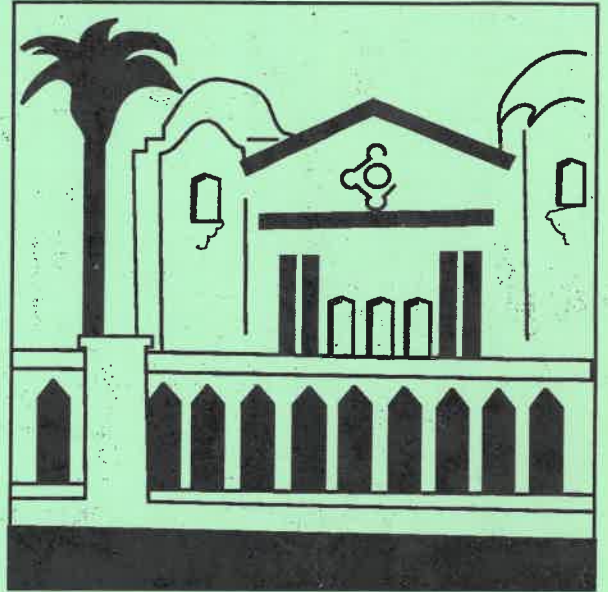


PASEO LAS PLACITAS



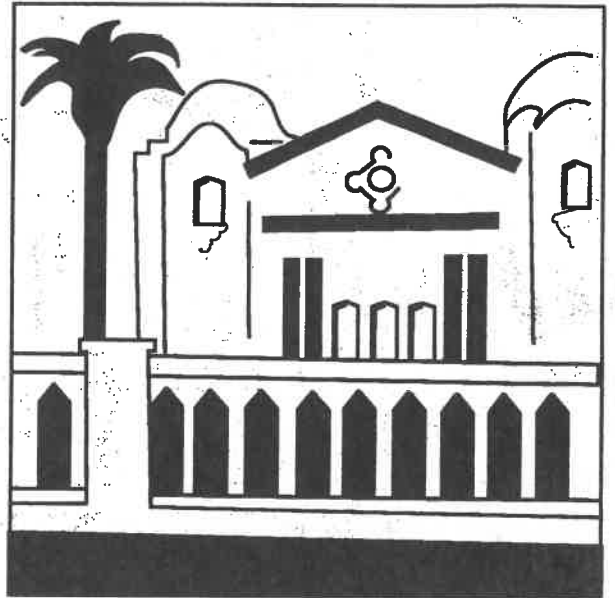
SPECIFIC PLAN AND EIR

for the Mt. Vernon Corridor

CITY OF SAN BERNARDINO

April 20, 1992

PASEO LAS PLACITAS



SPECIFIC PLAN AND EIR

for the Mt. Vernon Corridor

CITY OF SAN BERNARDINO

April 20, 1992

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* The Mt. Vernon Corridor Specific/ Plan and area is the same as the Paseo Las Placitas Specific Plan and area. The name of the project was modified during the planning process.

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Overview

The Paseo Las Placitas Specific Plan was prepared under the direction of the Economic Development Department of the City of San Bernardino Development Agency.

The Paseo Las Placitas Specific Plan contains a vision and practical implementation program to create an appealing shopping, dining, entertainment and community facilities environment for southwest San Bernardino, the City and the region.

Paseo Las Placitas features a streetscape and courtyard environment which will be unique within the City and Region. Paseo Las Placitas can serve as a model for creating places which are attractive to neighborhoods, the City and the region through reflection of varied cultures.

Paseo Las Placitas is also designed to be an Arts District with artist-designed fountains, murals, sculpture and street furniture.

Purpose of the Specific Plan

The Specific Plan is enacted pursuant to Section 65450 *et seq.* of the Government Code of the State of California and other applicable laws, and it is intended to provide for systematic implementation of

the General Plan, as related to properties located in the area to which the Paseo Las Placitas Specific Plan applies.

Application and Conformity with the Specific Plan

The provision of this Specific Plan applies to all properties included in the Specific Plan area. Construction, modification, addition, placement or installation of any building or structure and any new use commenced on any such lot, on or after the effective date of this Specific Plan, should be in conformity with the provisions of this Specific Plan.

Provisions of Control in this Specific Plan

The following design guidelines are intended as a reference framework to assist the designer in understanding the City's goals and objectives for high quality development within the Paseo Las Placitas Specific Plan areas. The guidelines complement the mandatory site development regulations contained in the Development code by providing good examples of appropriate design solutions and by providing design interpretations of the various mandatory regulations.

The design guidelines may be interpreted with some flexibility in their application to specific projects. The guidelines will be

utilized during the City's design review process to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

Unless there is a compelling reason, these design guidelines shall be followed. If a guideline is waived by the Development Review committee, the Mayor and common Council shall be notified. An appeal, which does not require a fee, may be filed by the Mayor or any Council person within 215 days of the waiver approval.

Enforcement of the Specific Plan

The provisions of the Specific Plan shall be enforced by the Planning and Building Services Department in consultation with the Development Department of the San Bernardino Economic Development Agency.

Effective Date and Resolution Number

The effective date of this Specific Plan shall be April 20, 1992 per Ordinance Number MC-830 of the San Bernardino City Council.

Amendment

This Specific Plan may be amended in the time and manner prescribed by the applicable law.

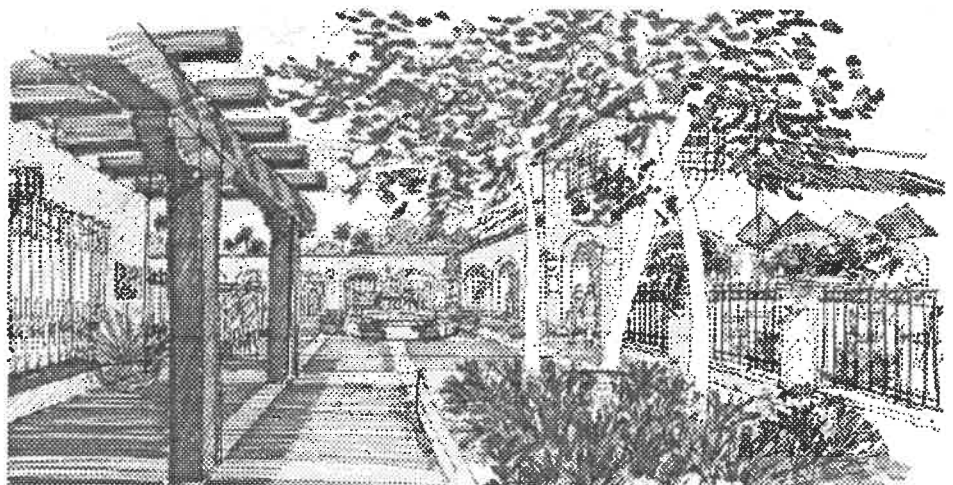
General Plan Amendment and Consistency

Title 19, Section 19.10 of the Development Code identifies the SP (Specific Plan) District as a “base designation to further implement the goals, objectives, and policies of the General Plan with respect to specific areas and uses, which by their unique character require a more comprehensive evaluation and planning effort”.

Based on the provisions of Section 19.10, a General Plan Amendment to change the designation of the Paseo Las Placitas Specific Plan area from (C) to (SP) is being adopted concurrently with the adoption of the Specific Plan. This action will accomplish the creation of consistency between the Specific Plan and the General Plan.

The Paseo Las Placitas Specific Plan is a set of interrelated concepts, plans and guidelines regarding how the Specific Plan area can be transformed from a blighted to a productive area. Following is an overview of the Contents of each section of the Specific Plan.

2. **CONTEXT** describes the boundaries of the Specific Plan and its relationship to the City and Region. Constraints and Opportunities related to revitalization are also described.
2. **MARKET FACTORS** describes the Trade Areas for Paseo Las Placitas.
3. **GOALS** set forth the directions to be pursued in revitalizing the Specific Plan area.
4. **FRAMEWORK PLAN** describes the immediate setting and the recommendations for Urban Design, Land Use, Circulation and Parking.
5. **DESIGN GUIDELINES** describe how a unique environment can be created through a Design Palette of materials, forms and details, interconnections of public and private spaces and construction of properly located and designed parking.
6. **IMPLEMENTATION** explains how a Public-Private partnership can implement the plan through a variety of programs and techniques.



Project Location and Boundaries

Paseo Las Placitas is located in the southwest portion of the City of San Bernardino. The 28 acre area is bounded by 9th Street on the north and 4th Street on the south. The Specific Plan area generally extends east and west of Mount Vernon Avenue to a depth of one property. The area extends east along 5th Street to Garner Avenue.

Regional and City Influences

Paseo Las Placitas is located within a Southern California region of over 9 million persons and is centrally located within the rapidly growing Inland Empire of San Bernardino and Riverside Counties.

Paseo Las Placitas is positioned to take advantage of the following City and regional context potentials:

- proximity to Downtown San Bernardino- which can be reached via 5th Street
- regional and city freeway access from I-215 via 5th Street
- regional rail access from a potential Commuter Rail Station located at the Santa Fe Depot.

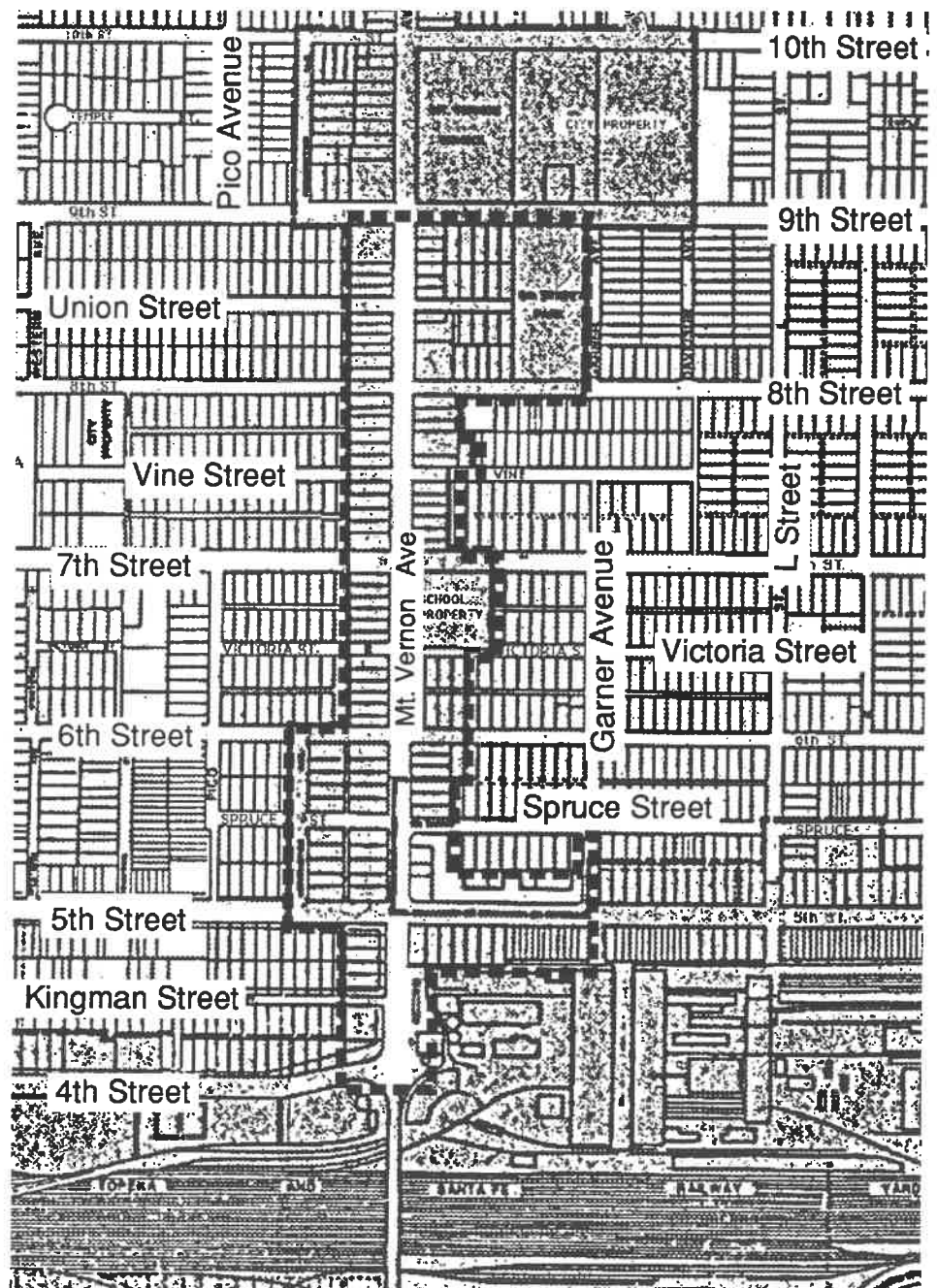
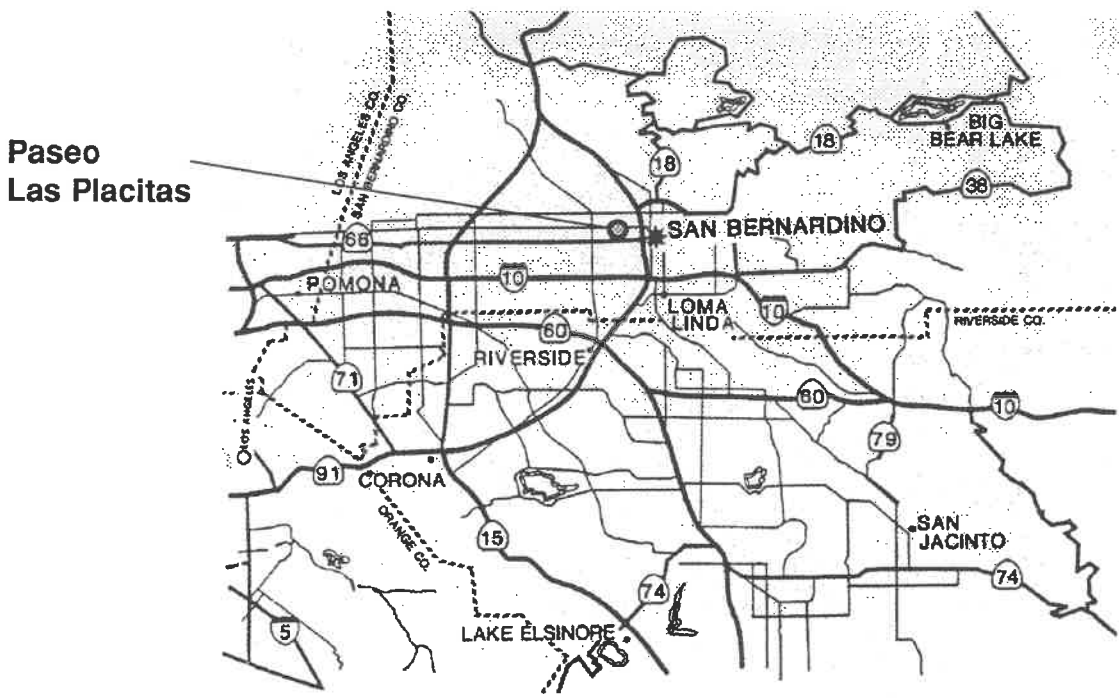
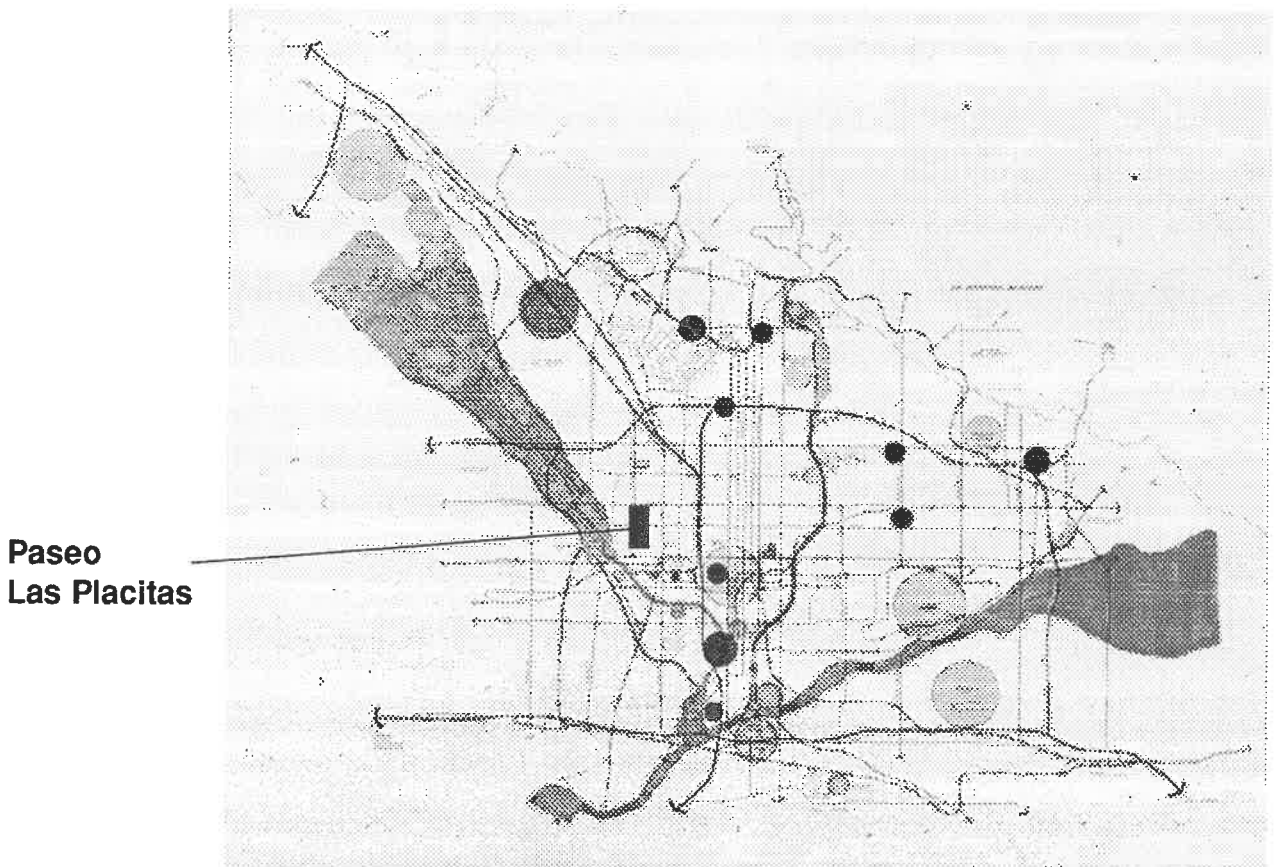


Figure 1
Project Boundaries



Regional Setting of Paseo Las Placitas



City Setting of Paseo Las Placitas

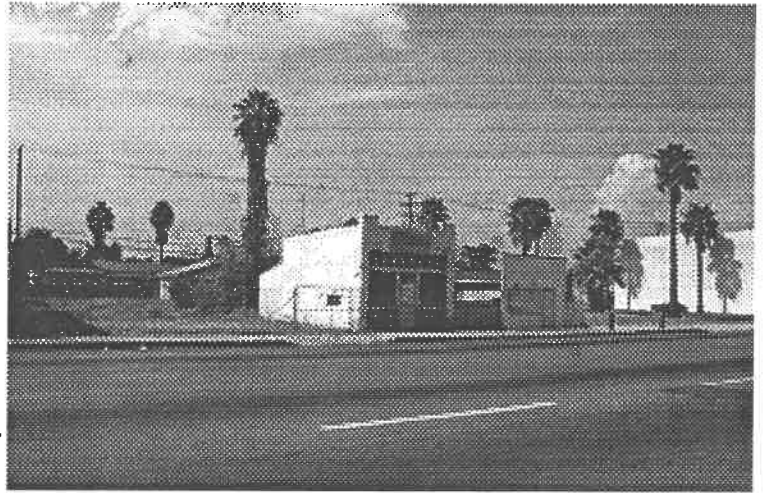
*Figure 2
Regional and City Influences*

1

CONSTRAINTS

Paseo Las Placitas' current Constraints in relationship to becoming a viable retail area include:

- a **lack of viable retailers** as reflected in the high level of vacant buildings and/or land



- a **poor architectural image** with nondescript older buildings and mediocre design of newer structures





- **frequent curb cuts** impede traffic flow and pose **hazards** to pedestrians and drivers

- **narrow sidewalks** next to a busy street



- **inappropriate uses** for a retailing environment

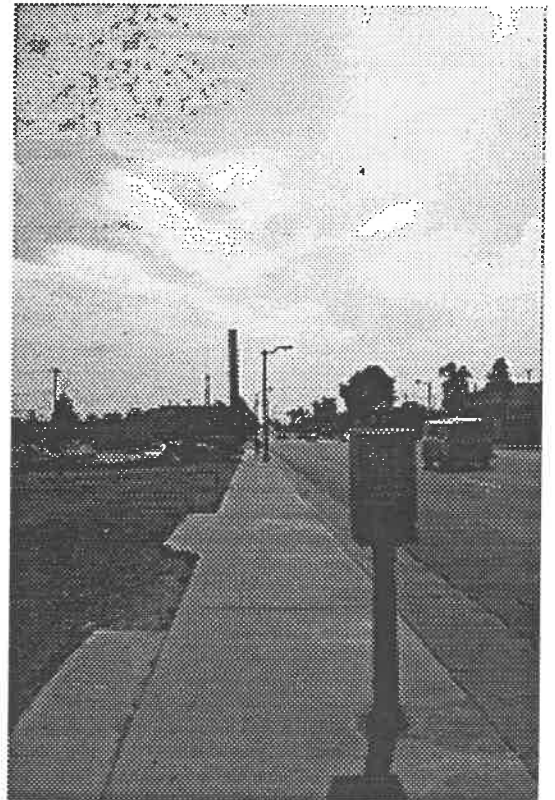


- **shallow parcels** - i.e. a lack of parcel depth from Mt. Vernon Avenue

1

CONSTRAINTS

- cluttered, unattractive signage



- lack of adequate and attractive street furniture



- **unattractive streetscape of 5th Street entry corridor**

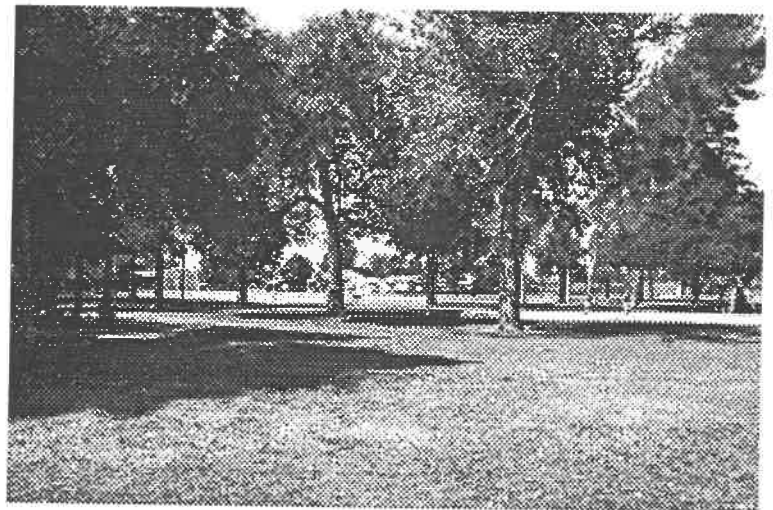


- **pockets of deterioration in adjacent residential areas**

1 OPPORTUNITIES

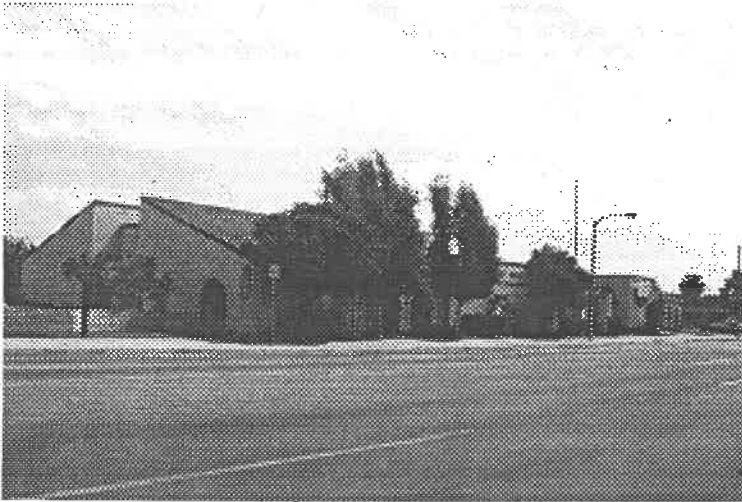
Paseo Las Placitas' current Opportunities in relationship to becoming a viable retail area include:

- La Plaza and 9th Street Parks are **attractive open spaces**



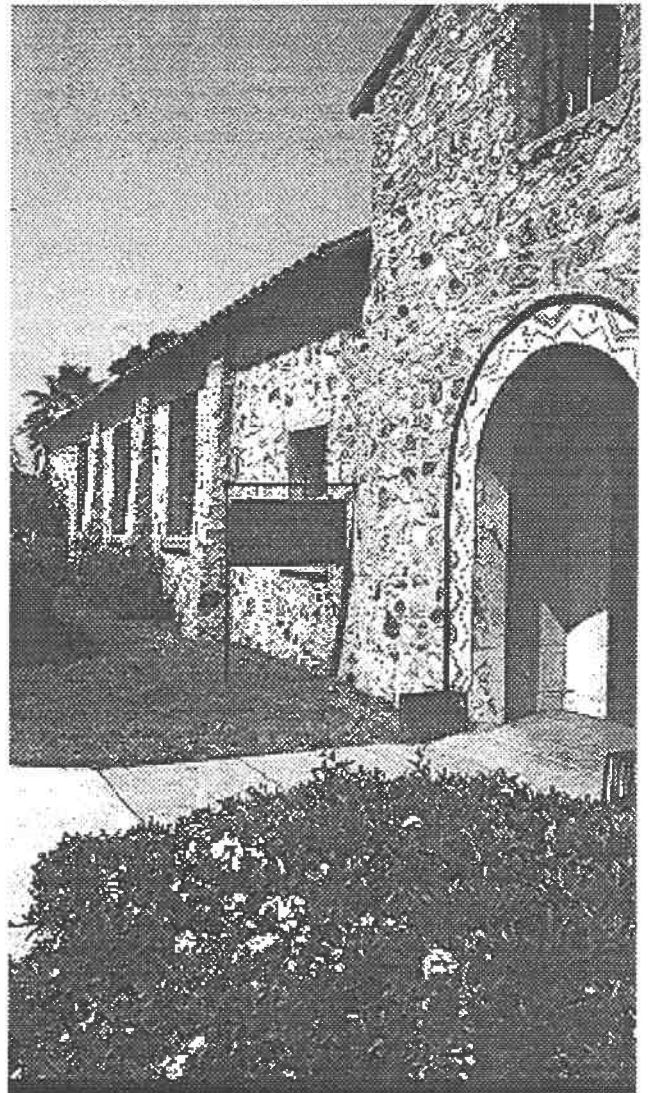
- 5th Street Freeway **Access**





- the existing Villaseñor Library

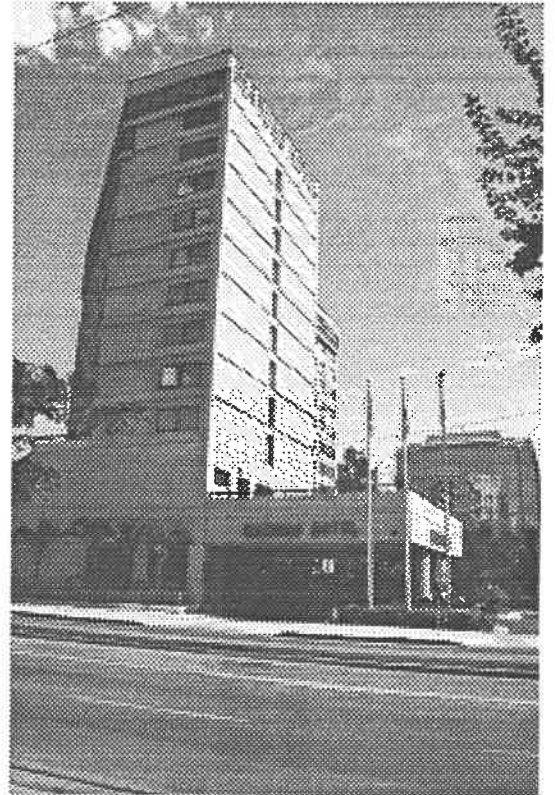
- the unique and attractive design and construction of the **Home of The Neighborly Service** - National Register of Historic Places



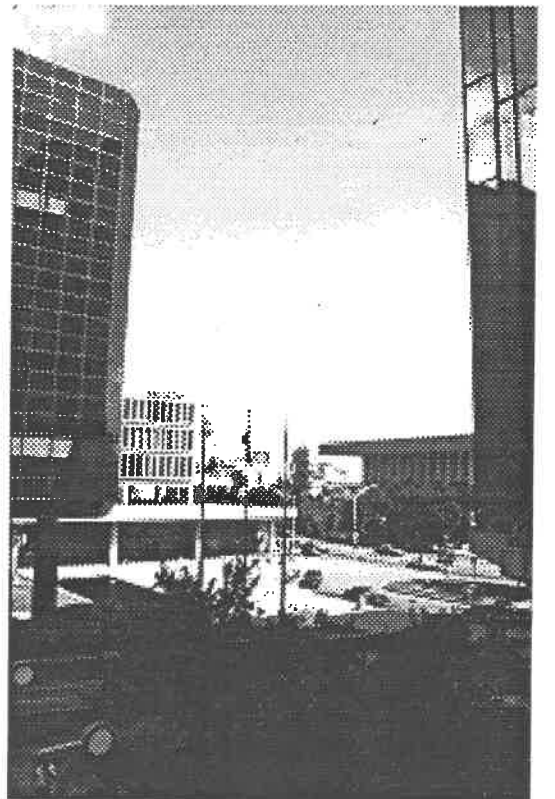
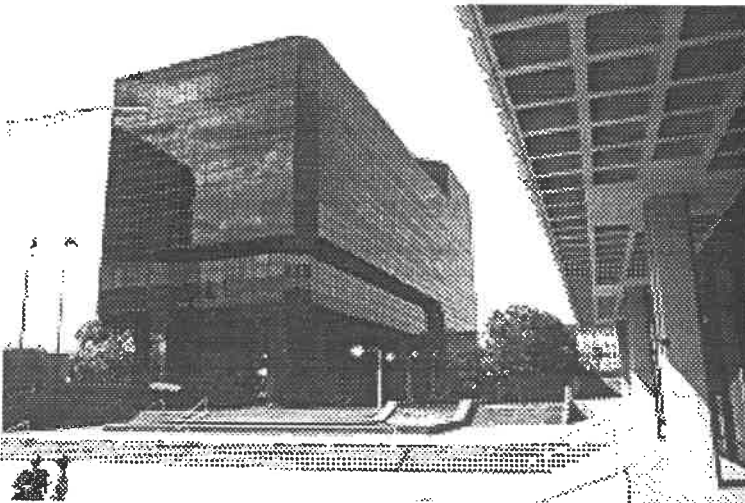
Home of The Neighborly Service, 839 North Mount Vernon Avenue. This Mission Revival Style church was dedicated on December 19, 1926. The building project was organized by the Board of National Missions of the Presbyterian Church, and was founded by that organization and other Christian organizations during the early 1920s. The organization and operational format of this community center was directly patterned after the famous Jane Hull House in Chicago. The building has immense historic and emotional value to the Hispanic and Black community of San Bernardino. (San Bernardino General Plan, page 3-24)

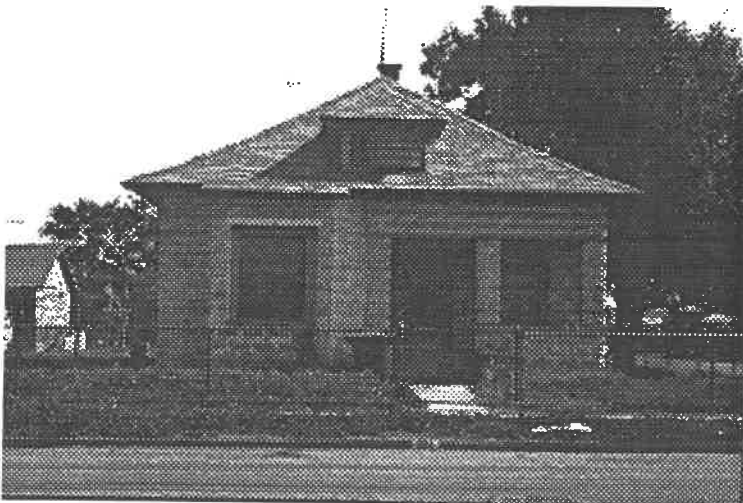


- some existing viable businesses



- **proximity of downtown employees and hotel guests**



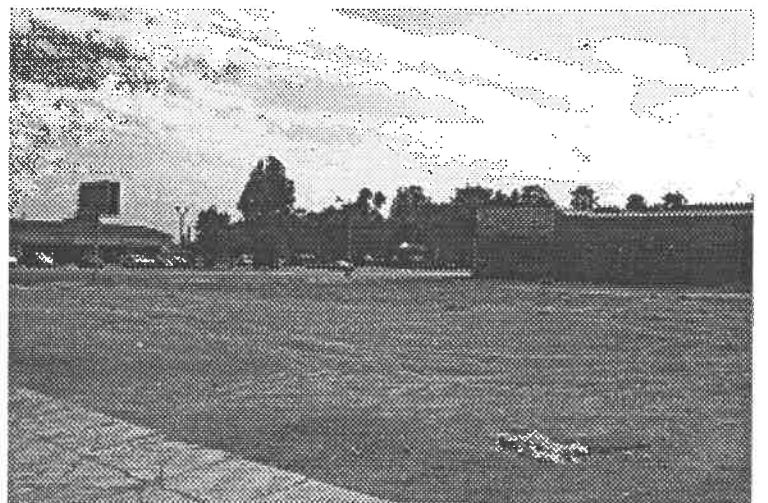
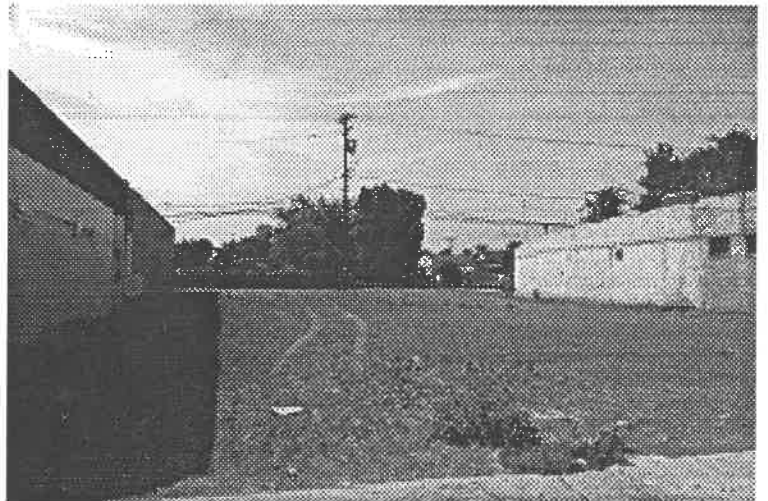


- proximity of many well-kept houses in the **adjacent neighborhoods**

1

OPPORTUNITIES

- potential to upgrade **the 5th Street Entry Corridor** due to a wide right-of-way and adjacent vacancies or low intensity uses



- substantial amounts of **vacant land and buildings**

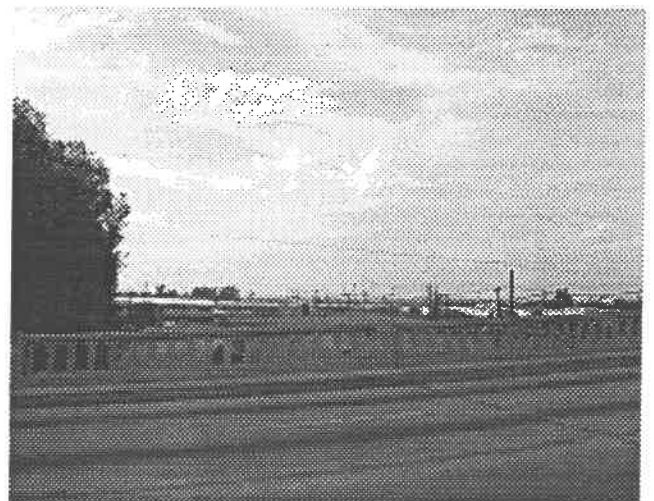


- several existing **investments in newer structures**



- existing regional access via **Amtrak** and potential **Commuter Rail** regional access

- potential for **development of regional transportation, recreation and employment centers** in the vicinity of the Santa Fe Depot



Trade Areas

Paseo Las Placitas is intended to both serve the western neighborhoods of San Bernardino and to be a regional destination for dining, unique shopping and entertainment. Following are highlights of the Analysis of Market Potentials for the Mount Vernon Corridor Redevelopment Project prepared by The Natelson Company, Inc., Economic and Financial Consultants.

The immediate area potentials within the Primary Market Area (PMA) 2 mile ring and Secondary Market Area (SMA) 5 mile ring include:

- a projected retail purchasing power of \$15.3 million (in 1990 dollars) by the year 2000 in the PMA
- a projected purchasing power of \$1.9 billion (in 1990 dollars) by the year 2000 in the SMA. In addition, persons employed in downtown San Bernardino are projected to spend approximately \$200,000 annually on daytime retail purchases in the Paseo Las Placitas area.

Based on the growing incomes in the PMA and SMA and the proximity to downtown, the Paseo Las Placitas area is projected to add substantial retail space by the year 2000. Additional support is also projected for service, business and office spaces.

Retailing Concept

In order to both attract local residents and visitors/shoppers from the ten mile ring and beyond, Paseo Las Placitas has been designed with a unique environment and retailing concept.

As described in detail in the following sections, Paseo Las Placitas will be a unique pedestrian environment within the Inland Empire. The

Paseo features a Pedestrian Promenade along Mt. Vernon Avenue with adjacent Courtyards featuring shaded, outdoor dining areas amidst an environment of flowers and fountains. Convenient parking is provided in four Parking District lots and or structures.

The Paseo right-of-way is designed to accommodate an open-air-tram and/or shuttle busses connecting with Downtown office buildings and hotels and with existing Amtrak Station and potential, future Commuter Rail Station at the Santa Fe Railroad Depot.

5th Street, the historic Route 66, will be upgraded as the major point of connection from the nearby I-215 freeway.

Complementing the overall pedestrian theme are five major retail components:

- an ethnic, **gift and home furnishings Mercado** featuring unique items from throughout Mexico and Latin America
- an ethnic **food Mercado** featuring foods from throughout Mexico and Latin America
- an **ethnic restaurant row** surrounding La Plaza Park and featuring foods from Mexico and Latin America
- a multi-screen **cinema complex**
- **speciality retail shops** with **office and service** uses located above.

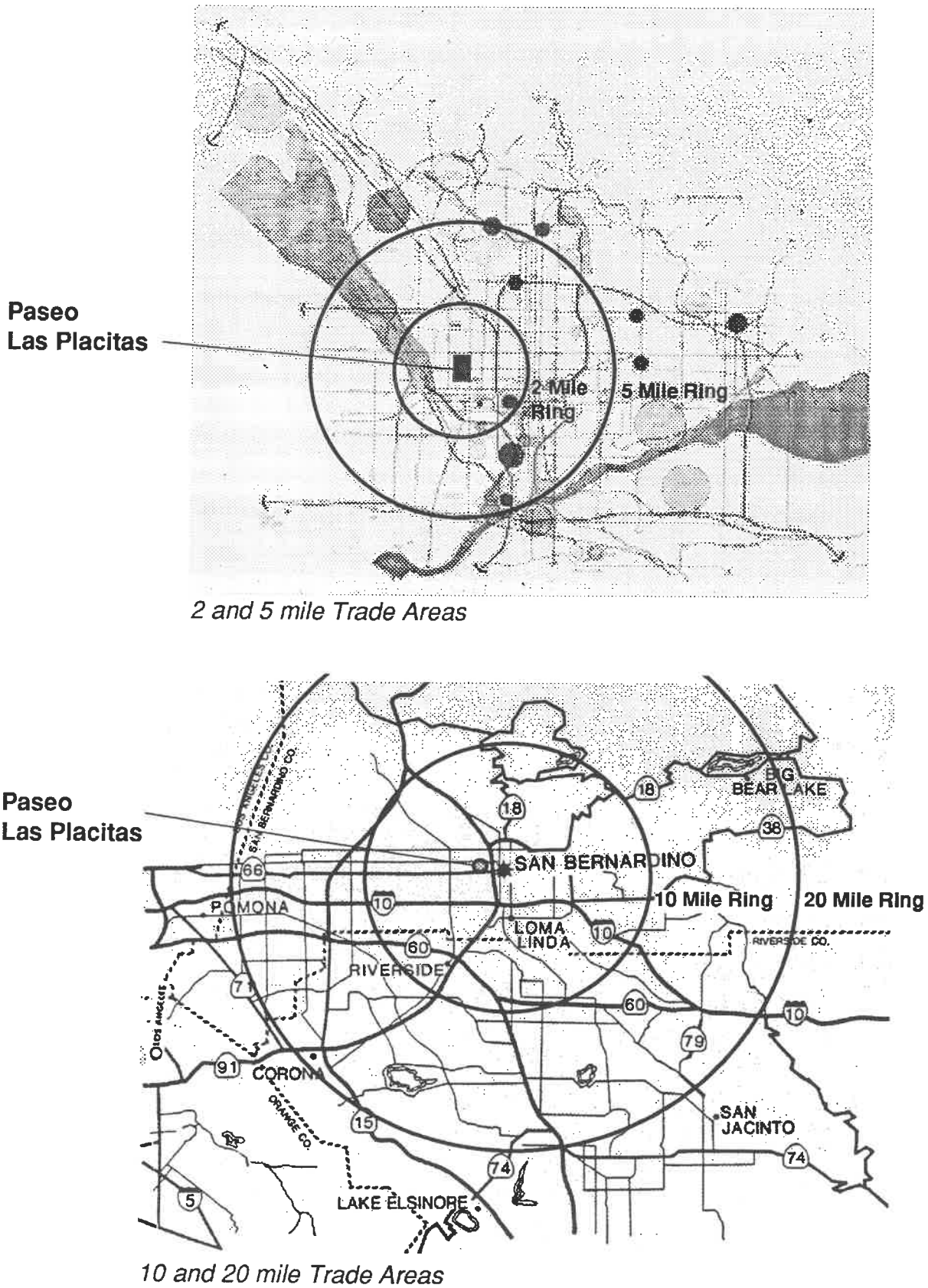


Figure 3
Trade Areas

3 GOALS

The Goals for the Paseo Las Placitas Specific Plan were formulated through a series of meetings with

- the Mt. Vernon Corridor Redevelopment **Project Area Committee**
- a **Technical Advisory Committee** composed of representatives from Development, Planning, Public Works, Parks and Recreation, Police and Fire
- a **Steering Committee** composed of Development, Planning and Councilwoman Estrada's office
- **Property Owners** who attended weekend workshops.

Following is a summary of the Goals and Objectives that were developed through this process.

LAND USE

- To create a **shopping, dining, entertainment and services district** which serves residents of southwest San Bernardino
- To create a **regional destination** which will attract visitors from the Southern California Region.

URBAN DESIGN

- To create a **unique environment** that is **appealing to all citizens** while **reflecting the ethnic background** of the Mt. Vernon vicinity
- To create a **harmonious relationship with the adjacent residential neighborhoods** by
 - buffering with streets, alleys or setbacks, providing an adequate supply of parking and minimizing parking access on residential streets
 - cul-de-sacing selected streets to minimize retail related auto traffic on neighborhood streets.

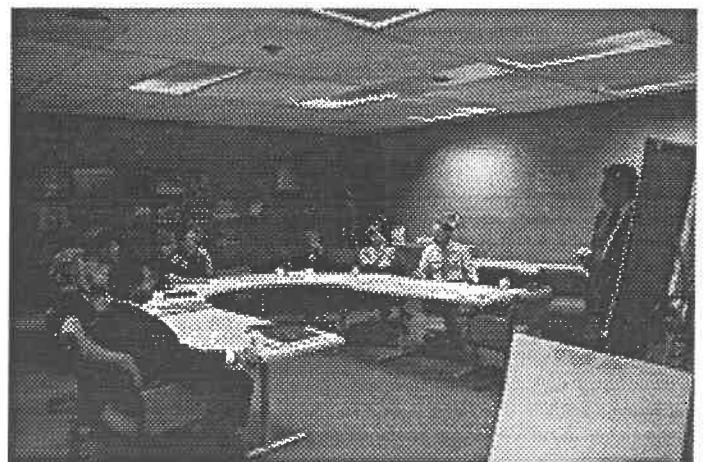
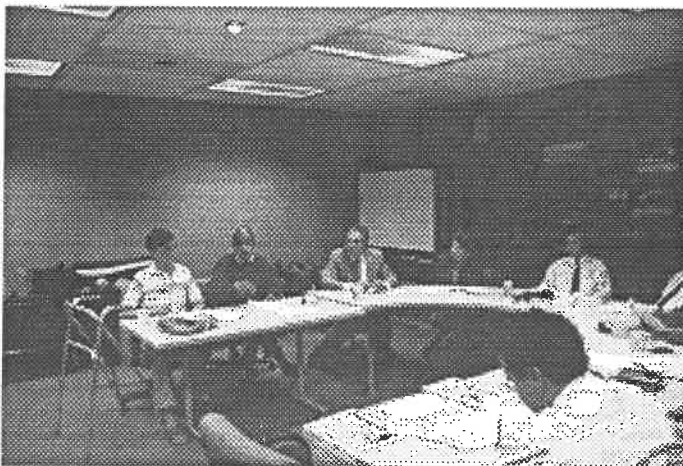


CIRCULATION AND PARKING

- To create a **pedestrian-oriented environment**
- To provide a **balanced transportation system** to conserve energy and reduce air pollution
- To create **accessibility linkages** to
 - **downtown** via a **5th Street shuttle**
 - the **Southern California region** via the **I-215 freeway** and a **Commuter Rail Stop** at the Santa Fe Depot
 - adjacent **neighborhoods** via **pedestrian streets** that connect to Mt. Vernon Avenue with Cul de Sac/ Walkways.
- To provide an **adequate supply of parking.**

IMPLEMENTATION

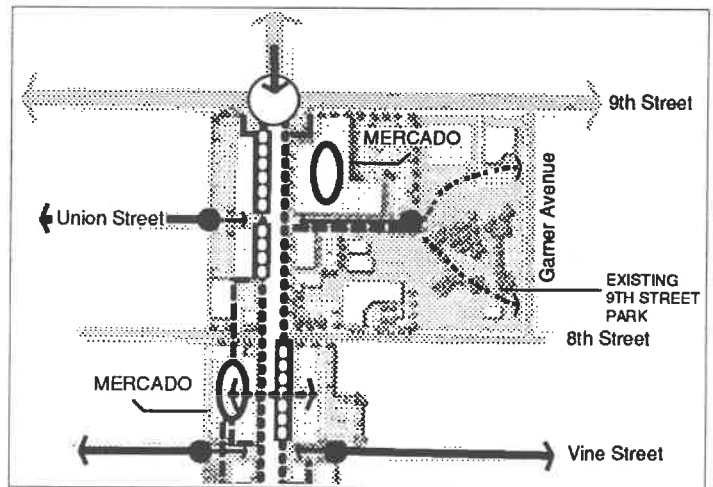
- To **upgrade the residential neighborhoods** adjacent to Paseo Las Placitas
- To **coordinate public and private investments** to achieve the maximum change in the environment at reasonable cost
- To support physical change with a well-coordinated and funded **maintenance, promotion and security program** for the entire Paseo area.



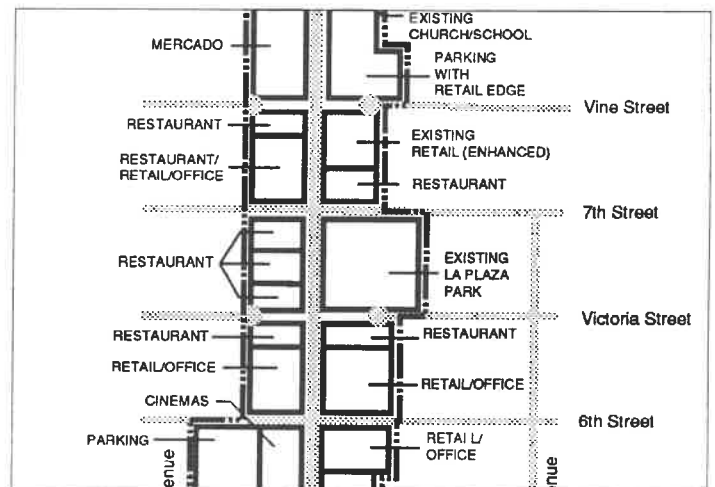
4 FRAMEWORK PLAN

The Framework Plan for Paseo Las Placitas consists of three major components:

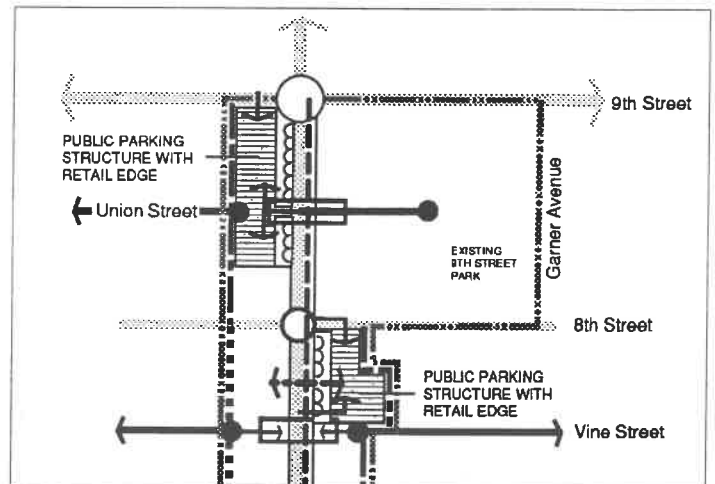
The **Urban Design** component describes the combination of factors which create the unique, pedestrian environment of the Paseo.

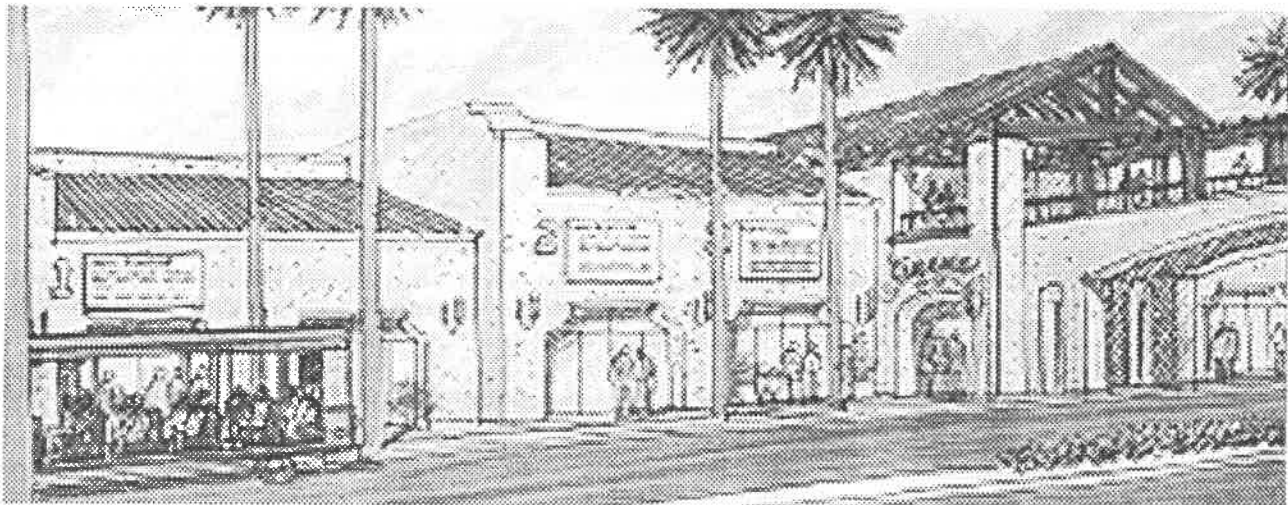
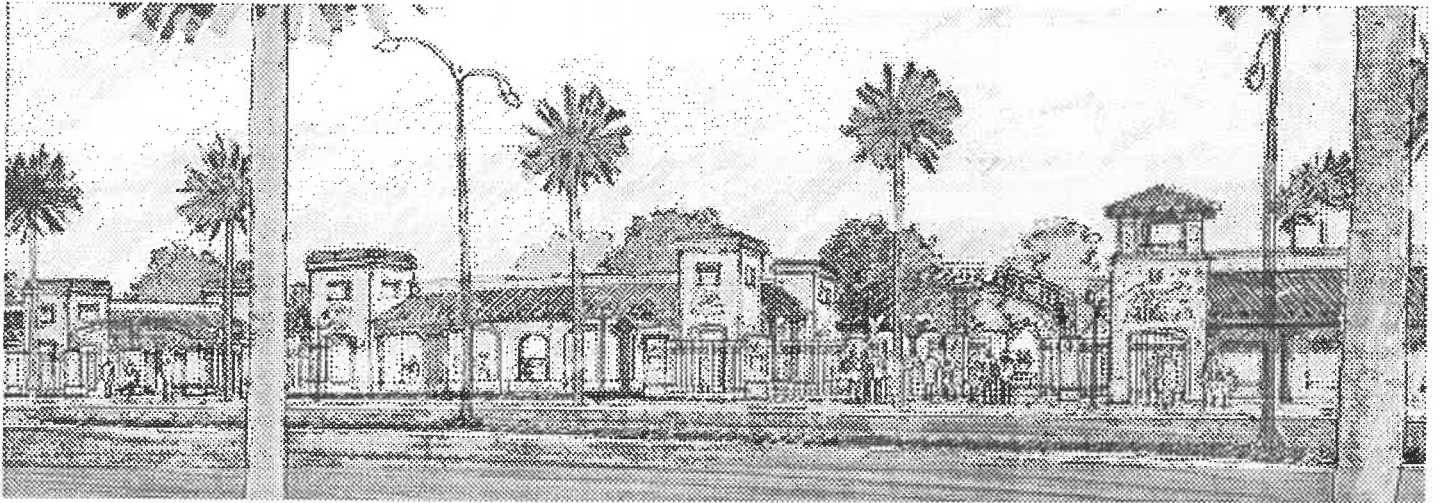


The **Land Use** component defines a series of special Land Use Districts and identifies the types of uses which are allowed in each District.



The **Circulation and Parking** component describes how automobile, bus and open-air trams can access all districts and the manner in which the Parking District will function.



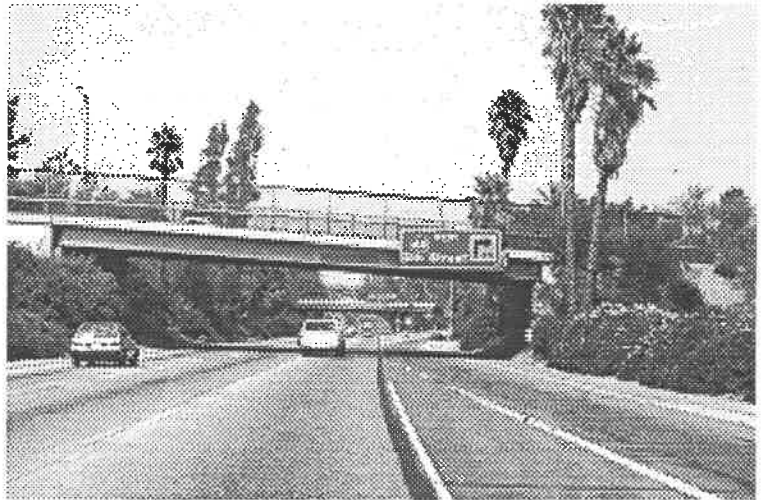


4.1 CONTEXT CONNECTIONS

Paseo Las Placitas can reach out to the Neighborhoods, City and Region in a number of ways as illustrated in Figure 4. These Context Connections include:

- **pedestrian walkways** from the adjacent neighborhoods via the cul de sac'd streets
- arterial, automobile and bus connections to other neighborhoods via **Mt. Vernon Avenue**
- regional, freeway connection to the region via the **I-215 freeway** and **5th Street**
- regional, rail connection to the region via the existing **Amtrak Station** and potential **Commuter Rail Station**
- a **shuttle** connection to **downtown** employees and hotel visitors via 5th Street.

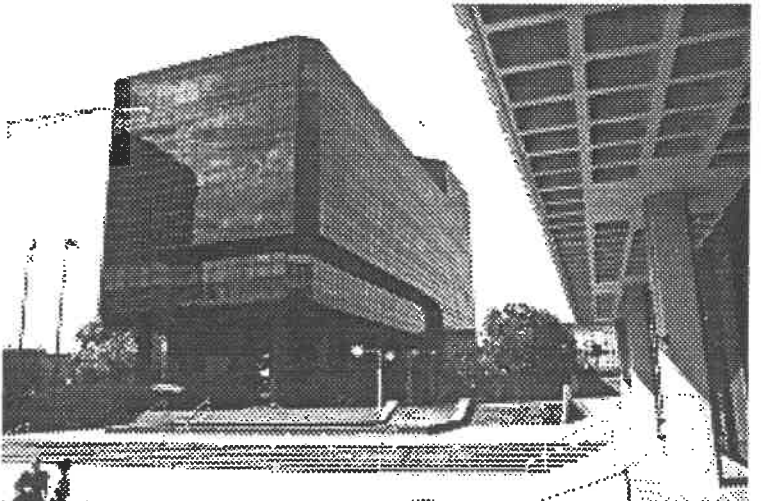
Entry Points at 5th Street and 9th Street define the extent of Paseo Las Placitas - a pleasant, walking scaled environment.



Freeway



Santa Fe Station



Downtown

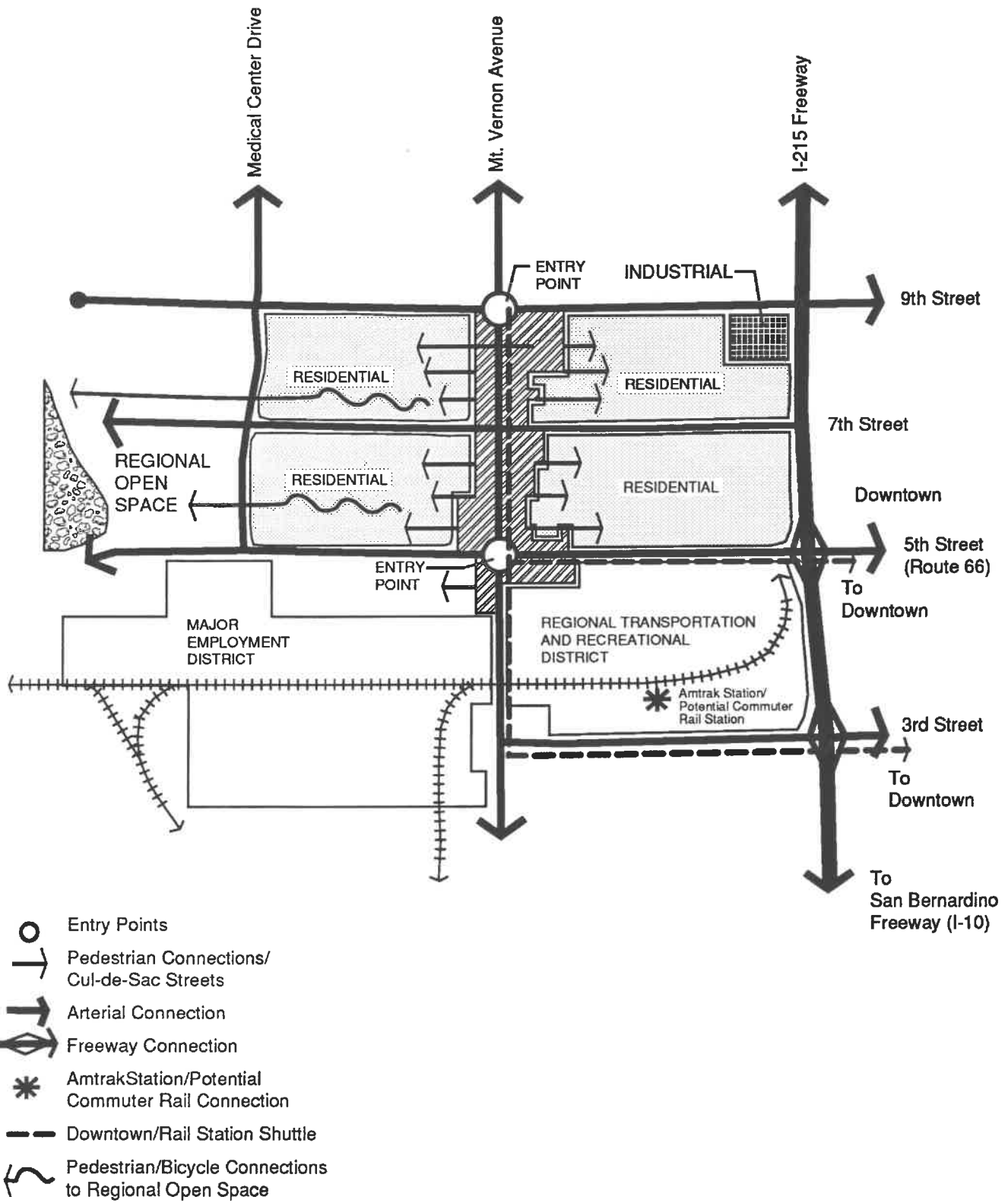











Figure 4
Context Connections

4.2 URBAN DESIGN

The Paseo Las Placitas environment is created by a rhythm of spaces related to the kind and speed of movement.

Pedestrians experience a **Wide Sidewalk Promenade** along which they can stroll from 5th to 9th Street. Juxtaposed with the Promenade are **Courtyard Strolling Paths** which connect perpendicularly to the Promenade. **Shaded Colonnades** in the edges of Public Parking Structures or Lots add another rhythm to the pedestrian experience. **La Plaza Park** provides an open space focal point for the pedestrian strolling experience.

-  Entry Points with Major Corner Plazas
-  Mt. Vernon - Wide Sidewalk Promenade
-  Courtyard Strolling Paths Connect to Promenade
-  Shaded Colonnades in Parking Structure Edge
-  Pedestrian Bridges from Parking Structures
-  Pedestrian Connections to Residential Neighborhoods
-  Interior Walkways in Landmark Structures
-  Pedestrian Connections to Neighborhoods Through Parks
-  Historic Landmarks Structures to be Preserved

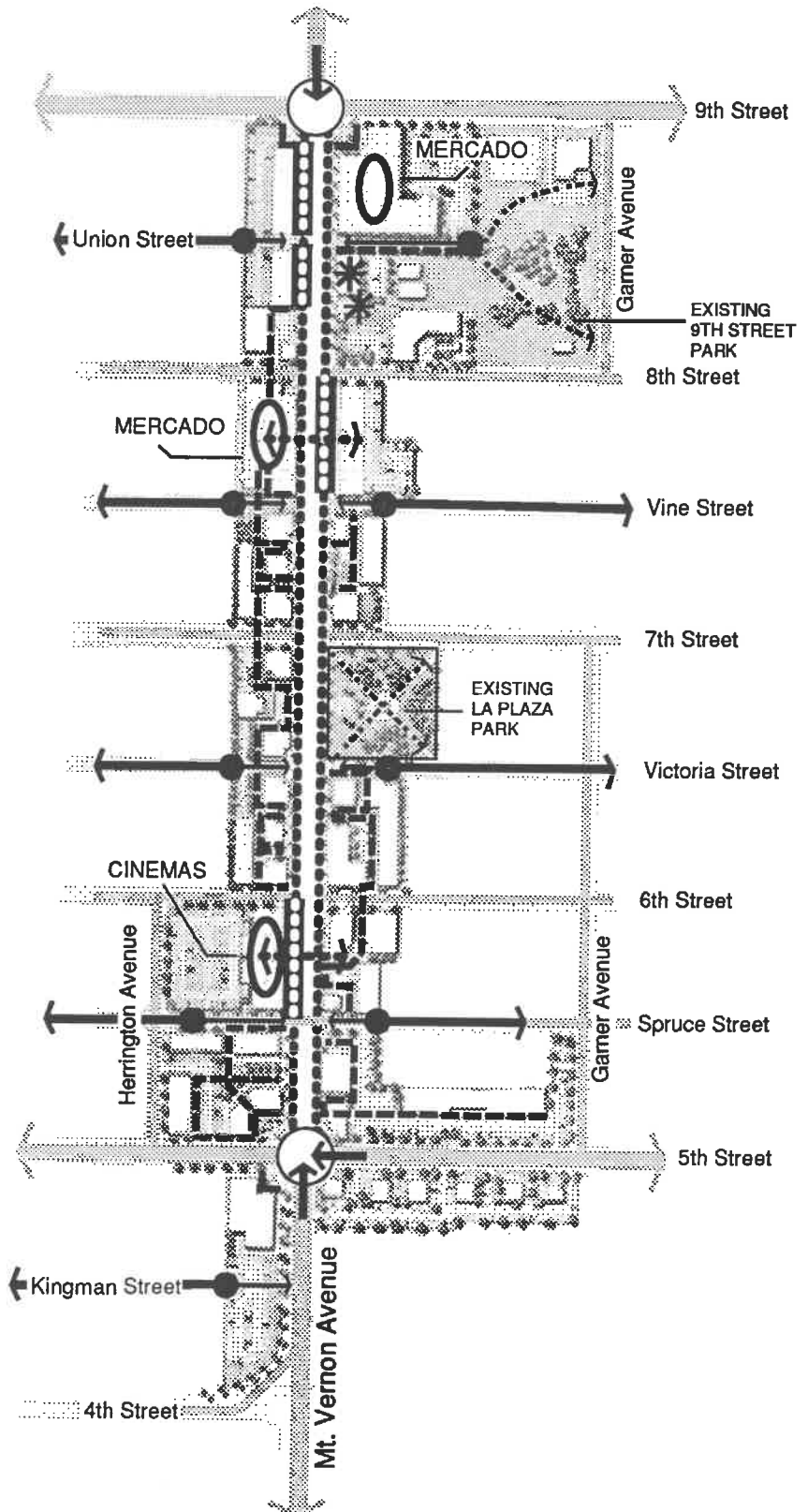
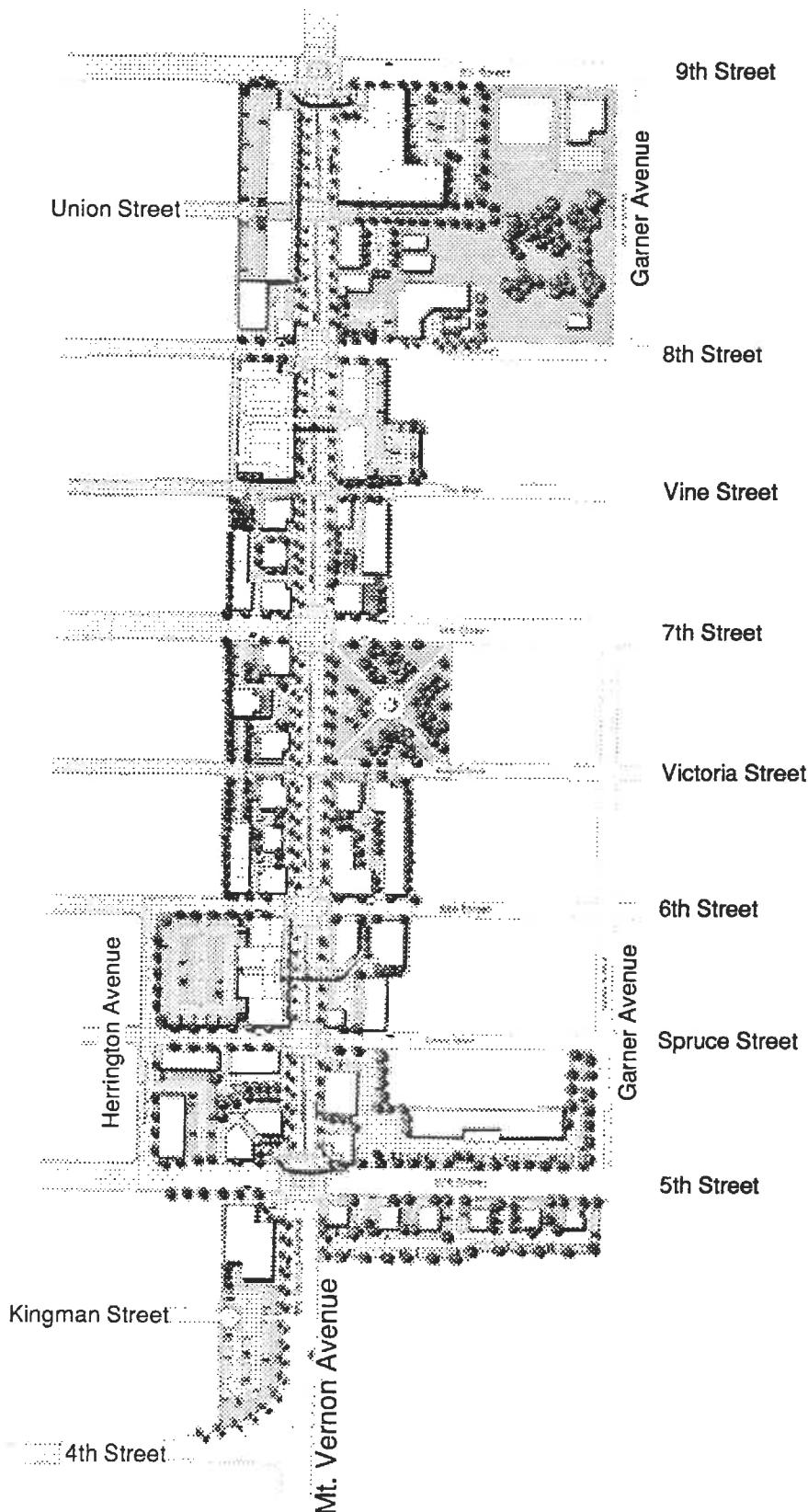


Figure 5
Urban Design Concept



Pedestrians have a variety of interesting routes to travel. This is a key ingredient in creating an area to which people will return. Pedestrians may stroll from the Parking areas to restaurants and shops within the portions of the Courtyard Strolling Paths which are parallel to the Promenade.

Thus, the **pedestrian's experience** along the Promenade is more urban with cars, busses, trams and long vistas. The **Courtyard Strolling Paths** provide an intimate experience with shade trees, flowers, fountains and contained vistas. The opportunities for each pedestrian to create his own combination of experiences is extensive.

Automobile drivers and passengers and bus and tram passengers will experience the formal rows of Palm Trees and colorful median while noting the varied Courtyards and La Plaza Park as they pass by. The quality of the environment will encourage them to stop at well-signed parking areas and bus/tram stops.

Figure 6
Illustrative Site Plan

4.3 LAND USE

The intent of the **Paseo Las Placitas Specific Plan** is to guide development into uses that relate well to each other, are responsive to community needs and market demand, are suited to their parcel size and are well located in relation to Parking District Lots or Structures.

Land Use Areas and Permitted Uses

The Paseo Las Placitas Specific Plan is designed to create a unique, mixed-use area featuring Mercados, Restaurants with a Mexican/Latin American character and a Cinema Complex.

Figure 7, **Land Use Areas**, illustrate the location of the uses that are permitted in the Specific Plan area.

The uses allowed within each Land Use Area are identified in Figure 8, **Land Use/Development Standards Matrix**, on page 25. Design Guidelines contained in Section 5 of the Plan also offer guidance for planning and design.

Description of Land Uses

The permitted uses described in Figure 8 are divided into Activity Generating Uses and Complementary Uses and are defined as follows:

Activity Generating Uses

A Areas

Food Sales Mercado - Activities typically include, but are not limited to, the retail sales of Mexican/Latin American/Ethnic foods and goods such as meat, fish, produce and associated household products and services. The Food Mercado is intended to create a festive and pedestrian-oriented environment. Extension of the inside areas into outdoor, open-air areas is permitted.

Home Furnishings/Accessories Mercado - Activities typically include, but are not limited to, the retail sales of Mexican/Latin American/Ethnic home furnishings goods. Items sold typically include, but are not limited to furniture, appliances floor coverings and other home accessories. The Home Furnishings/Accessories Mercado may also include complementary ethnic/commercial uses such as restaurants, specialty retail and services, providing that these uses contribute to the festive, active and pedestrian-oriented character the Mercado. Extension of the inside areas into outdoor, open-air areas is permitted.

Cinemas - Activities typically include, but are not limited to, the showing of motion pictures with associated sale of refreshments, snacks and non-alcoholic beverages. Other complementary uses such as restaurants, specialty retail and services may be allowed providing that these uses contribute to the festive, active and pedestrian-oriented character of the complex. Promotion of Mexican/Latin American/Ethnic cultures through events such as film festivals, community/neighborhood plays and conferences is encouraged.

Final location of the three major activity generating uses as well as other complementary land uses will be determined during the revitalization process.

The range of Complementary Land Uses are defined starting on page 21.

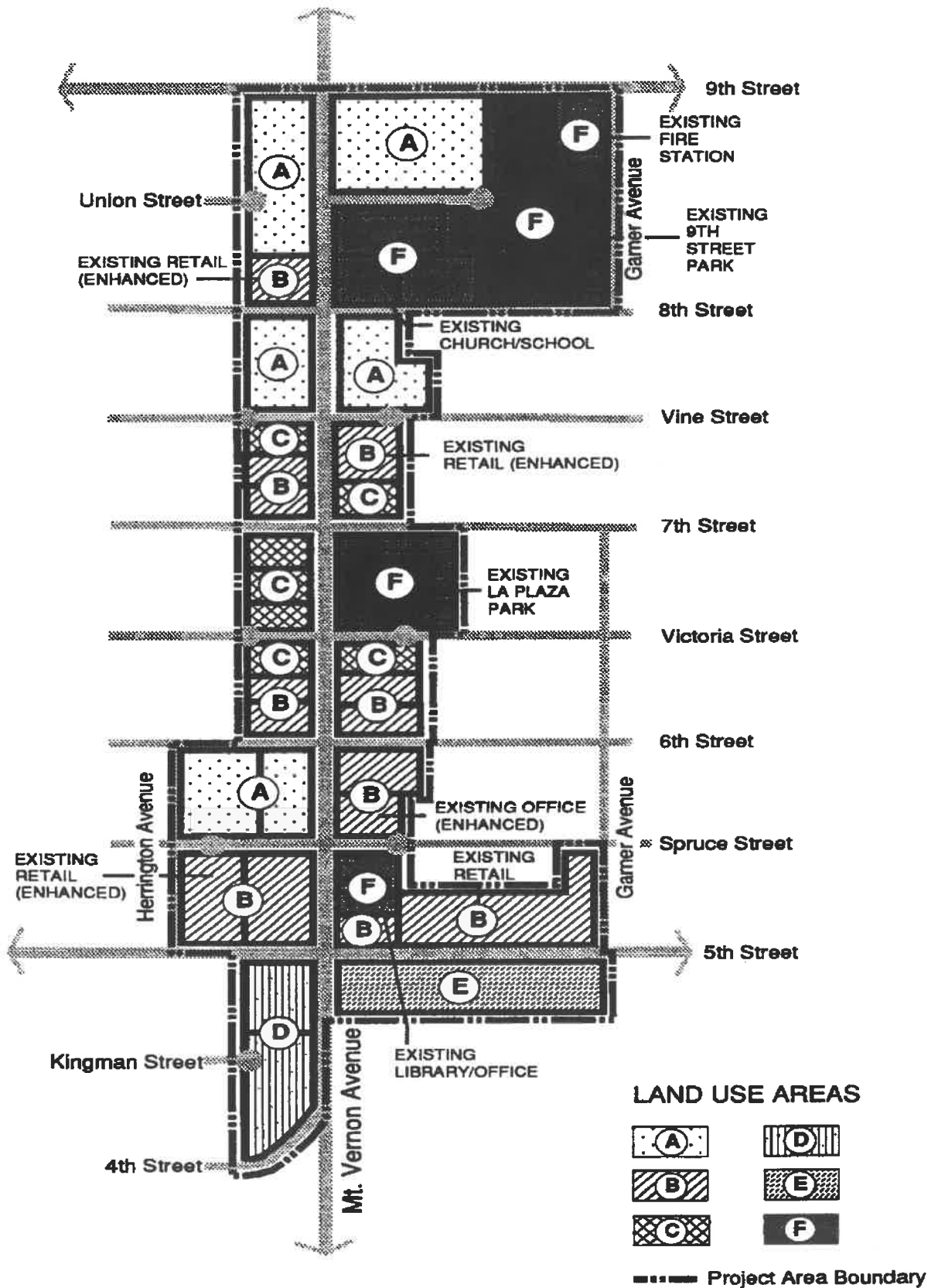


Figure 7
Land Use Areas

4.3 LAND USE

LAND USE AREAS	A	B	C	D	E	F
PERMITTED USES	D = Permitted with a Development Permit C = Conditional Use Permit Required					
ACTIVITY GENERATING LAND USES						
Food Sales Mercado	C			C		
Home Furnishings/Accessories Mercado	C			C		
Cinemas	C			C		
COMPLEMENTARY LAND USES						
RETAIL						
Art Galleries		D	C	D		
Business Supply Retail		D		D		
Durable Goods Sales		D		D		
Eating Establishments		C	D	C	C	
Fast Food Restaurants		C	C	C	C	
Fast Food Restaurants - Drive Through					D	
Grocery Sales		C		C		
Commercial Showroom		D		D		
Neighborhood Retail		D		D		
Sale of Alcohol		C	C	C		
Specialty Retail		D		D		
Retail Edge in Public Parking Structure	C			C		
Publishing and Printing		C				
OFFICE						
Administrative and Professional Offices		D2		D2		
Communication Services		D2		D2		
Conference Facilities		D2		D2		
SERVICES						
Animal Care		C		C		
Business Support Services		D		D		
Day Care Services		D	C	C		
Financial Institutions		D		D		
Health Clubs and Spas		C		C		
Hotels and Motels			C	C		
Medical/Health Care Services		D		D		
Personal Services and Sales		D		D		
CIVIC/PUBLIC USE						
Civic Services						D
Community Education						D
Institutional						D
Public Parking	C			C		
Religious Assembly						D
RECREATION/COMMUNITY						
Recreation Area/Park Facilities						
RESIDENTIAL						
Upper Level Residential		D2/C		D2/C	D2/C	

Figure 8
Land Use/Development Standards Matrix

LAND USE 4.3

LAND USE AREAS	A	B	C	D	E	F
PERMITTED USES	D = Permitted with a Development Permit C = Conditional Use Permit Required					
DEVELOPMENT STANDARDS						
o Minimum Parcel Size	1.0 Acre	13,000 s.f	13,000 s.f	26,000 s.f	13,000 s.f	N/A
o Maximum Building Height	42' (3 Story)	42' (3 Story)	42' (3 Story)	42' (3 Story)	42' (3 Story)	N/A
o Building Setbacks - Fronting Mt. Vernon Avenue	15' to 30' (c)	15' to 30' (c)	15' to 30' (c)	15' to 30' (c)	15' to 30' (c)	N/A
o Building Setbacks - Fronting Other Streets	10'	10'	10'	10'	10'	N/A
o Building Setbacks - Side	0'	0'	0'	0'	0'	N/A
o Building Setbacks - Rear	15'	15'	15'	15'	15'	N/A
o Landscape Requirements	See Design Guidelines - Section 5 and Appendix D (Landscape Standards)					
PARKING STANDARDS						
o Parking Requirements	See Development Code Section 19.24 for required Parking (b) (d)					
NOTES:						
(a) Approved outdoor eating or outdoor display areas as an extension of the business are allowed within the building setback fronting Mt. Vernon Avenue by CUP. (b) These requirements may be reduced by up to 20% with the approval of the Review Authority. (c) From Existing Property Line. This setback allows for future widening of Mt. Vernon Avenue. (d) See Parking District on page 109 of this Specific Plan regarding potentials for parking in City owned Parking Lots and/or Structures.						

4.3 LAND USE

Complementary Land Uses

Areas B, C, D and E

Retail

Art Galleries - Activities typically include, but are not limited to, display, sale and/or rental of art objects including painting, sculpture, crafts and other works of visual art.

Business Supply Retail - Activities typically include, but are not limited to, retail sales, rental, or repair from the premises, of office equipment and supplies and similar office goods, primarily to firms and other organizations utilizing the goods, rather than to individuals. The sale or rental of motor vehicles and materials used in construction of buildings or other structures are excluded.

Durable Goods Sales - Activities typically include, but are not limited to, the retail sales from premises of durable goods which are purchased infrequently. Uses typically include, but are not limited to, furniture, piano and organ, major appliance and carpet and flooring stores.

Eating Establishments - Activities typically include, but are not limited to, establishments or places of business primarily engaged in the sale of prepared foods. Typical uses include fine sit-

down restaurants, coffee shops and bakeries.

Fast Food Restaurants - Activities typically include, but are not limited to establishments or places of business primarily engaged in the sale of prepared foods and non-alcoholic beverages. Typical uses include take-out restaurants and short order eating places. No drive-through restaurants will be permitted on Mt. Vernon Avenue.

Fast Food Restaurants/Drive Through - Activities typically include, but are not limited to establishments or places of business primarily engaged in the sale of prepared foods and non-alcoholic beverages. Typical uses include drive-through and take-out restaurants and short order eating places, including free standing fast food type services.

Grocery Sales - Activities typically include, but are not limited to, the retail sales of meat, fish, produce and other foods and associated household products. Uses typically include, but are not limited to, supermarkets, bakeries and specialty food stores.

Commercial Showroom - Activities typically include, but are not limited to, the retail sales of major purchase

consumer items such as furniture, electronics, clothing, home furnishings, or major discount or off-price centers which require major arterial access and/or visibility.

Neighborhood Retail - Activities typically include, but are not limited to, the retail sales from the establishments or places of business primarily engaged in the provision of frequently or recurrently needed small personal convenience items. These include various general retail sales and personal services of an appropriate size and scale to meet the above criteria. Uses typically include, but are not limited to, beauty and barber shops, apparel laundering and dry cleaning establishments, and neighborhood grocery stores.

Sale of Alcohol - Activities typically include, but are not limited to, establishments or places of business primarily engaged in the sale of alcoholic beverages for either on-site and/or off-site consumption. Typical uses include liquor stores, cocktail service and specialty food/cocktail lounge establishments.

Specialty Retail - Activities typically include, but are not limited to, the retail sales from establishments or places of business providing smaller purchase consumer items including clothing, shoes, home

furnishings and appliances, jewelry, cosmetics and hobby or special interest items such as bicycles, games, etc.

Publishing and Printing - Activities typically include, but are not limited to offset printing, plate making, book binding, related reproduction services such as photocopy, etc. associated with creation of printed materials.

Retail Edge in Parking Structures - Activities typically include, but are not limited to, eating establishments, fast food restaurants and specialty retail as described above.

Office

Administrative and Professional Offices - Activities typically include, but are not limited to, professional, executive, management, or administrative uses of private, profit-oriented firms other than public utility firms. Uses typically include, but are not limited to, administrative, legal, medical, financial and insurance offices, and architectural and engineering firms.

Communication Services - Activities typically include, but are not limited to, broadcasting and other information relay services accomplished primarily through use of electronic and telephone mechanisms. Uses typically

include, but are not limited to, television and radio studios and telegraph offices.

Conference Facilities - Activities typically include, but are not limited to, meeting rooms and halls for conferences along with ancillary catering services. While these uses are typically associated with a hotel; conference facilities may occur as free-standing structures.

Services

Animal Care - Activities typically include, but are not limited to, the provision of animal care, treatment, and boarding services of large and small animals. Uses typically include, but are not limited to, animal clinics, large and small animal hospitals, and kennels which support and are incidental to animal clinics and hospitals. Excluded are grooming and pet stores.

Business Support Services - Activities typically include, but are not limited to, firms rather than individuals engaged in the provision of services of a clerical, employment, protective, or minor processing nature, including multi-copy and blue-print services. They exclude the printing of books, other than pamphlets and small reports for another firm, and where the storage of goods other than samples is prohibited. Typical uses

include secretarial services, telephone answering services and blueprint services.

Day Care Services - Activities typically include the day time care of individuals under the age of eighteen (18) years of age. Uses typically include nursery schools, preschools and day care centers.

Financial Institutions - Uses typically include, but are not limited to, banks, savings and loans and credit unions.

Health Clubs and Spas - Activities typically include, but are not limited to, sport and health related activities performed either indoors or outdoors. Uses typically include, but are not limited to, health clubs, spas, gyms and tennis clubs.

Hotels and Motels - Activities typically include, but are not limited to, lodging services to, transient guests on a less-than-monthly basis, other than in the case of such uses as private boarding houses.

Medical/Health Care Services - Activities typically include, but are not limited to, establishments primarily engaged in the provision of personal health services including prevention, diagnosis and treatment or rehabilitation services provided by physicians, dentists, nurses and other health personnel as

4.3 LAND USE

well as the provision of medical testing and analysis services, but excludes those classified as any public use type. Typical uses include medical offices, dental laboratories and health/fitness centers.

Personal Services and Sales

- Activities typically include, but are not limited to, retail sales of small personal convenience items and professional services which are used frequently by the business community. Uses typically include, beauty and barber shops, florist shops, photography studios, and apparel laundering and dry cleaning agencies.

F Area

Civic/Public Use

Public use types include the performance of utility, educational, recreational, cultural, medical, protective, governmental and other uses which are strongly vested with public or social importance.

Civic Services - Activities typically include, but are not limited to, management or administrative services performed by public, quasi-public, governmental or utility administrative offices. Uses typically include, but are not limited to, public schools, performing art centers, community halls, public parks and open space areas of an

active or passive character, playgrounds, and playing fields.

Community Education -

Typical activities include educational services provided by public and private or parochial institutions. Typical uses include elementary, junior high and high schools; junior colleges, and vocational and trade schools.

Institutional - Activities typically include, but are not limited to, services performed by private cultural, educational and/or recreational business. Uses typically include child care and/or elderly care facilities, private schools, churches, temples and service clubs.

Public Parking - Typical activities include paved surface parking lots and above or below grade parking structures whose primary function is to provide short-term parking of automobiles.

Religious Assembly - Activities typically include religious services and assembly such as customarily occurs in churches, synagogues and temples.

Recreational Area/Park Facilities - Activities typically include, but are not limited to, sports performed, either indoor or outdoor, which require a facility for conducting the

recreational activity. Uses typically include tennis courts, sports fields and golf courses.

Public Parking - Typical activities include paved surface parking lots and above or below grade parking structures whose primary function is to provide short-term parking of automobiles.

B, C, D and E Areas

Residential

Upper Level Residential - Activities typically include apartments or condominiums. Upper Level Residential uses are permitted over retail uses with a Conditional Use Permit. The building footprint of the upper level residential uses may not exceed the building footprint of the retail use below. The density of the Upper Level Residential shall not exceed 50 dwelling units per acre.

Conditional Use Permit

Conditional Uses are required for those land uses which are deemed to possess location, use, building, or traffic characteristics of such unique and special character as to make impractical or undesirable their automatic inclusion as permitted uses in certain districts. These uses are indicated by a "CUP" in Figure 8, Land Use/Development Standards Matrix, on page 25.

Development projects requiring a Conditional Use Permit will be required to comply with applicable regulations of the San Bernardino Municipal Code.

Similar Uses Permitted

Land uses that are similar to other uses listed in the Specific Plan or contribute to the intent of the Specific Plan may be permitted by the Director of the San Bernardino Planning and Building Services Department in accordance with the San Bernardino Municipal Code.

4.4 CIRCULATION AND PARKING

The functioning and environment of the Paseo Las Placitas Specific Plan is dependent upon a number of circulation and parking improvements. These improvements are as follows:

Mt. Vernon Right-of-Way

As illustrated in Figure 9 below, Mt. Vernon Avenue currently has an 82'-6" right-of-way. To accommodate the arterial function identified in the General Plan and to create the Paseo environment, the right-of-way must be expanded. Therefore, the proposed Mt. Vernon Avenue right-of-way provides for:

- four 11' wide moving **traffic lanes**;
- two 13' wide outside **multi-purpose lanes**. No on-street parking will be allowed;
- A 12'-6" **median** will allow for both landscaping and left turn lanes at the major cross streets;
- 15' wide **pedestrian promenade** on each side of the street with palm trees lining the street edge;
- Special paving and curb alignment to create

pedestrian crosswalks at the major intersections to facilitate pedestrian crossings and improve safety.

Cul de Sacs

As illustrated in Figure 10, cul de sacs are proposed for Union, Vine, Victoria, Spruce and Kingman Streets. These cul de sacs serve a number of important functions including:

- prevention of retail, restaurant and cinema traffic from entering the adjacent residential neighborhoods

- creating right-of-way for mini-plazas which provide pedestrian and bicycle access to Mt. Vernon Avenue from the adjacent neighborhoods

- allowing the creation of four new superblocks with pedestrian-only mid block crossings.

Other Streets

Except for the changes to the Mt. Vernon Right-of-Way and the Cul de Sacs described above, no other street changes are proposed.

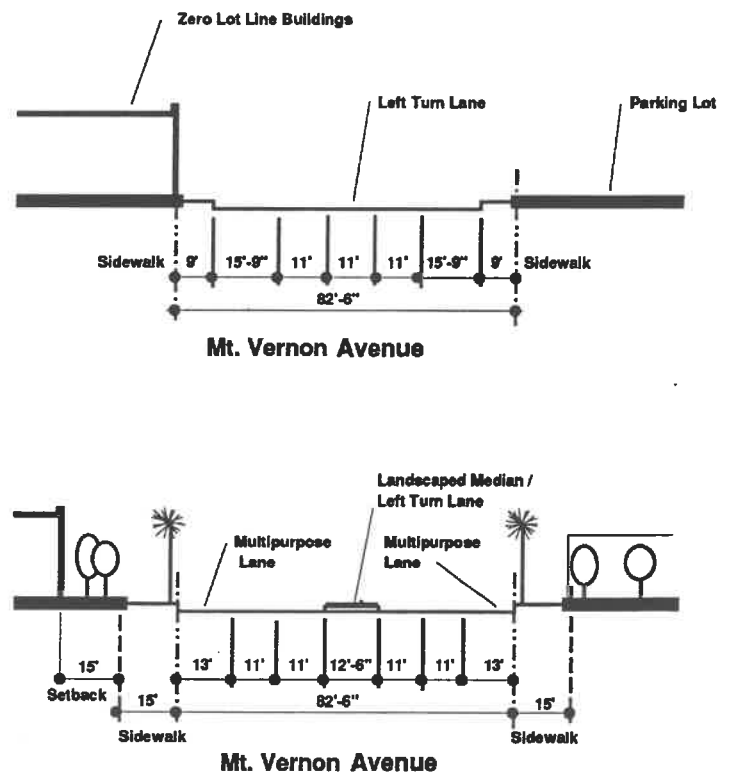


Figure 9

Existing and Proposed Mt. Vernon Avenue Right-of-Way Sections

Shuttles

As illustrated in Figure 10, Shuttle buses or Trams are proposed from 9th Street to Downtown via 5th Street and to the Amtrak/Commuter Rail Station via 3rd Street.

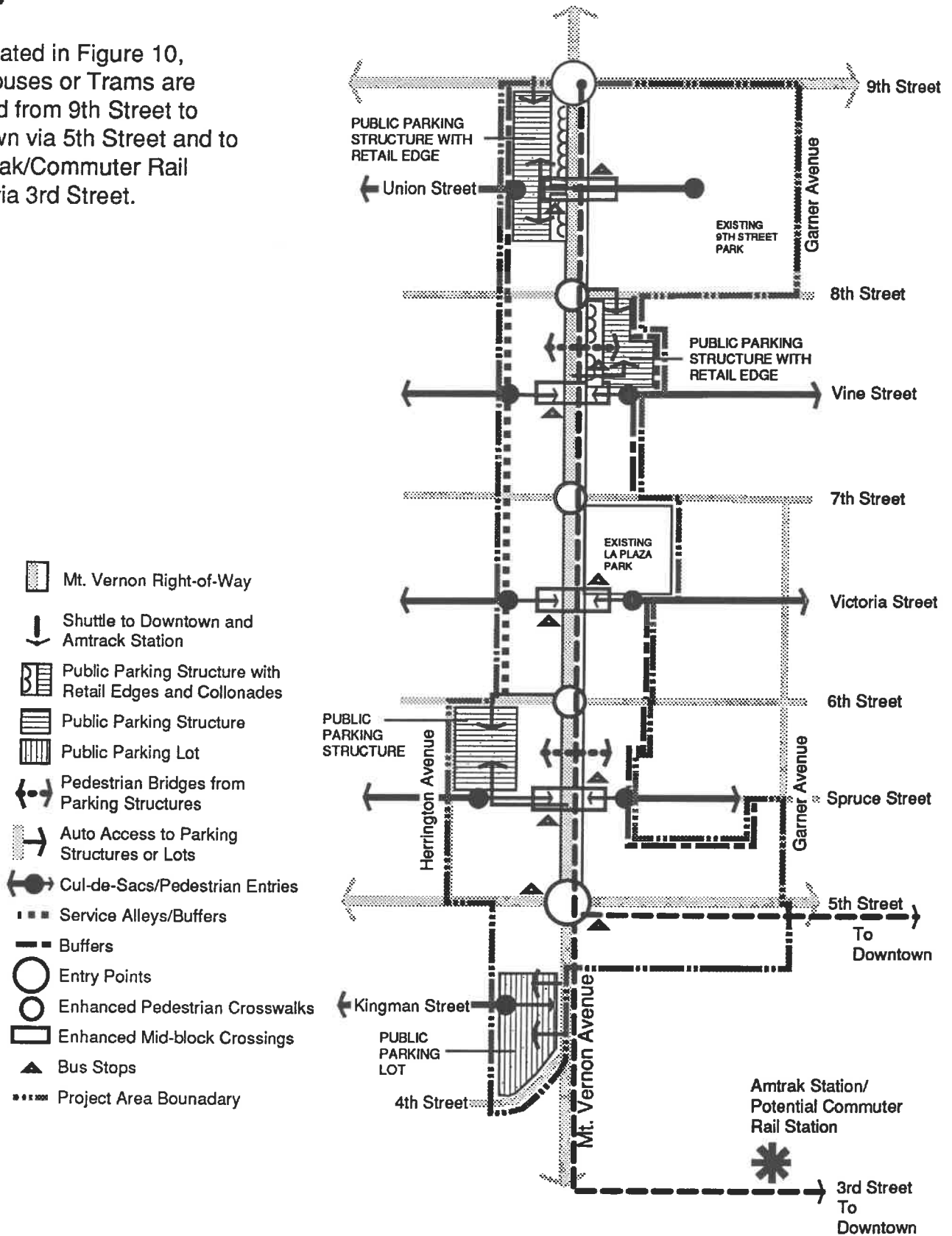


Figure 10
Circulation and Parking

4.4 CIRCULATION AND PARKING

Enhanced Pedestrian Crosswalks

Enhanced Pedestrian Crosswalks are created at the 9th, 8th, 7th, 6th and 5th Streets. These are created by bulbing out the sidewalks to shorten the crossing distance and using a special cross-walk paving.

Enhanced Mid-block Crossings

Enhanced Mid-block Crossings are created at Union, Vine, Victoria and Spruce Streets in conjunction with the cul de sacking of those streets. They are also identified by special paving.

West Side Alleys

The existing 15' wide alleys on the west side of Mt. Vernon Avenue between 6th and 8th Street are to be maintained and enhanced as part of buffering of residential uses. These alleys can also provide service to retail and restaurant uses.

Pedestrian Bridges

Pedestrian Bridges connect from the 9th Street and Vine Street Parking Structures to the upper levels of the Mercados. A Pedestrian Bridge also connects from the 6th Street Parking Structure to second

level office and a stairway just south of 6th Street. These Pedestrian Bridges are further described in the Parking Structure Design Guidelines.

Downtown Shuttle

A Shuttle is proposed which connects Downtown with Paseo Las Placitas via 5th Street. The shuttle will circulate back and forth between Downtown and 9th Street.

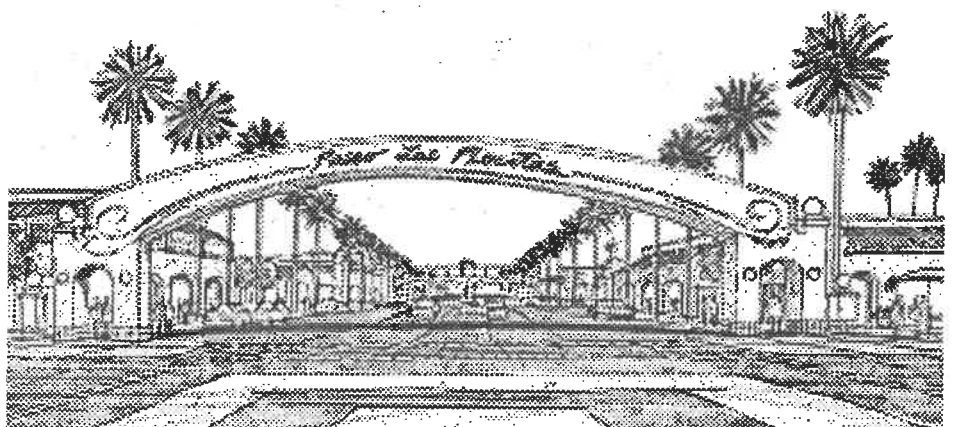
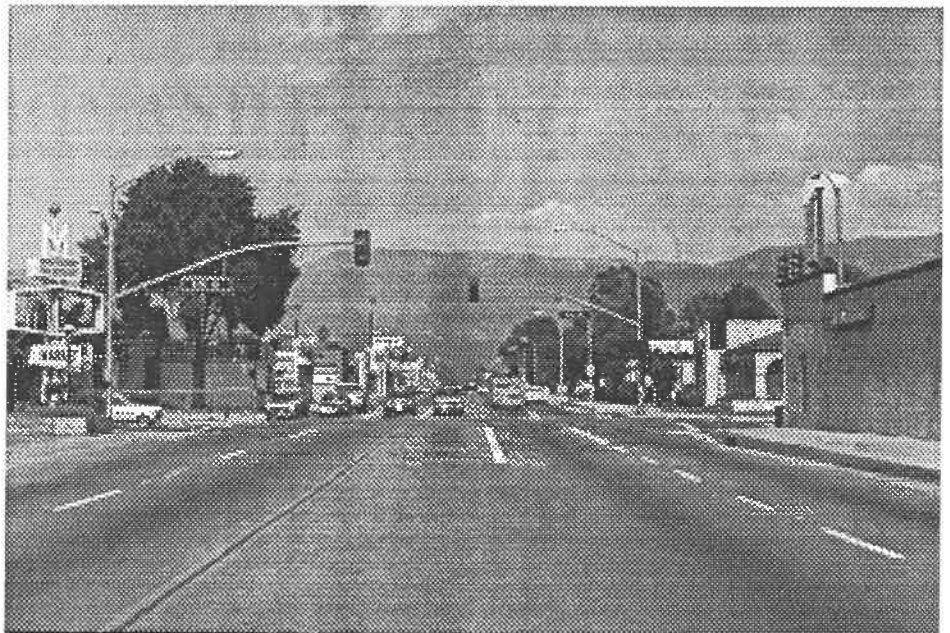
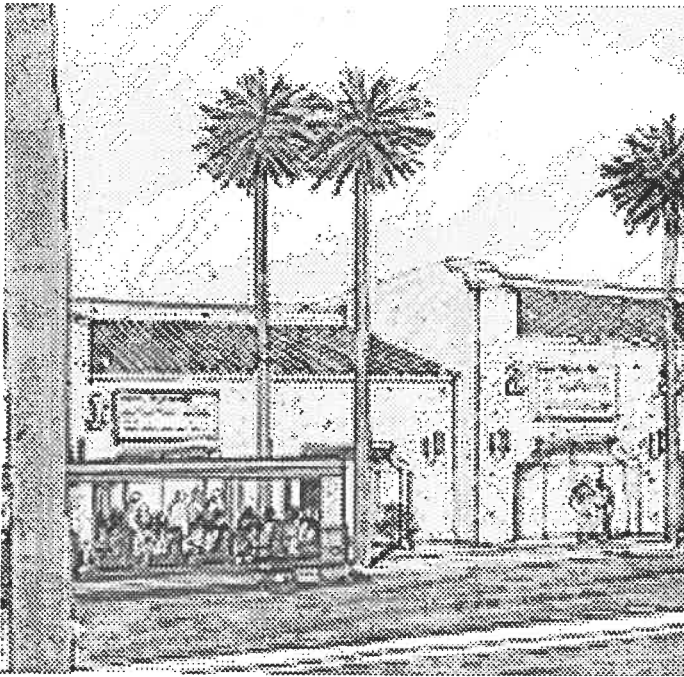


Figure 11
**Existing and Proposed Mt. Vernon Avenue
Right-of-Way Perspectives**

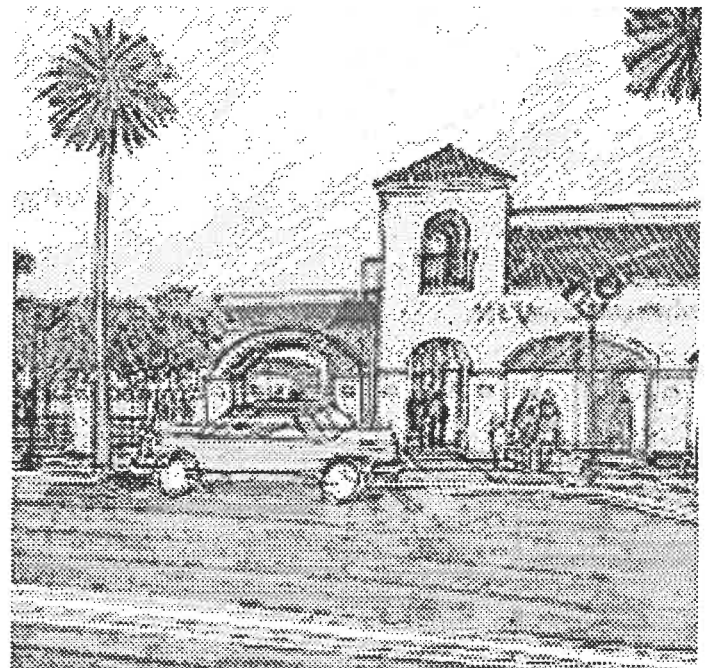
Multi-purpose Lanes

The Multi-purpose Lanes noted in Figure 12 serve several functions including:

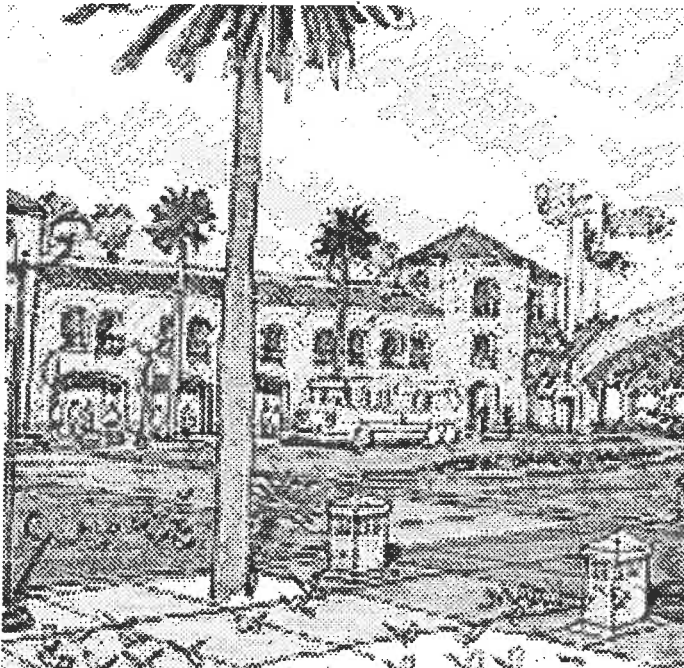
- automobile drop-off for **handicapped** passengers
- automobile drop-off/ pickup for **valet** parking
- **bus-stops** and **tram-stops**.



Tram



Auto drop-off - handicapped and valet



Busses



Loading

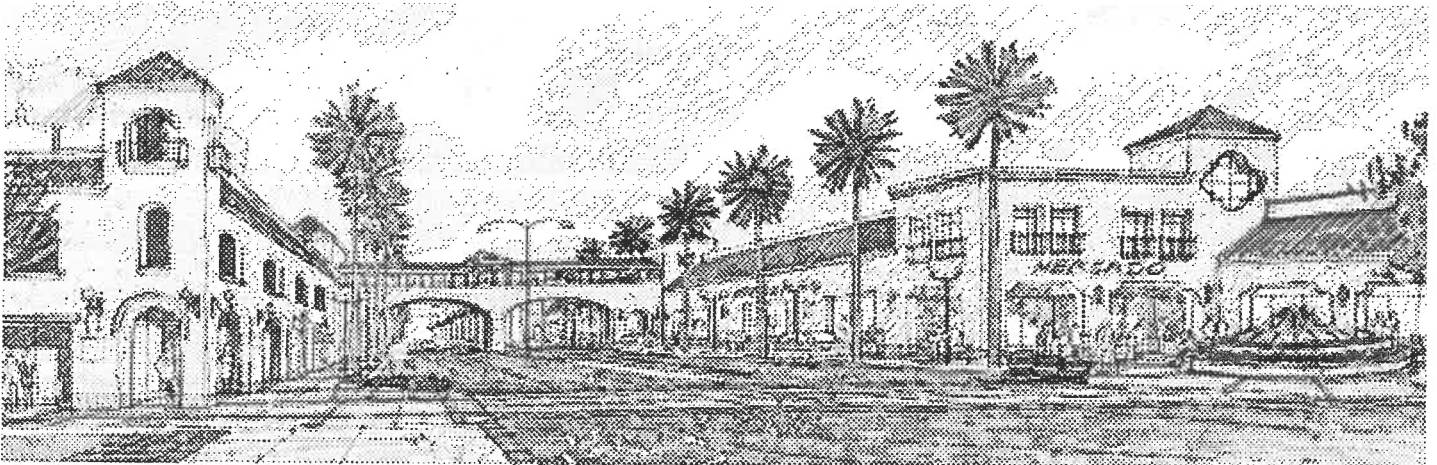
Figure 12

Functions of the Multi-purpose Lane

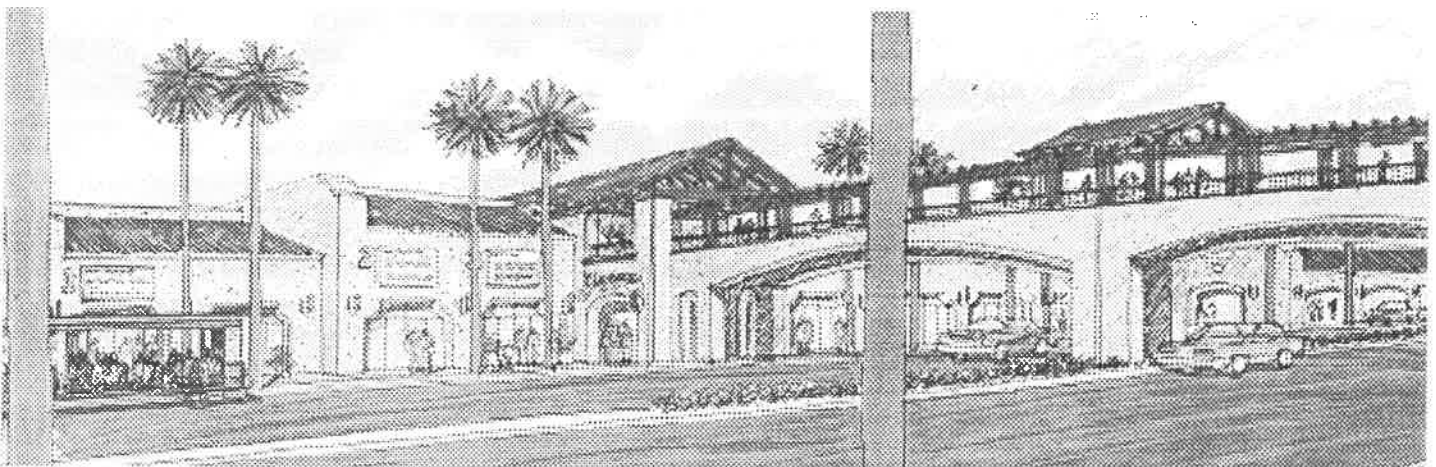
4.4 CIRCULATION AND PARKING

Public Parking

Public Parking Lots and/or Structures are located at 9th, Vine, 6th and 4th Streets. Access in all cases is from non-residential streets.



Looking South on Mt. Vernon at 8th Street. Parking Structure with retail edge on left.



View of Cinema Complex next to Parking Structure just North of Spruce Street.

*Figure 13
Parking Structures and Pedestrian Bridges*

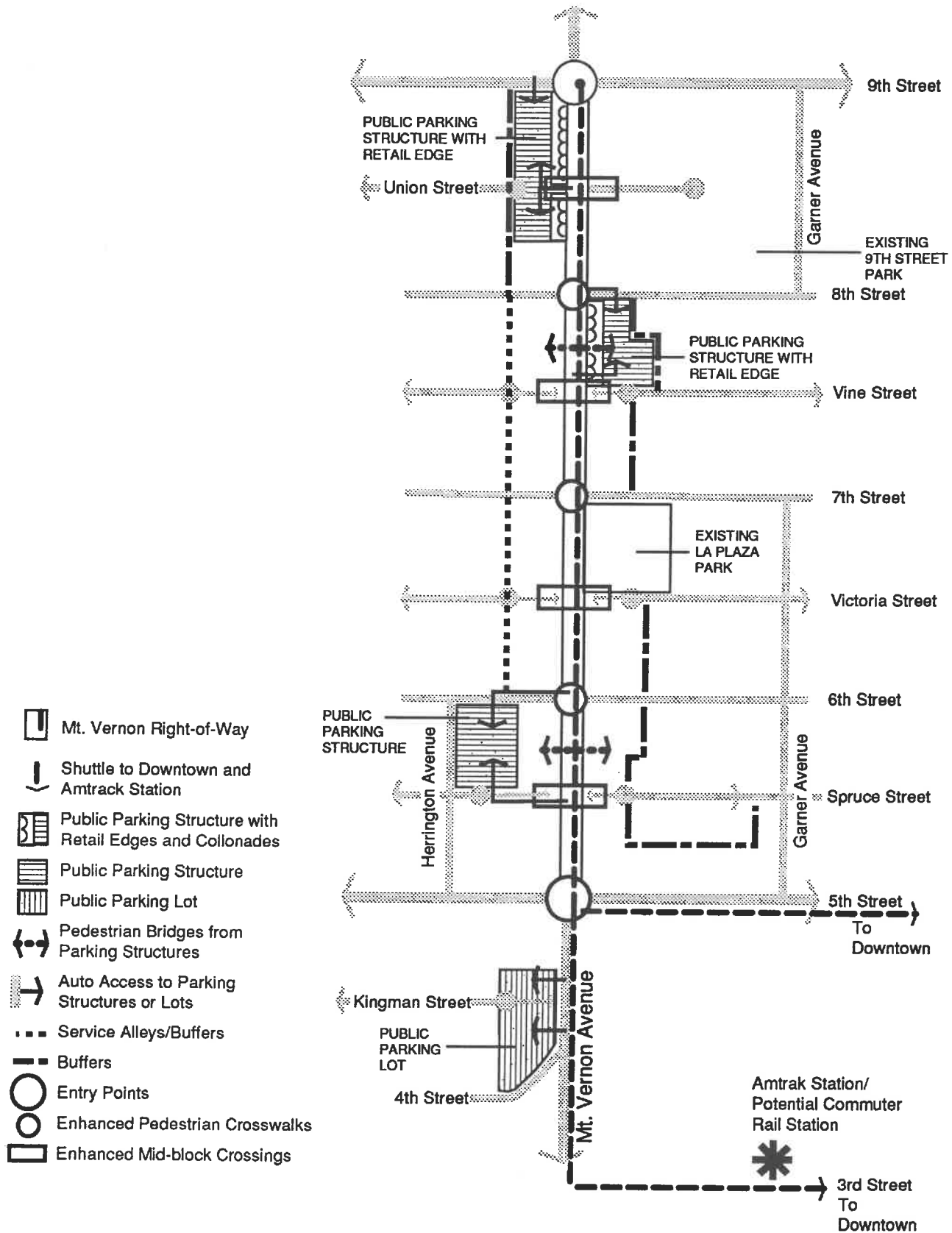


Figure 14
Parking Structure Access

5.1 DESIGN GUIDELINES APPROACH

As illustrated in Figure 15 opposite, the unique environment of Paseo Las Placitas will be achieved by a coordinated construction of Public and Private streetscapes, buildings and courtyards according to the Design Guidelines which follow.

Special attention will be given in the design of all parcels to fully comply with the requirements of Title 24 and the latest UBC regarding handicapped access to and use of all public spaces and public and private structures.

The pleasant, pedestrian-oriented environment envisioned for the entire Paseo Las Placitas area is achieved by the proper scaling, proportioning and detailing of both the public streetscape and private courtyard spaces.

In the sections of the Design Guidelines that follow are:

- the Paseo Las Placitas **Design Palette** and
- **Areawide Design Guidelines for Public Elements**
- **Areawide Design Guidelines for Private Elements**
- **Guidelines for individual parcels** within the Mercados, Restaurants and Cinemas Districts.



The Private Environment-featuring Courtyards for shops, Restaurants and Offices



The Public Environment-featuring the Sidewalk Promenade, the Landscaped Median and the Public and Private Building Facades

Figure 15

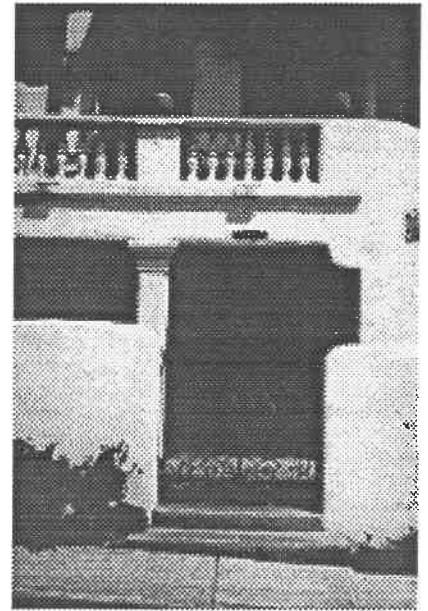
The Public-Private Environment

5.2 DESIGN PALETTE

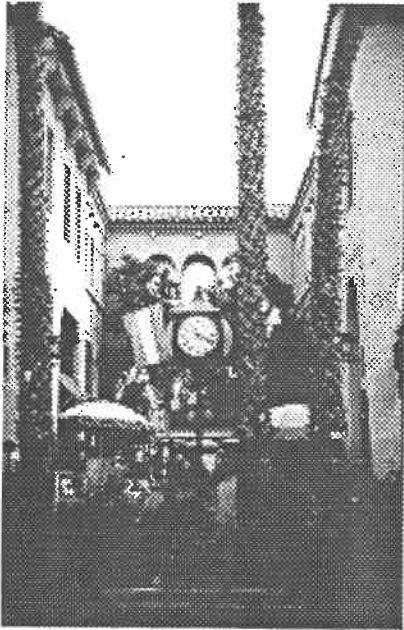
The Paseo Las Placitas Design Palette

The Paseo Las Placitas Design Palette is inspired by Spanish Revival architecture with its variety of materials, forms, fountains and landscape materials.

The environment to be created is one of courtyards and walkways defined by light colored or white, plastered walls of one or two story structures. Clay roof tiles, wrought iron fences, gates and railings and wooden trellis beams and/or columns complete the major vocabulary of building materials.



DESIGN PALETTE 5.2

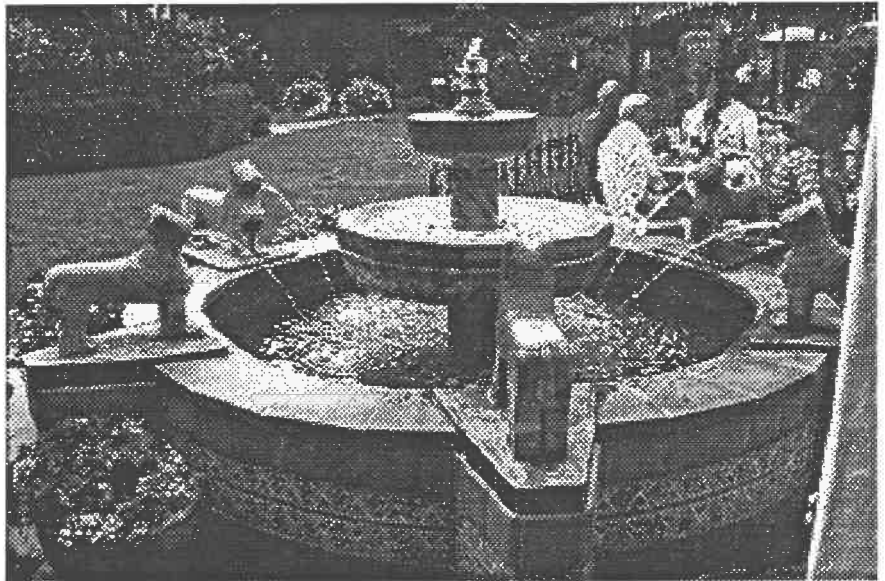


Extensive use of potted plants, vines on trellises, courtyard and wall fountains and appropriate, metal crafted light fixtures and well-detailed signage of tile or carved wood is recommended.

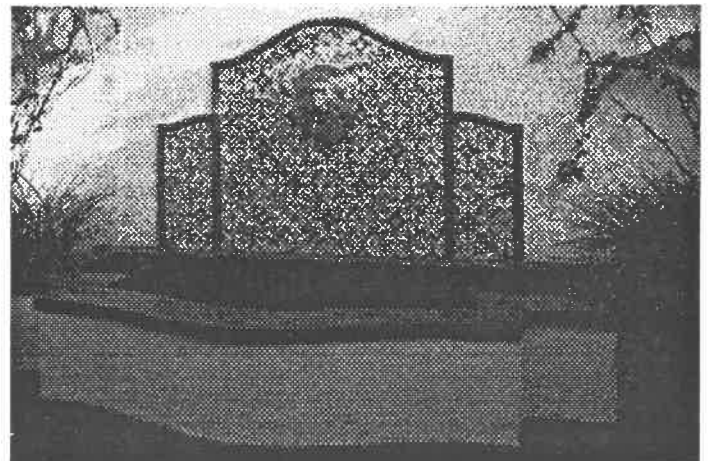


5.2 DESIGN PALETTE

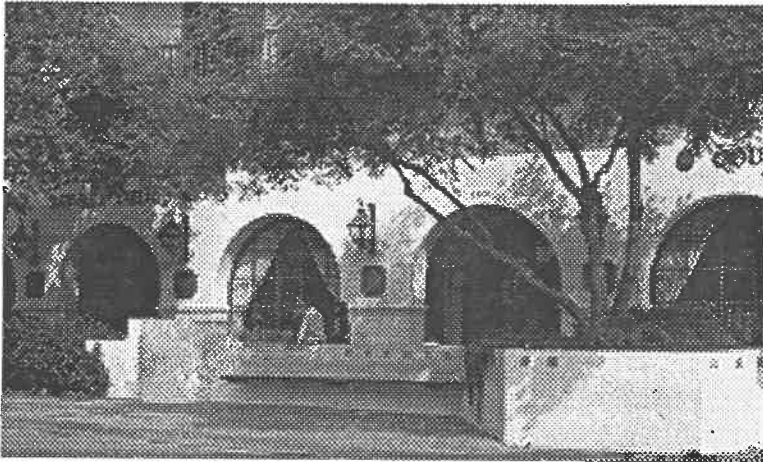
Fountains are one of the major features of Paseo Las Placitas. Each courtyard segment is to incorporate at least one freestanding and/or one wall fountain.



Examples of acceptable freestanding and wall fountains.



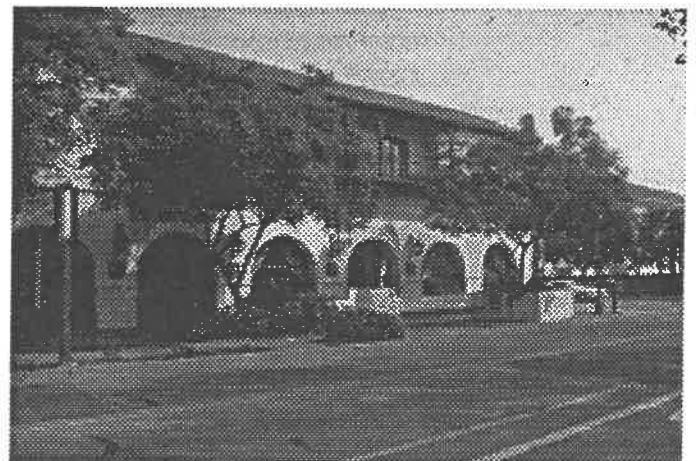
DESIGN PALETTE 5.2



The Public Environment is designed to incorporate the Spanish Revival Theme in the Street Furniture, Parking Structures, Crosswalks' paving, Pedestrian Promenade paving and the landscaping of the Promenade and Median.



Examples of acceptable Spanish Revival Public Streetscape elements.



5.2 DESIGN PALETTE

Creativity and quality in the design of all elements, will be consistent with the Spanish Revival Theme.

Examples of acceptable perpendicular building signage as appropriate for the Wide Sidewalk Promenade and Courtyards.

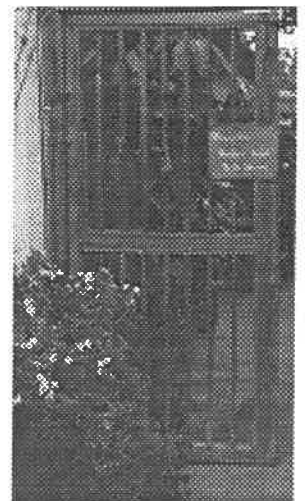
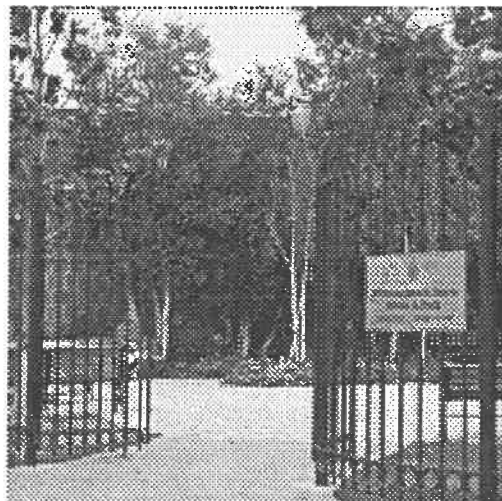
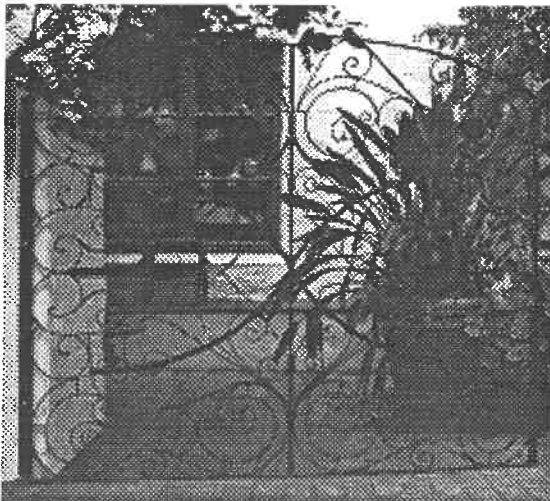
Window boxes, hand painted signs and awnings can add interest and color to the environment.





The service entrances and their related facades should carry out the design theme even though the form and detailing of openings can be simplified.

A variety of designs of wrought iron fences and gates is consistent with the Spanish Revival vocabulary.



5.3 AREAWIDE DESIGN GUIDELINES

The Public Elements of the Paseo Las Placitas set the framework of design and construction quality. The various Public Elements are illustrated in Figure 16 and include:

- **Gateway Plazas** at 5th and 9th Streets
- **Gateway Structures** at 5th and 9th Streets
- the **Mt. Vernon Right-of-Way**
- **Parking Structures** with Retail Edges and Colonnades
- **Pedestrian Bridges** from Parking Structures
- Enhancement of **La Plaza Park**
- Preservation of **Vistas** to Existing Structures
- **Cul de Sacs/ Pedestrian Entries.**

Design Guidelines for these Public Elements are contained in the following pages of this section.

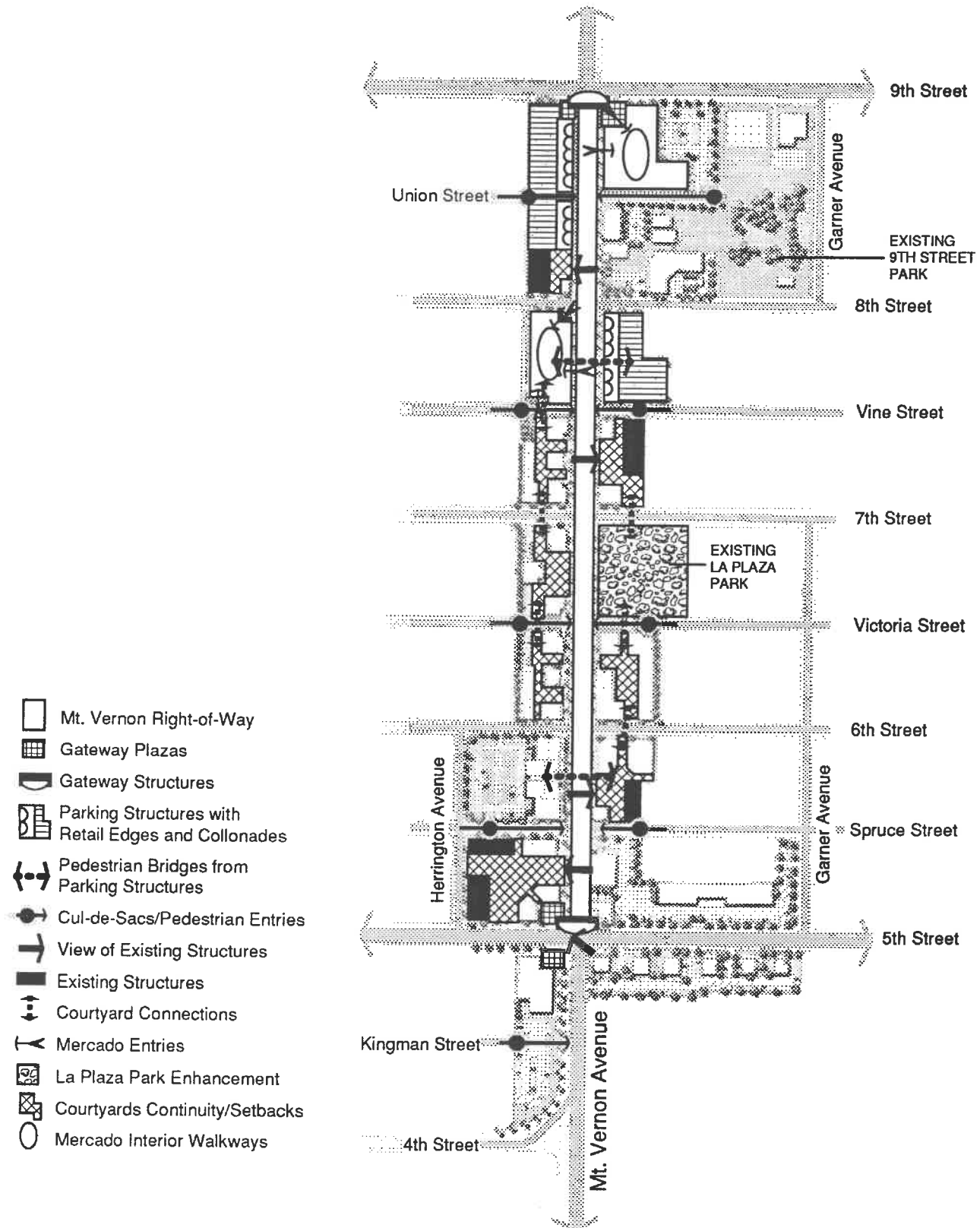


Figure 16
Areawide Design Guidelines for Public Elements

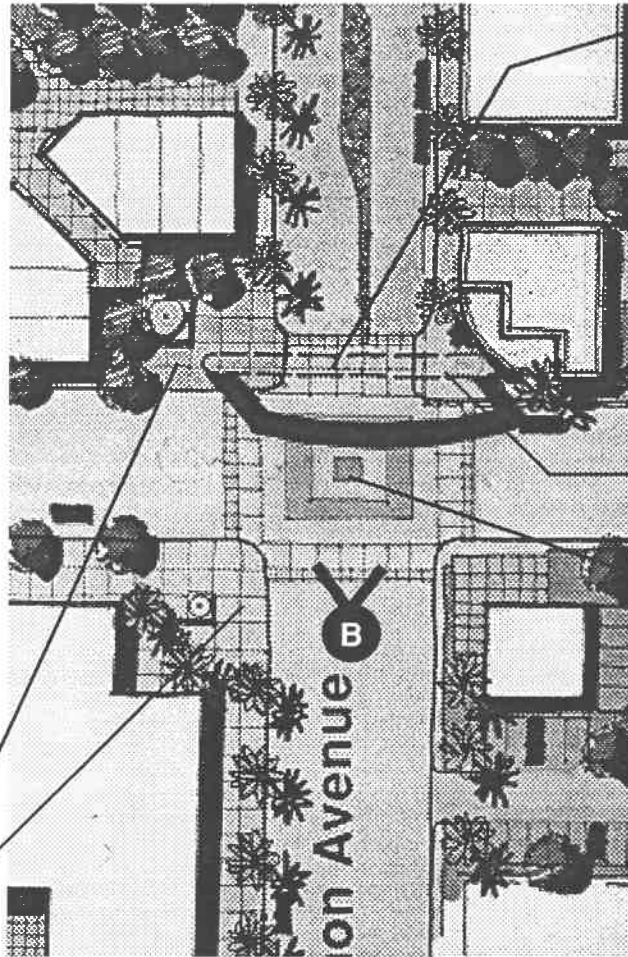
5.4 GATEWAYS DESIGN GUIDELINES

The Gateways to Paseo Las Placitas include the Corner Plazas, Gateway Structures and special Entry Intersection Paving illustrated in the adjacent figures.

The Gateways perform several important functions including:

- creation of a sense of arrival to and departure from Paseo Las Placitas
- introduction to the overall Design Palette of materials, forms, fountains and landscape materials

40' Corner Plazas Provide Introduction to Areawide Design Palette, use of fountain and space for Gateway Structure



Gateway Structure provides Sense of Arrival and Introduces the Design Palette

Mini-plaza Related to Existing Structure

Special Entry Point Intersection Paving and Introduction of Pedestrian Cross-walk Paving



A Fifth Street is the primary freeway connection to and Entry Point for Paseo Las Placitas.

Figure 17

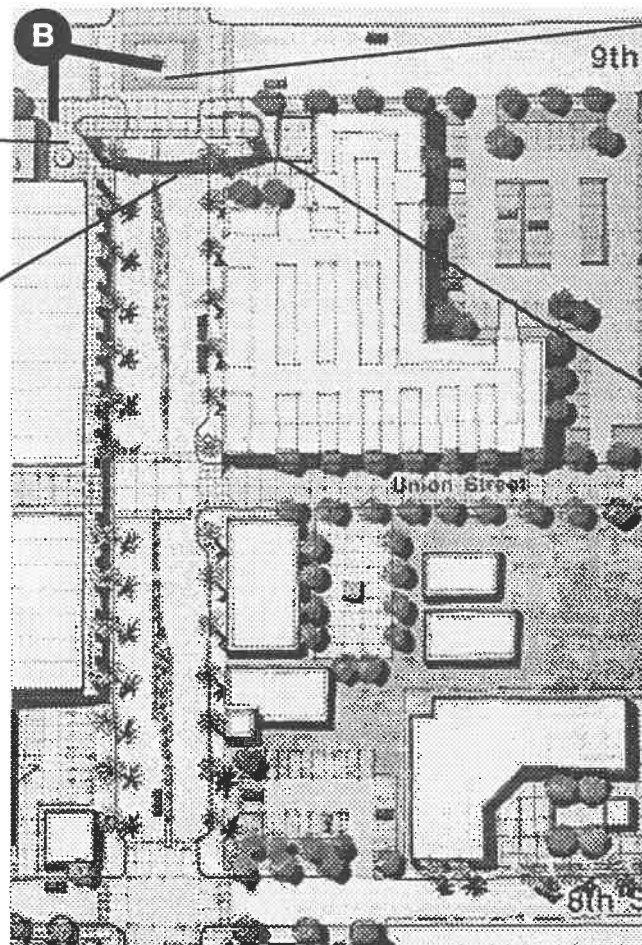
5th Street Entry Point Guidelines

5TH AND 9TH STREETS

5.4

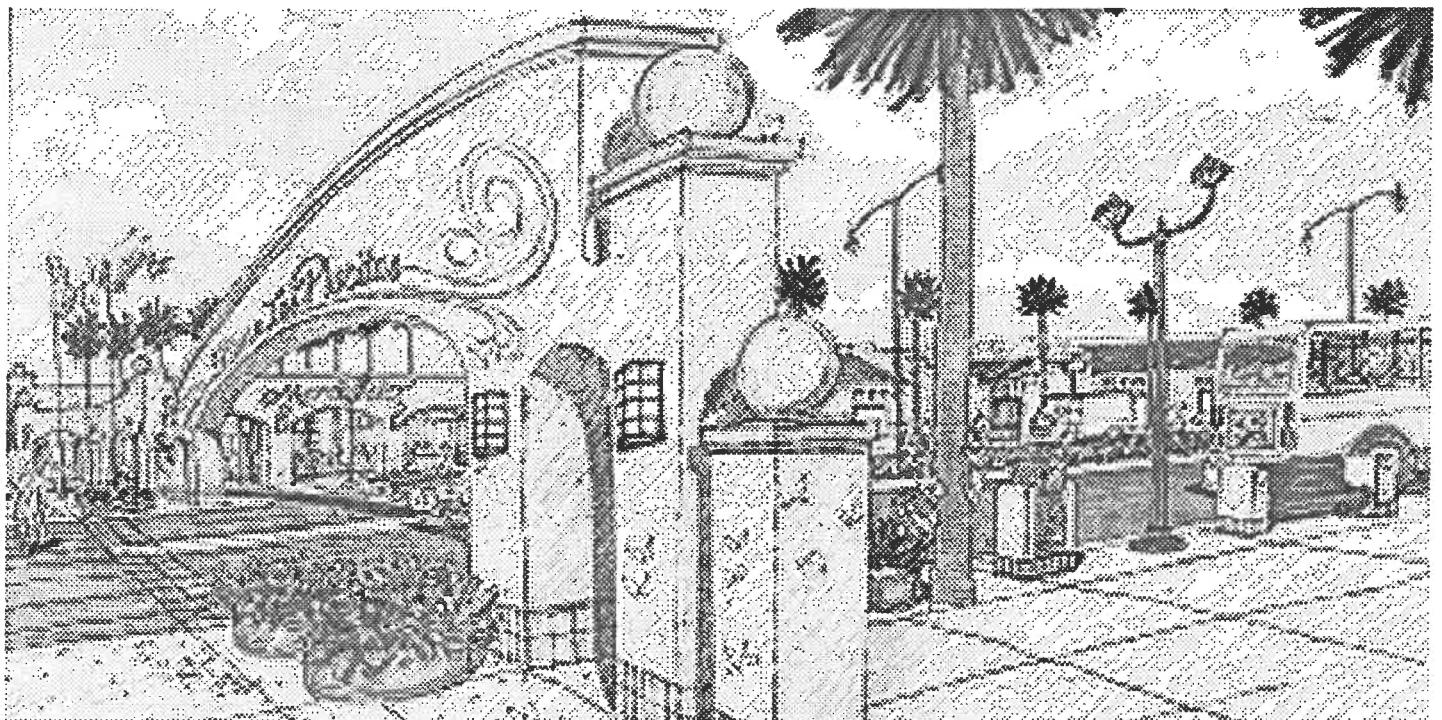
40' x 40' Corner Plaza
Created by Edge of
Public Parking Lot
or Structure

Gateway Structure
Provides Sense of
Arrival and Intro-
duces Design Palette



Special Entry Point
Intersection Paving
and Introduction of
Pedestrian Cross-
walk Paving

40' x 40' Corner
Plaza Created by
Private Edge of
Mercado Structure



B Figure 18
9th Street Entry Point Guidelines

A view of the 9th Street Entry Point and Mercado

5.5 STREETScape DESIGN GUIDELINES

The Figure on the opposite page illustrates the Existing street right-of-way, the Interim street right-of-way and the Ultimate street right-of-way for Mt. Vernon Avenue. The existing street right-of-way of 82'-6" will be expanded to 112'-6" to allow for the expansion of the roadway and the construction of wider sidewalks.

The proposed ultimate Mt. Vernon Avenue right-of-way provides for:

- Four 11' wide moving traffic lanes
- Two 13' wide outside multi-purpose lanes which will enhance potential transit operations. No on street parking will be allowed.
- A 12'- 6" median will allow for both landscaping and left turn lanes at the major cross streets
- 15' wide pedestrian walkways on each side of the street with palm trees lining the street edge
- Pedestrian walkways will bulb out at the major intersections to promote pedestrian street crossings and safety

- The existing western alley will remain and be enhanced with screen walls and landscaping to act as a buffer between the commercial activity of the corridor and the existing residential neighborhoods

The proposed building setbacks will vary between 15' and 30' depending upon the relationships proposed between buildings and their related courtyards.

Relative to the proposed modifications of the Mt. Vernon right-of-way as described on page 50 through 92 the following items will be monitored during plan implementation.

- Final Design and Construction Documents will carefully consider the visibility of all traffic signals
- Trellises and colonnades will incorporate carefully designed night-time lighting
- Signals will be coordinated to facilitate pedestrian safety and the mid-block cross walks of the new superblocs

- Gateway arches will be detailed so there will be no pedestrian access upon the structures
- Final Median Design will incorporate breaks whose precise locations will be coordinated with the Fire Department
- Gateway Arches will be detailed to provide adequate clearance for fire vehicles.

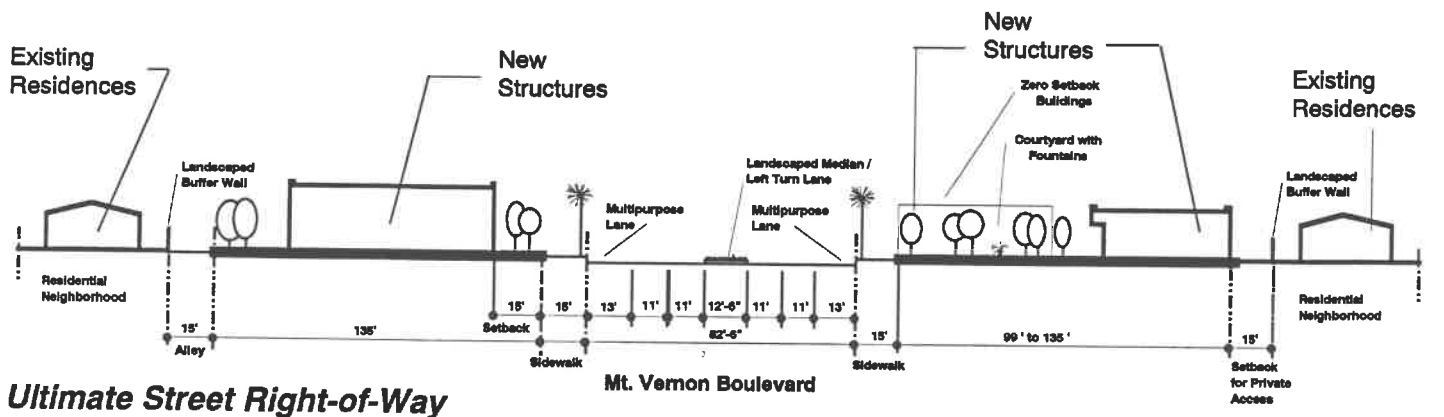
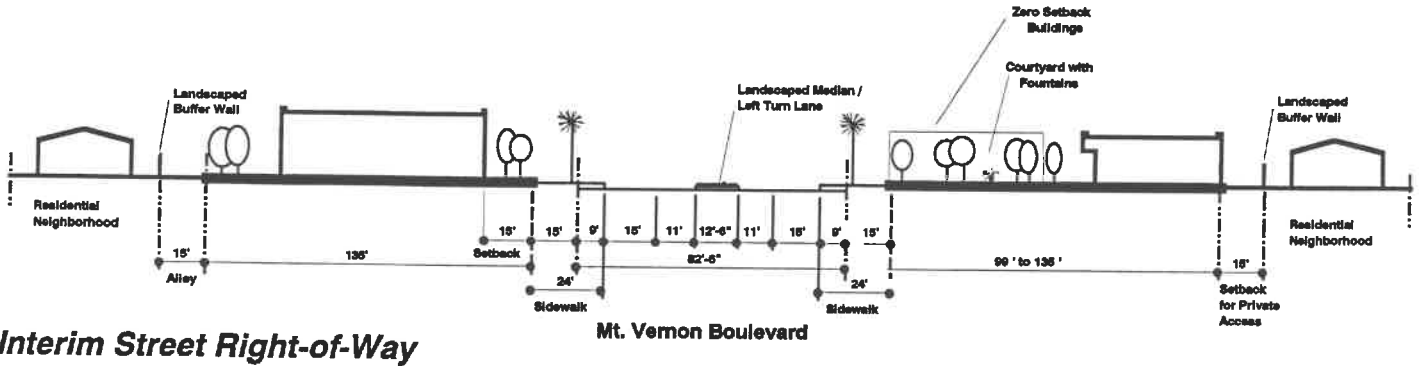
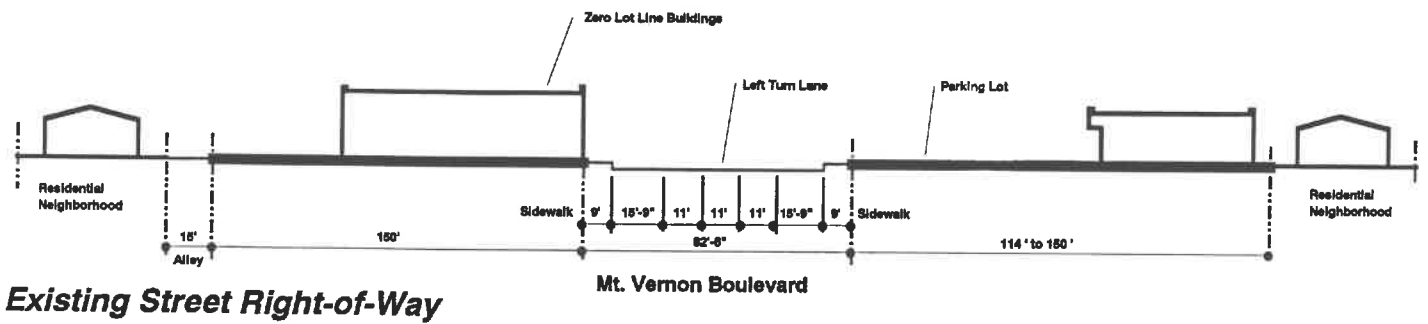
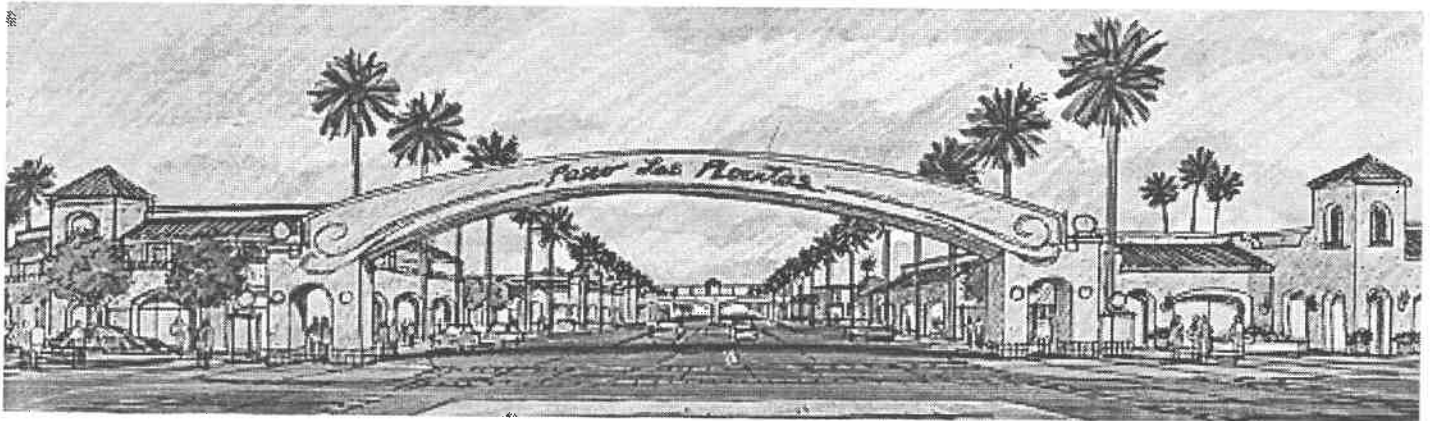


Figure 19
Mt. Vernon Ave. Guidelines

5.6 9TH STREET PARKING STRUCTURE

The 9th Street Parking Structure should:

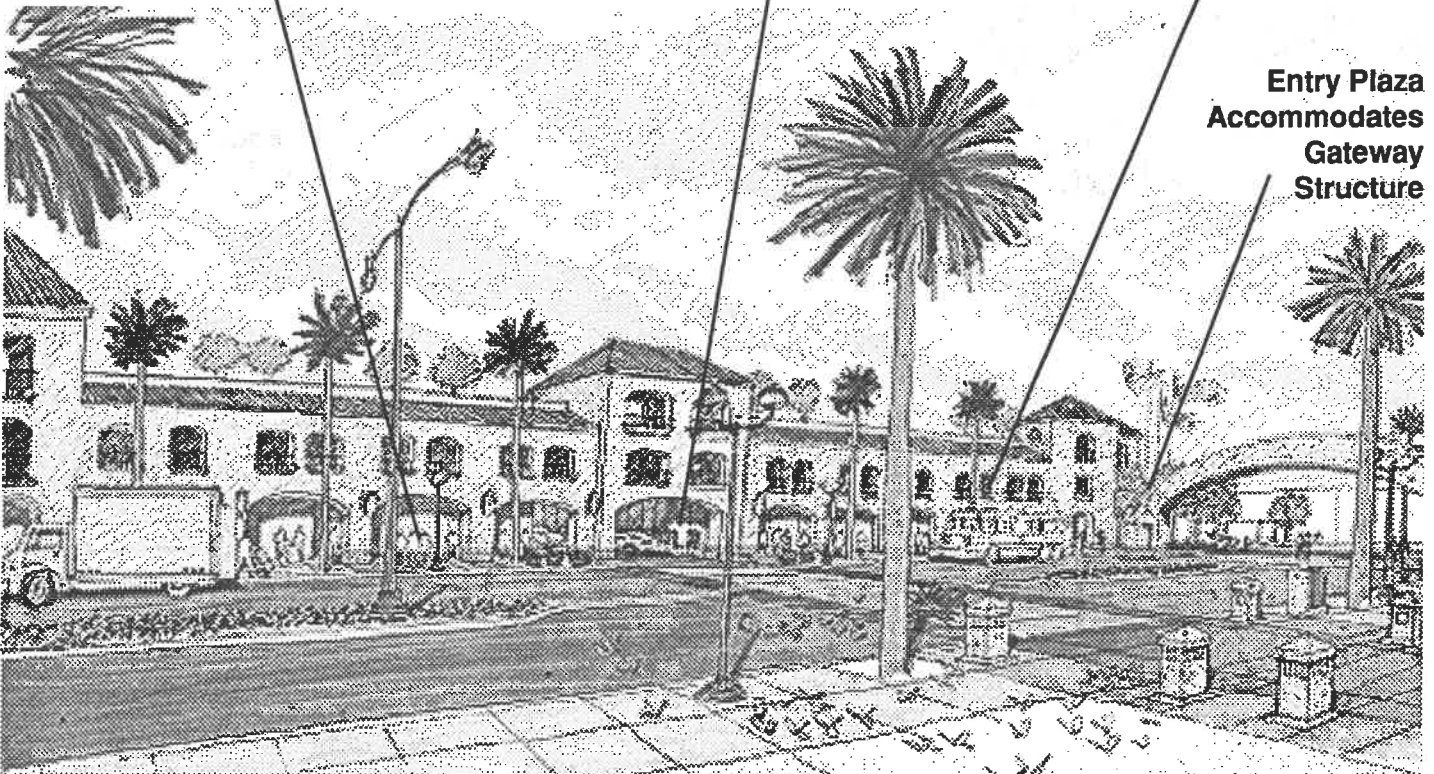
- accommodate a 40' x 40' Entry Plaza
- incorporate a major automobile entry off Union Street
- provide a continuous, 18' colonnade with retail storefronts adjacent
- be separated from the adjacent residential area by a 15' buffer
- be designed as three story garage with 2 levels of covered parking and a roof-top level. Shade elements, such as trellises should be used on the roof level
- be designed in a Spanish Revival Style utilizing the Design Palette previously described.

Open Air Colonnade With Retail Edge

Union Street Entrance

Openings to 2nd Level of Structure

Entry Plaza Accommodates Gateway Structure

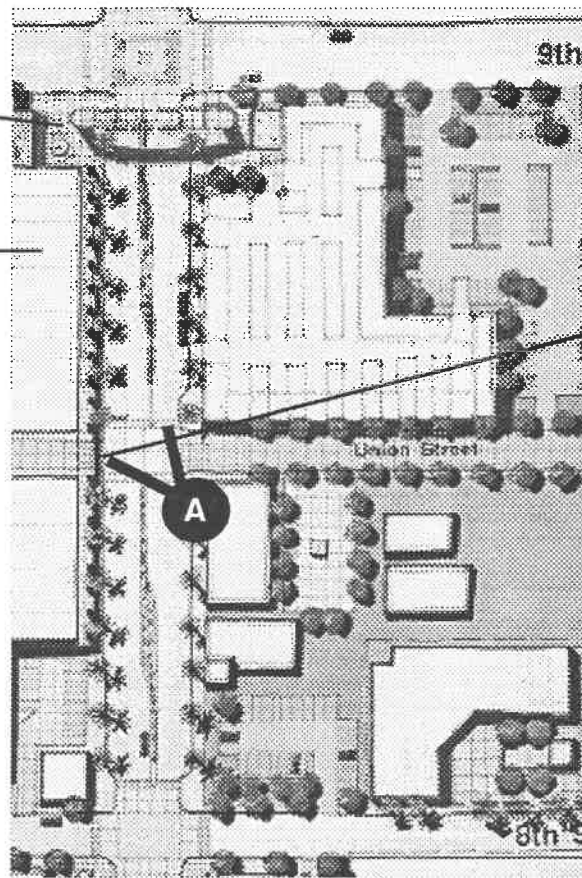


A Looking West across Mt. Vernon Avenue at 9th Street Parking Structure with Retail Edge.

40' x 40' Entry Plaza accommodates Gateway Structure

50' Retail Edge

Union Street Entry from Mt. Vernon Avenue



Location of Perspective View on opposite page

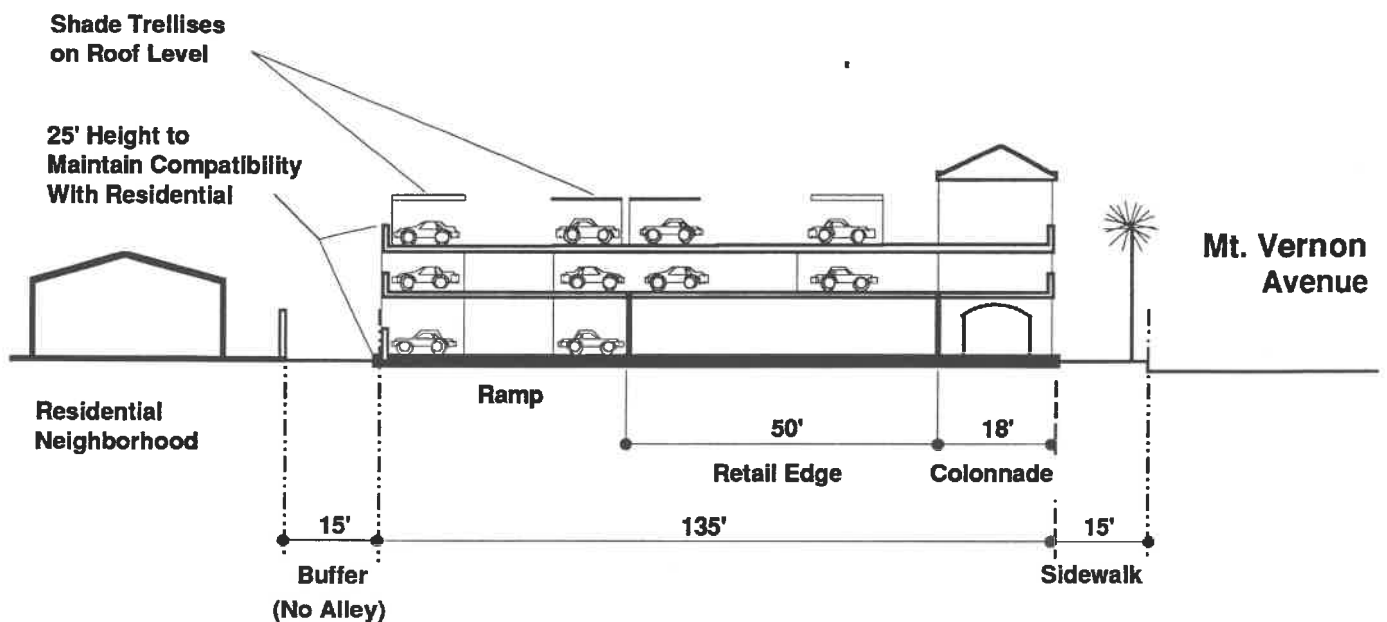
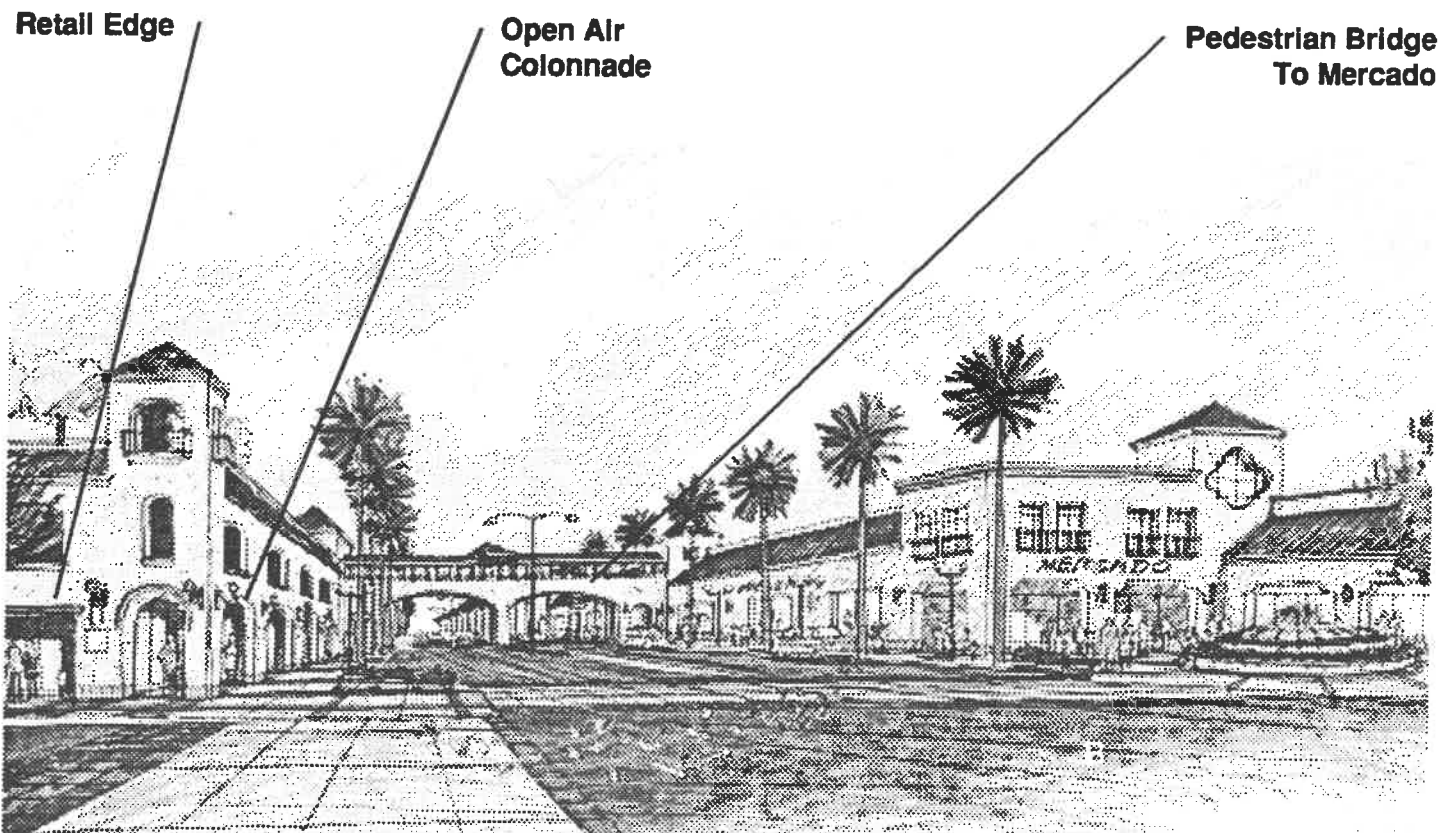


Figure 20
9th Street Parking Structure Guidelines

5.7 VINE STREET PARKING STRUCTURE

The Vine Street Parking Structure should:

- accommodate a 40' x 40' Entry Plaza
- incorporate a major automobile entry off 8th Street
- provide a continuous, 18' colonnade with retail storefronts adjacent
- be separated from the adjacent residential area by a 15' buffer
- be designed as three story garage with 2 levels of covered parking and a roof-top level. Shade elements, such as trellises should be used on the roof level
- be designed in a Spanish Revival Style utilizing the Design Palette previously described
- accommodate a Pedestrian Bridge from the Parking Structure which connects to the mercado



A Looking South on Mt. Vernon Avenue at 8th Street with Parking Structure on left and Food Mercado on right.

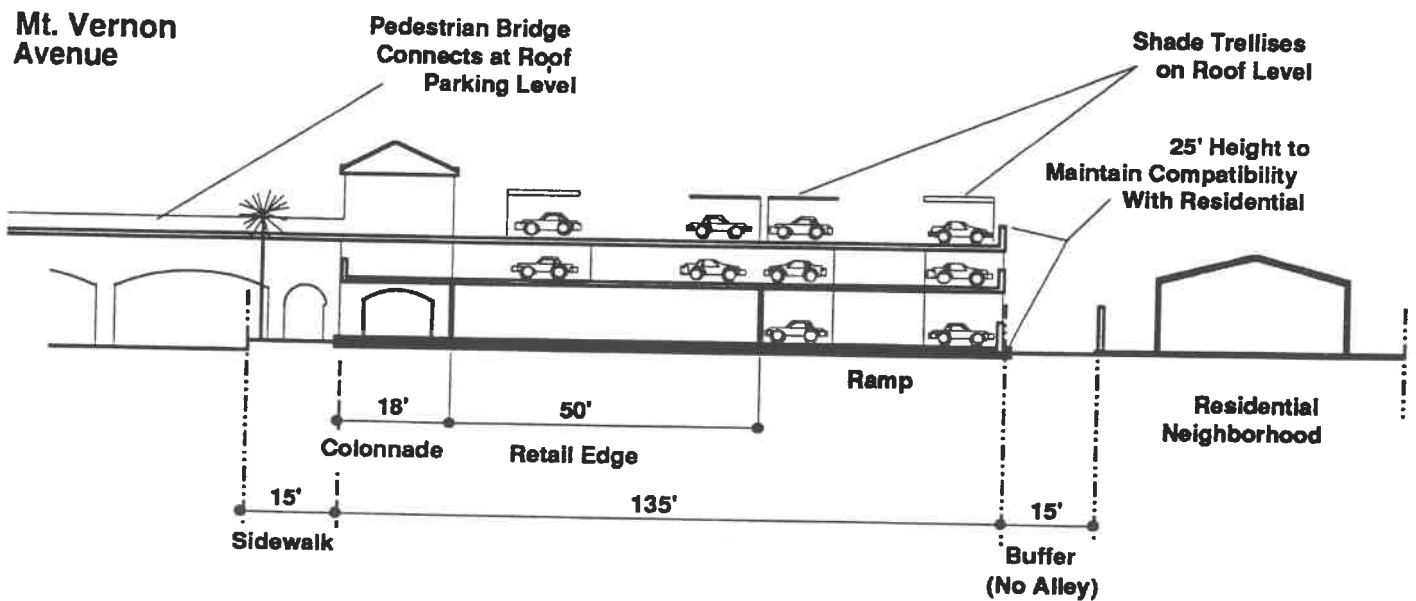
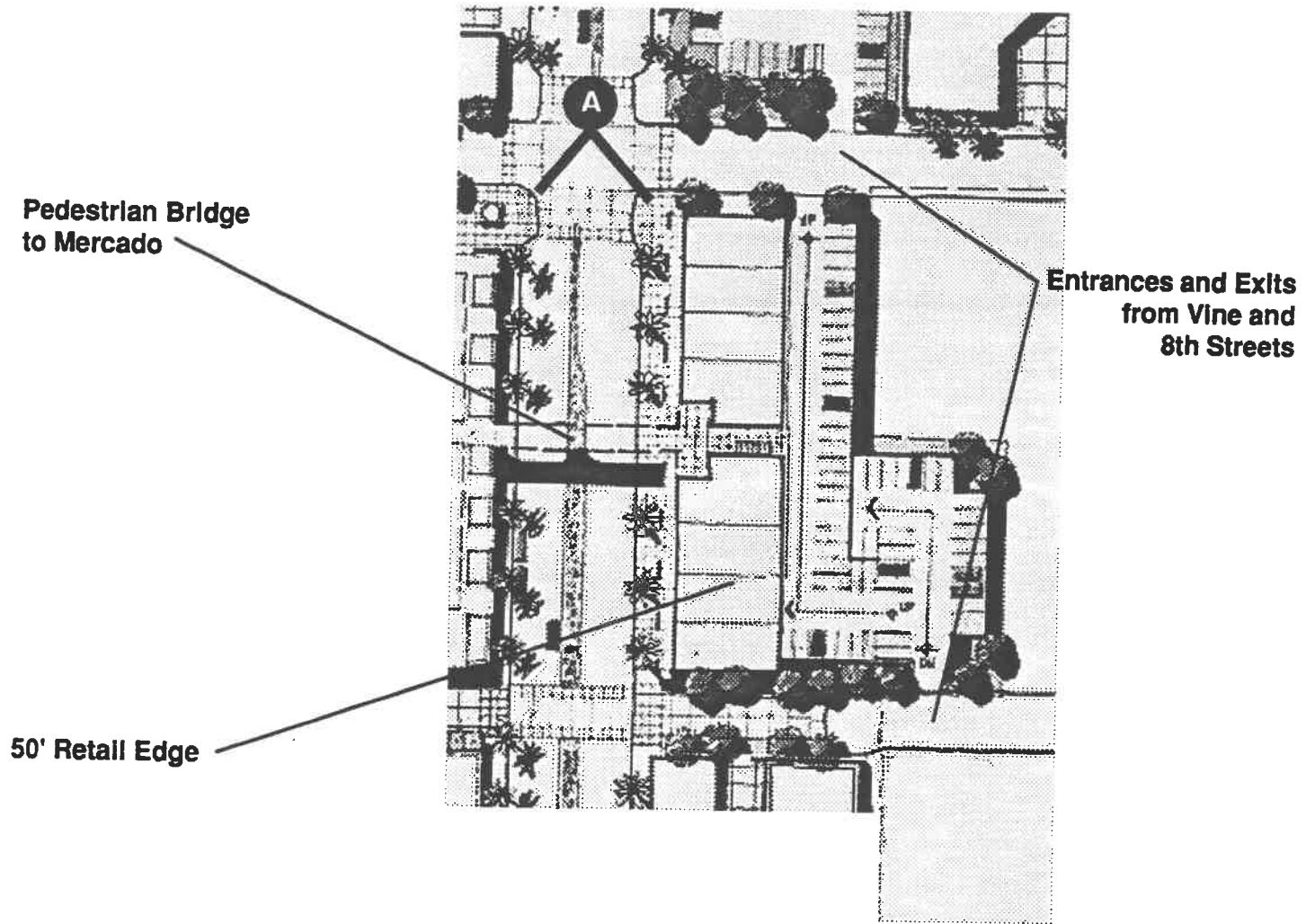
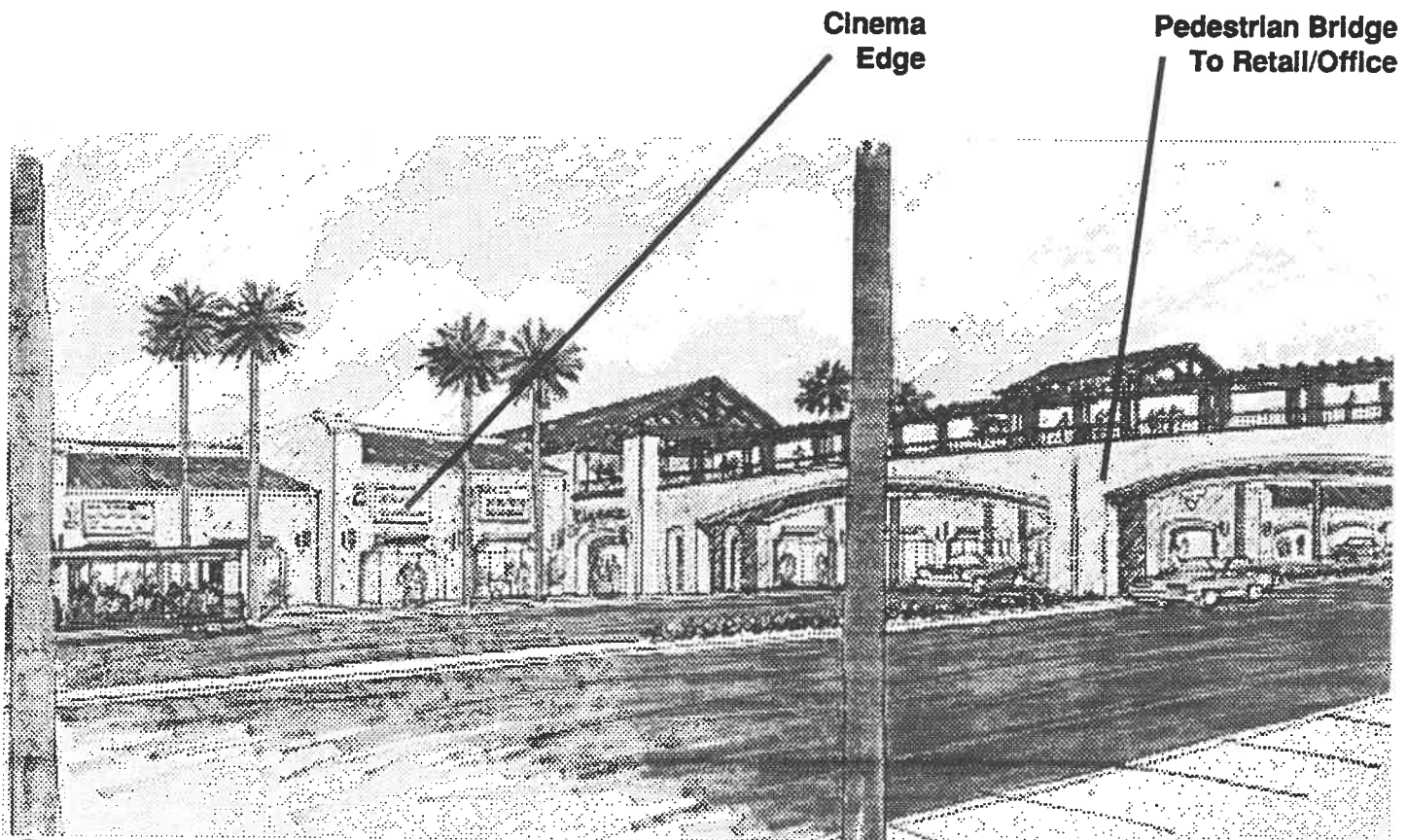


Figure 21
Vine Street Parking Structure Guidelines

5.8 6TH STREET PARKING STRUCTURE

The 6th Street parking Structure should:

- incorporate a major automobile entry off of 6th Street
- provide a continuous, 15' colonnade with retail storefronts adjacent
- be designed as three story garage with 2 levels of covered parking and a roof-top level. Shade elements, such as trellises should be used on the roof level
- be designed in a Spanish Revival Style utilizing the Design Palette previously described
- accommodate a Pedestrian Bridge from the roof (3rd) level of the Cinema/Parking Structure Complex which connects to the upper level of the Retail/Office Complex.



A Looking West across Mt. Vernon Avenue to 6th Street Parking Structure with Cinemas Edge

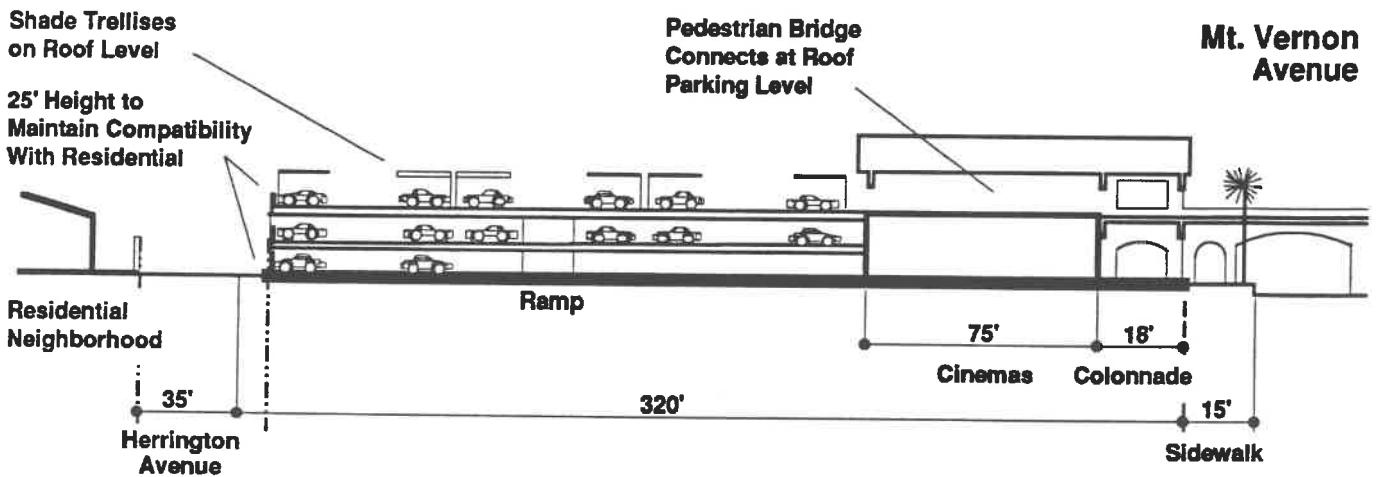
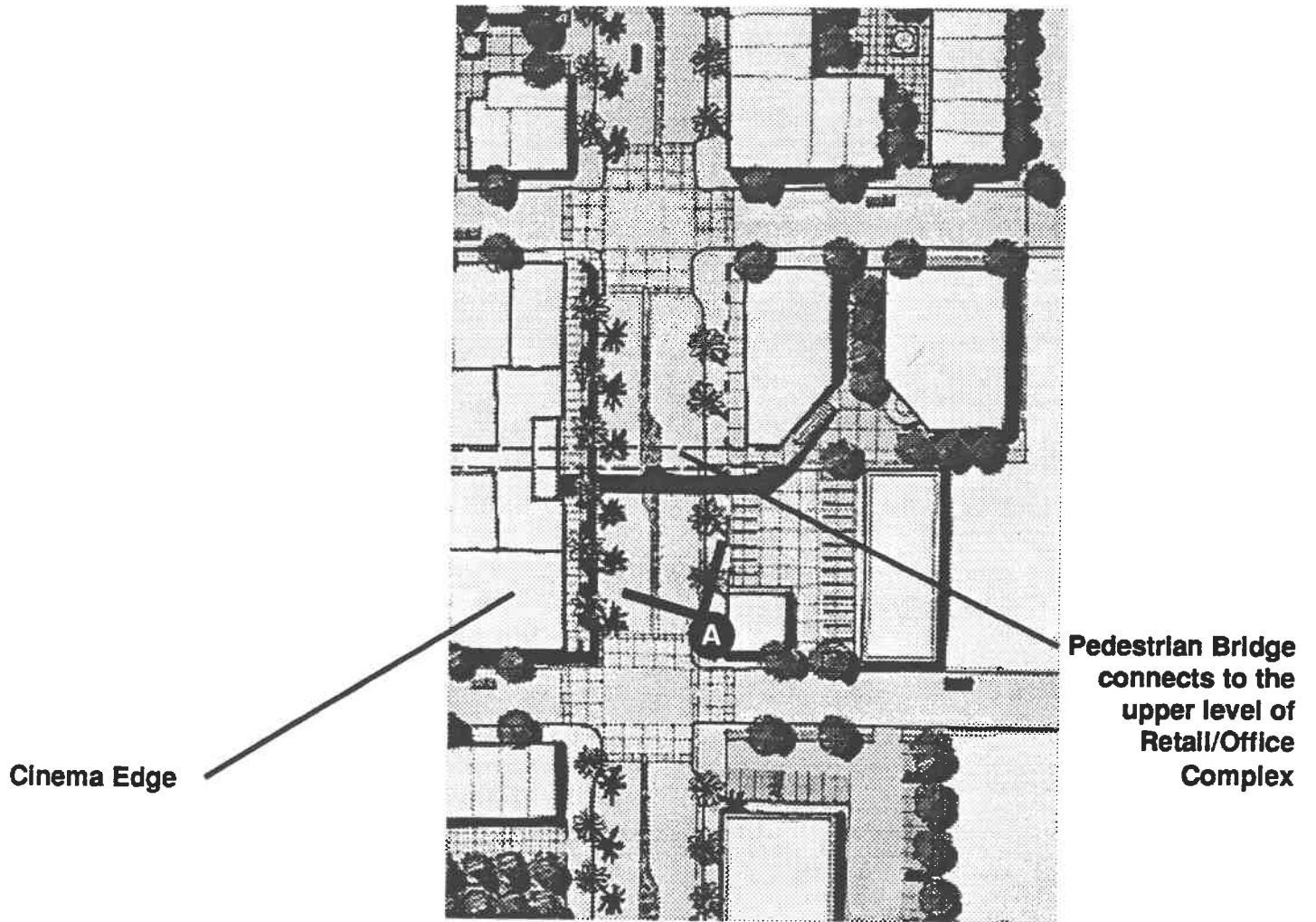


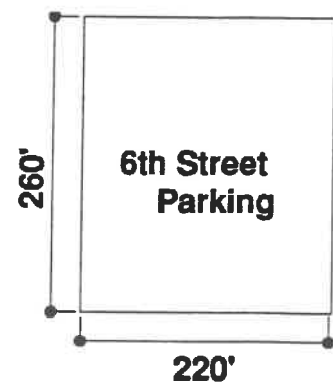
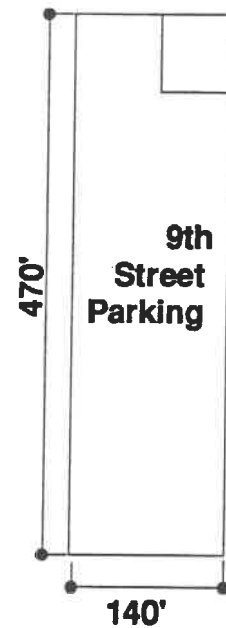
Figure 22
6th Street Parking Structure Guidelines

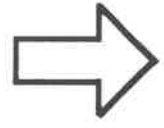
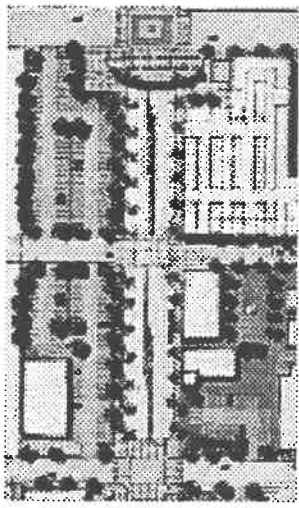
5.9 SURFACE PARKING

Public Surface Lots are to be provided as the first phase of parking for the Maximum Development Plan. These lots should:

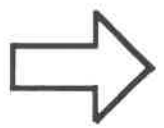
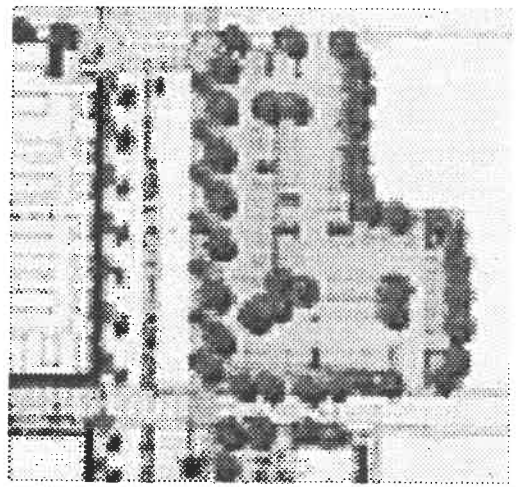
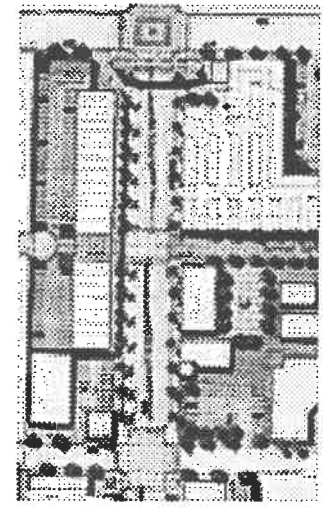
- be sized as illustrated adjacent so that the lot dimensions will allow future parking structures of efficient design.

Landscaping and stall sizes for these lots should follow the standards set forth in the City's Development Code.

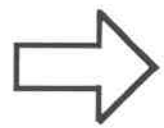
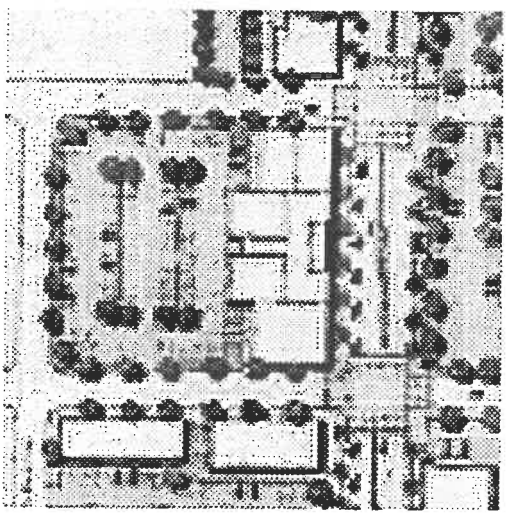
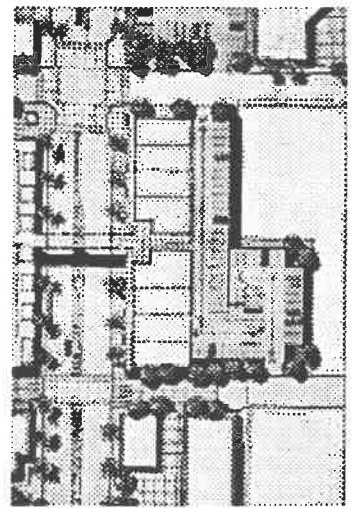




**9th Street
Parking**



**Vine Street
Parking**



**6th Street
Parking**

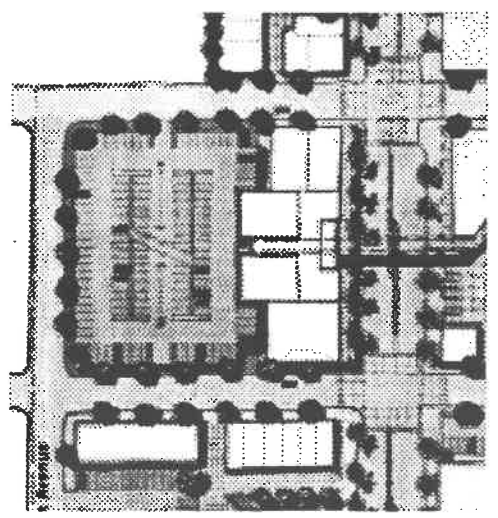


Figure 23
Surface Parking Lot Guidelines

5.10 AREAWIDE DESIGN GUIDELINES

The Private Environment of the Paseo Las Plasitas complement the Public Environment to create a complete, appealing setting. The various Private Elements are illustrated in Figure 24 and include:

- **Public Plaza Edges** which should have appropriate architectural detailing and design elements such as Special Entries
- **Preservation of Views** to Existing Structures
- **Continuity of Courtyard Connections**
- **Corner Structures** which define both the promenade space and the courtyard spaces.
- **Private Courtyards** to be detailed and landscaped according to the Design Palette
- **Mercado Entries** tied to Public Plazas, Entries off Mt. Vernon Avenue and to the Interior Walkways of the Mercados.

These Private Environment considerations are incorporated into the District Guidelines for private development contained in the following pages of this section.

District Design Guidelines for Private Developments

The Design Guidelines cover two basic types of development.

- (1) Larger building development as will be required for the two Mercados, Cinema complex and the three Public Parking Structures.

Should the locations of these blocks be different than those illustrated in pages 59 through 80 of the Design Guidelines, the guidelines shall apply to the use—regardless of the block in which the use is located, i.e., the Mercado, Cinema and Parking Structure Guidelines accompany these uses to whatever their ultimate location.

- (2) Smaller building development as will be appropriate for the Restaurant and Retail/Office complexes.

These guidelines, for these uses, shall also apply wherever the uses are ultimately located.

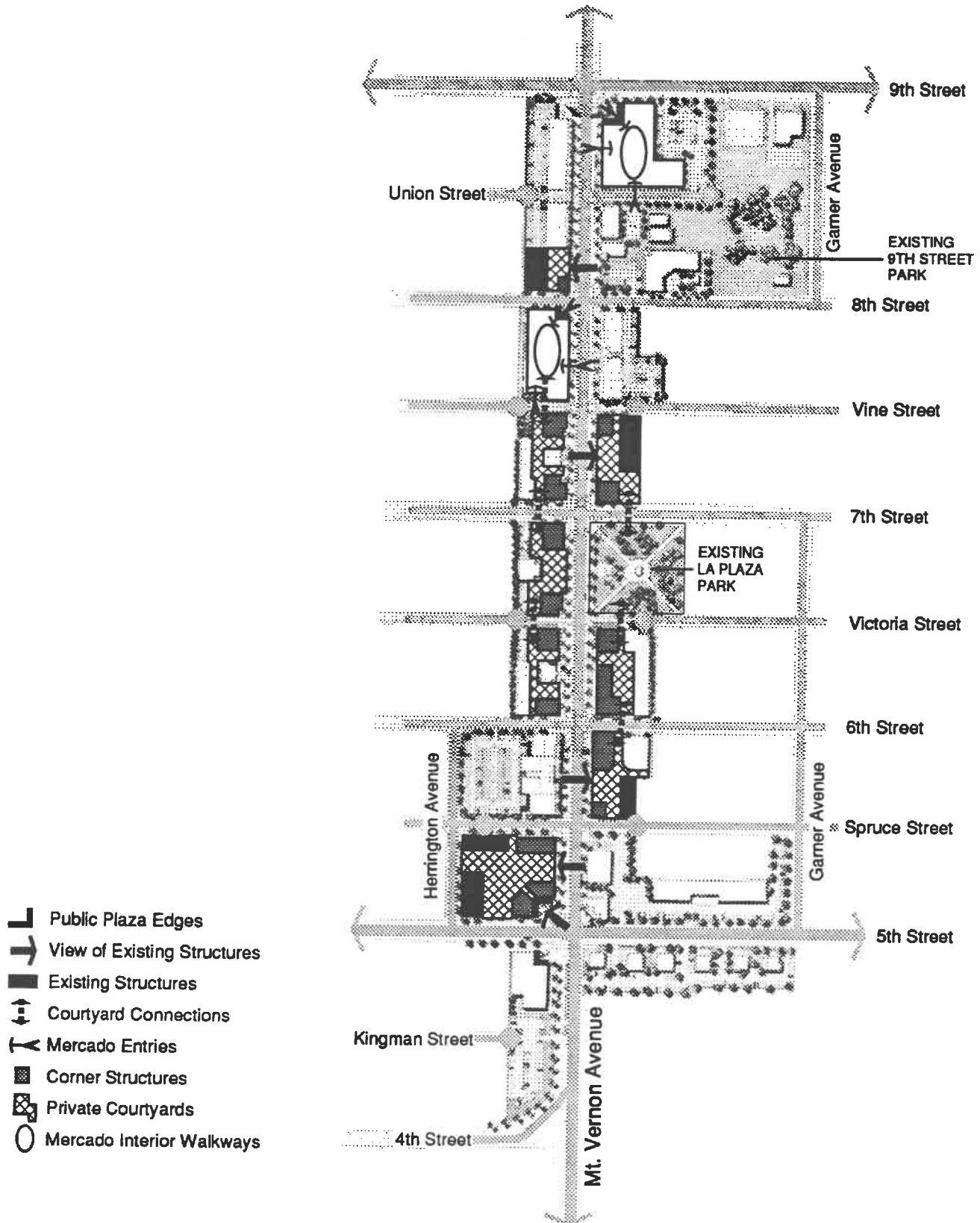


Figure 24
Areawide Design Guidelines for Private Elements

5.11 MERCADOS DISTRICT

Minimum Lot Sizes and Uses

The rationale for the Minimum Lot Sizes and the associated uses, as illustrated in Figure 25, is as follows:

Development Parcel 1.1 is sized to accommodate an efficient **Public Parking Structure** with a retail edge along Mt. Vernon Avenue.

Development Parcel 2.1 is sized to accommodate a **Mercado** and associated parking.

Development Parcel 3.1 encompasses an **Existing Retail** use.

Development Parcel 4.1 is sized to accommodate a new **Community Center**.

Development Parcel 4.2 encompasses an **Existing Church and School**.

Development Parcel 4.3 encompasses the **Existing 9th Street Park**.

Development Parcel 4.4 encompasses the **Existing Fire Station**.

Development Parcel 5.1 is sized to accommodate a **Mercado**.

Development Parcel 6.1 is sized to accommodate an efficient **Public Parking Structure** with a retail edge along Mt. Vernon Avenue.



The Home Furnishing Mercado will have a wide variety of goods from Mexico and Latin America

MINIMUM LOT SIZES 5.11

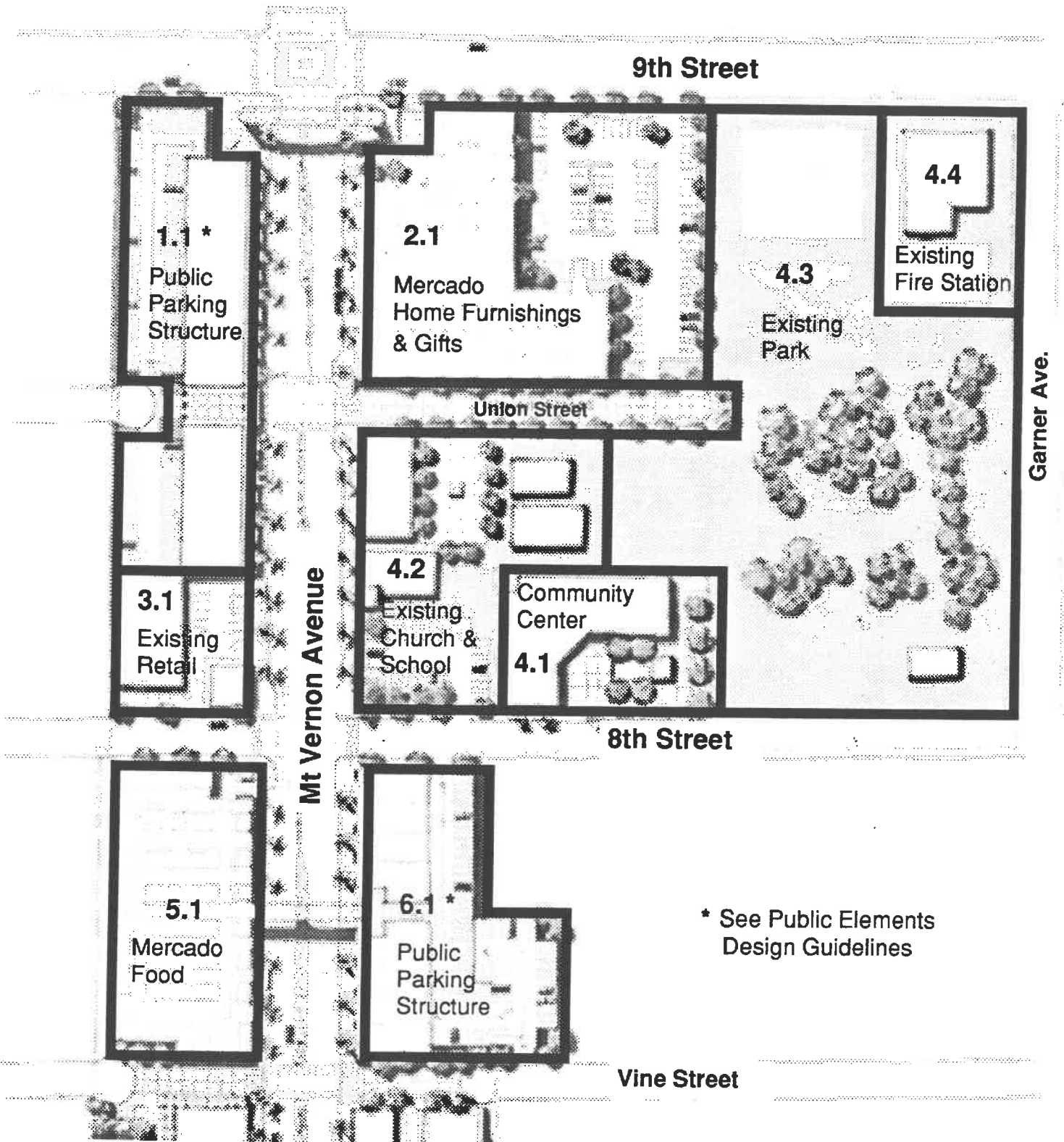
















Figure 25
Mercados District - Minimum Lot Sizes and Uses

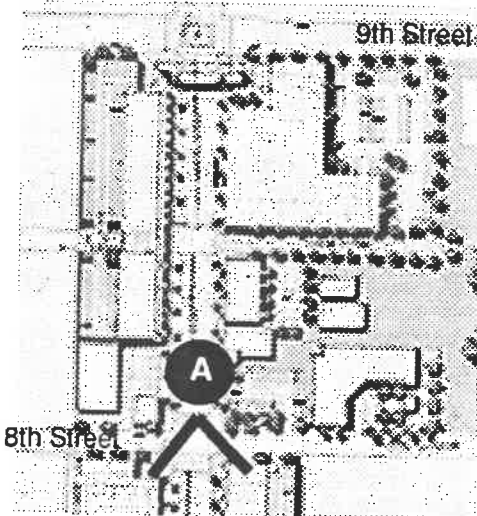
5.12 MERCADOS DISTRICT

6.1 The Design Guidelines for **Parcel 6.1 - Public Parking Structure** are describe in detail on page 53.

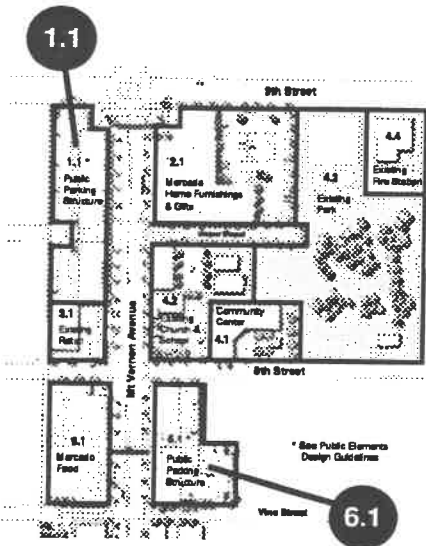
1.1 The Design Guidelines for **Parcel 1.1 - Public Parking Structure** are described in detail on page 51.

Legend

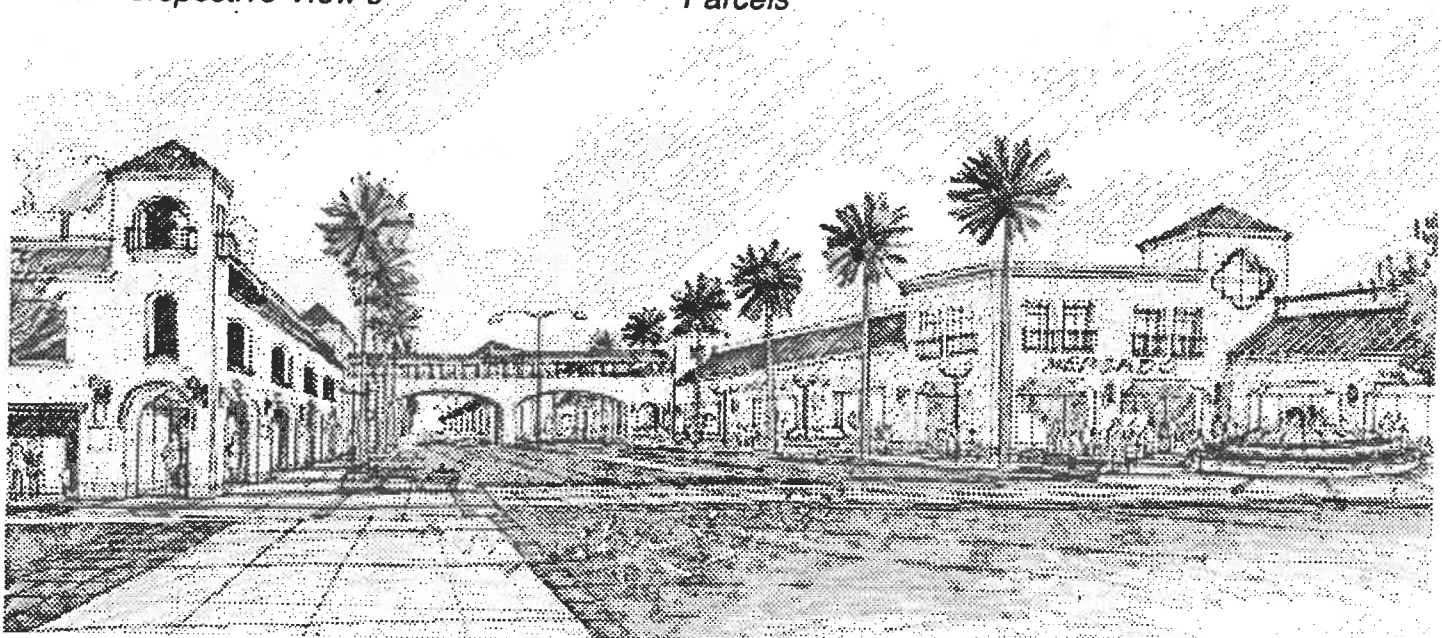
-  Courtyards / Plazas
-  Parks
-  Primary Loading Zones
-  Buffer
-  Shaded Colonnade in Parking Structure Edge
-  Wide Sidewalk Promenade
-  Internal Walkways in Mercado Structures
-  Courtyard Walkways
-  Major Public Access Points
-  Height Limits
-  Corner Structures
-  Major Corner Plaza
-  Circulation Pattern
-  Corridor Entry Point



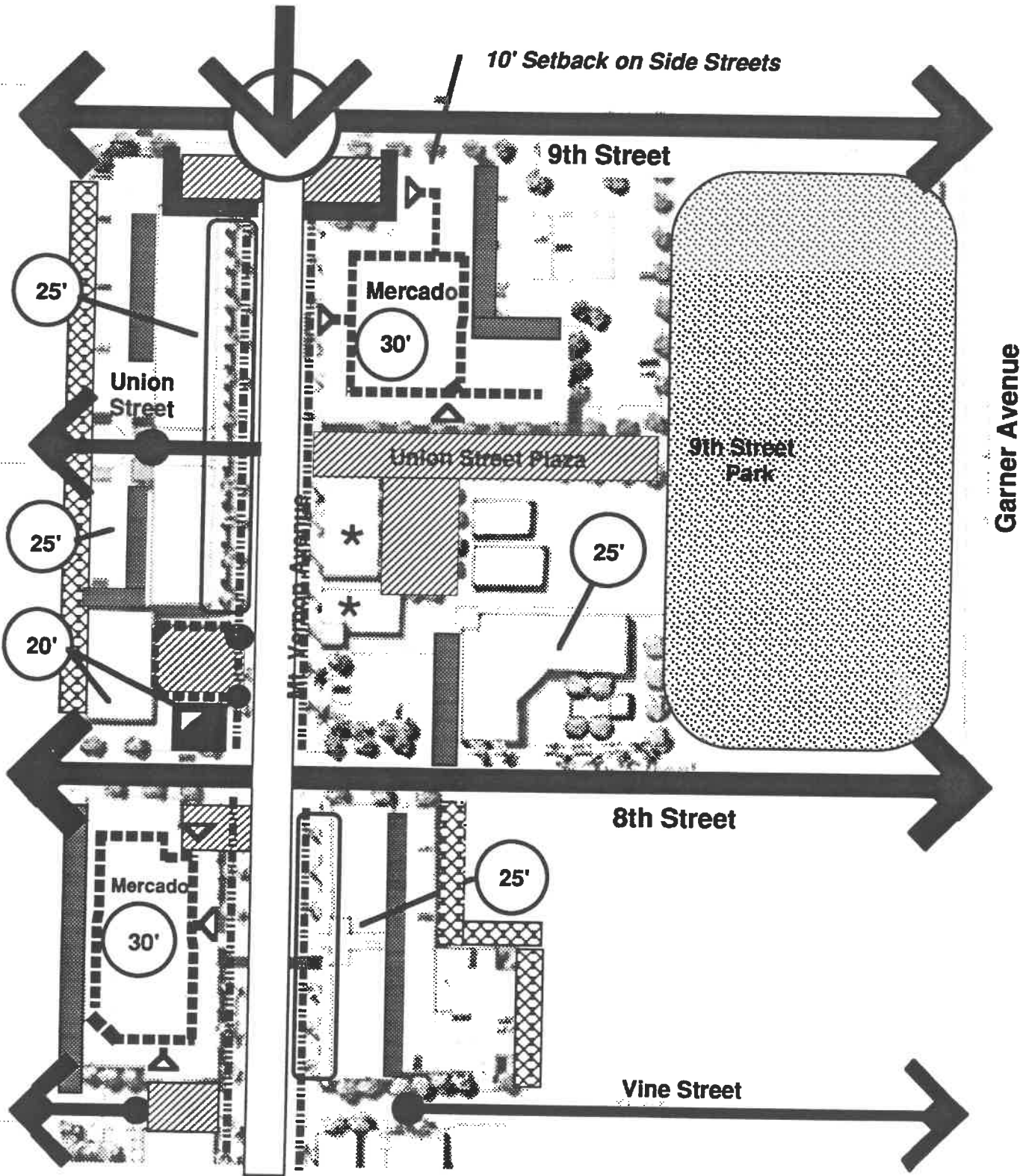
Locations of the Adjacent Perspective Views



Locations of Development Parcels



A *Looking South on Mt. Vernon Avenue at 8th Street Parking Structure on left and Food Mercado on right*



* Preservation of the Home of Neighborly Service and Church

Figure 26
Mercados District - Design Guidelines

5.12 MERCADOS DISTRICT

2.1 The Design Guidelines for Parcel 2.1 - Mercado include

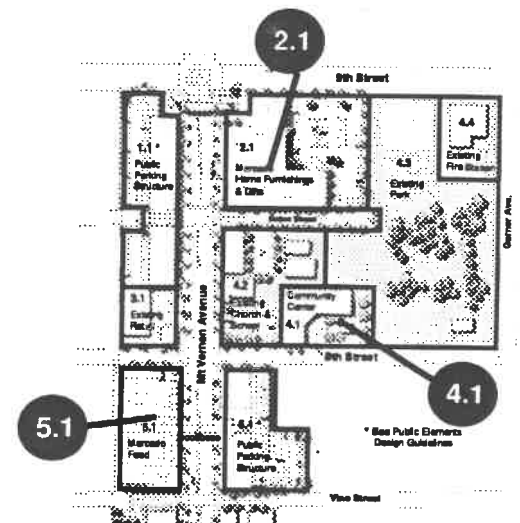
- a 10' setback from 9th Street
- a 42' height limit
- Major Public Access Points from the Entry Plaza, the Union Street Plaza
- connection of the Union Street Plaza to the 9th Street Park.

4.1 The Design Guidelines for Parcel 4.1 - Community Center include

- a 42' height limit
- shared service access with the Church parking lot.



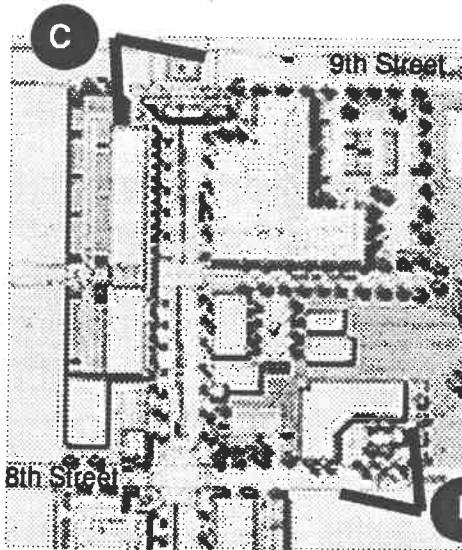
B *The Food Mercado*



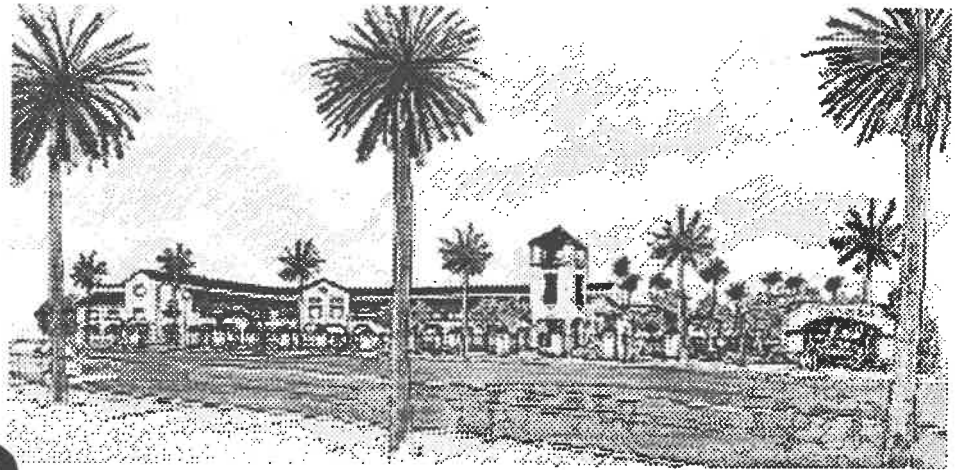
Locations of Development Parcels

5.1 The Design Guidelines for Parcel 5.1 Mercado include

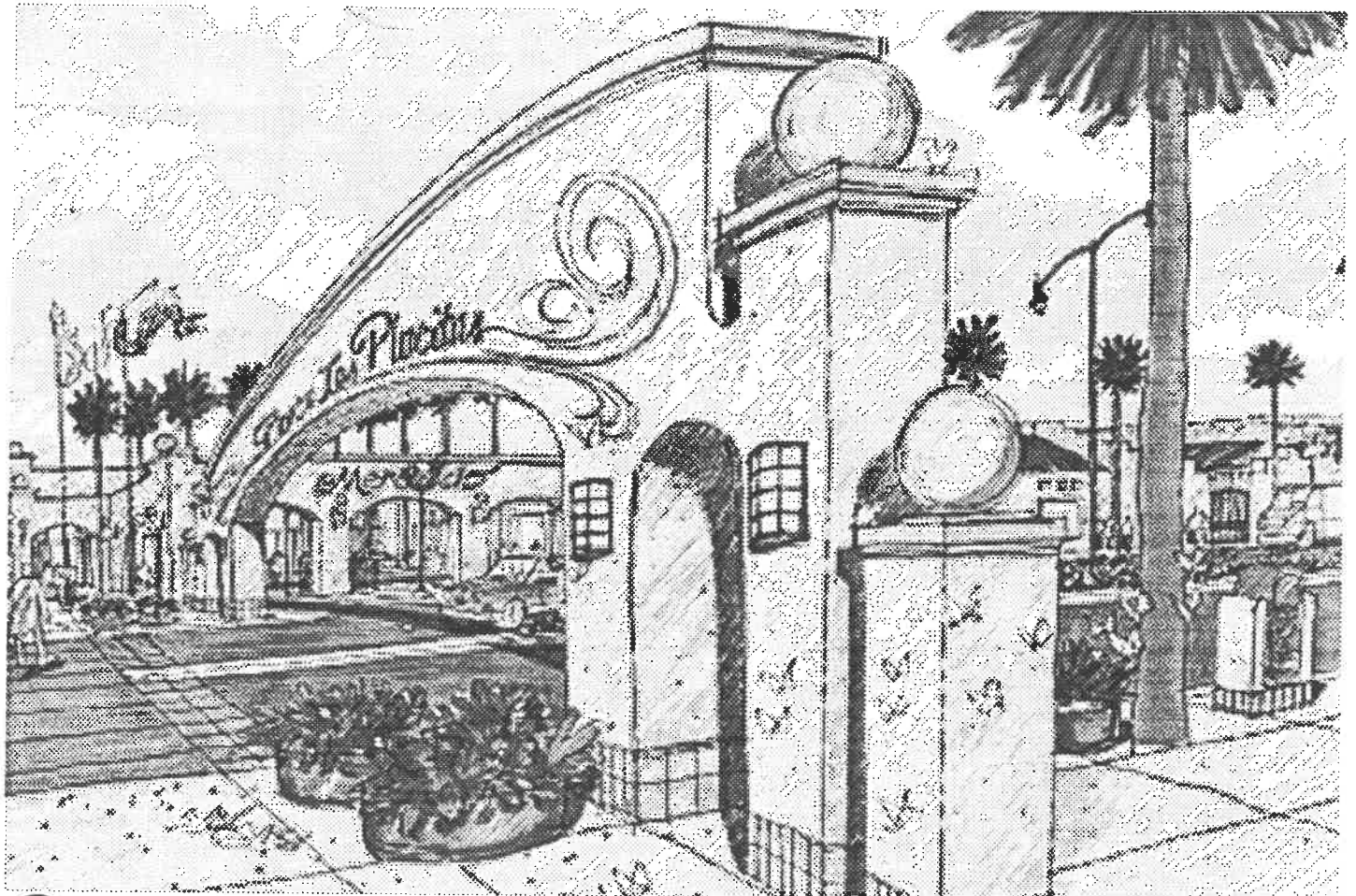
- a 42' height limit
- a 15' Alley / Buffer / Loading Zone
- a 20' x 20' Corner Mini Plaza at 8th Street and Mt. Vernon Avenue
- Major Public Access Points on the Wide Sidewalk Promenade, from the Corner Mini Plaza and to the Vine Street Mini Plaza.



Locations of the Adjacent Perspective Views



Looking North Across 8th Street at the Community Cultural Center



Looking Southeast from 9th Street at Mt. Vernon Avenue at the Home Furnishings and Gifts Mercado

5.13 RESTAURANTS DISTRICT

Minimum Lot Sizes and Uses

The rationale for the Minimum Lot Sizes and the associated uses, as illustrated in Figure 27, is as follows:

Development Parcel 7.1 is sized to accommodate a **Restaurant** with outdoor dining.

Development Parcels 7.2 and 7.3 are sized to accommodate a small **Retail Center** with courtyards.

Development Parcel 8.1 is an **Existing Retail** project.

Development Parcel 8.2 is sized to accommodate a **Restaurant** with outdoor dining.

Development Parcels 9.1, 9.2 and 9.3 are each sized to accommodate a **Restaurant** with outdoor dining.

Development Parcel 10.1 is the **Existing La Plaza Park**.

Development Parcel 11.1 is sized to accommodate a **Restaurant** with outdoor dining.

Development Parcels 11.2 and 11.3 are sized to create a small **Retail Center** with a courtyard.

Development Parcel 12.1 is sized to accommodate a **Restaurant** with outdoor dining.

Development Parcels 12.2 and 12.3 are sized to accommodate a small **Retail Center** with a courtyard.



La Plaza Park is the Open Space Focal Point of Paseo Las Placitas

MINIMUM LOT SIZES 5.13

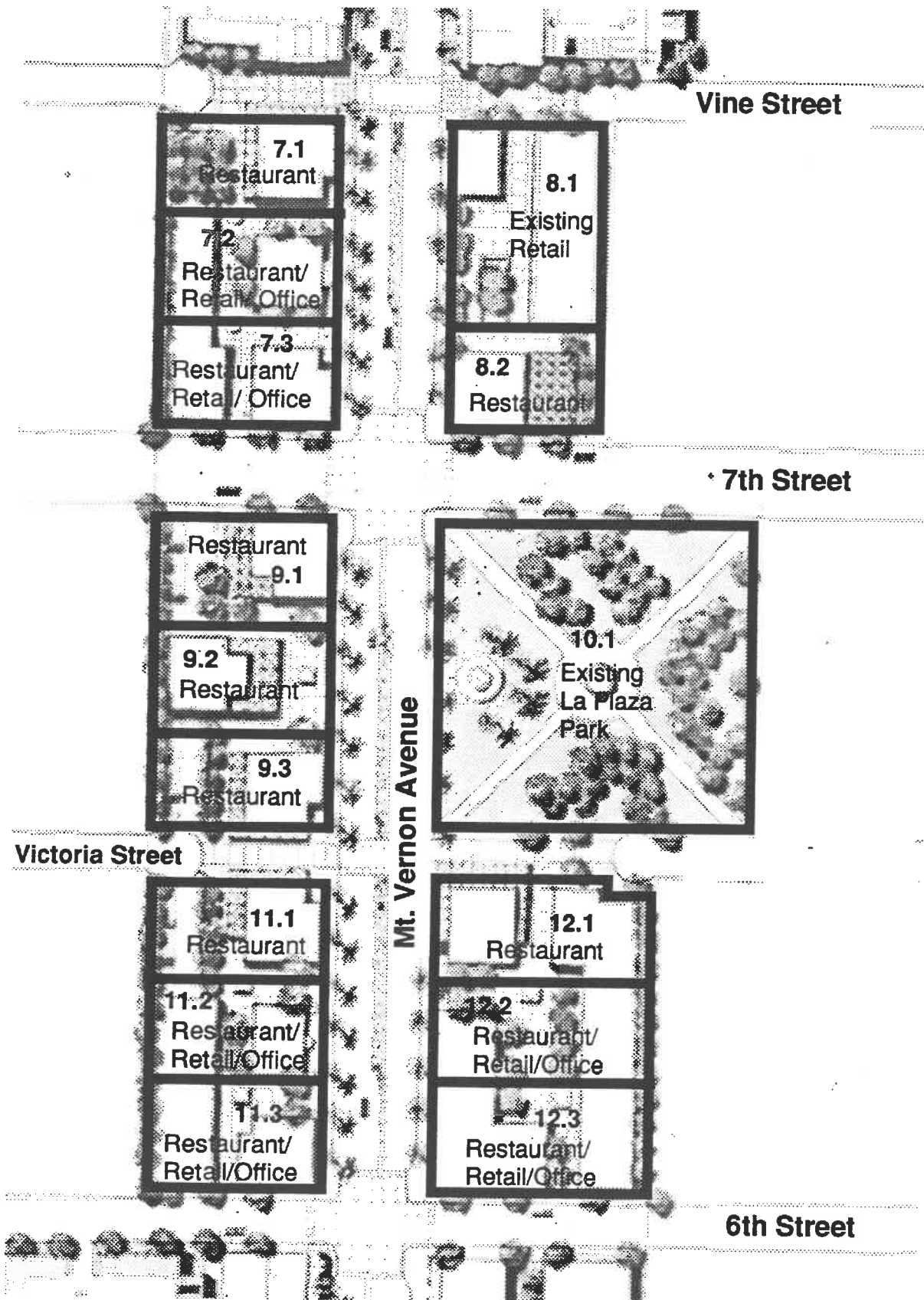


Figure 27
Restaurants District - Minimum Lot Sizes and Uses

5.14 RESTAURANTS DISTRICT

11.2 The Design Guidelines for Parcel 11.2 - Retail include

- a 42' height limit
- maintenance of Courtyard Walkways ranging in width from 10' to 20'
- connection of the Courtyard Walkways to Victoria Street, 6th Street and Mt. Vernon Avenue
- a Setback Structure with 20' minimum courtyard setback from Mt. Vernon Avenue
- maintenance of a 15' Alley / Buffer / Loading Zone.









11.3 The Design Guidelines for Parcel 11.3 - Retail include

- a 42' height limit
- maintenance of Courtyard Walkways ranging in width from 10' to 20'
- connection of the Courtyard Walkways to Victoria Street, 6th Street and Mt. Vernon Avenue
- a Corner Structure with no setbacks on Mt. Vernon Avenue and a 10' setback along 6th Street
- maintenance of a 15' Alley / Buffer / Loading Zone.

7.2 The Design Guidelines for Parcel 7.2 - Retail Center include

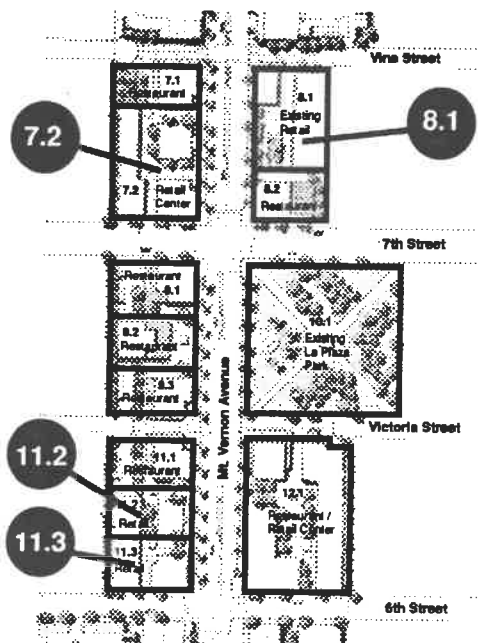
- a 42' height limit
- maintenance of Courtyard Walkways ranging in width from 10' to 20'
- connection of the Courtyard Walkways to Vine Street, 7th Street and Mt. Vernon Avenue
- a Corner Structure with no setbacks on Mt. Vernon Avenue or 7th Street
- a mid-block Mt. Vernon courtyard with a setback of 15'
- a 15' Alley / Buffer / Loading Zone.

Legend

-  Courtyards / Plazas
-  Parks
-  Primary Loading Zones
-  Wide Sidewalk Promenade
-  Courtyard Walkways
-  Height Limits
-  Corner Structures
-  Circulation Pattern

8.1 The Design Guidelines for Parcel 8.1 - Existing Retail Center include

- allow conversion of the existing parking area to a Plaza with a new Corner Structure at the sidewalk lines on Mt. Vernon Avenue and Vine Street
- a 42' height limit for a new Corner Structure
- a 25' height limit on the Existing Retail Structure
- maintenance of Courtyard Walkways ranging in width from 10' to 20'
- connection of the Courtyard Walkways to Vine Street, 7th Street and Mt. Vernon Avenue.



Locations of Development Parcels

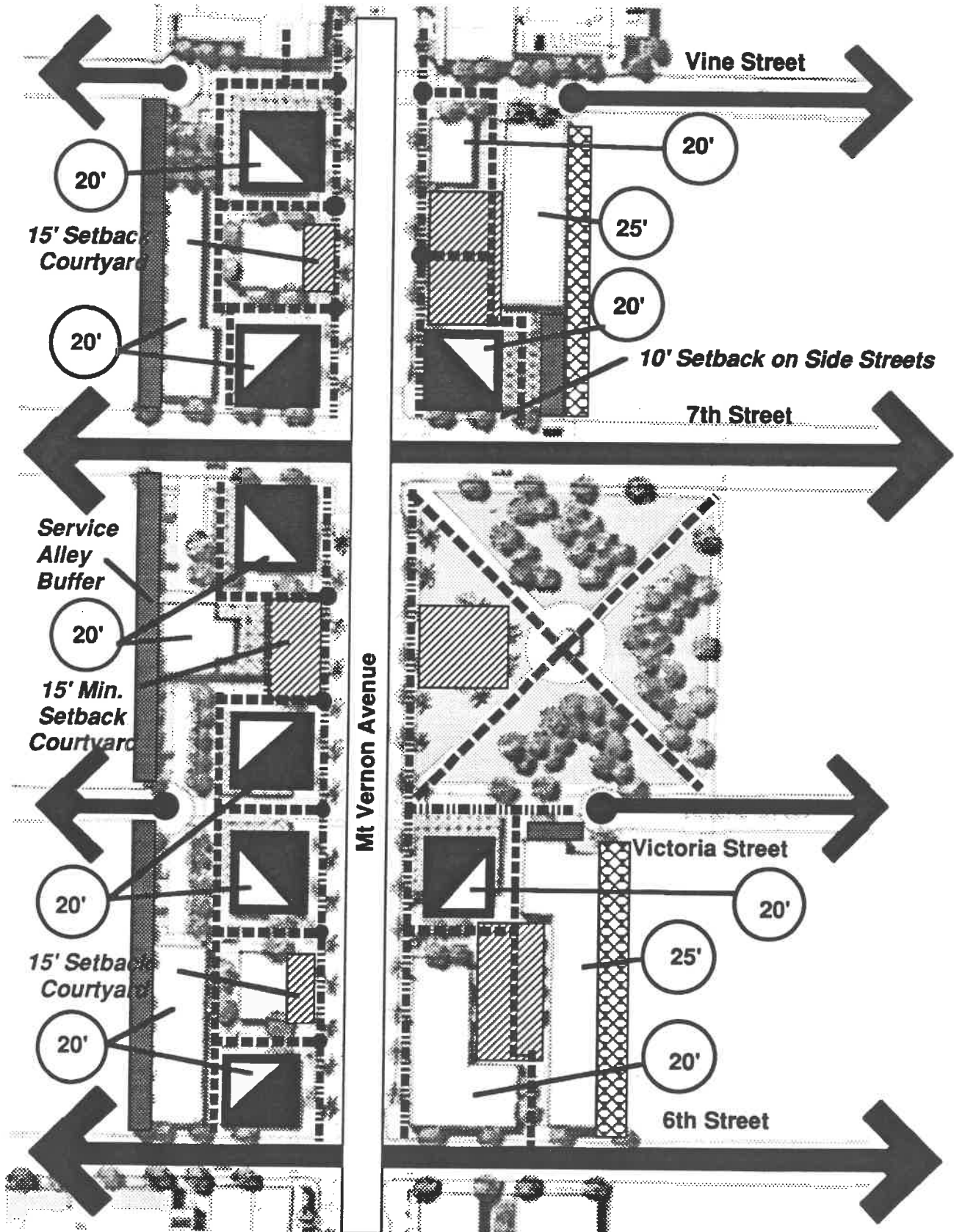


Figure 28
Restaurants District - Design Guidelines

5.14 RESTAURANTS DISTRICT

7.1 The Design Guidelines for Parcel 7.1 - Restaurant include

- no setback from Mt. Vernon Avenue
- a 42' height limit
- loading off of the Service Alley / Buffer
- a Corner Structure location
- connection of a Courtyard Walkway to the Vine Street Mini-Plaza.

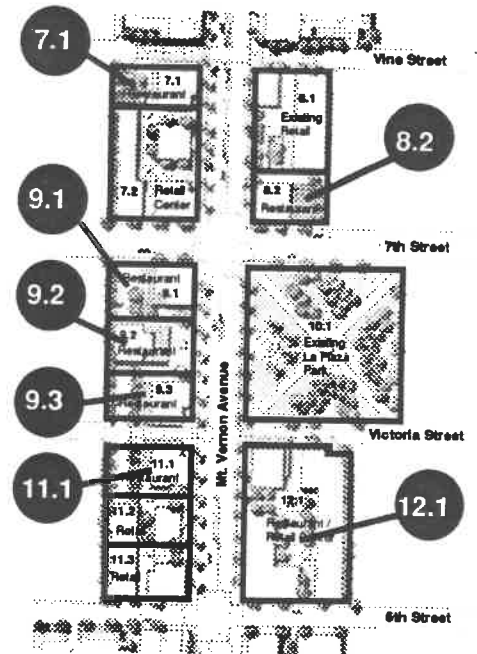
- courtyard to the north
- a 15' Buffer / Loading Zone perpendicular to and connecting with 7th Street.

8.2 The Design Guidelines for Parcel 8.2 - Restaurant include

- a 42' height limit
- a Corner Structure with no setbacks on Mt. Vernon Avenue and a 10' setback along 7th Street
- connection of the Courtyard Walkways from 7th Street to the neighboring retail

9.1 The Design Guidelines for Parcel 9.1 - Restaurant include

- a 42' height limit
- maintenance of Courtyard Walkways ranging in width from 10' to 20'
- connection of the Courtyard Walkways to Victoria Street, 7th Street and Mt. Vernon Avenue
- a Corner Structure with no setbacks on Mt. Vernon Avenue and a 10' setback along 7th Street
- a 15' Alley / Buffer / Loading Zone.



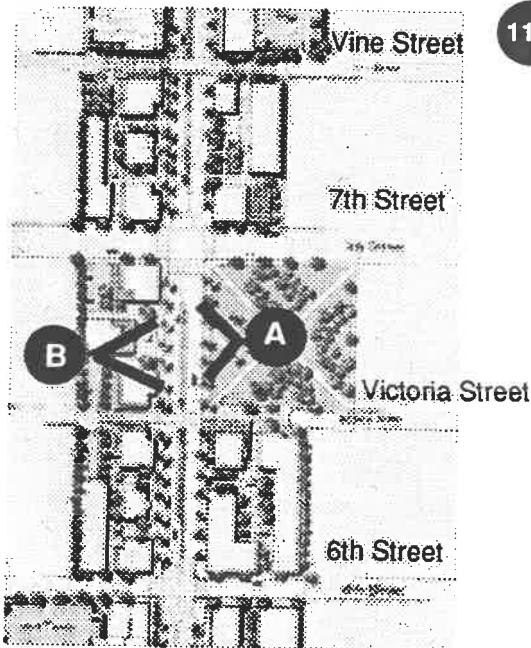
Locations of Development Parcels

9.2 The Design Guidelines for Parcel 9.2 - Restaurant include

- a 42' height limit
- maintenance of Courtyard Walkways ranging in width from 10' to 20'
- connection of the Courtyard Walkways to Victoria Street, 7th Street and Mt. Vernon Avenue
- a Setback Structure with 20' minimum courtyard setback from Mt. Vernon Avenue
- a 15' Alley / Buffer / Loading Zone.



A Looking West from La Plaza Park to a portion of Restaurant Row



Locations of the Adjacent Perspective Views

11.1 The Design Guidelines for **Parcel 11.1 - Restaurant** include

- a 42' height limit for the new Corner Structure
- maintenance of Courtyard Walkways ranging in width from 10' to 20'
- connection of the Courtyard Walkways to Victoria Street, 6th Street and Mt. Vernon Avenue
- a Corner Structure with no setbacks on Mt. Vernon Avenue and a 10' setback along the Victoria Street Mini-Plaza
- a 15' Alley / Buffer / Loading Zone.

12.1 The Design Guidelines for **Parcel 12.1 - Restaurant / Retail Center** include

- a 42' height limit on the buildings along Mt. Vernon Avenue and a 25' height limit on the buildings setback fully from Mt. Vernon Avenue
- connection of the Internal Courtyard with Walkways to Victoria Street, 6th Street and Mt. Vernon Avenue
- a 15' Loading Zone perpendicular to and connecting with Victoria Street
- a Corner Restaurant Structure with no setbacks on Mt. Vernon Avenue and a 10' setback / outdoor dining area along Victoria Street
- Retail Structures with no setbacks on Mt. Vernon Avenue and a 10' setback area along 6th Street and the rear property line.

9.3 The Design Guidelines for **Parcel 9.3 - Restaurant** include

- a 42' height limit
- maintenance of Courtyard Walkways ranging in width from 10' to 20'
- connection of the Courtyard Walkways to Victoria Street, 7th Street and Mt. Vernon Avenue
- a Corner Structure with no setbacks on Mt. Vernon Avenue and a 10' setback along the Victoria Street Mini-Plaza
- a 15' Alley / Buffer / Loading Zone.



B *Looking East in a Restaurants Courtyard towards La Plaza Park*

5.15 CINEMAS DISTRICT

Minimum Lot Sizes and Uses

The rationale for the Minimum Lot Sizes and the associated uses, as illustrated in Figure 29, is as follows:

Development Parcel 13.1 is sized to accommodate a **Cinema with adjacent Parking Structure.**

Development Parcel 14.1 is sized to accommodate a small **Retail / Office Center** with courtyards.

Development Parcel 14.2 is an **Existing Mental Health Office.**

Development Parcel 15.1 is an **Existing Retail Center.**

Development Parcel 15.2 is sized to accommodate a **Retail / Office Center.**

Development Parcel 16.1 is **Existing Offices.**

Development Parcel 16.2 is the **Existing Villaseñor Library.**

Development Parcel 16.3 is an **Existing Retail / Office Center.**

Development Parcel 17.1 is sized to accommodate a **Office / Retail Center** with surface parking.

Development Parcel 17.2 is sized to accommodate a **Parking Lot .**

Development Parcels 18.1 (a,b,c) and 18.2 (a, b, c) are sized to accommodate **Fast Food Restaurants** with surface parking.



Looking Northeast at 5th and Mt. Vernon to the existing Villaseñor Library and office building

MINIMUM LOT SIZES 5.15

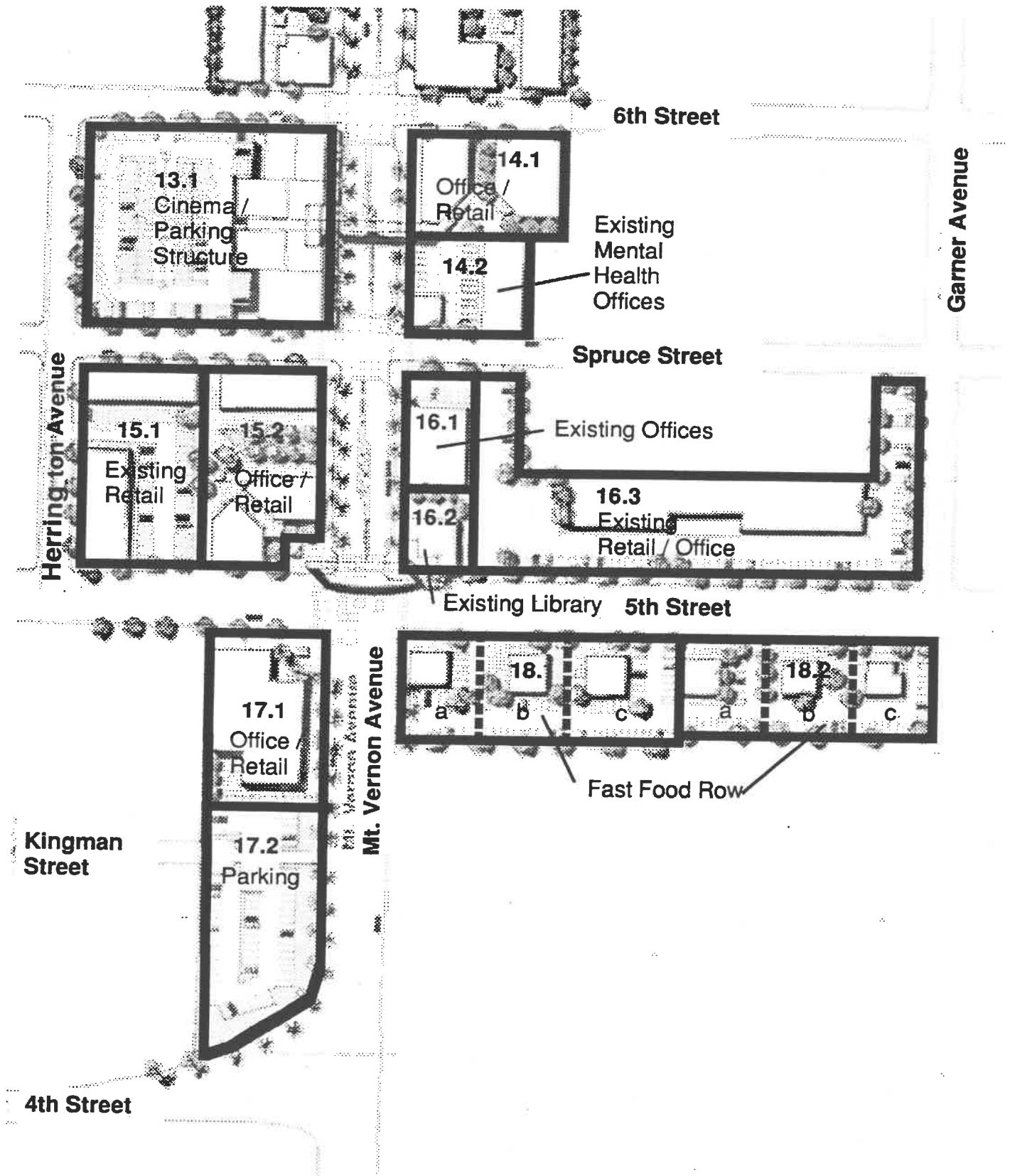


Figure 29
Cinemas District - Minimum Lot Sizes

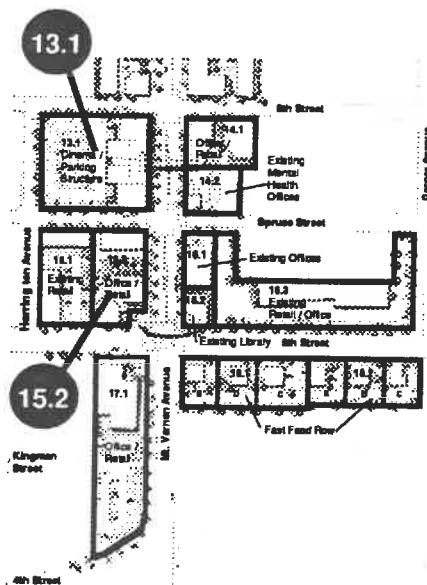
5.16 CINEMAS DISTRICT

13.1 The Design Guidelines for Parcel 13.1 - Cinema / Parking Structure include

- no setback from Mt. Vernon Avenue
- a 42' height limit
- loading off of an internal Parking Structure Service Way
- provision of a shaded Colonnade along Mt. Vernon Avenue
- 10' landscaped setbacks along 6th Street, Herrington Avenue and Spruce Street to all sides of the parking structure.













15.2 The Design Guidelines for Parcel 15.2 - Office / Retail Center include

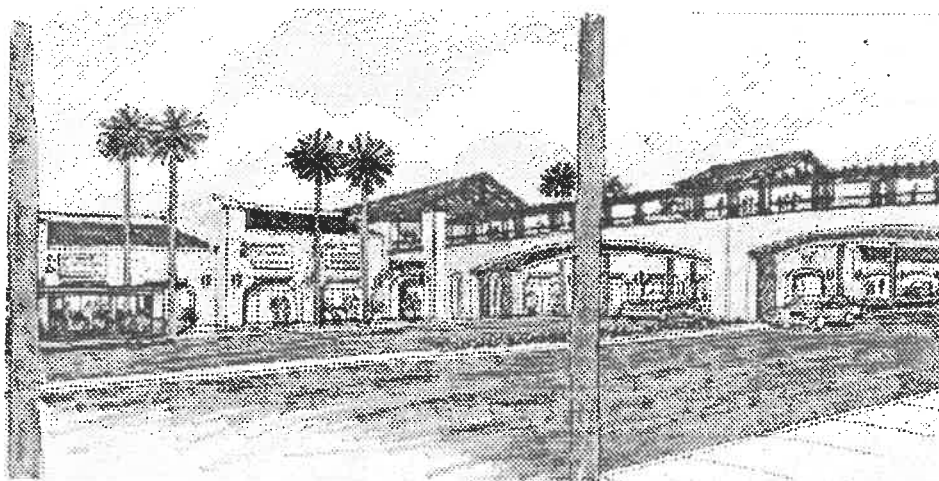
- a 42' height limit on the building adjacent to Spruce Street
- a 30' height limit on the building at the Corner of 5th and Mt. Vernon
- a Corner Structure with no setbacks on Mt. Vernon Avenue and a 15' setback along 5th Street
- connection of the Courtyard Walkways from 5th Street to Mt. Vernon Avenue
- accommodation of an Entry Plaza at 5th Street
- accommodation of an courtyard between the two new structures contiguous with the Mt. Vernon Walkway.



Locations of Development Parcels

Legend

-  Courtyards / Plazas
-  Parks
-  Primary Loading Zones
-  Buffer
-  Shaded Colonnade in Parking Structure Edge
-  Wide Sidewalk Promenade
-  Courtyard Walkways
-  Height Limits
-  Corner Structures
-  Major Corner Plaza
-  Circulation Pattern
-  Corridor Entry Point



Looking towards Cinemas and Pedestrian Bridge

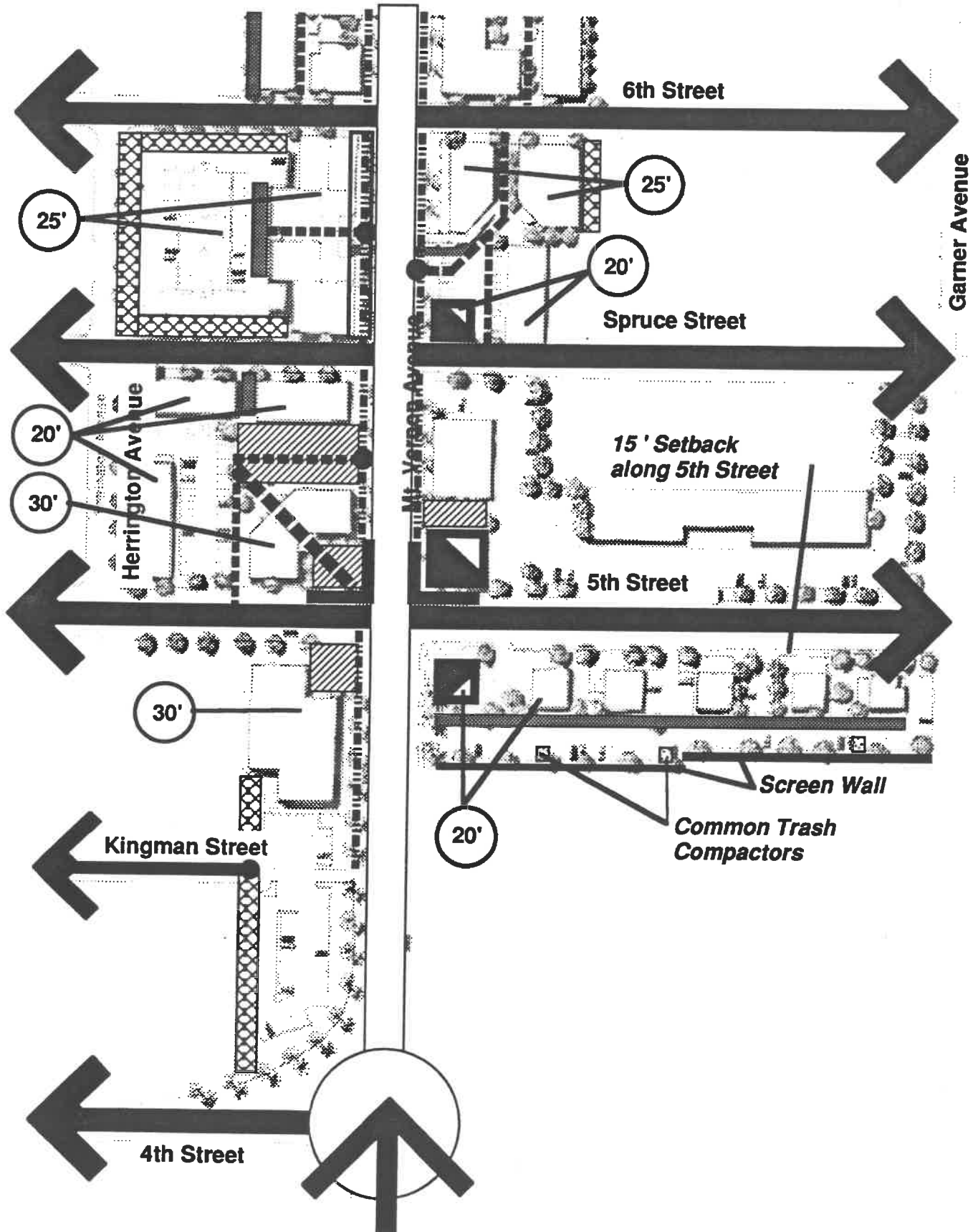
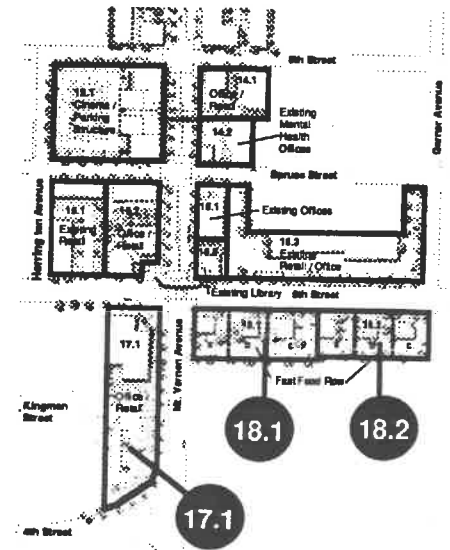


Figure 30
Cinemas District - Design Guidelines

5.16 CINEMAS DISTRICT

17.1 The Design Guidelines for Parcel 17.1 - Office / Retail Center include

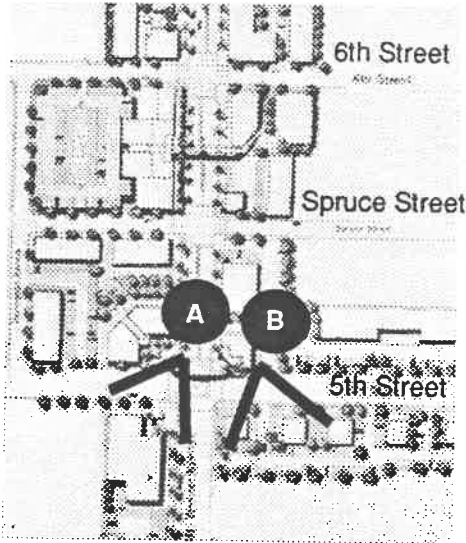
- a 42' height limit
- a Corner Structure with 15' setbacks on Mt. Vernon Avenue and 5th Street
- accommodation of a 40' x 40' Entry Plaza
- a 10' landscaped buffer around the surface parking area.



Locations of Development Parcels



A Looking Southwest at 5th and Mt. Vernon to corner Retail / Office complex



Locations of the Adjacent Perspective Views

18.1 The Design Guidelines for Parcel 18.1 (a,b,c) and 18.2 (a,b,c) - Fast Food Restaurants include

- a 42' height limit
- a Corner Structure with 15' setbacks on Mt. Vernon Avenue and 5th Street
- 15' setbacks along 5th Street
- Dining Patios in the 5th Street setback
- common trash compactor areas
- a rear service / delivery area

- a 10' landscaped / screen wall along the rear property line
- common entry drives allowing access to rear parking areas
- fully landscaped area to the front of all structures.

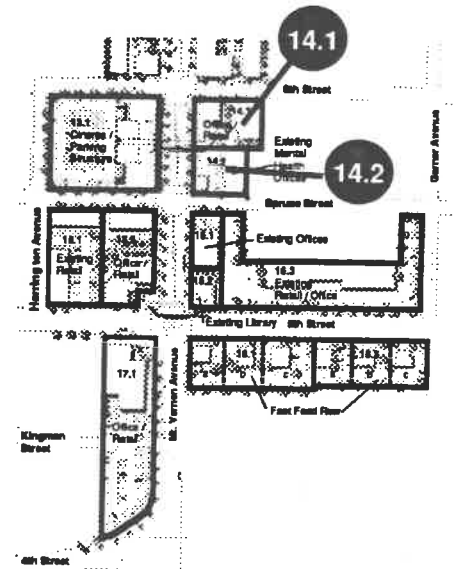


B *Looking South across 5th Street at the Fast Food Row*

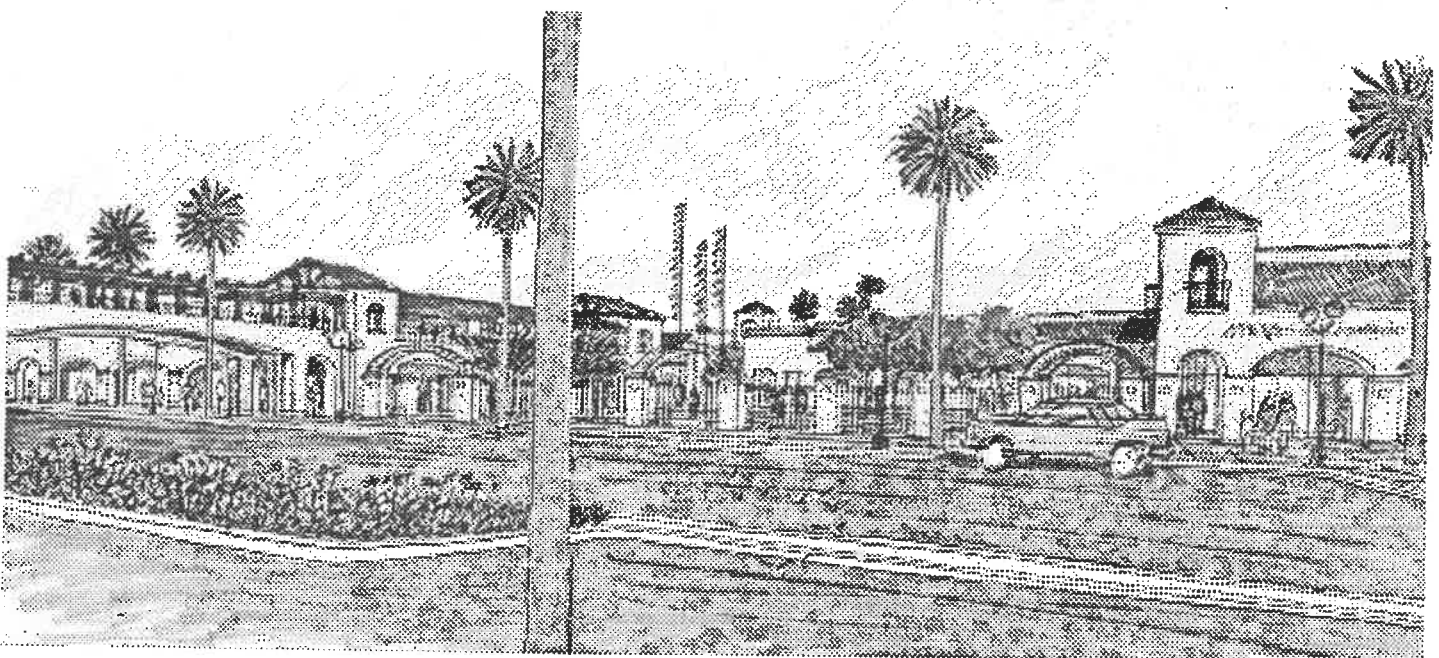
5.16 CINEMAS DISTRICT

14.1 The Design Guidelines for Parcel 14.1 - Office / Retail Center include

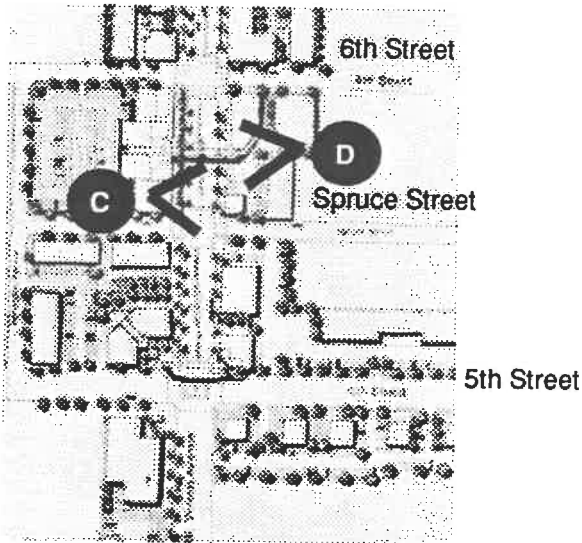
- a 42' height limit
- maintenance of Courtyard Walkways ranging in width from 10' to 20'
- connection of the Courtyard Walkways to 6th Street and the neighboring retail development Courtyard no setbacks on Mt. Vernon Avenue and a 10' setback on 6th Street.



Locations of Development Parcels



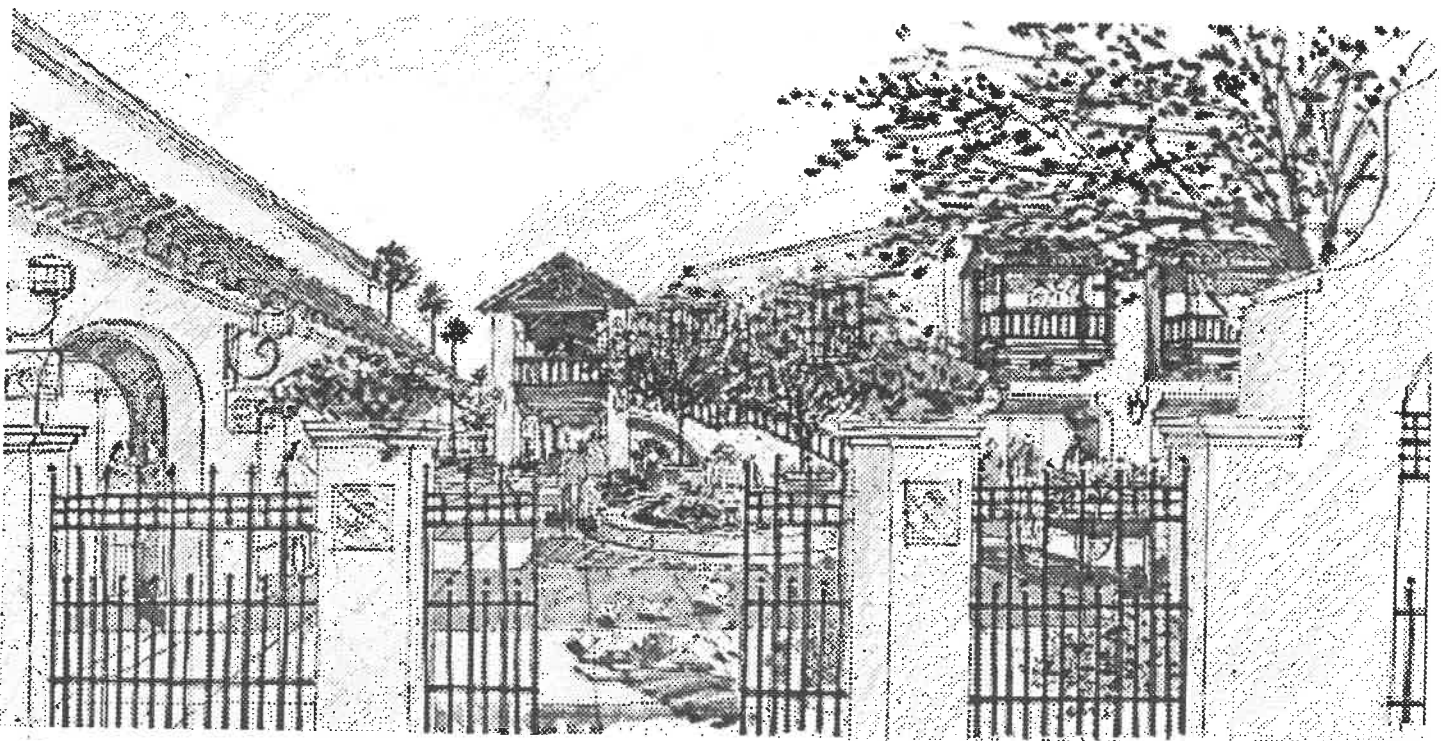
C Looking West at a Retail / Office Courtyard (left); new corner building in front of existing retail (right)



Locations of the Adjacent Perspective Views

14.2 The Design Guidelines for Parcel 14.2 - Existing Mental Health Center include

- allow conversion of the existing parking area to a Plaza with a new Corner Structure at the sidewalk lines on Mt. Vernon Avenue and Spruce Street
- a 42' height limit for a new Corner Structure
- maintenance of Courtyard Walkways ranging in width from 10' to 20'
- connection of the Courtyard Walkways to Spruce Street and Mt. Vernon Avenue.



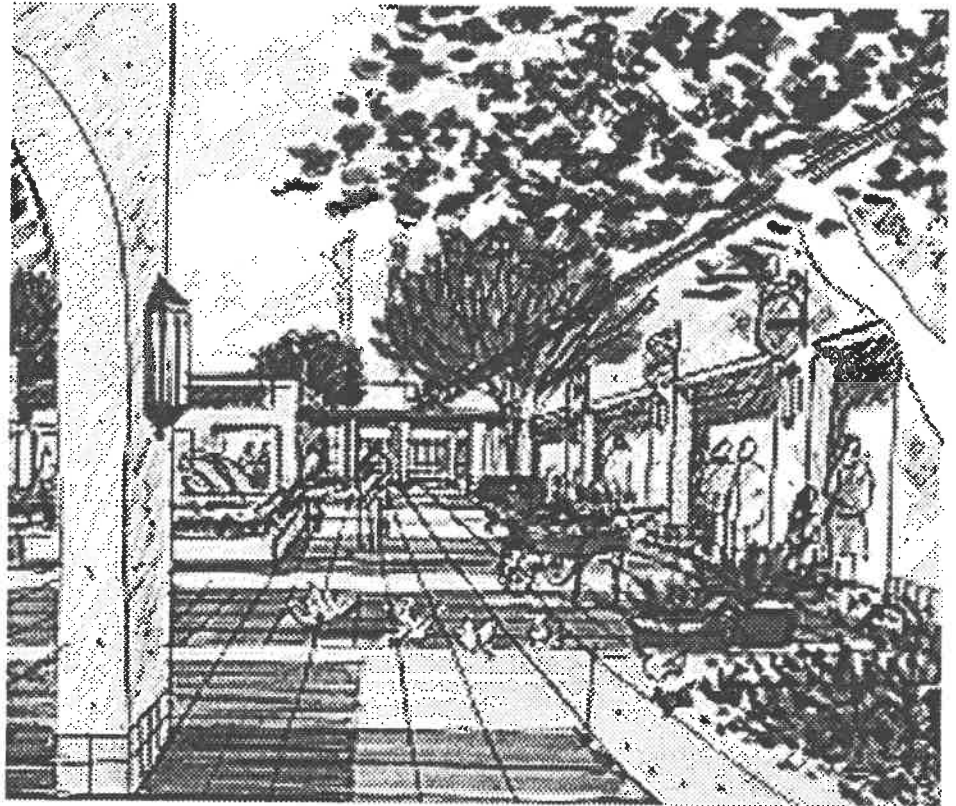
D *Looking West in Retail Courtyard (Pedestrian Bridge to Parking Structure)*

5.17 DETAIL AND STYLE ELEMENTS

The Spanish Revival Architectural Style is created by the sensitive juxtaposition of the following design elements:

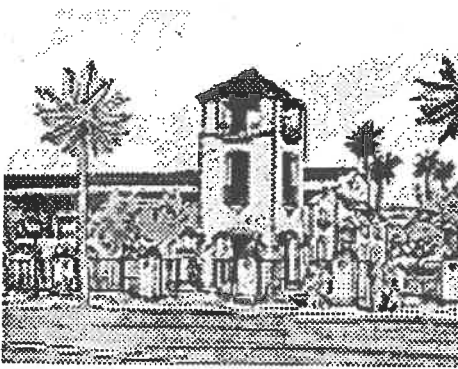
- arches
- columns
- colonnades
- trellises
- courtyards
- balconies
- towers
- exterior stairways
- exterior seating
- simple, rectangular or arched window openings with divided sash windows.

The character resulting from an appropriate juxtaposition of elements is illustrated in the accompanying drawings and in the other illustrations contained in the Design Palette.

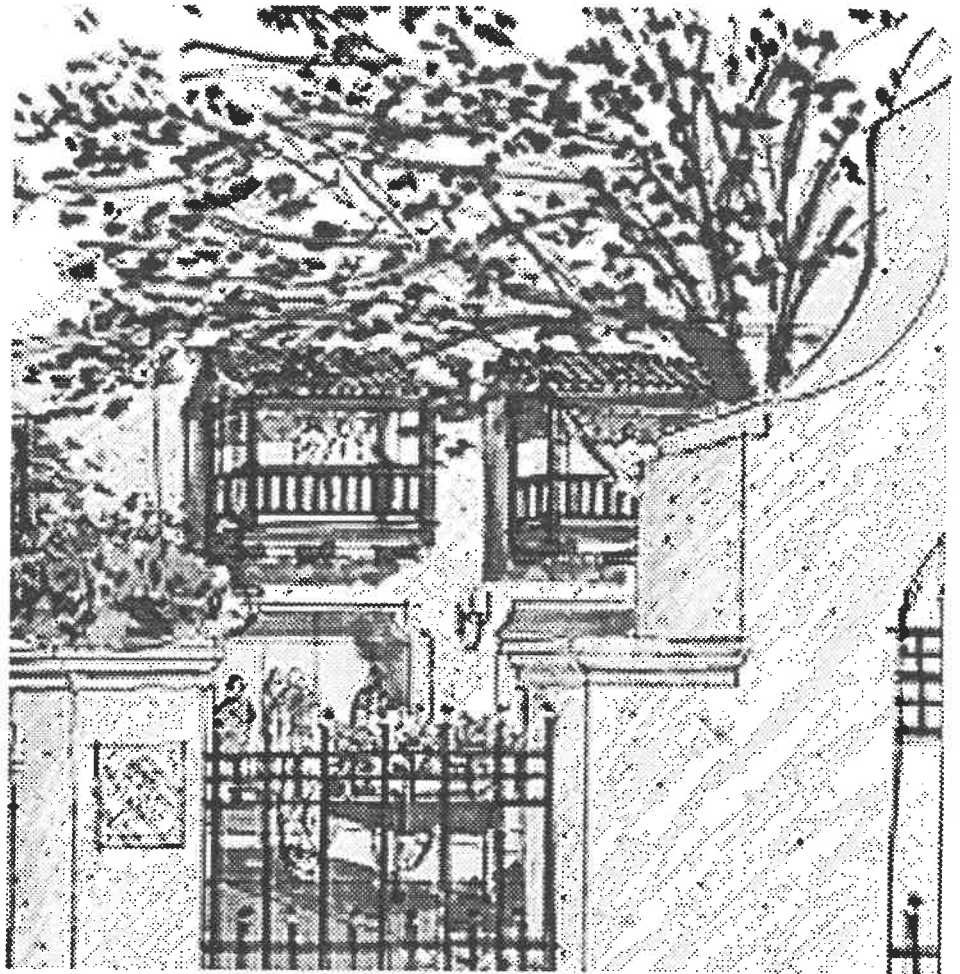


The heart of the architectural theme is the courtyard.





Towers are essential elements to relieve the predominant horizontal lines of the one and two story buildings.



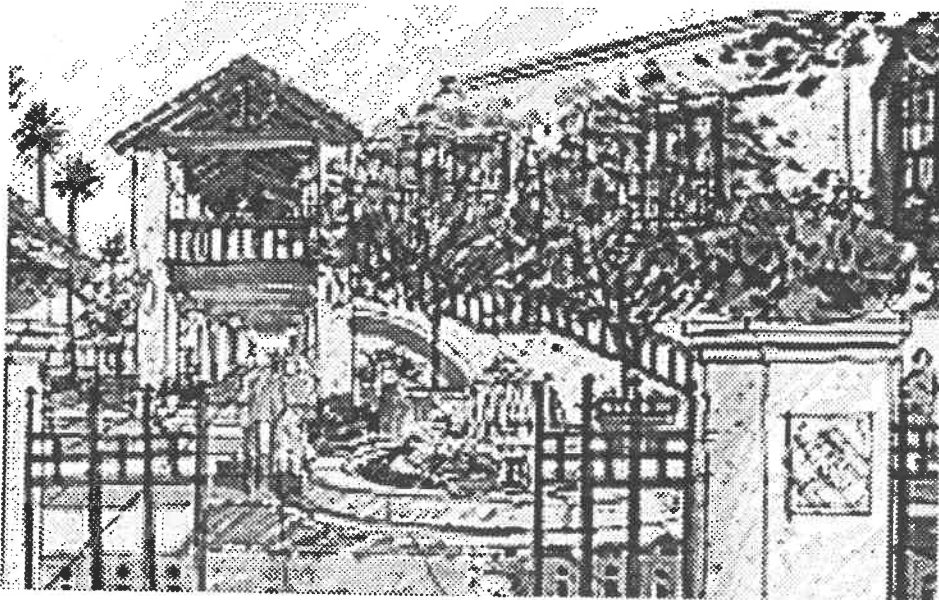
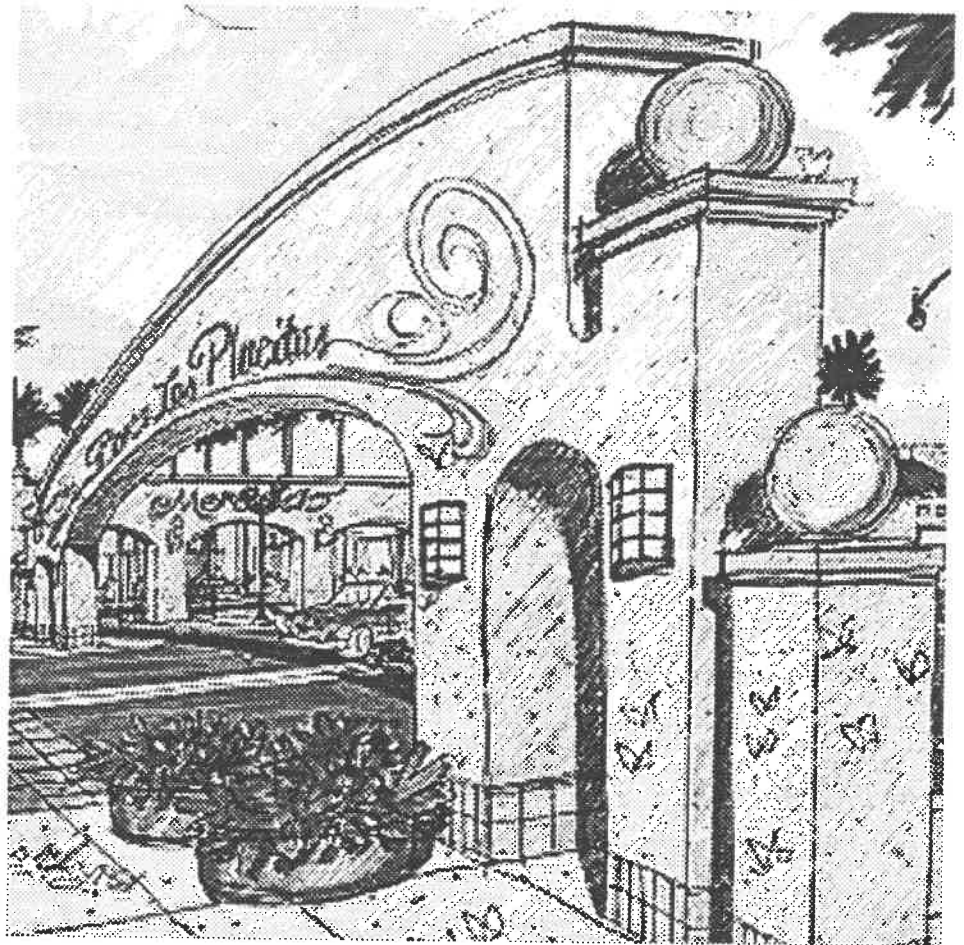
Second level balconies add interest to the building massing and facades.



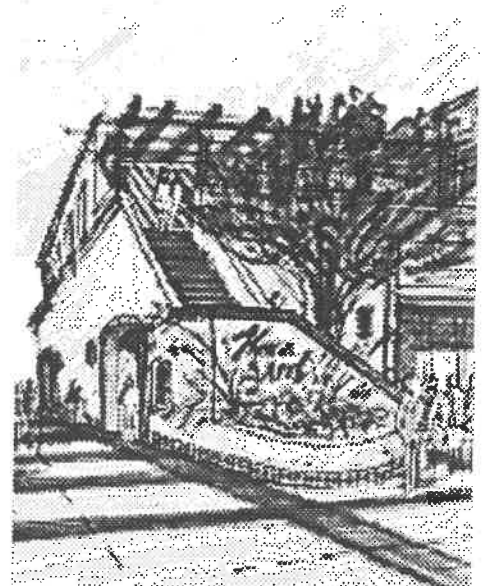
Outdoor dining areas are elements of the festive, pedestrian environment.

5.17 DETAIL AND DESIGN ELEMENTS

A variety of architectural forms are appropriate within the architectural theme.

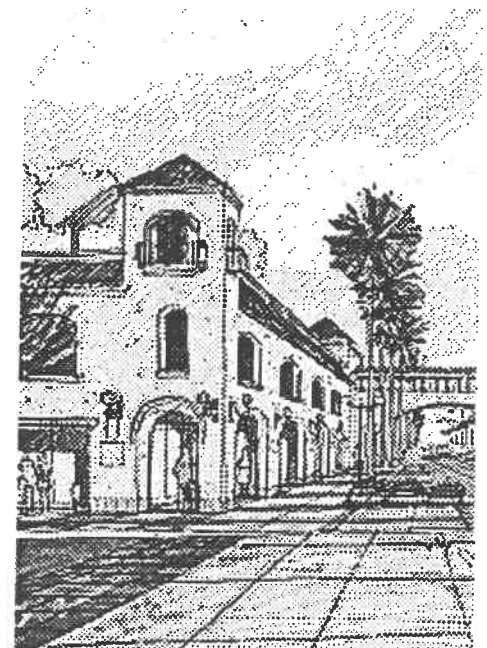
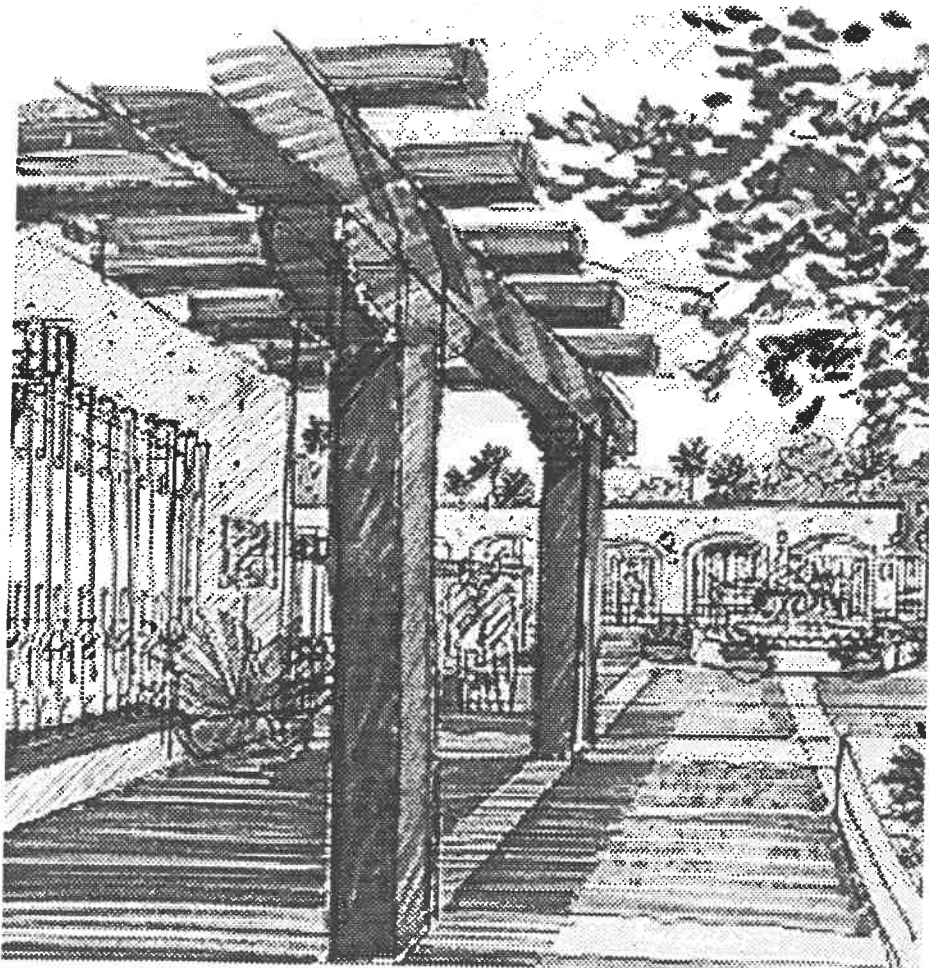
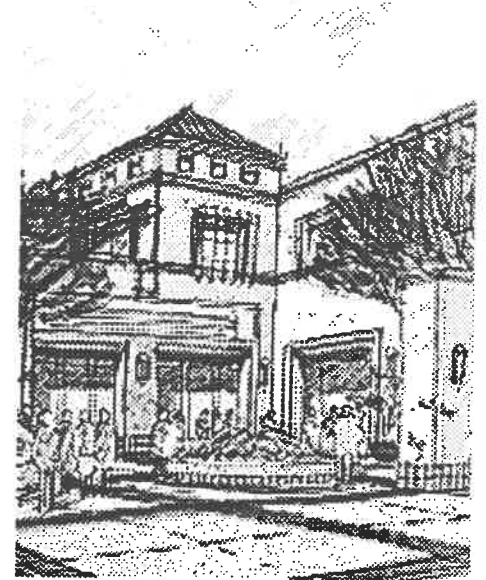


Second level balconies and exterior stairways add massing interest.





Fountains are to be included in all exterior and interior plazas and courtyards.



Trellises of wood and covered colonnades are key elements of the shaded pedestrian environment.

5.18 DESIGN DETAILS: Height and Massing

Height and Massing

The Design Guidelines identify all structures as either one story or two stories. This height limit relates to the nature of the uses and to the scale of the adjacent, residential neighborhood.

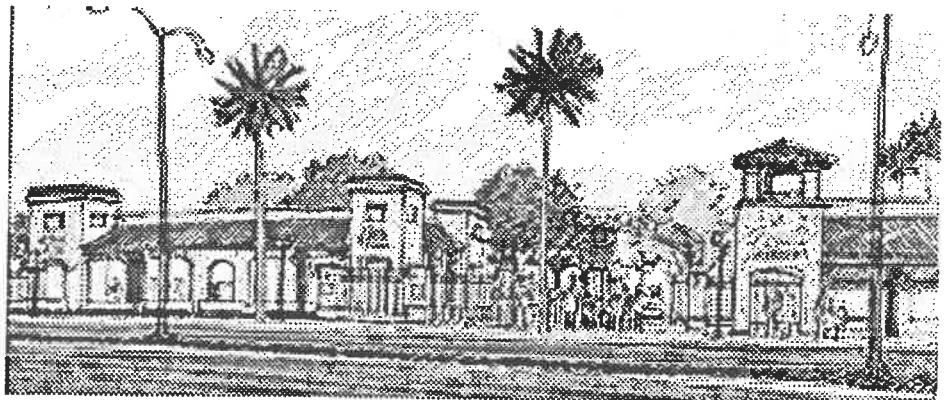
The massing guidelines that follow are appropriate for Spanish Revival architecture.

The heights and massing combine to create a friendly, pedestrian scale for Paseo Las Placitas.

The massing of buildings should:

- maintain low plate lines and profiles at street fronts and property edges
- stagger long linear walls horizontally to provide interest by breaking long lines
- not include large expanses of flat wall planes vertically or horizontally
- combine one and two story buildings or building elements to convey a sense of human scale
- be predominantly asymmetrical

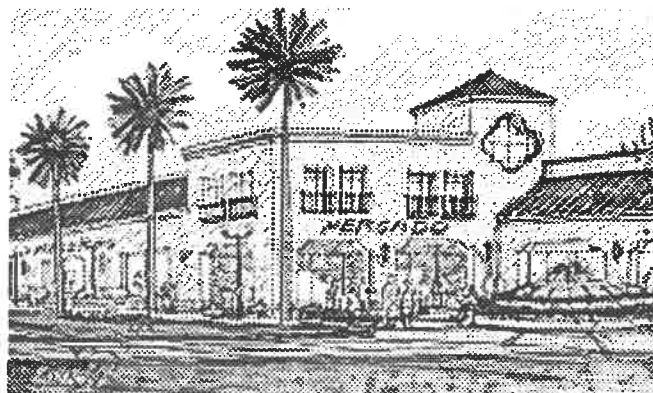
- employ vertical elements - i.e. towers to accent the predominantly horizontal massing
- reduce apparent volumes by lowering roof lines
- be of varied heights to add variety and interest
- employ clean, simple, geometric forms and coordinated massing that produce overall unity while creating interest
- embody the Spanish Revival architecture theme in all structures—major and minor
- not employ random or irregular building relationships
- incorporate awnings, moldings, pilasters and other architectural embellishments whenever possible to create comfortable, human and visually stimulating facades
- relate buildings with one another to create acceptable compositional patterns that create a sense of unity and overall harmony.



Restaurants and many of the retail uses are accommodated in one story structures.

Building Articulation

- Wood trimmed details for balconies are permitted.
 - Veranda style balconies with open railings are recommended.
 - Ceramic tile accent trim for balconies is permitted.
 - The detailing of material and form should express a sense of sophistication and elegance.
 - Articulation of chimney tops is encouraged.
 - Flues for chimneys should be architecturally screened.
 - Metal fireplace caps should incorporate simple forms characteristic of the architectural style.
 - Tile accent bands on plaster columns and stairways are acceptable.
 - Columns integrated into the facade are encouraged.
 - Facade articulation should reinforce a sense of order through the interplay of light, shadow and texture.
- Facades should reflect the quality and the integrity of the underlying structure in a clear and consistent manner.
 - Details or elements which appear added are not desirable. Details should reflect the structural or material integrity of the building.



The Mercado structures are two stories in height with mezzanine and/or second storey spaces.

5.19 DESIGN DETAILS: Entries and Windows

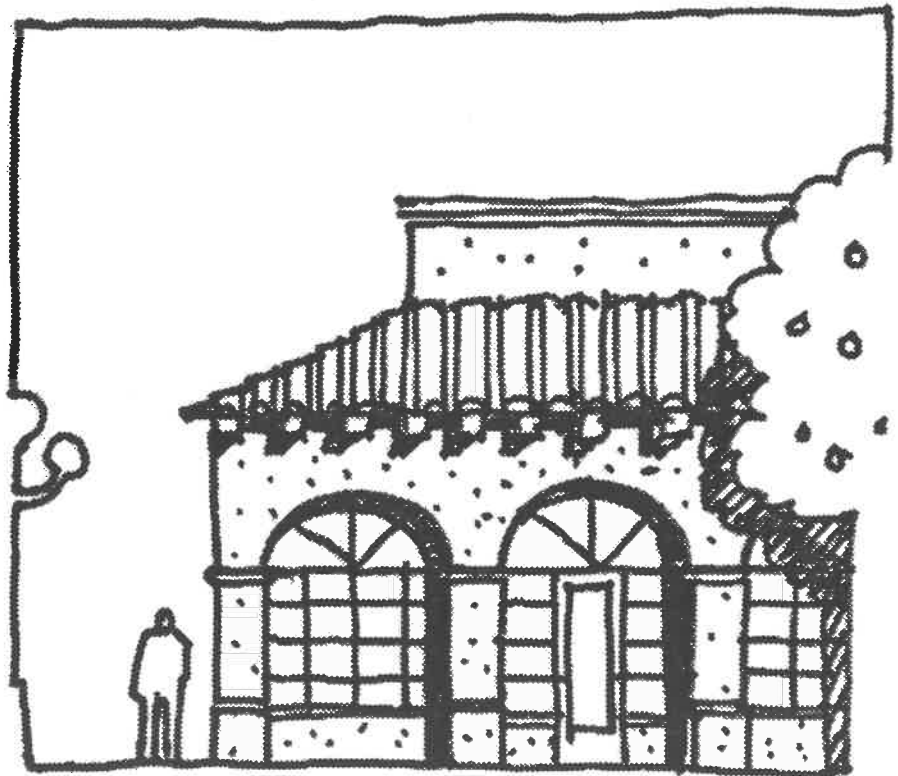
Entries

Recessed door, window and wall openings are characteristic elements of the Spanish Revival theme and:

- Door and window openings in buildings should be accented architecturally through indentation and framing.
 - Articulation and color for identity and interest is a recommended treatment for building entrances.
 - Integration with overall building form is required for the building entrance.
 - Metal doors without articulation are strongly discouraged.
- High Interior spaces should have operable windows or exhaust vents to release built-up heat.
 - Color accented window frames are encouraged.
 - Metal window frames are allowed. Factory finish aluminum window or door frames are strongly discouraged.
 - The following glazing materials are allowed:
 - Transparent glass
 - Lightly tinted glass
 - Lightly reflective solar glass (glass with a reflective factor of 30 percent or less) above the first floor
 - The following glazing materials are not allowed:
 - Highly reflective glass
 - Dark tinted glass
 - Glass of a pronounced color

Windows

- Fully recessed openings are encouraged, although plaster projections and projecting windows may be used to add articulation to wall surfaces.
- Particular attention should be given to the shading of windows with a western exposure. Interior and exterior shading devices are encouraged.
- Operable windows are required to allow cross ventilation.



These sketches illustrate the various guidelines described above and opposite.

Roofs

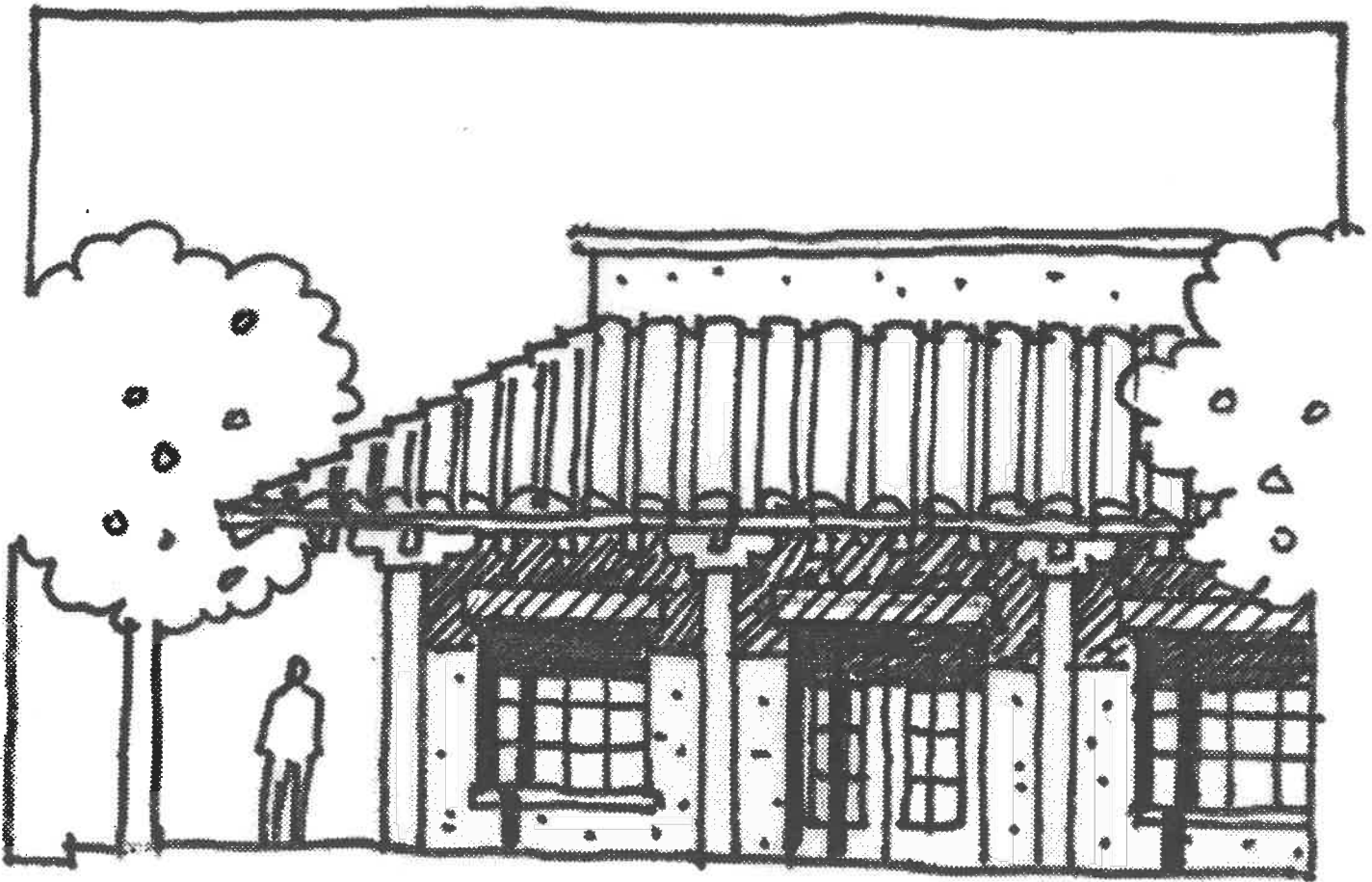
- Principal roof forms should be gable or hip with pitches from 3:12 to 6:12.
- All pitched roof materials should be clay or concrete tile from the approved color and material board to ensure a continuity of textures and colors.
- The use of double stacked roof tiles for additional texture is encouraged.
- Varying plate heights and ridge heights is encouraged.
- Large roof overhangs and exposed rafter tails are encouraged.
- The use of wood shingles, simulated wood shingles, flat concrete tiles or other roofs should not be acceptable unless approved in a specific case by The Development Review/Environmental Review Committee (DRC/ERC). Metal roofs are not acceptable.
- Roof lines should be broken and varied within an overall horizontal context.
- Skylights are to be designed as an integral part of the roof. Their form, location and color should relate to the building.
- Solar panels should be integrated into the roof design, flush with the roof slope. Frames should be colored to complement roof. natural aluminum frames are prohibited. Support solar equipment should be enclosed and screened from view.



5.19 DESIGN DETAILS: Screens

Screening

- Screening of mechanical equipment, regardless of location, will be provided pursuant to the Development Code.
- Satellite dishes will be subject to the provisions of the Development Code.
- Refuse enclosures will be provided as required in the Development Code.



These sketches illustrate the various guidelines described on this section.



5.20 DESIGN DETAILS: Signage and Lighting

Signage Concept

- All commercial signage must comply with all provisions of the Development Code.
- Signage maximum allowable area is established in the Development Code.
- Sign materials should complement the building with materials, colors and textures which reflect those of the overall Specific Plan area.
- Signs should utilize lettering styles reminiscent of the Spanish Revival Style than that of contemporary signage.
- The use of tile wall signs and wood signs is preferred for individual tenant identification.
- Sign colors should not be overpowering but should be an accent to the building on which it is mounted.
- Signs may generally not be painted on exterior walls. However, extremely well-designed, painted signs to offer a special accent, as illustrated in the Design Palette, may be approved by the Development Review Committee.

- Signs prohibited are established in the Development Code.

Lighting

- Building lights, identical or similar to historical reproductions of the wall mounted and bracket lights illustrated in the sketches throughout the Specific Plan and in the Design Palette photographs are preferred.

- On-site lighting should include lighting for parking areas, vehicular and pedestrian circulation, service areas, building exteriors, landscaping, security and special effects.
- Unique accent lighting may be used to feature architectural elements, landscaping, entrances and pedestrian areas so long as it is compatible with all other lighting.
- Lighting must be installed in accordance with the Development Code.



Wall mounted tile signs, perpendicular signs and wall mounted and bracket lights are required.

DESIGN DETAILS: Loading, Trash and Buffers **5.20**

Loading Areas

- Loading and service areas should not be visible from the Wide Sidewalk Pedestrian Promenade or the courtyards. Loading docks and service areas should be located on the rear side of all buildings adjacent to the alley/buffer areas.
- Loading docks should be articulated and painted to match the building.
- Access to service ways should be from side streets with truck traffic avoiding main, pedestrian-oriented streets, wherever possible.
- Loading area locations are subject to the Development Code.
- Generally, side-loading will be necessary.

Trash

- Refuse enclosures are required by the Development Code. Gates should be painted to match adjacent buildings. Recommended enclosure locations include inside parking courts, or at the end of parking bays. Locations should be conveniently accessible for trash collection and maintenance.
- Refuse collection areas should be located on an interior side or rear yard.
- Trash walls of Refuse enclosures may be screened by landscaping materials.

Buffers

Where the commercial, retail or restaurant uses abuts residential, screening will be required in accordance with the Development Code.

5.21 BUILDING MATERIALS AND COLORS

Materials

The materials for use within the Specific Plan area include or exclude the following:

- Exterior plaster should be a smooth trowel finish, sand finish or float finish which simulates plaster over an uneven adobe brick structure.
- Exterior columns for trellises, porches or colonnades should utilize materials and colors which are compatible with the adjacent building.
- The use of bull nose or beveled corners at plaster walls is encouraged.
- Exterior paving materials at courtyards, patios, pedestrian identification points should utilize brick, interlocking pavers, quarry tile or colored/textured concrete. Natural concrete should not be acceptable in these locations.
- Acceptable roofing materials should be as previously identified.
- Applied veneers on columns are discouraged.
- Tile accent bands on plaster columns are acceptable.
- Wood trimmed details for balconies are encouraged.
- Rough sawn lumber, preferably with uneven edges for rafter tails, beams, posts and trim
- Rafter tails should be four (4) inches or larger.
- Thin posts, such as four (4) inches by four (4) inches wood or metal pipe columns are unacceptable.
- Wood posts should be six (6) inches or larger.
- The use of fascia boards is discouraged.
- The underside of eaves, porches and colonnades should be wood planking or exterior plaster.
- Ceramic tile accent trim for balconies is encouraged.
- Stucco or plaster walls with wrought-iron grilles between pilasters is encouraged.
- Metal mesh fencing is discouraged.
- Use of wood lattice, if any, should be very minimal.
- Bold trim and patterns are discouraged.
- The building and its elements should be unified in textures, colors and materials to provide order and coherence.
- The crisp, clean and simple use of tile, brick, stone and masonry are encouraged as design accent and trim if used in an authentic expression of Spanish Revival architecture.
- Use of material such as vinyl or aluminum siding is encouraged. Wood, masonite siding and stone should be limited to specific cases as approved by the Development Review/ Environmental Review Committee (DRC/ERC).
- Patio trellises, arbors and other exterior structures may be of stucco or wood. They should incorporate forms typical of early California architecture as defined herein.
- Wall treatments, viewed from the promenade or courtyard should be float or sand finish or smooth trowel finish.
- Materials should not be used to form any high contrasting or graphic pattern that would cause visual distraction.

- Materials should enrich the building to give it a sense of character and integrity.

Materials which are similar to those specified herein and provide the intended appearance may be submitted for consideration during the design review process.

Colors

- Color is intended to act as a primary theme of the Spanish Revival design theme. In general, the values should remain light, although darker or lighter accents are encouraged to highlight the character of the building, especially on balcony rails and inlaid tile bands.
- Earthtones—per the approved color palette.
- Roofing materials should reflect the color of the clays which were predominantly used in the manufacture of the tiles. See the approved color palette.
- Variegated roof tiles should be used.
- Exposed gutters and downspouts should be painted to match adjacent roof or wall material.

- All flashing, sheet metal, vent stacks and pipes should be painted to match adjacent building surface.
- Subtle accent colors may be used to identify special areas such as entries.
- Color accented window frames are encouraged.
- Accent colors should not be highly contrasting, arbitrary or graphic. Color should not be used as an attention seeking architectural element but rather to articulate entries or other architectural features.

Color Palette

The following colors have been selected as representative of those preferred for use in the project area. They are not the only colors permitted for use, but rather are meant as a guide to be used in selecting colors from the vast number available. Final selections are subject to approval by Development Review/Environmental Review Committee (DRC/ERC)

Plaster Colors

The following colors may be used for exterior plaster, trim or as color accent:

- Q4-56P Burlesque
- Q6-36P Soapstone

- 17 Cameo
- Q7-26P Goosedown
- Q7-36P Vanilla Bean
- Q6-56P Snoflake
- Q7-51P Snoball
- Q7-56P Gull White
- Q8-36P Swiss Coffee
- Q6-51P Milkweed

Trim Colors

In addition to those colors listed above, the following may be used for trim purposes only.

- 51 Birchwood
- 63 Travertine
- 3 Cliff Brown
- Q1-39D Grand Mariner
- Q1-55D Milestone
- Q2-20D Brown Sugar
- Q3-20D Cocoa Mocha
- Q4-13T Frosted Bronze

Accent Colors

In addition to those colors specified for plaster and trim, the following colors may be utilized in limited locations as color accents.

- Q1-35D Brandy Wine
- Q3-45D Indian Paint Brush
- Q2-15D Rose Smoke
- Q2-45D Salmon Slip
- Q7-40D Tobacco Road
- Q11-35D Avocado Fern
- Q13-14D Venetian Waters

5.22 LANDSCAPE MATERIALS

Concept

Landscaping is a key ingredient in creating the environment of the Los Placitas Specific Plan area. The intent of the landscape guidelines is to:

- Provide a backdrop and visual setting for the architectural elements.
- Enhance climate control.
- Screen parking and service areas.
- Complement and accentuate the overall Spanish Revival design theme architectural elements.
- Clarify the visitor path to the building entries.
- Establish a unique image for the area.

Landscape Guidelines

Landscape Plans shall comply with the Development Code requirements.

The guidelines implement the above stated goals are:

- The use of vines and shrubbery around columns is encouraged.
 - The use of vines on trellis structures is encouraged.
 - Vegetation should be mass planted in key areas, define circulation patterns and create courtyard environments.
 - Plant material, particularly vines and espaliered trees, shall be used to visually soften project walls.
 - Reinforce the hierarchy of the circulation system with the formal Wide Sidewalk Promenade and the informal Courtyard plantings.
- Plant material should be massed to:
 - distinguish entries
 - define circulation patterns
 - unify the overall project
 - Buildings in most cases should be landscaped with low-level plantings and trees to soften the impact of the architecture and provide a more human scale.
 - One (1) tree 24" box should be installed for every 200 square feet of landscaping in areas other than parking lots.
 - Vegetation of varying heights and textures should be placed along perimeter walls and fences to soften hard planes and to create interest and variety.



The formal, regular spacing of the Washingtonia Robusta Palm Trees on Mt. Vernon Avenue is juxtaposed with the informal patterns of shade trees in the courtyards.

- Fences/Walls should be designed as an integral part of the overall site design. They should be constructed with materials that are complementary to the style of adjacent buildings and incorporate the same finishes and colors.
- All planting except for existing natives should be adequately irrigated and maintained to insure their viability. Lawn and scrub irrigation systems should be separate and avoid the use of heads to cover both shrub-groundcover and lawn simultaneously.
- The use of parking lot landscaping in excess of the minimum required for commercial development is encouraged.
- In recognition of San Bernardino's hot summer climate, parking lot trees shall shade a minimum of 30 percent of the area of

parking stalls when trees are 50 percent mature.

- Parking area trees should provide a mixture of evergreen and deciduous.
 - Climatic mitigation of pedestrian spaces and corridors. (Sun protection in summer, rain in winter, open to sun for warming in winter).
 - Shelters from traffic noise and hazards
 - Cultural limitations as a basis for plant selections
 - Maximizing long-term ease of maintenance and optimizing water conservation.

Plant Palette

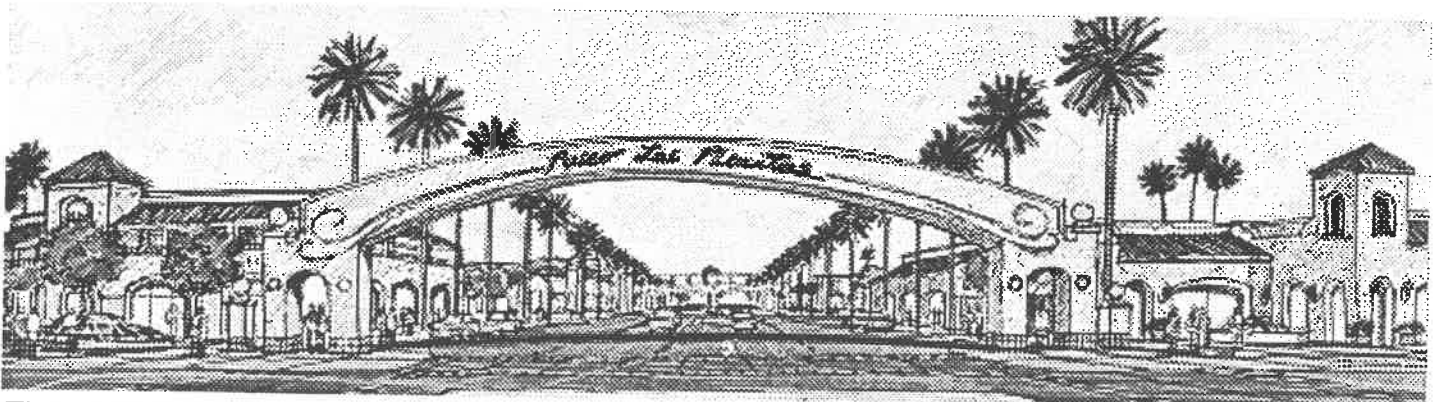
The plant palette encourages the use of plant materials which are indigenous to Southern California, or were imported and used extensively decades when Spanish Revival architecture was initially introduced to Southern California.

Drought tolerant species have also been emphasized.

COMMON NAME	BOTANICAL NAME
-------------	----------------

Street Trees - Large Species

Green Ebony	Jacaranda Acutifolia
American Sweet Gum	Liquidamber Styraciflua
Southern Magnolia	Magnolia Grandiflora
Paper Bark Tree	Melaleuca Leucadendron
Canary Island Pine	Pinus Canariensis
Mondell Pine	Pinus Eldarica
London Plane Tree	Plantanus Acerifolia
California Live Oak	Quercus Agrifolia

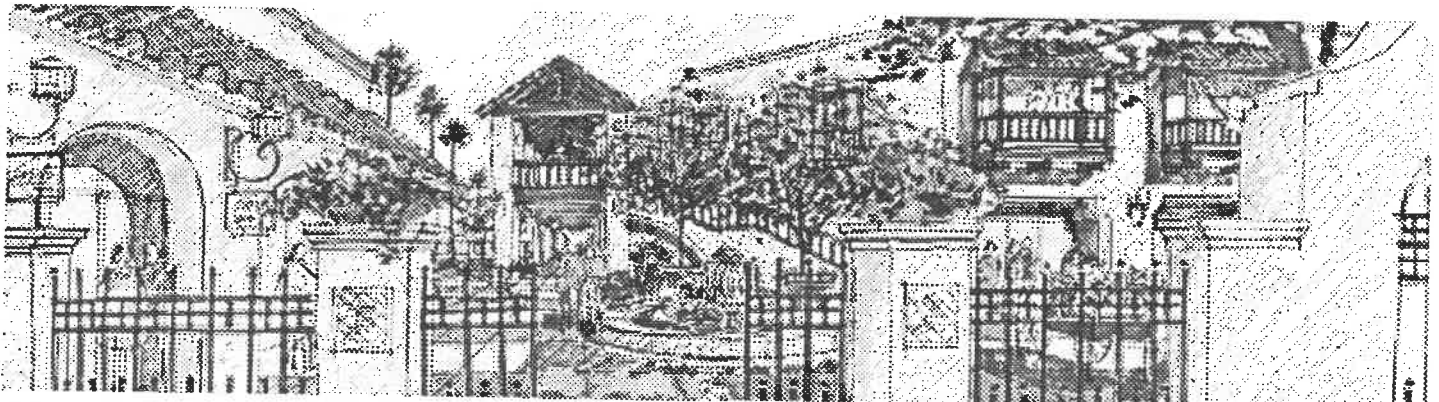


The regular spacing of the Washingtonia Robusta Palms on Mt. Vernon Avenue creates a strong sense of identity and defines the Wide Sidewalk Promenade.

5.22

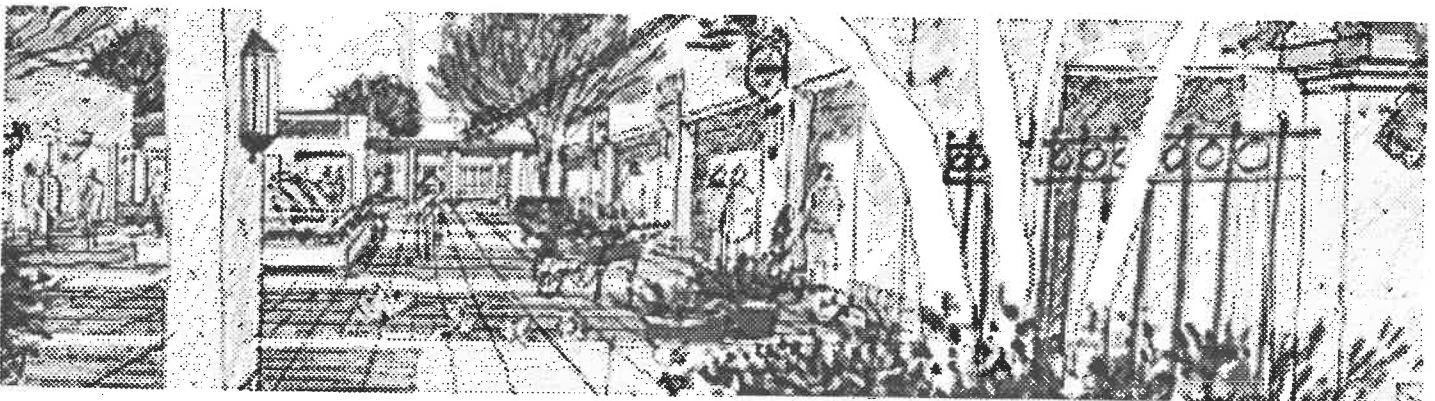
LANDSCAPE MATERIALS

Holly Oak	Quercus Ilex	California Holly	Heteromeles Arbutifolia	Ornamental Shrubs	
Cork Oak	Quercus Suber	Crape Myrtle	Lagerstroemia Indica	Glossy Abelia	Abelia x Grandiflora
Trident Maple	Acer Buergerianum	Paper Bark Tree	Melaleuca Leucadendron	'Edward Goucher'	Abelia Hybred
Crape Myrtle	Lagerstroemia Indica	Flax Leaf Melaleuca	Melaleuca Linariifolia	'Sprenger' Sprenger Asparagus	Asparagus Densiflorus
Japanese Privet	Lingustrum Japonicum	Pink Melaleuca	Melaleuca Mesophylla	Coyote Bush	Baccharis Pilularis
Purple Leaf Plum	Prunus Cerasifera	Canary Isle Date Palm	Phoenix Cnariensis	Barberry	Berberis 'species'
Windmill Palm	Trachycarpus Fortunei	Canary Isle Pine	Pinus Canariensis	Bougainvillea	Bougainvillea spectabilis
Ornamental Trees		Mondell Pine	Pinus Eldarica	Schefflera	Brassaia Actinophylla
Trident Maple	Acer Buegerianum	Alleppo Pine	Pinus Halpensis	Japanese Boxwood	Buxux Microphylla Japonica
White Alder	Alnus Rhombifolia	Chinese Pistache	Pistacia Chinensis	Sasanqual Camellia	Camellia Sasanqua
Purple Orchid Tree	Bauhinia Variegata	London Plane Tree	Plantanus Acerifolia	Sago Palm	Cycas Revoluta
Canary Isle Date Palm	Beaucanrnea Canariensis	Yew Pine	Podocarpus Macrophylla	Japanese Aralia	Fatsia Japonica
Canary Isle Date	Beucanrea Canariensis	Gallery Pear	Pyrus Galleryana	Daisy Bush	Camolepis Chrysanemoides
Lemon Bottle Brush	Callistemon Citrinus	California Live Oak	Quercus Agrifolia	Gardenia	Gardenia Jasminoides
St. John Bread Carob	Ceratonia Siliqua	Holly Oak	Quercus Ilex	Chinese Hibiscus	Hibiscus Rosa-Sinensis
Carrotwood	Cupaniopsis Anacardioides	Cork Oak	Quercus Suber	Japanese Privet	Ligustrum Japonicum
Bronze Loquat	Eriobotrya Deflexa	California Pepper Tree	Schinus Mole	Heavenly Bamboo	Nandina Domestica
Mexican Blue Palm	Erythea Armata (Brahea Armata)	Windmill Palm	Trachycarpus Fortunei	Oleander	Nerium Oleander



The courtyards contain a variety of shade trees in informal groupings to provide shade and visual interest.

Sweet Mock Orange	Philadelphus Virginialis	Bougainvillea (Various Varieties)	Bougainvillea Spp.	Ground Covers	
Split Leaf Philodendrum	Philodendrum Selloum	Natal Plum	Carissa Grandiflora	Compacta	Xylosma-Congestum
Red Photina	Photina x Fraseri	Day Lilly or Bi-Color	Hemerocallis Hybred	Mitsuwa Gazania	
Mock Orange	Pittosporum Tobira	Best for Groundcover	Jasminum Mesnyi	Trailing Gazinia	
'Wheelerii' Dwarf Mock Orange	Pittosporum Tobira	'Petites' Grape Myrtle	Lagerstroemia	Cascade Gazania	
Blue Cape Plumbago	Plumbago Capensis	'Petites'	Nerium Oleander	Mondo Grass	
'Select Spreader'	Podocarpus	Lily Turf	Ophiopogon Vaponicum	Periwinkle: Vinca Major Vinca Minor	
Spreading Yew Pine	Macrophylla	African Daisy	Osteopermum	Aaron's Beard	
Elephant's Food	Portulaca	Fountain Grass 'Rubrum'	Pennisetum Setaceum	African Daisey	
Carolina Laurel Cherry	Prunus Caroliniana	'Green Globe' 'Wheelerii' 'Ralphii'	Pittosporum	Ice Plants, Trailing	
Firethorn	Pyrancaanthus Species	Cape Plumbago	Plumbago Auriculata	Ivy's: Hahn's Needlepoint	
Raphiclepis Indica		'Select Spreader'	Podocarpus		
Chinese Wisteria	Wisteria Sinensis	'Red Leaf' 'Low Boy'	Pyrancaantha		
Shiny Xylosma	Xylosma Congestum	Prostrate Varieties	Raphiolepis		
Shrubs for Ground Covers and Slopes		Cape Honeysuckle	Tecomaria Capensis		
Glossy Abelia	Abellia Grandiflora	Star Jasmine	Trachelospermum		
Lily of the Nile	Agapanthus Africanus				
'Twin Peaks'	Baccharis Pilularis				



Flowers are to be planted in tree boxes, pots and carts.

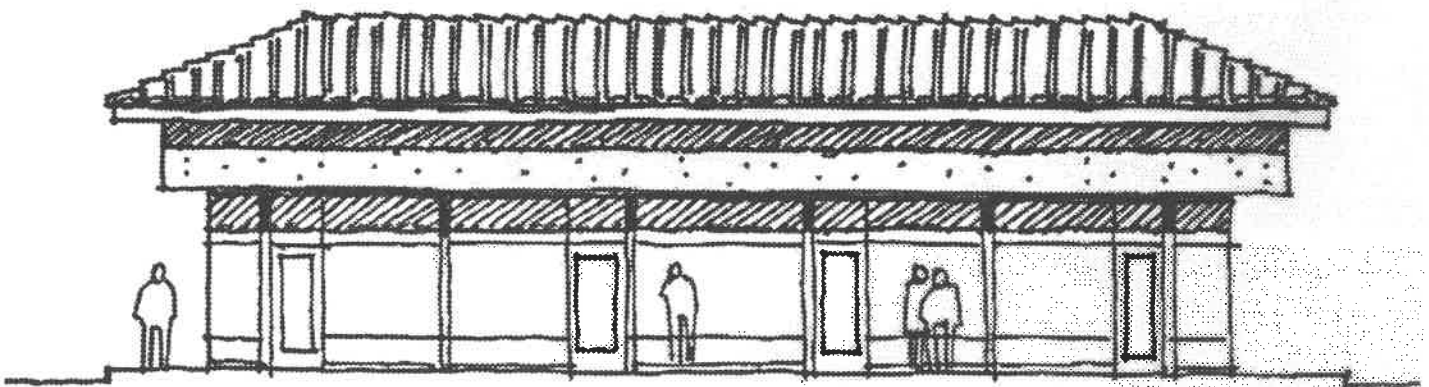
5.23 REHABILITATION GUIDELINES

The rehabilitation of any existing building to be retained should comply with the following guidelines.

Existing entries should be enhanced by the addition of replacement doors and added porticoes or trellises.

Existing windows and walls should be enhanced by the superimposition of plaster frames or the replacement of window walls.

The **colors and materials** of the additive elements should conform to the design palette, colors and materials previously defined.



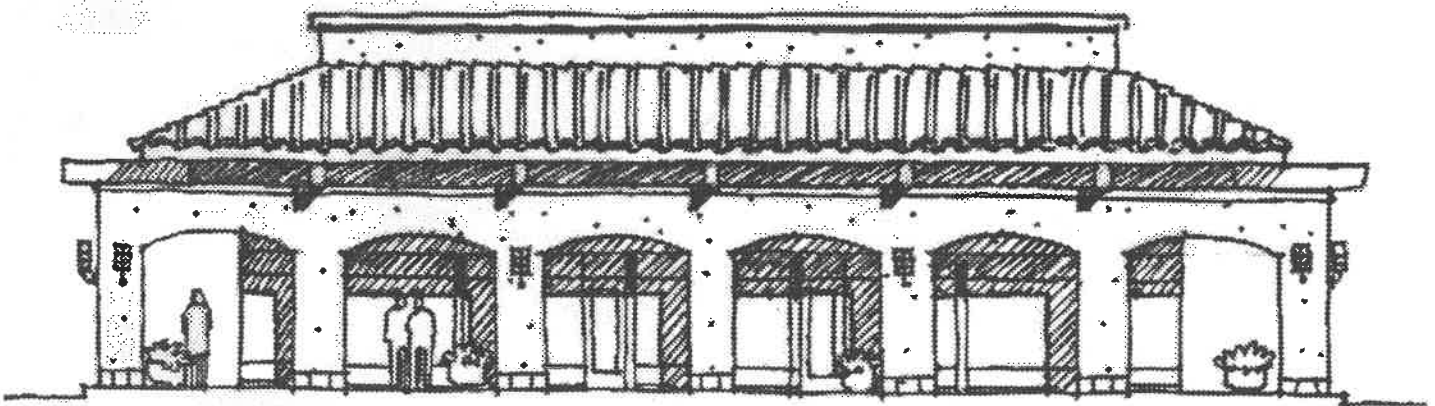
This storefront is typical for the newer buildings along Mt. Vernon Avenue

Accessory structures, built in former parking areas, should conform to all the design guidelines contained in this Specific Plan.

All **trash and utility systems** should be upgraded to comply with the new construction guidelines where possible.

If possible, existing **signage** should be replaced with new signage constructed in accordance with the signage guidelines contained herein.

To the extent feasible, existing **roofs and rooflines**, if not consistent with the Design Guidelines, should be modified to harmonize with the new construction guidelines contained herein.



Addition of Design Elements to Existing Facades, such as the one illustrated opposite, can make a building compatible with the Paseo Las Placitas Design Theme

5.24 PARKING LOT DESIGN

Parking Lot Design

Surface parking lots are prevalent in the Minimum Development Plan and in limited portions of the Maximum Development Plan. all parking lots should have the following characteristics:

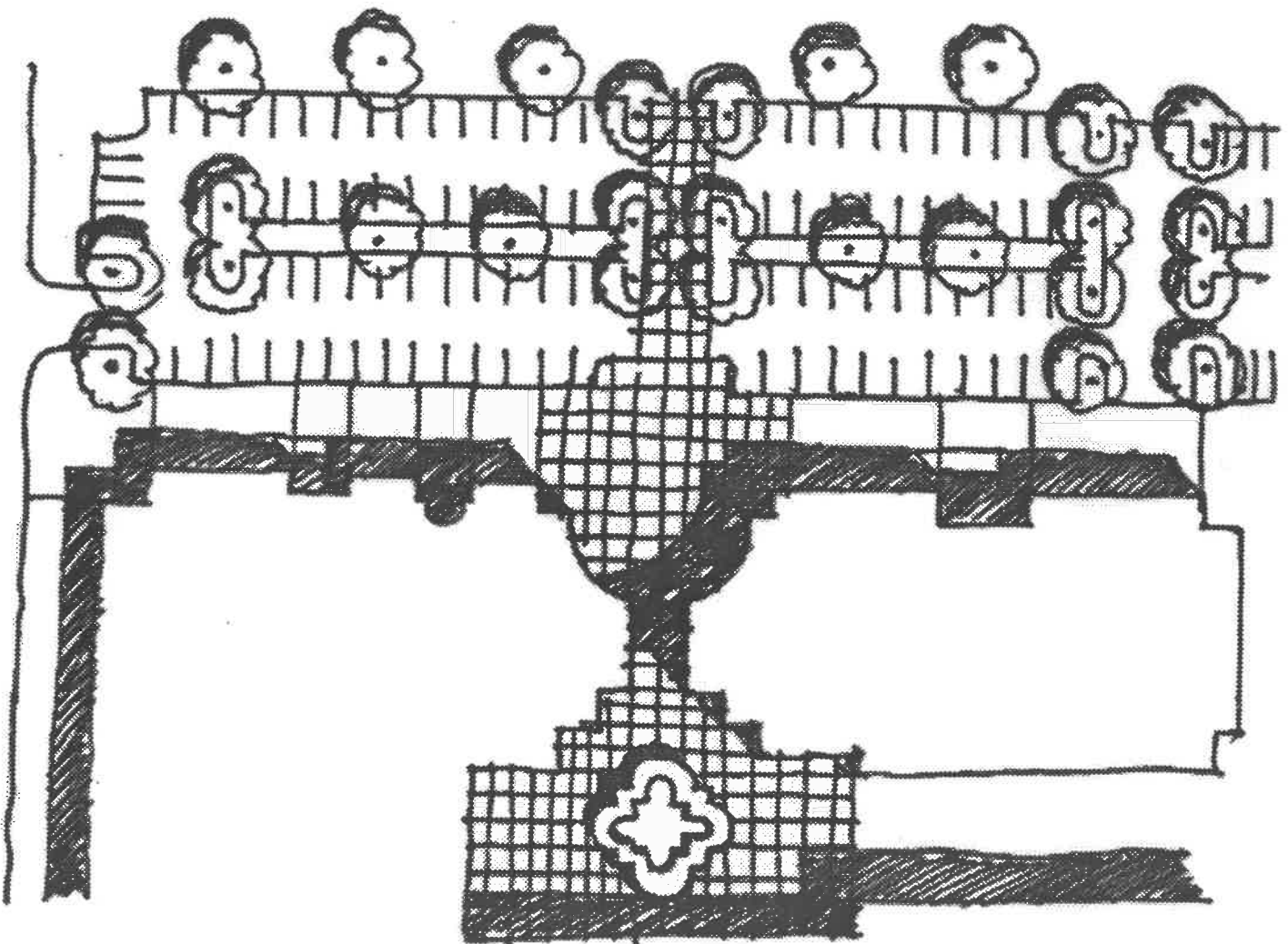
- Tree well and planter areas within paved parking areas should

provide a minimum clear planting dimension of five (5) feet (from inside face of curb).

- Minimum sizes and quantities for parking lots are stated in the Development Code.
- Parking should be screened from streets

though combined use of berming and/or low walls and landscape.

- Vehicular access to building service areas and off-street parking lots should be located to minimize curb cuts over sidewalks and onto any street.



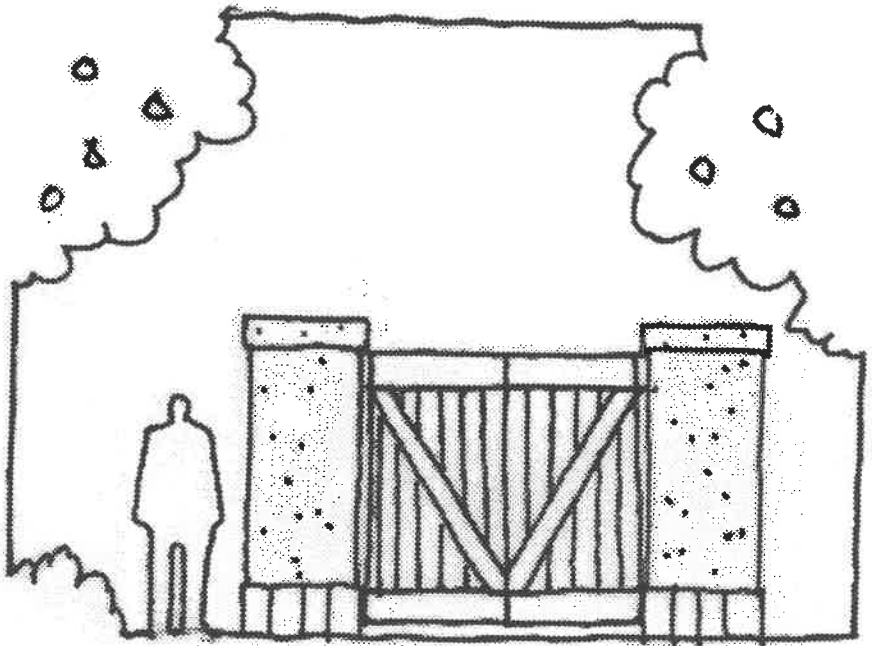
Pedestrian walkways shall be provided within larger parking lots to collect foot traffic and connect with the courtyard entries.

Noise Abatement

The impact significant noise sources should be mitigated through noise abatement techniques which include the following:

- Solid masonry enclosure—minimum six (6) feet high around noise emitting source
- Solid masonry or concrete walls at interface of noise sources
- Ground mounted air-conditioning or other equipment should be located away from entries, windows or adjoining property lines
- Roof mounted air-conditioning equipment should be mounted on isolators to reduce vibration.

In addition, all development is subject to the Noise regulations in the Development Code.



Trash enclosures shall be of compatible materials and design as the buildings.

6.1 IMPLEMENTATION

Public-Private Partnership

The Paseo Las Placitas Specific Plan will be implemented through a Public-Private partnership.

The **Public Sector**, under the leadership of the City of San Bernardino, will:

- prepare the **Design and Construction Documents** for the various **Public Improvements**
- construct the **Streetscape and Parking Improvements** identified in the plan
- review **Development Plans** submitted by property owners and/or

developers for their compliance with the Specific Plan's Land Uses and Design Guidelines

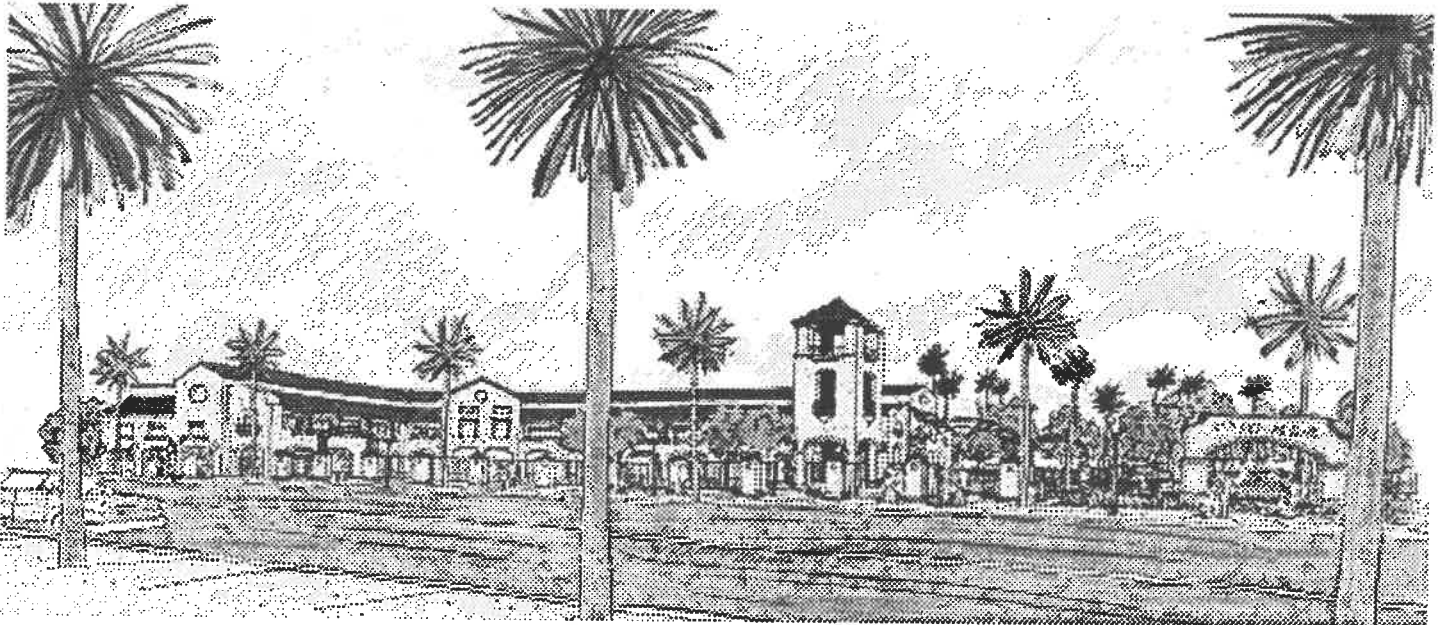
- conduct a **Marketing Program** to attract quality developers and tenants
- assist in **Land Assembly** as feasible
- create a **Neighborhood Enhancement Program** for the areas adjacent to the Specific Plan area
- create an **Art in Public Places Program** to enhance the area for residents and visitors

- consider **Equity Participation** in key projects which are most critical to plan implementation.

Community Center

The program for Community/Cultural Center will be further defined with the Project Area Committee. It may contain city and county services, a consulate, youth and family facilities, meeting rooms, a ballroom, art gallery and theater or other program elements.

The **Private Sector**, consisting of property owners and developers, will construct and operate the various uses identified in the plan in accordance with the Design Guidelines and other appropriate development agreements.



Proposed Community/Cultural Center at 8th Street

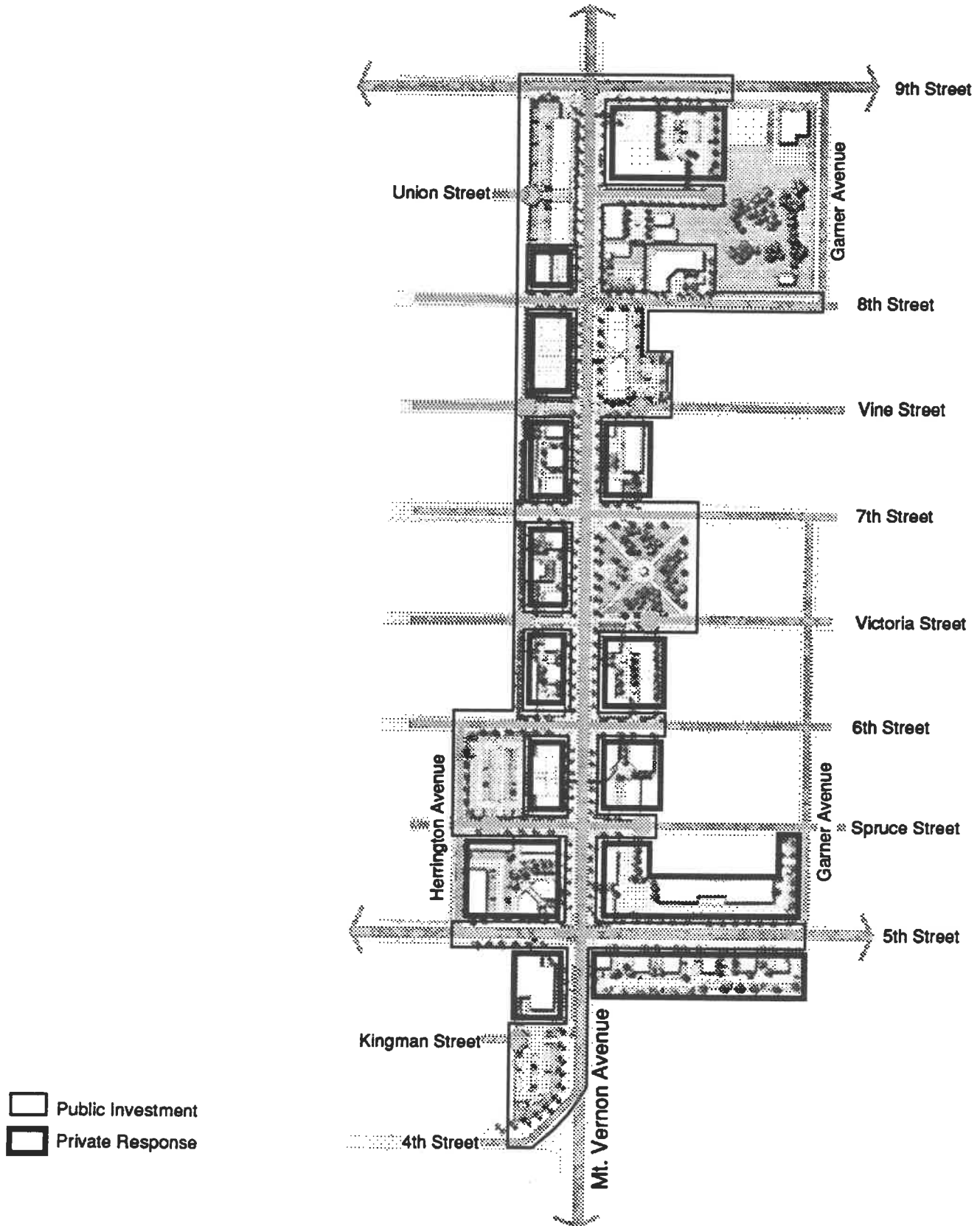


Figure 31
Public Investment and Private Response

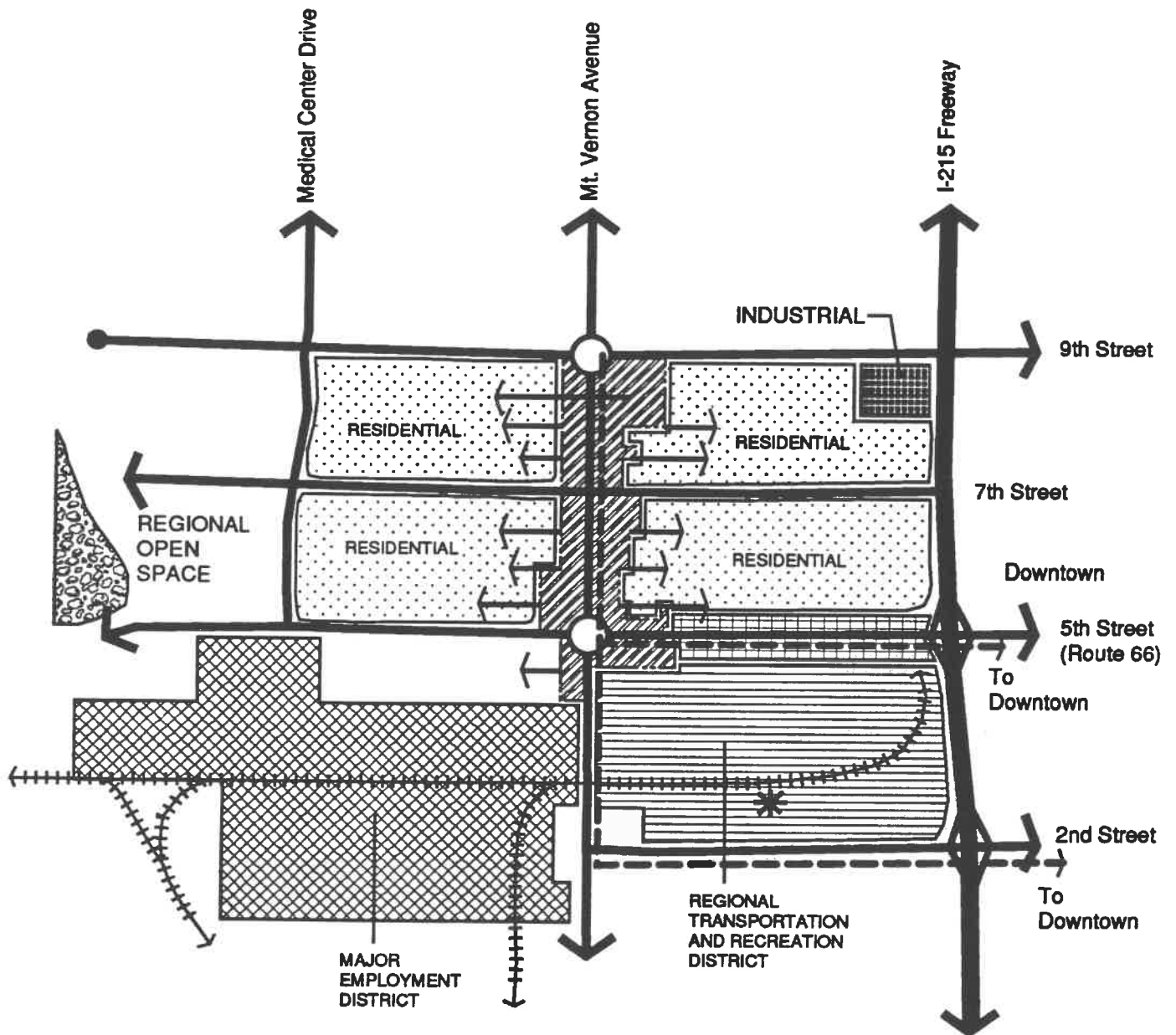
6.2 NEIGHBORHOOD ENHANCEMENTS

The City of San Bernardino will undertake the following efforts to enhance the neighborhood adjacent to Paseo Las Placitas.

- a near-term **Residential Enhancement Program** including rehabilitation of existing units, in-fill new construction and upgrading of street lighting and landscaping
- a long-term process to create a **Regional Employment Center** in the vicinity of the Santa Fe railroad yards.
- a near-term effort to establish a **Downtown Shuttle** to connect Paseo Las Placitas with downtown office workers and hotel visitors
- a long-term process to create a **Regional Transportation and Recreation District** in the vicinity of the Santa Fe Depot
- a near-term effort to upgrade the **5th Street Entry Corridor** to Paseo Las Placitas
- a near-term effort to secure the regional, **Commuter Rail Stop** at the Santa Fe Station where it can connect to millions of people in Los Angeles, San Bernardino and Riverside Counties and connects with the Amtrak national railway line.



Santa Fe Railroad Depot-Amtrak/Potential Commuter Rail Stop










-  Residential Enhancement - Near Term
-  Regional Employment Center - Long Term
-  Regional Transportation and Recreation District - Long Term
-  Pedestrian Connections/
Cul-de-Sac Streets
-  Amtrak Station/Potential
Commuter Rail Connection
-  Downtown/Rail Station Shuttle
-  5th Street Entry Corridor Upgrade

Figure 32
Neighborhood Enhancements Program

6.3 DEVELOPMENT POTENTIAL

Figure 33 illustrates the differences between the Minimum and Maximum Development Programs recommended for Paseo Las Placitas. The primary difference between the two Development Programs is the provision of structured parking in the Maximum Development Alternative versus surface parking in the Minimum Development Program.

The Maximum Development plan provides approximately 435,000 total square feet of space while Minimum Development provides approximately 250,000 square feet. Each Plan is projected to be developed over a five to ten year period.



Example of Surface Parking Lot with Courtyard Walkway

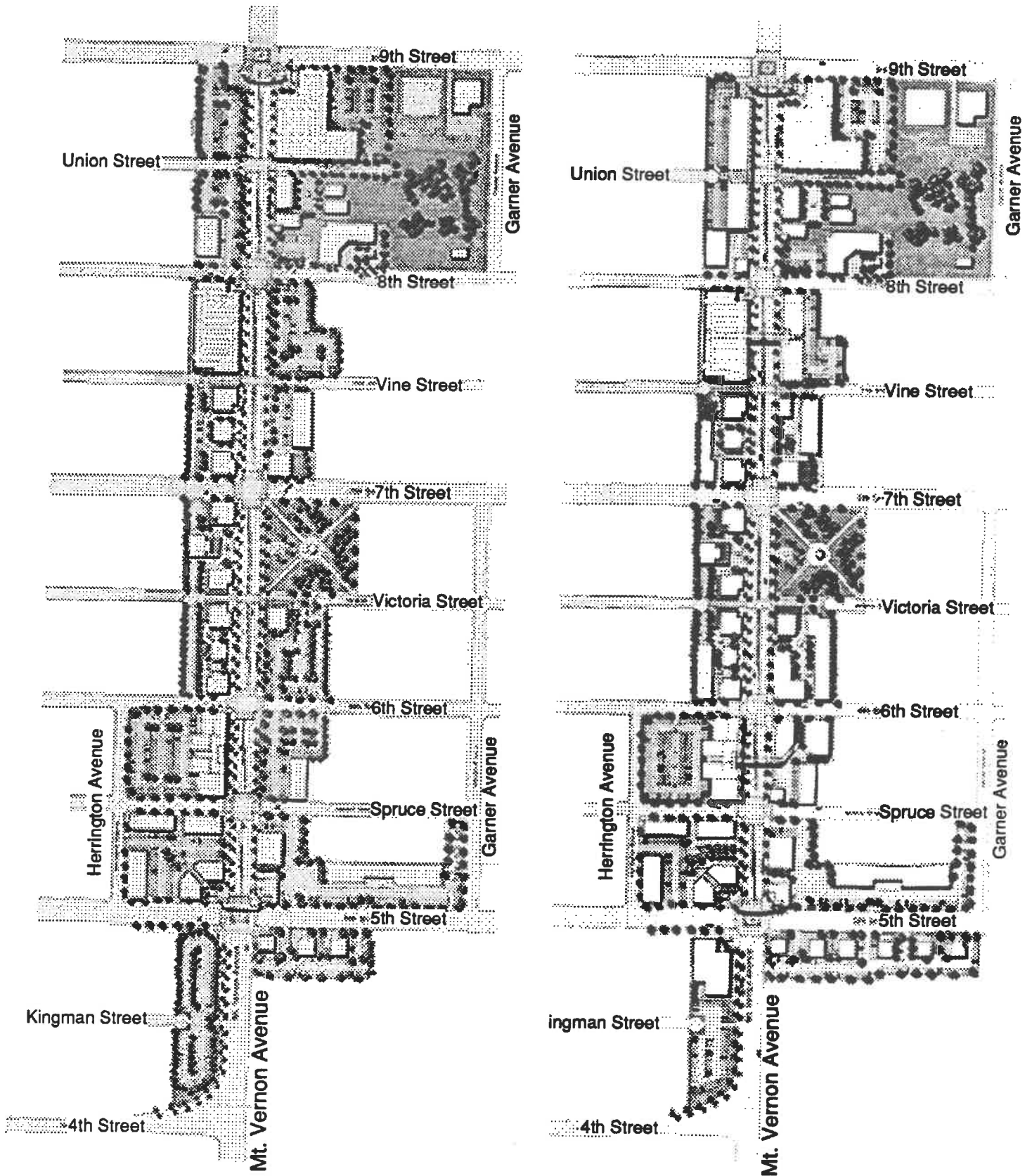


Figure 33
Minimum and Maximum Development Potentials

6.4 PARKING DISTRICT

A Parking District is critical to implementation of the Paseo Las Placitas Specific plan. Creation of the Pedestrian Promenade along Mt. Vernon Avenue and the Courtyards requires common parking areas because the lot sizes do not permit self-contained, project-by-project parking and courtyards.

The Parking District is based upon a 20% reduction in most parking requirements as identified in Figure 8, Land Use/Development Standards Matrix. This 20% reduction is based on off-cycle uses—eg. cinemas versus office and the creation of a pedestrian and multi-trip purpose environment. I.E.—people will walk from dining to shopping, shopping to the cinema, etc.

The four Parking Structures/Lots are located immediately adjacent to the major trip generators—the Mercados, Restaurants and Cinemas. They are also located on larger parcels capable of accommodating efficient garages.

A priority implementation task is to acquire the parcels identified for public parking in Figure 34. These parcels may initially be used for surface parking with structures added when dictated by parking demand.

Interim/Floating Parking District

In order to facilitate the creation of the Courtyards and to encourage achievement of the Maximum Development Plan, Interim/Floating Parking District Lots are allowed and encouraged.

Floating District Lots can consist of either land purchased by the Agency as sites for ultimate resale and development or privately held lots on which development has not yet occurred. The Floating District Lots can thus provide additional, nearby parking while the area is developing.

At some point, the evolving, increasing demand for parking may trigger the need to construct one or more parking structures on the four major Public Parking Areas illustrated in Figure 34 adjacent.

Thus project developers are allowed to claim credit in either City owned or privately owned vacant parcels which have been paved and striped to provide parking spaces. Any such space within three blocks of a proposed project is eligible to be an Interim Lot. Spaces in the Interim/Floating Parking District Lots can fulfill all required parking or a portion with the remaining spaces allocated from the Public Parking Areas.

The term of the parking agreements for the Interim Floating District Lots may be three months or longer.

City Owned Parking

Developers/Owners may meet their parking requirements in their on parking areas and/or signing up for spaces in City owned lots or structures for up to 100% of the required Parking. City owned Parking Lots or Structures will commit spaces, as available, on a first come first served basis to provide up to 100% of a Developer/Owner required parking. To obtain Public Parking Space allowances, the Public Parking Lot or Structure must be located within three blocks of the proposed private project.



Vine Street Parking Structure with Retail Edge



6th Street Parking Structure with Cinema Edge

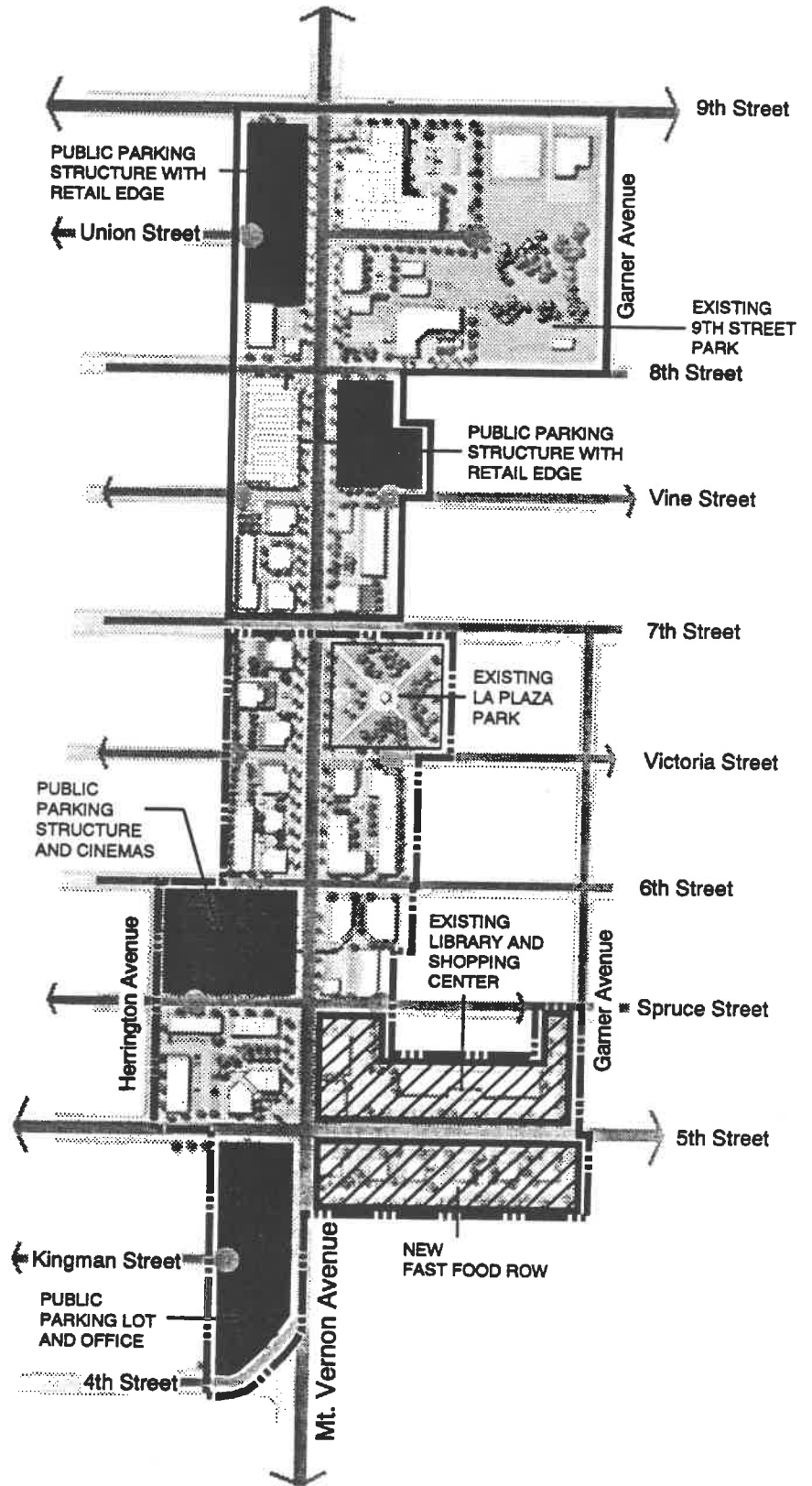


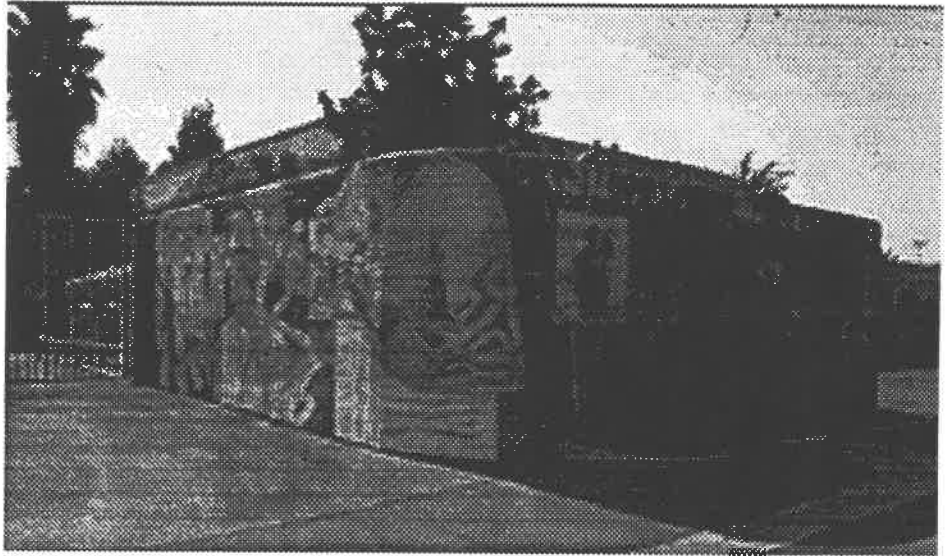
Figure 34
Parking District

6.5 ARTS DISTRICT

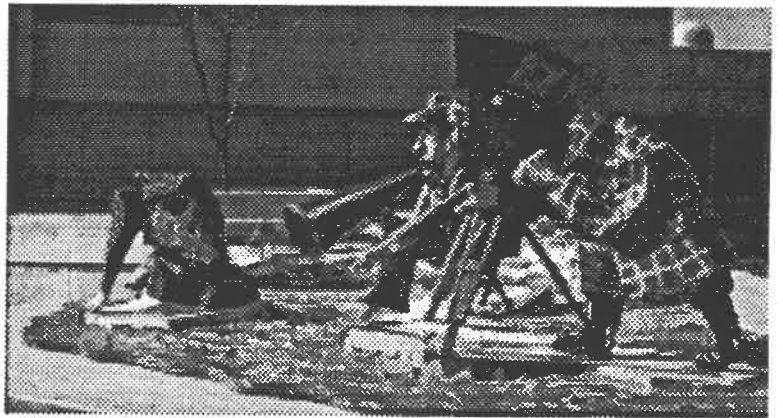
The Paseo Las Placitas environment is designed to be a work of art itself—as urban design and architecture, a spatial and cultural event. The streetscapes, plazas and parks are also intended to be a setting for artist-designed fountains, murals and street furniture.

Figure 35 shows the general areas in which publicly visible art can be located. It is recommended that the exact placement of works of art be coordinated with the artists creating them.

Designation of Paseo Las Placitas as an Arts District will enhance the attraction of quality artists and may facilitate funding of artwork.



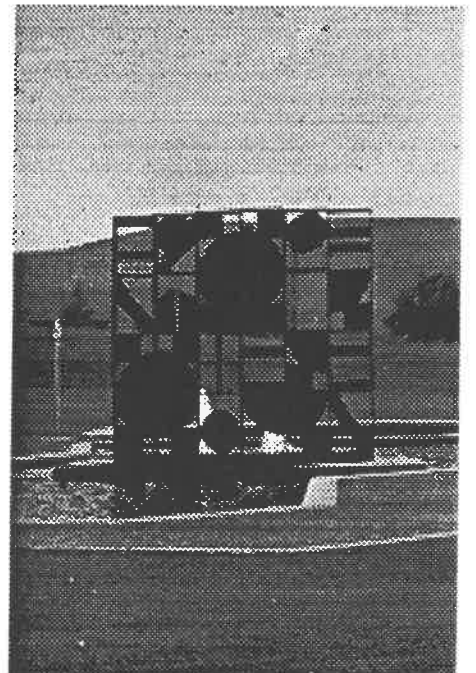
Murals



Humorous, Semi-realistic Sculpture



Semi-realistic/Semi-abstract Sculpture



Abstract Sculpture

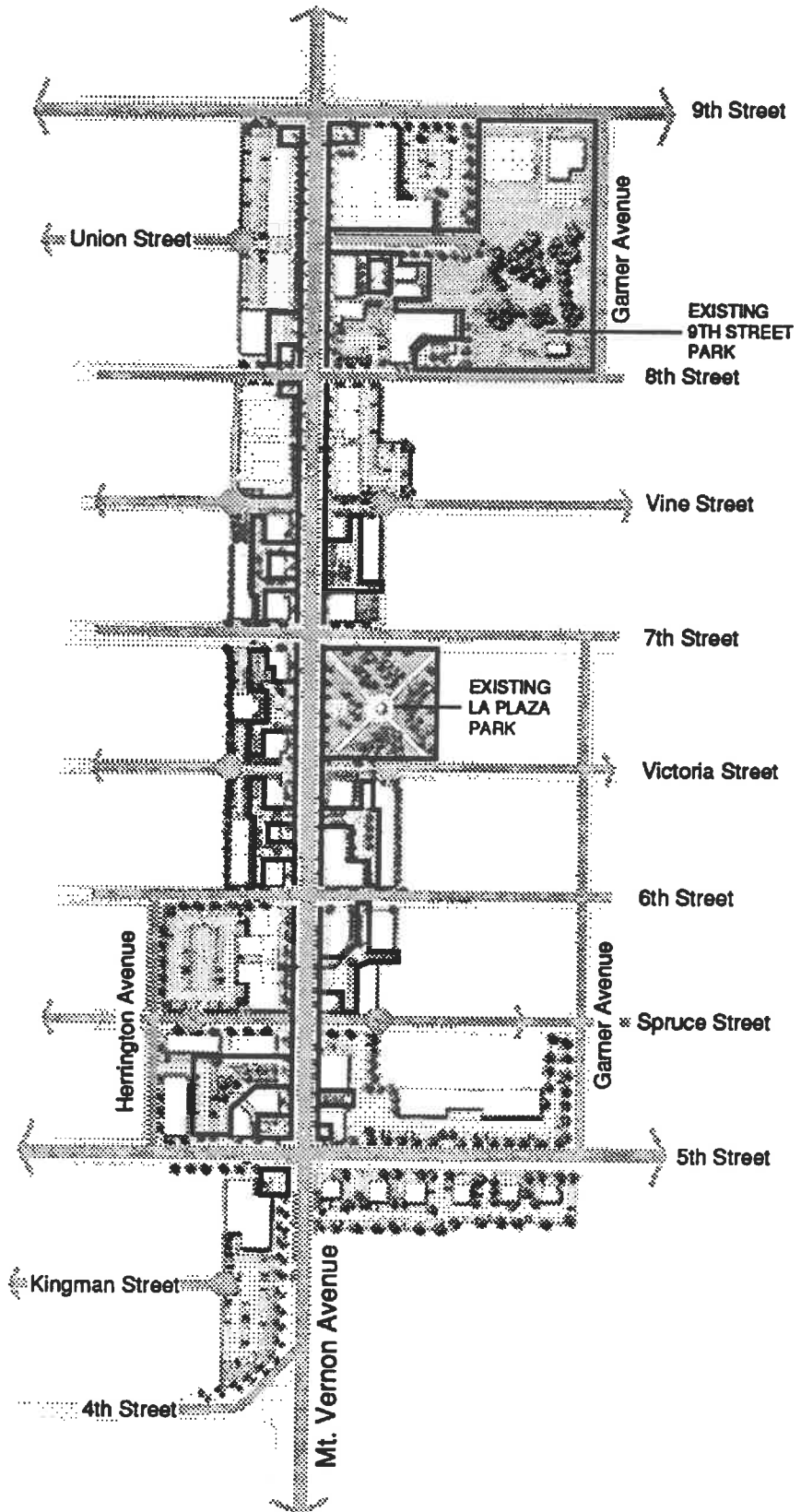


Figure 35
Potential Locations for Art

Dynamic promotion and excellent maintenance and security are absolutely essential to the success of the Paseo Las Placitas area.

Promotion

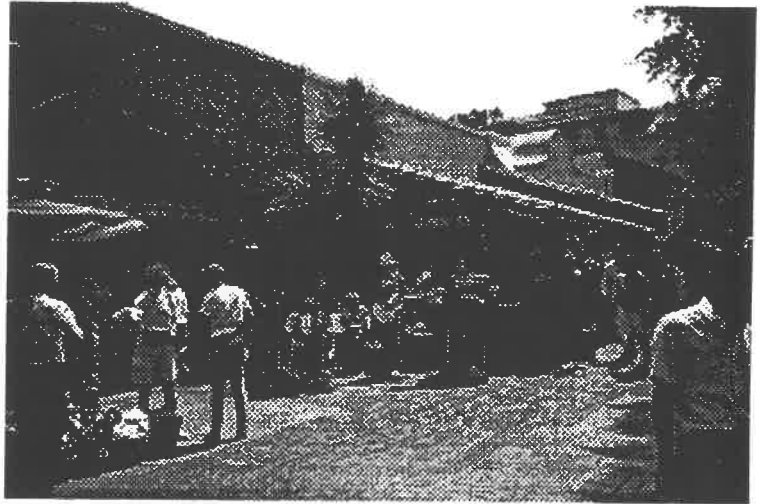
Media

Paseo Las Placitas will be marketed to three primary user groups - neighborhood residents, City residents and regional residents. Appropriate promotional media for each user group would include:

- radio and television—English and Spanish stations both private and public access
- newspapers—English and Spanish—ads and inserts
- mailers—perhaps including a special Paseo Las Placitas “magazine” or “newspaper” to targeted zip codes
- articles in City communications mailed to residents

Events

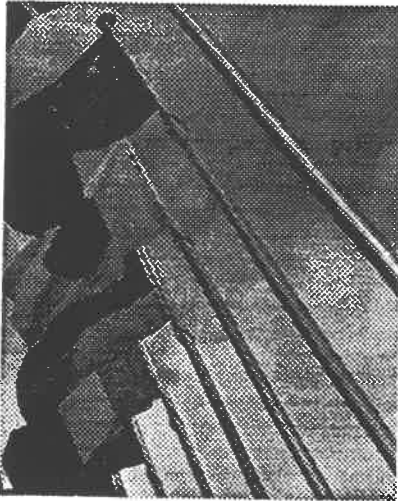
The above media are geared to attract people to Paseo Las Placitas. A series of events can provide shoppers, diners and cinema goers with a memorable experience so that they will return again and again.



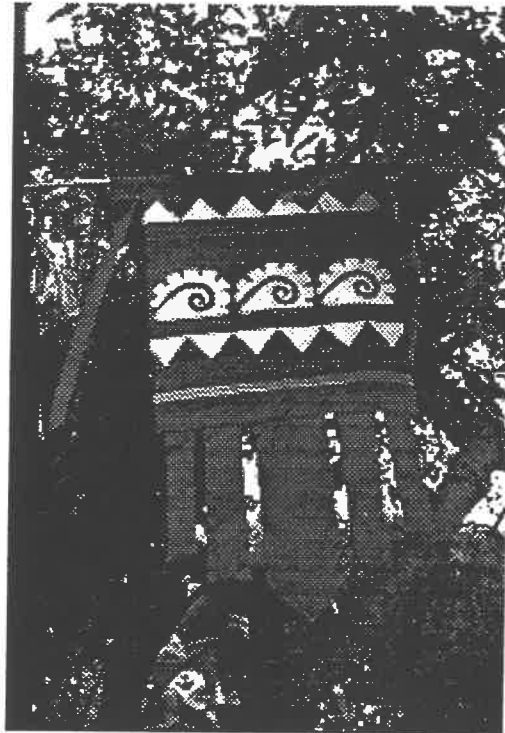
Musical groups - can perform in the Courtyards during special events



The Wide Sidewalk Promenade (15') of Paseo Las Placitas can accommodate Street Fairs and Sidewalk Musicians



Banners in the Parks and along Mt. Vernon Avenue can be installed for special events.



A series of bi-monthly promotional events are recommended in relation to:

- Mother's and Father's Days
- Cinco de Mayo
- Valentine's Day
- 4th of July
- Thanksgiving
- Christmas
- Back to School
- Summertime

These events should incorporate music, dance, theater, crafts and fine arts as well as parades, festivals, dances, parties and other community events.

Grand Openings should be held to celebrate the opening of each new building and/or business.

A series of colorful banners should be developed to accompany each new building and/or business.

A series of colorful banners should be developed to accompany each seasonal event.



Outdoor Courtyard Vendors can be encouraged during weekends and special events and can create opportunities to start small businesses.

Transition Murals and Graphics

Murals and Supergraphics should be related to each of the development sites identified in Section 5 of the Plan. These Murals can add immediate excitement and color to the environment and contain drawings and text that convey the future facilities to be constructed.

Maintenance

The entire area needs to be completely maintained on daily basis by professionals using cost-effective technology such as sweepers, vacuums and steam cleaners. Machine based maintenance should be accompanied by one or two full-time "street sweepers" who cover the entire area looking for and eliminating "interim messes" that occur between the daily cleanings.

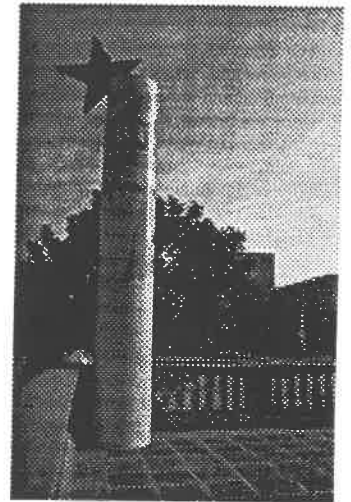
The entire area, including all exterior public and private spaces—streets, courtyards, parks, etc. should be maintained by the same maintenance organization as part of a Maintenance District.

Maintenance is actually one of the most important promotional activities of Paseo Las Placitas. People will be alternatively attracted to or turned away by the cleanliness of the area.

Security

Foot and/or bicycle patrols are recommended as key security measures. Regularly assigned officers who meet with the merchants to discuss prevention and response programs can be particularly effective.

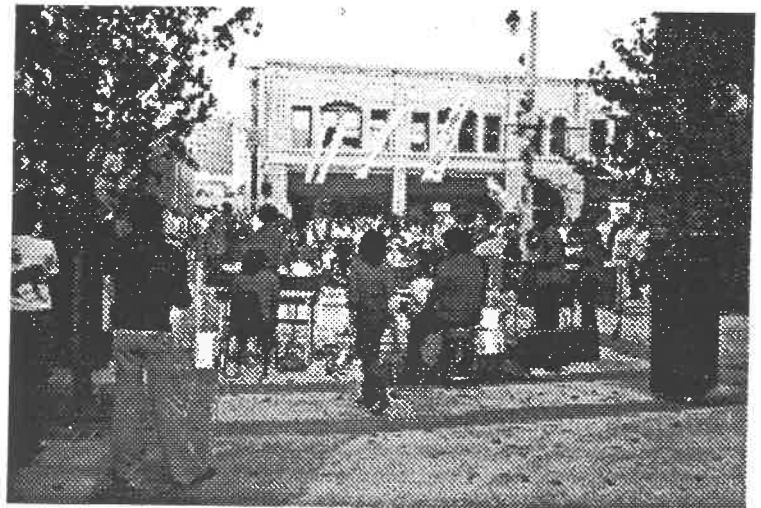
Security should be "low profile" to avoid the impression that this is an unsecured area.



Temporary Graphics built of cardboard concrete column form



Temporary Special Events Signage



Musical Groups can perform in Mini-Plazas

The opening of new businesses and the generation of additional foot traffic will be one of the most important factors in security. Busy areas are safer areas.

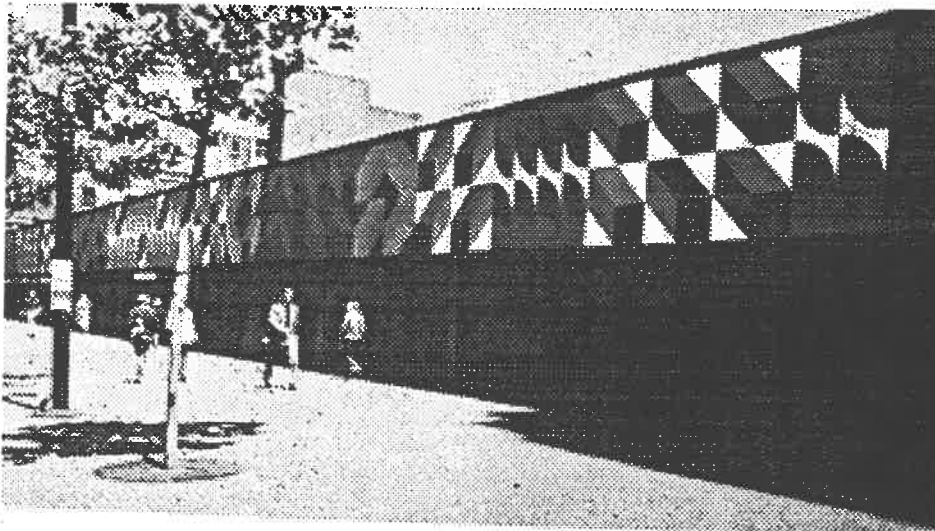
Security is also one of the most important promotional activities of Paseo Las Placitas. People will be alternatively attracted to or turned away by an area which is safe or unsafe either in reality or perception.

Districts for Promotion and/or Maintenance and/or Security

Special Districts can be created either singularly or in combination to fund and oversee promotion, maintenance and security. These districts, defined in State Law, are either funded by business license or property assessments.

In either case, the costs are unusually passed to the business operator who in turn passes them on to this customer as cost of doing business.

A workable strategy will probably require the Development Agency and/or the City to assist in the funding of a special district or districts for maintenance and promotion in the early years of plan implementation. The police department can provide all necessary security with community based services stressing foot and bicycle patrols.



Constructions fences can be artistic murals creating a sense of excitement and change.



On-site, visible maintenance will supplement night-time mechanical cleaning.

6.7 IMPLEMENTATION COMPONENTS

Figure 36 illustrates the various elements of the Specific Plan to be implemented and notes potential responsibilities.

Where overlapping potentials are identified, the appropriate entity or team to implement each component will be fine-tuned as implementation proceeds.

RESPONSIBILITIES COMPONENTS	PUBLIC SECTOR				
	CITY OF SAN BERNARDINO				OUTSIDE AGENCIES
	REDEVELOPMENT	CAPITAL/ OPERATING IMPROVEMENTS PROGRAM	DESIGN REVIEW	MAINTENANCE PROMOTION SECURITY DISTRICT(S)	LIGHT RAIL LA/SB COUNTIES
PUBLIC					
MT. VERNON AVENUE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
GATEWAYS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
PARKING LOTS/STRUCTURES	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
PARKS ENHANCEMENT	<input type="radio"/>		<input type="radio"/>		
ART IN PUBLIC PLACES	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>	
DOWNTOWN SHUTTLE	<input type="radio"/>	<input type="radio"/>			<input type="radio"/>
COMMUTER RAIL STOP	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
RESIDENTIAL ENHANCEMENT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		
REGIONAL TRANSPORTATION RECREATION DISTRICT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
REGIONAL EMPLOYMENT CENTER	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>
MAINTENANCE, PROMOTION AND SECURITY			<input type="radio"/>	<input type="radio"/>	
COMMUNITY / CULTURAL CENTER	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
PRIVATE					
MERCADOS			<input type="radio"/>	<input type="radio"/>	
RESTAURANTS			<input type="radio"/>	<input type="radio"/>	
CINEMAS			<input type="radio"/>	<input type="radio"/>	
RETAIL			<input type="radio"/>	<input type="radio"/>	
OFFICE			<input type="radio"/>	<input type="radio"/>	
FAST FOOD			<input type="radio"/>	<input type="radio"/>	

Figure 36
Implementation Components and Responsibilities

AND RESPONSIBILITIES

6.7

PUBLIC SECTOR		PRIVATE SECTOR			RESPONSIBILITIES COMPONENTS
OUTSIDE AGENCIES		OWNERS / DEVELOPERS		CORPORATE SPONSORS	
NATIONAL ENDOWMENT FOR THE ARTS	OTHER	CONSTRUCTION & OPERATIONS	MAINTENANCE PROMOTION SECURITY DISTRICT(S)	COMMUNITY SUPPORT	

					PUBLIC
--	--	--	--	--	---------------

					MT. VERNON AVENUE
					GATEWAYS
			○		PARKING LOTS/STRUCTURES
					PARKS ENHANCEMENT
○		○	○	○	ART IN PUBLIC PLACES
				○	DOWNTOWN SHUTTLE
					COMMUTER RAIL STOP
		○			RESIDENTIAL ENHANCEMENT
				○	REGIONAL TRANSPORTATION RECREATION DISTRICT
				○	REGIONAL EMPLOYMENT CENTER
		○	○		MAINTENANCE, PROMOTION AND SECURITY
○	○		○	○	COMMUNITY / CULTURAL CENTER

					PRIVATE
--	--	--	--	--	----------------

		○	○		MERCADOS
		○	○		RESTAURANTS
		○	○		CINEMAS
		○	○		RETAIL
		○	○		OFFICE
		○	○		FAST FOOD

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7.1 SUMMARY

The major potential effects of development under the Paseo Las Placitas Specific Plan for the Mt. Vernon Avenue corridor are:

- possible problems with **building structural stability** due to **seismic conditions**
- possible problems with **building footings** due to soil conditions
- potential increase in **noise levels** upon adjacent residential areas
- a **change in land use** from the General Plan designation
- the **removal of existing housing**
- the **generation of demand for new parking lots and/or structures**
- possible **impact on existing public transportation systems**
- the **alteration of present patterns of circulation**
- possible **impact on rail traffic**
- possible **alteration or destruction of archeological sites.**

7.2 DESCRIPTION OF THE PROJECT

The Project is described in Sections 1 through 6 of this Specific Plan. In summary, the Project converts a blighted area of approximately 28 acres to a mixed use/retail area comprised of mercados, specialty shops, restaurants, cinemas, a fast food row, office space and community facilities. These land uses are described in Figure 7 on page 24 of the Specific Plan. Creation of a viable mixed use/retail area also requires a number of changes to the circulation network which are described in Section 4.4, starting on page 31.

7.3 ENVIRONMENTAL SETTING

The Specific Plan area is a flat site of approximately 28 acres. As illustrated in Figure 37 the site is surrounded by residential uses on the east and west, strip retail on the north and the Santa Fe railroad yards on the south. There are no significant natural features in the Specific Plan area.

7.4.1 PLAN CONSISTENCY

The Paseo Las Placitas Specific Plan contains recommendations to amend the City's General Plan so that Specific Plan and the General Plan will be consistent.

7.4.2 INCORPORATION BY REFERENCE

This EIR incorporates by reference, (pursuant to CEQA Guidelines, Section 15150.1), the Environmental Impact Report, dated April 1990, for the Mt. Vernon Corridor Redevelopment Project, prepared by Urban Futures, Inc. in cooperation with the City of San Bernardino Planning Department.

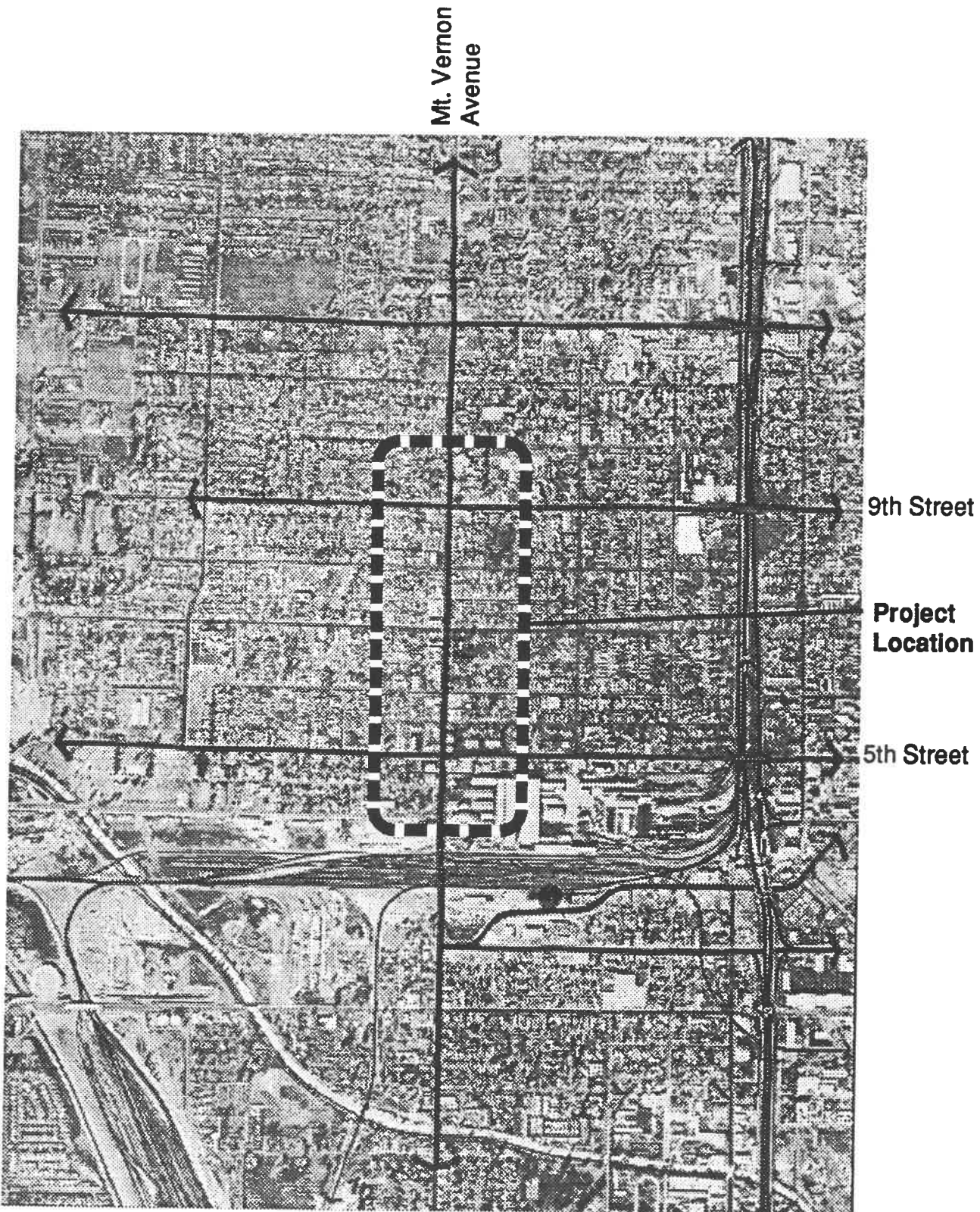


Figure 37
Aerial Photograph of Paseo Las Placitas Specific Plan Area and Environs

7.5 ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT AND MITIGATION MEASURES**7.5.1 EARTH RESOURCES****Environmental Setting**

As illustrated in Figure 38 the Specific Plan area is located within the Alquist-Prieto special Studies Zone as defined in Section 12.0 Geologic and Seismic, Figure 47, of the City's General Plan. As illustrated in Figure 39, the Specific Plan area is also located in an area which may be subject to liquefaction as identified in Section 12.0 Geologic and Seismic, Figure 48, of the City's General Plan.

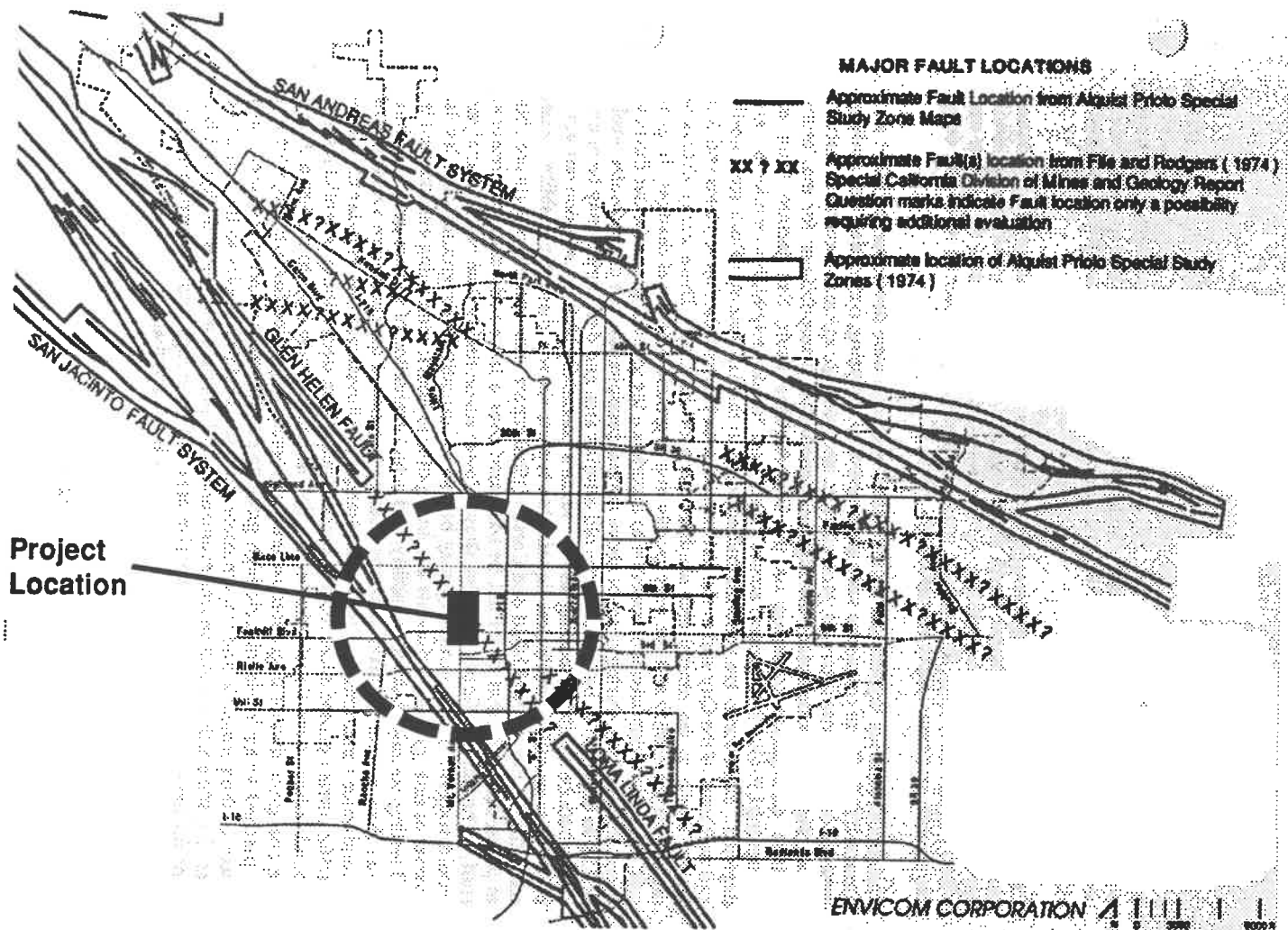
Environmental Impacts

The Specific Plan proposes new construction which must be designed with proper structural members and foundations to withstand any earthquake impacts.

Mitigation Measures

Specific new construction and rehabilitation projects within the Specific Plan area shall comply with the mitigation measures identified in the Redevelopment Project EIR which provide that:

- Geotechnical and Soils engineering reports shall be prepared in conjunction with the preparation of preliminary design layouts and grading plans. These studies will determine areas of seismic and geologic sensitivity and will provide specific mitigation measures for the treatment of potential seismic hazards and other hazardous geologic conditions.
- All rehabilitation and new development projects implemented as a result of the proposed Project, shall be built in accordance with current and applicable Uniform Building Code standards and applicable County ordinances and safety provisions, which may limit construction and site preparation activities such as grading, and make provisions for appropriate land use restrictions, as deemed necessary, to protect residents and others from potential environmental safety hazards, either seismically induced or those resulting from other conditions such as inadequate soil conditions, which may exist in the proposed Project Area.
- Rehabilitation programs for upgrading deficiencies where such improvement is warranted shall be practiced by the Agency. All new development projects within the proposed Project Area shall be built in accordance with current and applicable Uniform Building Code (UBC) standards and other applicable City, County, State and Federal laws, regulations and guidelines.
- The Agency shall work with the City in the monitoring of and Compliance with the requirements of Senate Bill 547, the structure hazard program.



Note: This figure is included for reference only. Neither this EIR figure, nor the corresponding figure in the General Plan, are of adequate legibility or scale for evaluating the relationship of the Specific Plan area to the data illustrated. A large-scale version of this map was reviewed at the Planning Department where it is mounted for public use in evaluating actual locations of the factors mapped.

Figure 38
Major Fault Locations

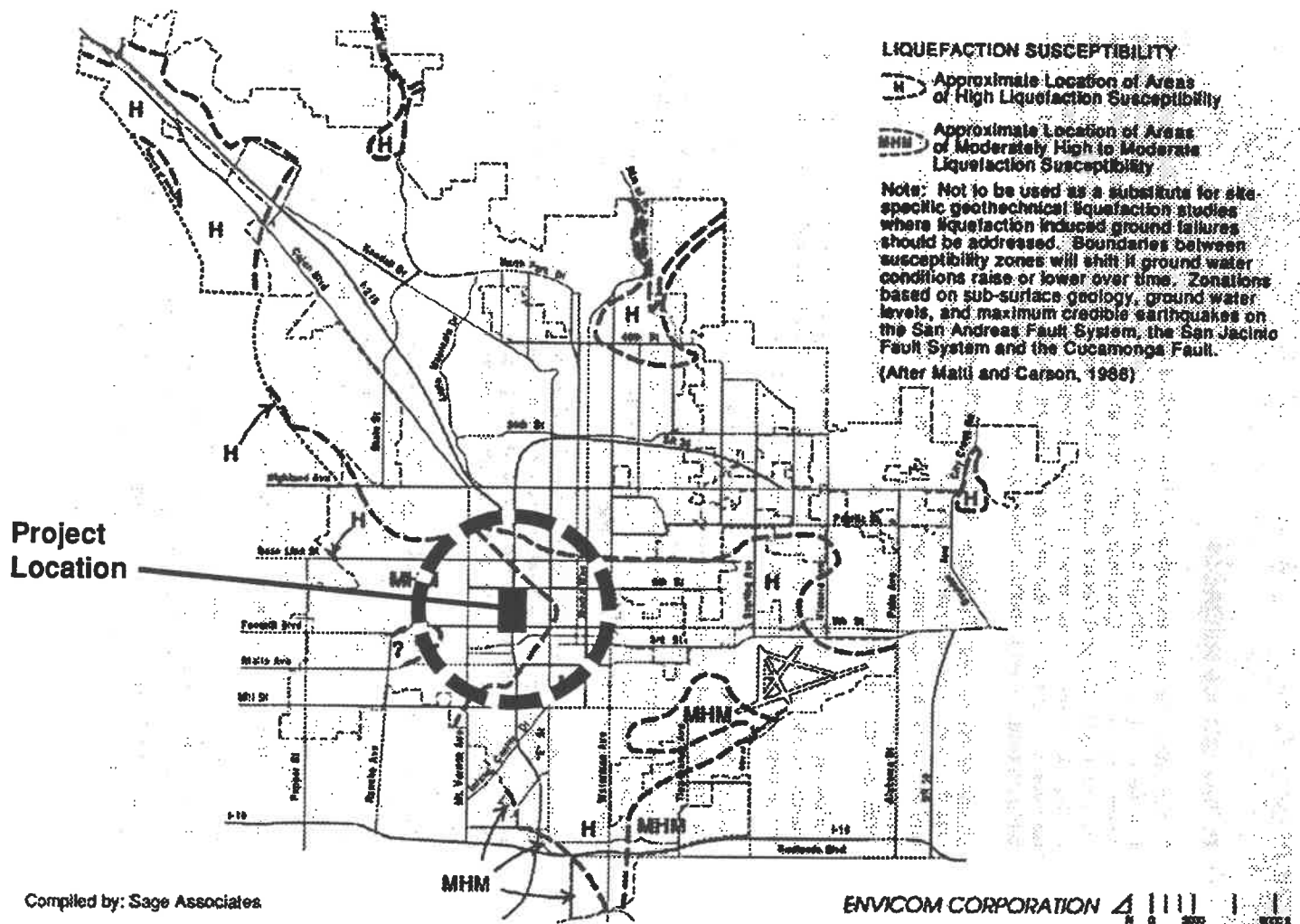
7.5.2 NOISE

Environmental Setting

As illustrated in Figure 40, the Specific Plan area is located along a portion of the Mt. Vernon Avenue which the General Plan projects to have traffic-generated noise levels exceeding 65 dba.

Environmental Impacts

The Specific Plan proposes new construction which, as anticipated by the General Plan, will contribute to the project increase in noise levels.

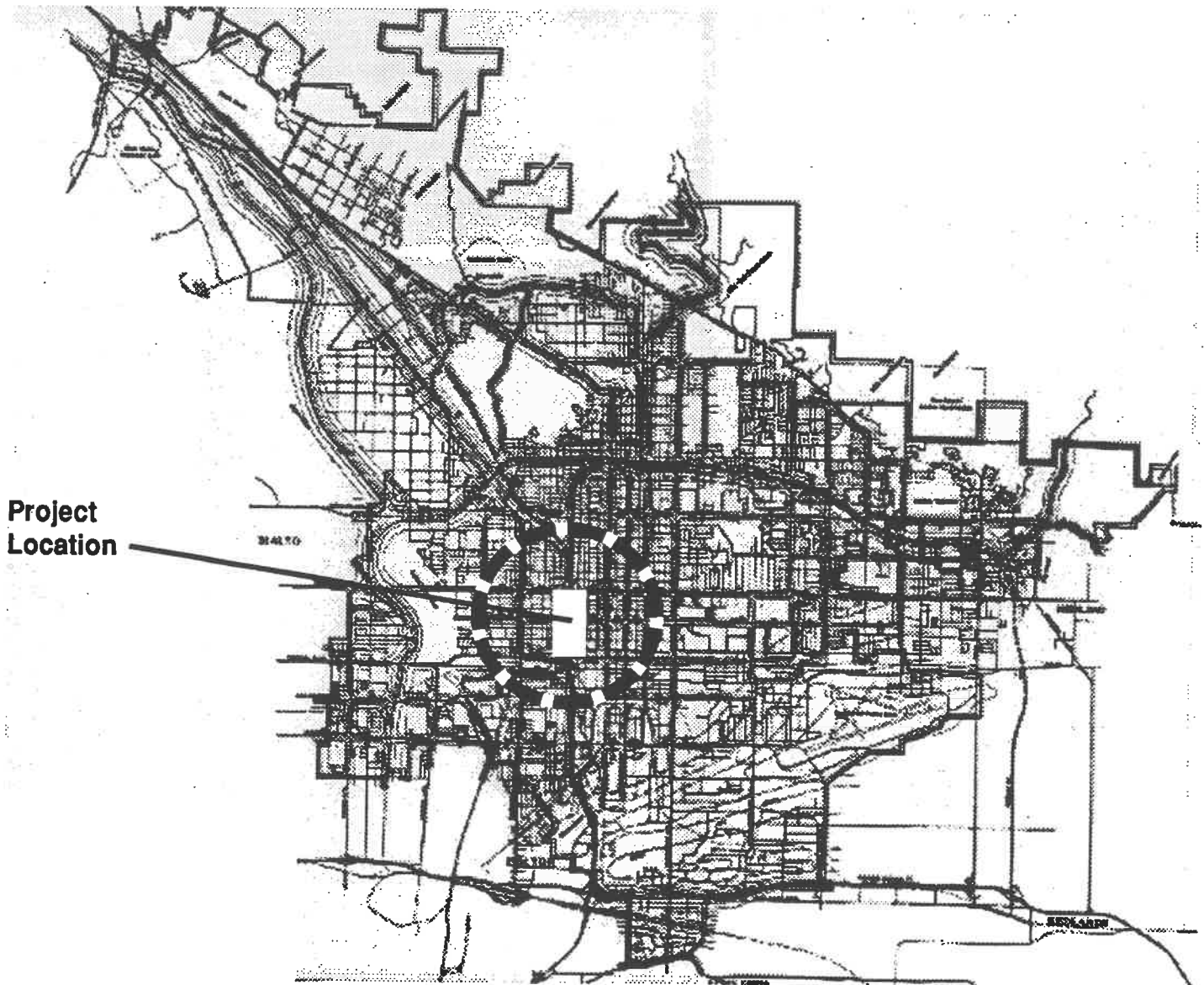


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Figure 39
Liquefaction Susceptibility

Mitigation Measures

As illustrated in the Site Plan in Figures 5 and 6 on pages 21 and 22 of the Specific Plan, the Urban Design Concept proposes a continuity of buildings along Mt. Vernon Avenue. These buildings will create significant mass to shield the adjacent residential areas from the traffic generated noise on Mt. Vernon Avenue. The proposed Right-of-Way section of Figure 19 on page 50 of the Specific Plan illustrates how the proposed new structures will shield the adjacent, existing residential structures.



Note: This figure is included for reference only. Neither this EIR figure, nor the corresponding figure in the General Plan, are of adequate legibility or scale for evaluating the relationship of the Specific Plan area to the data illustrated. A large-scale version of this map was reviewed at the Planning Department where it is mounted for public use in evaluating actual locations of the factors mapped.

Figure 40

Future Noise Contours

7.5.3 LAND USE

Environmental Setting

The Specific Plan proposes to change the land use(s) of Commercial (c) as identified in Figure 41 of the General Plan. These changes are detailed in Figure 7 of the Specific Plan on page 24.

Environmental Impacts

The proposed changes in Land Use will have positive economic impacts for the City of San Bernardino in terms of increased employment, sales tax and property tax revenues. The specific nature of the land use changes are closely linked to the urban design environment described in section 5 of the Specific Plan.

A deteriorated, blighted, highly vacant strip center will be replaced with a courtyard/promenade environment.

Mitigation Measures

The impacts are positive and no mitigation measures are required.

7.5.4 HOUSING**Environmental Setting**

Up to two dozen houses are located in the Specific Plan area.

Environmental Impact

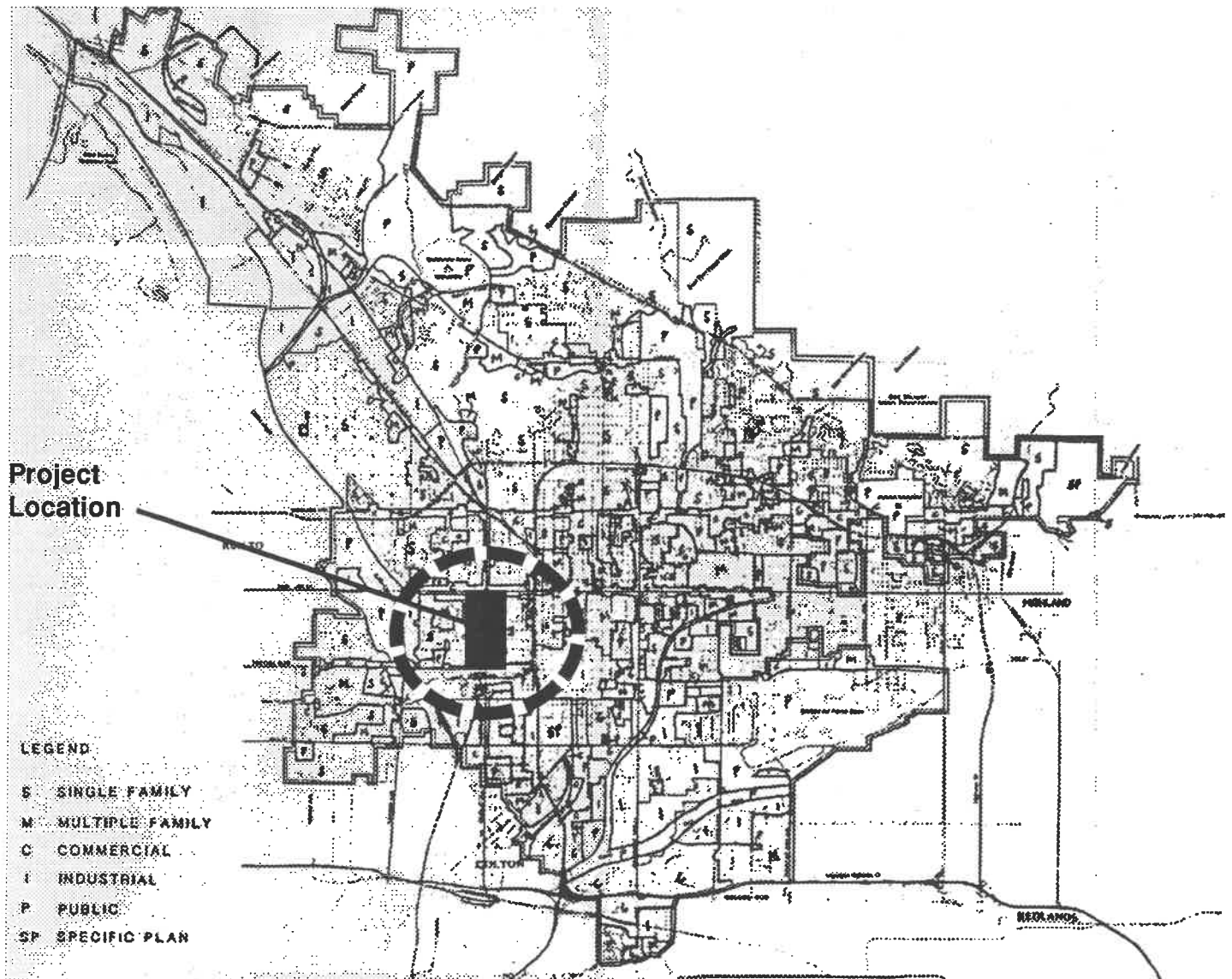
These houses must be acquired to accommodate the new, non-residential land uses recommended in the Specific Plan

Mitigation Measures

Section 6, Implementation, of the Specific Plan contains recommendations for a Neighborhood Enhancement Plan on page 105. The houses and/or the occupants of the houses can be located to infill lots or to new infill construction in the adjacent residential neighborhoods. The relocation requirements of the Community Redevelopment Law of California also mandate relocation procedures which will maintain or enhance the housing status of any persons affected by acquisitions and relocation.

7.5.5 PARKING FACILITIES/STRUCTURES**Environmental Setting**

The conversion of the Specific Plan area from a blighted area with significant vacancies to a viable mixed use/retail area will require substantial addition of parking spaces in parking lots and/or structures.



Note: This figure is included for reference only. Neither this EIR figure, nor the corresponding figure in the General Plan, are of adequate legibility or scale for evaluating the relationship of the Specific Plan area to the data illustrated. A large-scale version of this map was reviewed at the Planning Department where it is mounted for public use in evaluating actual locations of the factors mapped.

Figure 41
Land Use-General Plan

Environmental Impacts

Current parking lots are small and scattered with inefficient parking layouts and numerous curb cuts required for access. The Parking Structures proposed in Figure 13 on page 35 of the Specific Plan could create unpleasant scale relationships with adjacent residential uses if not properly designed.

Mitigation Measures

Existing parking layout problems are resolved by the use of a Parking District which consolidates parking as described in section 6 page 109 of the Specific Plan. Potential scale relationship problems between Parking Structures and adjacent residential uses are mitigated by the height limits and buffering requirements imposed by the Design Guidelines. See pages 51 through 53 of the Specific Plan

7.5.6 PUBLIC TRANSPORTATION SYSTEM**Environmental Setting**

Mt. Vernon Avenue now serves as a major bus route.

Environmental Impacts

- (1) Busses currently use portions of the same street right-of way dedicated to on-street parking. This creates some “weaving” hazards as the pathways of busses pulling over to bus stops can intersect with the pathways of automobiles departing from adjacent curbside parking.
- (2) The Specific Plan proposes a Downtown Shuttle to connect the Paseo Las Placitas area to office employees and hotel guests in Downtown. This Shuttle could be either a bus or other special vehicle. The stopping procedures for the shuttle need to be coordinated with the regular bus routes. The Downtown Shuttle can use the same bus stops as the regular busses through proper scheduling. If occasional arrival conflicts occur, they can be mitigated by waiting in another portion of the Multi-purpose Lane.
- (3) The Specific Plan recommends future Shuttle connections to the Santa Fe Railroad Depot to pick up or drop off passengers to or from the Amtrak and the potential Commuter Rail Station. Shuttle connections to the Amtrak and potential Commuter Rail Station will enhance public transportation ridership.

Mitigation Measures

The Multi-purpose Lane provides areas for Bus Stops for the existing busses and the proposed shuttle. No mitigation measures are required.



Figure 42
Existing Right-of-Way Utilization on Mt. Vernon Avenue

7.5.7 ALTERATION OF CIRCULATION PATTERNS

Environmental Setting

The Existing Street Network is illustrated in Figure 43 on the opposite page. This street pattern inhibits pedestrian movement along Mt. Vernon Avenue, creates traffic hazards along Mt. Vernon Avenue and allows intrusion of retail traffic into adjacent residential neighborhoods.

The proposed Circulation Pattern, illustrated in Figure 10 on page 32 of the Specific Plan resolves these problems of “side friction” conflict by:

- the redesign of the Mt. Vernon Right-of-Way as illustrated in Figure 9 on page 31
- creating cul-de-sacs at the Mt. Vernon Avenue ends of selected streets
- consolidation of parking locations in District Lots and/or Structures and
- the removal of all on street parking.

Further, left turns will be safely channeled by the Landscaped Median illustrated in figure 9. Mt. Vernon, 5th and 9th Streets maintain their functions as designated in the General Plan.

Environmental Impacts

The Environmental Impact of the proposed circulation pattern changes will be positive. Traffic will flow more smoothly and safely along Mt. Vernon Avenue and intrusion of retail traffic into residential areas will be nearly eliminated.

Mitigation Measures

The proposed cul de sacs create “mini-plaza” areas as described on page 31 of the Specific Plan. The Design Guidelines for all subareas of the Specific Plan require that these “mini-plazas” remain unobstructed so as to allow emergency fire and police vehicle access at all times.

7.5.8 RAIL TRAFFIC

As discussed in Section 4.4, page 31 of the Specific Plan and Section 7.5.6 of the Draft EIR, the Specific plan proposes a Shuttle Connection between the Paseo Las Placitas area and the existing Amtrak/potential future Commuter Rail Station.

Environmental Impacts

The impact of this shuttle connection will be positive by encouraging use of rail as an alternative to the automobile for work and pleasure trips.

Mitigation Measures

No mitigation measures are required.

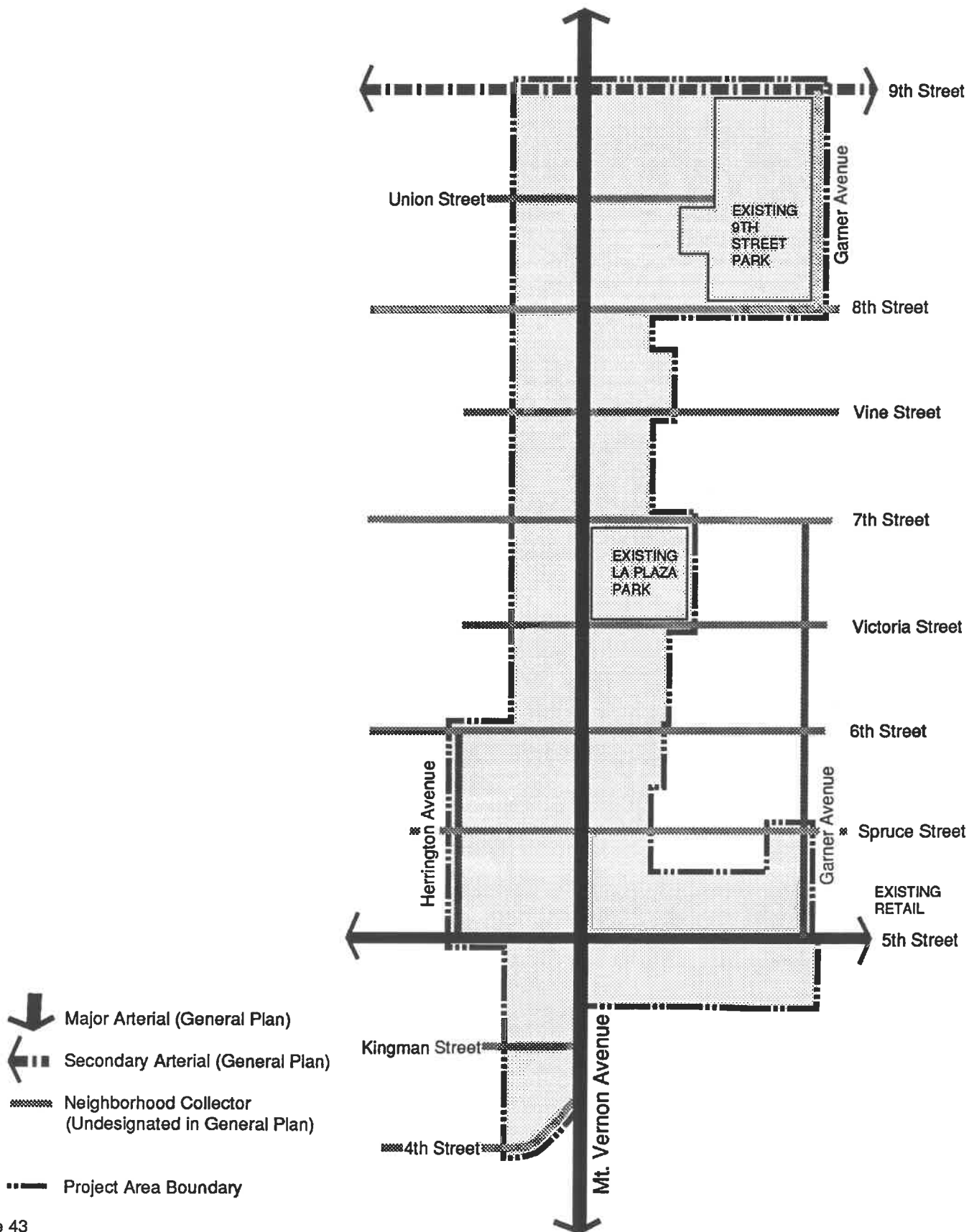
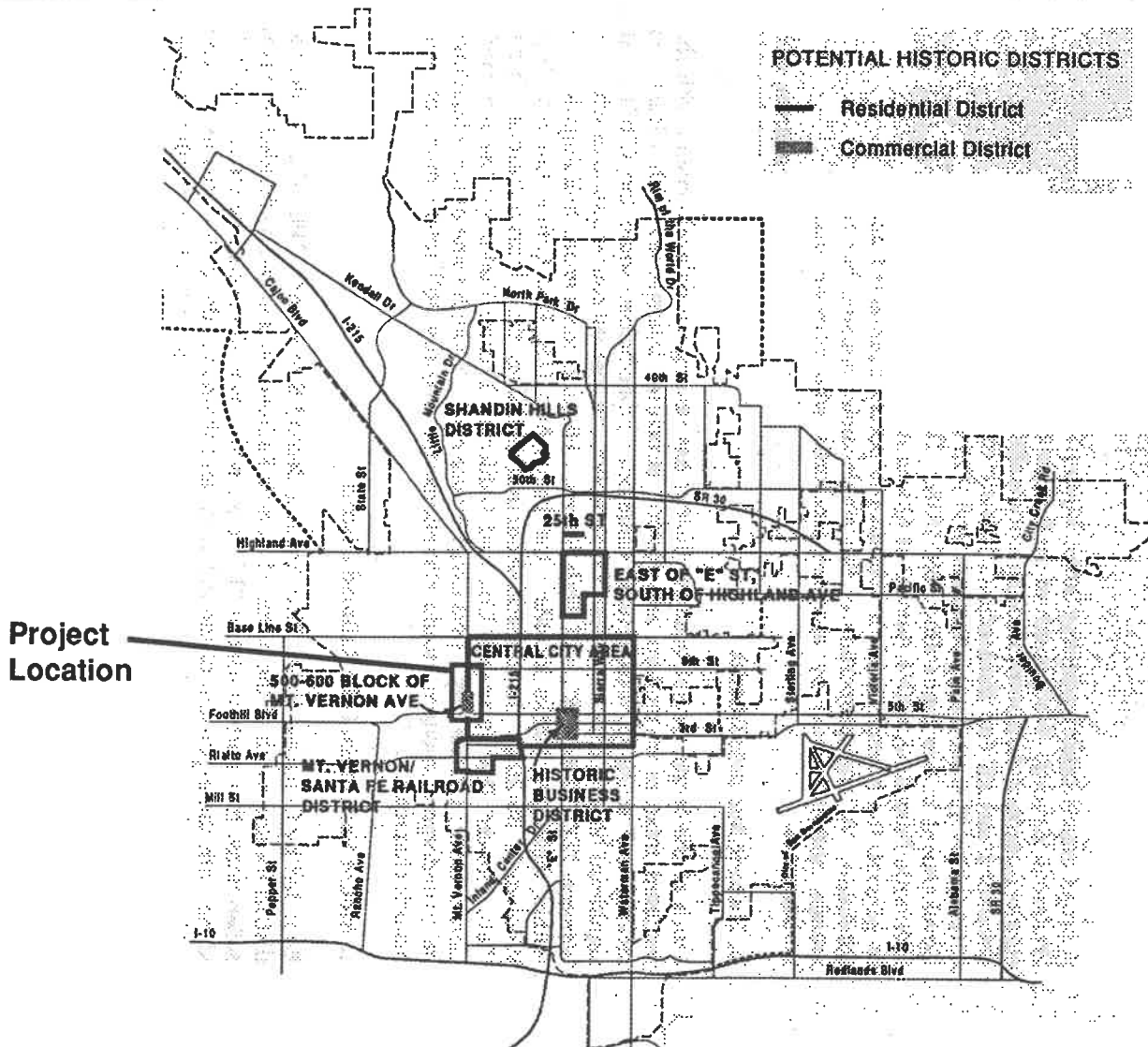


Figure 43
Existing Street Network



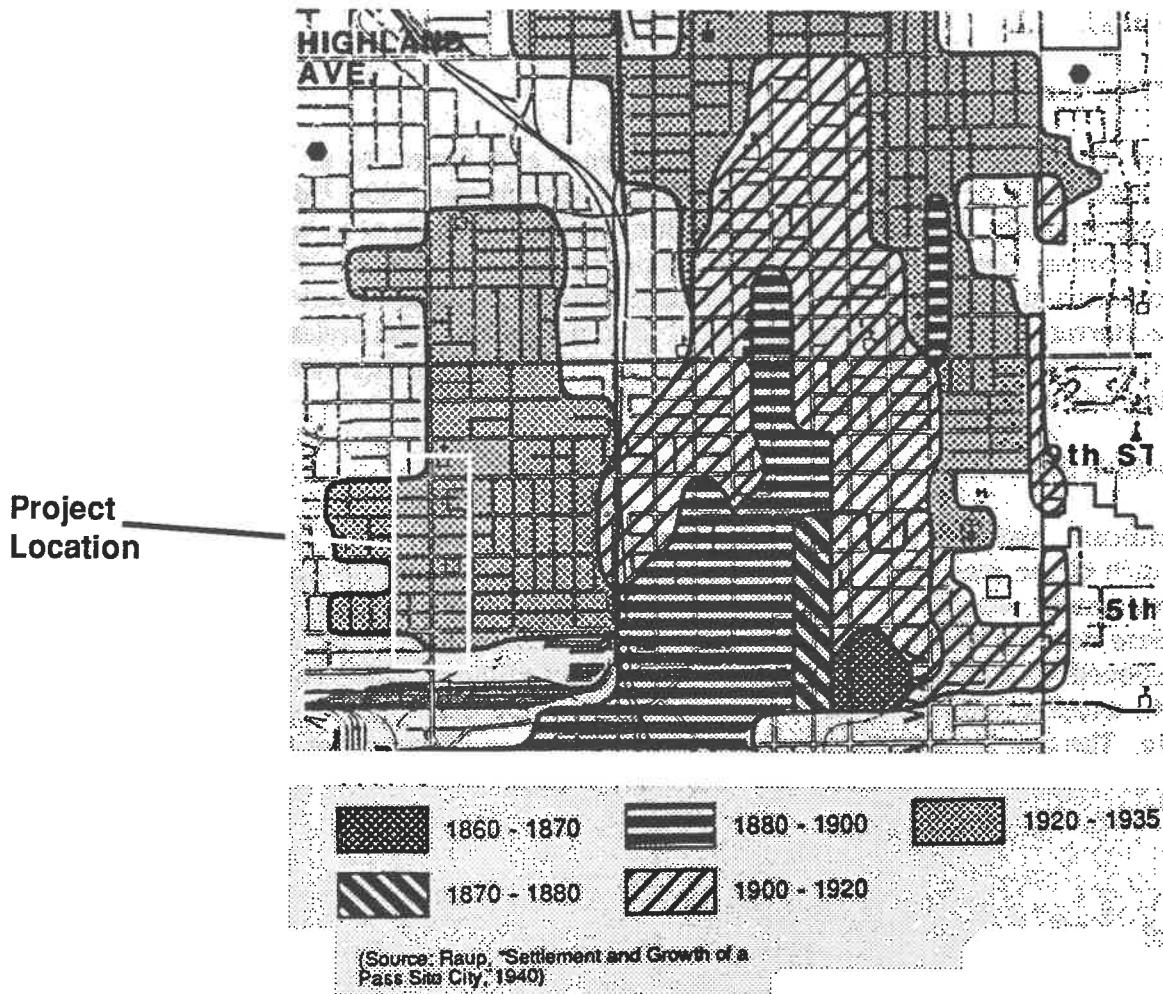
Note: This figure is included for reference only. Neither this EIR figure, nor the corresponding figure in the General Plan, are of adequate legibility or scale for evaluating the relationship of the Specific Plan area to the data illustrated. A large-scale version of this map was reviewed at the Planning Department where it is mounted for public use in evaluating actual locations of the factors mapped.

Figure 44
Potential Historic Districts

7.5.9 HISTORICAL AND ARCHEOLOGICAL SITES

Environmental Setting

- (1) Figure 44 (which is Figure 11 of the Historical and Archaeological Resources Element of the General Plan) identifies the 500-600 Block of Mt. Vernon Avenue as a potential Historical District.
- (2) Figure 45 (which is Figure 12 of the Resources Element) notes that portions of Mt. Vernon Avenue and the adjacent residential areas were built in 1920-1935.
- (3) Figure 46 (which is Figure 13 of the Resources Element) identifies the Home of Neighborly Service as a Historic Landmark.



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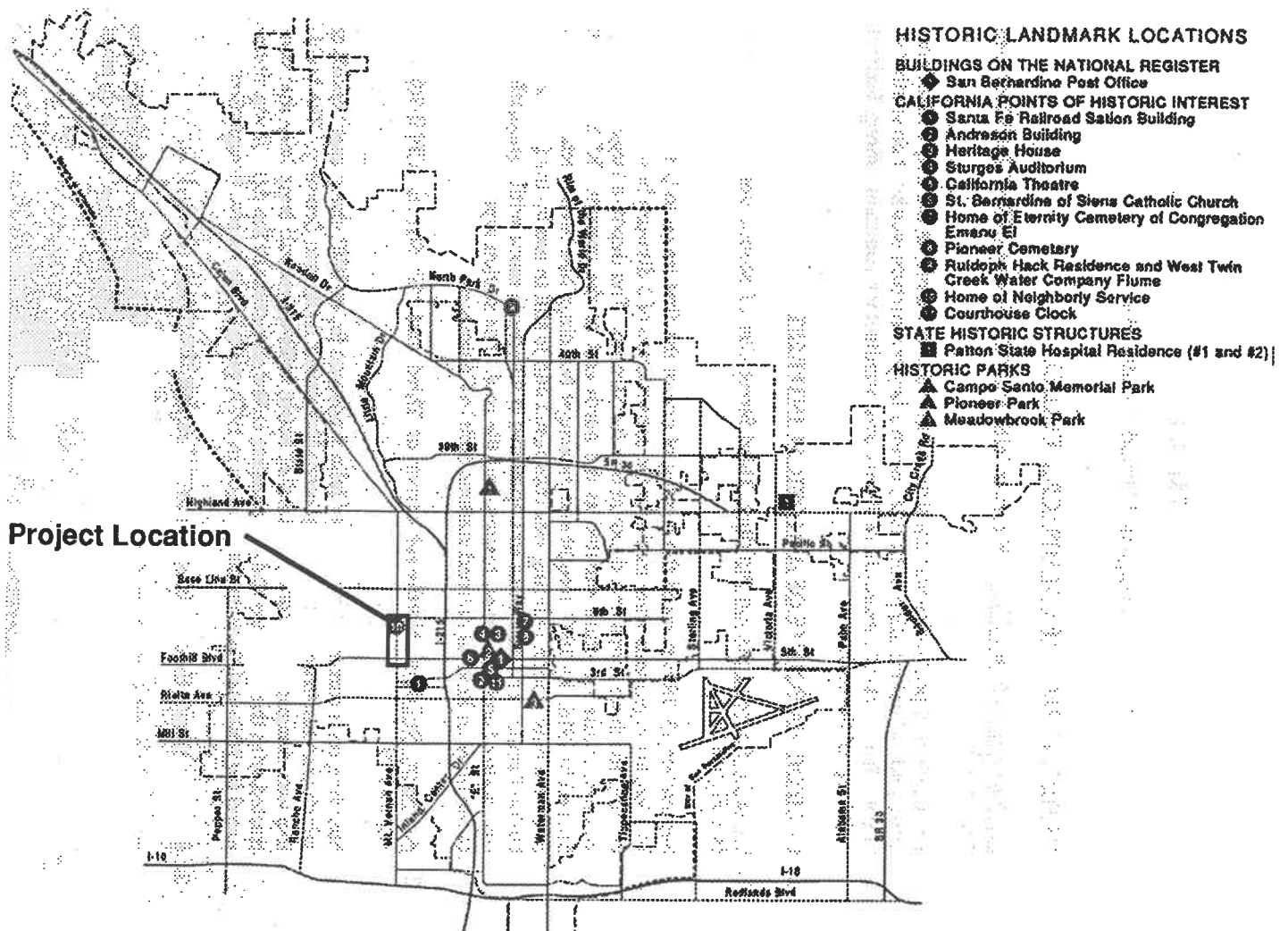
Figure 45

Historical Patterns of Development in San Bernardino

- (4) Figure 47 (which is Figure 8 of the Resources Element) identifies the area east of Mt. Vernon Avenue as an "area of concern for archaeological resources."

Environmental Impacts

- (1) Much of the 500-600 block of Mt. Vernon Avenue has been demolished due to the unsafe condition of the buildings. The remaining structures are of such a scattered nature as to no longer constitute a district. Replacement of these remaining structures is proposed.
- (2) The other portions of Mt. Vernon Avenue, although built in the 20's and 30's, lack architectural merit.



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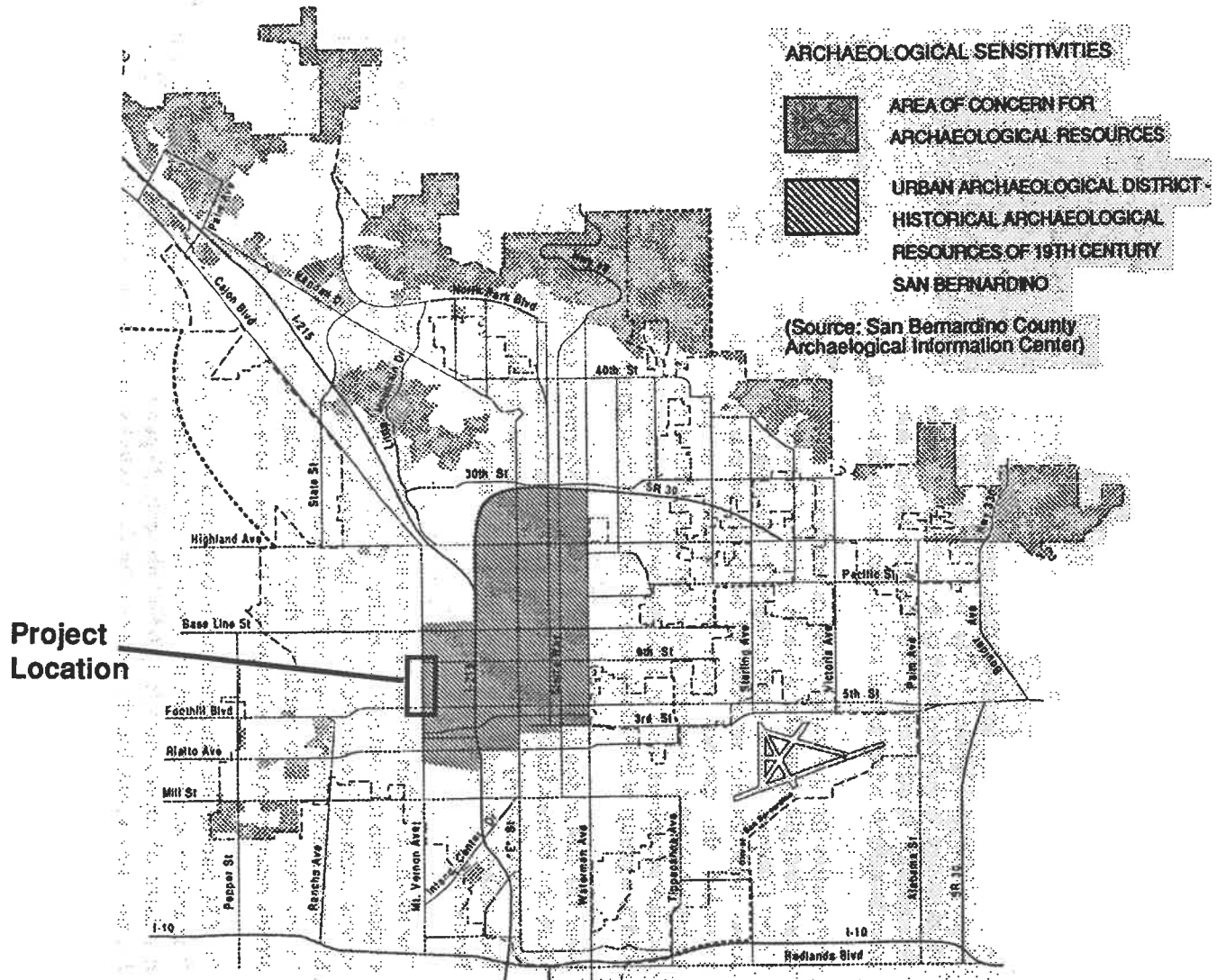
Figure 46

Locations of Historic Structures

- (3) The House of Neighborly Service is retained and enhanced with the addition of an adjacent, new community Center. (See the Land Use Section of the Specific Plan.)
- (4) Grading or excavation for new construction could impact possible archaeological sites on the east side of Mt. Vernon Avenue.

Mitigation Measures

- (1) Although the remaining structures in the 500-600 block are not planned for retention and rehabilitation, they will be replaced with buildings of a Spanish Revival architectural theme which is appropriate to the ethnic district.



Note: This figure is included for reference only. Neither this EIR figure, nor the corresponding figure in the General Plan, are of adequate legibility or scale for evaluating the relationship of the Specific Plan area to the data illustrated. A large-scale version of this map was reviewed at the Planning Department where it is mounted for public use in evaluating actual locations of the factors mapped.

Figure 47

Potential Locations of Archaeological Resources

- (2) The Neighborhood Enhancement Program described in Section 6 of the Specific Plan recommends rehabilitation of residential areas adjacent to the Specific Plan area.
- (3) The Home of Neighborly Service will be preserved and enhanced by the upgrading of the overall Mt. Vernon streetscape and the proposed, adjacent Community Center/Cultural Center illustrated and described in the Land Use Section of the Specific Plan.
- (4) Prior to approvals of any construction project the private applicant and/or the Development Department will retain a City certified archeologist to conduct a literature and records search for recorded sites and previous surveys. In addition, a field survey will be conducted by a certified archeologist unless the project site has been previously surveyed in a manner which meets City approval. Mitigation measures will then depend on the recommendations of the archaeologist's report.

7.6 ALTERNATIVES TO THE PROPOSED PROJECT**Status Quo**

An alternative to the proposed Paseo Las Placitas Specific Plan would be for the City to take no actions to improve the area.

Larger Project Area

As illustrated in Figure 48, a Larger Project Area, extending northward to just beyond Baseline Road was considered.

As illustrated on page 108 of the Specific Plan, the Specific Plan does accommodate a Minimum Development Plan of approximately 250,000 square feet and a Maximum Development Plan of approximately 435,000 square feet.

The Environmental Impact Report has addressed the potential impacts of the Maximum Development Plan.

Reasons for Rejection of the Alternatives

Maintenance of the Status Quo would lead to a continuation of the problems noted in Section 1 on pages 3 through 6 of the Specific Plan. This would also run counter to City objectives to remove blight as envisioned by the Mt. Vernon Redevelopment Project.

The larger Project Area Plan was not developed into the Specific Plan because it was not conducive to the extent of likely implementation resources available and did not best create the kind of compact, walking environment expressed in the community goals summarized in Section 3 of the Specific Plan.

7.7 RELATIONSHIPS BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

The Paseo Las Placitas Specific Plan proposes a set of short-term uses of man's environment which will enhance the Maintenance and Enhancement of long-term productivity by:

- creating additional shopping, entertainment and employment opportunities in an unserved area which will reduce trip-lengths and associated energy loss and pollution creation
- providing enhanced alternatives to automobile trip-making including busses, rail, pedestrian and bicycle which will conserve energy and reduce pollution
- adding significant amounts of trees to a currently barren area which will create additional oxygen.

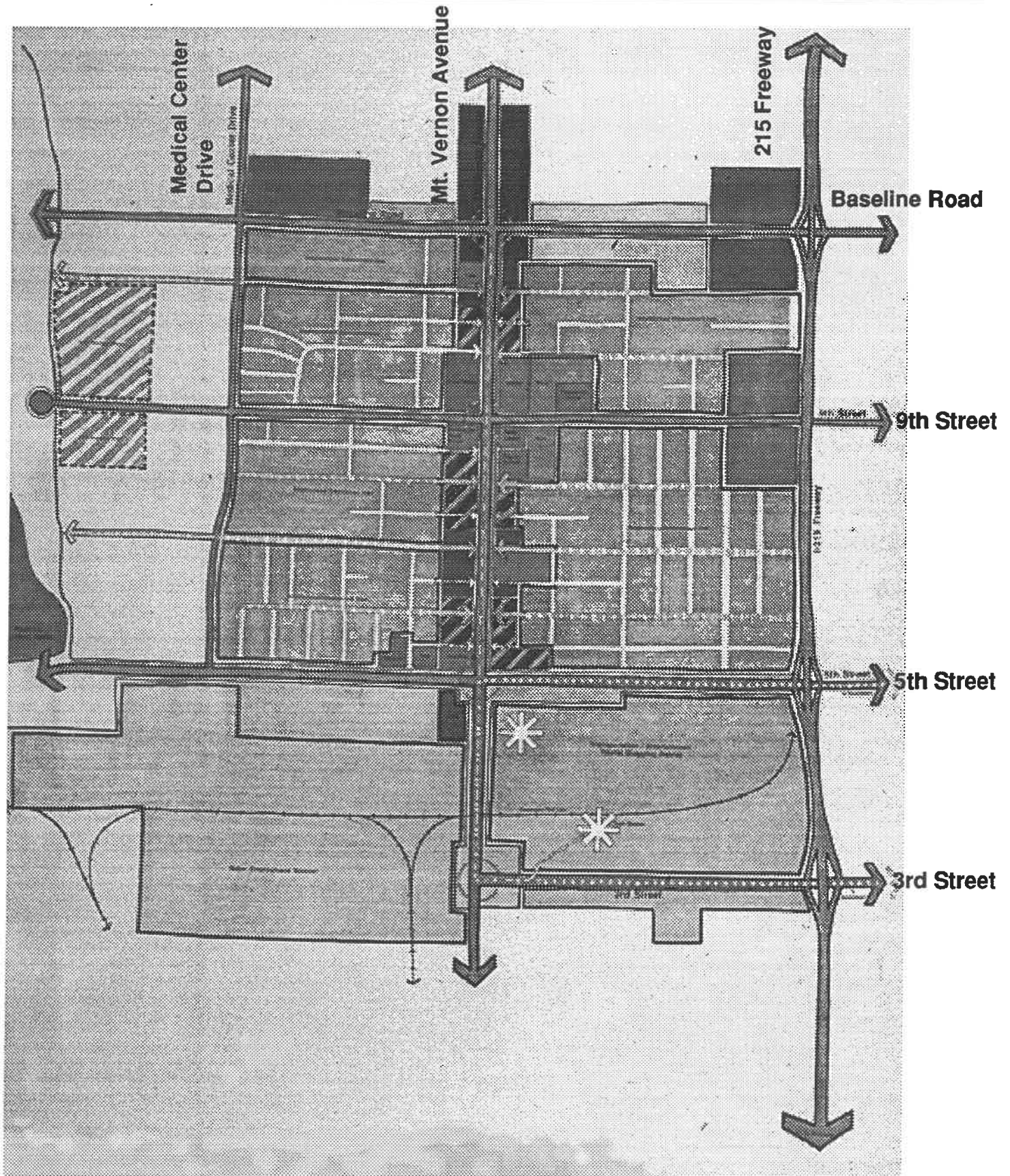


Figure 48
Larger Project Area Alternative

7.8 GROWTH INDUCING IMPACT OF THE PROPOSED ACTIONS

The Specific Plan intensifies the use of the area in comparison to its current use. This is necessary to eliminate the blighted conditions and address the goals of the plan. The Specific Plan creates this growth in an area defined for such growth in both the city of San Bernardino General Plan and the Mt. Vernon Redevelopment Plan.

7.9 SIGNIFICANT CUMULATIVE IMPACTS

The major cumulative impact of the specific Plan will be an increase in the intensity of use. This increase in intensity is intended to be achieved as quickly as possible in order to address the blighted conditions of the area. All the Environmental Impacts of the Specific Plan are either positive or mitigated through the Mitigation Measures described herein.

7.10 OTHER IMPACTS DETERMINED NOT SIGNIFICANT

An Environmental Checklist was prepared in accordance with the provisions of CEQA and the City of San Bernardino. This checklist was reviewed by the Development Review Committed Environmental Review Committee of the City on September 26, 1991 and the other issues were determined to be not significant.

7.11 LIST OF PREPARERS OF THE ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report was prepared by:

The Arroyo Group
 Planners, Architects and Associated Disciplines
 142 West Colorado Boulevard
 Pasadena, California 91105
 (818) 795-9771
 Project Planner/Manager: Larry B. Morrison, Principal
 Project Planner: Alejandro Zurita, Associate

7.12 PERSONS CONSULTED IN PREPARING THE EIR

* The Mt. Vernon Corridor Specific Plan and area is the same as the Paseo Las Placitas Specific Plan and area. The name of the project was modified during the planning process.

DEVELOPMENT DEPARTMENT - CITY OF SAN BERNARDINO

- Susan Morales, Development Specialist

PLANNING DEPARTMENT - CITY OF SAN BERNARDINO

- Sandra Paulson, Senior Planner for Planning and Building Services

PROJECT AREA COMMITTEE - MT. VERNON CORRIDOR SPECIFIC PLAN*

- Graciano Gomez, Chairman
- Richard Churchwell, Vice Chairman
- Ether Mata, Secretary
- Melvin Elliott
- Alfredo Encino
- Teresa Encino
- Maureen Giovanni
- Jose Gomez
- Kevin Mitchell
- Manuel Morales
- Tod McDonald
- Trinidad Padilla
- Ernest Vasquez, Sr.
- Randy Wyatt

STEERING COMMITTEE - MT. VERNON CORRIDOR SPECIFIC PLAN*

- Esther Estrada, Councilwoman, First Ward
- John Husing, Consultant
- Larry Reed, Assistant Director, Planning and Building Services
- Susan Morales, Development Specialist
- Glenda Saul, President, Saul & Associates

TECHNICAL ADVISORY COMMITTEE - MT. VERNON CORRIDOR SPECIFIC PLAN*

- Sandra Paulson, Senior Planner, Planning and Building Services
- Michael Grubbs, Sr., Civil Engineer, Public Works Department
- Anne Ramos, Director, Parks, Recreation and Community Services
- Lt. Robert Curtis, Police Department

DEVELOPMENT/ENVIRONMENTAL REVIEW COMMITTEE

- Guy Burdick - Fire Department
- Mike Grubbs - Engineering Department
- Don Jackson - Building & Safety Department
- Sherrie Guerrero - Police Department
- Bill Bryan - Water Department
- Ellis Williams - Water Department
- Ed Yelton - Parks & Recreation Department
- Larry E. Reed - Planning Department
- Doris Daniels - Development Department
- Kevin Barnes - Refuse - Public Works Department
- Herb Pollack - Administration

ENVIRONMENTAL IMPACT REPORT

- NOTICE OF PREPARATION
- ENVIRONMENTAL IMPACT CHECKLIST

CITY OF SAN BERNARDINO PLANNING AND BUILDING SERVICES DEPARTMENT

NOTICE OF PREPARATION

TO: _____
(Agency)

(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

City of San Bernardino
Development Department
201 North "E" Street, 3rd. Floor
San Bernardino, CA 92401-1507

Contact Susan M. Morales

Development Department

Consulting Firm (If applicable):

Firm Name The Arroyo Group

Street Address 142 West Colorado Boulevard

City/State/Zip Pasadena, CA 91107

Contact Larry B. Morrison / Alejandro Zurita

Development Department will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to Susan M. Morales, Development Specialist at the address shown above. We will need the name for a contact person in your agency.

Project Title: Mt. Vernon Corridor Specific Plan

Project Location: San Bernardino San Bernardino
City (nearest) County

Project Description: (brief)

Preparation and adoption of a Specific Plan for the Mt. Vernon Corridor Area. The Plan converts an unplanned commercial area of approximately 28 acres into a planned mixed use commercial - theme/specialty center, in accordance with the City's General Plan.

Date 9/26/91

Signature [Signature]

Title Kenneth J. Henderson, Executive Director

Reference: California Administrative Code, Title 14,
(CEQA Guidelines) Sections 15082(a), 15103, 15375.

Telephone (714) 384-5081

INITIAL STUDY

MT. VERNON CORRIDOR SPECIFIC PLAN

September 17, 1991

Prepared for:

Development Department of the
City of San Bernardino
201 North E Street, Third Floor
San Bernardino, California 91401-1507

Prepared by:

The Arroyo Group
142 West Colorado Boulevard
Pasadena, CA 91105

In coordination with:

The City of San Bernardino
Planning Department

ENVIRONMENTAL IMPACT CHECKLIST

A. BACKGROUND

Application Number: _____
 Preparation and Adoption of a Specific Plan for the Mt. Vernon
 Project Description: Corridor area. The Specific Plan converts an unplanned commercial area of approximately 28 acres into a planned mixed use commercial-theme/special center, in accordance with the City's General Plan.

The Mt. Vernon Corridor Specific Plan area, as illustrated in Figure 1,
 Location: extends from 4th/5th Streets on the South to 9th Street on the north and includes all properties fronting Mt. Vernon Avenue. The Plan area also includes properties east of Herrington Street between 5th and 6th Streets as well as properties fronting 5th Street from Mt. Vernon Avenue to Garner Avenue.
 Environmental Constraints Areas: Various

General Plan Designation: Commercial (C), Public (P)

Zoning Designation: Commercial General (GC-4), Public Park (PP)

B. ENVIRONMENTAL IMPACTS Explain answers, where appropriate, on a separate attached sheet.

1. Earth Resources Will the proposal result in:	Yes	No	Maybe
a. Earth movement (cut and/or fill) of 10,000 cubic yards or more?	_____	x _____	_____
b. Development and/or grading on a slope greater than 15% natural grade?	_____	x _____	_____
c. Development within the Alquist-Priolo Special Studies Zone as defined in Section 12.0 - Geologic & Seismic, Figure 47, of the City's General Plan?	_____	_____	x _____
d. Modification of any unique geologic or physical feature?	_____	x _____	_____
e. Development within areas defined for high potential for water or wind erosion as identified in Section 12.0 - Geologic & Seismic, Figure 53, of the City's General Plan?	_____	x _____	_____
f. Modification of a channel, creek or river?	_____	x _____	_____

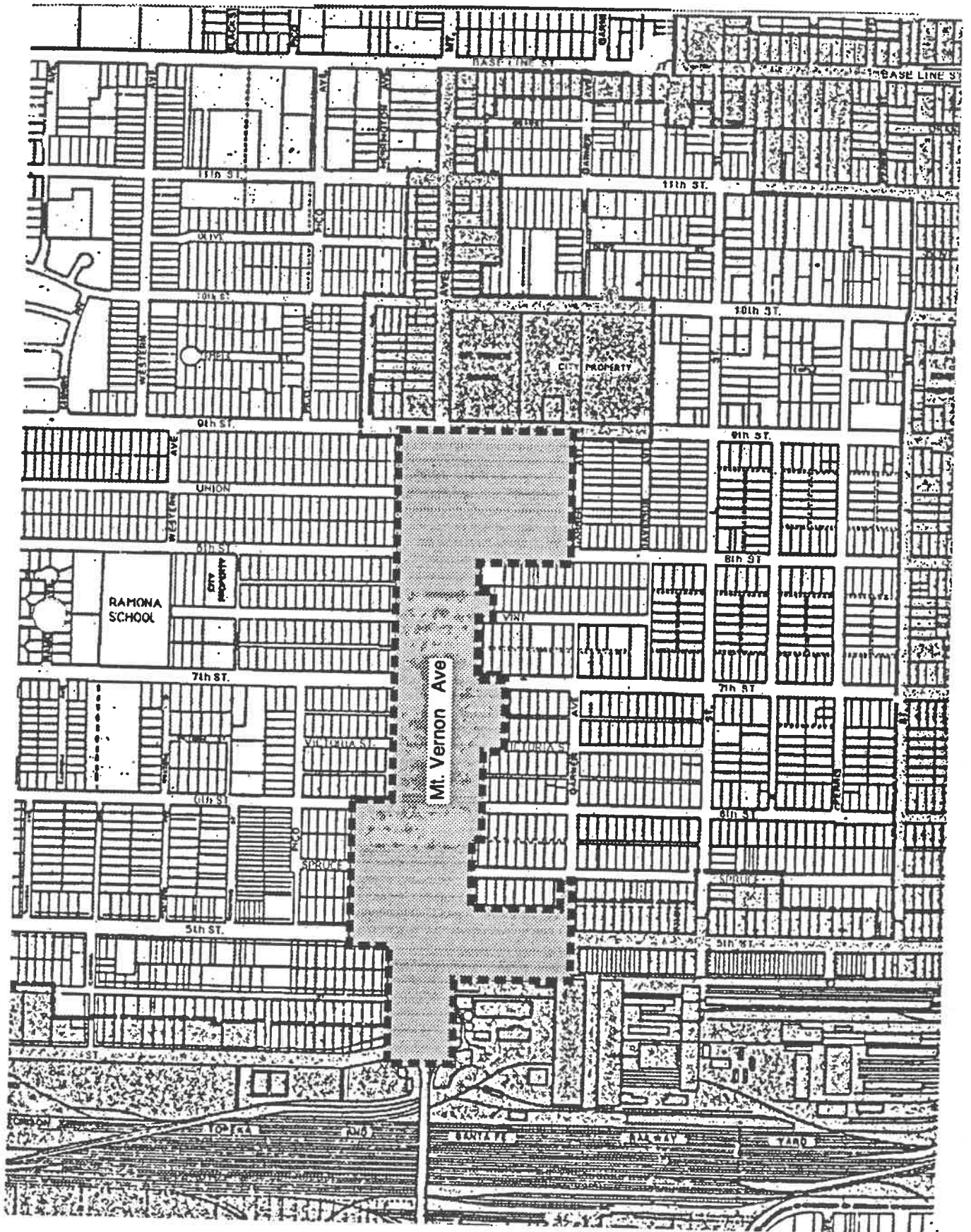


FIGURE 1:
PLANNING AREA FOR THE MT. VERNON CORRIDOR SPECIFIC PLAN

	Yes	No	Maybe
g. Development within an area subject to landslides, mudslides, liquefaction or other similar hazards as identified in Section 12.0 - Geologic & Seismic, Figures 48, 52 and 53 of the City's General Plan?	_____	_____	x
h. Other? <u>None</u>	_____	_____	_____
2. Air Resources: Will the proposal result in:			
a. Substantial air emissions or an effect upon ambient air quality as defined by AQMD?	_____	x	_____
b. The creation of objectionable odors?	_____	x	_____
c. Development within a high wind hazard area as identified in Section 15.0 - Wind & Fire, Figure 59, of the City's General Plan?	_____	x	_____
3. Water Resources: Will the proposal result in:			
a. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff due to impermeable surfaces?	_____	x	_____
b. Changes in the course or flow of flood waters?	_____	x	_____
c. Discharge into surface waters or any alteration of surface water quality?	_____	x	_____
d. Change in the quantity or quality of ground water?	_____	x	_____
e. Exposure of people or property to flood hazards as identified in the Federal Emergency Management Agency's Flood Insurance Rate Map, Community Panel Number 060281 _____ - _____, and Section 16.0 - Flooding, Figure 62, of the City's General Plan?	_____	x	_____
f. Other? <u>None</u>	_____	_____	_____
4. Biological Resources: Could the proposal result in:			
a. Development within the Biological Resources Management Overlay, as identified in Section 10.0 - Natural Resources, Figure 41, of the City's General Plan?	_____	x	_____
b. Change in the number of any unique, rare or endangered species of plants or their habitat including stands of trees?	_____	x	_____
c. Change in the number of any unique, rare or endangered species of animals or their habitat?	_____	x	_____
d. Removal of viable, mature trees? (6" or greater)	_____	x	_____
e. Other? <u>None</u>	_____	_____	_____
5. Noise: Could the proposal result in:			
a. Development of housing, health care facilities, schools, libraries, religious facilities or other "noise" sensitive uses in areas where existing or future noise levels exceed an Ldn of 65 dB(A) exterior and an Ldn of 45 dB(A) interior as identified in Section 14.0 - Noise, Figures 14-6 and 14-13 of the City's General Plan?	_____	x	_____

	Yes	No	Maybe
b. Development of new or expansion of existing industrial, commercial or other uses which generate noise levels on areas containing housing, schools, health care facilities or other sensitive uses above an Ldn of 65 dB(A) exterior or an Ldn of 45 dB(A) interior?	_____	_____	_____x_____
c. Other? <u>None</u>	_____	_____	_____
6. Land Use: Will the proposal result in:			
a. A change in the land use as designated on the General Plan?	_____x_____	_____	_____
b. Development within an Airport District as identified in the Air Installation Compatible Use Zone (AICUZ) Report and the Land Use Zoning District Map?	_____	_____x_____	_____
c. Development within Foothill Fire Zones A & B, or C as identified on the Land Use Zoning District Map?	_____	_____x_____	_____
d. Other? <u>None</u>	_____	_____	_____
7. Man-Made Hazards: Will the project:			
a. Use, store, transport or dispose of hazardous or toxic materials (including but not limited to oil, pesticides, chemicals or radiation)?	_____	_____x_____	_____
b. Involve the release of hazardous substances?	_____	_____x_____	_____
c. Expose people to the potential health/safety hazards?	_____	_____x_____	_____
d. Other? <u>None</u>	_____	_____	_____
8. Housing: Will the proposal:			
a. Remove existing housing or create a demand for additional housing?	_____x_____	_____	_____
b. Other? <u>None</u>	_____	_____	_____
9. Transportation / Circulation: Could the proposal, in comparison with the Circulation Plan as identified in Section 6.0 - Circulation of the City's General Plan, result in:			
a. An increase in traffic that is greater than the land use designated on the General Plan?	_____	_____x_____	_____
b. Use of existing, or demand for new, parking facilities/structures?	_____x_____	_____	_____
c. Impact upon existing public transportation systems?	_____	_____	_____x_____
d. Alteration of present patterns of circulation?	_____	_____	_____x_____
e. Impact to rail or air traffic?	_____	_____	_____x_____
f. Increased safety hazards to vehicles, bicyclists or pedestrians?	_____	_____x_____	_____
g. A disjointed pattern of roadway improvements?	_____	_____x_____	_____
h. Significant increase in traffic volumes on the roadways or intersections?	_____	_____x_____	_____
i. Other? <u>None</u>	_____	_____	_____

10. Public Services: Will the proposal impact the following beyond the capability to provide adequate levels of service?

	Yes	No	Maybe
a. Fire protection?	_____	<u> x </u>	_____
b. Police protection?	_____	<u> x </u>	_____
c. Schools (i.e., attendance, boundaries, overload, etc.)?	_____	<u> x </u>	_____
d. Parks or other recreational facilities?	_____	<u> x </u>	_____
e. Medical aid?	_____	<u> x </u>	_____
f. Solid Waste?	_____	<u> x </u>	_____
g. Other? <u> None </u>	_____	_____	_____

11. Utilities: Will the proposal:

a. Impact the following beyond the capability to provide adequate levels of service or require the construction of new facilities?			
1. Natural gas?	_____	<u> x </u>	_____
2. Electricity?	_____	<u> x </u>	_____
3. Water?	_____	<u> x </u>	_____
4. Sewer?	_____	<u> x </u>	_____
5. Other? <u> None </u>	_____	_____	_____
b. Result in a disjointed pattern of utility extensions?	_____	<u> x </u>	_____
c. Require the construction of new facilities?	_____	<u> x </u>	_____

12. Aesthetics:

a. Could the proposal result in the obstruction of any scenic view?	_____	<u> x </u>	_____
b. Will the visual impact of the project be detrimental to the surrounding area?	_____	<u> x </u>	_____
c. Other? <u> None </u>	_____	_____	_____

13. Cultural Resources: Could the proposal result in:

a. The alteration or destruction of a prehistoric or historic archaeological site by development within an archaeological sensitive area as identified in Section 3.0 - Historical, Figure 8, of the City's General Plan?	_____	_____	<u> x </u>
b. Alteration or destruction of a historical site, structure or object as listed in the City's Historic Resources Reconnaissance Survey?	_____	<u> x </u>	_____
c. Other? <u> None </u>	_____	_____	_____

D. DETERMINATION

On the basis of this initial study,

- The proposed project **COULD NOT** have a significant effect on the environment and a **NEGATIVE DECLARATION** will be prepared.
- The proposed project **could** have a significant effect on the environment, although there will not be a significant effect in this case because the mitigation measures described above have been added to the project. A **NEGATIVE DECLARATION** will be prepared.
- The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

ENVIRONMENTAL REVIEW COMMITTEE
CITY OF SAN BERNARDINO, CALIFORNIA

Name and Title

Larry E. Reed

Signature

Date: SEPT 26, 1991

Attachment C:

DISCUSSION OF ENVIRONMENTAL EVALUATION AND MITIGATION MEASURES:

The information presented below is based on information contained in the City's General Plan as well as on input from the City of San Bernardino Planning and Building Services Department.

The following items were noted as yes or maybe in Section C.

1. Earth Resources

1c. Maybe

Proposed development within the Specific Plan area may require excavation and compaction of existing soil. The EIR will describe the existing conditions of the proposed area, identified any potential impacts and recommend appropriate mitigation measures.

1g. Maybe

Potential ground failure areas due to existing levels of groundwater are identified in the City's General Plan. The Specific Plan area is located in a "Moderate High to Moderate" Liquefaction susceptibility area. The EIR will describe the existing conditions of the proposed area, identified any potential impacts and recommend appropriate mitigation measures.

5. Noise

5b. Maybe

Development of new or expansion of existing commercial uses within the Specific Plan area may generate higher noise levels. As new development occurs, it is anticipated that there will be significant short-term impacts associated with construction and construction equipment. However, significant long-term impacts are not anticipated as a result of Plan implementation due to the pedestrian oriented environment of the Plan. The increase in Long-term noise levels caused by Plan related projects will be at levels allowed by the City's General Plan.

The EIR will describe the existing and future noise environments, address short-term and long-term impacts and provide appropriate mitigation measures.

6. Land Use

6a. Yes

The Plan area will change from a predominantly general commercial with deteriorating residential and commercial uses to a theme/specialty center area. The proposed uses included specialty retail, ethnic markets (mercados), restaurants, entertainment, gift shops and similar uses.

8. Housing

8a. Yes

Some relocation of existing residential properties will occur as a result of property acquisition/demolition. These properties are located in non-residential zoning designations. The Plan will not result in an increased demand for additional housing that is not already planned as part of the goals, objectives and policies of City's General Plan.

9. Transportation

9b. Yes

Increased commercial development and activities within the Specific Plan area will require new parking facilities which will be constructed as part of proposed new development. It is anticipated that a parking district approach may be necessary to accommodate special parking demand and requirements created by the nature of the proposed theme/specialty center area.

The Specific Plan will comply with, and conform to the goals, objectives and policies of the City's General Plan.

9c. Maybe

The increase in traffic may affect public transportation systems. The EIR will describe the existing conditions of the proposed area, identified any potential impacts and recommend appropriate mitigation measures.

9d. Maybe

The existing pattern of circulation will be altered by implementation of residential cul-de-sacs on secondary streets. The Specific Plan's circulation framework and EIR will describe the existing conditions of the proposed area, identified any potential impacts and recommend appropriate mitigation measures.

9e. Maybe

The Specific Plan area is impacted by the proximity to Santa Fe Railroad Depot. Uses that support the reuse of the Depot and rehabilitation of adjacent properties are encouraged by the City's General Plan.

The Specific Plan will comply with, and conform to the goals, objectives and policies of the City's General Plan.

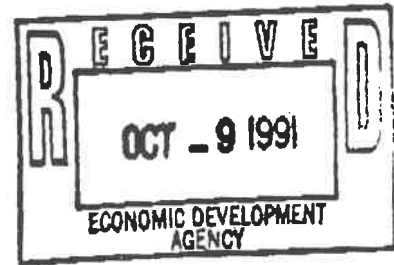
13. Cultural Resources

13a. Maybe

Impacts upon potential cultural resources in the Plan area, as identified in the City's General Plan, Urban Archeological District, will be evaluated in the Specific Plan and EIR. The EIR will describe the existing conditions of the proposed area, identify any potential impacts and recommend appropriate mitigation measures. The assessment of existing historical and archeological resources will be based on existing data contained in the City's General Plan.

RESPONSES TO NOTICE OF PREPARATION

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814



DATE: Oct 04, 1991

TO: Reviewing Agency

RE: CITY OF SAN BERNARDINO's NOP for
MT. VERNON CORRIDOR
SCH # 91102030

Attached for your comment is the CITY OF SAN BERNARDINO's Notice of Preparation of a draft Environmental Impact Report (EIR) for the MT. VERNON CORRIDOR.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

SUSAN MORALES
CITY OF SAN BERNARDINO
201 NORTH E STREET, 3RD FLOOR
SAN BERNARDINO, CA 92401-1507

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Russell Colliau at (916) 445-0613.

Sincerely,

David C. Nunenkamp
Deputy Director, Permit Assistance

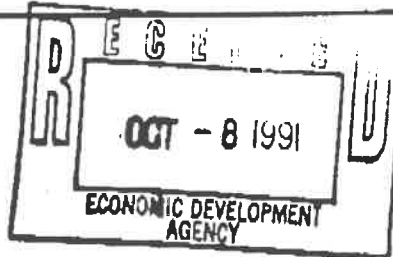
Attachments

cc: Lead Agency

CALIFORNIA
ARCHAEOLOGICAL
INVENTORY



ARCHAEOLOGICAL INFORMATION CENTER
San Bernardino County Museum
2024 Orange Tree Lane
Redlands, California 92374
(714) 792-1497



October 04, 1991

Susan Morales
San Bernardino City
Development Department
201 North E Street, 3rd Floor
San Bernardino, CA 92401-1507

SUBJECT: Comment re Notice of Preparation of a Draft EIR for Mt. Vernon Corridor Specific Plan, Initial Study dated September 17, 1991

Attachment C: Discussion of Environmental Evaluation and Mitigation Measures, Item 13a, p. 9

The statement "The assessment of existing historical and archaeological resources will be based on existing data contained in the City's General Plan." is inadequate. The general plan does not contain sufficient data to identify or assess known or possible archaeological resources. The project area contains historic resources which may have associated archaeological resources, including the commercial district, Santa Fe railway, Home of Neighborly Service; and may contain additional archaeological resources associated with earlier historic structures that no longer exist above ground, including a Mormon-period irrigation channel. Based upon information in the Center's files, the potential for historic archaeological resources within the project area is high.

I recommend that the existing statement be changed to reflect more specific concerns for potential archaeological resources. Additionally, a qualified historical archaeological consultant should be employed to inventory and evaluate these resources, and to develop and appropriate archaeological sensitivity map to be included in the final specific plan.

Sincerely,

A handwritten signature in cursive script that reads "Lester A. Ross".

Lester A. Ross
Center Coordinator

CITY OF SAN BERNARDINO — MEMORANDUM

To Susan M. Morales, Development Specialist

From Annie F. Ramos, Director
Parks, Recreation & Comm. S
Date October 1, 1991

Subject NOTICE OF PREPARATION - MT. VERNON CORRIDOR SPECIFIC
PLAN

Approved

Date

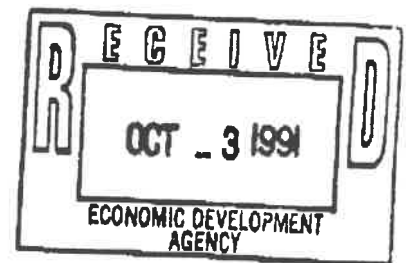
I have received the Environmental Impact check list, evaluation and mitigation measures for the Mt. Vernon Corridor.

After reviewing the information, I found the various environmental areas have been addressed appropriately and no further comments are necessary from my perspective.



ANNIE F. RAMOS, DIRECTOR
Parks, Recreation and Community Services

AFR:u



SOUTHERN CALIFORNIA  gas COMPANY

1881 LUGONIA AVENUE, REDLANDS, CALIFORNIA

MAILING ADDRESS: P.O. BOX 3003, REDLANDS, CALIFORNIA 92373-0306

October 4, 1991

City of San Bernardino Development Department
201 North "E" Street, 3rd Floor
San Bernardino, CA 92401-1507

ATTENTION: Susan M. Morales

RE: Mt. Vernon Corridor Specific Plan

Thank you for inquiring about the availability of natural gas service for your project. We are pleased to inform you that Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project could be provided from various locations throughout project area without any significant impact on the environment. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

You should be aware that this letter is not to be interpreted as a contractual commitment to serve the proposed project, but only as an informational service. The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. We can also be affected by actions of federal regulatory agencies. Should these agencies take any action which affects gas supply or the conditions under which service is available, gas service will be provided in accordance with revised conditions.

Typical demand use for:

a. Residential (System Area Average/Use Per Meter) Yearly

Single Family	799 therms/year dwelling unit
Multi-Family 4 or less units	482 therms/year dwelling unit
Multi-Family 5 or more units	483 therms/year dwelling unit

These averages are based on total gas consumption in residential units served by Southern California Gas Company, and it should not be implied that any particular home, apartment or tract of homes will use these amounts of energy.

b. Commercial

Due to the fact that construction varies so widely (a glass building vs. a heavily insulated building) and there is such a wide variation in types of materials and equipment used, a typical demand figure is not available for this type of construction. Calculations would need to be made after the building has been designed.

We have developed several programs which are available, upon request, to provide assistance in selecting the most effective applications of energy conservation techniques for a particular project. If you desire further information on any of our energy conservation programs, please contact our Builder Services Manager, P.O. Box 3003, Redlands, CA 92373-0306, phone 1-800-624-2497.

Sincerely,

Handwritten signature of Kevin B. Flum in black ink.

Kevin B. Flum
Technical Supervisor

KBF:blh

cc: Environ Affairs -ML209B

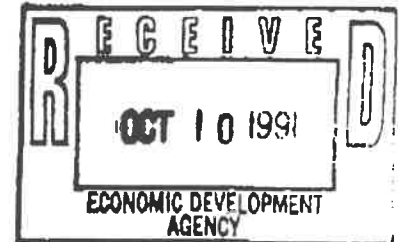
SOUTHERN CALIFORNIA  **COMPANY**

1981 LUGONIA AVENUE, REDLANDS, CALIFORNIA

MAILING ADDRESS: P.O. BOX 3008, REDLANDS, CALIFORNIA 92373-0308

October 4, 1991

City of San Bernardino Development Department
201 North "E" Street, 3rd Floor
San Bernardino, CA 92401-1507



ATTENTION: Susan M. Morales

RE: Mt. Vernon Corridor Specific Plan

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Sincerely,

A handwritten signature in black ink, appearing to read "Kevin B. Flum". The signature is written in a cursive style with a prominent initial "K".

Kevin B. Flum
Technical Supervisor

KBF:blh

cc: Environ Affairs -ML209B

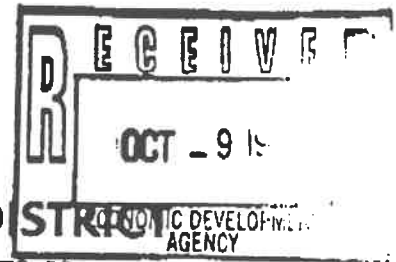
EXHIBIT A

POTENTIAL EMISSION SOURCES AND MITIGATION MEASURES

- A. To Minimize Construction Activity Emissions
 - o Water site and equipment in the morning and evening.
 - o Spread soil binders on site, unpaved roads, and parking areas.
 - o Re-establish ground cover on construction site through seeding and watering.
- B. Reduce Construction Equipment Emissions
 - o Wash off trucks leaving site.
 - o Properly tune and maintain all equipment.
 - o Use low-sulfur fuel for equipment.
- C. Reduce Construction-Related Traffic Congestion
 - o Provide rideshare incentives.
 - o Provide transit incentives for construction personnel.
 - o Configure construction parking to minimize traffic interferences.
 - o Minimize obstruction of through-traffic lanes.
 - o Provide a flagperson to guide the traffic properly.
 - o Schedule operations affecting roadways for off-peak traffic hours.
- D. Limit Emissions From Vehicle Trips and Roadway Construction
 - o Operate a Transportation management Plan per SCAQMD regulation XV.
 - o Provide commuter rideshare incentives.
 - o Provide commuter transit incentives.
 - o Promote Transportation Demand Management Associations.
 - o Establish a program of alternative work schedules.
 - o Establish a telecommuting program.
 - o Schedule goods movements for off-peak traffic hours.
 - o Promote local shuttle and regional transit systems.
 - o Provide dedicated turn lanes as appropriate.
 - o Provide transit shelters.
 - o Provide bicycle lanes, storage areas and amenities.
 - o Ensure efficient parking management.
 - o Prioritize Construction of HOV lanes.
 - o Work closely with cities in the region to implement TDM goals.
- E. Minimize Indirect- Source Emissions
 - o Implement energy conservation measures beyond state and local requirements.
 - o Install energy-efficient street lighting.
 - o Include energy costs in capital expenditure analyses
 - o Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.



South Coast
AIR QUALITY MANAGEMENT DISTRICT
9150 FLAIR DRIVE, EL MONTE, CA 91731 (818) 572-6200



October 4, 1991

Susan M. Morales
City of San Bernardino
Development Department
201 North "E" Street, 3rd. Fl.
San Bernardino, CA 92401-1507

**Notice of Preparation of a Draft Environmental Impact Report for
Mt. Vernon Corridor Specific Plan
District No. SBC911003-02**

Dear Ms. Morales:

Thank you for the opportunity to comment on the above referenced environmental document. District staff has reviewed and assessed potential impacts that may result from the above referenced project.

Preliminary staff assessment indicates that the proposed project may adversely affect air quality. Appropriate mitigation measures should be incorporated into the proposed project to reduce air quality impacts to insignificant level. Refer to the District's "Air Quality Handbook for Preparing Environmental Impact Reports" to assess and mitigate adverse air quality impacts.

Upon completion of the Draft Environmental Impact Report, please forward two copies to:

South Coast Air Quality Management District
Planning Division
9150 Flair Drive
El Monte, CA 91731

Attn: Local Government - CEQA

If you have any questions, please call me at (818) 307-1519.

Yours truly,

Connie Day
Connie Day
Program Supervisor
Environmental Review

CD:li

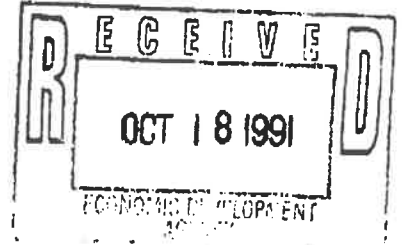
Attachment

DEPARTMENT OF TRANSPORTATION

DISTRICT 8, P.O. BOX 231
SAN BERNARDINO, CALIFORNIA 92402
TDD (714) 383-4609



October 16, 1991
08-SBd-66-22.4
SCH# 91102030



Ms. Susan M. Morales
City of San Bernardino
Development Department
201 North E Street, 3rd Floor
San Bernardino, CA 92401-1507

Dear Ms. Morales:

Notice of Preparation of a Draft Environmental
Impact Report for the Mt. Vernon Corridor Specific Plan

We have reviewed the above-referenced document and we request that the city of San Bernardino coordinate with Caltrans in all matters regarding access to State Route 66.

When available, please send the DEIR to:

Tom Meyers
Transportation Planning, CEQA/IGR
California Department of Transportation
P.O. Box 231
San Bernardino, CA 92402

If you have any questions, please contact Tom Meyers at (714) 383-6908 or FAX (714) 383-5936.

Sincerely,

HARVEY J. SAWYER, Chief
Transportation Planning
San Bernardino County
Coordination Branch

Lead agency
Sacramento Agency
Dept. of Planning & Waterways
1625 S Street
Sacramento, CA 95814
916/945-6281

Fish and Game - Regional (RNs)
Gary Stacey, Regional Manager
Department of Fish and Game
661 Locust
Building, CA 94001
916/725-2300 (R-402)

Department of Transportation
Michael Conner
Jo Sanford
Caltrans, District 1
1656 Union Street
Eureka, CA 95501
707/445-6671 (R-538)

Food and Agriculture
Yusuf Cervantes
Dept. of Food and Agriculture
1226 N Street, Room 104
Sacramento, CA 95814
916/922-5227

Regional Water Quality Control Board
NORTH COAST REGION (1)
1440 Commodore Blvd., Bldg. 200
Santa Rosa, CA 95401
709/576-2280 (R-590)

Gary L. Hoffmann
California Coastal Commission
45 Front Street, Suite 200
San Francisco, CA 94105-2119
415/343-4335

Illia M. Constantinou, Regional Manager
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
916/255-0922 (R-408)

Health & Welfare
Debra J. Smith
Caltrans, District 3
703 B Street
Marysville, CA 95901
916/741-4277 (R-457)

Health & Welfare
Debra J. Smith
Caltrans, District 3
703 B Street
Marysville, CA 95901
916/741-4277 (R-457)

SAN FRANCISCO BAY REGION (2)
2101 Webster, Suite 200
Oakland, CA 94612
415/964-1255 (R-561)

David Hoffmann
State Coastal Commission
1330 Broadway, Suite 100
Oakland, CA 94612
415/964-105

G. Nelson, Regional Manager
Department of Fish and Game
1234 East Shore Avenue
Fresno, CA 93710
209/222-3761 (R-421)

Robert Stepp
Dept. of General Services
400 P Street, Suite 3400
Sacramento, CA 95814
916/204-0214

Blacks and Consumer Services
Robert Stepp
Dept. of General Services
400 P Street, Suite 3400
Sacramento, CA 95814
916/204-0214

CENTRAL COAST REGION (3)
81 Regatta Street, Suite 209
San Luis Obispo, CA 93401-5414
805/549-3147 (R-609)

Debra O'Byrne
Dept. of Conservation
1416 Ninth Street, Room 1516-2
Sacramento, CA 95814
916/322-1873

Paul A. Worthingly, Jr., Reg. Manager
Department of Fish and Game
310 Golden Shores, Suite 50
Long Beach, CA 90802
213/598-5113 (R-435)

Jerry Lammert
Caltrans, District 5
P.O. Box 8114
San Luis Obispo, CA 93405-8114
805/549-3161 (R-429)

Blacks and Consumer Services
Robert Stepp
Dept. of General Services
400 P Street, Suite 3400
Sacramento, CA 95814
916/204-0214

LOS ANGELES REGION (4)
181 Center Point Drive
Menlo Park, CA 91754
213/766-4660 (R-440)

Div. of Mines and Geology
Div. of Oil and Gas
Lead Resources Project Unit

Independent Consultants
John R. Nauffer
California Energy Commission
1506 North Street, MS-15
Sacramento, CA 95814
916/322-9130

Environmental Affairs
Barbara Fry
Air Resources Board
1102 Q Street
Sacramento, CA 95814
916/322-1267

Blacks and Consumer Services
Robert Stepp
Dept. of General Services
400 P Street, Suite 3400
Sacramento, CA 95814
916/204-0214

CENTRAL VALLEY REGION (5)
3403 Fowler Road, Suite A
Sacramento, CA 95827-3096
916/951-5880

Hans Krueger
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94286-0001
916/322-9621

William A. Johnson
Native American Heritage Commission
985 Capitol Mall, Room 205
Sacramento, CA 95814
916/322-7791

State Water Resources Control Board
Caltrans, District 6
P.O. Box 12616
Fresno, CA 93718
209/276-5999 (R-422)

Environmental Affairs
Barbara Fry
Air Resources Board
1102 Q Street
Sacramento, CA 95814
916/322-1267

Promo Branch Office
3434 East Ashland Avenue
Fresno, CA 93726
209/445-5116 (R-421)

Mike Doyle
Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94286-0001
916/324-6421

William Meyer
Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
415/337-1375 (R-597)

State Water Resources Control Board
Caltrans, District 8
247 West Third Street
San Bernardino, CA 92403
714/793-4008 (R-670)

State Water Resources Control Board
Caltrans, District 9
500 South Main Street
Bishop, CA 93514
619/873-0203 (R-627)

LA MONTANA REGION (6)
2072 Lake Tahoe Boulevard
Incline 02
South Lake Tahoe, CA 96150
916/444-3481

Anna Lorenz Brown
Reclamation Board
1416 Ninth Street, Room 706
Sacramento, CA 95814
916/322-3740

Public Utilities Commission
Native American Heritage Commission
985 Capitol Mall, Room 205
Sacramento, CA 95814
916/322-7791

State Water Resources Control Board
Caltrans, District 10
P.O. Box 2000
Sacramento, CA 95810
916/322-9978

State Water Resources Control Board
Caltrans, District 11
P.O. Box 25405
2820 Jean Street
San Diego, CA 92132-5405
619/257-6755 (R-631)

Victorville Branch Office
1502 Civic Drive, Suite 100
Victorville, CA 92392-2359
619/241-6583

Nancy Webber
S.F. Bay Conservation & Development Commission
30 Van Ness Avenue, Room 281
San Francisco, CA 94102
415/357-3666

Public Utilities Commission
Native American Heritage Commission
985 Capitol Mall, Room 205
Sacramento, CA 95814
916/322-7791

State Water Resources Control Board
Caltrans, District 12
2501 Pullman St.
Santa Ana, CA 92705
714/774-2229 (R-655)

State Water Resources Control Board
Caltrans, District 13
P.O. Box 100
Sacramento, CA 95801
916/945-9152

COLORADO RIVER REGION (7)
73-271 Highway 111, Suite 21
Palm Desert, CA 92260
619/346-7401

Michael Gayton
Dept. of Water Resources
1416 Ninth Street, Room 449
Sacramento, CA 95814
916/945-7416

Public Utilities Commission
Native American Heritage Commission
985 Capitol Mall, Room 205
Sacramento, CA 95814
916/322-7791

State Water Resources Control Board
Caltrans, District 14
P.O. Box 2000
Sacramento, CA 95810
916/322-9978

State Water Resources Control Board
Caltrans, District 15
P.O. Box 100
Sacramento, CA 95801
916/945-9152

Yuba Area Region (8)
689 Indiana Avenue, Suite 200
Yuba City, CA 92506
714/782-4130 (R-633)

State Water Resources Control Board
Caltrans, District 16
P.O. Box 100
Sacramento, CA 95801
916/945-9152

State Water Resources Control Board
Caltrans, District 17
P.O. Box 100
Sacramento, CA 95801
916/945-9152

State Water Resources Control Board
Caltrans, District 18
P.O. Box 100
Sacramento, CA 95801
916/945-9152

State Water Resources Control Board
Caltrans, District 19
P.O. Box 100
Sacramento, CA 95801
916/945-9152

SAN DIEGO REGION (9)
9771 Chalmers Mesa Blvd., Suite B
San Diego, CA 92124-1331
619/283-5114 (R-636)

State Water Resources Control Board
Caltrans, District 20
P.O. Box 100
Sacramento, CA 95801
916/945-9152

State Water Resources Control Board
Caltrans, District 21
P.O. Box 100
Sacramento, CA 95801
916/945-9152

State Water Resources Control Board
Caltrans, District 22
P.O. Box 100
Sacramento, CA 95801
916/945-9152

State Water Resources Control Board
Caltrans, District 23
P.O. Box 100
Sacramento, CA 95801
916/945-9152

OTHER:
OTHER:

PCD/MQ/MR
33
Sutcliffe

RESPONSES TO COMMENTS ON DRAFT EIR

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A. Department of Transportation - District 8

On September 26, 1991 the Environmental Review Committee of the City of San Bernardino concluded that there will not be an increase in traffic that is greater than the land use designated in the General Plan. (See page 9, item 9a of the Environmental Impact Checklist which was part of the Draft EIR.)

This conclusion was reached because the Circulation Element rights-of-ways and the Land Use Element land uses of the General Plan were designed in consort and the (C) Commercial General Plan Land Use Designation allows a greater range and intensity of land use than does the Las Placitas Specific Plan.

APPENDIX

D

LANDSCAPE STANDARDS OF THE CITY OF SAN BERNARDINO

CITY OF SAN BERNARDINO
DEPARTMENTS OF
PARKS, RECREATION AND COMMUNITY SERVICES
PLANNING DEPARTMENT

PROCEDURE
AND
POLICY
FOR
LANDSCAPING AND IRRIGATION
MULTI UNIT
COMMERCIAL
INDUSTRIAL
January, 1992

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CITY OF SAN BERNARDINO

REQUIREMENTS FOR SUBMITTAL AND APPROVAL OF
LANDSCAPE AND IRRIGATION PLANS:

I. PURPOSE

The intent and purpose of these guidelines is to provide:

1. Guidance in the required submittal of landscape and irrigation plans.
2. Guidance in meeting street tree requirements.
3. Guidance in selection of plant material.
4. Guidance in what the plans (landscape and irrigation) shall show.

II. SUBMITTALS

A. NUMBER OF PLANS AND SUBMITTAL PROCEDURE

FIVE: (5) copies each of landscape and irrigation plans shall be submitted to the Public Works/Engineering Department along with payment of the appropriate Landscape Plan Review Fee.

B. LANDSCAPE PLANS

1. Shall be drawn by one of the following:
 - A. A registered landscape architect.
 - B. A licensed landscape contractor who installs the actual landscape.
 - C. A nursery.
 - D. The owner.

- NOTE:** The name, address, telephone number, along with signature of the person(s) who do the design shall be on the plans. Registered landscape architects and licensed landscape contractors shall include their registration numbers and/or license numbers.
2. Plans shall be legibly drawn to scale on paper no smaller than 18" x 24" and no larger than 24" x 36".
 3. Plans shall show location of the property by vicinity map and nearest cross streets and give the property address or assessor's parcel number.
 4. Plans shall show location of existing and proposed utilities - above ground and underground.
 5. Plans shall show type of zoning, the scale, and northerly directional arrow.
 6. Plans shall contain plant legends for all existing and proposed plant material. The legend shall be as follows:

PIPE			
Size	Type	Class	Schedule

Note: Pipe sizing, (size) shall also be shown at each section of pipe, (mains and laterals).

VALVE CHART		
Valve	Valve Size	GPM
#1	2½"	43
#2	1½"	27
ETC.	ETC.	ETC.
Total # Valves		Total GPM

Note: All valves shall be numbered.

FRICTION (PSI LOSS)	
" _____ " Water Meter	_____ PSI
Backflow Device	_____ PSI
Elevation Changes	_____ PSI
Pipe	_____ PSI
Valves, Fittings, Miscellaneous	_____ PSI
Total PSI Loss	_____ PSI
Original PSI (static)	_____ PSI
Less Total PSI Loss	_____ PSI
Equals	
Minimum to Farthest HD	_____ PSI

III. LANDSCAPE AREAS

A. MAINTENANCE OF LANDSCAPED AREAS

The maintenance of landscaped areas and graded slopes shall be the responsibility of the developer until the transfer to individual ownership.

B. PLANTER AREAS

All required landscaping shall be protected by an enclosed concrete curbing.

C. INTERIOR SITE PLANTING AREAS

Interior planting shall be required and maintained equal to at least 15 percent of the open surfaced parking area excluding the area of landscaping strip required in the front yard setback area and shall include at least one tree for every five spaces or major fraction thereof. Measurements shall be computed from the inside or perimeter walls or setback lines.

D. IRRIGATION

All required landscaping shall be provided with automatic sprinkler facilities which shall be maintained in an operative condition. Utilize only reduced pressure (rp) devices or double check valve assembly. No atmospheric vacuum breakers are permitted.

E. SETBACK AREAS

All required setbacks abutting a public right-of-way shall be landscaped (except for walks and driveways which bisect or encroach upon the required landscape area). The required setbacks shall be landscaped with trees, shrubs, and groundcover. Landscaped earth berms shall be erected and maintained within the setback along the above indicated property line. Bermed areas shall have a maximum of 3:1 slope and be planted with a tall fescue type turf grass, or other approved landscaping. A minimum of 6 feet of landscaping shall be placed on the exterior of perimeter walls and fences.

F. GROUND COVER AND BEDDING MATERIAL

Gravel and decorative rock are not appropriate materials to be used as ground cover or bedding material.

G. SLOPES

1. To protect against damage by erosion and negative visual impact, surfaces of all cut slopes more than five feet in height and fill slopes more than three feet in height shall be protected by landscaping. Slopes exceeding 15 feet in vertical height shall also be landscaped with shrubs, spaced at not to exceed twenty (20) feet on centers; or a combination of shrubs and trees as cover plants. Plant material selected and planting method used shall be suitable for the soil and climatic conditions of the site. Public Works/Engineering will also approve these.

2. Plant sizes shall be as follows:

A. Trees	20% - 24" box 80% - 15 gallon
B. Shrubs	50% - 5 gallon 50% - 1 gallon
C. Groundcover	100% - coverage when mature or 12" o.c.

3. The maintenance of graded slopes and landscaped areas shall be the responsibility of the developer until the transfer to individual ownership.
4. All grading and drainage facilities, including erosion control planting of graded slopes, shall be done in accordance with a grading plan approved by the City Engineer. A grading permit shall be obtained prior to any grading being done.

H. EROSION CONTROL

All grading and drainage facilities, including erosion control planting of graded slopes, shall be done in accordance with a grading plan approved by the City Engineer. A grading permit shall be obtained prior to any grading being done.

I. WEED CONTROL

Pre-emergence control, post-emergence control and cultural control of weeds shall be addressed in the landscape specifications.

IV. PLANT MATERIALS

A. CLIMATIC CONDITIONS AND PLANT LISTS

Due to the hot and dry climate of San Bernardino, drought and heat tolerant material may be used upon prior approval.

B. STREET TREES

Street trees shall be required. Tree varieties and exact location will be determined by the Director of the Parks, Recreation and Community Services Department or his/her designee. The Parks, Recreation and Community Services Department shall mark locations and inspect plant material on site, prior to planting. Sidewalks, curb and gutter, must be clean of debris prior to marking. A 24 hour notice is required for inspection. (see attached specifications for Street Tree planting and Street Tree list). The size of the Street Trees shall be: 1. All 24 inch box specimens,

The 24 inch box trees shall be planted as street trees within the public parkway or City property.

C. PLANT MATERIAL

Landscaped areas shall have plant material selected and planting methods used which are suitable for the soil and climatic conditions of the site. Sizes of the plant materials shall conform to the following mix:

Trees 20%, 24" box; 50%, 15 gallon; 15%, 36" box; 15%, 48" box.
Shrubs 80%, 5 gallon; 20%, 1 gallon
Groundcover 100% coverage

Concrete mow strips are required to separate all turf areas from other landscaped areas for all developments except single family residential. (SEE RESIDENTIAL REQUIREMENTS)

Where trees are planted in paved areas, they shall have a protective tree grate. Tree grates shall be cast iron with a natural finish. A deep root system shall be used.

V. INSPECTION

A. IRRIGATION SYSTEM

(714) 384-5314

1. Inspections shall be performed by a Park and Recreation Department representative at the following:
 - A. Pressure test of irrigation main line (150 PSU for 2 hours)
 - B. Coverage test and final acceptance.
2. Do not allow or cause the above items to be covered up, until it has been inspected and approved by a Park Department representative. A ~~48~~ hour notice shall be given prior to anticipated inspections.

B. LANDSCAPING

1. Inspections shall be performed by a Park and Recreation Department representative at the following:
 - A. Upon completion of finished grade, soil preparation and final rake out.
 - B. When trees and shrubs are spotted for planting, with one example of planting hole for trees and one for shrubs.
 - C. Final inspection when planting and all other specified work has been completed.
2. A ~~48~~ hour notice shall be given prior to anticipated inspections.

VI. OTHER REQUIREMENTS

- A. Notify Parks, Recreation and Community Services Department of commencement of landscaping. Give anticipated time line (start to finish).
- B. All landscaping, irrigation and street trees shall be installed and maintained in accordance with City of San Bernardino Municipal Codes, ordinances and standard requirements.
- C. Material requirement for all plant material shall be number one (1) grade of the California Nursery Industry Certificate as issued by the Agricultural Commissioner of the County of origin.
- D. All landscape material, irrigation equipment, irrigation components and workmanship shall be guaranteed for a period of not less than one (1) year from date of final approval by the Director of Parks, Recreation and Community Services or his/her designee. The conditions of the guarantee will be to insure, but not limited to all plant material being in healthy condition and free from abnormal conditions which may have occurred during or after planting, such as defoliation or structure dieback.
- E. ASSESSMENT DISTRICTS

CONTACT THE CITY PARKS, RECREATION AND COMMUNITY SERVICES DEPARTMENT FOR ASSESSMENT DISTRICT'S LANDSCAPE REQUIREMENTS. ALL OTHER ITEMS ON ASSESSMENT DISTRICTS IS COVERED BY PUBLIC WORKS/ENGINEERING.

ENVIRONMENTAL IMPACT REPORT

- **MITIGATION MONITORING PROGRAM**

**MITIGATION MONITORING PROGRAM
FOR THE
PROPOSED MT. VERNON CORRIDOR SPECIFIC PLAN AND EIR**

Mitigation Measure	Implementing Action	Method of Verification	Timing of Verification	Responsible Persons	Date Completed
EARTH RESOURCES (page 121)					
1 Require geotechnical and soils reports	Adoption of Specific Plan	PW provides Report to PLN	Prior to Grading	PW & PLN	
2 Conform with UBC Code re Seismic new construction	Adoption of Specific Plan	Plan Check	Plan Check	PLN	
3 Conform with UBC Code re Seismic rehabilitation	Adoption of Specific Plan	Plan Check	Plan Check	DRC/ERC	
4 City/Agency coordination re State Seismic requirements	Adoption of Specific Plan	Plan Check	Plan Check	DRC/ERC	
NOISE (page 123)					
1 Building Continuity along Mt Vernon to buffer adjacent residential areas	Adoption of Specific Plan	Plan Check	Plan Check	DRC/ERC	
HOUSING (page 125)					
1 Implementation of Neighborhood Enhancement Program	Adoption of Specific Plan	General Plan/ Specific Plan Review	Annual	PLN & DRC/ERC	
PARKING FACILITIES/STRUCTURES (page 127)					
1 Design Structures of compatible scale per Design Guidelines.	Specific Plan	Design Review Process	Prior to Design & Building Permits	DD & DRC/ERC	
ALTERATION OF CIRCULATION PATTERNS (page 129)					
1 Creation of cul de sacs which allow emergency fire and Police access	Specific Plan	Review of PLN Improvement Drawings	Plan Check	PW & DRC/ERC	
HISTORICAL AND ARCHAEOLOGICAL SITES (page 133)					
1 Utilize Spanish Revival architectural theme	Adoption of Specific Plan	Design Review Process	Prior to Design & Building Permits	DD & DRC/ERC	
2 Implementation of Neighborhood Enhancement Program	Adoption of Specific Plan	General Plan/ Specific Plan Review	Annual	PLN & DRC/ERC	
3 Enhance setting of Home of Neighborly Service	Adoption of Specific Plan	General Plan/ Specific Plan Review	Annual	PLN & DRC/ERC	
4 Literature and records searches prior to construction approvals	Adoption of Specific Plan	PW provides Report to PLN	Prior to Grading	PW & PLN	

Abbreviations

PW Public Works Department
 PLN Planning and Building Services Department
 DRC/DRC Development Review/Design Review Committee
 DD Development Department

UBC Uniform Building Code

