

- (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 Special Landscaped Streets

(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)
Liquidamber styraciflua

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.

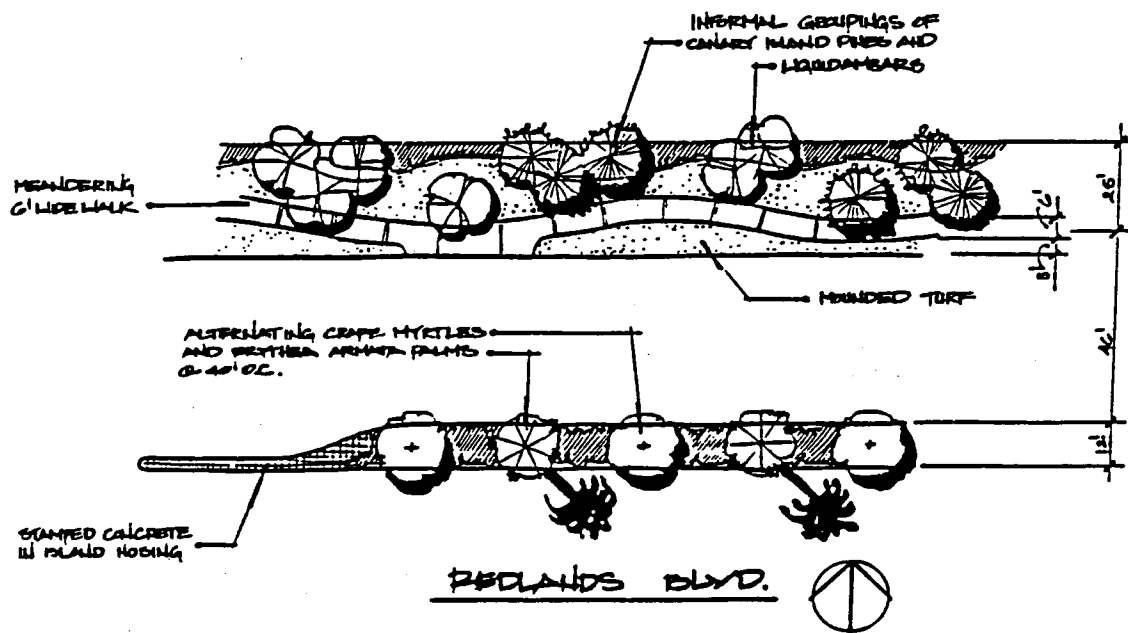
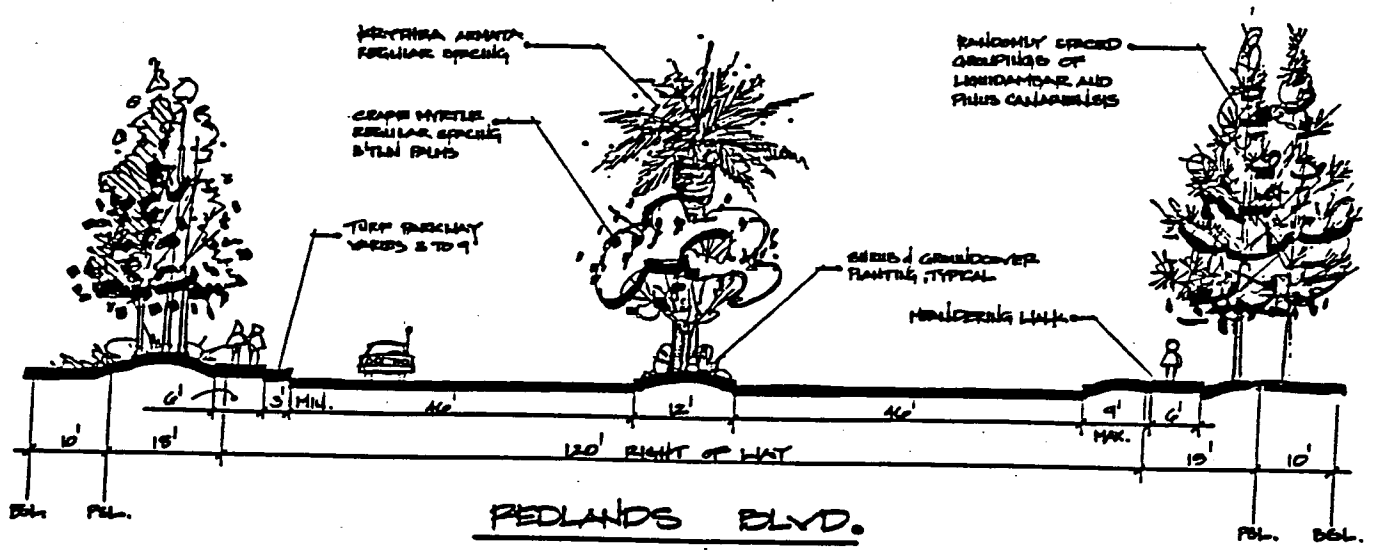


FIGURE 4-7

(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.

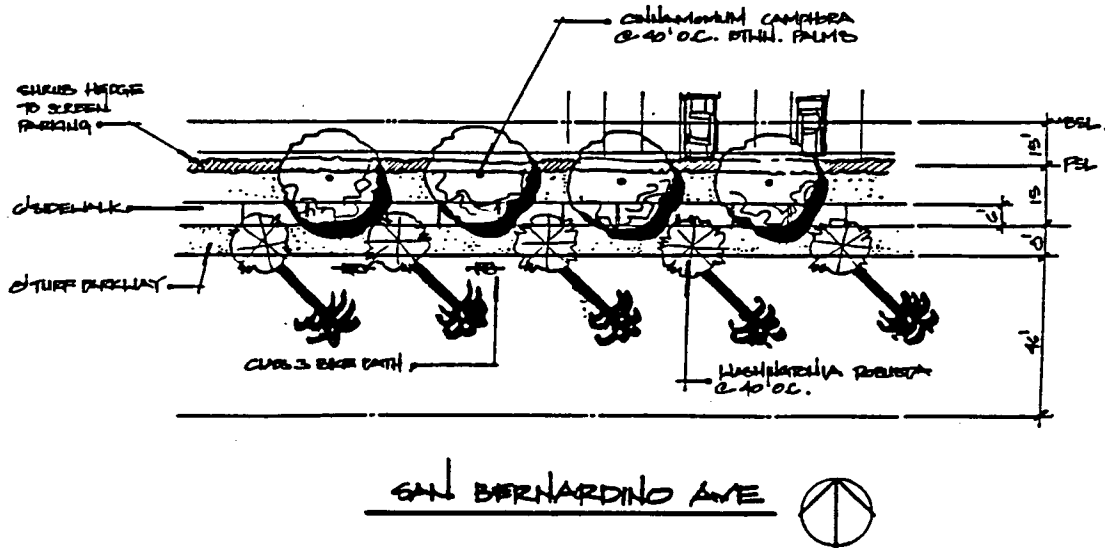
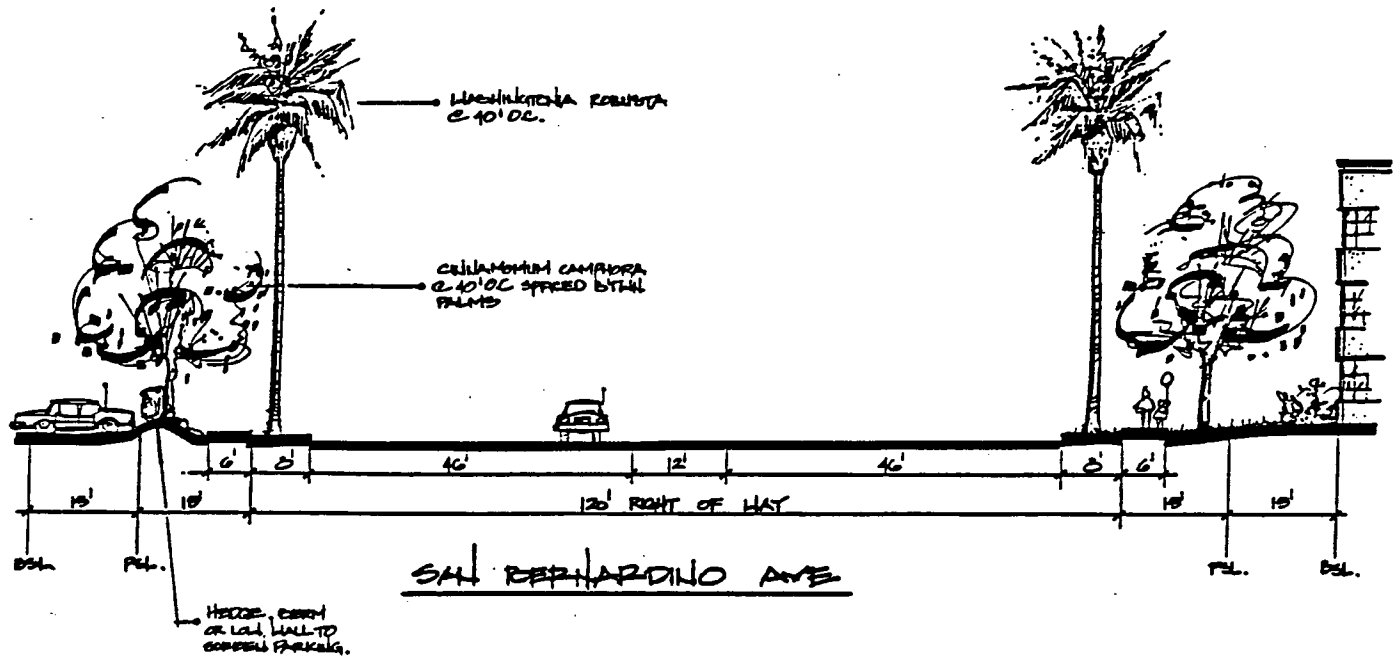


FIGURE 4-8

(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.

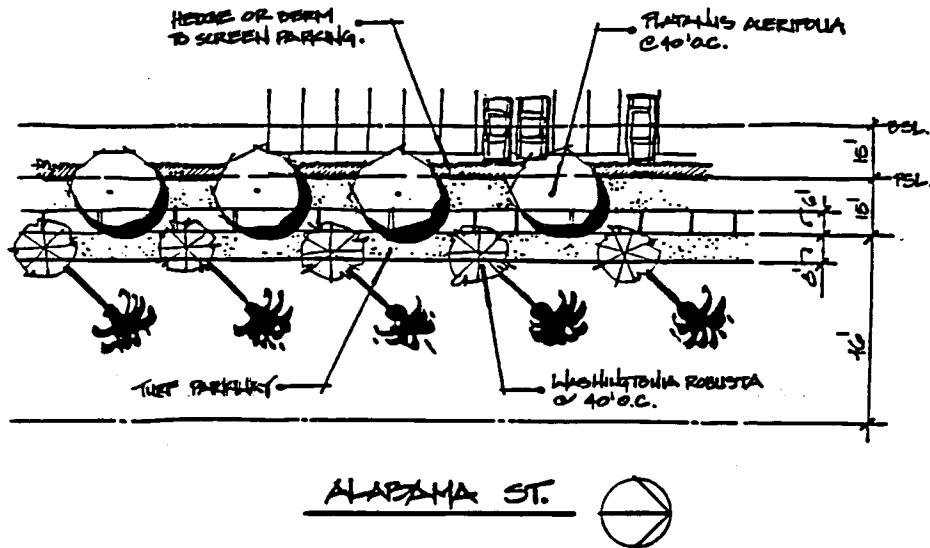
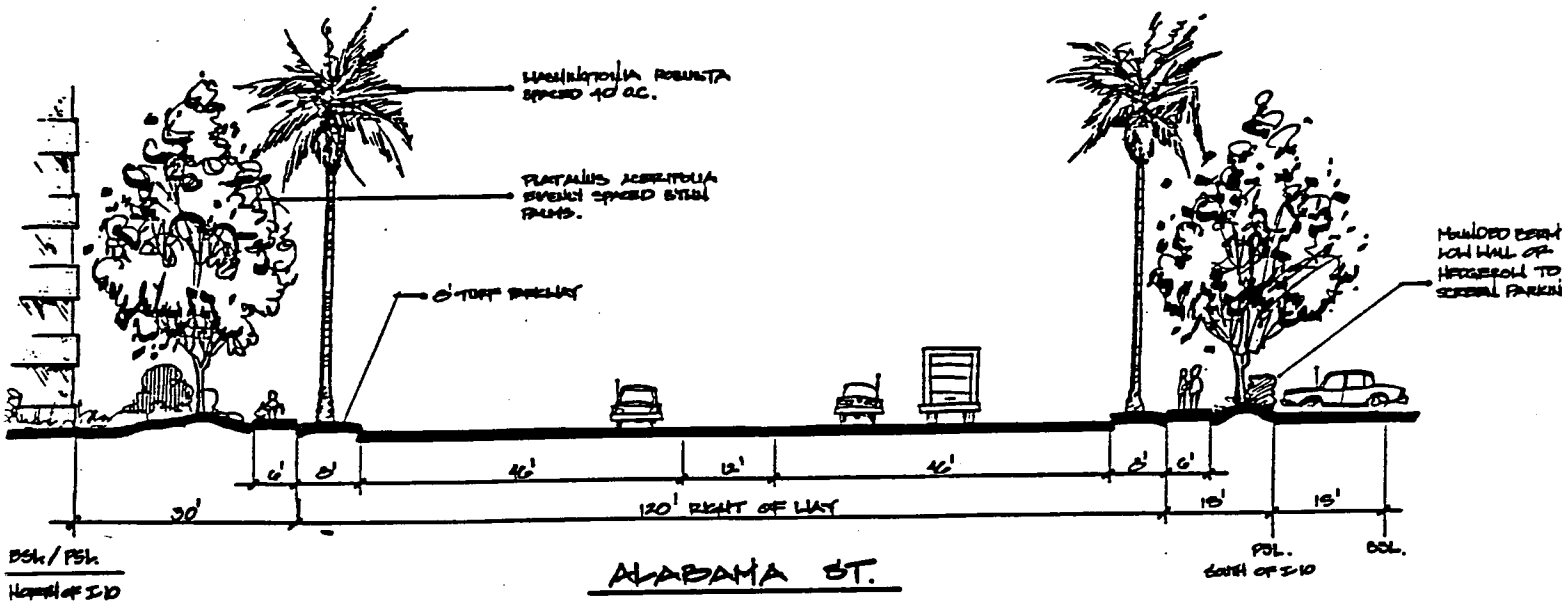


FIGURE 4-9

(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.

(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.

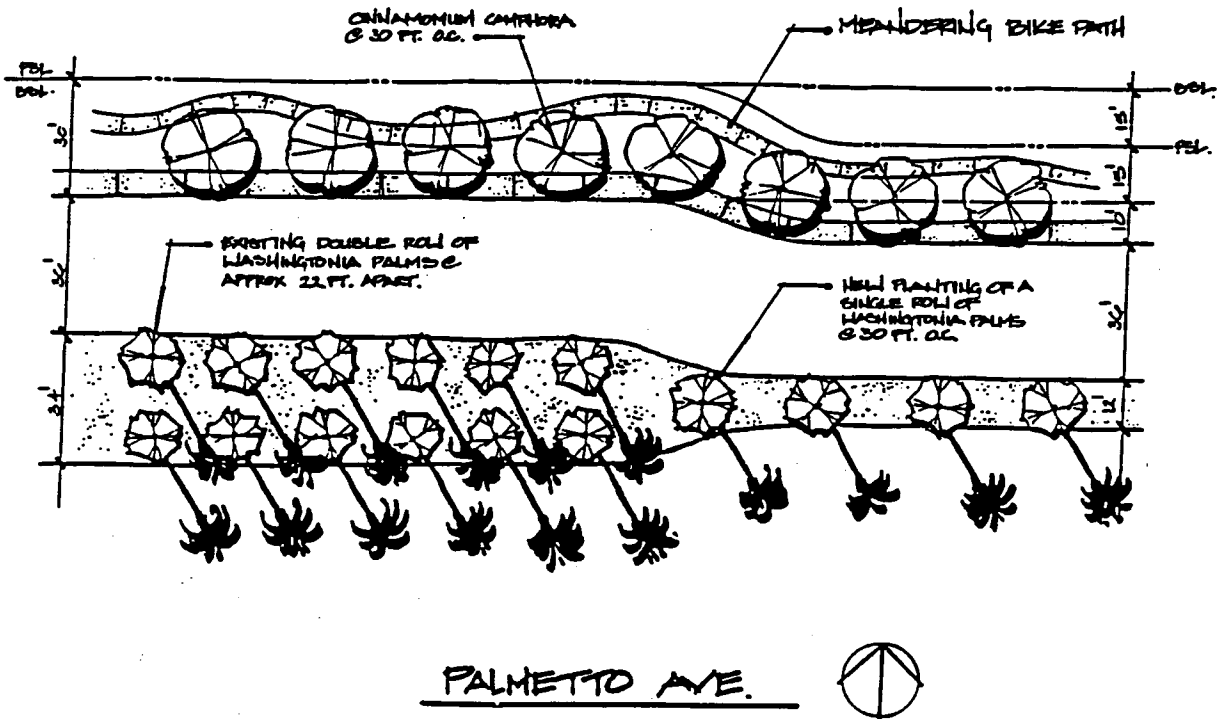
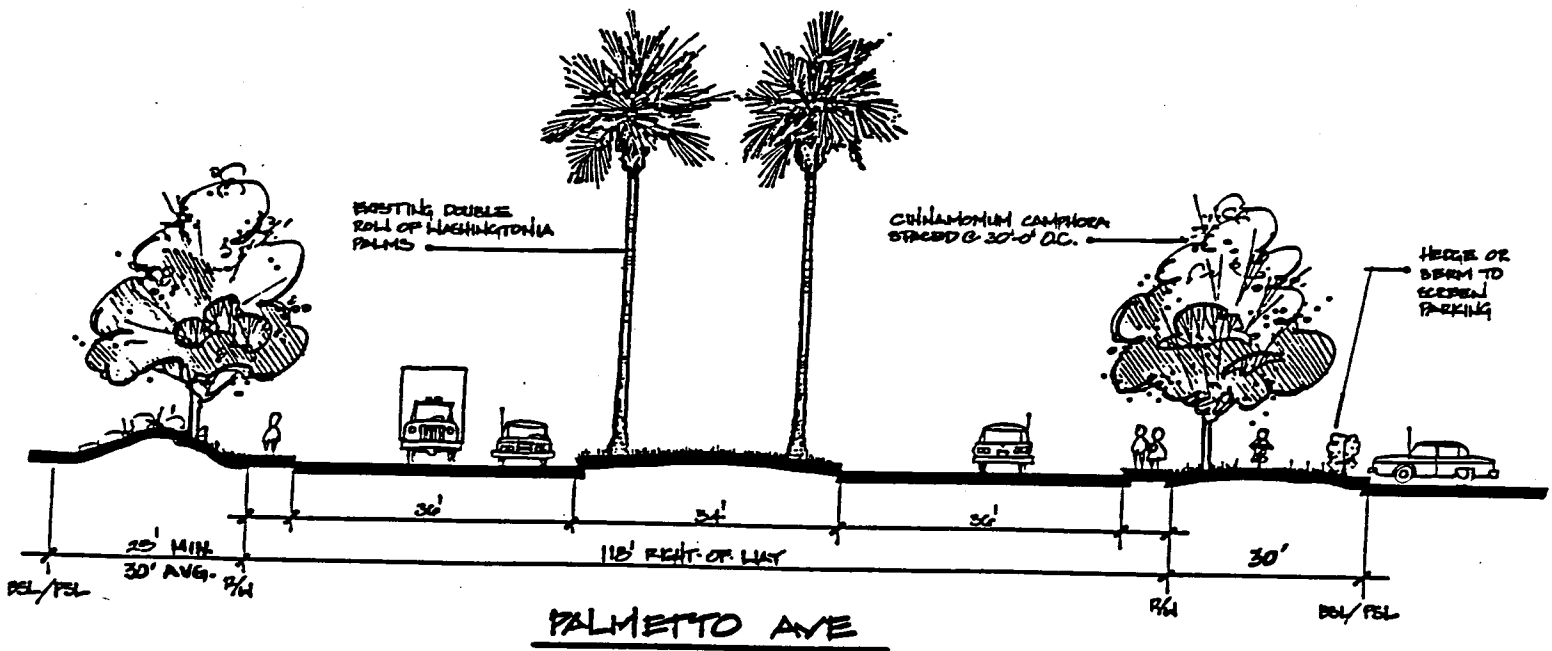


FIGURE 4-11

(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

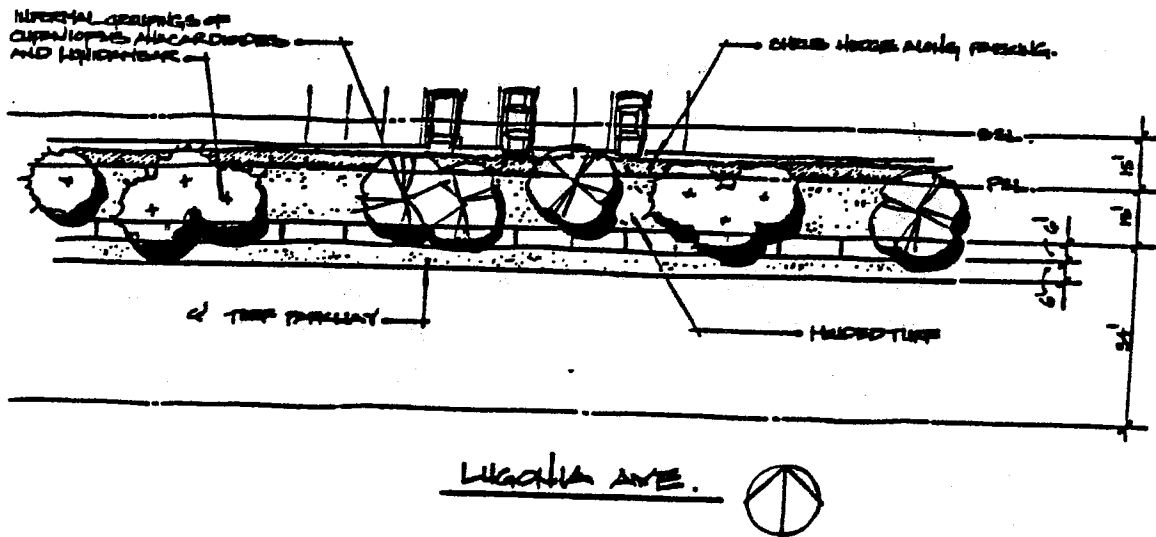
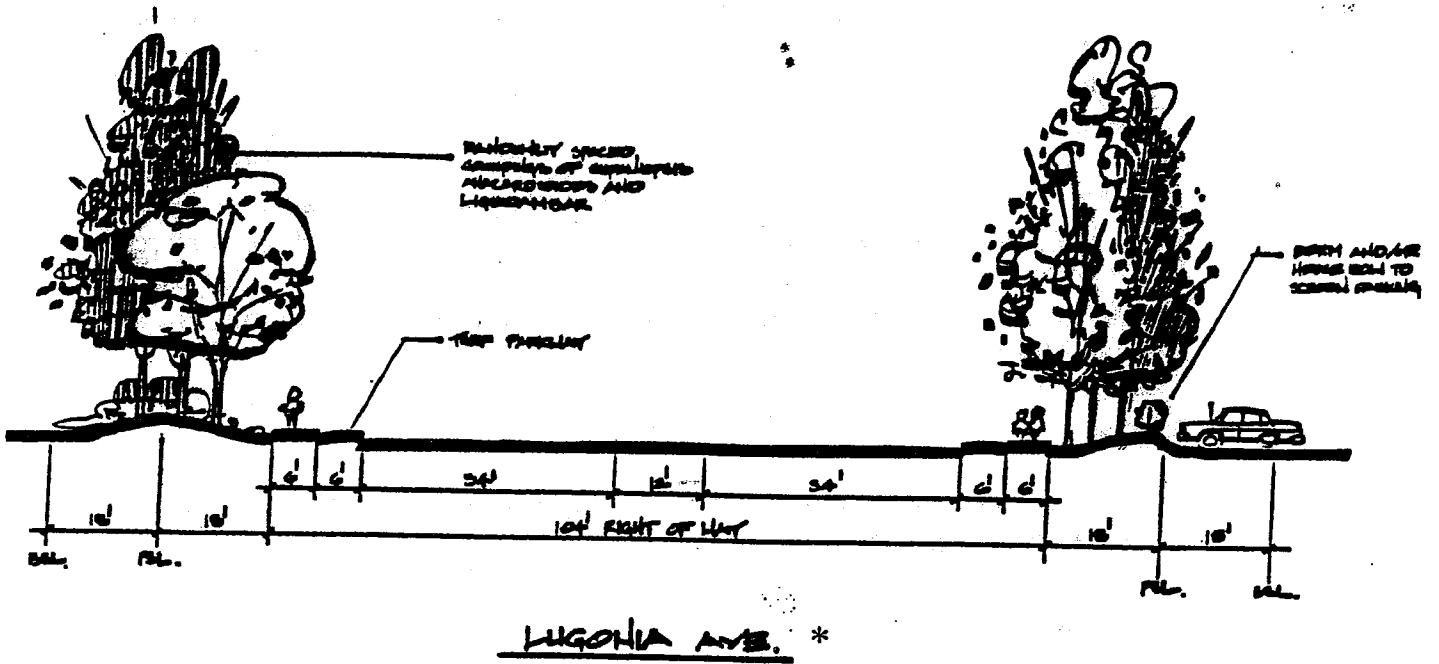
Berms or other screening required where parking areas are visible from right-of-way.

Groundcover Within Public Right-of-Way

Turf

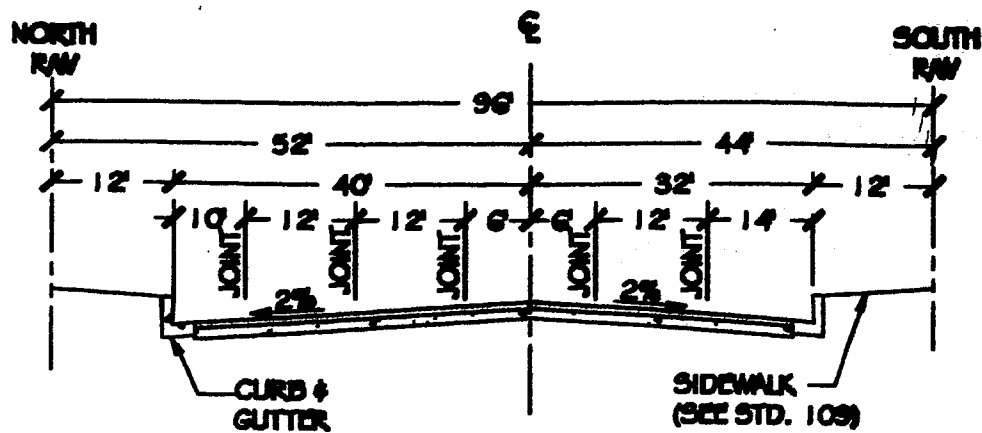
Street Trees

Carrotwood (*Cupaniopsis anacardioides*) and Liquidambar styraciflua 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 filifera* (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; *Platanus acerifolia* on regular spacing, 30 feet on center; understory planting of crape myrtle for accent.

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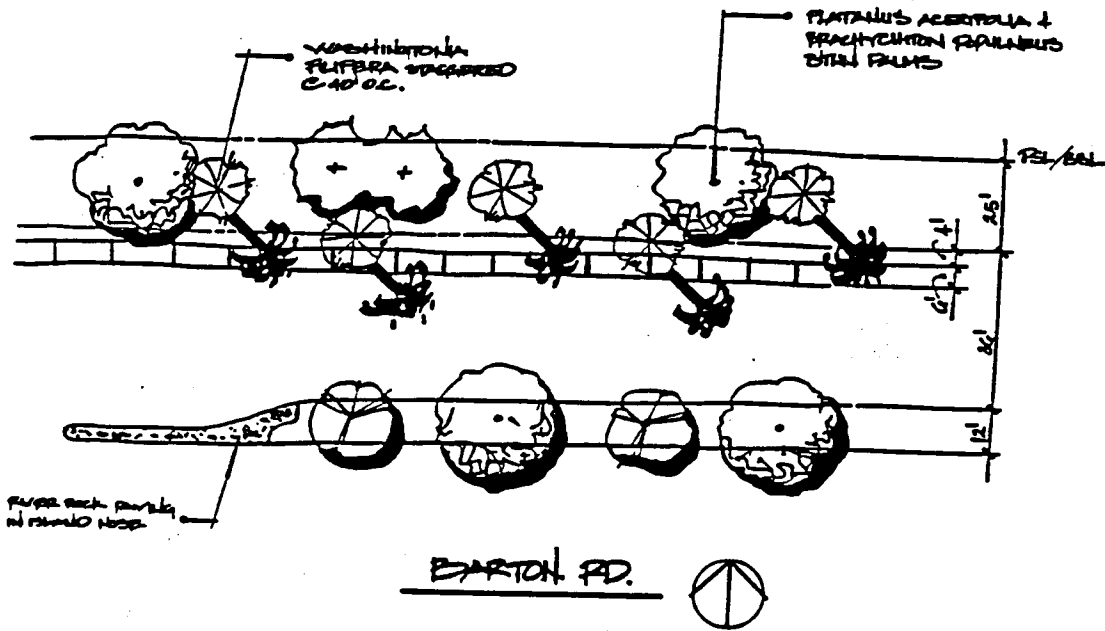
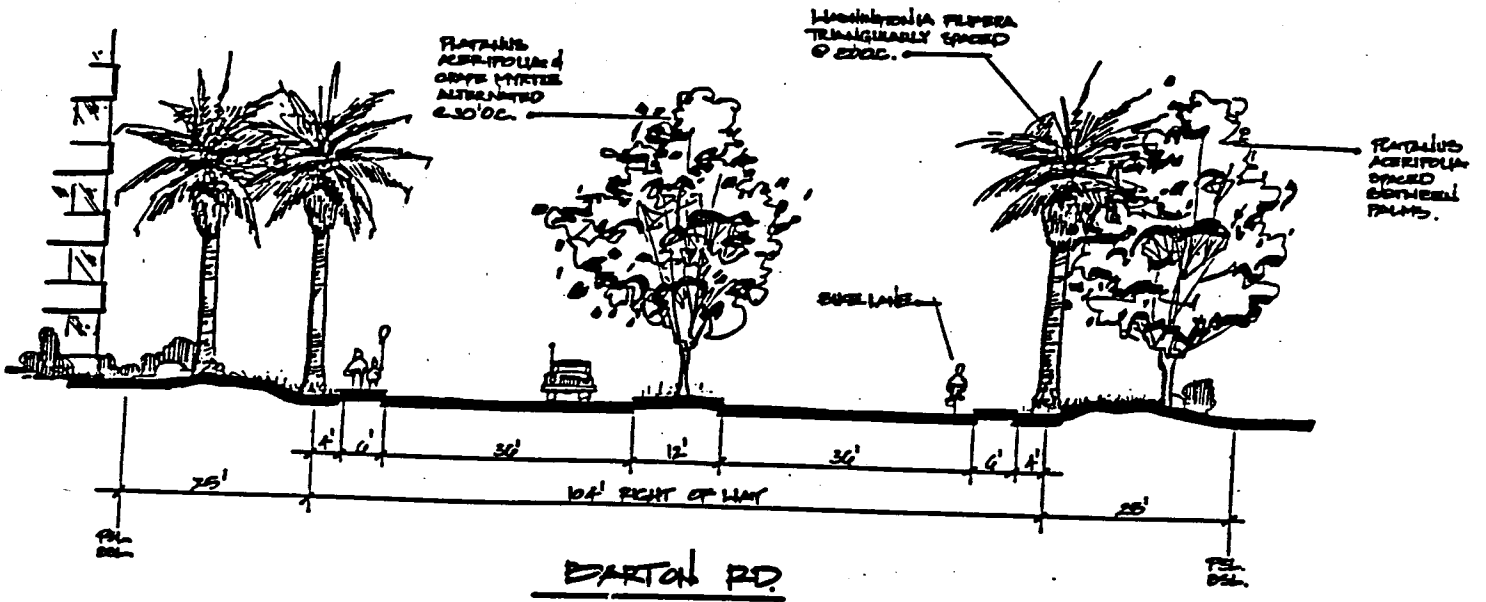


FIGURE 4-13

(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.

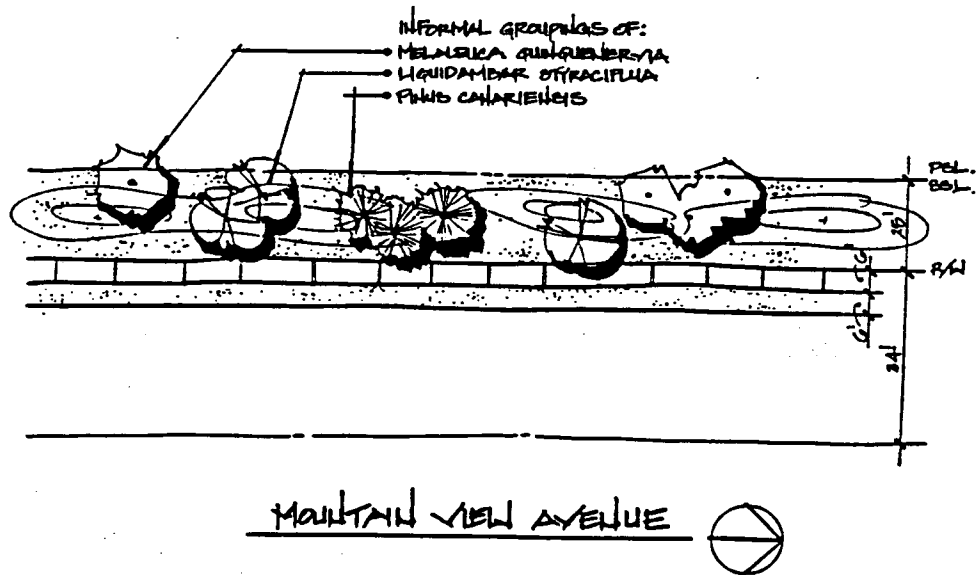
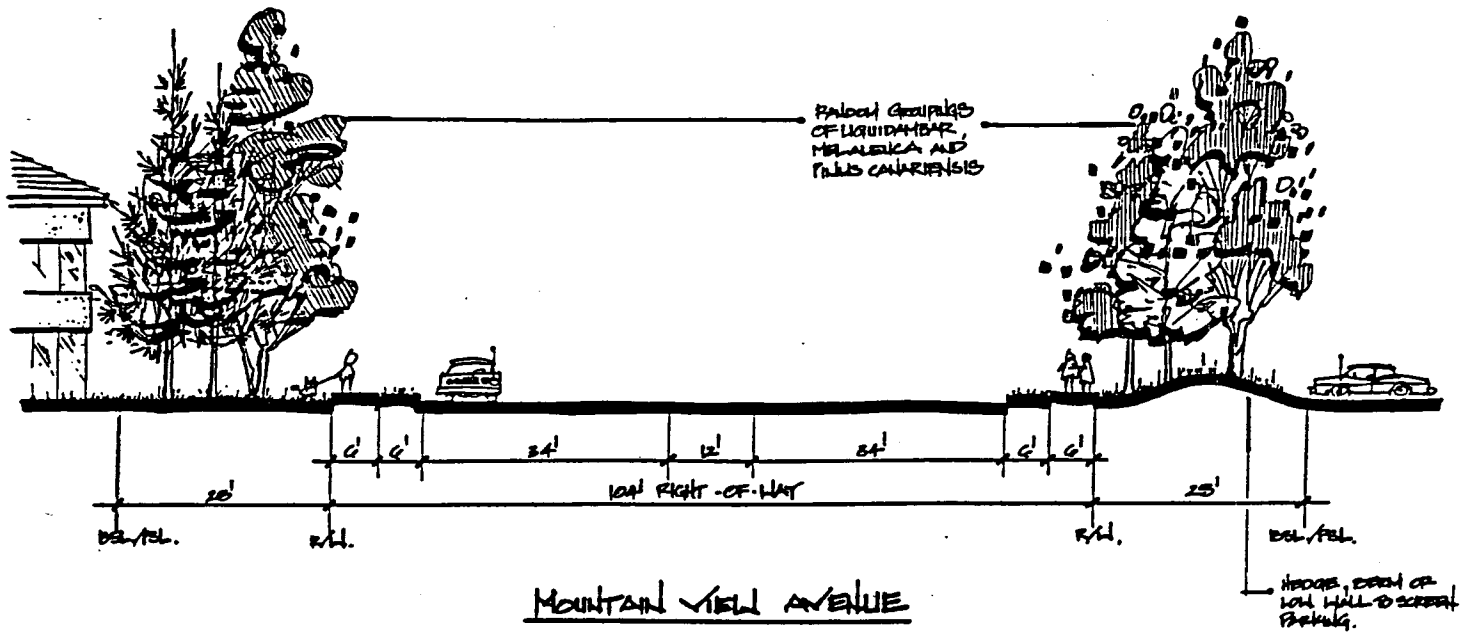


FIGURE 4-14

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)