# DIVISION 4. COMMUNITY DESIGN

## CHAPTER 1. CIRCULATION

### Section EV4.0101 Introduction

(a) A critical element of the Specific Plan is the provision of an efficient and comprehensive circulation plan. In order for development to occur in an orderly and systematic manner, access into the study area must be improved and the circulation system within the study area must be adequate to accommodate traffic volumes generated by the project.

(b) The intent of the plan, in terms of circulation, is to provide an effective circulation system, establish a streetscape design that will enhance the character of the East Valley, and maintain consistency with current and future transportation planning efforts at the state, regional and local levels.

(c) While most transportation in and around the study area is by private automobile, special consideration has been given to public transit, pedestrian access, and recreational trails.

(d) Figure 4-1 illustrates the backbone circulation system proposed for the East Valley Corridor. The circulation system is adopted as a portion of the General Plans of the County of San Bernardino, the City of Loma Linda, and the City of Redlands.

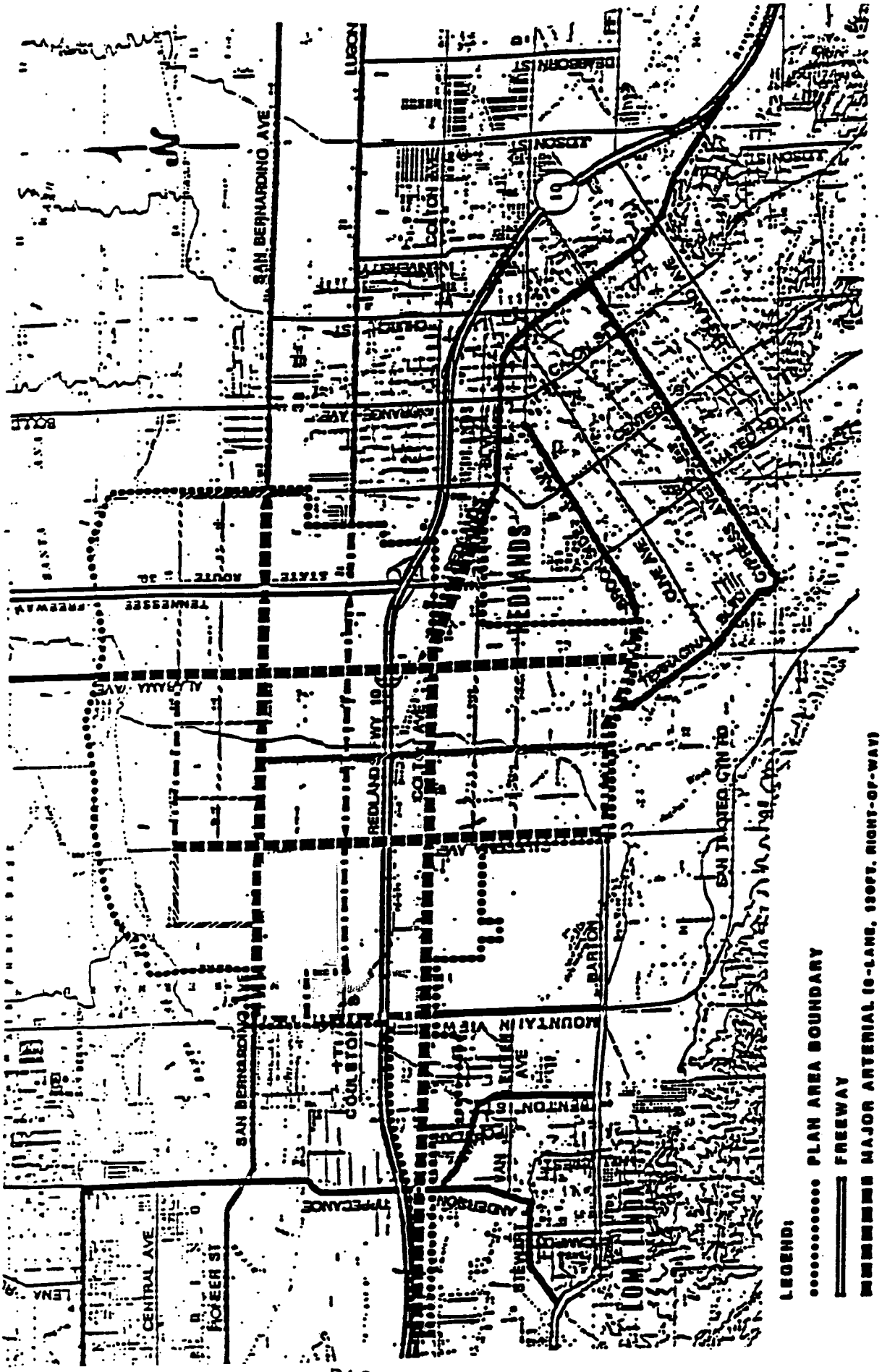



FIGURE 4-1

EAST VALLEY CORRIDOR SPECIFIC PLAN

**Section EV4.0105 Circulation Plan**

(a) The major traffic routes through the study area are Interstate 10 (the San Bernardino Freeway) and State Route 30 (the Tennessee Freeway). The Specific Plan provides for a network of six lane major arterial and four lane major and secondary highways in conjunction with collector streets to be constructed or improved within the area. This proposed circulation system will provide additional regional access to the area as well as build a backbone system for the proposed development.

(b) The following roadways shall be designated as major arterials:

California Street from Palmetto Avenue to Barton Road
Alabama Street from the Santa Ana River to Barton Road
Redlands Boulevard from the western plan boundary to Park Avenue
San Bernardino Avenue from Mountain View Avenue to Texas Street

(c) The following roadways shall be designated as major highways:

Palmetto Avenue from California Street to Alabama
Lugonia Avenue from Mountain View Avenue to the eastern plan area Boundary, except the segment from California Street to the west side of the 210 Freeway overpass at Citrus Plaza.
Barton Road from California Street to Kansas Street
Mountain View Avenue from Redlands Boulevard to San Bernardino Avenue
Anderson Street from Redlands Boulevard to I-10

(d) The following roadways shall be designated as secondary highways:

Nevada Street from San Bernardino Avenue to Barton Road
Texas Street from Palmetto Avenue to southern plan area boundary
Palmetto Avenue from Lugonia Avenue to California Street
Lugonia Avenue between California Street to the west side of the 210 Freeway overpass at Citrus Plaza.

(e) The following roadways shall be designated as collectors:

Olive Avenue from California Street to Alabama Street
Pioneer Avenue from Alabama Street to Texas Street
Collector connecting Palmetto Avenue and San Bernardino Avenue, west of Nevada Street
Collector connecting Palmetto Avenue and San Bernardino Avenue, east of Nevada Street
Park Avenue from California Street to Redlands Boulevard
Citrus Avenue from California Street to Kansas Street

(f) In instances where roadways are designated on the Circulation Plan where

no road currently exists, the location and design standards, including the grade and alignment, will be determined by the reviewing authority at the time of submittal of design plans for the individual project.

**Section EV4.0110 Road Standards**

(a) Standards and specifications for transportation facilities and all work within the road rights-of-way shall conform to the County's Standards and Specifications Manual unless specifically modified herein. Typical sections of roads within the planning area are shown in Figures 4-2 through 4-6.

(b) Right-of-way shall be required as shown on the Specific Plan Circulation map except in the following instances:

(1) On California Street between Palmetto Avenue and Almond Avenue, the existing fan palm row shall be placed in a 22-foot landscaped median. To accommodate this median, the road right-of-way shall be 126 feet instead of 120 feet on this stretch.

(2) On Palmetto Avenue between California Street and the existing alignment of Nevada Street, the existing double row of fan palms will be placed in a 34-foot landscaped median. To accommodate this median, the road right-of-way shall be 106 feet instead of 104 feet on this stretch.

(c) In order to accommodate medians and parkways landscaped with fan palm rows, sidewalks shall be placed outside of the right-of-way on the following streets. In these instances, the reviewing agency shall be granted a sidewalk easement for maintenance.

Redlands Boulevard
San Bernardino Avenue
Alabama Street
Palmetto Avenue between California Street and Nevada Street

(d) Access control standards shall be as follows:

(1) No direct driveway access from individual residences shall be permitted onto major arterials, major highways or secondary highways.

(2) Intersections shall be placed a minimum of 400 feet centerline to centerline from freeway on and off ramps.

(3) Offset intersections shall be a minimum of 300 feet centerline to centerline.

(4) Access shall be controlled on major arterials and major highways to minimize curb cuts and facilitate the flow of traffic. Any new development or subdivision of land adjacent to these roadways shall be required to dedicate vehicular access rights, except where access points are shown on an approved Site Plan. Shared access and parking, and use of side streets for access, shall be required whenever possible.

(5) All development proposals shall be designed so as to provide for a free flow of vehicles in and out of the site as well as for easy access to the various activity areas within each site.

(6) Placement of access points into each site shall minimize interference with the off-site circulation system.

(7) Where medians are located in the street fronting the site, driveways should be provided where median breaks occur.

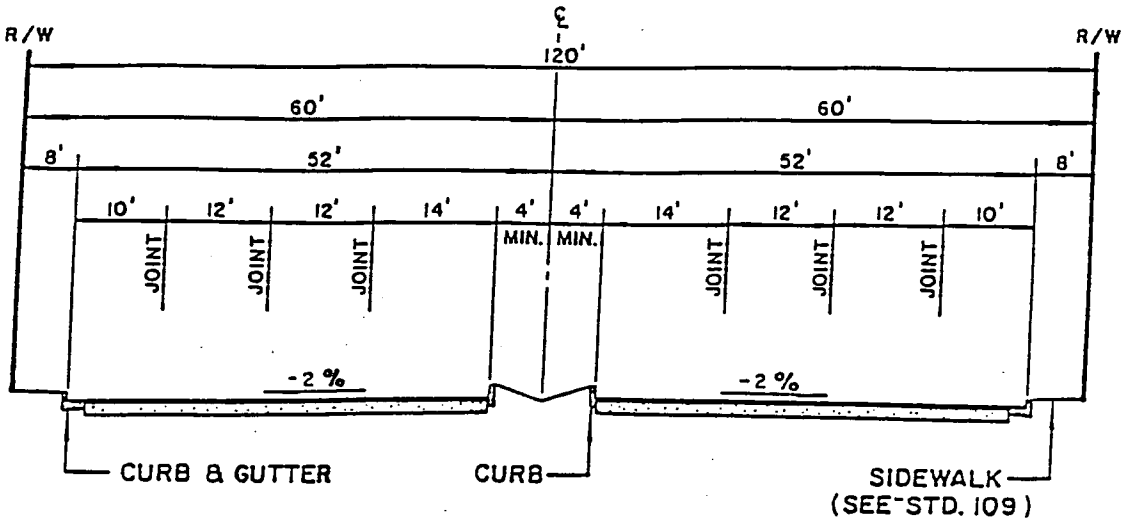
(8) Adequate provisions shall be made for emergency vehicle access, with a minimum of two (2) points of ingress and egress provided to each site.

(e) Intersection design shall conform to the following standards:

(1) Intersections less than 80 degrees shall not be permitted without special approval from the reviewing agency. The 90-degree angle is preferable.

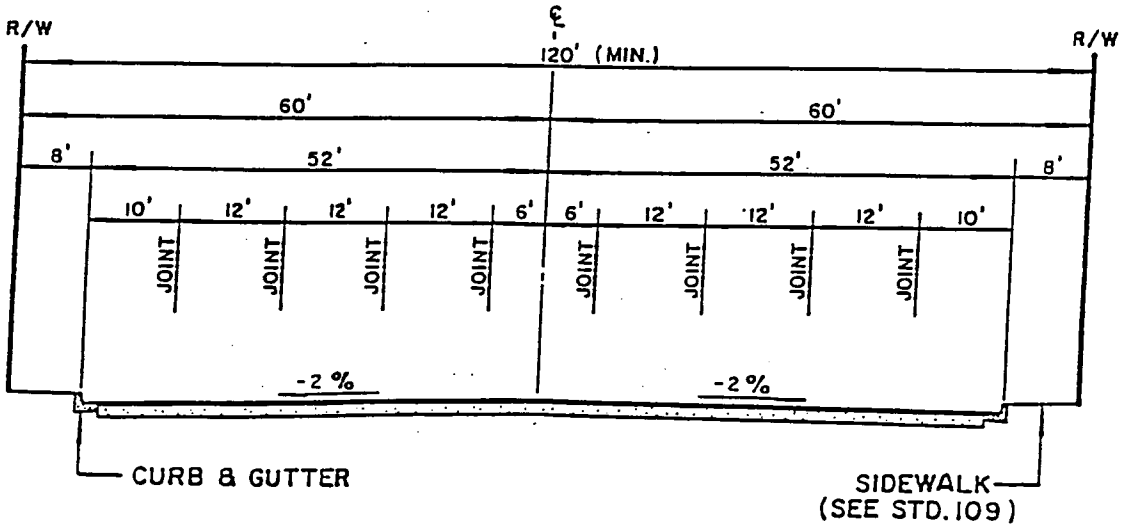
(2) If offset streets are to be continuous, they shall be curved to approach the intersection so as to effect a right-angle alignment.

(3) At intersections where additional traffic lanes are indicated by traffic analysis, provision shall be made for requiring additional right-of-way and curb width within 300 feet of the intersection.




## TYPICAL SECTION

WITH RAISED MEDIAN




## TYPICAL SECTION

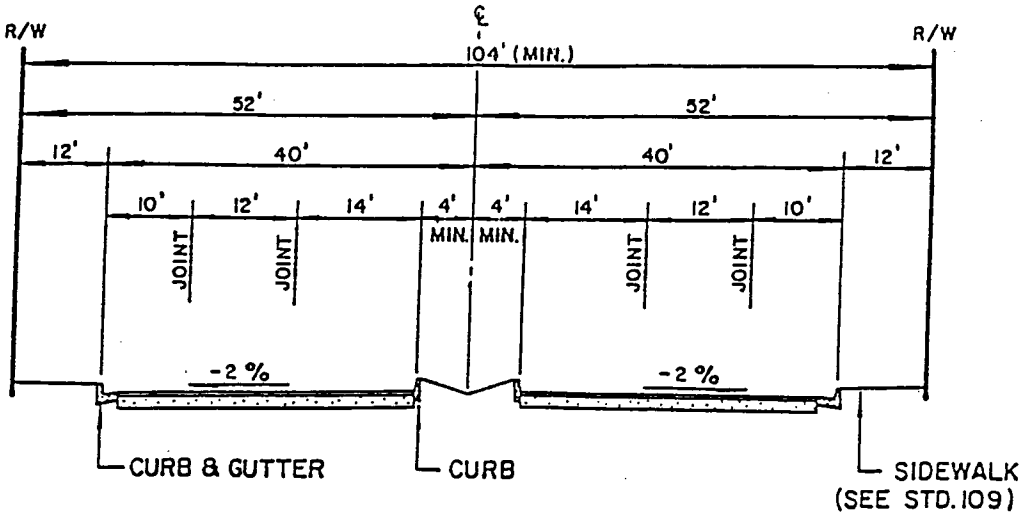
WITH CONTINUOUS LEFT TURN LANE

NOTES:

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. DRAINAGE FACILITIES SHALL BE PROVIDED TO DEWATER RAISED MEDIAN AREAS.
3. 10' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.

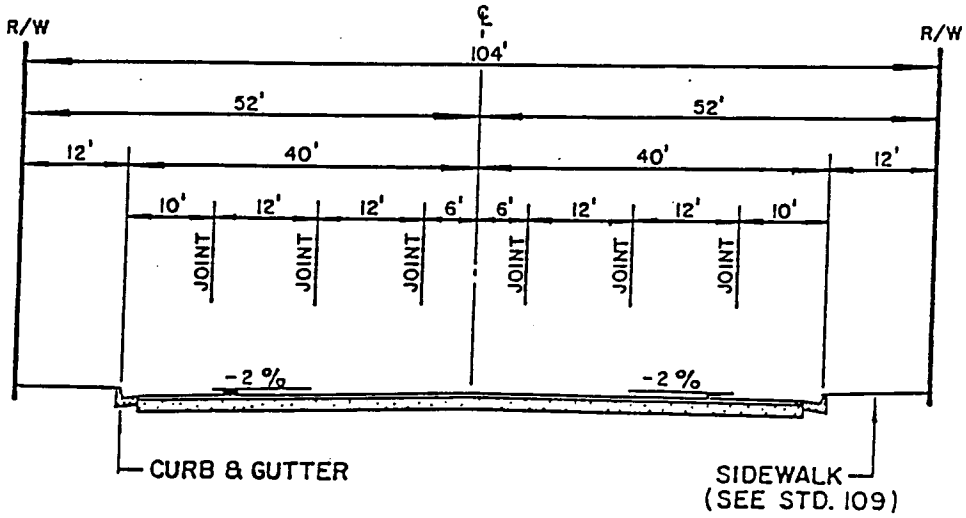
**FIGURE 4-2**

# MAJOR ARTERIAL




## TYPICAL SECTION

WITH RAISED MEDIAN




## TYPICAL SECTION

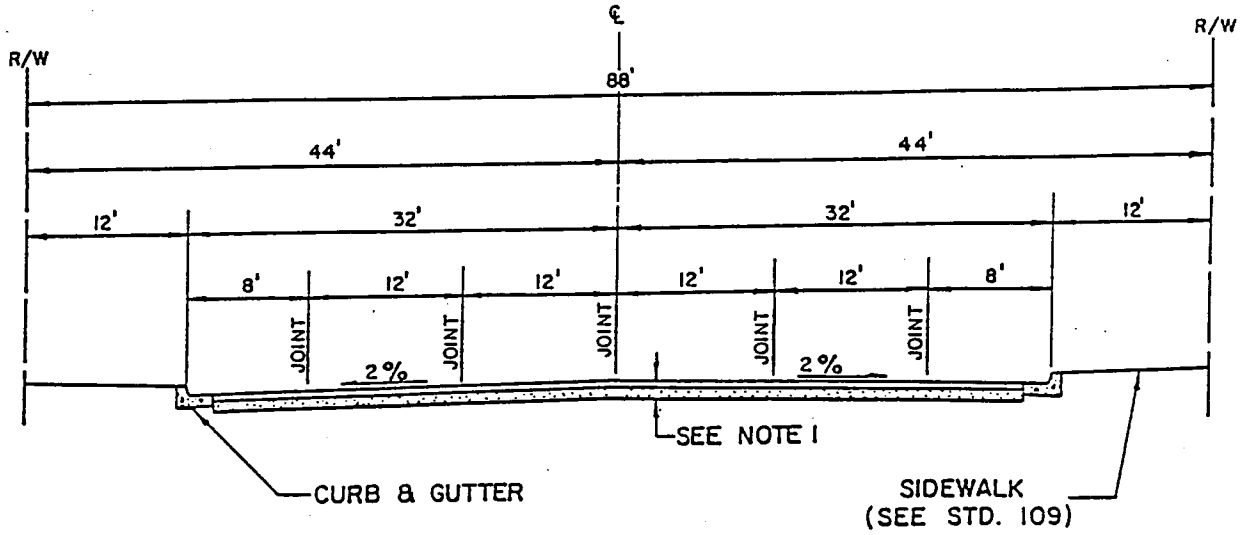
WITH CONTINUOUS LEFT TURN LANE

NOTES:

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. DRAINAGE FACILITIES SHALL BE PROVIDED TO DEWATER RAISED MEDIAN AREAS.
3. 10' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.

**FIGURE 4-3**

# MAJOR HIGHWAY



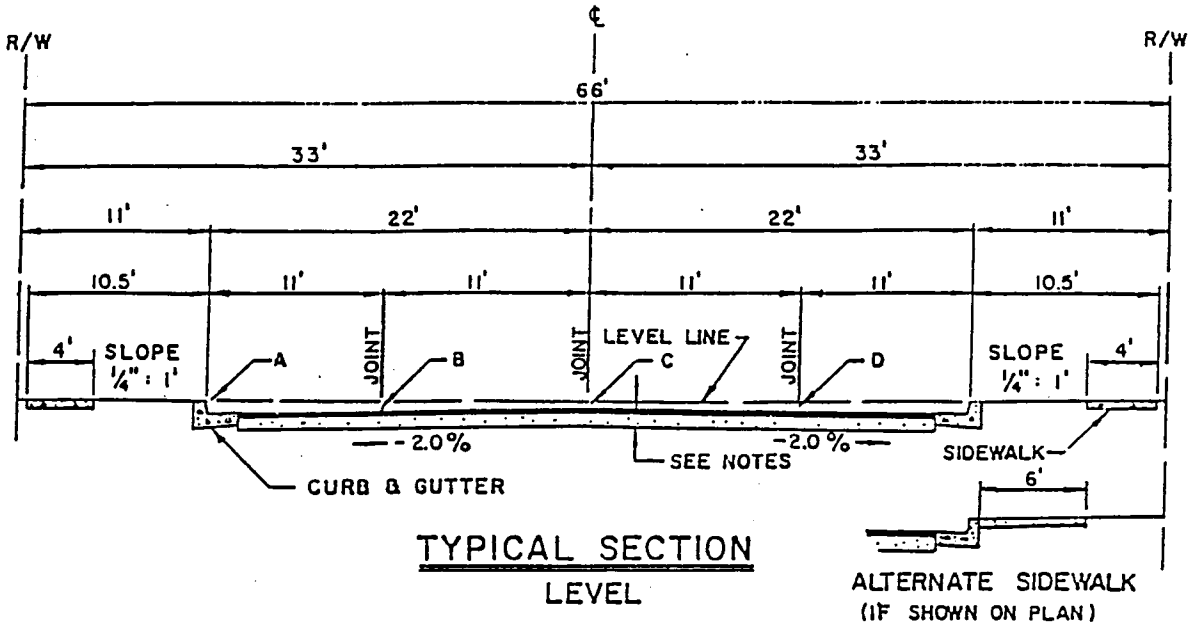

TYPICAL SECTION

NOTES:

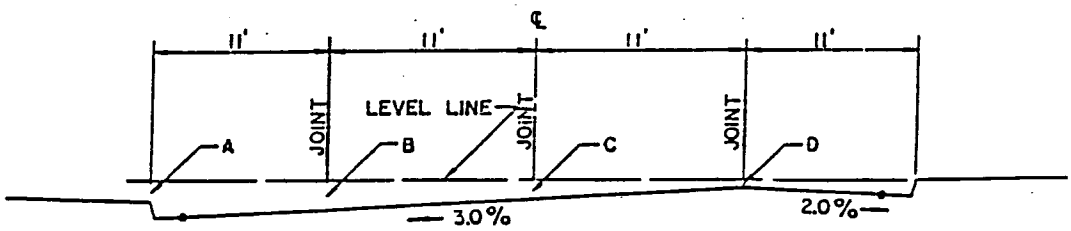
1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. 8' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.

**FIGURE 4-4**

SECONDARY HIGHWAY




TYPICAL SECTION
LEVEL




TYPICAL SECTION
TILT

| | | A | B | C | D |
|---|---|---|---|---|---|
| 8" CURB | LEVEL | 0.00' | 0.36' | 0.14' | 0.36' |
| | TILT | 0.76' | 1.02' | 0.69' | 0.36' |
| 6" CURB | LEVEL | 0.00' | 0.19' | (0.03) | 0.19' |
| | TILT | 0.76' | 0.85' | 0.52' | 0.19' |

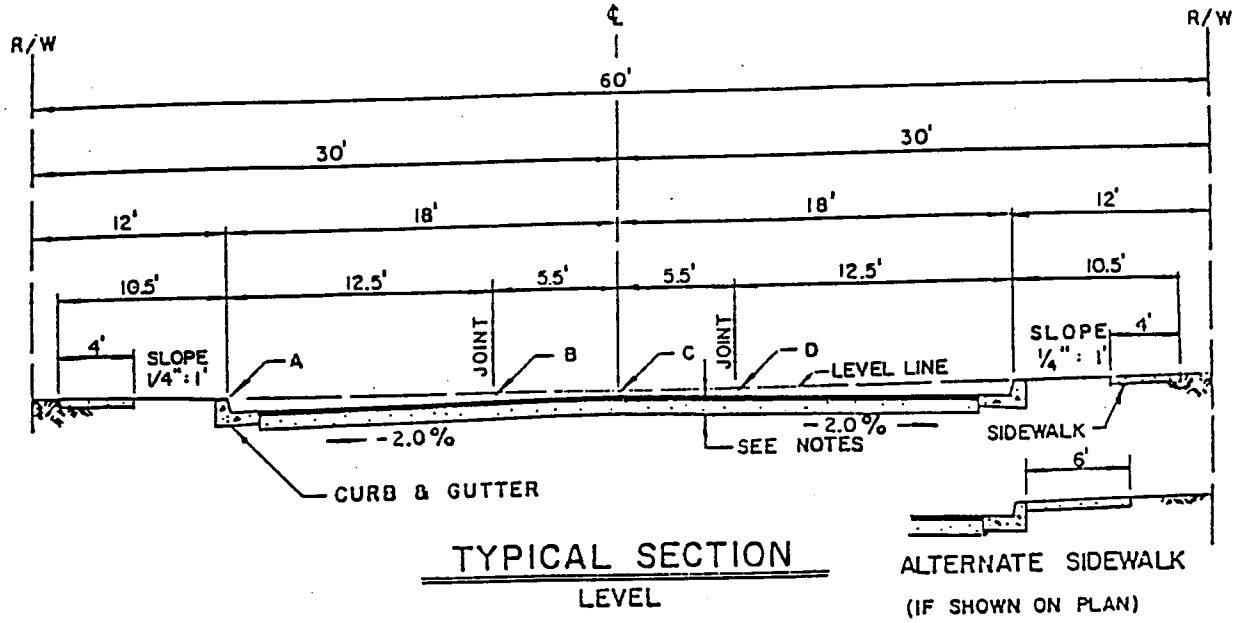
( ) INDICATES ABOVE LEVEL LINE

NOTE

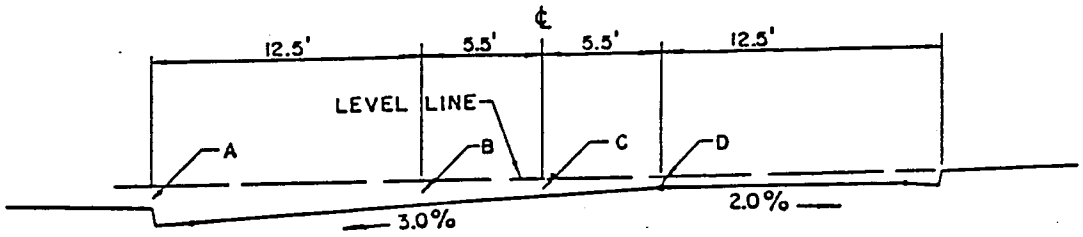
1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. MINIMUM DESIGN PAVING THICKNESS SHALL BE 0.20' ASPHALT CONCRETE.
3. CONSTRUCTION OUTSIDE R/W WILL REQUIRE SLOPE EASEMENTS.

**FIGURE 4-5**

COLLECTOR STREET




TYPICAL SECTION
LEVEL




TYPICAL SECTION
TILT

| | | A | B | C | D |
|---|---|---|---|---|---|
| 8" CURB | LEVEL | 0.00' | 0.33' | 0.22' | 0.33' |
| | TILT | 0.44' | 0.66' | 0.50' | 0.33' |
| 6" CURB | LEVEL | 0.00 | 0.16' | 0.05' | 0.16' |
| | TILT | 0.44' | 0.49' | 0.33' | 0.16' |

NOTE

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. MINIMUM DESIGN PAVING THICKNESS SHALL BE 0.20' ASPHALT CONCRETE.
3. CONSTRUCTION OUTSIDE R/W WILL REQUIRE SLOPE EASEMENTS
4. WHEN PREPARING SUBGRADE FOR PAVING, CENTERLINE CROWN ON THE "LEVEL SECTION" SHALL BE RELOCATED EITHER LEFT OR RIGHT 0.50' TO MATCH CROWN BREAK IN PAVING MACHINE.

**FIGURE 4-6**

LOCAL STREET

(f) The following streets shall have landscaped center medians:

Palmetto Avenue
California Street, from Barton Road to Palmetto Avenue
Redlands Boulevard, from California Street to New York Street
Barton Road, from Terracina Boulevard to Kansas Street

(g) No parking, except for emergency parking, shall be allowed on any street which has four or more lanes, (includes major arterials, major highways, and secondary highways).

(h) Cul-de-sac standards shall be as follows:

(1) Cul-de-sacs shall have a minimum paved radius of 40 feet.

(2) Length of cul-de-sac shall not exceed 600 feet.

(i) Private streets shall be constructed in accordance with approved Planned Development Standards.

**Section EV4.0115 <u>Special Landscaped Streets</u>**

(a) Introduction

The dominant design element for the East Valley Corridor will consist of unified streetscape themes to be established throughout the planning area, incorporating consistency of setbacks, street planting, berming, walls and sidewalks. In order to establish this consistency, major arterials within the planning area have been designated as Special Landscaped Streets, with specific design guidelines developed for each one.

A key element of the streetscape design, providing a dramatic and recognizable image for the area, will be a continuation of the existing grid pattern of Washingtonia Robusta palms (Mexican fan palms), both north and south of Interstate 10. Understory plantings of canopy type street trees, shrubs and groundcover will provide shade, color and a more human scale to the streetscape. The landscape design and plant palette for each major street is intended to be consistent throughout the planning area.

Properties which abut any of the streets listed below must landscape the area adjacent to the roadway as provided in Sections EV4.0115 (b) through (k). The only improvements which may encroach into this landscaped area are driveway entrances, sidewalks, planters, fences or walls not to exceed three and a half (3-1/2) feet in height. Parking areas adjacent to roadways are subject to the landscape requirements of Section EV4.02S0.

Specific design and or plant materials may be modified at the discretion of the approving agency when there is a conflict with the location of public utilities. Development applications requesting a deviation from specific design standards or plant materials shall clearly identify what conflict exists with public utilities, what specific standards apply, and how the conflict will be resolved. The approving agency may modify adopted design or plant material requirements when a demonstrated conflict with public utilities exists that cannot be resolved without deviating from adopted standards.

Special Landscaped Streets within the East Valley Corridor area include the following:

Redlands Boulevard (see Section EV4.0115(b))
San Bernardino Avenue (see Section EV4.0115(c))
Alabama Street (see Section EV4.0115(d))
California Street (see Section EV4.0115(e))
Palmetto Avenue, between California and Alabama Streets (see Section EV4.0115(f))
Lugonia Avenue (see Section EV4.0115(g))
Barton Road (see Section EV4.0115(h))
Mountain View Avenue (see Section EV4.0115(i))

(b) REDLANDS BOULEVARD

Redlands Boulevard, designated as a major arterial, extends the length of the planning area south of and parallel to Interstate 10. Land use designations adjacent to Redlands Boulevard include General Commercial, Commercial Industrial and some Residential. Much of the property adjacent to Redlands Boulevard is already developed with commercial and light industrial uses. Existing landscape treatments on this street include parkway planting with meandering sidewalks in Loma Linda, and street trees with a median established in portions of Redlands. The intent of the landscape guidelines on Redlands Boulevard is to recognize and upgrade existing development, and to extend and unify existing landscape elements.

Setbacks

Building setback line (from property line) 25 feet. Parking setback line (from property line) 15 feet.

Sidewalks

Meandering sidewalks, six (6') foot width, minimum of three (3) feet from back of curb, per Section EV4.0130 (a) and (c).

Groundcover Within Public Right-of Way

Turf

Groundplane

Berms or other screening required where parking areas are visible from right-of-way.

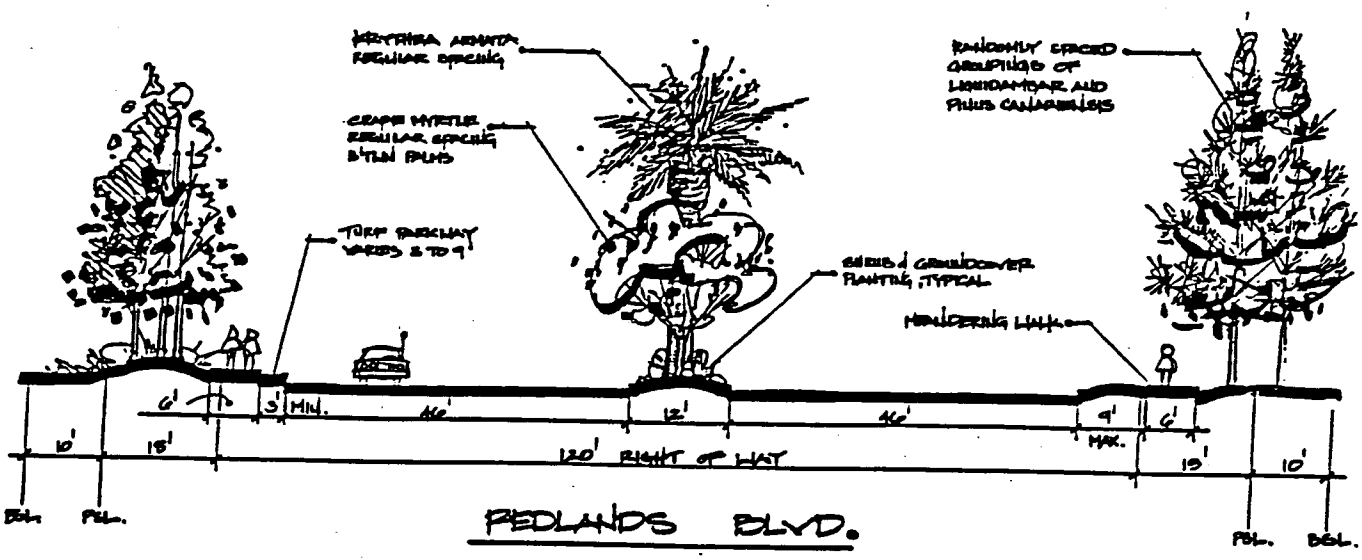
Street Trees

Pinus canariensis (Canary Island Pine)
Liguidamber styriciflua

Trees to be randomly spaced to provide varied streetscape with view windows, at the equivalent of one (1) tree per thirty (30) linear feet.

Median (In Redlands only)

Crape myrtle and Erythea armata (palms) with shrubs and groundcover plantings.


KRYTHEA ARMATA REGULAR SPACING
CRAPE MYRTLE REGULAR SPACING 8'TUN PALMS
TURF PARKWAY VARIES 8 TO 9'
RANDOMLY SPACED GROUPINGS OF LIQUIDAMBAR AND PINUS CANARIENSIS
SHRUB & GROUNDCOVER PLANTING, TYPICAL
MEANDERING WALK
6'
3' MIN.
46'
12'
46'
9'
6'
MAX.
10'
18'
120' RIGHT OF WAY
19'
10'
BSL.
PSL.
PSL.
BSL.
REDLANDS BLVD.

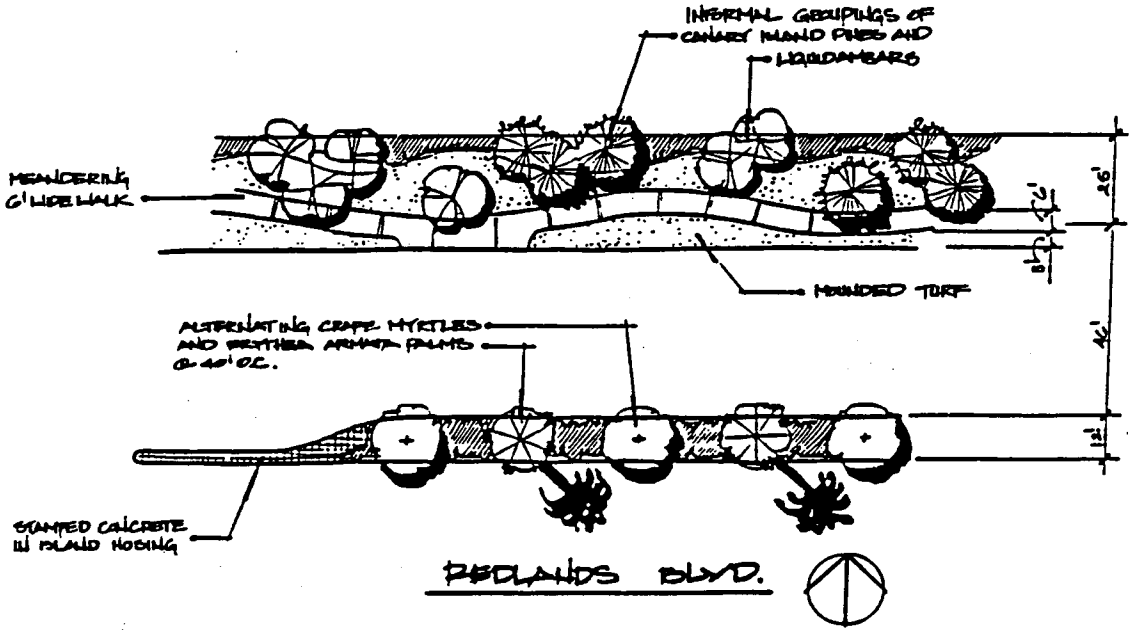

INFORMAL GROUPINGS OF CANARY ISLAND PINES AND LIQUIDAMBARS
MEANDERING 6' WIDE WALK
MOUNDED TURF
ALTERNATING CRAPE MYRTLES AND KRYTHEA ARMATA PALMS @ 40' O.C.
STAMPED CONCRETE IN ISLAND NOSING
26'
46'
12'
REDLANDS BLVD.

**FIGURE 4-7**

## (c) SAN BERNARDINO AVENUE

San Bernardino Avenue is designated as a major arterial and is a major east-west thoroughfare connecting the cities of Redlands and San Bernardino. The predominant designated land use adjacent to this street is Special Development, with some Regional and General Commercial adjacent to the Tennessee freeway. Most of the area around San Bernardino Avenue is presently undeveloped, with orange groves and field crops the major uses in this area. The intent of the landscape guidelines for San Bernardino Avenue is to extend the palm row landscape element, enhance the identity of the East Valley Corridor on a major roadway, and create an aesthetic buffer between the street and planned commercial and industrial uses.

Setbacks

Building setback line (from property line) 30 feet. Parking setback line (from property line) 15 feet.

Sidewalk

Six (6') foot straight sidewalk, eight (8') feet from back of curb.

Groundplane

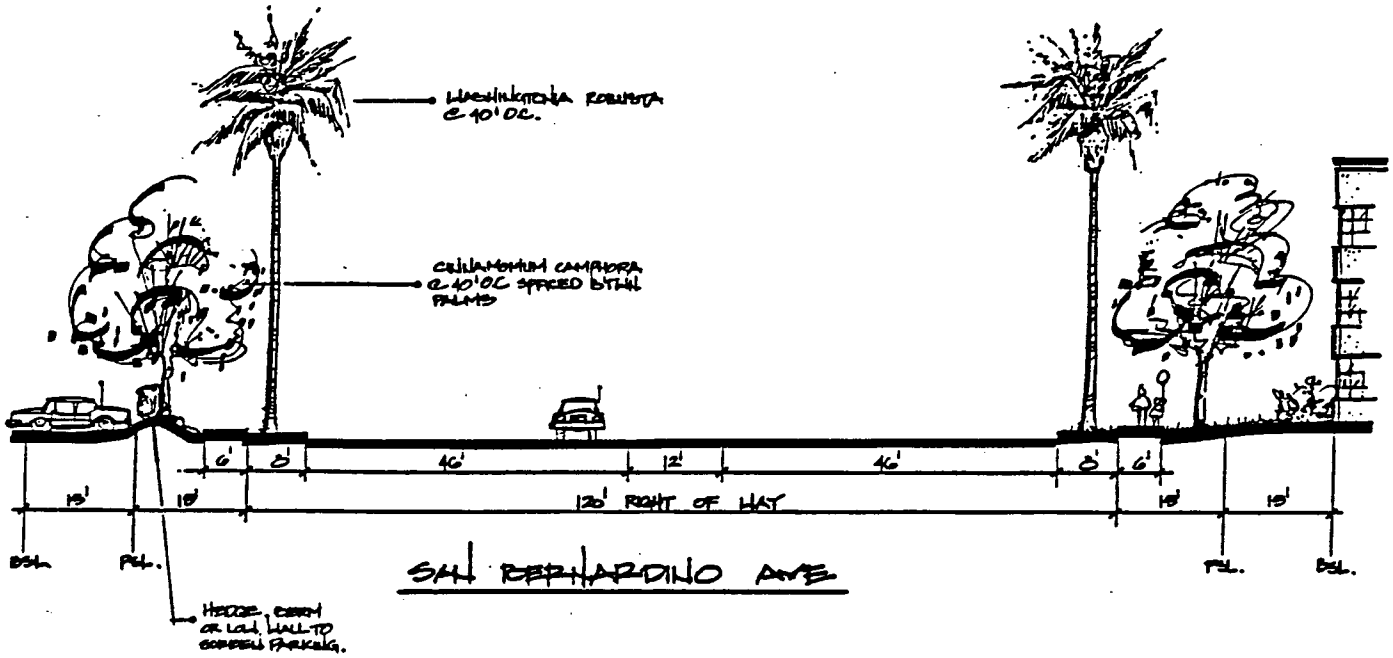
Berms or other screening required adjacent to parking areas.

Groundcover Within Public Right-of-Way

Turf

Street Trees

New planting of single row of Washingtonia robusta on each side of roadway between curb and sidewalk, planted forty (40') feet on center. Camphor trees (Cinnamomum camphora) planted in landscaped setback area on regular spacing, in triangular pattern with palm rows. Salvage and relocate existing mature palms as roadway is widened.


WASHINGTONIA ROBUSTA @ 40' OC.
CINNAMOMUM CAMPHORA @ 40' OC SPACED BTWN PALMS
6'
8'
46'
12'
46'
8'
6'
15'
18'
120' RIGHT OF WAY
18'
15'
BSL
PSL.
PSL.
BSL.
HEDGE, BERM OR LOW WALL TO SCREEN PARKING.
SAN BERNARDINO AVE

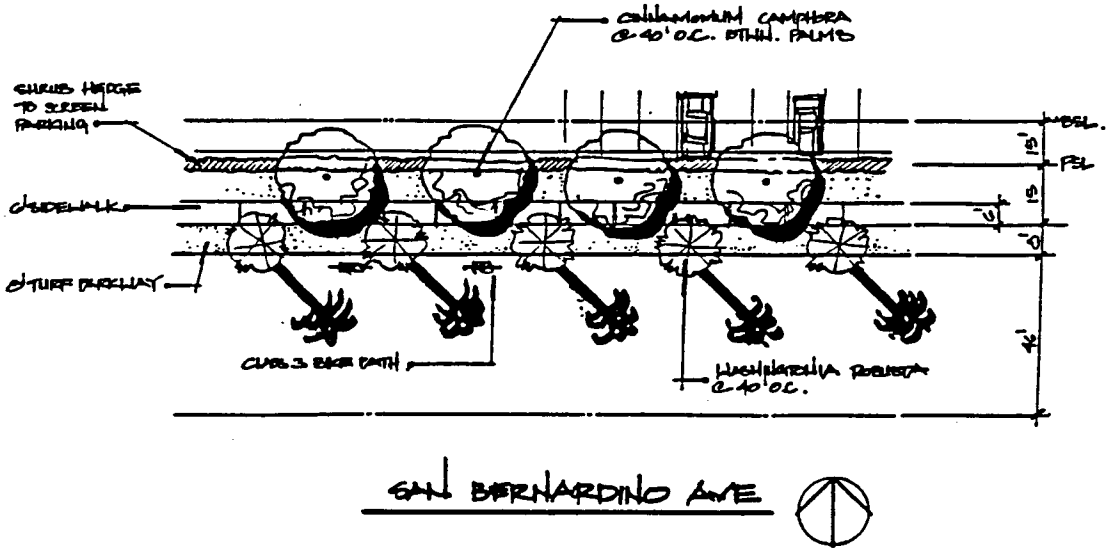

CINNAMOMUM CAMPHORA @ 40' OC. BTWN. PALMS
SHRUB HEDGE TO SCREEN PARKING
SIDEWALK
TURF PARKWAY
CURB & BIKE PATH
WASHINGTONIA ROBUSTA @ 40' OC.
BSL.
PSL
15'
15'
8'
8'
46'
SAN BERNARDINO AVE

**FIGURE 4-8**

(d) ALABAMA STREET

Alabama Street, which parallels the Tennessee freeway to the west, is designated as a major arterial. Alabama connects Redlands to the community of Highland, and serves as the only arterial access into this portion of the planning area from the north. The existing crossing of Alabama over the Santa Ana River Wash is a causeway which is subject to inundation and washing out. The Circulation Plan calls for construction of a bridge at this location, to make this crossing all-weather.

Land use designations along Alabama include a wide mix of uses from north to south, including Commercial, Industrial, Planned Development, Multiple Residential, and Administrative/ Professional. The portion of Alabama south of Lugonia is already developed with a variety of commercial uses, while the northern portion is agricultural. The developed portion is partially landscaped with street trees (generally palm varieties) and turf.

Building setbacks already established in the developed portion are relatively narrow, while the opportunity to create a wider, more spacious landscaped area exists north of Interstate 10.

The intent of the landscape guidelines for Alabama Street is to create a unified appearance along the street throughout the planning area despite varying land uses, while recognizing existing development and building on established landscape treatment.

Setbacks

Building setback line (from property line) 30 feet. Parking setback line (from property line) 15 feet south of I-10, 30 feet north of I-10.

Sidewalks

Six (6') foot sidewalks behind palm planting area.

Groundplane

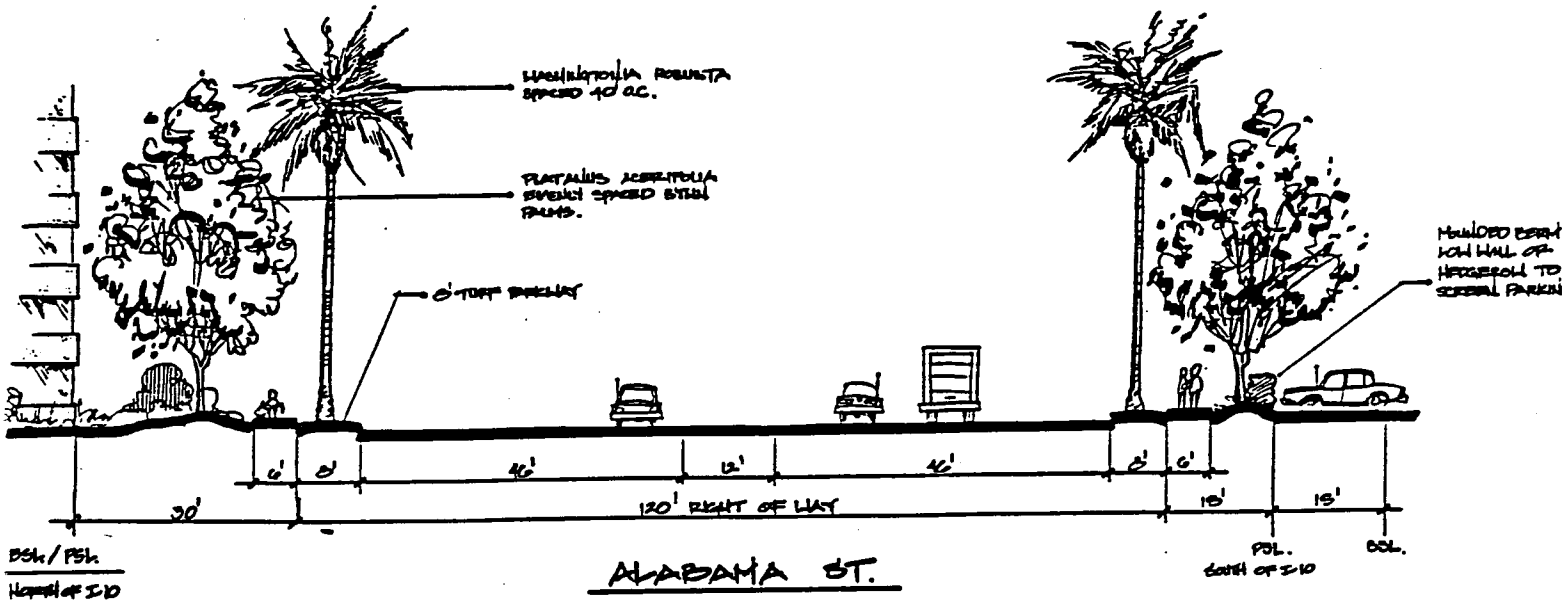
Berms or other screening required where parking areas are visible from right-of-way.

Groundcover Within Public Right-of-Way

Turf or groundcover.

Street Trees

Single row of Washingtonia robusta, planted forty (40') feet on center; understory of Platanus acerifolia, regularly spaced in triangular pattern with palms.


WASHINGTONIA ROBUSTA SPACED 40' O.C.
PLATANUS ACERIFOLIA EVENLY SPACED BTWN PALMS.
8' TURF PARKWAY
MOUNDED BERM LOW WALL OR HEDGEROW TO SCREEN PARKING
6'
8'
46'
12'
46'
8'
6'
30'
120' RIGHT OF WAY
15'
15'
BSL / PSL
NORTH OF I-10
PSL.
SOUTH OF I-10
BSL.
ALABAMA ST.

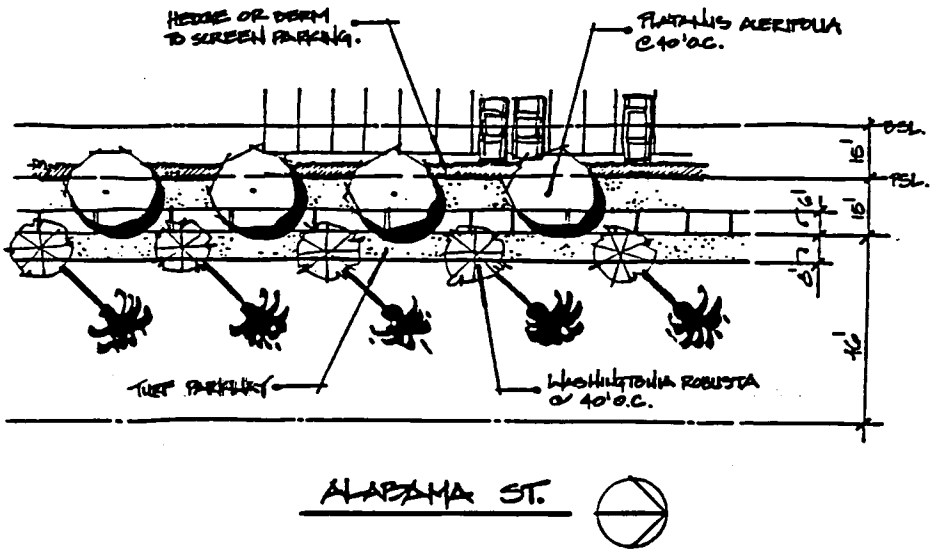

HEDGE OR BERM TO SCREEN PARKING.
PLATANUS ACERIFOLIA @ 40' O.C.
BSL.
PSL.
15'
15'
46'
TURF PARKWAY
WASHINGTONIA ROBUSTA @ 40' O.C.
ALABAMA ST.

**FIGURE 4-9**

(e) CALIFORNIA STREET

California Street is designated as a major arterial and provides a major gateway into the planning area from Interstate 10, both to the north and the south. North of I-10, the predominant land use designation is Special Development and the area is undeveloped above Lugonia. South of I-10, land use designations adjacent to California Street include multiple family residential and commercial, and portions of the area are already developed. The landscape guidelines for California Street emphasize the importance of this roadway in establishing the identity of the East Valley Corridor, due to its high visibility from the freeway, anticipated traffic volume, planned link to a regional trail system, and central location. Because of these factors, a wide landscaped median and parkways are planned for the portion of California north of I-10, where no existing development will be affected. South of I-10, the median will be reduced in size and the trail system will be routed onto Citrus Avenue.

Setbacks

Building setback line (from property line) 30* feet. Parking setback line (from property line) 30* feet.

* Where trail system is not adjacent to roadway, setbacks may be a minimum of 25 feet but must average 30 feet.

Sidewalks

Six (6') foot sidewalks adjacent to curb.

Bike Trail

Class I bike path on east side of California Street between Palmetto Avenue and Redlands Boulevard (per Section EV4.0150).

Groundplane

Berms or other screening required adjacent to parking areas. Berms encouraged on parkways.

Groundcover Within Public Right-of-Way

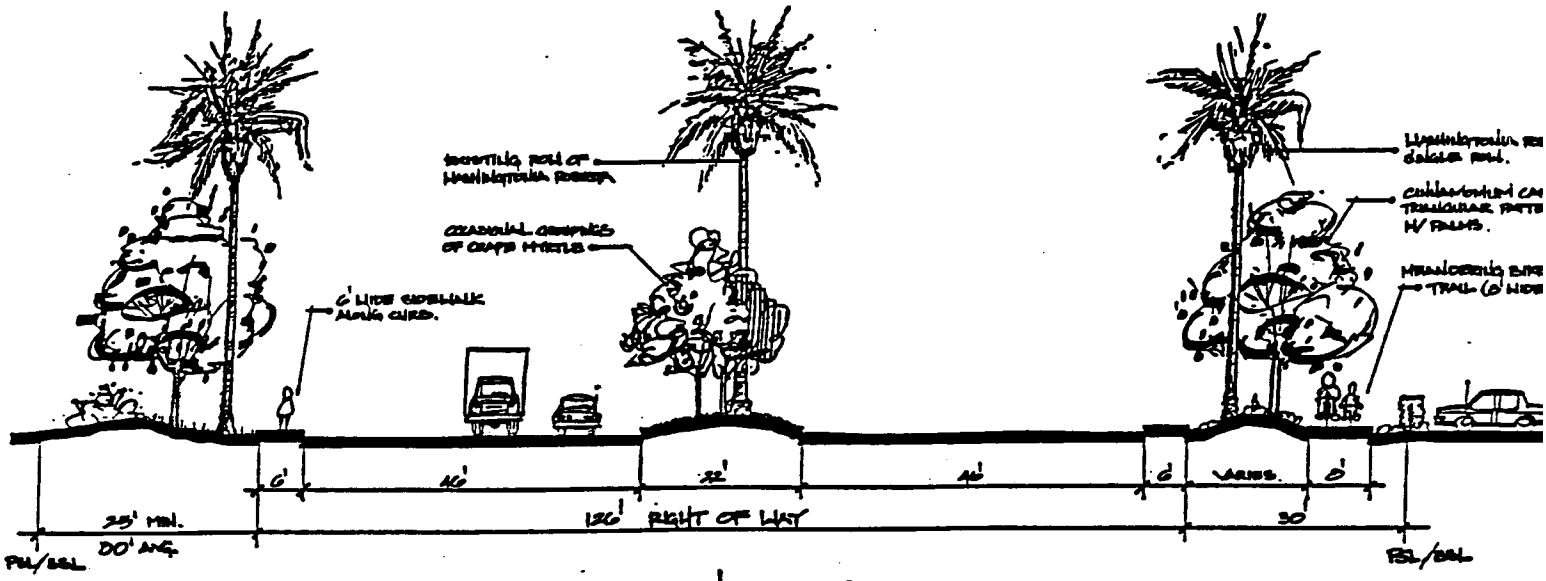
Turf

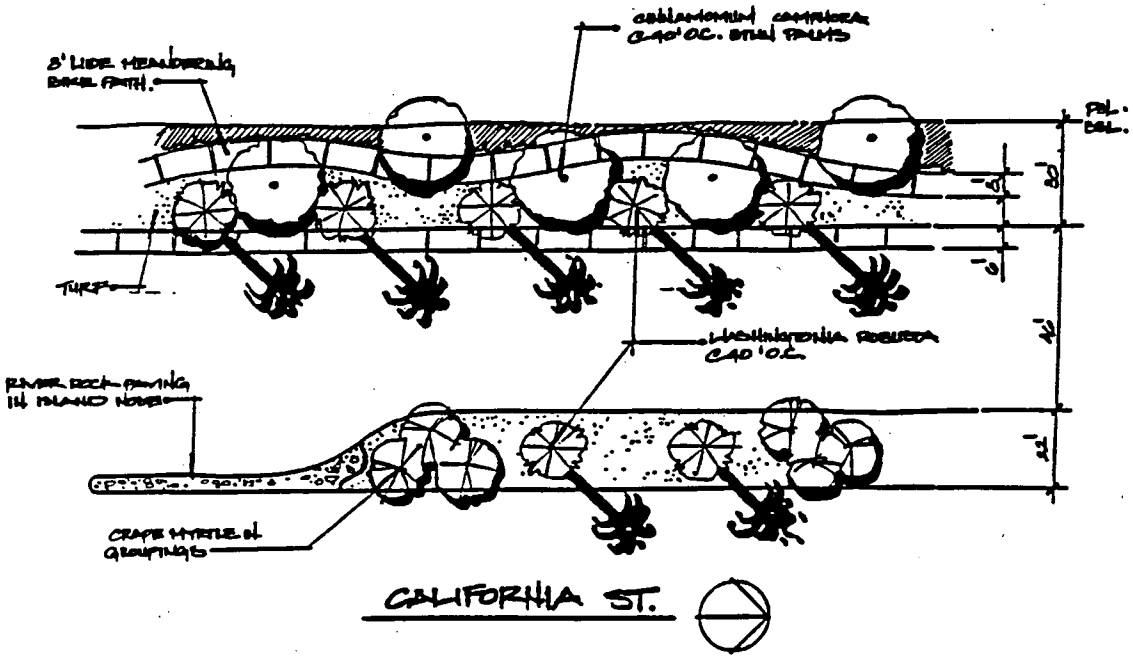
Street Trees

New planting of single row of Washingtonia robusta on each side of roadway adjacent to curb, planted forty (40') feet on center. Camphor trees (Cinnamomum camphora) planted in landscaped setback area on regular spacing, in triangular pattern with palm rows.

Median

North of Interstate 10, phase median into roadway north of Lugonia Avenue. Between Almond Avenue and Palmetto Avenue, retain existing row of Washingtonia robusta in median. Use occasional understory groupings of crape myrtle. Use river rock in median noses.




CALIFORNIA ST.

**FIGURE 4-10**

(f) PALMETTO AVENUE, between California and Alabama Streets

Palmetto Avenue is designated as a major highway between California Street and Alabama Street. It will serve to carry traffic between those two major arterials, and to provide access to the adjacent land designated for Regional Industrial and Special Development. Two existing rows of Washingtonia robusta, planted approximately 22 feet apart, extend along Palmetto between California Street and Nevada Street. It is the intent of the landscape guidelines to maintain consistency with the design concepts for California Street, and to preserve and extend the existing palm rows on Palmetto Avenue.

Setbacks

Building Setback line (from property line) 30* feet. Parking setback line (from property line) 30* feet. *Where trail system is not adjacent to roadway, setbacks may be a minimum of 25 feet but must average 30 feet.

Sidewalks

Six (6') foot sidewalks adjacent to curb.

Bike Trail

Class I bike path on north side of Palmetto Avenue (per section EV4.0150).

Groundplane

Berms or other screening required adjacent to parking areas.

Groundcover within Public Right-of-Way

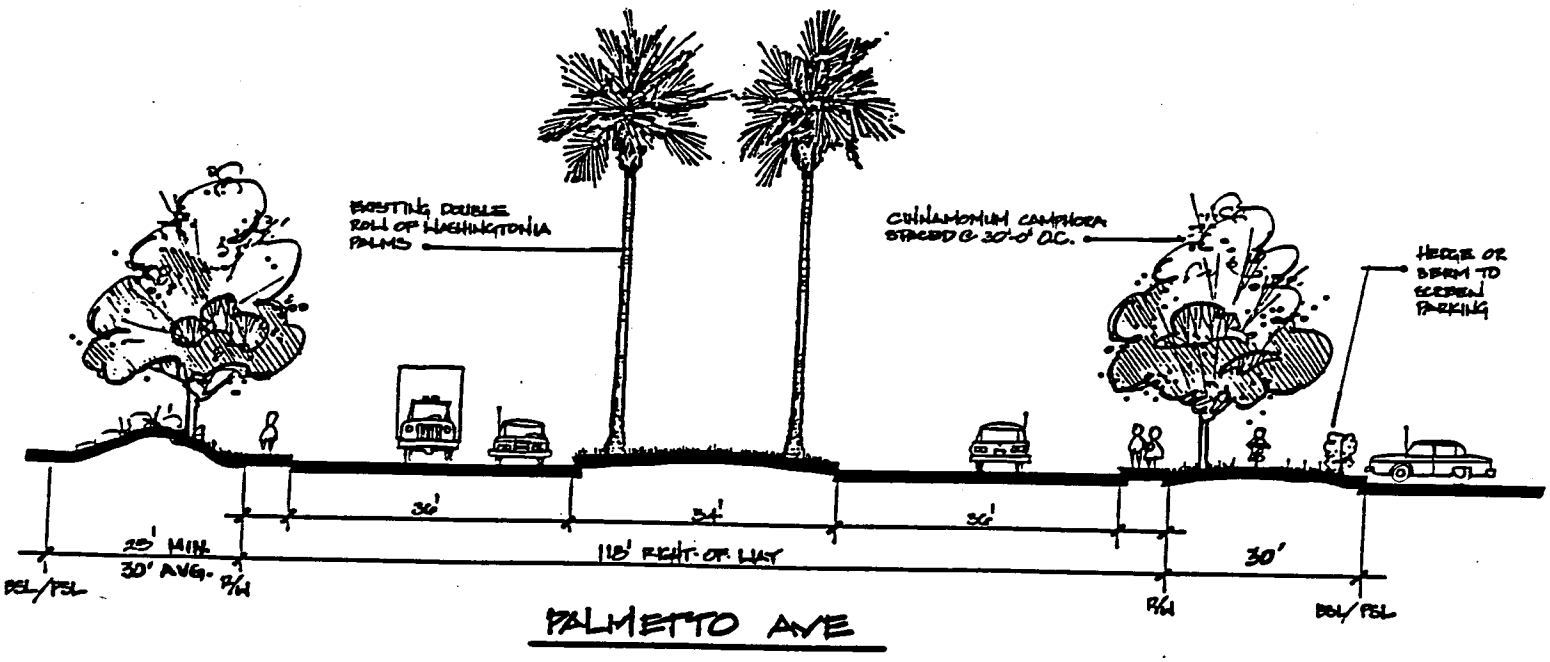
Turf

Street Trees

Camphor trees (Cinnamomum camphora) planted thirty (30') feet on center.

Median

Between California Street and (existing) Nevada Street, place double palm row in 34-foot median. Between Nevada Street and Alabama Street, plant new row of Washingtonia Robusta palm trees thirty (30') feet on center in triangular pattern with camphor trees on parkways. Use occasional understory groupings of crape myrtle. Use river rock in median noses.


EXISTING DOUBLE ROW OF WASHINGTONIA PALMS
CINNAMOMUM CAMPHORA SPACED @ 30'-0" O.C.
HEDGE OR BERM TO SCREEN PARKING
36'
34'
36'
25' MIN.
30' AVG.
118' RIGHT-OF-WAY
30'
BCL/FCL
P/L
P/L
BCL/FCL
PALMETTO AVE

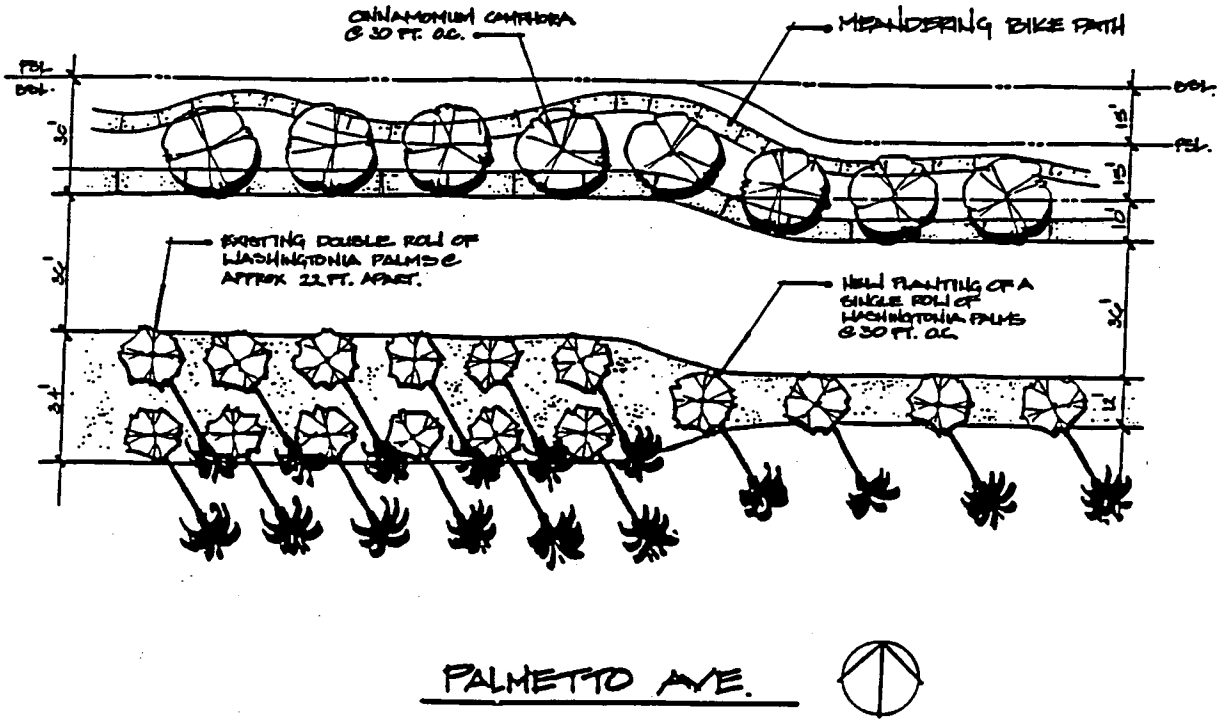

CINNAMOMUM CAMPHORA @ 30 FT. O.C.
MEANDERING BIKE PATH
FCL
BCL
BCL
FCL
EXISTING DOUBLE ROW OF WASHINGTONIA PALMS @ APPROX 22 FT. APART.
INFILL PLANTING OF A SINGLE ROW OF WASHINGTONIA PALMS @ 30 FT. O.C.
PALMETTO AVE.

FIGURE 4-11

(g) LUGONIA AVENUE

Lugonia Avenue is designated as a major highway and secondary highway (modified) and parallels Interstate 10 to the north. The secondary highway (modified) section pertains to that portion of Lugonia Avenue from California Street on the west to the 210 Freeway on the east. Land use designations adjacent to Lugonia include General Commercial, Special Development and Regional Commercial. An existing landscape element developed on Lugonia is the citrus grove adjacent to Edwards Mansion, a primary focal point on this street. The intent of the landscape guidelines on Lugonia Avenue is to create a spacious, uncluttered "greenbelt" appearance conducive to business park development.

Setbacks

Building setback line (from property line) 30 feet. Parking setback line (from property line) 15 feet.

Sidewalks

Meandering sidewalk, six (6') foot width, minimum of three (3') feet from back of curb, per Section EV4.0130 (a) and (c).

Groundplane

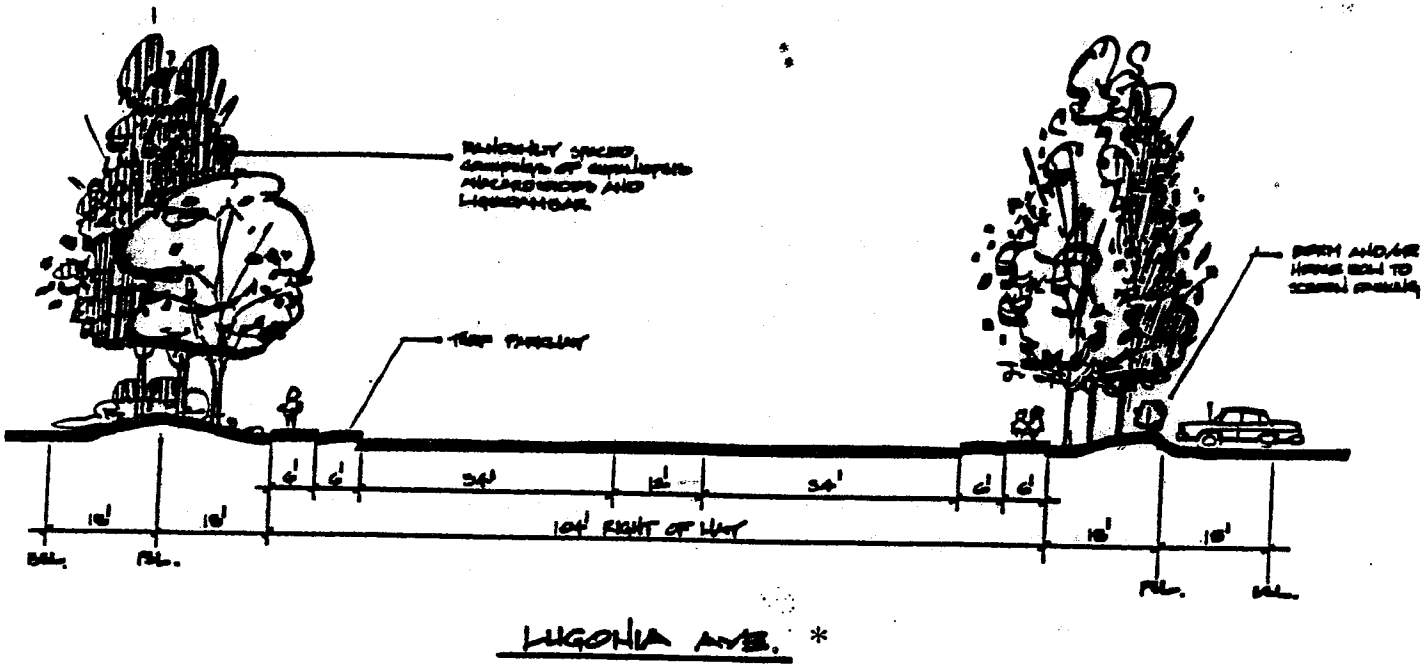
Berms or other screening required where parking areas are visible from right-of-way.

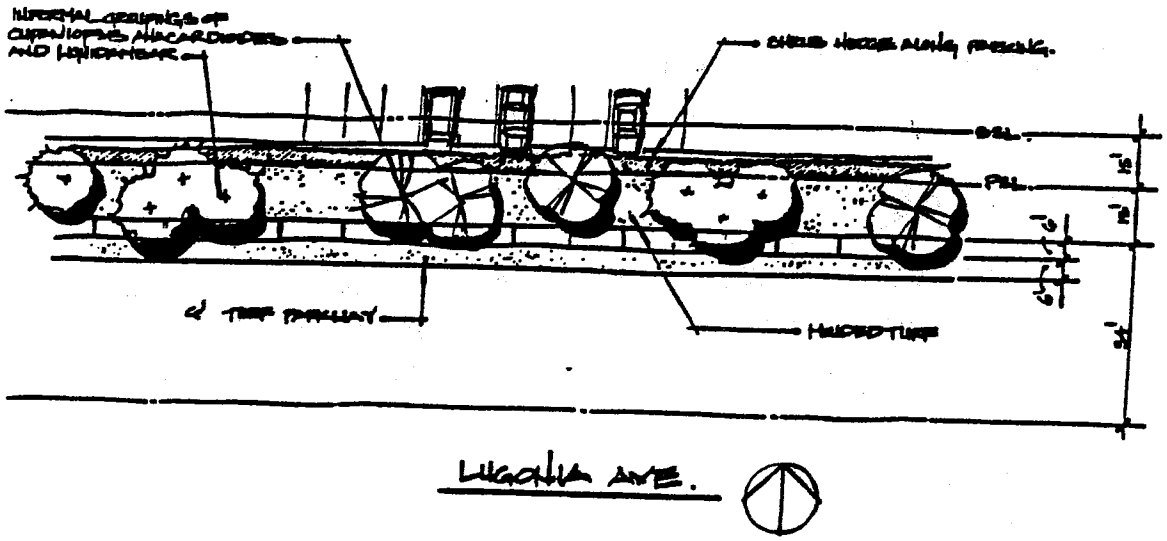
Groundcover Within Public Right-of-Way

Turf

Street Trees

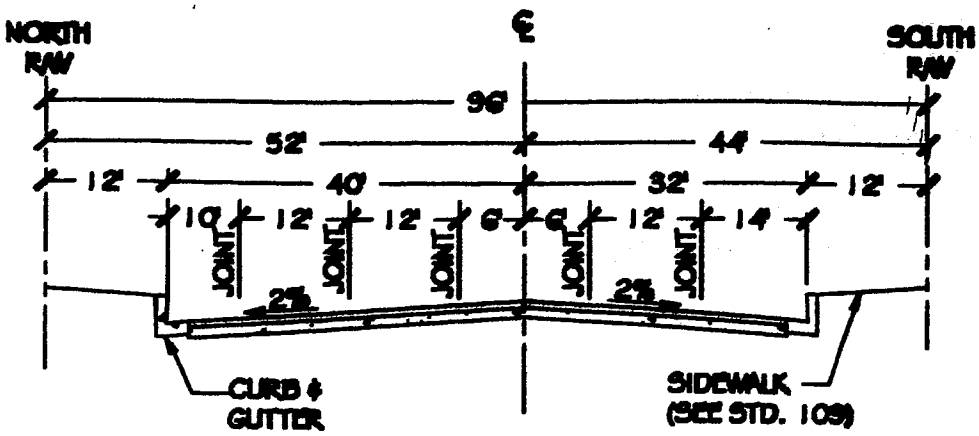
Carrotwood (Cupaniopsis anacardioides) and Liquidambar styriciflua planted with random spacing or in grove effect, to provide varied streetscape with view windows, at the equivalent of one tree per thirty (30') linear feet of frontage.




* For Lugonia Avenue from California Street to the 210 Freeway see exhibit 4-12-a

**FIGURE 4-12**




**TYPICAL SECTION**
**WITH CONTINUOUS LEFT TURN LANE**
**NTS**

Notes:

1. Structural section of roadway shall be determined from soils test and shall be indicated on construction plans.
2. Drainage facilities shall be provided to de-water raised median areas.
3. 10-foot shoulder areas may be designated as emergency parking only.
4. This secondary highway designation applies only to the south side of the street.
5. The north side of the roadway within the City shall remain designated as a major highway

## SECONDARY HIGHWAY (MODIFIED)

Figure 4-12-a

(h) BARTON ROAD

Barton Road is designated as a major highway and borders the planning area on the south. Land use designations adjacent to Barton Road include Neighborhood Commercial, Administrative/Professional, and Multiple Residential. The primary focal points are the Asistencia Mission and Barton House. Existing landscape themes established on this street include bermed turfgrass with deciduous trees, a landscaped median east of Terracina and scattered Washingtonia filiferas (California fan palms). The intent of the landscape guidelines for Barton Road is to maintain existing planting themes, to establish the planning area identity to traffic entering the area, and to enhance rather than detract from historic structures.

Setbacks

Building setback line (from property line) 25 feet. Parking setback line (from property line) 25 feet.

Sidewalks

Six (6') foot sidewalk adjacent to curb.

Bike Trail

Class II bike lane adjacent to curb (per Section EV4.0150).

Groundcover Within Public Right-of-Way

Turf

Groundplane

Berms or other screening required where parking areas are visible from right-of-way.

Street Trees

Washingtonia filifera on triangulated spacing, each row 80' on center; understory planting of Platanus acerifolia and Bauhinia variegata, randomly spaced, averaging one (1) tree per 30 linear feet of frontage.

Median

Bermed turfgrass with rock cobble in noses; Plantanus acerifolia on regular spacing, 30 feet on center; understory planting of crape myrtle for accent.

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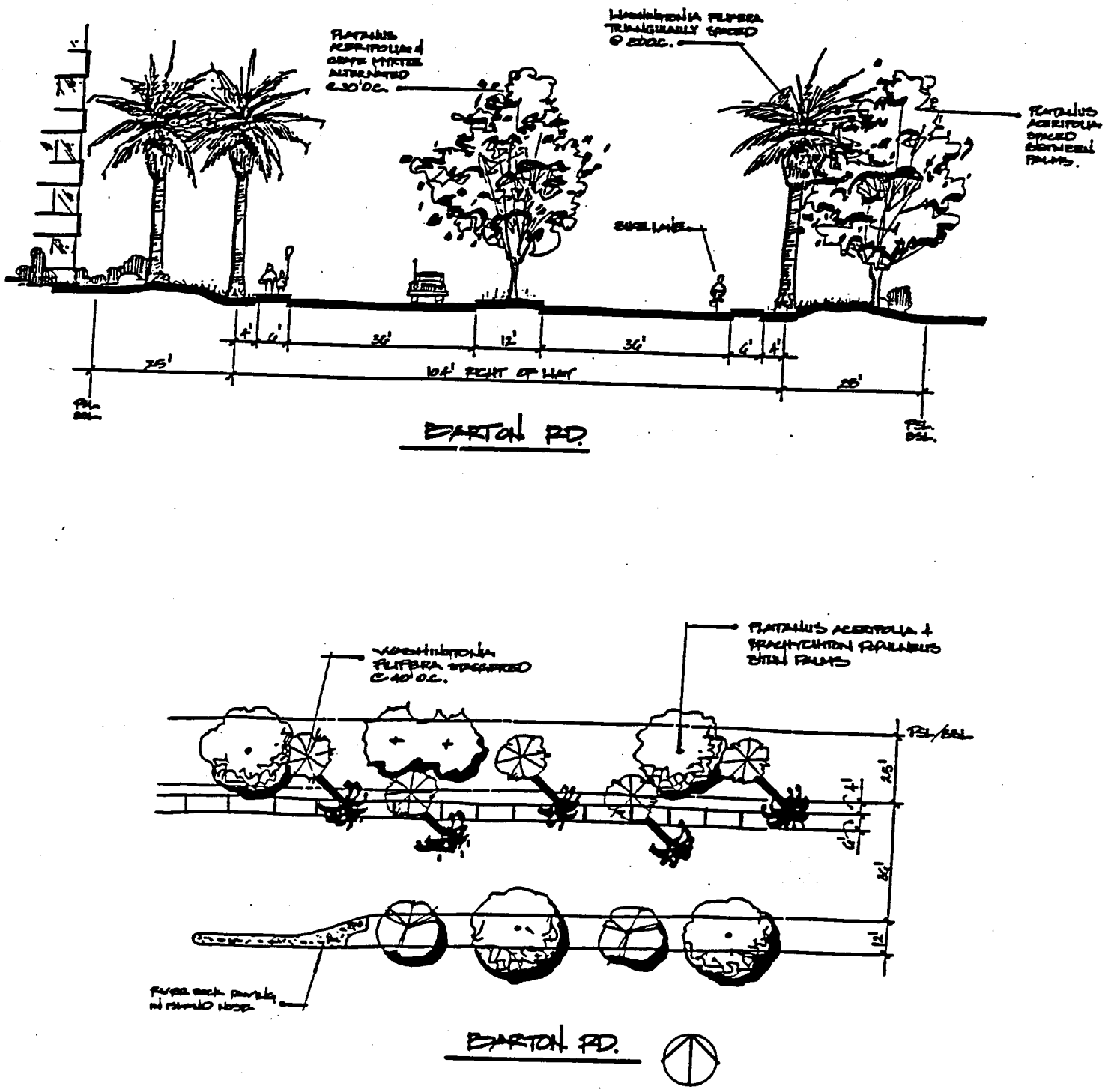



**FIGURE 4-13**

(i) MOUNTAIN VIEW AVENUE

Mountain View Avenue forms a portion of the western boundary of the plan area, and is designated as a major highway. There is a freeway interchange at Mountain View and I-10. Land use designations adjacent to Mountain View include Planned Development, General Commercial, Commercial/Industrial, and Single Family Residential. South of Interstate 10 there is existing single family residential development and commercial development adjacent to Redlands Boulevard. The northern portion is undeveloped within the planning area; to the west, there is single family residential development. There are established landscape design guidelines along Mountain View within Loma Linda.

The objectives of the landscape guidelines for Mountain View Avenue are to establish an attractive entrance to the planning area at the interchange and a distinctive border treatment to the north, to screen the Edison plant east of Mountain View, and to maintain continuity with Loma Linda's streetscape design.

Setbacks

Building setback line (from property line) 25 feet. Parking setback line (from property line) 25 feet.

Sidewalks

Six (6') foot sidewalks, separated from back of curb.

Groundplane

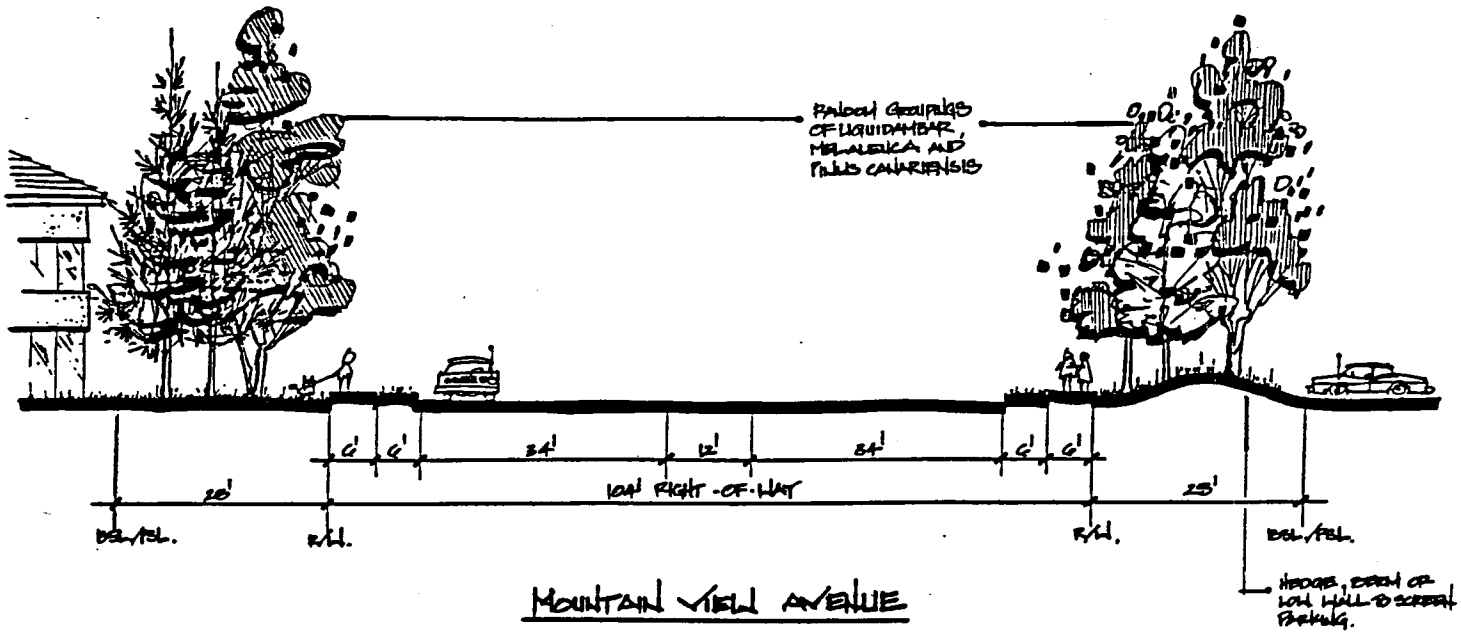
Berms or other screening required where parking is visible from right-of-way.

Groundcover Within Public Right-of-Way

Turfgrass, and Gazania "Sunrise Yellow".

Street Trees

Liquidambar "Palo Alto", Melaleuca quinquenervia (Cajeput Tree), and Pinus pinea (Italian Star Pine) planted in random spacing or clusters at the equivalent to one tree per thirty (30') linear feet.


RANDOM GROUPINGS OF LIQUIDAMBAR, MELALEUCA AND PINUS CANARIENSIS
6'
6'
34'
12'
34'
6'
6'
20'
104' RIGHT-OF-WAY
25'
BSL/FSL.
R/W.
R/W.
BSL/FSL.
HEDGE, BERM OR LOW WALL TO SCREEN PARKING.
MOUNTAIN VIEW AVENUE

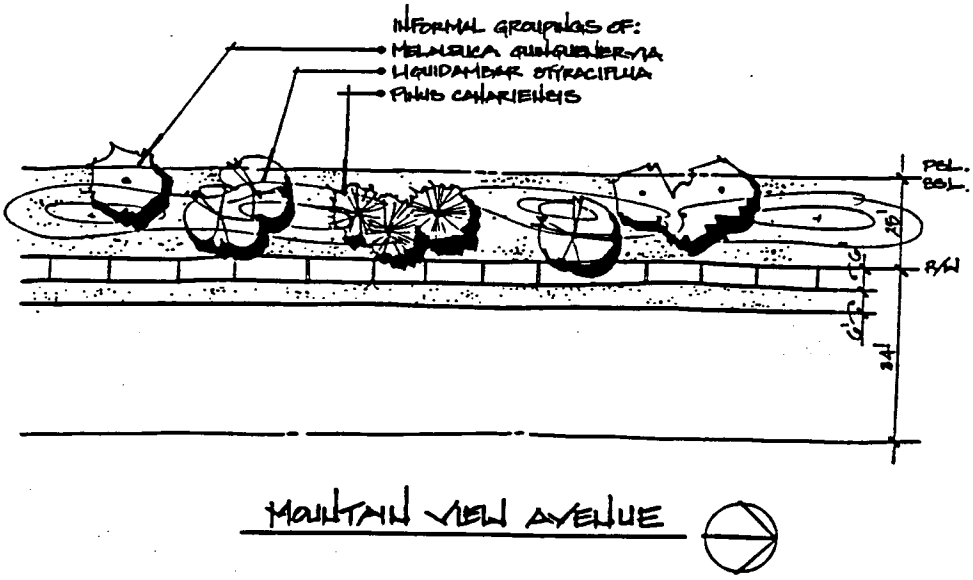

INFORMAL GROUPINGS OF:
MELALEUCA QUINQUENERVIA
LIQUIDAMBAR STYRACIFLUA
PINUS CANARIENSIS
FSL.
BSL.
25'
R/W
6'
34'
MOUNTAIN VIEW AVENUE

**FIGURE 4-14**

**Section EV4.0120 Special Landscape Requirements for Other Streets**

(a) In addition to existing palm rows along Special Landscaped Streets as outlined in Section EV4.0115, the following streets within the planning area have rows of Washingtonia robusta and Washingtonia filifera located adjacent to the roadway:

Olive Avenue
Almond Avenue
Citrus Avenue
Nevada Street

(b) These trees shall be preserved or relocated in accordance with the guidelines contained in Section EV4.0265 of the Specific Plan. Relocated trees shall be used to enhance or extend palm rows designated on Special Landscaped Streets or to enhance Special Landscaped Intersections.

**Section EV4.0125 Setbacks at Intersections**

(a) As part of the streetscape design component of the Specific Plan, intersections shall be designed to provide a unified character throughout the planning area. Intersections shall be classified as follows:

(1) Primary intersections:

Alabama Street and Palmetto Avenue
Alabama Street and Lugonia Avenue
California Street and Lugonia Avenue

(2) Secondary intersections:

San Bernardino Avenue and Mountain View Avenue (southeast corner)
San Bernardino Avenue and Nevada Street
San Bernardino Avenue at Tennessee Freeway (State Route 30)
Mountain View Avenue at Interstate 10 (northeast corner)
Redlands Boulevard and Anderson Street
Redlands Boulevard and California Street
Redlands Boulevard and Alabama Street
Barton Road and California Street (northeast corner)
Barton Road and Alabama Street (northwest and northeast corners)

(b) Building setbacks from intersections shall be defined by a line in a horizontal plane, taken at a forty-five (45) degree angle, connecting the property lines. On primary intersections, this line shall be drawn 50 feet from the intersection of the property lines or prolongation of such lines; on secondary intersections, 35 feet.

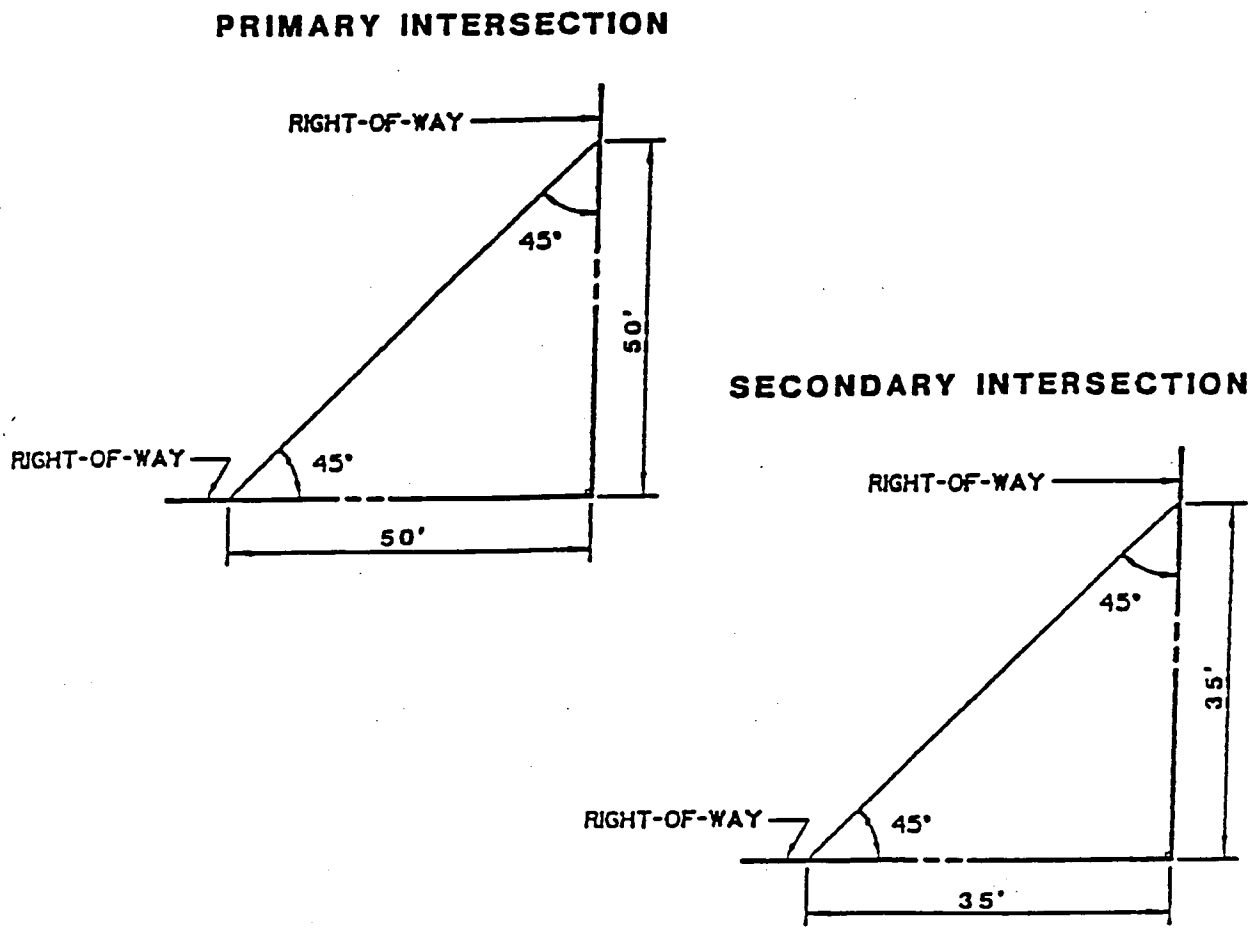



**FIGURE 4-15**

**SETBACKS AT**

**SPECIAL LANDSCAPED INTERSECTIONS**

(c) A clear sight area shall be established at all intersections of public or private streets within the planning area. This area shall be defined by a line in a horizontal plane, taken at a forty-five (45) degree angle, connecting two points twenty-five (25) feet from the intersection of property lines or the prolongation of such lines. The maximum height of visual barriers, including but not limited to signs, vegetation, fences and walls, shall not exceed thirty-six (36) inches above the top of the curb or forty-four (44) inches above the surface of the street.

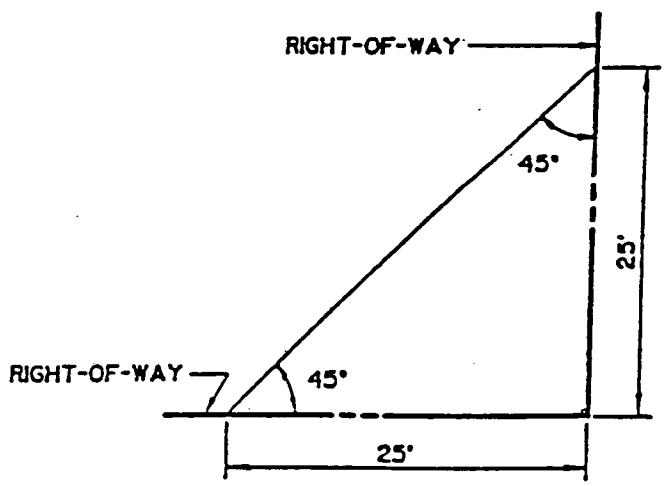



**FIGURE 4- 16**

**SETBACK FOR CLEAR SIGHT TRIANGLE**

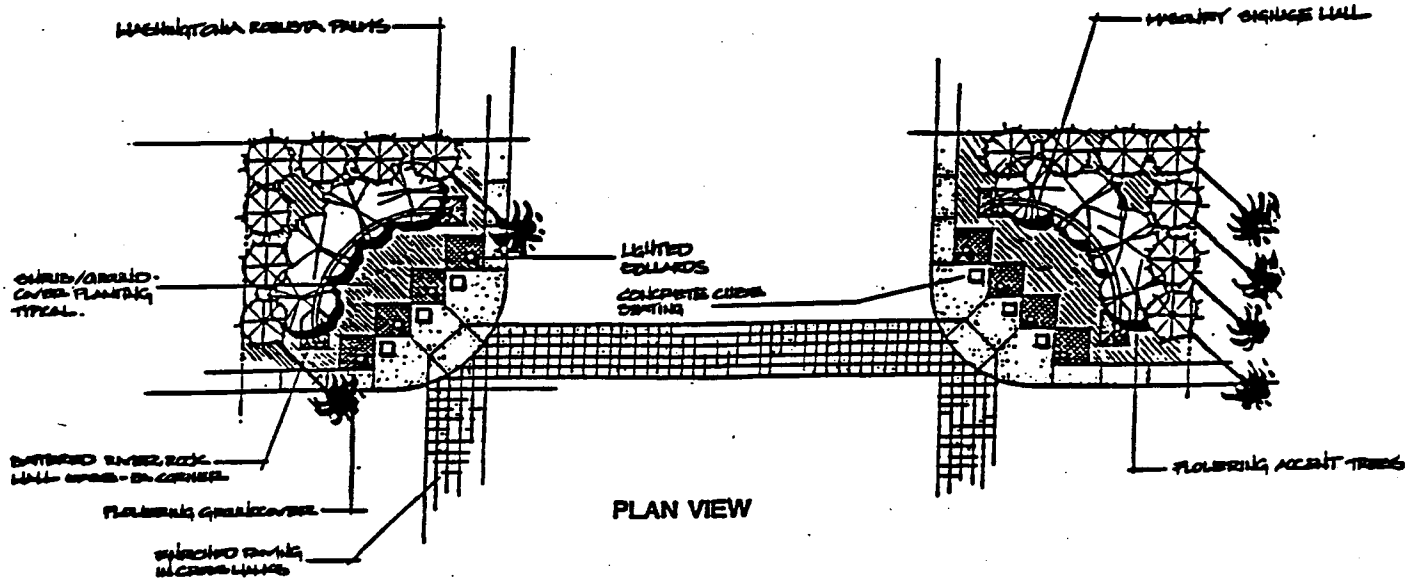
**Section EV4.0130 Planting and Design Concepts for Special Landscaped Intersections**

(a) The design of enhanced corner treatments at key intersections will vary between primary and secondary classifications, but will be developed to retain a similar character which will further establish a sense of continuity throughout the planning area. The design of these corner treatments shall include a combination of masonry walls, ballards, enriched paving, and plant materials which will coordinate with the proposed streetscape planting, yet create a specific focal element.

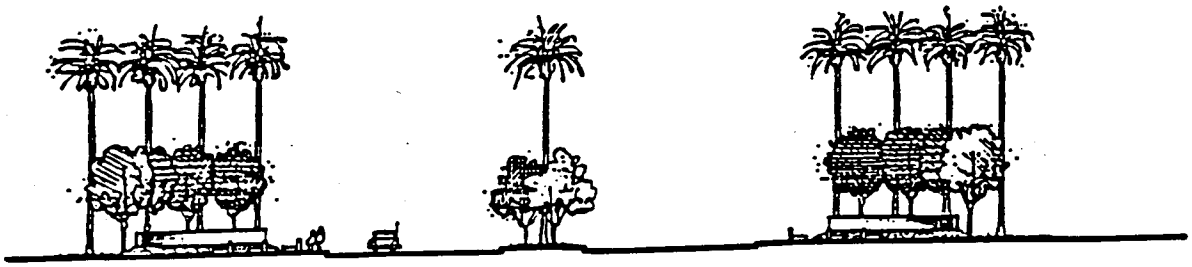
(b) The dominant plant materials or Special Landscaped Intersection shall be Washingtonia Robusta Palms along with a flowering accent tree to provide human scale and color; shrub or groundcover planting and/or flowering groundcover.

(c) Conceptual drawings of how Primary and Secondary Intersections might be constructed are shown on Figures 4-17 and 4-18 respectively. The actual configuration of each designated intersection may differ slightly to provide for integration into the adjacent site design; provided, however, that the primary plant and building materials and design concepts as contained in this Section are adhered to in the intersection design.

# PRIMARY INTERSECTION



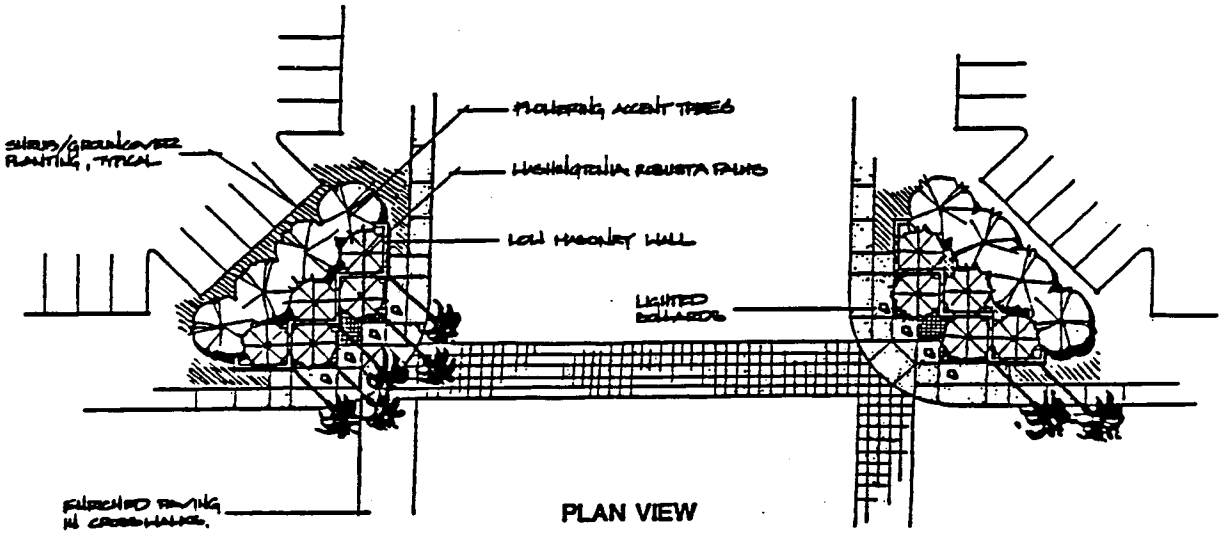

PLAN VIEW

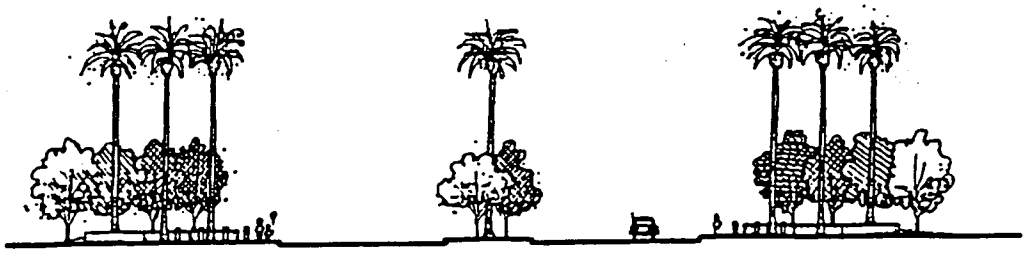


SECTION/ ELEVATION

FIGURE 4-17

# SECONDARY INTERSECTION



SECTION/ ELEVATION

FIGURE 4-18

**Section EV4.0135 Maintenance of Special Landscaping**

(a) Installation and maintenance of palm rows and public right-of-way along Special Landscaped Streets, and installation and maintenance of Special Landscaped Intersections shall be the responsibility of a Landscape Maintenance District to be formed for that purpose by the governing agencies.

(b) Landscape easements may be required by the governing agency over privately-owned property adjacent to special landscaped streets and intersections where the agency determines that installation and/or maintenance of landscape improvements on that property will be undertaken by the Landscape Maintenance District.

**Section EV4.0140 Landscape Concepts for Freeways**

(a) Planting guidelines along the freeways shall be consistent with other landscape guidelines established for the Specific Plan area in order to enhance the continuity of landscape design and improve freeway views from both on and off the roadway.

(b) Required setbacks adjacent to freeways shall be established as follows:

(1) A minimum 25 feet of landscaped area shall be established adjacent to all freeway rights-of-way.

(2) Within the Special Development District, this landscaped area may be reduced to 15 feet in width if approved by the reviewing agency under the following conditions:

(A) The freeway is elevated, with steep slopes adjacent to the right-of-way.

(B) An additional 10 feet of landscaping shall be provided on-site so as to be visible from the freeway.

(C) A 25 foot building setback shall be maintained; parking may be permitted if enhanced with canopy-type trees.

(3) All buildings shall be setback an average of fifty (50) feet from all Caltrans property lines, unless the reviewing authority finds that such a setback would severely constrain the reasonable use of a parcel due to its configuration or location.

(c) The plant palette for freeway landscaping shall include the following:

(1) Trees

Washingtonia Robusta, 10 foot trunk @ 40 feet on center.

(2) Shrubs (all 1 gallon minimum @ 8 feet on center)

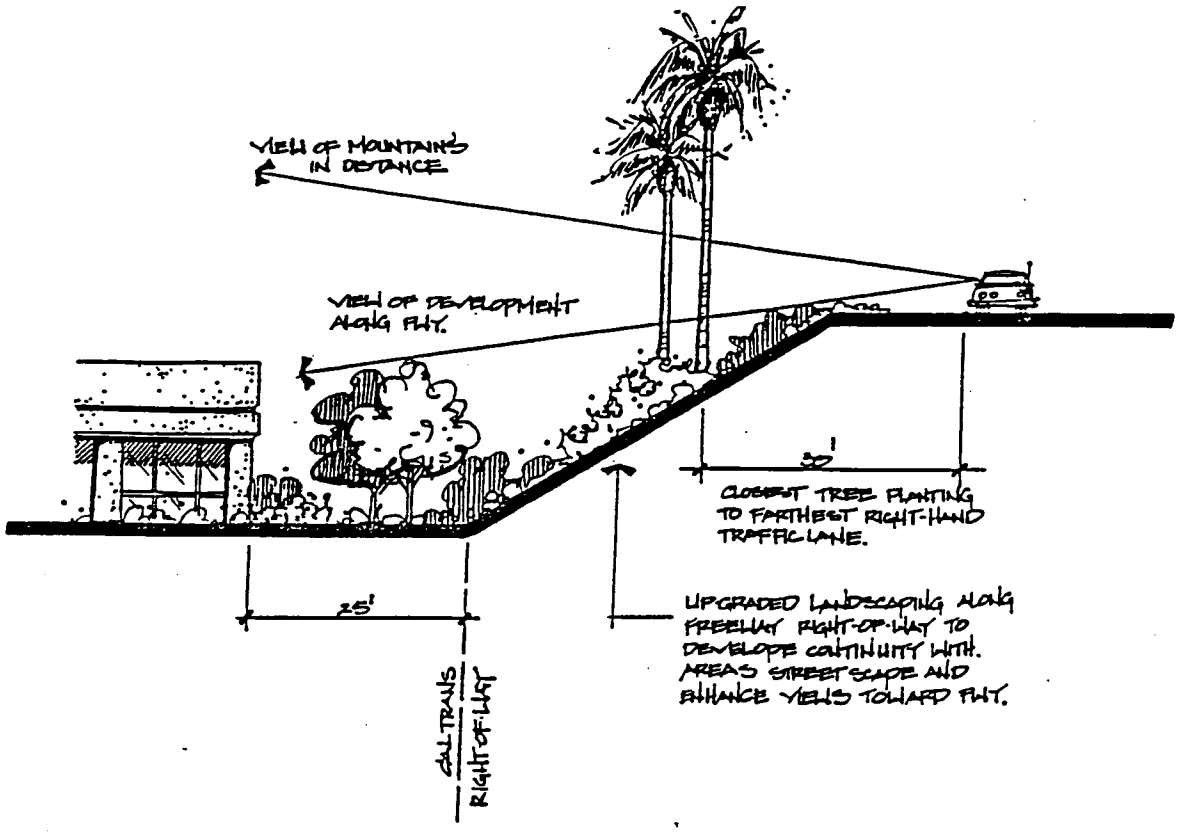
Dodonaea Viscosa
Leptospermum Scoparium
Nerium Oleander
Photinia Fraseri
Tecomaria Capensis
Raphiolepis Indica
Pyracantha Species

(3) Groundcover

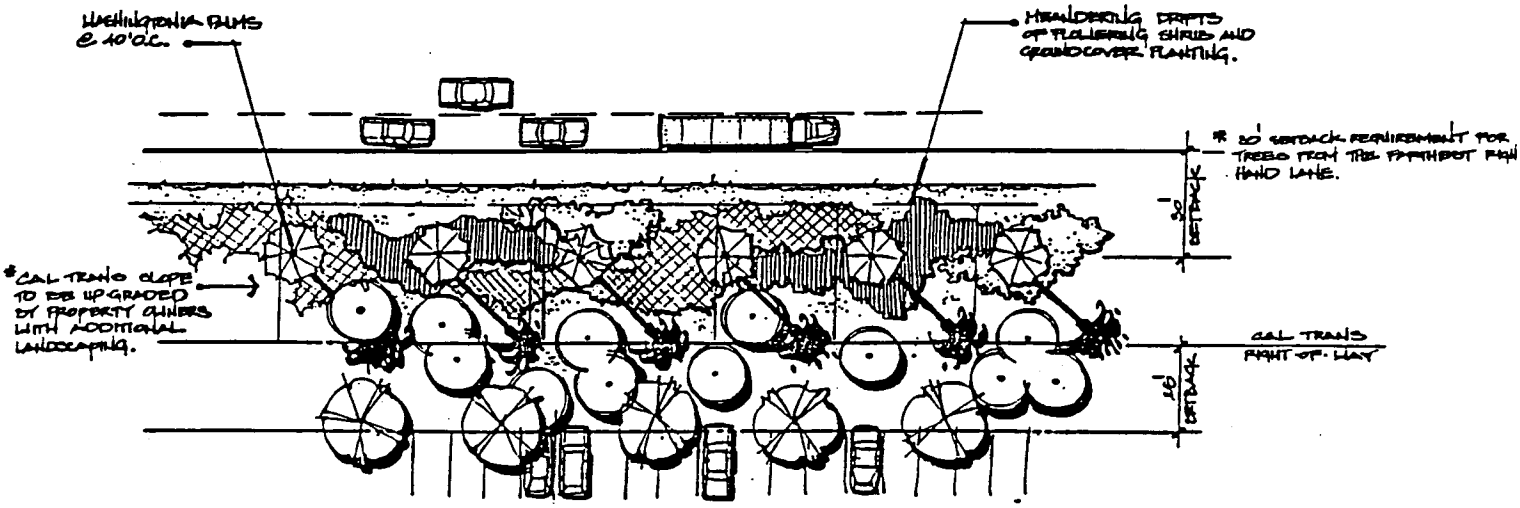
Hedera Helix
Lantana Species

(d) Within the Caltrans right-of-way, upgraded landscaping installed by property owners shall be coordinated with Caltrans. A 30 foot setback shall be maintained between the edge of the travel lane and any tree planting. The property owner shall bond for maintenance of the plant materials as required by Caltrans.

(e) Conceptual renderings of freeway planting guidelines are shown in Figure 4-19.




FREEWAY EDGE SECTION




FREEWAY RIGHT–OF–WAY
PLAN VIEW

**FIGURE 4-19**

**Section EV4.0145 Pedestrian Circulation and Open Space**

(a) Sidewalks shall be required on all public streets within the planning area. Sidewalks shall be constructed of concrete, with a minimum clear width of five (5) feet. Any sidewalk constructed adjacent to curb shall be a minimum of six (6) feet wide. Any sidewalk constructed within two and one half (2 1/2) feet of back of curb shall join to back of curb. Sidewalk shall be three (3) feet away from curb face except at curb returns and bus stops.

(b) Additional sidewalks may be required during the design review stage of development processing. The following design standards shall apply in the determination of sidewalk locations:

(1) The sidewalk system shall provide for a safe, continuous pedestrian circulation and access system to all parts of the development. Pedestrian access shall be provided from public streets and parking lots to building entries, and walkways provided on-site shall connect with those off-site.

(2) The sidewalk system shall connect to pedestrian trails through the open-space areas.

(c) The following standards shall apply to meandering sidewalks:

(1) Radii for curved sidewalk shall be between 200 and 600 feet.

(2) All radii shall be staggered.

(3) Maximum sidewalk grade shall not exceed 8.33% regardless of street grade.

(d) Curb cuts for handicapped access shall be provided on all roadways as required by State law.

(e) Bus turnouts and bus shelters may be required during the design-review stage of development processing. These facilities shall be designed to maximize security features and shall be located in proximity to both traffic signals and pedestrian crosswalks, so as to provide for ease of ingress for buses and ease of access for pedestrians. Bus stops shall be a minimum of fifty (50) feet in length.

(f) Building configuration and placement shall provide for pedestrian courtyards, plazas, or open spaces between and/or adjacent to buildings.