

### 3 STANDARDS & GUIDELINES

#### 3.6 LANDSCAPE GUIDELINES



*Exterior Building Light*



*Street furniture is welcoming to pedestrians*



*Wall fountains along street edges can add visual interest and mask noises from traffic*



*Planters and street furniture make this pedestrian square lively. The special paving adds an element of complexity to the street scape.*

#### F. Landscaping in Parking Lots

1. Parking garage access points should be composed of pavers where possible.
2. For every three parking spaces in commercial parking lots, one tree should be planted in that parking lot.
3. Developments within the Specific Plan are subject to the city standards for parking lots (Section 18.168.210 of the Redlands Municipal Code). This section is a mandatory standard and therefore the provision "shall be" required.

#### G. Outdoor Lighting

1. Energy-efficient lighting, such as compact fluorescents or halogen lighting elements should be utilized on the exteriors of private buildings. They should be shielded so that light is aimed downward so as to reduce glare.
2. Incandescent exterior lights are not recommended.
3. Lighting for the commercial uses should be shielded to not impact the residential units and to not interfere with the character of the surrounding neighborhood.
4. Lighting that is visible from adjacent properties or roads should be indirect or incorporate full shield cut-offs.
5. Service area lighting should be designed to avoid spill-over onto adjacent areas.
6. For commercial parking areas, overhead lighting should be mounted at a maximum height of 15 feet above the paved surface.
7. Overhead fixtures used for pedestrian areas should be limited to a height of 10 feet.
8. Floodlights shall not be directed toward the street.
9. For residential parking areas, overhead lighting should be mounted at a maximum height of 10 feet. The placement of lighting in residential parking areas should avoid interference with bedroom windows.
10. Along walkways, low-level lighting fixtures mounted on short posts are encouraged. Shatterproof coverings are recommended. Posts should be located to avoid hazards for pedestrians or vehicles.
11. Lighting should be used to accent building architecture and/or landscaping.

#### G1. Lighting for Parking

1. Outdoor light fixtures should be limited to a maximum height of 15 feet or the height of the nearest building, whichever is less.
2. Lighting should be energy-efficient, and shielded or recessed so that the light source (e.g. bulb) is not visible from off the site and glare and reflections are confined to the maximum extent feasible within the boundaries of the site.
3. Each light fixture should be directed downward and away from adjoining properties to reduce glare.
4. No lighting on private property should produce an illumination level greater than 1/2 footcandle on any property within a residential zoning district except on the site of the light source.
5. No permanently installed lighting should blink, flash, or be of unusually high intensity or brightness, as determined by the Director.
6. Lighting standards should use decorative styles consistent with the district and architectural style of the development.

### 3 STANDARDS & GUIDELINES

#### 3.6 LANDSCAPE GUIDELINES

##### H. Street Furniture

1. Movable chairs and tables should be utilized in plaza spaces and as outdoor café seating. Umbrellas are encouraged for tables that are not under an arcade to add a visual complexity to the streetscape.

##### I. Walls, Fences, and Hedges

1. Garden walls, retaining walls, hedges and fences can define the edge between the Public Street and private yards. They also define the street face where buildings are absent.
2. Garden walls, retaining walls, hedges and fences should be built to within 1 to 2 feet from the back of the sidewalk, assuming that it falls within the property line, to allow room for footings and planting at the edge.
3. Where the property line is behind the back of the sidewalk by more than 2 feet, the fence line may be allowed to encroach within the public right of way to within 2 feet of the back of the sidewalk at the owner's risk and subject to review and approval of an encroachment permit by the City.
4. Walls and fences should not be used in front of retail except in situations where retaining walls are necessary to accommodate grade changes.
5. Where garden walls or privacy walls are constructed on the same plane with the front facade, they should be constructed of the same material as the first floor of the primary building and they should be coordinated with the architectural detailing of the primary façade.
6. Fences should be made of ornamental iron, steel, wood pickets or a synthetic wood product (such as Wood-filled Recycled Plastic Lumber) and can have stucco or masonry piers.
7. Retaining and privacy walls should be masonry, stucco, brick, stone, or similar materials.
8. Vinyl or plastic, that is not a recycled synthetic material, fencing should not be permitted.
9. Fences or garden walls may have a hardy species of hedge or climbing vine planted along their length which softens and adds richness to their look.
10. Fences should be made of ornamental iron and may have stucco or masonry piers.
11. Front yard walls and fencing should have a consistent height between 2.5' to 3' from finished grade.
12. The top of a fence should remain level in stepped conditions when feasible.
13. Hedges may be used in place of any fence, subject to the same height parameters and high maintenance standards.
14. Climbing vines and/or hedges are recommended along foundation walls (where visible from the street), on porches, stoops, and any exposed foundation walls. The use of artificial plants (silk or plastic) is not recommended.
15. Where existing, front yards should be delineated with gates, fences and/or plantings to add a more intimately scaled layer of vegetation to the street.
16. Garden walls, privacy walls, and fences should generally be constructed of the same material as the first floor of the primary building and they should be coordinated with the architectural detailing of the primary facade.
17. Hedges or decorative fences, up to 36" high, or retaining walls, up to 18" high, are encouraged at the back of all sidewalks.



*Blank walls should be dressed with vines or planting strips*



*Instead of walls, hedges can be used to shield wheelchair ramps or elevation variations due to flood mitigation measures*



*Street furniture allows pedestrians to gather. It encourages eyes-on-the street for safety*



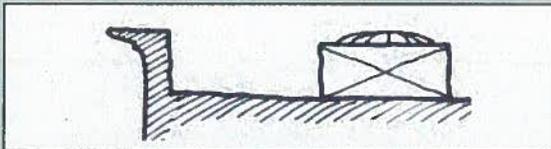
*Special paving are recommended for use within the setbacks of private developments*

### 3 STANDARDS & GUIDELINES

#### 3.6 LANDSCAPE GUIDELINES

##### J. Utility and Mechanical Equipment

1. Utility and mechanical equipment acts as a hindrance to the street flow, therefore all utility and mechanical equipment should be out of view from the public street.
2. Utility and mechanical equipment should not exceed the minimum required size for the building or purpose that it serves.
3. Site utility structures, such as transformers, should be located to the interior of blocks (behind buildings) or along the side of the buildings.
4. Those utility structures located behind buildings should be accessed through the alley.
5. By locating any utility wires and structures in the middle of a block, it allows for a less expensive means of dispensing utilities to all buildings and prevents the necessity to constantly tear up the public streets and sidewalks when repairs are needed.
6. In areas that this is not possible, locating the utilities under the sidewalk would prevent traffic build-up on the street when repairs are necessary.
7. HVAC equipment, utility meters, satellite dishes, permanent grills and other mechanical equipment should be located so as not to be visible from the street. They should be located to the interior of the block or on roofs and should not be visible from the street.
8. Mechanical equipment should not vent to street sides of the building.
9. Dryer vents should be located in the garage or the side or rear yard for townhouses and single family houses.
10. Where there are subterranean parking garages, transformers should be integrated within the garage, accessible by a vertical hatch within the required setback from the interior of the building.
11. Backflow preventors should be in underground vaults where possible.



Screening mechanical equipment with parapet walls on the roof of a building



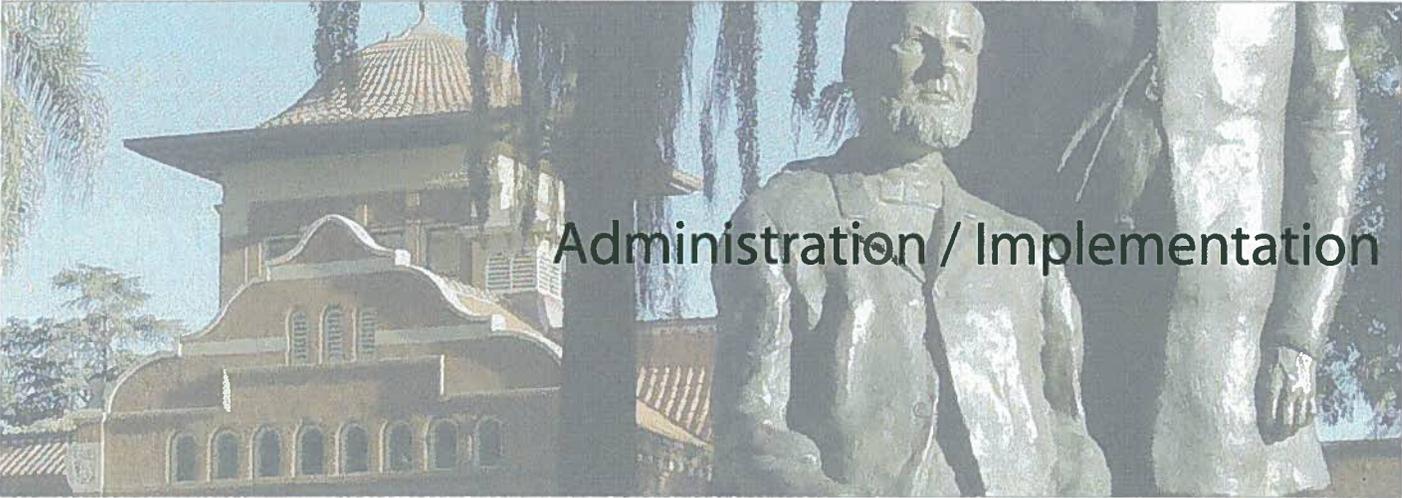
Utility meters located in an inlet off of an alley

12. If all attempts to prevent location of mechanical equipment on the street fails, then a fence or screening should surround all lighting and mechanical equipment where visible from streets.
13. Above ground storage tanks should not be visible from the street.
14. Exterior mechanical equipment locations should be approved by the Development Services Department.
15. Service functions should be located behind buildings, where possible and on side streets in other cases.
16. HVAC equipment and utility meters should not be permitted unless in courtyards, on roofs, or where not easily visible from public streets:

##### K. Enclosures

1. Trash enclosures should be shielded from general view.
2. It is encouraged that all trash services use alleyways to service buildings.
3. In retail areas, trash enclosures serving food related businesses may be required to be refrigerated.
4. Enclosures should be animal proof.
5. Enclosures should be the minimum size required to hold all trash receptacles required.
6. In single family neighborhoods, all trash enclosures should be located in the rear or side yards.
7. In multi-family developments, all trash enclosures should be located to the rear or the side.
8. When a multi-family development site does not have alley access, trash enclosures should not be accessed directly from the street. The development should provide a separate driveway, with the trash pick-up hidden to its side.
9. In multi-family developments, all trash enclosures should be covered to prevent leakage of odors to the residents and neighbors.
10. Trash enclosures may be located within the subterranean parking garage where applicable. In this case, it is encouraged to be located close to the garage entry for easy pick up.
11. Enclosures should have an architectural style that matches the main building.
12. In large retail buildings trash pick areas should be designed to be subservient to the overall character of the building.





Administration / Implementation

## 4 IMPLEMENTATION

### 4.1 ADOPTION

Pursuant to 65451 (a)(4), all Specific Plans must contain a program of implementation measures including regulations, programs, public works projects, and financing measures.

#### A. Adoption of the Specific Plan

This Specific Plan may be adopted either by a resolution or an ordinance. When adopted via resolution, the Plan becomes a policy document (similar to the General Plan) and when adopted by Ordinance, the Plan becomes a specific zoning regulatory document. The Planning Commission and The City Council must hold at least one public hearing each to consider the proposal prior to making the final decision to adopt the Plan. At least 10 days before these hearings, public notice must be given (as per state law 65090 et seq.). The Environmental Impact Report (EIR) must be certified by the legislative body before adoption of the Specific Plan.

#### B. Application of Code Requirements.

An existing land use within the Specific Plan area is lawful and not in violation of this Code only when operated and maintained in compliance with all applicable provisions of this Code, except as may otherwise be provided in the Zoning Ordinance regarding Nonconforming Uses.

The requirements of this Code are not retroactive in their effect on a land use that was lawfully established before the effective date of this Code or any applicable amendment.

#### C. Effect of Specific Plan Changes on Projects in Progress

An application for a Building Permit, Commission review and approval, Subdivision Permit, Conditional Use Permit, or Variance that has been accepted by the Department as complete prior to the effective date of this Specific Plan or any amendment shall be processed in compliance with the requirements in effect when the application was accepted as complete.

A project that is under construction on the effective date of this specific Plan or any amendment, need not be changed to satisfy any new or different requirements of this Specific Plan, provided that the approved use of the site shall be established, including the completion of all structures and other features of the project as shown on the approved permit, before the expiration of the permit, or applicable time extension.

#### D. Non Conforming Uses

Refer to the Redlands Municipal Code Title 18.184 for Non-conforming buildings and uses.

#### E. Implementation

The following outlines all of the main implementation measures and improvements planned for the Specific Plan area.

1. Adoption of the Specific Plan, including new form-based code, land use regulations, property development standards and design guidelines. Action by the City Council.
2. Necessary modifications to the General Plan.

Concurrent with action on the Specific Plan:

- A. Modification of the introductory text in Section 4.61 (Downtown) of the Land Use Element to reflect the expanded boundaries of the Downtown Specific Plan, and to indicate that the entire Downtown Specific Plan permits mixed uses to include commercial, retail, services, offices, and residential.
  - B. Revise Policy 4.61(a) of the Land Use Element to reflect new boundaries of the Downtown Specific Plan.
  - C. Modification of Table 7.1 (Existing and Proposed Parks) of the Open Space and Conservation Element to reflect the proposal to add a number of small pocket parks within the Downtown to include their acreage and purpose.
  - D. Change the Land Use Map to reflect the proposed additions of pocket parks in the Downtown as "circles," as proposed in Table 7.1 of the Open Space and Conservation Element; and, modify the Land Use Map to show two areas of the Downtown Specific Plan currently designated Commercial/Industrial to be re-designated to Commercial. One area is bounded by Stuart Avenue on the north, State Street on the south, Eureka Street on the east, and Texas Street on the west. The other area is generally bounded by the I-10 Freeway on the north, Redlands Boulevard on the south, 7th Street on the east, and 6th Street on the west.
  - E. Modify Policy 5.50(g) of the Circulation Element to designate a Class I bicycle route which traverses through the Downtown by either utilizing portions of the current Santa Fe railroad right-of-way or be within proximity to the current railroad right-of-way from New York Street in Downtown Redlands to east of Wabash Avenue.
3. Open space improvements, by priority:
    - A. Create vital public space along the area's sidewalks and an extended street grid including substantial landscaping and widened sidewalks (around 15'). See also "Circulation" below.
    - B. A civic green at the intersection of Citrus and Orange.
    - C. Greening of the train tracks and station area to make the area more attractive and equip it to potentially accommodate active recreation uses until the reinstatement of the tracks as part of a regional commuter rail system. This improvement includes initiation of the Orange Blossom Trail, most likely along the rail tracks as they pass through Downtown.
    - D. Small informal green spaces proposed within neighborhoods.
  4. Circulation improvements, include changes to street sections and proposes new potential street connections. Many of the potential street connections will only be achieved in conjunction with potential future redevelopment of certain areas, and as such are defined as "opportunities" in the Specific Plan rather than as definite projects. There are no changes to functional roadway classifications as depicted in the City's General Plan. Circulation improvements, by priority:
    - A. Thoroughfare improvements, by priority:

## 4 IMPLEMENTATION

### 4.2 FINANCING MEASURES

- i. Orange Street. Immediate.
  - ii. Redlands Boulevard.
  - iii. Eureka Street.
  - iv. Stuart Avenue. As new development occurs.
- B. Potential new street connections, by priority:
  - ia. 3rd Street Connection between Redlands Boulevard and State Street. (concurrent to ib)
  - ib. State Street Extension west of Orange Street (concurrent to ia)
  - ii. Conversion of State Street from a one-way to two-way Street between Orange Street and 8th Street. Only if (ia) and (ib) are built).
  - iii. Oriental Avenue connection between 3rd Street and Eureka Street (Potential Opportunity).
  - iv. Stuart Avenue connection (potential opportunity upon future redevelopment).
  - v. New north-south Street connection to east of Texas Street (potential opportunity upon future redevelopment)
  - vi. North-South pedestrian visual connection on 3rd Street. When new development occurs, this connection is to remain.
- C. Transit improvements, by priority:
  - i. Initiation of regionally connected Redlands passenger rail service in the existing right-of-way with rail station planned at/adjacent to the historic Santa Fe Depot. Includes adjacent parking structure.
- D. Parking improvements, by priority:
  - i. Ensure that on-street parking is provided on public streets where appropriate (excluding alleys).
  - ii. Ensure that on-street parking counts as visitor parking.
  - iii. Introduce a Park Once public garage at Citrus Ave and 5th Street.
  - iv. Introduce a garage at the southeast corner of Eureka Ave and Stuart Ave.
  - v. Consider and identify other potential future locations for public and private Park Once or shared parking garages that are optimally placed around the Downtown. Potential locations include the southeast corner of Redlands Boulevard and 7th Street and the northeast corner of 6th and Citrus.
- 5. Land Use improvements, by priority:
  - A. The Land Use chart presented in this Specific Plan shall guide all new development. Immediate action, though see Nonconforming Use Section in the Redlands Municipal Code.
- 6. Infrastructure Improvements, by priority:
  - A. Water system upgraded, including complete system looping and off site system analysis of water supply, service zone boosting, conveyance and storage.
  - B. Off-site improvements to wastewater system planned, including construction of gravity sewers along Palmetto Avenue, Alabama Street and San Bernadino Avenue. To determine the specific wastewater infrastructure requirements for individual development projects, a wastewater system analysis must be completed.

C. Two major drainage projects planned for the Downtown area by the City's Municipal Utilities and Engineering Department. System extensions are also required.

#### A. Financing Measures

The following set of policies shall govern the funding of facilities and public services for the Specific Plan, including all infrastructure and circulation elements. All new development in the Specific Plan area should:

1. Pay the full cost of the infrastructure needed to serve the area
2. Fund the costs of mitigating adverse impacts on the City's existing infrastructure
3. Provide for a fair allocation of costs among land uses;
4. Develop a method to reimburse landowners for the equitable distribution of Specific Plan requirements such as open space areas and street right-of-ways, who were required to dedicate an excessive amount of property, or provide up-front financing of improvements benefitting property that develops later.

The costs of infrastructure projects will be allocated to properties within the Specific Plan area based on benefit received, with consideration of the financial feasibility of the proposed land use.

A "development fee" will be established that fairly allocates cost sharing for public improvements required to serve the development.

Construction of water, wastewater and drainage improvements shall either be completed by the Municipal Utilities and Engineering Department.

Developers may proceed ahead of the Infrastructure Plan if they pay the costs of extending the core infrastructure to their project subject to future reimbursement.

Whenever possible, pay-as-you-go financing shall be used. Debt financing should only be used when it is essential to provide facilities necessary to permit development or to maintain service standards.

The cost of public service projects may also be funded through existing City, Redevelopment Agency, County, District, or State revenues, when available.

All water, wastewater, and drainage facilities will be maintained by the City.

Landscape and lighting maintenance within public right-of-ways may be funded through establishment of a Community Facilities District or a landscaping and lighting district.

#### B. Parking District / Downtown BID

The City may decide to implement a Parking District or Downtown Business Improvement District (BID) that will cover the entire Downtown area.

## 4 IMPLEMENTATION

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### 4.3 AMENDMENT

#### **A. Specific Plan Amendment Procedures**

The following is a summary of state law pertaining to the Amendment of this Specific Plan. For more detailed and accurate information, please refer to 65350-65456, 65453, 65454, and 65456, along with any other relevant state and local statutes and ordinances.

If the amendment to the Specific Plan would have an effect on the permitted form or uses of property/properties, then notice of public hearing must be given 10 days prior to: property owner(s), project applicants, each local agency that will provide infrastructure or other necessary facilities or services to the project, and all owners of property within 300 feet of the boundaries of the property that is the subject of the hearing (see 65091). Where the notice would affect more than 1,000 people, a 1/8 page newspaper advertisement can substitute the above noticing requirement. Notice must also be given in advance to anyone who requests it in writing and in any other manner it deems necessary or desirable.

The Planning Commission will hold a public hearing on the amendment to the Specific Plan and make a recommendation to the City Council. The City Council must hold at least one public hearing before amending the Specific Plan (see 65355, 65090, 65092, 65945, and 65096 for more information and noticing requirements). They will then decide to approve, conditionally approve, or deny the amendments. The City Council's decision on the amendment is final.

The Specific Plan may not be amended unless the amendment is consistent with the Redlands General Plan. See Section 4.1 Implementation for a list of amendments needed for consistency with the General Plan.

#### **B. Appeals**

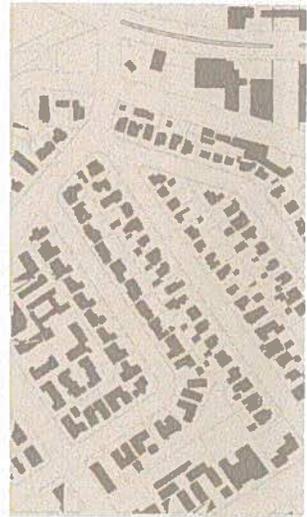
Refer to the Redlands Municipal Code, Chapter 1.06 for rules and regulation surrounding the appeals process.

#### **C. Specific Plan Enforcement Procedures**

The provisions of this Code shall be enforced in compliance with the requirements of the Redlands Municipal Code.

The provisions of this Code shall be minimum requirements for the promotion of the public health, safety, and general welfare. When this Code provides for discretion on the part of a City official or body, that discretion may be exercised to impose more stringent requirements than set forth in this Code, as may be determined by the review authority to be necessary to promote orderly land use and development, environmental resource protection, and the other purposes of this Code.







Appendix

## 5 APPENDIX

### 5.1 LEGAL DEFINITION OF PLANNING AREA

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#### LEGAL DESCRIPTION OF THE PLANNING AREA:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF TEXAS STREET AND THE SOUTH RIGHT-OF-WAY OF THE INTERSTATE 10 FREEWAY; THENCE EAST ALONG THE SOUTH RIGHT-OF-WAY OF SAID INTERSTATE 10 FREEWAY TO THE WEST LINE OF THE EAST 1/2 OF LOT 27, BLOCK 77, RANCHO SAN BERNARDINO, AS PER PLAT RECORDED IN BOOK 7 OF MAPS, PAGE 2, RECORDS OF SAN BERNARDINO COUNTY. SAID POINT ALSO BEING THE NORTHWEST CORNER OF INSTRUMENT NUMBER 91-242077, OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTH ALONG SAID WEST LINE OF SAID INSTRUMENT NUMBER, 5.48 FEET THE SOUTHWEST CORNER THEREOF; THENCE EAST ALONG THE SOUTH LINE OF SAID DOCUMENT NUMBER TO THE SOUTHEAST CORNER THEREOF; THENCE NORTH ALONG THE EAST LINE OF SAID DOCUMENT NUMBER, 26.23 FEET TO THE SOUTH RIGHT-OF-WAY OF SAID INTERSTATE 10 FREEWAY; THENCE EAST ALONG SOUTH LINE OF SAID INTERSTATE 10 FREEWAY TO THE WEST RIGHT-OF-WAY OF EUREKA STREET; THENCE EAST TO THE EAST RIGHT-OF-WAY OF EUREKA STREET; THENCE NORTH ALONG THE EAST RIGHT-OF-WAY OF EUREKA STREET TO THE SOUTH RIGHT-OF-WAY OF PEARL AVENUE; THENCE EAST ALONG SOUTH RIGHT-OF-WAY OF PEARL AVENUE TO THE WEST RIGHT-OF-WAY OF ORANGE STREET; THENCE EAST TO THE EAST RIGHT-OF-WAY OF ORANGE STREET; THENCE NORTH TO THE SOUTH RIGHT-OF-WAY OF SAID INTERSTATE 10 FREEWAY; THENCE EAST ALONG THE SOUTH RIGHT-OF-WAY OF SAID INTERSTATE 10 FREEWAY TO THE WEST RIGHT-OF-WAY OF SIXTH STREET; THENCE SOUTH ALONG THE WEST RIGHT-OF-WAY OF SIXTH STREET TO A POINT THAT IS WESTERLY OF THE INTERSECTION OF THE EAST RIGHT-OF-WAY OF SIXTH STREET AND THE SOUTH LINE OF SAID INTERSTATE 10 FREEWAY; THENCE EAST ALONG THE SOUTH RIGHT-OF-WAY OF SAID INTERSTATE 10 FREEWAY TO THE CENTERLINE OF CHURCH STREET; THENCE SOUTH ALONG THE CENTERLINE OF CHURCH STREET TO THE CENTERLINE OF CITRUS AVENUE; THENCE WEST ALONG THE CENTERLINE OF CITRUS AVENUE TO THE CENTERLINE OF OLIVE AVENUE AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 136 OF SURVEYS, PAGE 56, RECORDS OF SAID COUNTY; THENCE SOUTHWESTERLY ALONG THE CENTERLINE OF OLIVE AVENUE TO THE CENTERLINE OF CAJON STREET AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 81 OF SURVEYS, PAGE 45, RECORDS OF SAID COUNTY; THENCE NORTHWESTERLY ALONG THE CENTERLINE OF CAJON STREET TO THE CENTERLINE OF VINE STREET AS SHOWN ON SAID RECORD OF SURVEY; THENCE WEST ALONG THE CENTERLINE OF VINE STREET TO THE CENTERLINE OF EUREKA STREET; THENCE NORTHWESTERLY ALONG THE CENTERLINE OF EUREKA STREET TO THE CENTERLINE OF BROOKSIDE AVENUE AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 30 OF SURVEYS, PAGE 82, RECORDS OF SAID COUNTY; THENCE SOUTHWESTERLY ALONG THE CENTERLINE OF BROOKSIDE AVENUE TO THE CENTERLINE OF SAN GORGON DRIVE AS SHOWN ON THE BROOKSIDE SUBDIVISION RECORDED IN BOOK 23 OF MAPS, PAGE 19, RECORDS OF SAID COUNTY; THENCE NORTHWESTERLY ALONG THE CENTERLINE OF SAN GORGON DRIVE TO THE CENTERLINE OF TEXAS STREET AS SHOWN ON SAID BROOKSIDE SUBDIVISION; THENCE NORTHEASTERLY ALONG THE CENTERLINE OF TEXAS STREET TO THE CENTERLINE OF STATE STREET AS SHOWN ON PARCEL MAP 7935 RECORDED IN BOOK 81 OF PARCEL MAPS, PAGE 98, RECORDS OF SAID COUNTY; THENCE NORTH ALONG THE CENTERLINE OF TEXAS STREET TO THE POINT OF BEGINNING.

## 5 APPENDIX

### 5.2 URBAN STANDARDS REFERENCE DIAGRAMS

Use these diagrams to interpret the Development Standards and Guidelines presented in Section 3.

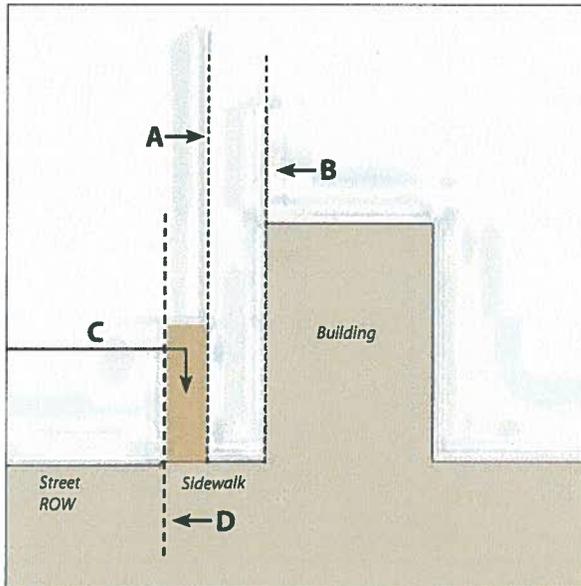


Figure 5.2 A

#### A. Building Profile Section Diagram

- A. Property Line
- B. Frontage Line
- C. Allowable Encroachment
- D. Curb Line

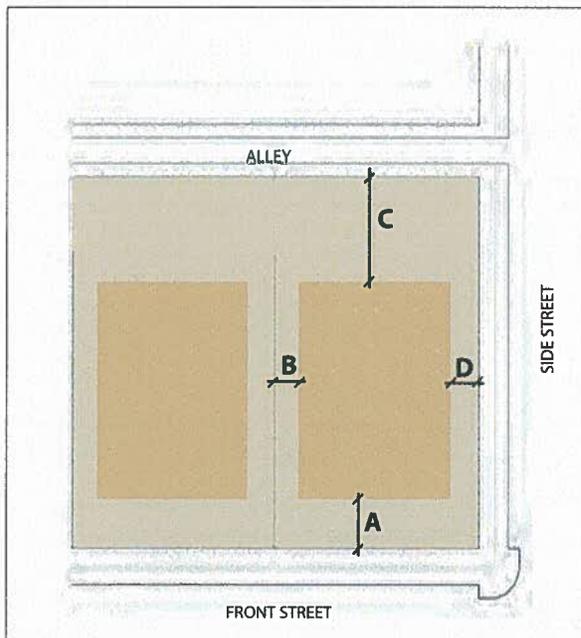


Figure 5.2 B

#### B. Frontages & Setbacks

- A. Front setback
- B. Sideyard setback
- C. Rear setback
- D. Side Street setback

## 5 APPENDIX

### 5.3 LAND USE AND URBAN STANDARDS NOTES

#### Applicability of Land Use

##### A. Standards

Parcels and buildings shall be occupied by only the land uses allowed as stated in this Specific Plan, within the applicable zone.

##### B. Establishment of an Allowable Use

Any one or more land uses identified herein as allowable within a particular zone, may be established on any parcel within that zone, subject to the planning permit required and compliance with all other applicable requirements of the Code.

Where a single parcel is proposed for development with two or more of the land uses listed herein, the overall project shall be subject to the highest planning permit level required by herein for any individual use.

##### C. Allowable Land Uses

The Director may determine that a proposed use is similar and compatible to a listed use and may be allowed, only after first making all of the following findings:

1. The characteristics of, and activities associated with the proposed use are similar to one or more of the listed uses, and will not involve a greater intensity than the uses listed in the district;
2. The proposed use will be consistent with the purposes of the applicable zone;
3. The proposed use will be consistent with the General Plan and this Specific Plan;
4. The use will be compatible with the other uses allowed in the district;
5. The proposed use is not listed as a prohibited use; and
6. The proposed use is not listed as allowable in another zone.

A determination that a use qualifies as a "similar use" and the findings supporting the determination shall be in writing.

When the Director finds that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in terms of where it is allowed, what permits are required, and what other standards and requirements of this Specific Plan apply.

The Director may refer the question of whether a proposed use qualifies as a similar and compatible use directly to the Planning Commission for a determination at a public meeting.

##### D. Permit Requirements for Allowable Uses

The table in Section 3.3 identifies the uses of land allowed by the Code in the zones established by Section 3 and the planning permit required to establish each use. The table in Section 3.3 provides for land uses that are:

1. Permitted subject to compliance with all applicable provision of the Code and shown as "P" uses in the table;

2. Allowed subject to the approval of a Conditional Use Permit (Zoning Ordinance Citation....) and shown as "CUP" uses in the table; or;
3. Not permitted within a specified zone, and shown as "NP" in the table;
4. Permitted above the first floor within a specified zone, and shown as "PA" in the table.

##### E. Standards for Specific Land Uses

Applicability: Where allowed by Section 3.3, the land uses and activities covered by this section shall comply with the requirements applicable to the specific use, in addition to all other applicable provisions of the Code.

Each land use covered by this section shall also obtain any required planning permit or other City approval required by Section 3.3 of the Code or applicable City ordinance.

The Code provides a list of acceptable land uses, additional land uses proposed will be considered for approval in light of the general intention of the Code and the Plan to provide a vibrant, pedestrian friendly Downtown.

##### F. Mixed-use Buildings

A mixed-use building shall comply with the following requirements. A mixed-use building shall be designed to:

1. Provide shopfronts along street frontages to maintain a pedestrian orientation at the street level.
2. Provide for internal compatibility between the different uses within the project.
3. Minimize the effects of any exterior noise, odors, glare, vehicular and pedestrian traffic, and other potentially significant impacts on the occupants of the residential portions of the project.
4. Ensure that residential units are designed with the appropriate level of privacy
5. Be compatible with and enhance the adjacent and surrounding residential neighborhood in terms of building design, color, exterior materials, roof styles and lighting.

##### G. Maximum Density

When residential units are combined with office, or retail commercial uses in a single building or on the same parcel, the maximum density allowed by the applicable zone shall be calculated on the basis of the total area of the parcel including that portion of land occupied. A shared garage shall be allocated to the building or parcel.

When residential units are combined with office, or retail commercial uses in a single building or on the same parcel, the maximum density allowed by the applicable zone shall be calculated to include the combination of all uses as a total floor area divided by the total site area to determine the proposed building's Floor Area Ratio (FAR).

## 5 APPENDIX

### 5.3 LAND USE AND URBAN STANDARDS NOTES

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#### **H. Non-Residential Hours of Operation**

The decision-making body may restrict the hours of operation of non-residential uses within a mixed-use building to mitigate adverse impacts on residential use.

#### **I. Live/work Units**

**Purpose:** This section provides standards for the development of new live/work units. Live/work units are intended to be occupied by business operators who live in the same structure that contains the commercial activity or industry. A live/work unit may function predominantly as work space with incidental residential accommodations that meet basic habitability requirements or predominantly as a residential unit with a simple ground floor office or retail use.

**Limitations on Use:** The non-residential component of a live/work unit shall be a use allowed within the applicable zone by Section 3.3. A live/work unit shall not be established or used in conjunction with any of the following activities:

1. Adult businesses
2. Vehicle maintenance or repair, vehicle detailing and painting, upholstery, etc.
3. Welding, machining or any open flame work
4. Any other activity or use, as determined by the Development Services Director to not be compatible with residential activities and/or to have the possibility of affecting the health or safety of live/work unit residents .

**Operating Requirements:** Up to two persons who do not reside in the live/work unit may work in the unit, unless a Conditional Use Permit (CUP) is obtained to allow more than two persons. Client and Customer Visits. Client and customer visits to live/work units are permitted.

## 5 APPENDIX

### 5.4 GLOSSARY

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This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the Community Development Department shall determine the correct definition of the term.

#### DEFINITIONS

- A Ancillary Unit:** an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. An Ancillary Unit may or may not be within an outbuilding. Ancillary Units do not count toward maximum density calculations.
- Apartment:** a dwelling unit sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.
- B Barranca:** a drainage ravine or a steep depression between hills. The barranca in Downtown Redlands is somewhat small and at parts, it has been channelized and passes under the City.
- Block:** the aggregate of private lots, passages, rear lanes and alleys, circumscribed by thoroughfares.
- Block Face:** the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing architectural harmony.
- Building Configuration:** the form of a building, based on its massing, private frontage, and height.
- Building Disposition:** the placement of a building on its lot.
- Building Function:** the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use.
- Building Height:** the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the enfronting thoroughfare.
- Building Type:** a structure category determined by function, disposition on the lot, and configuration, including frontage and height.
- C Civic:** the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.
- Civic Building:** a building designed specifically for a civic function. The particulars of the design of civic buildings shall be determined by Variance.
- Civic Space:** an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings (see Table 13).
- Commercial:** the term collectively defining workplace, office and retail functions.
- Context:** surroundings made up of the particular combination of elements that create specific habitat.
- Corridor:** a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal urban Transect Zone.
- Cottage:** an edgeward building type. A single-family dwelling, on a regular lot, often shared with an ancillary building in the rearyard.
- Courtyard Building:** a building that occupies the boundaries of its lot while internally defining one or more private patios.
- Curb:** the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The Curb usually incorporates the drainage system.
- D Density:** the number of dwelling units within a standard measure of land area, usually given as net units per acre.
- Design Speed:** is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are three ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.
- District:** see Special District.
- Driveway:** a vehicular lane within a lot, usually leading to a garage. A Driveway in the First Layer may be used for parking if it is no more than 18 feet wide, thereby becoming subject to the constraints of a parking lot.

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- E** **Elevation:** an exterior wall of a building not along a Frontage Line. See: Facade.  
**Entrance, Principal:** the main point of access of pedestrians into a building.
- F** **Facade:** the exterior wall of a building that is set along a Frontage Line at the front of the building. The facade is the face of the building which interacts with the public realm. (see Elevation; Frontage Line).  
**Floor Area Ratio:** a broad measure of building bulk that controls both visual prominence and traffic generated. FAR is the relationship of the total square feet of a building to the square footage of the land area. It is the total enclosed square footage of a building site divided by the total site area. For example a 20,000 SF building on a 10,000 SF lot has an FAR of 2.0.  
**Frontage:** a building elevation that faces a public street or public open space. Elevations to interior side and rear property lines (including those facing alleys) are secondary rather than primary frontages. Frontages influence pedestrian activity.  
**Frontage Occupancy:** Frontage Occupancy refers to the percentage of a building directly at a frontage line. Occupancy requirements apply to all floors of buildings (excluding occupied or unoccupied space in roofs, or where setbacks are required to achieve greater heights). If an individual building is recessed from the frontage line to save an existing tree, that frontage shall be counted as occupied frontage.  
**Furnishing Zone:** the 4' or 5' area parallel to the curb defined by the width of the tree wells.
- H** **House (Syn.: Single):** an edgeyard building type. A single-family dwelling on a large lot, often shared with an ancillary building in the reyard.
- I** **Independent Building:** a building designed by a different architect from the adjacent buildings.  
**Infill:** a building project that takes place on or adjacent to a site or sites already containing existing buildings. Development integrates within existing urban fabric and thus must dialog with and respect existing conditions.
- L** **Legal Nonconforming Use:** or "Nonconforming Use" A land use, structure, or lot that while lawful before the adoption or amendment of this Specific Plan, is now prohibited, regulated, and/or restricted differently under the current terms. A use that does not conform with the loading, parking, planting area, or screening standards of the zone in which it is located shall not be deemed a nonconforming use solely for these reasons. **Long Pedestrian Shed:** a Pedestrian Shed of 1/2 mile radius used for mapping community types when a transit stop (bus or rail) is present or proposed as the Common Destination. People have been shown to walk ten minutes to transit. See Pedestrian Shed.  
**Line:** Those lot lines that coincide with a public frontage. The line to which buildings must be built up to, and are not permitted to be located further back from. Facades along Frontage Lines define the public realm and are therefore more regulated in this Specific Plan, than the elevations that coincide with other Lot Lines, such as Setback Lines. Frontage lines are measured from the curb.  
**Live-Work:** a fee-simple dwelling unit that contains a Commercial component anywhere in the unit. (Syn.: Flexhouse.) (See Work-Live.)  
**Lodging:** premises available for daily and weekly renting of bedrooms. The area allocated for food service shall be calculated and provided with parking according to retail use.  
**Lot Line:** the boundary that legally and geometrically demarcates a lot (see Frontage Line). Such lines appear graphically on Community and Site Plans. Codes reference lot lines as the baseline for measuring setbacks.  
**Lot Width:** the length of the principal Frontage Line of a lot.

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- M Manufacturing:** premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery and including their retail sale.
- Mixed Use:** multiple functions within the same building through superimposition or adjacency, or in multiple buildings within the same area by adjacency. Mixed use is one of the principles of TND development from which many of its benefits are derived, including compactness, pedestrian activity, and parking space reduction.
- N Neighborhood:** an urbanized area at least 40 acres that is primarily Residential. A Neighborhood shall be based upon a partial or entire Standard Pedestrian Shed. The physical center of the Neighborhood should be located at an important traffic intersection associated with a Civic or Commercial institution.
- Nonconforming Use:** See "Legal Nonconforming Use."
- O Office:** premises available for the transaction of general business but excluding retail, artisanal and manufacturing uses.
- P Parking Structure:** a building containing two or more stories of parking. Parking Structures shall have Liner Buildings (single-loaded building space that is exposed to the public realm on one side and the parking structure on the other side), at the first story or higher.
- Park Once:** a concept, where drivers are encouraged to park once in one location and then walk around to multiple destinations. This reduces vehicular traffic and vehicle emissions, and increase sidewalk activity.
- Passage (PS):** a pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting rear parking areas to frontages. Passages may be roofed over.
- Path (PT):** a pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the urban sidewalk network.
- Pedestrian Shed:** An area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along Thoroughfares. The Common Destination should have the present or future capacity to accommodate a T5 Transect Zone for TND and a T6 Zone for RCD. A Long Pedestrian Shed is 1/2 mile radius or 2640 feet, and may be used for mapping when transit is present or proposed. (Sometimes called a "walkshed" or "walkable catchment.") A Linear Pedestrian Shed is elongated to follow a Commercial corridor. See Standard, Long, or Linear Pedestrian Shed.
- Planter:** the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.
- Principal Building:** the main building on a lot, usually located toward the frontage.
- Private Frontage:** the privately held layer between the frontage line and the principal building facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries.
- Public Frontage:** the area between the curb of the vehicular lanes and the frontage line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight.
- R Rear Alley (AL):** a vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges.
- Rearyard Building:** a building that occupies the full frontage line, leaving the rear of the lot as the sole yard. This is a more urban type, as the continuous facade spatially defines the public thoroughfare. For its residential function, this type yields a rowhouse. For its commercial function, the rear yard can accommodate substantial parking.

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**Residential:** premises available for long-term human dwelling.

**Retail:** premises available for the sale of merchandise and food service.

**Retail Frontage Line:** Frontage Lines designated on a Community Plan that require the provision of a Shopfront, causing the ground level to be available for retail use.

**Right-of-Way (ROW):** The public area from the setback line on one side of the street to the setback line the other. The ROW includes sidewalks, planters, bike parking and travel lanes, and any road fixtures, such as center islands.

**Rowhouse:** a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line (Syn: Townhouse; see Rearyard Building).

**S** **Setback:** the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback (see Section 5.2.1 and Table 14G).

**Shared Parking Policy:** an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time.

**Shy Distance:** a designated width or buffer area along a path to allow for a pedestrian to instinctively avoid proximity to objects such as buildings, retaining walls, curbs, poles, and fences.

**Sideyard Building:** a building that occupies one side of the lot with a setback to the other side.

**Sidewalk:** the paved layer of the public frontage dedicated exclusively to pedestrian activity.

**Standard Pedestrian Shed:** An area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along thoroughfares. (Sometimes called a "walkshed" or "walkable catchment.") See Pedestrian Shed.

**Story:** a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

**Streetscape:** the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

**Streetscreen:** sometimes called Streetwall. A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens [should] be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The streetscreen may be a hedge or fence by Warrant. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over [4 feet] high should be [30%] permeable or articulated to avoid blank walls.

**Street Wall:** The "wall" that is created by the established frontage line along a street. The type of street wall that a street has, influences the way pedestrians and vehicles interact with and use the street. A tight urban street wall coupled with wide sidewalks and narrow roadways can encourage pedestrian activity, while a loose and setback street wall is more appropriate for a less dense single-family neighborhood.

**Substantial Modification:** alterations to a building that are valued at more than 50% of the replacement cost of the entire building, if new.

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- T Terminated Vista:** a location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Community Plan is required to be designed in response to the axis.
- Thoroughfare:** a vehicular way incorporating moving lanes and parking lanes within a right-of-way.
- TND or Traditional Neighborhood Development:** a Community Type based upon a Standard Pedestrian Shed oriented toward a Common Destination consisting of a mixed-use center or corridor, and having a minimum developable area of 80 acres.
- Transit-Oriented Development (TOD):** Development within walking distance (either a 1/4 mile, 5 minute walk or a 1/2 mile, 10 minute walk) from a current or proposed transit station, stop, or hub. TOD is compact, pedestrian- and bike- oriented, and usually includes mixed-use buildings of sufficient density to provide a range of destinations within walking distance of transit.
- Town Center:** the mixed-use center or main Commercial corridor of a community.
- Townhouse:** Syn. Rowhouse. (See Rearyard Building.)
- Type:** a category determined by function, disposition, and configuration, including size or extent. There are community types, street types, civic space types, etc. (See also: Building Type.)
- V Variance:** a ruling that would permit a practice that is not consistent with either a provision or the Intent of this Code. Variances are usually granted by the Board of Appeals in a public hearing.
- W Work-Live:** a fee-simple mixed-use unit with a substantial Commercial component that may accommodate employees and walk-in trade. Therefore the unit shall require ADA compliance for accessibility. (Syn.: Live-With.) (See Live-Work.)
- Z Zanja:** (See Barranca)

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