

V. HISTORIC RESOURCES

- A. The Redlands Santa Fe Depot District
- B. The High Avenue Area
- C. Miscellaneous Historical Properties
- D. Archaeology and Paleontology

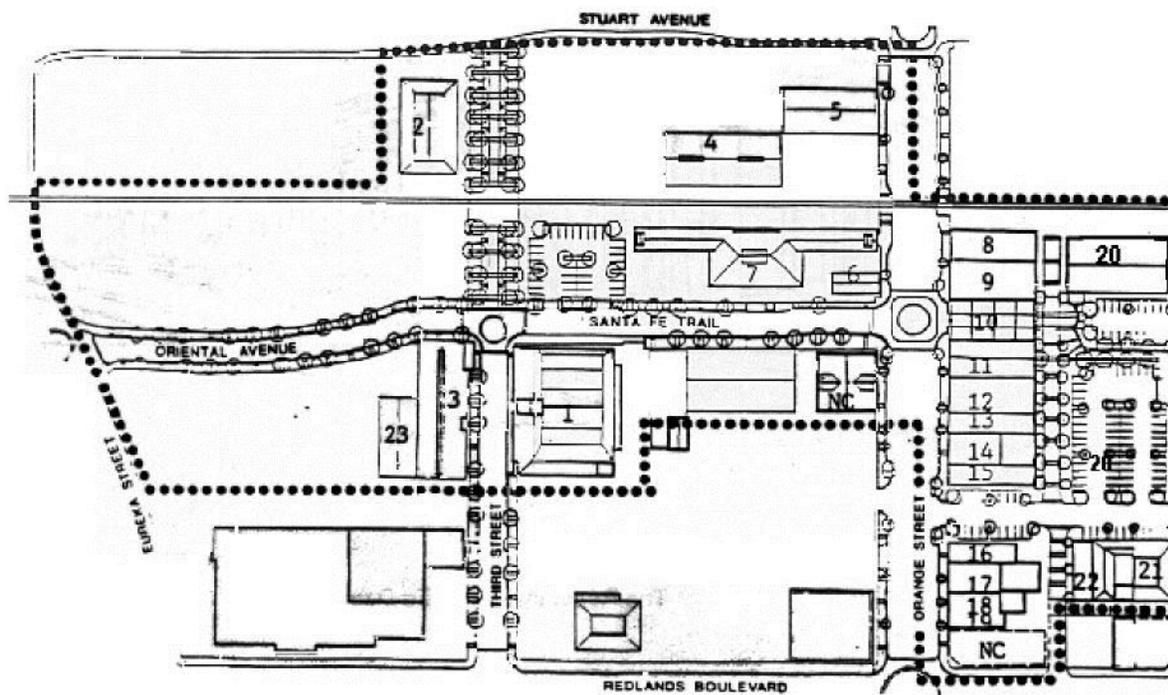


The Redlands Santa Fe Depot

A. Redlands Santa Fe Depot District

The Redlands Santa Fe Depot District is an architecturally and historically significant part of the Specific Plan area which has been listed as an Historic District on the National Register of Historic Places. The district is located between Eureka, Fifth, Stuart and Redlands Boulevard, illustrated below.

Note: The Redlands Santa Fe Depot District boundaries differ from the TC-H, Town Center-Historic District, for Land Use and Development Regulations. Refer to Figure 2 "Specific Plan Land use Districts" for the boundaries of the TC-H District.



REDLANDS SANTA FE DEPOT DISTRICT

See List of Contributing Buildings on opposite page for the key to numbered historic sites.

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Redlands Santa Fe Depot District

Contributing Building and Sites:

<u>Address</u>	<u>Building Name</u>
(1) 330 North Fourth Street	Redlands Mutual Orange Company
(2) 205 Stuart Avenue	Rettig Machine Shop
(3) 301 North Third Street	Pendergast Packing House (destroyed by fire)
(4) 21 West Stuart Avenue	Cope Commercial Company Warehouse (Grigsby Brothers)
(5) 415 Orange Street	Packard Motor Company Sales
(6) 337 Orange Street	Board of Trade (Chamber of Commerce)
(7) 351 Orange Street	Santa Fe Railroad Station (Depot)
(8) 360 Orange Street	Redlands City Transfer (partially destroyed by fire)
(9) 348 Orange Street	Pioneer Transfer
(10) 346 Orange Street	Palace Livery Stable
(11) 342-344 Orange Street	Poundstone & Hamilton Building
(12) 338-340 Orange Street	The Worley Building
(13) 336 Orange Street	Beacon Building
(14) 330-332 Orange Street	Hamilton Block
(15) 328 Orange Street	E. I. Martin Home and Nursery
(16) 220 Orange Street	Phinney Block
(17) 216-218 Orange Street	Gregg Block
(18) 208 Orange Street	Levine's
(19) 206 Orange Street	Hamilton Block
(20) 345 North Fifth Street	Haight Packing House (Mitten Display Sign Letters)
(21) 215 North Fifth Street	Hall of Justice
(22) 215 North Fifth Street (Rear)	H. Jacobsen's Warehouse
(23) 241 Oriental Avenue	Redlands Fruit Association Warehouse (destroyed by fire)

Architectural Significance



The Redlands Santa Fe Depot District contains approximately twenty-nine buildings, three of which are new and twenty-six are contributors or significant. Dating from 1888 through 1946, the buildings visually document the district's economic and social history. Most of the buildings are one and one-half stories or two stories in height though there are a few one story buildings. Predominately commercial in nature, the district also includes industrial packing houses, other citrus industry related structures and the train station. The depot area evolved from the first "Downtown" at Orange Street and Redlands Boulevard established by the "Chicago Colony" in 1886. A city ordinance, passed in 1888, prescribed that all future downtown buildings be built of brick. Although some facades have changed, the traditional design strength of the commercial facades remains cohesive. Standing adjacent to each other, they form the rhythm of the retail commercial on the east side of Orange Street.

The urban design patterns and physical amenities in downtown Redlands are like those that existed in many parts of this country before the advent of regional shopping centers. Except for the Santa Fe Depot and a few other structures, the architecture is eclectic. It ranges from late 19th century brick commercial "blocks" and the excellent examples of storefront design, to the 19th and 20th century brick packing houses. Classical Revival architecture is found in the Santa Fe Depot and Board of Trade Building. The area demonstrates not only the evolution of a downtown, but also distinctive eras of growth, architecture, and function. Even the new structures in the area are scaled to pedestrians and not the automobile.

The alleys behind the buildings on the east side of Orange Street provide not only a unique street circulation system, but also a view of the district's industrial and service images. Arched windows, fading signs, exposed pipes, lofts, and heavy wooden and metal doors punctuate the simple brick facades. The alley setback pattern varies with the historic uses of the buildings. Although still in use today, the alleys have been altered very little and are often the clues that buildings with 1940-1960 street faces date to the 1890s.

Even though this area combines the era from 1888-1946, and includes industrial commercial and retail commercial, there are common elements that tie the area together. The scale is the outstanding feature of the entire area and, unlike the rest of the downtown, the street layout design is still the same as it was when Redlands was founded. The use of brick ties the buildings together.

Gable roofs predominate in all of the buildings with the addition of monitor roofs, skylights and shed roof wings.

The district remains relatively intact due to a commercial shift south to State Street, where a new mall replaced the original downtown settlement. This shift, although scorned by Orange Street commercial and industrial owners, did help preserve the Depot area for its future as a historic district.

The city has recently added reproductions of the original Redlands' street lights, as well as benches and plantings. These additions add to the pedestrian scale and cohesiveness of the area. Architecturally, this area has the components of the 20th century small town. Each era of history is represented. There are architectural treasures that are still functioning or can be adapted to a downtown use. The Depot district is an area that tells a story of Redlands growth.

Redlands Depot District is significant for the following reasons:

- The district has retained its integrity from the period of significance as one of the economic hubs of Redlands.
- The district strongly conveys a sense of time and place as the commercial heart of the City of Redlands.
- The district represents the major phases of urban development in the local community from the 1880's through the 1920's.
- The district constitutes a significant architectural assemblage containing numerous individually distinguished building and the works of notable local architects and designers.

B. The High Avenue Area

The High Avenue area, between Sixth and Ninth Streets, including the southeast corner of High and Ninth (Southern California Edison Building), and the residence at 511 Seventh Street, contains several small cottage residences built in the early 1900's, as well as several architecturally noteworthy buildings. The following is a list of these properties:

210-212 High Avenue	Residence	1901
211 High Avenue	Residence	1902
217 High Avenue	Residence	1903
226 High Avenue	Residence	1897
227 High Avenue	Residence	1899
302 High Avenue	Residence	1901
402 High Avenue	Residence	1906
408 High Avenue	Residence	1900
412 High Avenue	Residence	1905
416 High Avenue	Residence	-
420 High Avenue	Residence	1906
424 High Avenue	Residence	1908
504 High Avenue	Southern California Edison	1926
511 Seventh Street	Residence	-
512 N. Sixth Street	Church	1919

The Beal residence at 408 High Avenue (b. 1900) is historically significant due to the fact that it is the home of one of Redlands' earliest Afro-American families.

The Cornerstone Baptist Church building located at the corner of Sixth and High Streets (512 N. Sixth), is Redlands' oldest black church building and reminiscent of wooden churches across the country. This property would be a good prospect for the National Register.

The physical condition of many of the cottages in the area is poor, although all have potential for rehabilitation as residences or small offices.

The High Avenue area has been designated as a Service Commercial district, although no effort will be made to discourage continued residential use. Options for property owners include continued residential use or conversion of the property to a Service Commercial use, through rehabilitation and addition to the existing structures, or replacement of the existing structure. The lots which do not contain noteworthy buildings should be considered as candidates for "move-ons" of compatible historic resources from other parts of the City when these resources are threatened with destruction.

C. Miscellaneous Historical Properties

There are a number of individual buildings throughout the plan area that merit specific attention and preservation. These are described below.

Address	Building Name	Date
(1) 612 Lawton Street	House of Neighborly Service	1927

This one story, brick building with plaster sheathing was designed by A. B. Drake in the Spanish Colonial style. Built by Clarence Blanc, it was formerly the Boys and Girls Club of Redlands. The House of Neighborly Service began in May of 1920, with the idea of serving the Mexican population of Redlands and vicinity.

(2) 526-528 Orange Street	Deming Building	1913
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This two-story, brick building with plaster Mission Revival facade on the front and side facing High Street has many striking features. An apartment hotel dominated the second story, with a music store in the 528 half, and a grocery store at the 526 address. This important building is one of the original Orange Street buildings. As a part of the Downtown Redevelopment, this building was rehabilitated by Center Development Inc. in 1990. The City Council has designated it as an Historic Property.

Address	Building Name	Date
(3) 304 N. Seventh Street	S & E Cabinet	1946

Even though this packing house is not yet fifty years, it is an excellent example of an industrial style building. Typical design features consist of the rectangular one and one-half story, reinforced concrete and brick, front facade of stucco, and sawtooth type clerestory window roofs. Built by the prominent builder Gordon Donald, on the site of the

I. L. Lyon Packing House, this structure would be a significant part of an industrial historic district.

(4) 215 E. Redlands Blvd.	Gold Banner Packing	1924
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The first packing house on this site was the Redlands Golden Orange Association built around 1905. After a fire in December of 1923, Gold Banner rebuilt on the foundations of the previous building. There is a 30 year old map of the region on the west wall of this structure. This building is significant as an example of warehouse architecture and because of its role in the citrus industry.

(5) 440 Oriental Avenue	Rondor Audi-Porsche	1906
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A. E. Taylor built this industrial structure which was originally designed as a car barn for the new electric trolley line to Riverside from Redlands. This one-story, turn of the century warehouse building never saw an electric car within its walls. The Citrus Avenue

car barn was built in 1907 and the Redlands Central Railroad Company was incorporated at the site.

(6) 420 E. Stuart Avenue Second Baptist Church 1928

This church congregation is the oldest black Baptist congregation in San Bernardino County, being organized in 1892. The one story, poured concrete, multi-gabled tile roof structure is representative of an architectural type and is historically significant because of its congregation.

Other structures that are over 50 years old may also be designated as historic resources in the future. Prior to demolition of any building over 50 years old, these buildings shall be reviewed by the Historic and Scenic Preservation Commission for a determination of their historic or architectural significance per Municipal Code Section 15.44 and/or 2.62.

D. Archaeology and Paleontology

Archaeological and paleontological record searches were conducted for the Specific Plan area in 1983 as part of the Redlands Downtown Revitalization study. The following information is taken from the study of 1983 and subsequent studies.

1. Archaeology

At least one previously recorded archaeological site exists within the project boundaries. The historic Chinatown area has been documented in the area between Orange Street and Texas Street. As a part of the La Farge Plaza construction, many artifacts were discovered; they were catalogued by the Archaeological Advisory Group in a 1988 study, and the artifacts are now under the care of the Heritage Room of the A. K. Smiley Public Library. The location of the Chinatown area is identified at the Archaeological Information Center in the San Bernardino County Museum.

2. Paleontology

According to the Curator of Earth Sciences at the San Bernardino County Museum, "available paleontological site records, geologic reports, and unpublished field notes do not indicate that paleontologic resources have been recovered from the study area. The depth of excavation proposed for the project, the relatively coarse-grained nature of the sediments, and their relatively recent ages do not suggest a high probability of paleontologic resources being encountered."

3. Environmental Impact and Mitigation Measures Archaeology

- Contractors for water, sewer line, and road repairs should be made aware of the potential of the area as a potential source of archaeological resources and advise the City if artifacts are found.

- Excavations for new utility lines should be observed by a qualified expert to identify archaeological sites. If sites are identified during excavation, the site should be properly excavated and recorded prior to continuing utility construction.
- Construction on undeveloped sites or construction involving demolition or major excavation will require archaeological surveys of the sites prior to grading.

If artifacts are found or predicted by the surveys, state policy (CEQA) requires that owners attempt to revise the project to avoid an important archaeological resource, and if this is not possible, contribute 50% of the cost of the required mitigation measures. See CEQA Appendix K for details.

If potential archaeological resources are identified in any construction project, the San Bernardino County Museum Association shall be notified and given an opportunity to take appropriate action to have the site properly recorded.

Paleontology

- Contractors shall be put on notice that in the event that non-renewable paleontologic resources are exposed during excavation, they should be avoided by construction equipment until they can be removed by a qualified paleontologist.

VI. URBAN DESIGN AND ARCHITECTURAL GUIDELINES

A. The Design Review Process

All development proposals in the Specific Plan area are subject to discretionary review by the Redlands Planning Commission. The Design Guidelines serve as adopted criteria for the evaluation of a building or an entire development. Developers and their designers are urged to carefully review the Specific Plan, with particular attention to the Development Standards and Design Guidelines, before site planning and building design studies begin.

Design Review is a comprehensive evaluation of those characteristics of a development which have an impact on neighboring properties and the community as a whole. The process makes a careful examination of a project's quality of site planning, architecture, landscape design and important details such as signage and lighting. The purpose is to insure that every new development or additions to existing development carefully consider the community context in which they take place. Every project should make a conscientious effort to develop a compatible relationship to the building site, neighboring properties, and downtown design goals.

B. The Design Guidelines

	Page Number
1. Site Design.	62
2. Relationship of New to Existing Development.	64
3. The Street Edge.	66
4. Pedestrian Emphasis.	72
5. Historic Buildings and Sites.	75
6. Architectural Character.	78
7. Off-Street Parking Facilities.	83
8. Signage.	85
9. Building Equipment and Services	90
10. Site Lighting.	91
11. Mixed Use Zoning Development Incentives.	92
12. Automobile Sales Development Standards.	92

1. Site Design

The quality of site design is the most important measure of a project's impact on the community and will be given first priority in the review of development proposals. Projects should demonstrate sensitivity to the surrounding context and neighboring buildings.

a. Site Analysis

Each development proposal should include a thorough analysis of existing conditions on and adjacent to the site. A proper analysis will include a careful examination of a site's physical properties, amenities, special problems, and the neighboring environment. The analysis will assist the Planning Commission in evaluating the proposed development's relationship to existing conditions, neighboring properties, and the community at large.

Although the steps in an analysis will vary with the unique situation of each site and project, the following information is normally needed:

- Basic Site data: boundaries and dimensions; location of adjacent streets, sidewalks, and right-of-way; location of setback lines and easements; and existing structures and other built improvements.
- Existing Natural Features: location, size, and species of mature trees; topography; patterns of surface drainage; location of flood zone; and other important features that are either amenities or potential hazards in development.
- Neighboring Environment: views to the site; land use and site organization of neighboring properties; form and character of neighboring buildings; and important site details on neighboring properties which can be seen from the street.

b. Site Design Objectives

- Demonstrate an overall design integrity and a serious effort to contribute to the beauty and harmony of the community.
- Develop compatible relationships to the land, building placement, and existing open spaces of neighboring properties.
- Consider the existing views, and the sun and light exposure of neighboring properties, where possible.
- When conditions require a project to be different from its neighbors, provide a transition from existing to new development by careful placement and massing of buildings, well-designed planting patterns, and other appropriate means.

- Maintain significant view corridors to the mountains and hills from public streets.

c. Preservation of Natural Features

- Development proposals should demonstrate an effort to retain significant existing natural features. Existing topography, drainage courses, vegetation, and views should be recorded in the Site Analysis and incorporated, to the maximum extent feasible, into the future development of the site.
- Mature trees should be retained. This will require careful judgment weighing the value and hierarchy of all natural features, the size and species of the tree, and the development program for the site.

d. Drainage

- Minimize potential surface drainage problems on neighboring properties, and provide adequate drainage on-site for each parcel.

e. Circulation and Parking

- Provide a clearly identifiable circulation plan for automobiles, pedestrians, and service vehicles.
- Minimize the number of driveway openings to public streets.
- On major arterials, corner properties should provide access from side streets and avoid driveway openings on the major street.
- Off-street parking and service areas should be located to minimize visibility from the street.
- Shared or joint use driveways between separate properties are encouraged to minimize the number of curb cuts on public streets. This will help relieve traffic congestion.
- Provide pedestrian access to public transit facilities on or adjacent to the site.

f. Internal Site Design

- The site plan and planting design should consider climatic conditions to provide shade from summer sun, natural ventilation, and other measures to maximize energy efficiency and human comfort.
- Pedestrian circulation and pedestrian amenities should be emphasized in all site plan proposals.

- Buildings and open space should be organized to take advantage of the spaces between buildings as opportunities for outdoor activities, as transitions between indoor and outdoor, and as potential points of "focus" on the site.

2. Relationship of New to Existing Development

a. General Principles

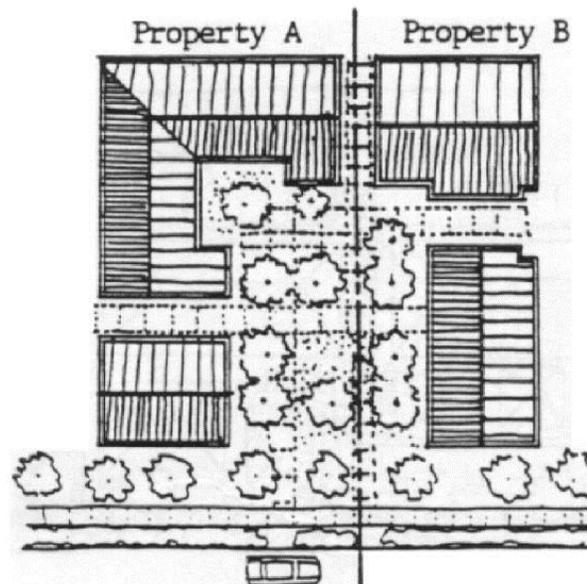
All development proposals should show evidence of harmony with the site plan, arrangement of building forms and landscape design of neighboring properties.

The degree to which neighboring sites and buildings must be considered in the design of a new project will depend upon the value, architectural quality and estimated tenure of improvements on the neighboring property, as well as the particular requirements of the new project. While a firm rule for design is not possible, every new proposal should demonstrate that it has considered the contextual influences of neighboring properties and has made a diligent effort to orchestrate careful relationships between old and new.

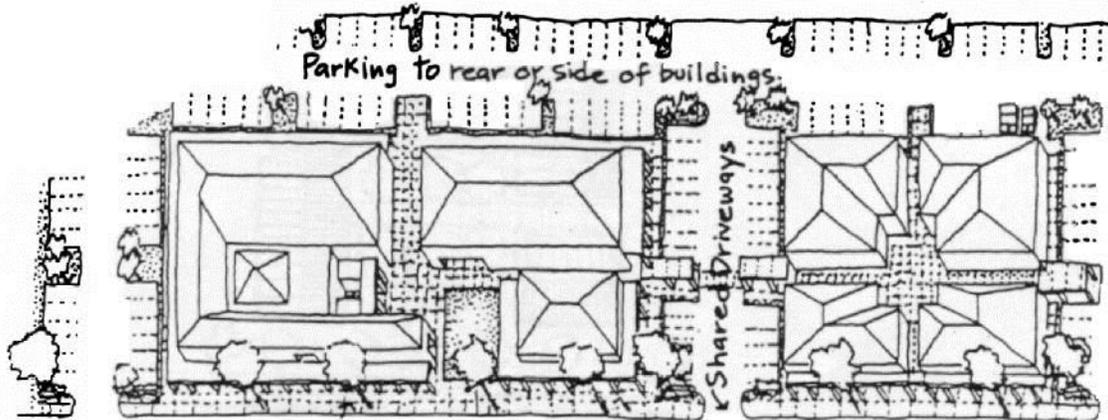
Drawings, models and other graphic communication techniques presented to the Planning Commission should show neighboring buildings and important features of adjacent sites. Existing features are to be shown in sufficient detail to enable evaluation of the relationship of the proposed development to its context. Perspective views of the proposed project and its immediate neighbors, as seen from the street, sidewalk or other public place, are encouraged.

b. Site Planning

- The site organization should respect the arrangement of buildings, open spaces and landscape elements of adjacent sites. When possible, buildings and open spaces should be located for mutual advantage of sunlight, circulation and views.



- When feasible, new commercial projects should be linked to adjacent projects to encourage internal circulation by pedestrians and automobiles. This will reduce traffic loads on adjacent streets by reducing ingress and egress traffic. The method of linkage will depend on specific conditions of each site and project. The linkage could be as simple as a connecting sidewalk, or as extensive as shared driveways, access drives and parking. When no development exists on the adjacent property, give consideration to its future disposition and how the two sites may develop a circulation linkage.



c. Architectural Design

- Efforts to coordinate the actual and apparent height of adjacent structures are encouraged. This is especially applicable where buildings are located very close to each other. It is often possible to adjust the height of a wall, cornice or parapet line to match that of an adjacent building. Similar design linkages can be achieved to adjust the apparent height by placing window lines, belt courses or other horizontal elements in a pattern that reflects the same elements on neighboring buildings.



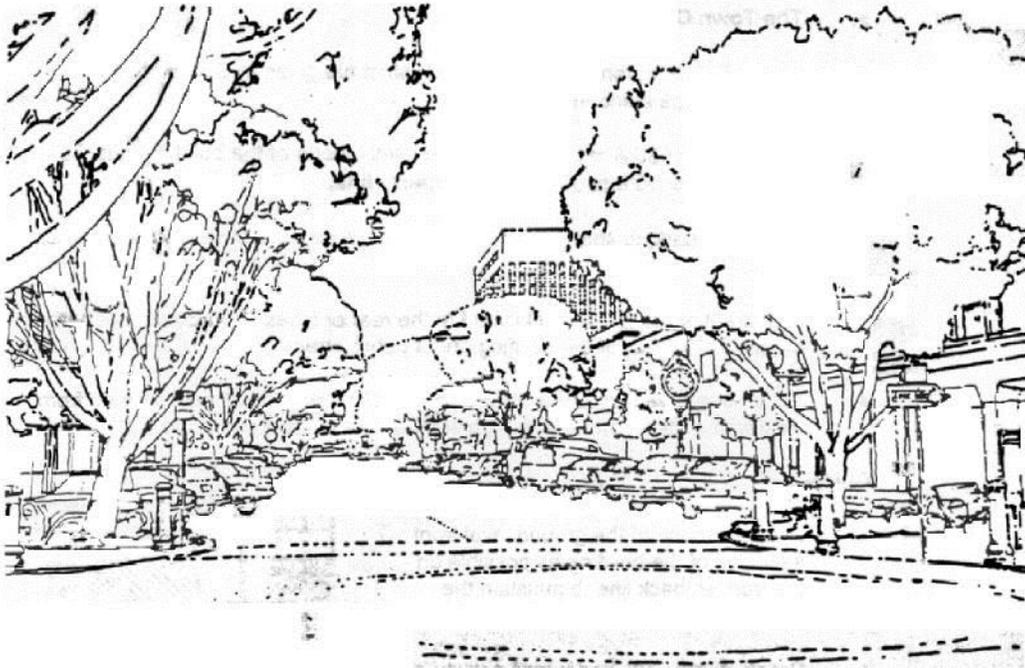
3. The Street Edge

Design Guidelines for the Street Edge are described for each of the three land use districts of the Specific Plan:

- The Town Center (TC) District
- The Town Center-Historic (TC-H) District
- The Service-Commercial (SC) District

Street Spaces

"Street spaces" include both the public right-of-way and adjacent building setback zone. The network of street spaces establishes the basic scale and character of the downtown public environment. The objective in downtown Redlands is to create consistent street spaces that unify separate buildings and developments into a tightly knit, walkable district with a traditional downtown atmosphere.



State Street, east view from Orange Avenue

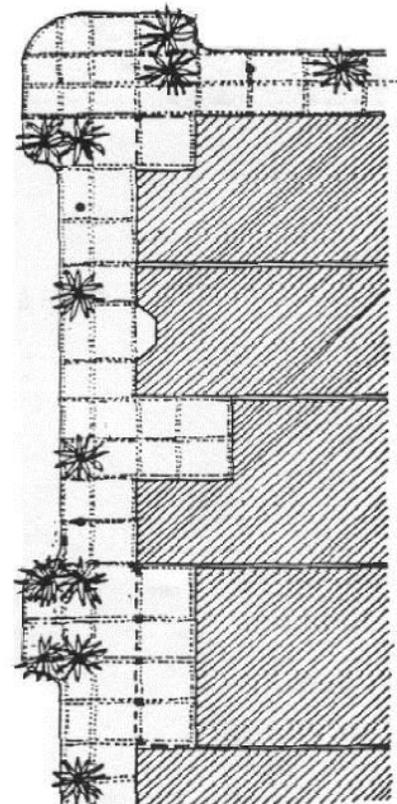
a. The Town Center (TC) District

Property development standards for the TC District are given in Section III D.I. Required street edge standards include:

- A minimum of 50% of the front ground level facade of the building must be located within 10 feet of the front property line.
- Off-street parking shall not be located in required front or side street setback areas.
- Off-street parking shall be located to the rear or sides of buildings, not between the front elevation of the building and a public street.
- All off-street parking areas visible from public streets shall be screened from view with a minimum 30-inch high solid wall or landscaped edge.

Guidelines:

- Place as much of the ground level front elevation of the building as possible on the front setback line to maintain the continuity of the street edge.
- Create continuous pedestrian activity in an uninterrupted sequence. Avoid blank walls and other "dead" spaces at ground level.
- Entry courtyards and plazas are encouraged.
- In the setback area, create a paved pedestrian space that is continuous from curb to building, except for planters, trees, shrubs and fountains. Avoid expanses of lawn, using turf grasses only in small areas.
- Plant trees along the street edge in a rhythmic pattern.
- Locate parking to the rear of buildings, or to the side when rear parking is not feasible.
- Minimize spatial gaps created by parking or other non-pedestrian areas.



b. The Town Center-Historic (TC-H) District

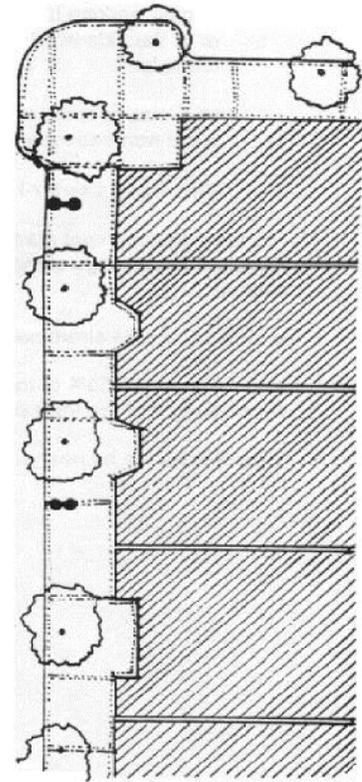
Property development standards for the TC-H District are given in Section III D.2. Required street edge standards are similar to the TC district, with the following exceptions:

- Front and side street setbacks are not required.
- A minimum of 50% of the front ground-level facade of the building must be located within 10 feet of the front property line.

(See Guidelines on next page.)

Guidelines:

- Place as much of the ground level front elevation of the building as possible on the front property line to maintain the continuity of the street edge.
- Avoid deep setbacks from the sidewalk edge. Avoid lawns or large planted areas along the street edge.
- Create continuous pedestrian activity in an uninterrupted sequence. Minimize spatial gaps created by parking lots or other non-pedestrian areas.
- Avoid blank walls and other "dead" spaces at the ground level.
- Plant trees along the street edge in a rhythmic pattern.
- Provide pedestrian-scaled lighting to supplement overhead street lighting.
- Locate parking to the rear of buildings, or to the side when rear parking is not feasible.



c. The Service-Commercial (SC) District

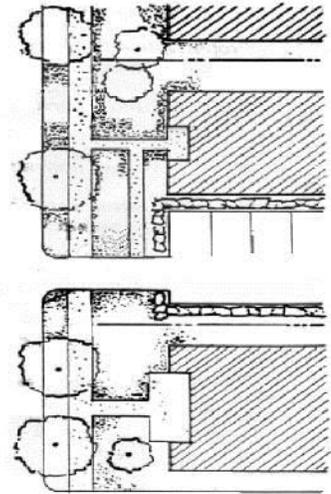
Property development standards for the SC District are given in Section III D.3. Required street edge standards include:

- A 10-foot minimum building setback from the front property line, measured from the property line at the planned street right-of-way.
- A 10-foot minimum building setback from the side street property line.
- Off-street parking and service areas shall not be located in required front or side street setback areas.
- Required front and side street setback areas shall be fully-planted with a combination of trees and shrubs.
- Off-street parking and service areas visible from public streets must be screened from view with a minimum 30-inch high solid wall or landscaped edge.

(See Guidelines on next page.)

Guidelines:

- Front and side street setback areas should be fully landscaped with drought tolerant trees and shrubs.
- When parking or service areas are visible from the street, they should be screened from street view by a minimum 30-inch high solid wall or landscaped edge.
- Driveways should be of minimal number and width as necessary for function and safety.



4. Pedestrian Emphasis (TC and TC-H Districts)

This Guideline applies to the TC and TC-H districts of the Specific Plan area.

The emphasis of design throughout downtown Redlands is to create a high-quality pedestrian environment. Buildings should address pedestrian needs and develop creative approaches to improving pedestrian interest, access and enjoyment.

a. Active Building Frontages.

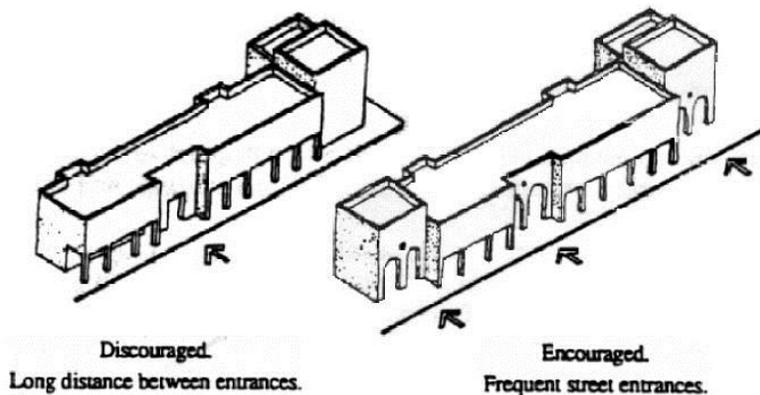
Pedestrian interest should be maximized by creating active building frontages with inviting indoor and outdoor spaces visible from the sidewalk and street.

- Active building frontages are essential to strengthen downtown Redlands pedestrian character. Buildings should provide generous openings at ground level to allow views of display windows by pedestrians and passing traffic.
- Entry courtyards, gardens and street-facing patios can create inviting outdoor spaces that offer a rich pedestrian experience. Site amenities such as seating, shade, public art, special landscaping and paving are helpful to further this intent.



b. Building Entrances.

Commercial buildings with long frontages are encouraged to provide frequent building entrances along the street when possible. Side or rear building entrances should always be accompanied by a front, street-facing entrance.



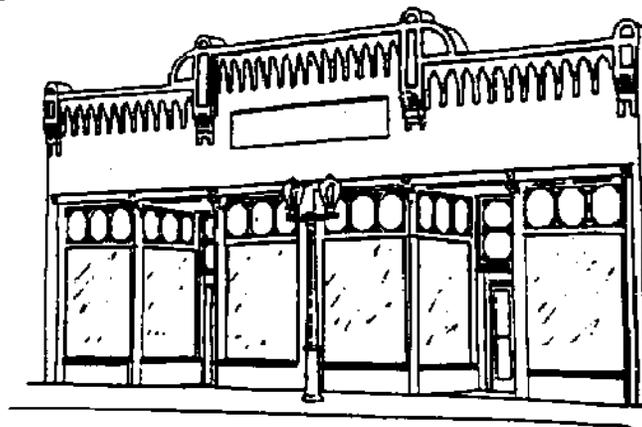
Building Entrances

c. Storefronts

- All new buildings and renovations should give careful consideration to providing an attractive storefront for pedestrian variety and interest.

Storefronts are the most important elements of a pedestrian-oriented streetscape. Together with display windows, awnings and signs, storefronts make up the character of each building.

Historically, storefronts in downtown Redlands were well-integrated with the rest of the building. Doorways, windows, signs, awning were balanced and complemented the building above, including the second story windows, parapet walls and cornices.



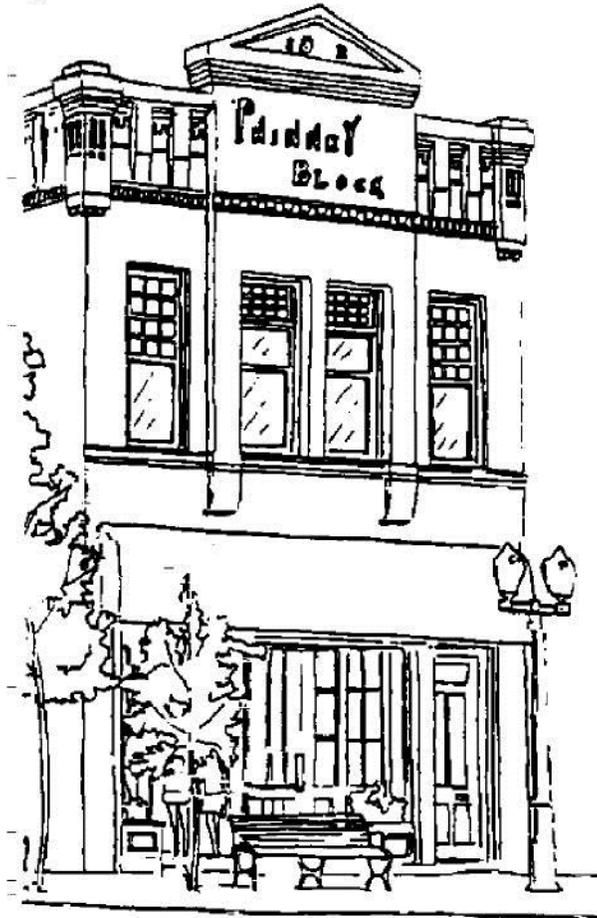
d. Windows/Transparency

- Pedestrian activity should be encouraged by providing views into shops, offices and restaurants.
- At sidewalk level, buildings must be primarily transparent. A minimum of 50% of all first floor facades with street frontage should consist of pedestrian entrances, display windows or windows affording views into retail, offices, gallery or lobby space. The building wall subject to transparency requirements shall include the portion between three feet and ten feet above the sidewalk.
- All glass in windows and doorways should be clear for maximizing visibility into stores. A minimal amount of neutral tinting of glass to achieve sun control is acceptable if the glass appears essentially transparent when viewed from the outside. Opaque and reflecting glass should not be used.
- Buildings and establishments where goods and services are not offered shall contain at least passive elements focused to the pedestrian. These may include architectural detailing, art work, landscaped areas or windows for public service use.

e. Entry Ways

- Entry ways to stores should be recessed for visual interest and to minimize doors swinging into the sidewalk right-of-way.

Building entries should create a focus or sense of entry for the structure. Wall recesses, roof overhangs, canopies, arches, signs and similar architectural features are integral elements of the building design which call attention to the importance of the entry.



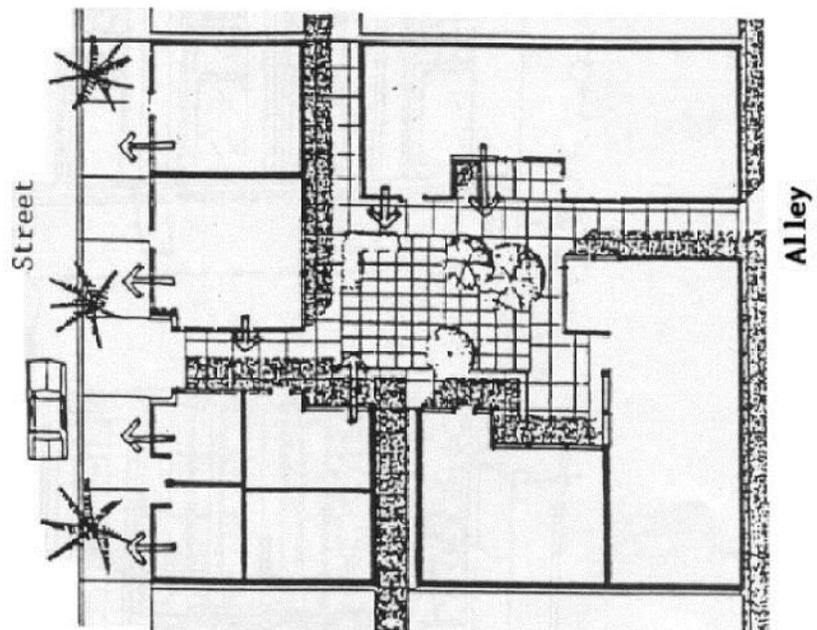
The "Phinney Block"

f. Courtyards, Patios, Plazas

Downtown buildings are encouraged to provide courtyards, patios, plazas and gardens which accommodate outdoor activities, give scale and focus to a building or site, and provide a sense of transition between indoors and outdoors. Courtyards should supplement rather than take away from street activity. Courtyards designed to diminish street activity are discouraged.

Downtown Redlands has potential to develop more courtyard buildings that take advantage of the City's excellent climate. Characteristics of courtyards and courtyard buildings encouraged are:

- Courtyards should be partially visible from the street or linked to the street by a clear circulation element such as an open passage or covered arcade.
- The edges of courtyard spaces should contain retail shops, restaurants, offices or other activities. Blank walls and dead spaces without pedestrian interest should be minimized.
- The design of the courtyard may provide a choice of sunny and shaded areas, variety of texture and color, movable seating and tables, and sculpture or fountain as a focus.



Courtyards

5. Historic Buildings and Sites

Downtown Redlands has a rich variety of historic architectural resources that exhibit a variety of periods and styles. An historic building which retains the historic character from the period in which it was created can substantially contribute to a new development and the community.

Preservation and careful rehabilitation of a designated historic building or contributing building in an historic district can take advantage of special allowances of the State Historic Building Code as well as Federal tax incentives.

a. Compatibility With Historic Resources

New development should preserve and be compatible with existing downtown historic resources. Particular emphasis should be placed on achieving an intimate scale and a concern for craftsmanship.

New developments which are built on or adjacent to designated historic sites, older buildings of substantial historic character, or within historic districts should be respectful of the historic building or site. While not mimicking the older structure, the development should consider the compatibility of size, shape, scale, materials, details, textures, colors and landscape features.

b. Diligent Effort to Rehabilitate

Plans to renovate or alter an historic site should demonstrate a diligent effort to retain and rehabilitate the historic resource.

It is recognized that, in some instances, the location or condition of an historic building may be such that it is not feasible to preserve and rehabilitate. When the location of a building is such that retention on its existing site is not feasible, an effort should be made to move the structure to another suitable location within the City of Redlands with of the cost to be paid by the developer of the original site. When structural, cost or construction considerations do not make retention of an historic building feasible, consideration should be given to retaining part of the structure.

Historic buildings which are renovated are encouraged to follow "The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Building" published by the U. S. Department of the Interior, National Park Service. A copy of the Standards and Guidelines is available at the City of Redlands Community Development Department.

The Guidelines are too lengthy to be repeated here, but the Standards of Rehabilitation are as follows:

- 1) Every reasonable effort shall be made to provide a compatible use for a property which requires a minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.*
- 2) The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- 3) All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.*

4) *Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.*

5) *Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.*

6) *Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.*

(7) *The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.*

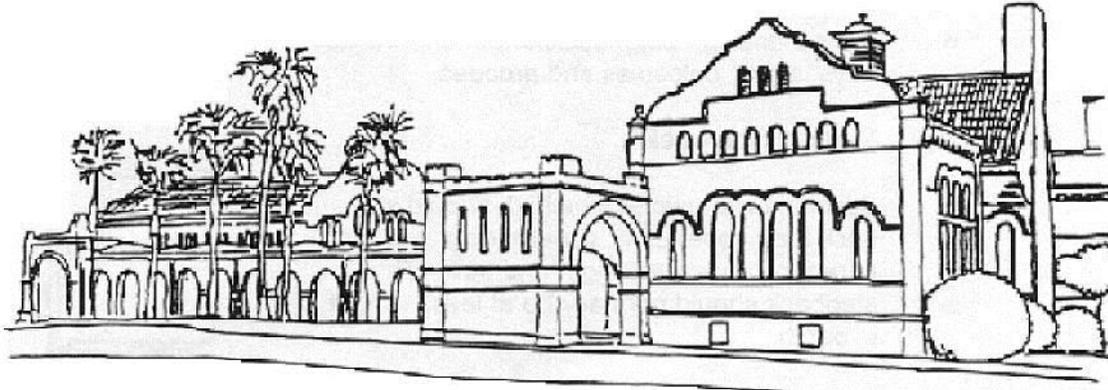
8) *Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent, to any project.*

9) *Contemporary design for alternations and additions to existing properties shall not be discouraged when such alternations and additions do not destroy significant historical, architectural or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment.*

10) *Wherever possible, additions or alterations to structures shall be done in such a manner that if such additions or alternations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.*

The City and local historical groups will offer advice to owners remodeling heritage buildings. It is hoped a strengthened appreciation of our heritage will take place in downtown Redlands. This will enable future generations to enjoy Redlands' historic resources and reinforce the downtown area's design goals.

6. Architectural Character



a. Building Height and Bulk

There are no specific height limitations, however, the following may serve as guidelines:

There is a maximum of three stories, not to exceed fifty-five (55) feet, permitted in the Town Center (TC), Town Center Historic (TC-H) and Service Commercial (SC) Districts.

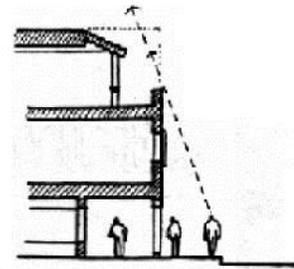
Buildings should minimize their perceived height and bulk as viewed from public streets. Suggested methods of reducing perceived height and bulk follow. Although these methods are encouraged, other approaches that achieve the same objectives are acceptable.

(1) Reduction of Apparent Width

- Buildings over 50 feet wide should divide their elevations into smaller parts. This can be accomplished by a change of plane, projection or recess. Large or long continuous wall planes should be avoided.
- Recesses and projections may be used to divide the mass of the building into smaller-scale elements and to provide strong areas of shade and shadow. Recesses may define courtyards, entries or other outdoor spaces along the perimeter of the building. Recessed or projected balconies, porches and arcades create a sense of depth in a building wall, contrasting surfaces exposed to the sun with those in shadow.
- Projections can emphasize important architectural features such as entrances, bays, stairs, balconies and arcades.

(2) Vertical Stepback

- Buildings over two stories high should step back their upper story street-facing facades to reduce apparent height and bulk. The stepback should normally be at least 10 feet in depth.



Vertical Stepback

A traditional principle which is often helpful in reducing building bulk and improving pedestrian scale is to divide the mass of the structure into distinct horizontal parts. The parts should express a sense of base, mid-section and top. This is especially helpful for three story buildings, and can achieve a more sculptured building form.

- The **base** may be a shaded element that establishes a strong visual relationship to the ground plane. A covered walkway or arcade set in shadow and carefully integrated with the total building form is one desirable method. Architectural detailing may also be used when a covered walkway is not appropriate.
- The **mid-section** is the "body" of the building. The preferred architectural character of the mid-section is to treat it as a solid wall with recessed windows or groupings of windows. Long or large wall surfaces with flush-mounted windows should be avoided.



- The top story of the building should develop a lighter character. As a general principle, the upper story of the building should reduce its floor area and building mass. A sculpted roof form that develops a silhouette against the sky is encouraged.

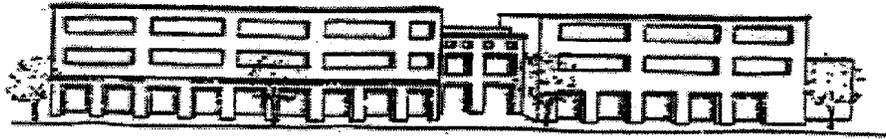
(4) Architectural Details

- Details such as deep reveals, expressed columns, deeply-recessed doors and windows, and changes in texture help divide a wall plane into smaller-scale parts that relate to human size and scale.

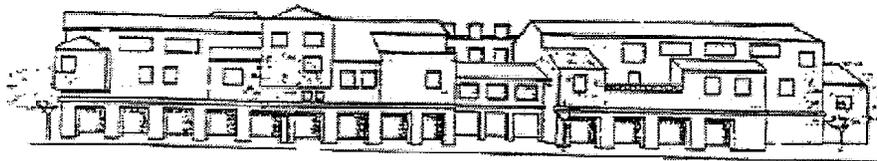
b. Proportion and Scale

Proportion is defined as the relationship between parts of a building or building element. Scale is the relationship of the building to human size. Varied proportions are desired in

the design of building elevations. The scale of building elements, especially at the pedestrian level, should be kept intimate and close to human size with relatively small parts.



Avoid Repetitive Proportions



Varied Proportions Encouraged



Building parts scaled to human size.

Proportion and Scale

C. Materials and Colors

(1) Coordination with the district and neighboring properties

Exterior building materials and colors should contribute to a unified downtown environment. Harmony with neighboring buildings is to be emphasized. In districts where a particular building material predominates, the new project is encouraged to use the same palette or a similar palette compatible in texture, color and scale with the predominant material. Coordination of materials used on adjacent buildings is desirable.

(2) Selection of building materials

(a) Recommended exterior building materials compatible with downtown Redlands are:

- Natural materials, such as wood, brick, unpolished stone.
- Cement plaster (stucco) or similar material.
- Textured masonry with integral color.
- Formed concrete with integral color and a textured finish.

(b) Discouraged exterior building materials are:

- Large areas of glass, unless located at pedestrian level for store fronts.
- Highly reflective or mirror-like materials that reflect glare into the surrounding environment. These materials should be used only in small areas for architectural details near the ground level.
- High contrast color glazed masonry except for small areas of detail.
- Glass curtain walls.
- Synthetic materials made to resemble masonry.
- Metal panels.
- Exposed concrete masonry. Split faced concrete masonry units with integral color and texture may be used in the Service Commercial District and with discretion in the other districts for portions of buildings, but is discouraged as a primary exterior building material.
- Plastic materials.
- Continuous strips or bands of glass without interruption by mullions. The use of flush-mounted glass used in long horizontal patterns should be avoided.

(c) Windows

- To reduce solar heat gain and reflection of glare, windows and large areas of glass should be recessed in shadow. It is preferable that large glazed areas be divided into smaller parts by using mullions to express individual windows or groupings of windows.
- The provisions of the above paragraph do not apply to storefronts.

(d) Walls

- Expression of wall thickness is desirable. Reveals, returns and deep recesses at openings are encouraged to exaggerate wall thickness.

(3) Color

The use of color in downtown buildings should seek an overall harmony and limited palette. Colors should follow those now in predominant downtown use: light and muted earth tones for basic surfaces with strong hues only as accents. Color is encouraged in detail and ornamentation.

(a) Recommended colors:

- Light and muted earth tones, including off whites such as ivory.
- Natural brick, stone and wood tones.
- For ground surfaces and roofs: warm earth tones.
- Accents: Saturated and bright colors may be used in small areas for detail, ornamentation, doors and windows, stairs or other architectural features.

(b) Discouraged colors:

- Highly-reflective colors that cause glare.
- Large dark buildings or surfaces.
- Large areas of dark glass.
- Colors so dark or intense as to neutralize shadow patterns.
- Saturated hues and bright colors except for use in small areas.

d. Architectural Detail

Architectural detail and ornamentation that enrich buildings and exhibit craftsmanship are encouraged.

- Cornices, ornamental moldings, lamps and other architectural details that provide visual interest, shadow, contrast and color are encouraged. This is especially desirable at the pedestrian level. Details should be carefully integrated with the design concept of the building.
- Balconies provide spaces for outdoor activities and are often helpful to give scale to a building wall. They provide an element of human size which can effectively contrast with the solid, massive character of a wall.
- Outdoor stairs can create rich entry sequences and help to make upper stories of a building more visible.



Architectural Detail: La Farge Plaza

7. Off Street Parking Facilities

Standards for the location of off-street parking facilities are described in Section III C.1 through III C.3.

a. Access

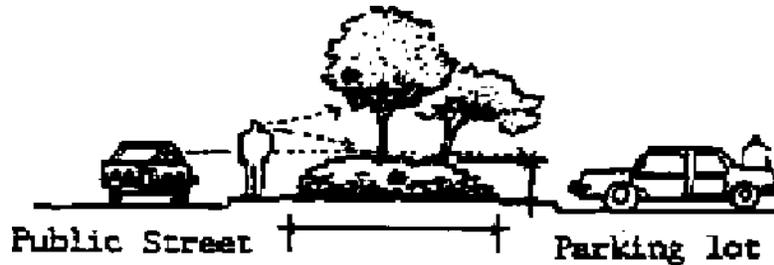
- Curb cuts for driveways should be limited to a minimum number. Except in special cases for large projects, only one curb cut shall be permitted on each public street frontage of the property. Corner properties with more than one street frontage should locate access driveways on the street with the least traffic volume.
- Access for service vehicles, trash collection and storage areas should be located on alleys where they exist. When no alley exists, the access should be located on the street with least traffic volume.

b. Parking Lot Perimeters

- Off-street parking lots should be visually screened from street view by planting or a combination of planting and low walls.

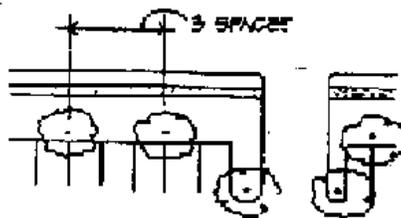
A continuous screen at least 30 inches high should be formed by a solid wall or planting. If shrubs are used to create this screen, the shrubs should be a minimum of 30 inches in height after two years growth. Space shrubs in massed plantings so that branches intertwine. Solid walls used for screening must be accompanied by a minimum 3 foot wide landscaped edge facing the street.

- Planted perimeter areas must be at least 5 feet deep along public streets and interior property lines.
- Parking lots must be set back at least 5 feet from the edge of a building. The 5 foot area between the parking lot and building should be fully landscaped, unless used as a pedestrian walkway. In the SC District, such landscaping is not necessary if it would not be visible from the street.

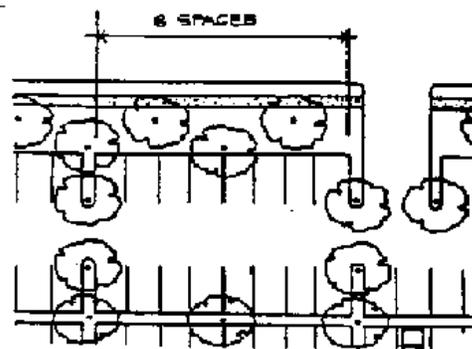


c. Internal Parking Lot Planting

- Parking lots should include internal planting to develop tree canopies that soften the visual impact of the lots and provide relief from heat build-up.
- Trees which have a spreading shape to maximize shade should be emphasized in parking lots. Vertical shaped trees should be avoided except as accent trees near buildings.



Parking with planter or grate



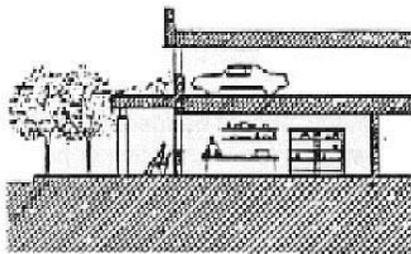
Parking with four foot break

Parking Lot Planting

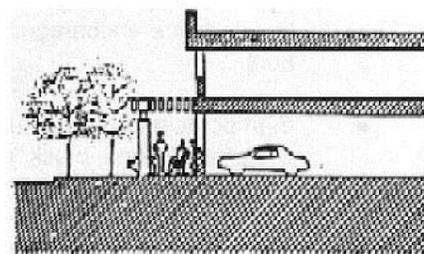
For all parking lots greater than 5,000 square feet, an internal area at least 8 percent of the total parking area should be planted with a combination of trees and shrubs.

d. Parking Structures

- In the TC and TC-H districts, structured parking is encouraged. If not feasible in the immediate development program for the site, consideration should be given to a longer term master plan for the site that would eventually convert surface parking areas to additional building space accompanied by structured parking.
- The visual impact of parking structures should be minimized by locating them at the rear or interior portions of the property when possible.
- Parking structures which must be located on public street frontages should:
 - Minimize the street frontage of the structure by placing its short dimension along the street edge when possible.
 - Develop activities such as shops, offices or other commercial space along the ground level of the street frontage.
 - When this is not possible, provide a planted patio space between the structure and the street.



Parking structure with ground floor shop.



Parking structure with planted patio space.

8. Signage

a. General Design Criteria

The provisions of the City of Redlands Sign Code shall be followed in the Specific Plan area. Where a conflict between the Sign Code and these Design Guidelines may occur, the more restrictive provision shall apply unless specific language in the Design Guidelines permits a sign type that is otherwise prohibited by the Sign Code.

- All signs should be a minimum size and height to adequately identify a business.
- Signage design should be carefully integrated with site and building design to create a unified appearance for the total property.