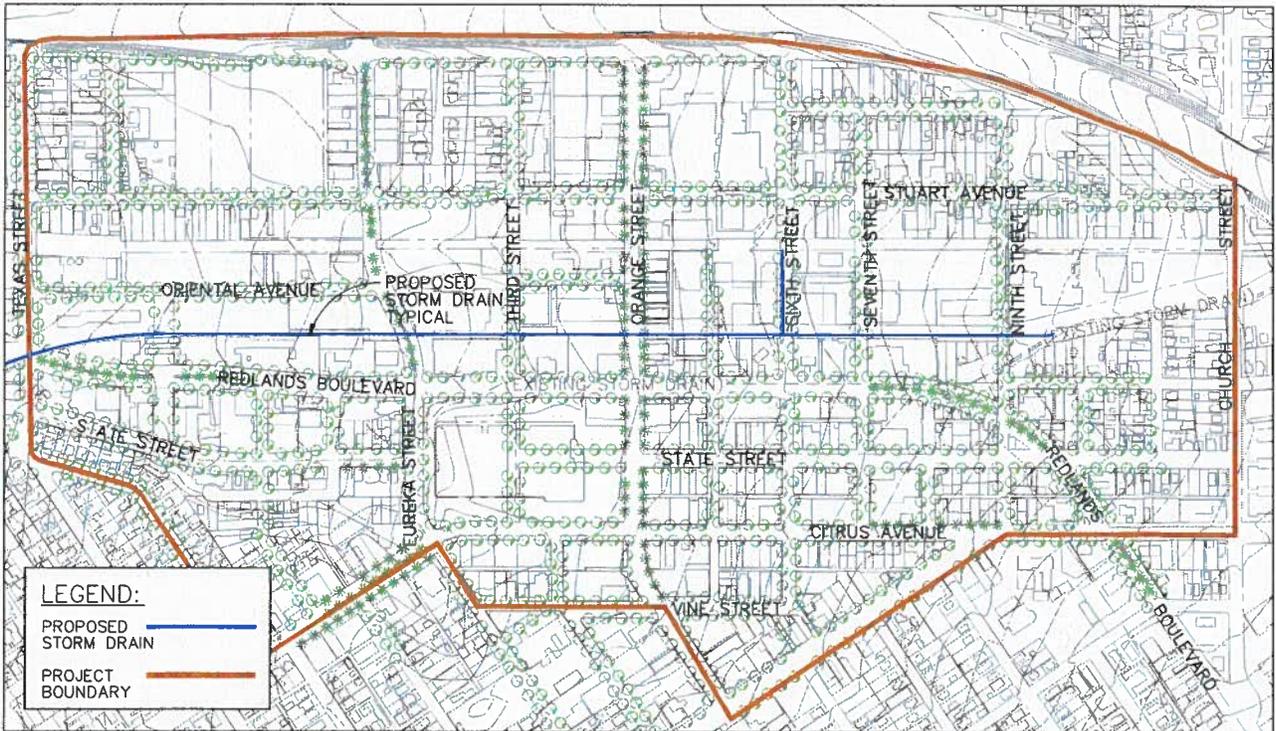
### 2.6 INFRASTRUCTURE

*Proposed Sewer System*

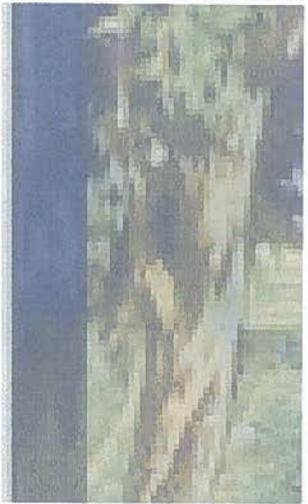


*Proposed Sanitary Sewer System*

*Proposed Storm Drain System*



*Proposed Storm Drain System*





### **3. Standards & Guidelines For Development**

### 3 STANDARDS & GUIDELINES

#### 3.1 INTRODUCTION TO THE CODE

##### A. Introduction to the Code

This chapter provides the Mandated Standards and the Discretionary Guidelines that guide private development within the Specific Plan area. The Code is arranged through a **Regulating Plan**, which breaks Downtown into several zones. The Regulating Plan, which is on pages 56-57, regulates the specifics of development and prescribes how it should relate to the public realm and to existing built form.

This code is applied through '**Mandated Standards**' and '**Discretionary Guidelines**.' 'Mandated Standards' are *required for all future development*. Mandated Standards describe the architectural and landscaping forms that must be used to maintain the appropriate character in Downtown. 'Discretionary Guidelines' are *suggested to developers to further this intent, but are not compulsory*. The appropriateness of each Guideline is best determined on a site-by-site basis.

When used in this Specific Plan, the words "shall", "must", "is to", "are to", "is/are (not) permitted", and "is/are restricted/allowed" refer to Mandated Standards that are enforceable by law, while the word "should" or "may" refer to Discretionary Guidelines that are encouraged, but not mandatory. Interpreting any provision of this Code shall be the responsibility of the Development Services Department and the Development Services Director.

The Code is separated into four elements, each of which describes related Standards and Guidelines:

**A1. Land Use Standards:** These Standards list the various land uses permitted and not permitted in each area of the Regulating Plan.

##### How the review process works:

Once your application has been received by the Development Services Department it is reviewed by a Planner for completeness. If required information is missing, he/she will send you a letter that tells you what is missing. When the application is deemed complete, it will be stamped received and the development review process will begin.

Development projects are first considered by the Development Review Committee, which identifies technical issues that are reviewed with the application. Next a project goes to the Environmental Review Committee, which evaluates the project's impacts on the environment and recommends mitigation measures. At the Planning Commission meeting your application will be presented by a Planner and discussed. You are encouraged to attend and join the discussion. The Commission can decide to take the following actions: to approve the application, to approve it with stipulations or as amended, to postpone it for added information, or they may vote to deny the application. You will be notified of the results by mail. If your application was denied, this mailing will detail the steps you need to take if you wish to appeal to the City Council.

**A2. Building Standards and Guidelines:** These regulations identify Standards that relate to:

- Floor-area-ratio
- Density
- Building form (height and length)
- Lot coverage
- Frontages
- Setbacks
- Location of Parking
- Vehicular Access
- Encroachments
- Flood Mitigation

These regulations also identify guidelines that relate to:

- Frontage Types
- Building Types

**A3. Architectural Standards and Guidelines:** These standards and guidelines discuss the architectural character of Downtown Redlands, provide specific standards, and give design suggestions for architectural elements and features.

**A4. Landscaping Standards and Guidelines:** These standards and guidelines ensure that landscape features will give a dynamic character to private development and relate directly to the public realm, provide specific standards, and give suggested landscaping features for the Plan area that are compatible for Downtown.

This Code amends the regulations of the Downtown Specific Plan. All future development in the Plan area shall be consistent with the Specific Plan provisions contained in this document. For information regarding Nonconforming Buildings and Uses see the Redlands Municipal Code.

All forms and uses shall be subject to the applicable provisions of the Zoning Ordinance of the City of Redlands. Where differences between the Specific Plan and Zoning Ordinance occur, the Specific Plan shall prevail. When the Specific Plan does not address a particular issue or rule, the Zoning Ordinance shall prevail.

A change of occupancy shall require compliance with the Certificate of Occupancy procedures of the Zoning Ordinance of the City of Redlands.

##### B. Zone Descriptions

The Specific Plan area is divided into nine sub-areas that are applied to individual properties, as shown on the Regulating Plan on the following pages. The zones organize the Downtown into areas with different urban form and regulations.

**B1. Town Center:** The Town Center zone is applied to areas south of Pearl Avenue, north of Citrus Street, mainly between Eureka and Orange. The zone is characterized by largely continuous commercial and mixed-use development that presents a consistent face to the street with little space between buildings. Ground floors are activated with retail and flex-uses, with different uses at the upper levels. The intent of the Town

### 3 STANDARDS & GUIDELINES

#### 3.1 INTRODUCTION TO THE CODE

Center area is to augment the central core area of Downtown, so that auto-dominated uses are discouraged, streetscapes are pedestrian-friendly in character, and off-street parking is mandated either in public garages or away from street frontages, behind buildings.

**B2. Corridor 1:** The Corridor 1 zone is applied to Eureka Street as a connector to the Town Center, both from the 10 freeway southward and from the residential neighborhoods northward. Its development is appropriated for a high traffic volume street that is also pedestrian friendly and complimentary to the rest of Downtown. The buildings in this area are of similar height and intensity as buildings in the Town Center and accommodate mixed-use residential and a wider array of permitted uses. The streetscape is urban in character with large trees to mitigate the automobile dominance of the street.

**B3. Corridor 2:** The Corridor 2 zone is applied to Orange Street, the principle pedestrian north-south axis from the rail station, along the edge of the Town Center and into the State Street district. The intent of the Corridor is to act as a north-south seam between the State Street district and the new Town Center. It is designed as a pedestrian-oriented street with wide sidewalks and traffic calming measures. The buildings in this area are less intensive than those along the Eureka Corridor and continuous with the historical character of the State Street district. Urban standards for this Corridor are sensitive to the historic fabric of pre-existing buildings and urban form along Orange Street.

**B4. Corridor 3 East and West:** The Corridor 3 East and West zones are applied to Redlands Boulevard, on the two sides of the Town Center as a major thoroughfare to and from the Town Center. This Corridor is divided into two sections in order to differentiate the permitted, conditionally permitted, and prohibited land uses, as well as the different urban standards in each area. Corridor 3 West will transition from car-related commercial uses to a high-density residential and mixed use development pattern. The buildings along Corridor 3 are similar in intensity to Corridor 1 (Eureka Street). Corridor 3 East acts as an important connector between the State Street and Orange Street areas.

**B5. State Street District:** The State Street District zone is applied to historical State Street, the current pedestrian-oriented heart of Redlands, between Orange and 9th Street. The District also extends south towards Citrus Avenue. Through restoration, rehabilitation and infill, the distinct historical character of the original three blocks east of Orange Street are preserved as a vital, pedestrian-oriented area. At the same time this form is extended outward.

**B6. Neighborhood 1:** The Neighborhood 1 zone is applied to areas immediately around the Town Center. This zone helps to provide a transition between the less dense and primarily single-family residential areas within the Neighborhood 2 zone and the denser Town Center and State Street District. The uses are primarily residential with permitted office and small

scale retail. The intensity of development in the zone in most places is meant to leverage its proximity to the freeway and the rail tracks.

**B7. Neighborhood 2:** The Neighborhood 2 zone is applied to areas on the edges of the Plan area. The character of existing historical single-family neighborhoods is preserved through rehabilitation and through recommendations that create residential typologies that are seamless with pre-existing neighborhoods.

**B8. Transit Village Overlay:** The Transit Village Overlay is applied to those properties that are within 1/4 mile of the transit station. The Overlay supports mixed use developments, a mix of housing types and enhanced pedestrian and bicycle access to the transit station. A residential density bonus of 25% may be granted pursuant to entering into a development agreement with the City.

**B9. Service Commercial:** The Service Commercial zone is applied to an area at the Northeast corner of the Specific Plan; located between 7th Street and Church Street, South of the Interstate 10 Freeway. The area contains a mix of uses consisting of heavy commercial, light industrial and single family residential uses. The Service Commercial zone is intended to preserve the existing businesses in this area and encourage new local service businesses on vacant or underutilized parcels or rehabilitation-conversion of existing residential building to non-residential uses such as offices or small scale retail.

#### C. Split-Zone Parcels

Sometimes a parcel has more than one zoning designation. These "split zoning" designations are included to reflect the character desired for the adjacent street spaces. In the case of a "split zoning" designation where buildings are designed across two zones, development should reflect the desired character of their adjacent

##### How to use this Code:

1. Verify that your site is within the boundaries of this Specific Plan by looking at the map on the pages 56-57 and reading the Legal Description in the Appendix.
2. Read this Introduction page and then determine what zone your site is in by looking at the map on pages 56-57.
3. Look at the standards and guidelines that relate to your zone in each section of the Code. Note that some standards and guidelines are applied to the entire Plan area.
4. You should use these standards and guidelines as you develop and design your project. These standards and guidelines were developed in order to create a coherent sense of place.
5. Finally, talk to the Development Services Department if you have questions or concerns. The Development Services Department is responsible for administering the Specific Plan.

### **3 STANDARDS & GUIDELINES**

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#### **3.1 INTRODUCTION TO THE CODE**

streets as per zoning. This may result in individual buildings of varying heights and blocks with building or parts of buildings with different densities. It should be assumed that depth of a Corridor zone is 40-60' depending on the design and the nature of the building. The Development Services Director has discretion to determine the exact dimensions of the zone.

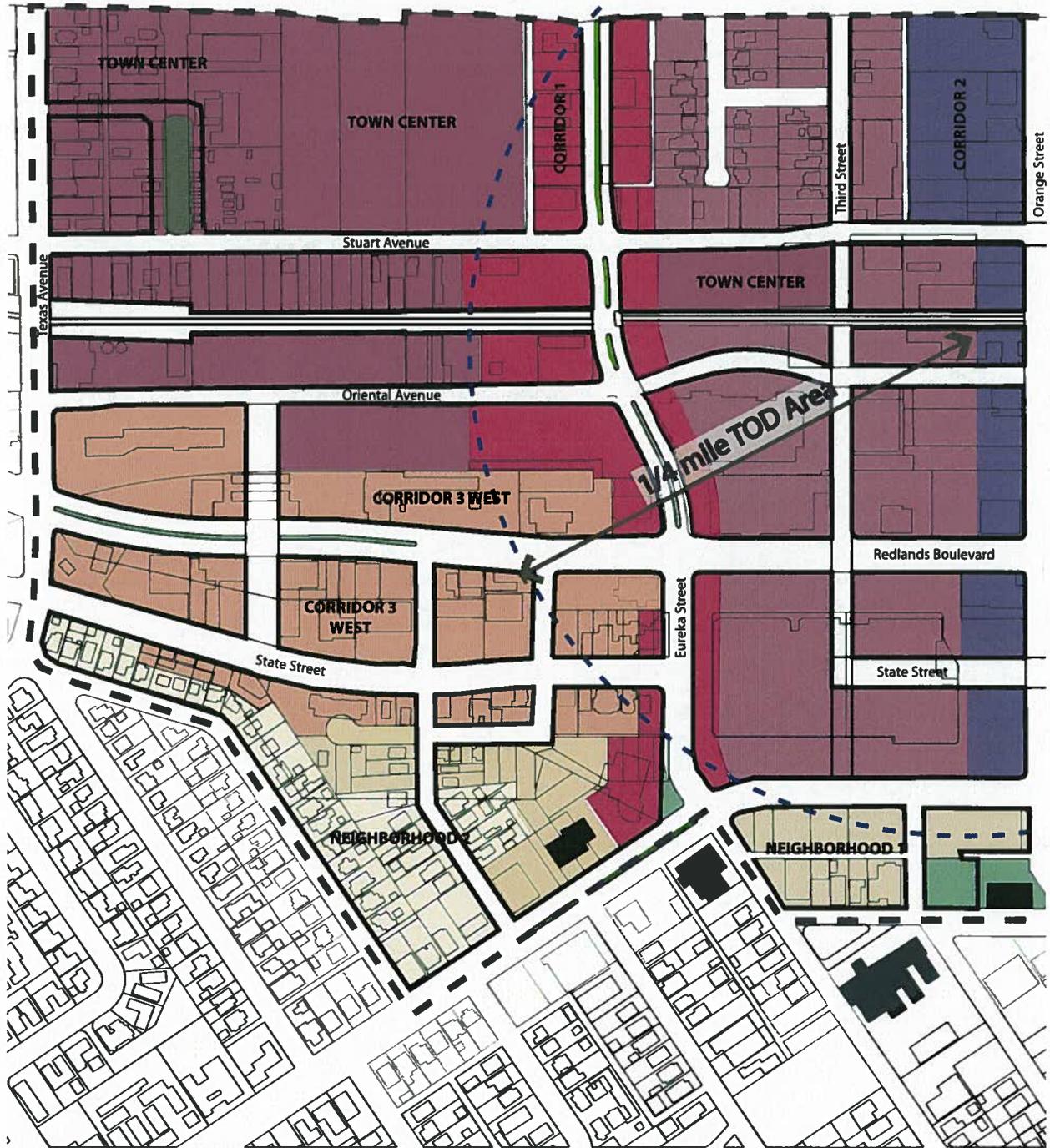
### **3 STANDARDS & GUIDELINES**

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#### **3.1 INTRODUCTION TO THE CODE**

### 3 STANDARDS & GUIDELINES

#### 3.2 REGULATING PLAN

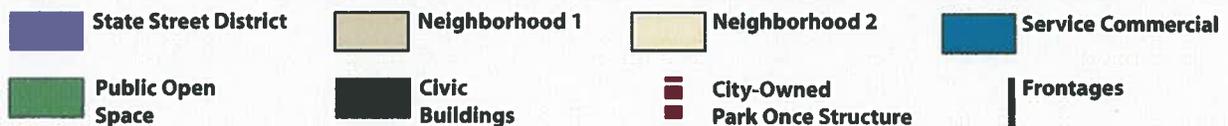
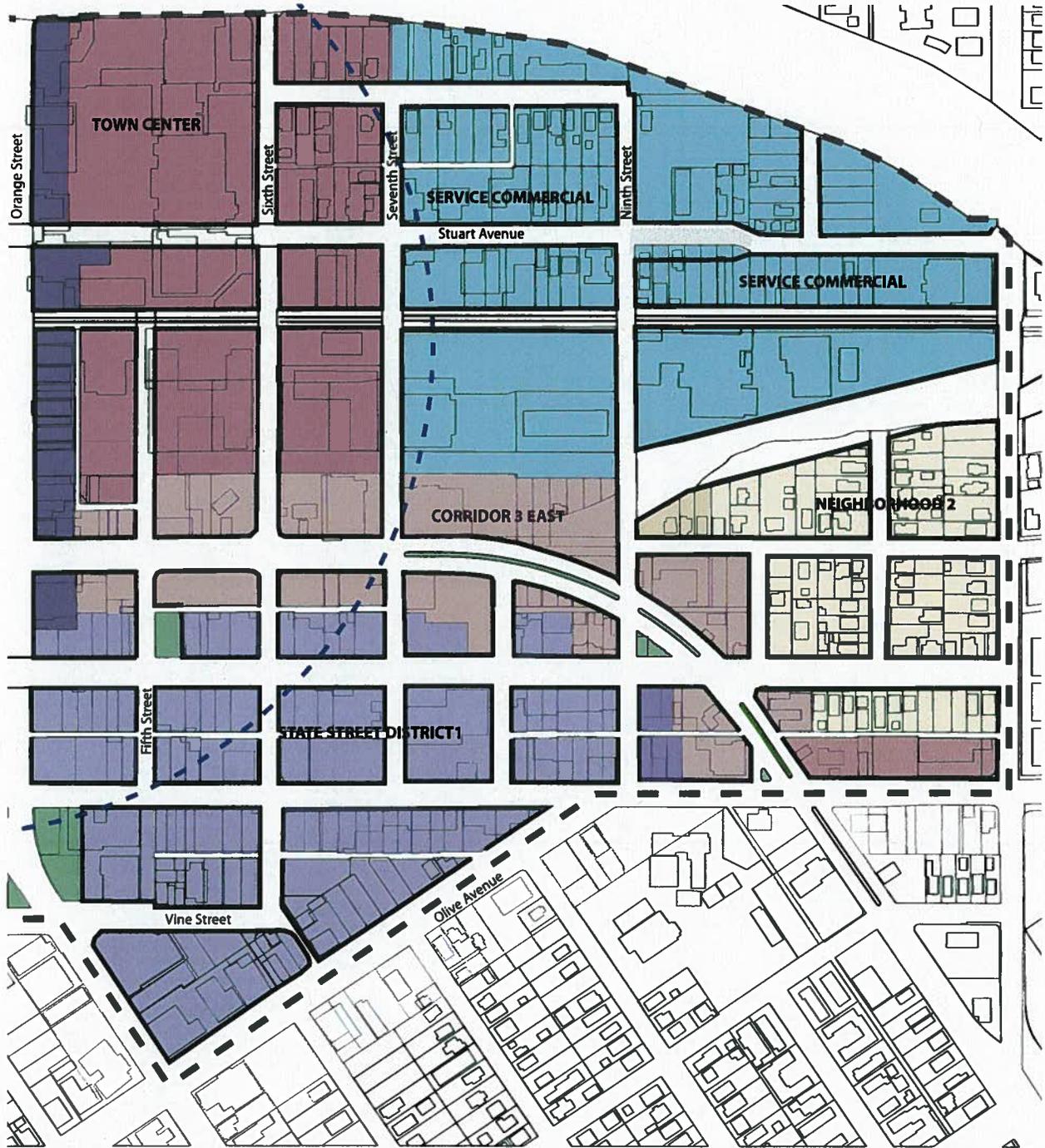


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### 3 STANDARDS & GUIDELINES

#### 3.2 REGULATING PLAN



### 3 STANDARDS & GUIDELINES

#### 3.3 LAND USE

##### A. Land Use

In this Specific Plan, land use is secondary to form. However, designating general areas for preferred land uses and addressing permitted/prohibited uses helps to create a more unified

development pattern in Downtown Redlands. This table identifies permitted, conditionally permitted, and prohibited land uses. Some uses are permitted only above the ground floor, meaning

	Type of Use	Town Center	Corridor 1 (Eureka)
Commercial - Office	<i>Administrative and office</i>	PA	PA
	<i>Shopping center*</i>	CUP	CUP
Retail	<i>Automobile and motorcycle sales (new)</i>	X	X
	<i>Auto parts and accessories</i>	X	X
	<i>Building supplies and services</i>	CUP	CUP
	<i>Business supply retail</i>	P	P
	<i>Convenience sales</i>	P	P
	<i>Drive-thru restaurants</i>	X	X
	<i>Eating/drinking establishments (no drive-thru facilities)</i>	P	P
	<i>Erotic books and paraphernalia</i>	X	X
	<i>Food and beverage retail sales</i>	P	P
	<i>Furniture sales (including antique sales)</i>	P	P
	<i>General merchandise</i>	P	P
	<i>Liquor sales general (off sale)</i>	CUP	CUP
	<i>Nurseries, garden supplies</i>	X	X
	<i>Specialty retail sales (e.g. clothing, books, art, etc.)</i>	P	P
	<i>Wine sales primarily (off sale)</i>	P	P
Services	<i>Automotive repair services (brake, muffler, painting, etc.)</i>	X	X
	<i>Automotive service station</i>	X	X
	<i>Beauty parlor/ nail salon</i>	PA / CUP	PA / CUP
	<i>Banks and credit unions</i>	P	P
	<i>Barber shop</i>	PA / CUP	PA / CUP
	<i>Building maintenance services</i>	PA	PA
	<i>Business support services</i>	P	P
	<i>Cinema / theater</i>	CUP	CUP
	<i>Communication services</i>	P	P
	<i>Consignment store/ pawn shop</i>	CUP	X
	<i>Drapery and carpet service</i>	CUP	CUP
	<i>Drive-thru, non-financial</i>	CUP	X
	<i>Drive-thru financial</i>	CUP	CUP
	<i>Drug store, pharmacy</i>	P	P
	<i>Dry cleaning</i>	P	P
	<i>Entertainment, including small performance venues</i>	P	P
	<i>Financial, insurance and real estate services</i>	PA / CUP	PA / CUP
	<i>Laundromat</i>	CUP	CUP
	<i>Massage parlor</i>	X	X
	<i>Medical/health care services (Includes medical massage)</i>	P	P
<i>Office equipment and service</i>	P	P	
<i>Parking structure - Public or Private</i>	CUP	CUP	
P - Permitted Use    CUP - Permitted by Conditional Use Permit    X - Not Permitted    PA - Permitted Above First Floor			

\* A building or set of buildings which contain retail units with interconnecting walkways, enabling visitors to easily walk from unit to unit. Includes "strip mall": open area shopping center with stores are

arranged in a row, with a sidewalk in front. Typically developed as a unit and have large street-facing parking lots.

### 3 STANDARDS & GUIDELINES

#### 3.3 LAND USE

that they may exist in mixed-use buildings. A land use that is not listed in the table requires discretionary approval on a case-by-case basis. When proposed development abuts an established existing

use, such new or remodeled development shall be designed to minimize adverse impacts of the existing use.

Corridor 2	Corridor 3 West	Corridor 3 East	State Street District	Neighborhood 1	Neighborhood 2	Service Commercial*
PA	P	P	P	P	CUP	P
CUP	CUP	CUP	X	CUP	X	CUP
X	CUP	CUP	X	X	X	CUP
P	P	P	X	X	X	P
CUP	P	P	X	X	X	P
P	P	P	P	X	X	P
P	P	P	P	CUP	CUP	P
X	CUP	CUP	X	X	X	X
P	P	P	P	P	X	P
X	X	X	X	X	X	X
P	P	P	P	P	CUP	P
P	P	P	P	X	X	P
P	P	P	P	X	X	P
CUP	CUP	CUP	X	CUP	X	X
X	P	P	X	X	X	P
P	P	P	P	CUP	X	P
P	P	P	P	CUP	X	P
X	CUP	CUP	X	X	X	CUP
X	CUP	CUP	X	X	X	CUP
PA / CUP	P	P	PA / CUP	X	X	X
P	P	P	P	X	X	P
PA / CUP	P	P	PA / CUP	X	X	P
PA	P	P	X	X	X	P
P	P	P	P	X	X	P
CUP	CUP	CUP	X	X	X	X
P	P	P	P	CUP	CUP	P
X	X	X	X	X	X	CUP
CUP	P	P	CUP	X	X	P
X	CUP	CUP	X	X	X	X
CUP	CUP	CUP	X	X	X	CUP
P	P	P	P	X	X	P
P	P	P	P	X	X	P
P	P	P	P	X	X	X
PA / CUP	P	P	PA / CUP	PA / CUP	X	P
CUP	CUP	CUP	X	X	X	X
X	X	X	X	X	X	X
P	P	P	P	X	X	P
P	P	P	P	X	X	P
CUP	CUP	CUP	CUP	CUP	X	CUP

PA / CUP - Permitted Above First Floor Subject to Conditional Use Permit

\* All permitted uses and conditionally permitted uses listed in chapter 18.100 (Commercial Industrial District) of The Redlands Municipal Code shall be permitted or conditionally permitted in the Service Commercial District.

Should a conflict exist between the uses listed as permitted or conditionally permitted in the CM District and The Specific Plan, the more restrictive language shall apply.

### 3 STANDARDS & GUIDELINES

#### 3.3 LAND USE

	Type of Use	Town Center	Corridor 1 (Eureka)
Services (Continued)	<i>Personal services (see list of acceptable services below)</i>	P	P
	<i>Pest control</i>	X	X
	<i>Pet grooming / training</i>	CUP	CUP
	<i>Professional services</i>	P	P
	<i>Social Service Agencies</i>	P	X
	<i>Tattoo parlor</i>	X	X
	<i>Thrift store</i>	X	X
Residential and Lodging	<i>Bed and breakfast</i>	X	X
	<i>Hotel</i>	CUP	CUP
	<i>Live/Work units</i>	P	P
	<i>Residential units in mixed projects above retail uses on first floor</i>	P	P
	<i>Multi-family</i>	P	P
	<i>Single family detached</i>	X	X
Civic and Public	<i>Administrative Civic</i>	P	P
	<i>Cultural Civic</i>	P	P
	<i>Gymnasium and health clubs</i>	CUP	CUP
	<i>Religious</i>	CUP	CUP
	<i>Schools</i>	PA / CUP	PA / CUP
	<i>Service clubs and lodges</i>	PA / CUP	PA / CUP
Miscellaneous	<i>Artist Studio / Gallery</i>	P	P
	<i>Auto and truck rental</i>	X	X
	<i>Camper, mobile home sales and service</i>	X	X
	<i>Cell towers</i>	CUP	CUP
	<i>Citrus packing house</i>	P	X
	<i>Electrical equipment sales and service</i>	P	P
	<i>Equipment rental</i>	X	X
	<i>Trade, Vocational &amp; Business Schools</i>	PA / CUP	X
	<i>Emergency Shelter &amp; Transitional Housing</i>	X	X
	<i>Furniture re-upholstery</i>	X	X
	<i>Machinery, equipment, supplies</i>	X	X
	<i>Plumbing, heating, refrigeration service and supplies</i>	X	X
	<i>Radio and transmitter towers</i>	X	X
	<i>Sign companies</i>	P	P
	<i>Tire retreading</i>	X	X
	<i>Van and storage</i>	X	X
	<i>Veterinary clinics, animal boarding</i>	CUP	X
<i>Warehouses and contractor storage yards</i>	X	X	
P - Permitted Use CUP - Permitted by Conditional Use Permit X - Not Permitted PA - Permitted Above First Floor			

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The following are acceptable Personal Services. Personal Services other than those listed here are not permitted.

Balloon-o-gram services  
Catering services  
Color consulting services  
Consumer buying services

Credit card notification services (i.e., lost or stolen card reporting)  
Discount buying services  
Electrolysis (i.e., hair removal) salons

Estheticism (i.e., skin care) services  
Hair replacement services  
Make-up (except permanent) salons

### 3 STANDARDS & GUIDELINES

#### 3.3 LAND USE

Corridor 2	Corridor 3 West	Corridor 3 East	State Street District	Neighborhood 1	Neighborhood 2	Service Commercial*
P	P	P	P	X	X	P
X	X	X	X	X	X	P
CUP	P	P	P	X	X	P
P	P	P	P	P	X	P
X	X	X	X	X	X	P
X	X	X	X	X	X	P
X	X	X	X	X	X	X
X	X	X	X	P	P	X
CUP	CUP	CUP	CUP	X	X	CUP
P	P	P	P	P	X	P
P	P	P	P	P	X	P
P	P	P	X	P	P	X
X	X	X	X	P	P	X
P	P	P	P	P	X	P
P	P	P	P	P	X	P
CUP	CUP	CUP	CUP	X	X	P
CUP	CUP	CUP	CUP	CUP	CUP	CUP
PA / CUP	PA / CUP	PA / CUP	X	CUP	CUP	CUP
PA / CUP	PA / CUP	PA / CUP	X	X	X	P
P	P	P	P	P	P	P
X	CUP	CUP	X	X	X	P
X	X	X	X	X	X	CUP
CUP	CUP	CUP	CUP	X	X	CUP
X	X	X	X	X	X	P
P	P	P	P	X	X	P
X	P	P	X	X	X	P
X	P	P	X	X	X	P
X	X	X	X	X	X	P(1000' Separation)
X	CUP	CUP	X	X	X	P
X	X	X	X	X	X	P
X	CUP	CUP	X	X	X	P
X	X	X	X	X	X	X
P	P	P	X	X	X	P
X	X	X	X	X	X	X
X	X	X	X	X	X	P
X	CUP	CUP	X	X	X	P
X	X	X	X	X	X	P

PA / CUP - Permitted Above First Floor Subject to Conditional Use Permit

Acceptable Personal Services, continued:

Party Planning services	Scalp treating services	Valet parking services
Personal shopping services	Shoeshine and shoe repair services	Wedding Planning services
Photo finishing services	Sun tanning salons	Weight loss centers, non-medical
Photographers	Tailors	

### 3 STANDARDS & GUIDELINES

#### 3.4 BUILDING STANDARDS AND GUIDELINES

This Section defines the relationship between individual buildings and the public realm.

Pages 62-69 lay out the Building Standards and guidelines that each development should follow, including a section on sustainability.

Pages 70-71 discuss flood control mitigation interventions. All developers must be aware of flood mitigation standards and guidelines, which are an important consideration in the Downtown area.

Pages 72-75 suggest a menu of proposed frontage types, explaining which zones are appropriate for each.

Pages 76-81 provides a menu of suggested building types, explaining which zones are appropriate for each.

Refer to the Landscape Guidelines Section 3.6 for information about ways frontages can be further enhanced.

Refer to the Architectural Guidelines Section 3.5 for more information regarding appropriate design for the Specific Plan area.

##### A. Building Standards and Guidelines

These building regulations relate to the interface between the public and private realms, where individual buildings meets the public arena. Clarifying the nature of this interaction is important for establishing and maintaining a certain character in Downtown Redlands.

The most important element in defining the public realm is the "street wall", which is made up of building facades built on a "frontage line." The frontage line is the line to which a building *must be* built. The frontage line is the opposite of the "setback" line in that a setback line establishes the *minimum* front yard, with buildings permitted to be located further back from that minimum dimension. Conversely, a frontage line requires that buildings must be built up to the frontage and are not permitted to be located further back from that line. This ensures a tight street wall that is more friendly to pedestrians and more visually appealing.

The building regulations in this section relate to:

- Floor-area-ratio
- Density
- Building form (height and length)
- Lot coverage
- Frontages
- Setbacks
- Location of parking
- Vehicular access
- Encroachments
- Flood mitigation measures \*
- Suggested frontage types
- Suggested building types

\* Most of Downtown Redlands lies within a flood plain. In order to minimize potential damage from flooding, mitigation measures shall be undertaken that raise the ground level on all new retail, commercial, and multi-family developments to safe levels. Mitigation measures should comply with all ADA and related requirements for accessibility. They should provide safe and easy access for all people into buildings. Ramps and related measures should interfere with the public realm as little as possible and encroach minimally in to the pedestrian's path along the sidewalk. See pages 70-71 of this section for a discussion of the specific mitigation measures required along with suggested ramping configurations for handicapped access.

### 3 STANDARDS & GUIDELINES

#### 3.4 BUILDING STANDARDS AND GUIDELINES

##### B. Goals

1. Buildings should have frontages that help define and enliven the public realm. Care should be given to create building facades that are engaging and scaled to the pedestrian.
2. Frontages should be built that orient buildings to the street with clear fronts and backs.
3. New frontages should be designed so that they are compatible with existing fabric in order for them to be integrated with the historical character and scale of the area.
4. The more urban the setting and the greater intended spatial definition, the greater the frontage occupancy should be.
5. It is not desirable that any voids in frontage occupancy are located at block corners. This helps to establish a street wall that will appropriately define the public realm.
6. Occupied frontage that is located at block corners should have two primary facades (composed of the same materials) that are oriented to the two streets.
7. Buildings should be designed to mitigate their environmental impact in relation to solid waste generation and energy use during construction and over the life of the building.

##### C. A Note on Density

In the Building Standards table in this section, the Specific Plan includes density requirements for the Plan area. The goal of these standards is to promote smart growth in downtown Redlands. This means 'getting the density right' so that there is enough critical mass to support transit, retail, commercial, and service uses all within walking distance of each other and of housing options.

In downtown Redlands, this means that density should be concentrated around the transit station so that Downtown has a significant number of residents and jobs per acre. Achieving the correct density must go hand in hand with ensuring transit accessibility, increasing the diversity of development and housing types and seeking out quality urban design and building practices, in order for the City to achieve its smart growth objectives.

##### D. Transit Village Overlay

In accordance with the Transit Village Development Act of 1994, the City of Redlands is incorporating the following goals, policies and standards that pertain to an area identified herein as the Transit Village Overlay.

Within the Transit Village Overlay area a density bonus for residential uses of 25 percent may be granted pursuant to a developer entering into a development agreement with the City of Redlands.

The standards and guidelines and land use plan promote public and private investment to accomplish the following:

1. Provide for an area centered around a transit station that is planned and designed so that residents, workers, shoppers, and other find it convenient and attractive to patronize transit.
2. Provide for a mix of housing types, including apartments, within not more than a quarter mile of the transit station.
3. Provide for retail, entertainment and civic uses in proximity to the transit station.
4. Provide attractive well designed landscaped pathways that provide viable pedestrian and bicycle access to the transit station.
5. The design of the transit system shall encourage and facilitate intermodal service and access by other modes other than single occupant vehicles.

The City anticipates that there will be demonstrable public benefits beyond the increase in transit usage by creating the Transit Village Overlay area as follows:

1. A reduction in traffic congestion and a reduction in the need for parking for uses within the transit village overlay area.
2. Improvement to air quality as there will be less dependence upon single occupant vehicles for travel.
3. Increased transit revenue yields as there will be more potential users of transit given the intensity of development within the Transit Village Overlay.
4. Increased ability to provide higher density housing and thereby increasing the potential number of affordable housing units in the area.
5. Redevelopment of underdeveloped and underutilized parcels within the area.
6. Expansion of opportunities for live-travel options for transit needy groups.
7. Promotion of infill development.
8. Promotion of a safe, attractive, pedestrian-friendly environment around the transit station and connecting to the downtown.
9. Promotion of job opportunities.
10. Improved cost effectiveness through the use of existing infrastructure and available rail right of way.
11. Increased sales and property tax revenue.
12. Reduction in energy consumption.

### 3 STANDARDS & GUIDELINES

#### 3.4 BUILDING STANDARDS AND GUIDELINES

##### E. Environmental Footprint and Green Building Design Guidelines

The City supports projects that consider access of economic and recreational amenities, jobs, schools, transit, regional connectivity, and how to best preserve and limit impact on surrounding ecosystem. The following guidelines are intended to help architects, developers, and builders work towards a healthy city that supports a sustainable urban form, strong community, and thriving economy. The City Council is making a commitment to ensure that the construction of all new civic buildings within the Plan boundaries are LEED certified.

##### DEVELOPMENT INCENTIVES:

In order to accommodate new sustainable approaches and technologies, new incentives and programs can be adopted through a resolution that can be updated on a regular basis.

To encourage greater sustainability within the City of Redlands, the City is offering a FAR bonus to projects that employ one or more of the environmentally friendly development strategies:

- 1) become eligible for a Leadership in Energy and Environmental Design (LEED) Silver designation; and/or
- 2) use roof(s) for storm water management (e.g. green roofs), and/or energy production (e.g. solar collectors); and/or
- 3) save and preserve a historic structure or a contributing structure to a historic district.

Additionally, to expand the amount of green space in the City, projects that cannot fulfill their on-site open space and/or green space requirements may receive development permits by building: a community garden, stormwater parkway, or retrofitted green sidewalk extension in the immediately adjacent or surrounding area of the development.

A community garden is defined as: an area dedicated to growing fruits, vegetables, flowers, and plants accessible to community members.

A stormwater parkway is defined as: an dedicated area in the public right of way with permeable surfaces and plants intended to capture and filter stormwater runoff from streets.

A retrofitted green sidewalk extension is defined as: an extension or bulbout in the sidewalk intended to provide room for plants, trees, and street furniture acting as a pocket park.

##### E1. Green Building Design Guidelines:

1. Buildings shall be designed with solar orientation with each elevation responding appropriately to its orientation. Possible ways of designing a project for solar orientation are:
  - a. Building overhangs and spectrally-selective glazing should be used to reduce solar heat gain on windows. Do not use heavily tinted glass unless necessary for security or privacy purposes.
  - b. South facing elevations should incorporate overhangs.
  - c. Design roofs on the south side of buildings to allow for the installation of photovoltaic panels. Centralize rooftop equipment to allow for greater roof area available for photovoltaics.
  - d. Minimize paved areas to lessen heat buildup around the building that will add to the load on the building envelope. Provide landscaped planters adjacent to buildings to influence the microclimate found around the building.
  - e. Provide fins, louvers, landscaping, and/or other shade devices on east and west facing windows of buildings to reduce solar gain and glare.
  - f. Consider providing exterior finishes with high reflectivity and high thermal emittance or wall shading elements to reduce solar gain.
  - g. Use reflective roofing products or "green roofs" to reduce cooling loads.
  - h. Design windows to maximize daylight and views. Consider passive daylighting strategies that bring daylight deep into occupied spaces such as:
    - High Ceilings
    - Light colored interior surfaces
    - High clerestory windows
    - Light shelves
  - i. Use light sensors to reduce use of electricity when adequate daylight exists.
  - j. Use roof monitors for daylighting upper floors.
  - k. Shape and plan the interior to enhance daylight distribution. Orient buildings so that maximum solar exposure is north and south facing, where solar control is easiest, and minimum exposure is east and west facing.
  - l. Integrate energy producing equipment such as wind turbines and photovoltaic equipment into the architectural design of buildings.
2. Consider providing changing rooms, lockers & showers for cyclists & joggers.
3. Consider incorporating thermal mass into building structure.
4. Specify recycling of demolition & construction waste in construction contracts.
5. Where possible use narrow floor plates for access to daylight, views & natural cooling. Consider designing floor plans that give north and south elevations the most exposure to sunlight allowing for deep penetration of natural light into the core of buildings.
6. Consider installation of Energy Star appliances and low-flow water fixtures.
7. Insulate building envelop and HVAC systems to prevent heat/gain loss.
8. Utilize tankless water heaters.
9. Design for natural ventilation by utilizing: operable windows; aligning building on street grid to capture prevailing breezes for reduced summer energy demands for cooling.

##### E2. Outdoor Space (green, permeable, pedestrian oriented)

1. Expand tree canopy.
2. Preserve existing mature trees where possible.
3. "Plant out" the public right of way and a building's private and semi-private space
4. Use permeable surfaces to absorb stormwater recharge ground water.
5. Design for rain gardens, bioswales, and stormwater retention ponds to and absorb stormwater and filter pollutants headed to discharge streams.
6. Widen sidewalks through development to support street dining and street furniture.

### 3 STANDARDS & GUIDELINES

#### 3.4 BUILDING STANDARDS AND GUIDELINES

##### E3. Transportation (Connectivity, Safety, Access)

1. Prioritize pedestrian and bicycle mobility.
2. Build alternative transit infrastructure (car free streets/paseos, bike lanes/parking, carshare-priority parking, transit stops, and shelters).
3. Price parking (peak pricing strategies for meters and garages).
4. Unbundle parking (parking spaces and units are sold and rented separately).
5. Build parking structures rather than surface lots.
6. Participate in employee parking cashout programs.

(According to a 2002 study "Down the Drain: The Impact of Sprawl on Colorado's Water Supply," a one-acre parking lot produces about 16 times the volume of runoff that comes from a one-acre meadow.)

##### E4. Water (Conservation, Storage, Reuse)

1. Install low flow appliances and fixtures.
2. Taylor water treatment to "end use" to reduce energy usage.
3. Reduce potable water use in buildings.
4. Capture rain water with cistern.
5. Use timed drip irrigation systems.
6. Re-use grey water for irrigation and landscaping.
7. Use permeable surfaces to absorb stormwater.
8. Use native species and drought-tolerant plants for landscaping.
9. Build green roof to capture stormwater, provide natural habitat.

##### E5. Sustainable Materials (healthy, long-lasting, low impact)

1. Use life cycle cost assessment when choosing materials.
2. Use renewable, reusable or recyclable building materials.
3. Apply low or Non-VOC paints, finishes, flooring, carpet, fixtures for improved air quality.
4. Design operable windows and mixed mode ventilation for indoor spaces.
5. Limit construction waste.
6. Provide on-site recycling and composite receptacles.
7. Re-use existing structures when possible.
8. Use rapidly renewable structures.
9. Use low/Non-VOC cleaning materials.
10. Minimize embodied and environmental impacts of material use.
11. Use local materials and readily available materials to reduce transportation miles.



### 3 STANDARDS & GUIDELINES

#### 3.4 BUILDING STANDARDS AND GUIDELINES

##### MANDATED STANDARDS

###### F. Standards

This Chart describes the MANDATED BUILDING STANDARDS that are specific to each zone in the Plan area. All new development in the Plan area shall be consistent with the provisions that pertain to their corresponding zone, contained in this Section.

When proposed development abuts an established existing use, such new or remodeled development shall be designed to minimize adverse impacts on the existing use. See the Appendix for definitions of terms.

		Zone Name	Town Center	Corridor 1	Corridor 2
		Description	Between Texas and 6th Streets, and between Citrus Ave. and Pearl Ave.	Eureka Street	Orange Street
<b>STANDARDS</b>	<b>Building Profile</b>	Floor Area Ratio (FAR) <sup>1</sup>	2.0, 3.0 with bonus <sup>2</sup>	2.0, 3.0 with bonus <sup>2</sup>	2.0, 3.0 with bonus <sup>2</sup>
		Density	30.04 DU / net acre. 25% density bonus within 1/4 mile of transit station	30.04 DU / net acre. 25% density bonus within 1/4 mile of transit station	30.04 DU / net acre. 25% density bonus within 1/4 mile of transit station
		Primary building <sup>4</sup> eave height	Min. 2 stories, max 5 stories, not to exceed 65'	Min. 2 stories, max 5 stories, not to exceed 65'	Min. 25', max 3 stories, not to exceed 45'. 4th and 5th floors OK with min. 6' additional setback above 3rd floor.
		Length <sup>3</sup>	80' maximum of any one building increment	80' maximum of any one building increment	80' maximum of any one building increment
		Lot Coverage	For lots up to 5000 SF, maximum coverage is 100%. For lots greater than 5000 SF, maximum coverage is 75%.	For lots up to 5000 SF, maximum coverage is 100%. For lots greater than 5000 SF, maximum coverage is 75%.	For lots up to 5000 SF, maximum coverage is 100%. For lots greater than 5000 SF, maximum coverage is 75%.
	<b>Frontages and Setbacks (continued on next page)</b>	Distance from Curb to Building Face	20' preferred. Where existing adjacent buildings are at distances < 15', new construction shall be at a minimum distance of at least 15'. Where existing adjacent buildings are at distances of between 15' and 20', new buildings shall align.	20' preferred. Where existing adjacent buildings are at distances < 15', new construction shall be at a minimum distance of at least 15'. Where existing adjacent buildings are at distances of between 15' and 20', new buildings shall align.	20' preferred. Where existing adjacent buildings are at distances < 15', new construction shall be at a minimum distance of at least 15'. Where existing adjacent buildings are at distances of between 15' and 20', new buildings shall align.
		Distance from Curb to Building Face on Side Streets	20' preferred. Where existing adjacent buildings are at distances < 15', new construction shall be at a minimum distance of at least 15'. Where existing adjacent buildings are at distances of between 15' and 20', new buildings shall align.	15' preferred, 10' minimum	15' preferred, 10' minimum
		Building Occupancy at Frontage Line (Frontage Occupancy)	90% minimum	80% minimum	90% minimum

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DUA = Dwelling Units per Acre  
 SF = Square Feet  
 < = Less Than  
 > = More Than

- Enclosed parking structures shall not be counted toward the calculation of Floor Area Ratio.
- To qualify for the FAR bonus, a project must do one or more of the following:
  - be eligible for a Leadership in Energy and Environmental Design (LEED) Silver designation; and/or

### 3 STANDARDS & GUIDELINES

#### 3.4 BUILDING STANDARDS AND GUIDELINES

##### MANDATED STANDARDS

Corridor 3 West	Corridor 3 East	State Street District	Neighborhood 1	Neighborhood 2	Service Commercial
<i>Redlands Blvd., west of Eureka St.</i>	<i>Redlands Blvd., east of Orange St.</i>	<i>State Street and surrounding blocks</i>	<i>Immediately surrounding the Town Center and State Street District</i>	<i>On the edges of the Specific Plan area</i>	<i>East of 7th Street, South of I-10</i>
1.75, 2.25 with bonus <sup>1</sup>	1.75, 2.25 with bonus <sup>2</sup>	1.0, 1.75 with bonus <sup>2</sup>	1.5, 2.0 with bonus <sup>2</sup>	1.0, 1.75 with bonus <sup>2</sup>	2.0 <sup>2</sup>
30.04 DU / net acre. 25% density bonus within 1/4 mile of transit station	30.04 DU / net acre. 25% density bonus within 1/4 mile of transit station	30.04 DU / net acre. 25% density bonus within 1/4 mile of transit station	30.04 DU / net acre. 25% density bonus within 1/4 mile of transit station	4 - 14.52 DU / net acre. 25% density bonus within 1/4 mile of transit station	30.04 DU / net acre. 25% density bonus within 1/4 mile of transit station
Min. 25', max 5 stories, not to exceed 65'	Min. 2 stories, max 5 stories, not to exceed 65', except when directly adjacent to Corridor 2, where max is 3 stories, not to exceed 45'	Max 3 stories, not to exceed 45'	Min. 2 stories, max 4 stories, not to exceed 55'. Max height of 65' can only occupy up to 60% of a parcel	Max 2.5 stories, not to exceed 35'	3 stories, not to exceed a maximum height of 55'
120' maximum of any one building increment	120' maximum of any one building increment	60' maximum of any one building increment	80' maximum of any one building increment	60' maximum of any one building increment	Not Applicable
For lots up to 5000 SF, maximum coverage is 100%. For lots greater than 5000 SF, maximum coverage is 75%	For lots up to 5000 SF, maximum coverage is 100%. For lots greater than 5000 SF, maximum coverage is 75%	For lots up to 5000 SF, maximum coverage is 100%. For lots greater than 5000 SF, maximum coverage is 75%	For lots up to 5000 SF, maximum coverage is 80%. For lots greater than 5000 SF, maximum coverage is 75%	For lots up to 5000 SF, maximum coverage is 70%. For lots greater than 5000 SF, maximum coverage is 60%.	Maximum Lot Coverage is 50%
20' preferred. Where existing adjacent buildings are at distances < 15', new construction shall be at a minimum distance of at least 15'. Where existing adjacent buildings are at distances of between 15' and 20', new buildings shall align	20' preferred. Where existing adjacent buildings are at distances < 15', new construction shall be at a minimum distance of at least 15'. Where existing adjacent buildings are at distances of between 15' and 20', new buildings shall align	align with adjacent properties	15' - 20'	20-25'	20'
15' preferred, 10' minimum	20' preferred, 15' minimum	align with adjacent properties, but minimum 10'	10' minimum	10' minimum	20'
50% minimum	80% minimum	90% minimum	67% minimum, 90% maximum	50% minimum, 80% maximum	Not Applicable

B) use its roof(s) for storm water management (e.g. green roofs), and/or energy production (e.g. solar collectors); and/or  
 C) save and preserve a historic structure or a contributing structure to a historic district.

3. "Building Length" refers to the length of a building facade along the

frontage line.

4. The 4th and 5th floors, where permitted, shall be treated with variation in massing and articulation to maximize pedestrian orientation. Examples may include incorporation of a plaza or forecourt, or enhanced fenestrations.

### 3 STANDARDS & GUIDELINES

#### 3.4 BUILDING STANDARDS AND GUIDELINES MANDATED STANDARDS

		Zone Name	Town Center	Corridor 1	Corridor 2
		Description	Between Texas and 6th Streets, and between Citrus Ave. and Pearl Ave.	Eureka Street	Orange Street
<b>STANDARDS</b>	<b>Frontages and Setbacks (continued from previous page)</b>	Side Yard Setback	0'	0', 5' minimum when lot is adjacent to a residentially zoned property	0', 5' minimum when lot is adjacent to a residentially zoned property
		Rear Setback	5' minimum. 3' minimum where there is an alley. 10' minimum where rear setback is adjacent to a residential use.	5' minimum. 3' minimum where there is an alley. 10' minimum where rear setback is adjacent to a residential use.	5' minimum. 3' minimum where there is an alley.
		Allowable Encroachments into the Right of Way	<p>Awnings, balconies, bay windows, signs, ramps, galleries, and arcades.</p> <p>Awnings, balconies, windows, and signs may encroach a maximum of 5' into the right-of-way. Galleries and Arcades may come to within 2' of the curb. See following pages for ramps encroachment allowances. Must meet ADA requirements.</p> <p>Outdoor dining is allowed in the right-of-way by approval of the Director of MUED and Community Development.</p>	<p>Awnings, balconies, bay windows, ramps, and signs.</p> <p>Awnings, balconies, windows, and signs may encroach a maximum of 5' into the right-of-way. See following pages for ramp encroachment allowances.</p> <p>Outdoor dining is allowed in the right-of-way by approval of the Director of MUED and Community Development.</p>	<p>Awnings, balconies, bay windows, signs, ramps, galleries, and arcades.</p> <p>Awnings, balconies, windows, and signs may encroach a maximum of 5' into the right-of-way. Galleries and Arcades may come to within 2' of the curb. See following pages for ramps encroachment allowances.</p> <p>Outdoor dining is allowed in the right-of-way by approval of the Director of MUED and Community Development.</p>
	<b>Parking</b>	Primary Street Setback	40' minimum where feasible	40' minimum where feasible	40' minimum where feasible
		Side Street Setback	5'. Parking must be screened by walls min. 36", max 42" or hedges trimmed to 42" max	not required, but parking must be screened by walls min. 36", max 42" or hedges trimmed to 42" max	not required, but parking must be screened by walls min. 36", max 42" or hedges trimmed to 42"
		Side Yard Setback	5' minimum	5' minimum	5' minimum
		Rear Setback	5' minimum	5' minimum	5' minimum
		Parking Visibility	Where structured parking is visible from Stuart Avenue or from 3rd Street, retail uses should be provided for at least 50' from the corner of the building.		
		Vehicular Access	Where alleys are present, vehicular access shall be from the alley. If property has a face along a side street, vehicular access shall be from the side street and if these two options do not exist, then parking access may be from the front.	Where alleys are present, vehicular access shall be from the alley. If property has a face along a side street, vehicular access shall be from the side street and if these two options do not exist, then parking access may be from the front.	Where alleys are present, vehicular access shall be from the alley. If property has a face along a side street, vehicular access shall be from the side street and if these two options do not exist, then parking access may be from the front.

### 3 STANDARDS & GUIDELINES

#### 3.4 BUILDING STANDARDS AND GUIDELINES

##### MANDATED STANDARDS

Corridor 3 West	Corridor 3 East	State Street District	Neighborhood 1	Neighborhood 2	Service Commercial
<i>Redlands Blvd. west of Eureka St.</i>	<i>Redlands Blvd. east of Orange St.</i>	<i>State Street and surrounding blocks</i>	<i>Immediately surrounding the Town Center and State Street District</i>	<i>Immediately surrounding the Town Center and State Street District</i>	<i>East of 7th Street, South of I-10</i>
0' - 5'	0', 5' minimum when lot is adjacent to a residentially zoned property	0'	5' minimum	10' minimum	0'; 5' minimum if adjacent to a residential structure
5' minimum. 3' minimum where there is an alley. 10' minimum where rear setback is adjacent to a residential use.	5' minimum. 3' minimum where there is an alley. 10' minimum where rear setback is adjacent to a residential use.	3' min. where there is an alley, 5' minimum when lot is adjacent to a residentially zoned property	5' minimum	10' minimum	0'; 5' minimum if adjacent to a residential structure
Awnings, balconies, bay windows, ramps, and signs. Awnings, balconies, windows, and signs may encroach a maximum of 5' into the right-of-way. See following pages for ramp encroachment allowances. Outdoor dining is allowed in the right-of-way by approval of the Director of MUED and Community Development.	Awnings, balconies, bay windows, signs, ramps, galleries, and arcades. Awnings, balconies, windows, and signs may encroach a maximum of 5' into the right-of-way. Galleries and Arcades may come to within 2' of the curb. See following pages for ramps encroachment allowances. Outdoor dining is allowed in the right-of-way by approval of the Director of MUED and Community Development.	Awnings, balconies, bay windows, signs, ramps, galleries, and arcades. Awnings, balconies, windows, and signs may encroach a maximum of 5' into the right-of-way. Galleries and Arcades may come to within 2' of the curb. See following pages for ramps encroachment allowances. Outdoor dining is allowed in the right-of-way by approval of the Director of MUED and Community Development.	Awnings, balconies, bay windows, ramps, forecourts, porches, and stoops, etc. Awnings, balconies, bay windows, ramps, forecourts, porches, and stoops, etc. may encroach a maximum of 5' into the right-of-way. See following pages for ramps encroachment allowances.	Awnings, balconies, bay windows, ramps, forecourts, porches, and stoops, etc. Awnings, balconies, bay windows, ramps, forecourts, porches, and stoops, etc. may encroach a maximum of 5' into the right-of-way. See following pages for ramps encroachment allowances.	Awnings, balconies, bay windows, ramps, forecourts, porches, and stoops, etc. Awnings, balconies, bay windows, ramps, forecourts, porches, and stoops, etc. may encroach a maximum of 5' into the right-of-way. See following pages for ramps encroachment allowances.
40' minimum where feasible	40' minimum where feasible	40' minimum where feasible	40' minimum where feasible	75% of lot depth where feasible	5' minimum from front property line
not required, but parking must be screened by walls min. 18", max 24" or hedges trimmed to 24"	5'. Parking must be screened by walls min. 36", max 42" or hedges trimmed to 42" max	5'. Parking must be screened by walls min. 36", max 42" or hedges trimmed to 42" max	5'. Parking must be screened by walls min. 36", max 42" or hedges trimmed to 42" max	10'. Parking must be screened by walls min. 36", max 42" or hedges trimmed to 42" max	5'. Parking must be screened by walls min. 36", max 42" or hedges trimmed to 42" max
5' minimum	5' minimum	0'	5' minimum	5' minimum	5' minimum
5' minimum	5' minimum	2' minimum	5' minimum	5' minimum	5' minimum
Where structured parking is visible, the ground floor along Redlands should be lined with retail spaces.	Where structured parking is visible, the ground floor along Redlands should be lined with retail uses. This floor shall be a minimum of 12' in height.	-	-	-	-
Where alleys are present, vehicular access shall be from the alley. If property has a face along a side street, vehicular access shall be from the side street and if these two options do not exist, then parking access may be from the front.	Where alleys are present, vehicular access shall be from the alley. If property has a face along a side street, vehicular access shall be from the side street and if these two options do not exist, then parking access may be from the front.	Where alleys are present, vehicular access shall be from the alley. If property has a face along a side street, vehicular access shall be from the side street and if these two options do not exist, then parking access may be from the front.	Where alleys are present, vehicular access shall be from the alley. If property has a face along a side street, vehicular access shall be from the side street and if these two options do not exist, then parking access may be from the front.	Where alleys are present, vehicular access shall be from the alley. If property has a face along a side street, vehicular access shall be from the side street and if these two options do not exist, then parking access may be from the front.	Where alleys are present, vehicular access shall be from the alley. If property has a face along a side street, vehicular access shall be from the side street and if these two options do not exist, then parking access may be from the front.

### 3 STANDARDS & GUIDELINES

#### 3.4 BUILDING STANDARDS AND GUIDELINES FLOOD CONTROL STANDARDS



Undesirable Flood Control Measure



Desirable Flood Control Measure



Desirable Flood Control Measure

The photos above compare undesirable and desirable configurations of elevated storefronts. In the first undesirable configuration, a storefront is set back too far from the sidewalk behind a large lawn and a ramp leading to a stairway, which disallows handicapped access.

The second and third photos depict desirable flood mitigation schemes in which special paving and landscaping mask grade changes. Frequent stairways invite pedestrians up into the adjacent stores.

#### G. Flood Control Standards

For all new retail, commercial, and multi-family development, flood mitigation measures shall be undertaken that raise the ground floors to safe levels. The following flood control regulations will become null and void when the City has fully implemented a cohesive flood control program with adequate storm drainage systems in the Downtown area that eliminate flooding concerns. Until that point:

##### G1. Goals

1. Provide flood control mitigations that raise the ground floors on all new retail, commercial, and multi-family development so that measures implemented are seamless with existing fabric in terms of scale, frontage, and fenestration.
2. Ensure that measures implemented do not detract from the experience of the pedestrian and that the measures encroach as little as possible into the public right of way, while at the same time are as accessible as possible.

##### G2. Standards

All development in the Downtown area must adhere to these standards:

1. Measures undertaken must raise ground levels to comply with safe levels as established by FEMA Flood Zone maps (1' - 3') "Safe Levels" will be established on a case by case basis by the Project Engineer and reviewed and approved by the Chief Building Official.
2. Measures undertaken shall comply with the American Disabilities Act and the State Building Code, providing appropriate ramping for handicapped access.
3. Wheelchair ramps may extend or project into a required rear or sideyard but shall be designed to minimize the encroachment in the required front yard.
4. Measures undertaken shall not present large blank walls to the public right-of-way. At least 75% of a building's frontage should be activated with steps, landscaping, street furniture, etc.
5. There shall be breaks in any flood control intervention such as raised sidewalks, every 30 feet. Examples of features that can break up the monotony of flood control interventions include stairways, entrances, and planting features. (Refer to Landscape Standards)
6. Window sills of new buildings shall be in character (in terms of height and placement) with adjacent buildings.
7. A ramp may only occupy up to 15 % of building frontage. Properties with limited frontage may be exempted from this through a design review by the Development Services Department.
8. Ramps and ramp handrails on all ramps > 20', must be hidden behind street walls or landscaping features such as hedges. (Refer to Landscape Standards)
9. Elevated sidewalks, arcades, and galleries can only be utilized when the new development is  $\geq 120'$  in width.