

4. DEVELOPMENT CODE

4.12. PARKING DESIGN STANDARDS

- A. Purpose and Intent.** This Section establishes standards to ensure that proposed on-site parking is accommodated and designed in a manner that is consistent with the City's goals for generating a multi-modal, pedestrian-oriented public realm.
- B. Applicability.** On-site parking shall be designed per the applicable requirements of this Section 4.12.
- C. Parking Requirements.** On-site parking shall be provided in compliance with the applicable parking standards contained in Chapter 18.168 of the *Redlands Municipal Code*, except as modified by the following:
- 1. Dimensions of Parking Spaces.** Each off street parking space shall have dimensions not less than nine feet (9') in width and eighteen feet (18') in length, except parallel parking stalls which shall be a minimum of eight feet (8') in width and twenty four feet (24') in length. No part of the area of a required parking space shall be used for driveways, aisles, walkways or other required improvements.
 - 2. Tandem Parking.** In mixed-use buildings, tandem parking stalls are permitted subject to the following:
 - a. Up to fifty percent (50%) of parking requirements for residential or live/work units may be satisfied by tandem parking.
 - b. Tandem spaces shall be assigned to the same dwelling unit so that residential occupants may have unrestricted access and movement of vehicles.
 - c. Guest spaces may not be tandem. Spaces for car share service, if any, may be tandem.
 - d. Garaged or structured tandem parking spaces shall be no smaller than nine feet (9') in width and thirty eight feet (38') in length, as measured from the interior walls, and with no more than a one foot (1') encroachment by any columns or pillars.
 - 3. Compact Spaces.** Compact spaces are permitted per Section 18.164.260.B (Dimensions of Parking Spaces) of the *Redlands Municipal Code*.
 - 4. Spaces for multiple uses and mixed-use developments.** If more than one use is located on a site, including multiple uses under a single ownership:
 - a. The number of off-street parking and loading spaces to be provided shall be equal to the sum of the requirements identified for each individual use, unless a shared parking arrangement has been approved by the City.
 - b. The number of parking spaces may be reduced if shared parking is approved based on the requirements of Section 4.12.C.8. (Reduction to Parking Requirements). However, in no case shall the combined required parking for the mixed-use development provide less than the minimum required for the residential use.
 - c. In mixed-use projects, required on-site residential parking spaces may be reserved, but commercial parking spaces must be made available for visitors or overflow from residences. Up to one-hundred percent (100%) of the required guest parking spaces for the residential units may jointly use the required parking spaces for the commercial uses.
 - 5. Loading Spaces.** Loading spaces or loading zones shall be provided in compliance with the applicable development standards contained in Chapter 18.164 of the *Redlands Municipal Code*, except as modified by the following. "Loading space" or "Loading zone" means the space adjacent to a curb or edge of a roadway reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials.
 - a. The number of loading spaces required shall be calculated for the primary use. For mixed-use buildings in mixed-use developments, the number of loading spaces required shall be calculated separately by type of use and gross floor area of each (commercial, residential, office, etc.).



A parking lot shaded by trees planted in uniformly-spaced rows.



A commercial parking lot that includes planting areas and semi-permeable paving to facilitate rainwater recharging.



A Low Impact Design strategy whereby a break in the curb allows water to flow into planters.



The parking court of a multi-family residential building is paved with terra cotta tiles.

- b. In a mixed-use development where a single building contains a mix of uses, the calculation for the highest number of spaces (by type of use) shall be the minimum requirement for that mixed-use building. For example, if a mixed use building requires two loading spaces for the commercial square-footage, and three loading spaces for the residential square-footage, then only three loading spaces would be required for the entire building and all uses therein.
 - c. For mixed-use buildings within the Village Center (VC), Downtown (DT), and Village General (VG) districts only:
 - i. On-street loading spaces or loading zones (not within a vehicle travel lane) may be provided and utilized in lieu of providing up to three (3) on-site loading spaces that are required for the adjacent mixed-use building. Such on-street loading spaces shall be limited to one (1) on-street loading zone per street frontage that abuts the adjacent mixed-use building it is intended to serve.
 - ii. Such on-street loading zones shall include appropriate curb painting, and shall be signed and readily identifiable. These loading zones may be used for passenger loading/unloading by ride hailing or rideshare services, autonomous vehicles, and other alternative transportation modes.
- 6. Off-Site Parking.** Required on-site parking may be accommodated in parking garages or lots located within five-hundred (500) feet of the subject property.
- 7. Parking for Historic Buildings.**
- a. **Historic Building Parking Exemption Area.** Uses located in historic buildings that are either designated, contributing, or eligible structures over 50 years of age and are located in the on-site parking exemption area for historic structure shall not be

- required to comply with the Transit Villages Specific Plan parking standards or the parking requirements of Section 18.164.240 of the *Redlands Municipal Code*. The on-site parking exemption area is shown in Figure 4-17 and defined as follows: beginning at the intersection of Orange Street and the railroad tracks, running east along the railroad tracks to Fifth Street, then running south along Fifth Street to the northern property lines of the parcels fronting Redlands Boulevard, then running west to Orange Street, then running north along Orange Street to Shopper's Lane, then running west along Shoppers lane until reaching the historic Mutual Orange Distributors (MOD) Packinghouse, including the packinghouse property, then running north along Third Street to the historic Santa Fe Depot property, including the Santa Fe Depot property, then running north again to Stuart Avenue, then running east along Stuart Avenue to Orange Street, and then running south along Orange Street back to its intersection with the railroad tracks.
- b. **Historic Building Parking Modifications.** Parking for historic structures on the city's Register of Historic and Scenic Properties, list of individually designated historic resources, or a state or national listing of historical significance may be modified per Chapter 18.168, Article V of the *Redlands Municipal Code*.
- 8. Reduction to Parking Requirements.** The required parking for a use shall be the combined total for all applicable uses listed (customers, employees, residents, places of assembly, etc.), except if a parking reduction for shared parking is granted pursuant to this section.
- a. Joint use parking agreements may be approved subject to the provisions of Section 18.164.320 (Joint Use Agreements) of the *Redlands Municipal Code*.

FIGURE 4-17: PARKING EXEMPTION FOR HISTORIC BUILDINGS



LEGEND

- - - Specific Plan Boundary
- - - 1/2 Mile Pedestrian Shed
- - - 1/4 Mile Pedestrian Shed
- Historic Building Parking Exemption Area
- P Existing Public Parking Lot
- P Existing Public Parking Garage

4. DEVELOPMENT CODE

4.12. PARKING DESIGN STANDARDS (CONTINUED)

- b. Shared parking agreements may be approved subject to the provisions of Chapter 18.164 of the *Redlands Municipal Code*.
- c. Off-site parking agreements may be approved subject to the provisions of Chapter 18.164 of the *Redlands Municipal Code*.
- d. Adjustments to parking requirements for mixed use projects may be approved subject to the provisions of Chapter 18.164 .325 (Adjustments to Off-Street Parking Requirements for Mixed-Use Projects within the Transit Villages Specific Plan, the C-3 and C-4 Districts) of the *Redlands Municipal Code*.
- e. The Planning Commission may also grant a reduction in the amount of required parking when a mixed-use development or institution provides carpool spaces, public transit incentives, flex-car sharing programs, secure bicycle parking with shower and clothing locker facilities, and/or other transportation demand management measures when it is demonstrated that such measures will result in reduced parking demands. The maximum reduction shall be two percent (2%) of the required parking for each such program/measure.

D. Surface Parking Lot Design Standards. Surface parking lots shall be designed in compliance with the applicable standards contained in Chapter 18.168, Article III and Sections 18.168.210 of the *Redlands Municipal Code*, except as modified by the following:

1. Screening.

a. Street-Adjacent Parking Lots.

- i. All surface parking lots shall be screened from the view of the street and sidewalk by buildings and/or low walls or hedges up to three feet (3') high.
- i. Walls shall be made of or clad in brick, stone, or stucco and shall be compatible in design with the design of the principal building.
- ii. Walls shall be minimum of eight (8) inches thick and shall be capped by a smooth mortar cap or a brick, terra cotta, or similar cap that overlaps the wall below by a minimum of one half inch on each side of the wall.
- iii. Landscaped berms are prohibited.

b. Neighboring Parcels. Views from neighboring properties shall be screened with trees.

2. Landscape. Water conserving plant materials shall be applied in compliance with the applicable parking lot landscape standards contained in Chapter 18.168.210 of the *Redlands Municipal Code*, except as modified by the following:

a. Amount of Landscaping. Landscaping within or around the parking area shall cover a minimum ratio of 7% of the gross area of the parking lot. A minimum of one shade tree shall be provided for each four (4) parking spaces, or trees shall be provided to achieve 50% canopy coverage of paved area at maturity, whichever is greater.

b. Location and Type.

- i. Landscaping shall be evenly dispersed in a parking areas with trees planted around the perimeter.
- ii. Landscape materials may include groundcover, shrubs, decorative colored rock, and hardscape.
- iii. Groundcover may include decorative, colored rock or hardscape and shall not exceed 50% of the parking lot landscape area.

c. Size. Shrubs and trees shall be planted according to the following size requirements:

- i. Shrubs: 5 gallon minimum.
- ii. Trees: 15 gallon minimum. or 50% 5 gallon, 25% 24inch box, and 25% 36 inch box.

d. Irrigation. Appropriate irrigation and drainage shall be provided for all landscaped areas.

3. Shade Structures. In addition to trees, shade may be provided with the following structures and should match the architectural character of the adjacent structures.

- a. Arbors, trellises, pergolas, mesh and overhead canopies.
- b. **Solar Shade Structures.** For lots without public frontage and out of public view, standalone solar structures may be used. For lots within public view, individual solar panel may be applied to existing shade structures.

4. Lighting.

- a. Outdoor light fixtures shall be no taller than 15 feet as measured from the bottom of the base of the light standard or the adjacent grade of the building on which the light is mounted.
- b. Lighting shall be shielded or recessed so that:
 - i. The light source (i.e., bulb, etc.) is not visible from off the project site; and
 - ii. Glare and reflections is confined to the maximum extent feasible within the boundaries of the project site. Each light fixture shall be directed downward and away from adjoining properties and the public right-of-way. Shielding and/or high cut-off lens may be required.
- c. All parking lots shall be illuminated with a lighting system designed to provide an average horizontal illumination of greater than one (1.0) foot-candle of light and a minimum horizontal illumination of not less than 0.25 foot-candle of light on the parking surface. Applicants are encouraged to meet these illumination levels with light fixtures mounted on light standards placed in close proximity to each other rather than with light fixtures on buildings, and with less powerful lamps than what would otherwise be required if light standards were placed farther apart.

5. Paving. To reduce stormwater run-off and water pollution, and to allow for the replenishment of groundwater, consider utilizing Low Impact Design (LID) design strategies (see Section 4.13.C).

6. Wheel Stops. As approved by the Director of Development Services and Public Works Director, wheel stops are permitted in parking spaces in front of planters where the curb is omitted to enable stormwater run-off into the planter.

7. Finishes. Parking lot materials, finishes, fixtures, and colors shall be designed in a manner that is consistent with the architectural character of surrounding buildings.

8. Improvements. Parking lot improvements shall be constructed in compliance with the applicable parking lot development standards contained in Chapter 18.164.310 of the *Redlands Municipal Code*.



An existing parking lot screened by a low wall and landscaping, benches, and a vine-covered trellis.