

COURT STREET WEST SPECIFIC PLAN - Volume I

February 9, 2007



DESIGN TEAM

Perkowitz + Ruth Architects – Urban Design and Architecture

Yong Heng, Associate in Charge
Michael Bohn, AIA, Design Director
David Sabunas, ASLA, Project Design Director
Lance Collins, AIA, LEED®AP, Project Manager
Marcelo Valenzuela, Senior Designer
Jonathan Hellinga, Senior Designer
Brian Ulaszewski, Senior Designer
Daniel Gonzales, Designer
Criselda Paredes, Designer
Devin Hornbeek, Designer
Anna-Karin Kight, Marketing Specialist

Forma – Landscape and Planning

John McKenna, Director In Charge
Kirk Tani, Director
Robert Glessner, AICP, Director
Robin Kerns, LEED®AP, Planner

IBI Group – Traffic Engineering

David Chow, PE, AICP, Director In Charge
Bill Delo, AICP, Project Manager
Deepali Chausalkar

Development Resource Consultants, Inc. – Civil Engineering

Ronald Sklepko, PE, Vice President

Converse Consultants – Geotechnical Engineers

Hashmi Quazi

February 9, 2007



The Court Street West Specific Plan establishes a distinctive and vibrant downtown district with a unique pedestrian-friendly, mixed-use character and provides an attractive place to live, work and shop, drawing upon the unique location and the cultural assets of the City of San Bernardino.

The specific plan area has the opportunity to re-establish the Downtown Area as a vibrant center by providing residential components that are not only linked by an adaptable street network but also supported with a thriving transit system that also supports a dedicated high speed bus corridor along E Street. This specific plan supports, where feasible, Transit Oriented Development (TOD) principles, Traditional Neighborhood Design (TND) components, and the Ahwahnee Principles as feasible. Refer to Appendix G, Volume 2.

This specific plan also offers an opportunity for neighboring land uses to increase in value by increasing a consumer and employment base accessible to Downtown Offices and existing entertainment and retail centers. This supports opportunities for commercial and residential land uses to expand beyond the specific plan area enticing the economic improvement of Downtown San Bernardino.

In the development and implementation of the Court Street West Specific Plan, a considerable amount of effort went into creating an exciting and diverse urban area, which provides for the integration of surrounding retail, commercial, and civic uses with new opportunities for creative living and working strategies.

VISION STATEMENT

1 INTRODUCTION

- 1.1 Executive Summary
 - 1.1.1 Purpose
- 1.2 Planning Context
 - 1.2.1 Location
 - 1.2.2 Existing Land Use Designations
 - 1.2.3 Project Conditions

2 LAND USE PLAN

- 2.1 Overall Concept
- 2.2 Land Use Designation Concept Plan
 - 2.2.1 Foundation Component
 - 2.2.2 Land Use Zoning District
 - 2.2.3 Strategic Area Plan
 - 2.2.4 Overlays
- 2.3 Conceptual Site Development
 - 2.3.1 Existing Conditions
 - 2.3.2 Conceptual Project
 - 2.3.3 Site Amenities
 - 2.3.4 Conceptual Project Summary Table

3 LAND USE ILLUSTRATIVE

- 3.1 Conceptual Site Plan
 - 3.1.1 Illustrative Conceptual Site Plan
 - 3.1.2 Conceptual South-West 3D Model View
 - 3.1.3 Conceptual South-East 3D Model View
 - 3.1.4 Conceptual North-East 3D Model View
 - 3.1.5 Conceptual Rendering of South Gateway
 - 3.1.6 Conceptual Rendering of Central Park

4 DEVELOPMENT STANDARDS & GUIDELINES

- 4.1 Permitted Uses and Development Standards
 - 4.1.1 CR-CSW1
 - 4.1.2 CR-CSW2
- 4.2 Design Criteria
- 4.3 Design Concepts
 - 4.3.1 Residential Concepts
 - 4.3.2 Mixed Use Concept
 - 4.3.3 Commercial Concept
- 4.4 Landscape Design Guidelines
 - 4.4.1 Planting Design Guidelines
 - 4.4.2 Conceptual Landscape Plan
 - 4.4.3 Conceptual Landscape Design Images
 - 4.4.4 Streetscape Design Guidelines
 - 4.4.5 Open Space Design Guidelines
 - 4.4.6 Landscape and Development Area Lighting
 - 4.4.7 Walls and Fences
 - 4.4.8 Street Furnishings

5 INFRASTRUCTURE

- 5.1 Street Types & Hierarchy Plan
 - 5.1.1 CSW (Court Street West) Corridors Overlay
 - 5.1.2 Boulevards
 - 5.1.3 Neighborhood Streets
 - 5.1.4 Traffic & Parking Analysis
- 5.2 Grading & Drainage
 - 5.2.1 Grading Plan
 - 5.2.2 Drainage Plan
- 5.3 Water
 - 5.3.1 Potable Water Plan
 - 5.3.2 Wastewater Plan
- 5.4 Public Utilities and Services
 - 5.4.1 Utilities (NEW)
 - 5.4.2 Services (NEW)

6 PHASING/IMPLEMENTATION

- 6.1 Purpose and Intent
- 6.2 Review and Approvals
- 6.3 Implementation
- 6.4 Infrastructure Financing
- 6.5 Maintenance Responsibilities
 - 6.5.1 Private Homeowner Maintenance
 - 6.5.2 Homeowners Association (HOA)
 - 6.5.3 Local Agency Maintenance
 - 6.5.4 Utility Agency Maintenance
- 6.6 Development Plan
 - 6.6.1 Processing
 - 6.6.2 Eligibility
 - 6.6.3 Required Action
- 6.7 Subdivision
- 6.8 Amendment Procedures
- 6.9 Administrative Actions
- 6.10 Phasing
- 6.11 Planning Area Boundary and Acreage Adjustment

7 APPENDICES - Volume 2

- A. Legal Description
- B. General Plan Consistency
- C. Existing Code Summary
- D. Traffic Study
- E. Parking Demand Analysis
- F. Hydrology Report
- G. Ahwahnee Principles
- H. Glossary



1. INTRODUCTION

1.1 Executive Summary

1.1.1 Purpose

1.2 Planning Context

1.2.1 Location

1.2.2 Existing Land Use Designations

1.2.3 Project Conditions

1. introduction

1.1 EXECUTIVE SUMMARY

1.1.1 Purpose

The purpose of this document is to create the Court Street West Specific Plan for a 39.6-acre site located between 4th Street, E Street, 2nd Street, and G Street, to assist in the implementation of the City of San Bernardino's General Plan, revitalize a portion of Downtown San Bernardino, support the Redevelopment Agency Economic and Development Programs, stimulate residential and economic growth in neighboring areas, and create opportunities for new downtown living lifestyles.

A Specific Plan is a detailed version of a City's General Plan for a focused area that specifically delineates concepts, regulations, and conditions to be applied towards the future development of the specified area. The City of San Bernardino directly establishes the density, housing types, and character of the Planned Development. This Specific Plan is the implementation document that the City applies to set forth the long term vision of this portion of Downtown.

The Court Street West Specific Plan and applicable City ordinances, regulations, and procedures define the residential unit types, and complementary community design concepts. This document also establishes development controls to provide the City with applicable standards and guidelines to ensure that the envisioned plan is followed through.

The standards and guidelines contained in this Specific Plan will ensure that future development projects are designed in a cohesive and complementary manner. In Support of this Specific Plan there are 15 objectives:

- Provide additional housing opportunities in proximity to existing employment centers, consistent with the City's General Plan and Housing Element.
- Provide residential uses in close proximity to existing employment centers, retail and entertainment uses, and transportation facilities consistent with SCAG's Regional Comprehensive Plan and Guide.
- Contribute to the development of mixed-use cores by incorporating residential uses with a mixed-use component into an existing core of nearby community facilities, retail goods and services, and restaurants to enhance the area's overall urban character.
- Minimize the impact to the existing environment through the redevelopment of a previously developed properties.
- Achieve productive reuse and redevelopment of a large, functionally obsolete, shopping center that currently has a high vacancy rate.
- Increase revenues to the Agency and the City by approving a project that provides the potential for market driven commercial and retail activities with the potential to generate sales tax revenue.
- Relieve the Agency and the City of the substantial economic burden of owning, maintaining and providing security for the common area

and parking areas at the existing Carousel Mall, which areas are owned by the Agency, leased to, maintained and secured by the City, at a substantial expense to the Agency/City.

- Consolidate the ownership and use of the project site into a functional and vibrant downtown community.
- Promote the economic well being of the Redevelopment Project Area by encouraging the diversification and development of its economic base, and assist in creating both short- and long-term employment opportunities for the residents of the Redevelopment Project Area and the City.
- Enhance shopping, entertainment and commercial opportunities to serve the population.
- Stimulate private sector investment in the project site.
- Provide a project that maximizes the advantages of the site's location in terms of visibility and proximity to the City downtown core, enhancing public safety and supporting the project's role as a signature project, creating a revitalized and vibrant downtown.
- Improve the housing stock by approving a project that includes a substantial residential component for-sale units.
- Promote the economic well being of the project site by approving a project that is attractive to residents and consumers and that would ensure long-term success of the development.
- Consistent with other objectives, provide a project design that interfaces with surrounding uses in a manner that provides for a transition between the project and adjacent areas.



1. Authority

California Government Code Section 65450 grants a local government (e.g., the City of San Bernardino) the authority to prepare specific plans to implement its General Plan. Specific plans are generally designed to:

- a. Provide a greater level of detail than a traditional zoning ordinance, and serve as a tool to tailor development policies and regulations to a specific site;
- b. Provide more specific site development standards to create appropriate land use designations and design criteria that address project-specific issues; and
- c. Provide decision makers with the opportunity to comprehensively review a master planned community in its entirety at the outset - - considerate of land use, circulation, infrastructure, and other issues important to the local government.

2. Requirements

California Government Code Sections 65451 through 65454 set forth the requirements for specific plans as follows:

1. A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:
 - a. the distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;
 - b. the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;
 - c. standards and criteria by which improvements will proceed, and standards for the conservation, development and utilization of natural resources, where applicable; and
 - d. a program of implementation measures including regulations, programs, public works projects and the financing measures necessary to carry out paragraphs (a), (b), and (c) above.
2. The specific plan shall include a statement of the relationship of the specific plan to the general plan.

The Court Street West Specific Plan includes all components required by State law, as well as other components which the City deems necessary to implement the City of San Bernardino's General Plan.

3. Relationship to General Plan

Pursuant to California Government Code Section 65454, a specific plan shall be consistent with the local government's general plan. The Court Street West Specific Plan provides regulations, guidelines, and standards to meet the unique urban challenges and designs of this project area, and that are consistent with the City of San Bernardino's General Plan, refer to Specific Plan Appendix B for General Plan Consistency.

The City adopted the General Plan in November 1, 2005 to guide development of the City. The General Plan includes the following elements: Land Use, Housing, Economic Development, Community Design, Circulation, Public Facilities and Services, Parks/Recreation and Trails, Utilities, Safety, Historical and Archaeological Resources, Natural Resources and Conservation, Energy and Water Conservation, and Noise. This Specific Plan is a tool to implement the General Plan and is consistent with the applicable elements as described in Appendix B for General Plan Consistency.

The General Plan Land Use Map designations for the Court Street West Specific Plan Area were amended at the time this Specific Plan was adopted. The land use designation for the site was previously CR-2 (Commercial Regional – Downtown) and is now CR-CSW (Commercial Regional - Court Street West).

4. California Environmental Quality Act (CEQA) Compliance

The California Environmental Quality Act (CEQA) requires environmental review for discretionary projects approved by public agencies, including, the enactment and amendment of zoning ordinances, including specific plans, issuance of zoning variances, issuance of conditional use permits and the approval of tentative subdivision maps unless the project is exempt from CEQA.

If the agency finds that the project may have a significant effect that cannot be mitigated below a level of significance, the agency must prepare an Environmental Impact Report ("EIR"), per CEQA Guidelines Section 15002 (k) (3). The EIR will comprehensively analyze the environmental impacts caused directly and/or indirectly by the Project, and will identify mitigation measures for each significant impact. The environmental document will also address the environmental impacts in connection with the required amendment to the General Plan and the adoption of the Specific Plan zoning.

The environmental document (EIR) for the Court Street West Specific Plan will serve as the environmental document for subsequent development proposals consistent with this Specific Plan. The environmental document is intended to apply to all Subdivision maps and all other discretionary development projects processed in conformance with the Specific Plan.

It is also anticipated that all future development projects within the Court Street West Specific Plan Area will be evaluated for consistency with the Specific Plan and the EIR to determine whether additional environmental documentation must be prepared pursuant to Section 15164 of the CEQA Guidelines.

- a. Negative Declaration per CEQA Guidelines Sections 15070 - 15075;
- b. Subsequent EIR or MND per CEQA Guidelines Section 15162;
- c. Supplement to an EIR or MND per CEQA Guidelines Section 15163; or
- d. Addendum to an EIR per CEQA Guidelines Section 15164.

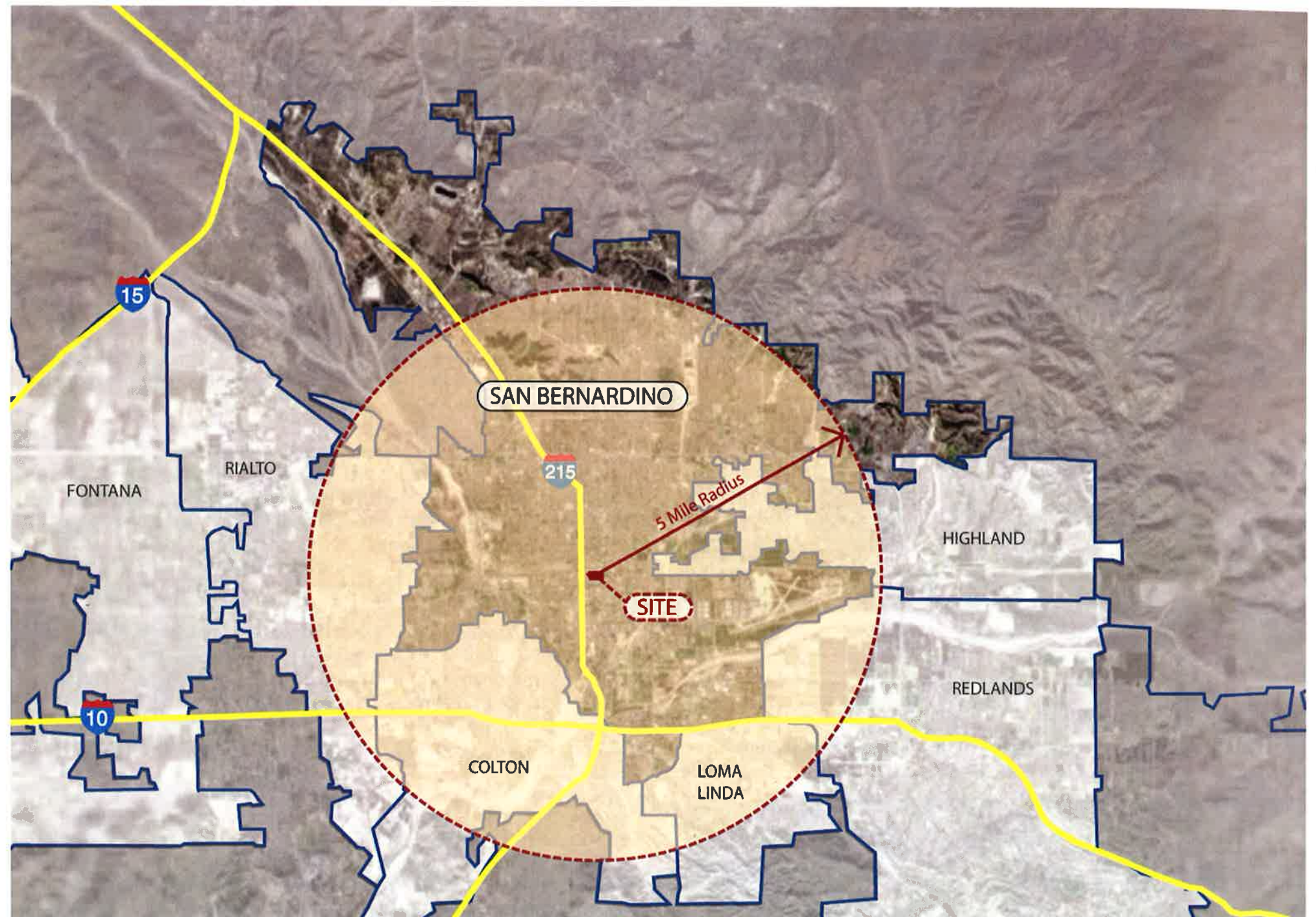
1.2 PLANNING CONTEXT

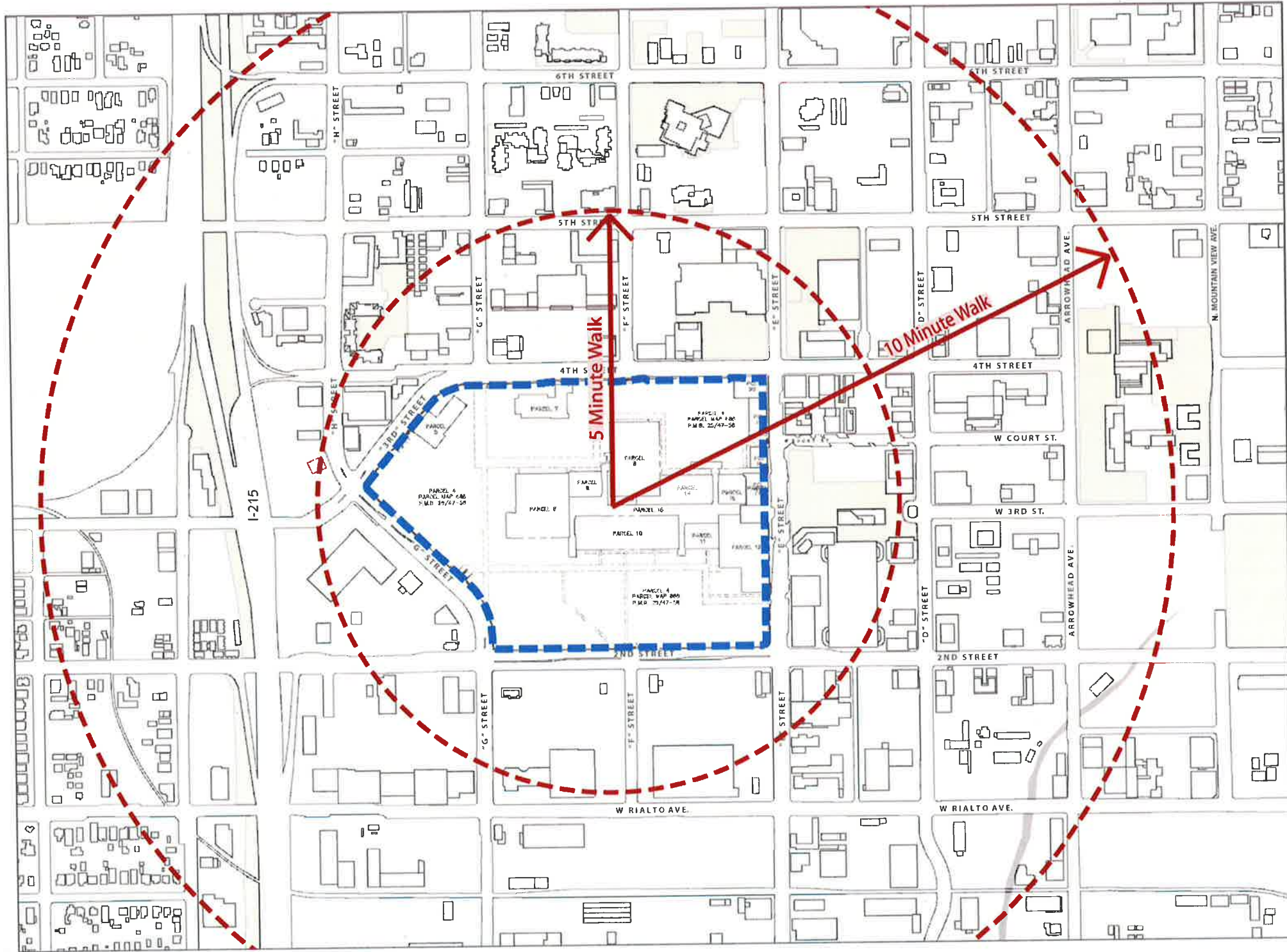
1.2.1 Location

1. Regional

The Court Street West Specific Plan Project Area is located in the City of San Bernardino, in the southwest portion of San Bernardino County. It is bordered by the Cities of Rialto to the west, Colton and Loma Linda to the south, and Redlands and Highland to the east. The project area lies generally in the heart of the City of San Bernardino, and is easily accessible from State Route 215, approximately 500 feet to the west, as well as Interstate 10, located approximately 2-miles to the south.

This Specific Plan is conveniently located within the heart of the City of San Bernardino, and in the larger regional area, with access to amenities such as: the Downtown, San Bernardino International Airport, the Gateway access to the San Bernardino Mountain Range, a major transportation connection between Las Vegas, Riverside, and Palm Springs.








2. Local

The Specific Plan Area is currently occupied by the Carousel Mall. To the west, is the easily accessible State Route 215; just beyond the 215 freeway is a Metrolink station facility. The site is bordered by 4th Street to the north, 3rd Street and G Street to the west, 2nd Street to the south, and E Street to the east. This site is in close proximity to amenities such as City Hall, the San Bernardino County Courthouse and Administrative Offices, the Caltrans Headquarters for District 8, the Central Library, and the San Bernardino Convention Center. Other nearby amenities includes a theater complex and the Sturgis Center for the Fine Arts to the north, active entertainment and dining within a 10-minute walk, and a nearby Minor League Baseball Stadium featuring the Sixty-Sixer's to the south.

LEGEND

-  Open Space
-  Project Boundary
-  Channel

1.2.2 Existing Land Use Designations

The Land Use system for the City of San Bernardino is divided into a three-tiered hierarchy, with each tier providing progressively more detail of land use guidance: The first tier is the Foundation Component Plan, the second tier is General Plan Land Use Map, and the third tier is the Strategic Area Map.

1. Foundation Component Plan

The Foundation Component Plan generalizes the fundamental land use patterns in the City of San Bernardino, and establishes the basic land use structure. It consists of nine broad land use categories; each of these is subdivided into more detailed land use designations at the General Plan level.

The Foundation Component Plan currently designates the Court Street West Specific Plan Area as Commercial – Regional (CR), see Figure LU-1 (page 13).

2. Land Use Zoning Districts

The General Plan Land Use Map depicts land use distribution at a parcel specific level. The 33 land use designations provide for the specific description of allowable uses and development standards for each land use category.

These land use designations support the foundation component plan that establishes general land use categories. Court Street West is within the commercial-regional foundation component designation, which is further supported in the land use zoning district of commercial regional-downtown.

The Court Street West Specific Plan Area has a current land use zoning designation of:

CR-2 (COMMERCIAL REGIONAL-DOWNTOWN) DISTRICT, see Figure LU-2 (page 14), that provides for the following:

A. Maximum Density and Intensity:

Non-Residential Intensity – 3.0 floor area ratio (4.0 floor area ratio if a vertical mixed use project). Residential Density – 54 dwelling units per acre.

B. Intended Uses:

A mixture of regional serving retail, service, tourist, office, residential, entertainment, financial establishments, restaurants and supporting outdoor dining, hotels/motels, research and development, high technology, business parks, ware-house/promotional retail, and supporting service uses, that may capitalize on the location along the State Route 215 corridor (and the nearby three boulevards of 4th Street, 2nd Street, and E Street).

The Court Street West Specific Plan Area is adjacent to a CR-2 Land Use designation to the north and east. To the south are Commercial Office

(CO) and Commercial General – 1 (CG-1), and to the west is Commercial Regional – 1 (CR-1).

3. Strategic Area Plan

The Court Street West Specific Plan Area lies within the designated Downtown Strategic Area, see exhibit LU-5 (page 15), which encompasses the historic, economic and social heart of the City of San Bernardino. Downtown provides the opportunity for revitalization through the application of new mixed-use residential and commercial development projects, which can help support the addition of new retail space in this Strategic Area.

4. Overlays

The City of San Bernardino General Plan has numerous Overlay designations that are designed to achieve various goals and objectives, and affect different geographical areas. The Court Street West Specific Plan Area falls in part or in whole within several Overlay Districts.

The Freeway Corridor Overlay and Main Street Overlay will not be applicable to the CR-CSW District, due to the unique opportunity for the diverse application of mixed-use, commercial and residential development projects.

In the event that a conflict arises between these overlay districts, the Court Street West Specific Plan takes precedence.

A. FC (Freeway Corridor Overlay) District

The Court Street West Specific Plan Area's western edge falls within the City of San Bernardino's FC (Freeway Corridor Overlay) District. The Purpose, Applicability, and Development Standards of this overlay are defined in Chapter 19.14, Freeway Corridor Overlay, of the city's development code.

The purpose of this overlay district is to provide special design guidelines/standards which address the siting and design of non-residential structures within the immediate view shed (500 feet from the edge of the freeway right of way) of motorists traveling the I-10 and 215 freeway corridors and State Highway 30 and its connecting segment to the 215 freeway.

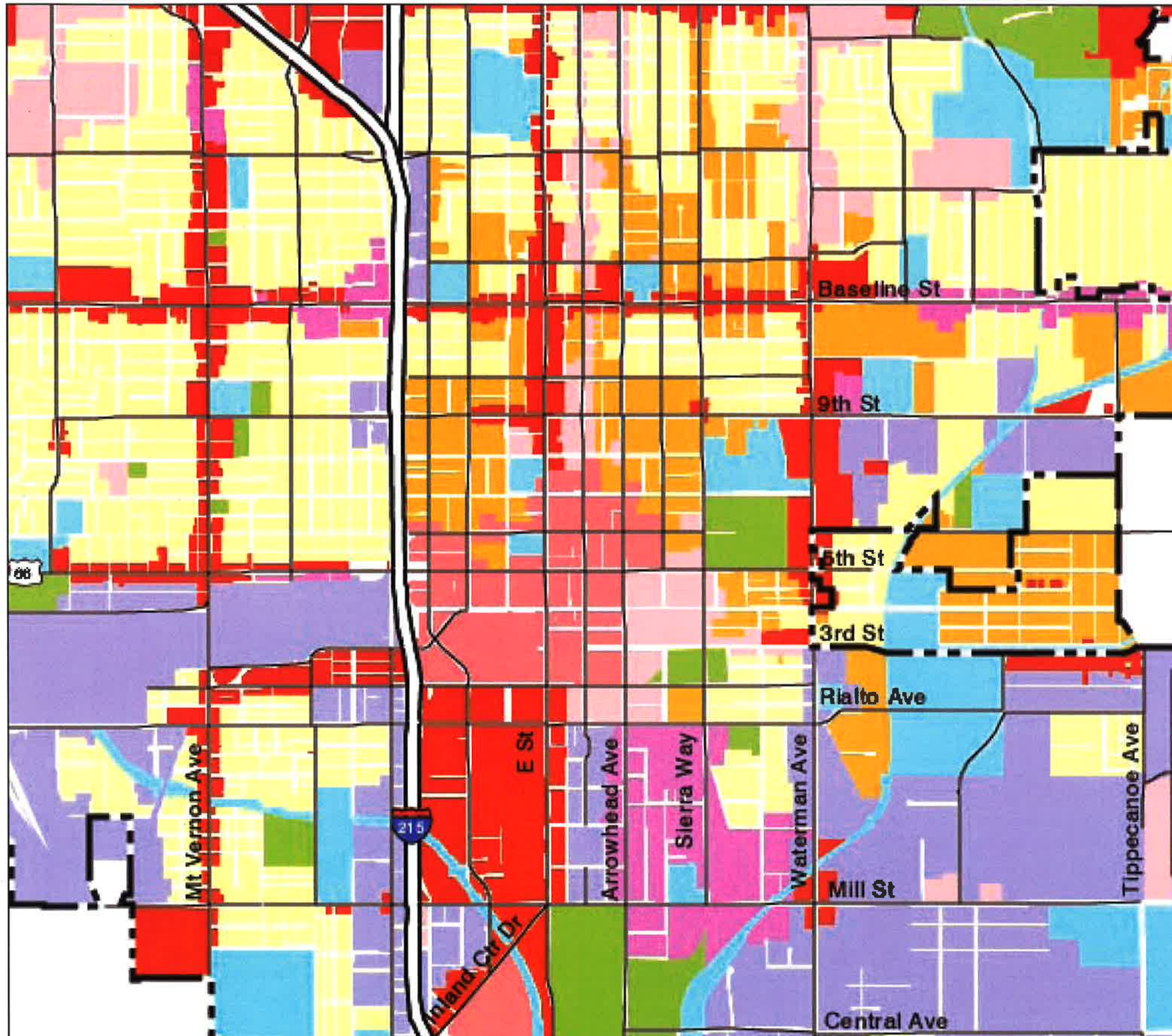
B. MS (Main Street Overlay) District

The Court Street West Specific Plan Area is within the City of San Bernardino's MS (Main Street Overlay) District. The Purpose, Applicability, Permitted Uses, and Development Standards of this overlay are defined in Chapter 19.19, Main Street Overlay, of the city's development code.

The purpose of this overlay district is to provide a comprehensive set of development standards to be applied within the City's downtown area. These standards are provided for the continuance and enhancement of the historic downtown area as the functional and symbolic center of the City.

This District is established in order to achieve the following objectives for the City's downtown:

- 1) General pride and confidence in the downtown area.
 - 2) Create an attractive environment, which is active throughout the day and evening.
 - 3) Maintain a consistently high level of design quality.
 - 4) Encourage pedestrian activity by creating a positive pedestrian experience.
 - 5) Protect property values through quality control.
- The intent of the Specific Plan is to support these objectives and to attract developers into the Downtown Area for revitalization.

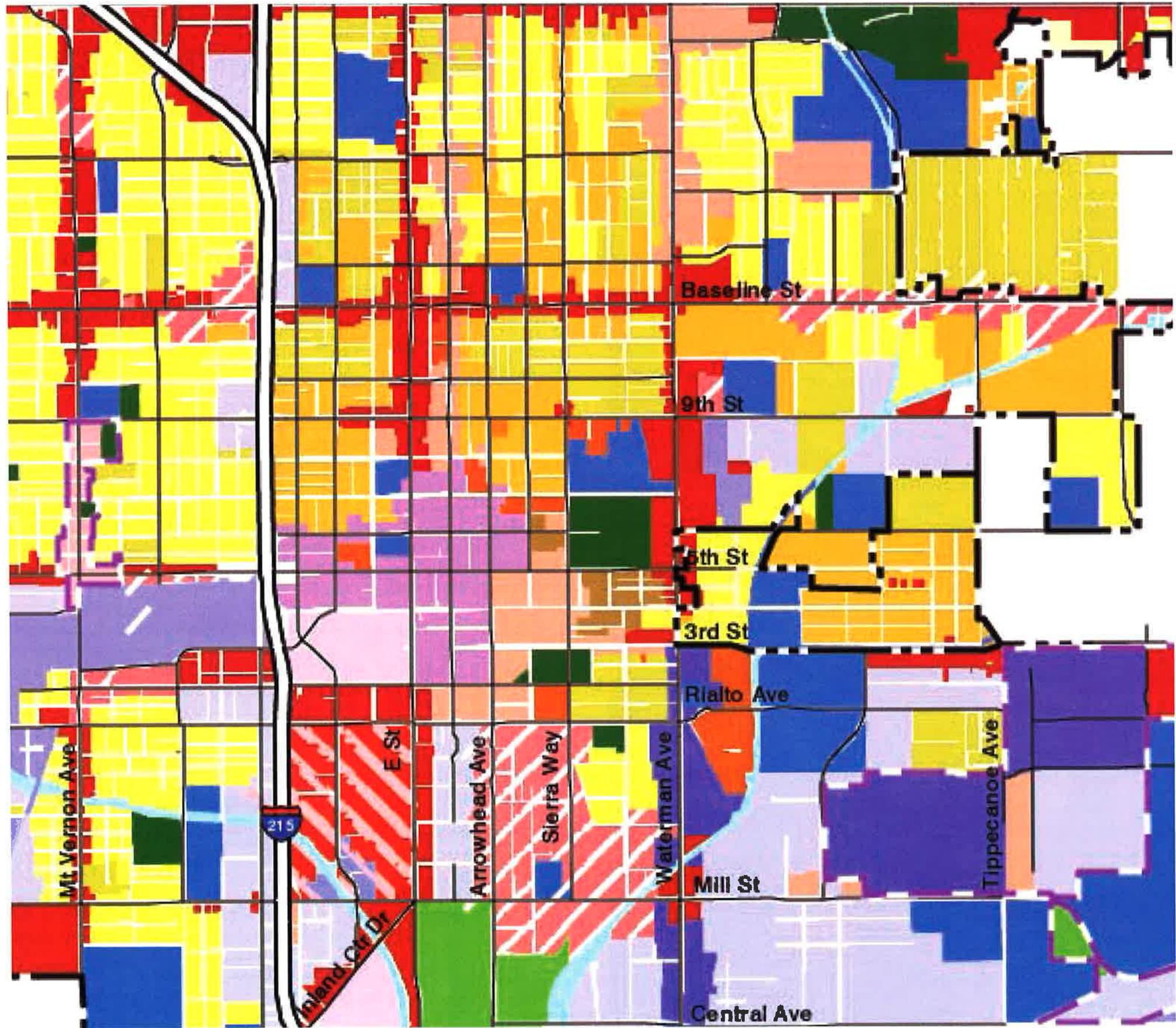


Foundation Component Plan

- Single-Family Residential (SFR)
- Multi-Family Residential (MFR)
- Commercial - General (CG)
- Commercial - Regional (CR)
- Commercial - Heavy (CH)
- Commercial - Office (CO)
- Industrial (I)
- Public Facility/Quasi-Public (PF)
- Open Space (OS)
- City Boundary
- Sphere of Influence Boundary



Figure LU-1



General Plan Land Use

RESIDENTIAL

- RF (1 du/ac)
- RL (3.1 du/ac)
- RL-3.5 (3.5 du/ac)
- RS (4.5 du/ac)
- RU (9 du/ac)
- RM (14 du/ac)
- RMH-20 (20 du/ac)
- RMH (24 du/ac)
- RII (36 du/ac)

COMMERCIAL

- CO
- CG-1
- CG-2
- CG-3
- CCS-1
- UBP-2
- UBP-3
- CR-1
- CR-2
- CR-3
- CR-4
- CH

INDUSTRIAL

- OIP
- IL
- II1
- IE
- UBP-1
- CCS-2

PUBLIC/QUASI-PUBLIC

- PPC (Includes CCS-3)
- PF
- RR

OPEN SPACE

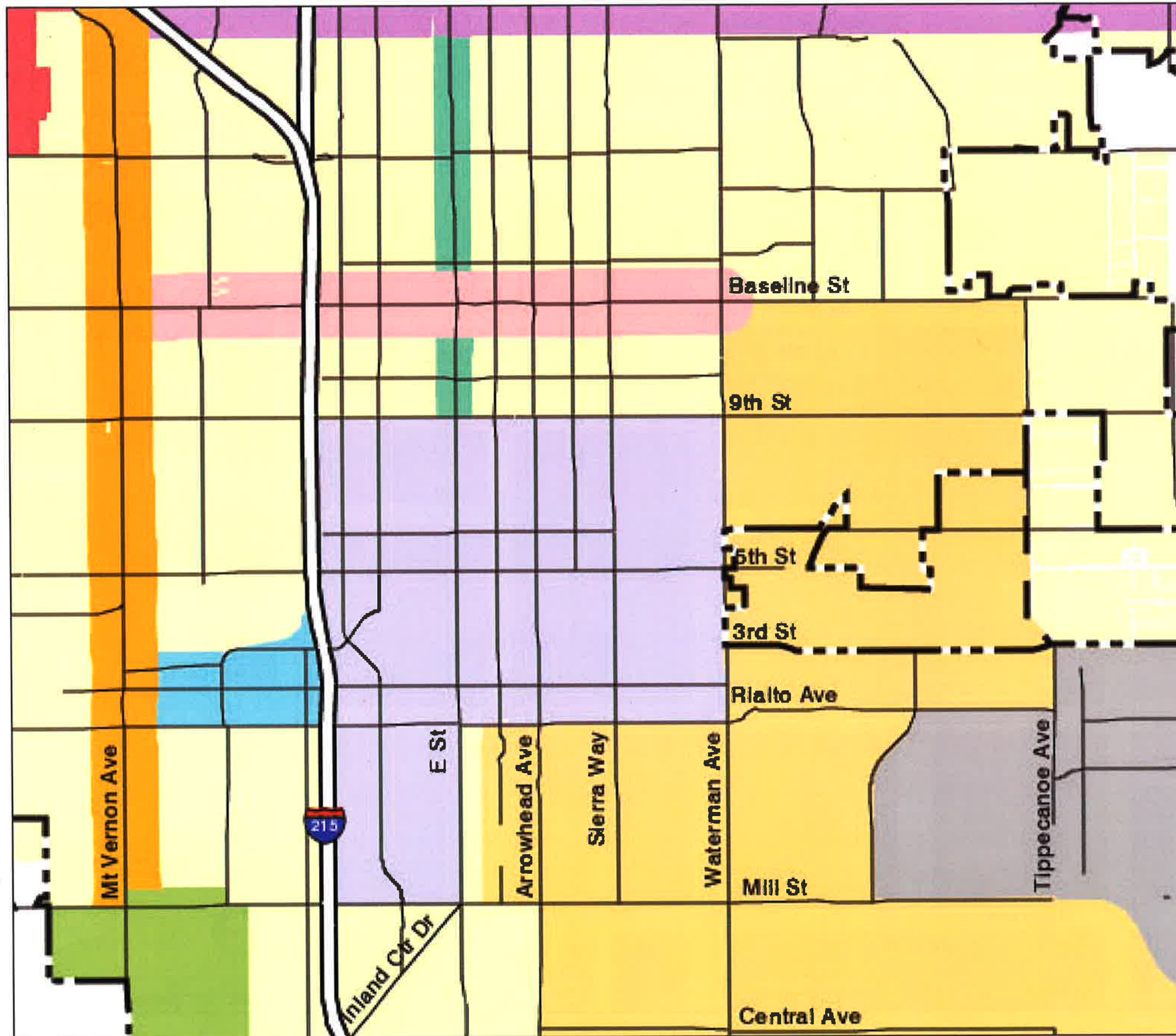
- PP
- OS
- PCR

OVERLAYS

- City Boundary
 - Specific Plan Boundaries
 - RSH
 - Hillside Management Overlay & Foothill Fire Zone Overlay
- For additional overlays, see Strategic Area Map (Figure LU-5)



Figure LU-2














Strategic Area Map

- Baseline Street
- Community Hospital
- Downtown
- E Street
- Eastern Recreation Village
- Highland Ave
- Mt. Vernon
- Redlands Blvd.
- Residential Conversion/Restoration
- SBIA
- San Bernardino Valley College
- Sante Fe Depot
- Southeast
- Southeast Industrial
- Tippecanoe
- University
- Vermont
- Urban Conservation and Enhancement Areas
- City Boundary
- Sphere of Influence Boundary



Figure LU-5

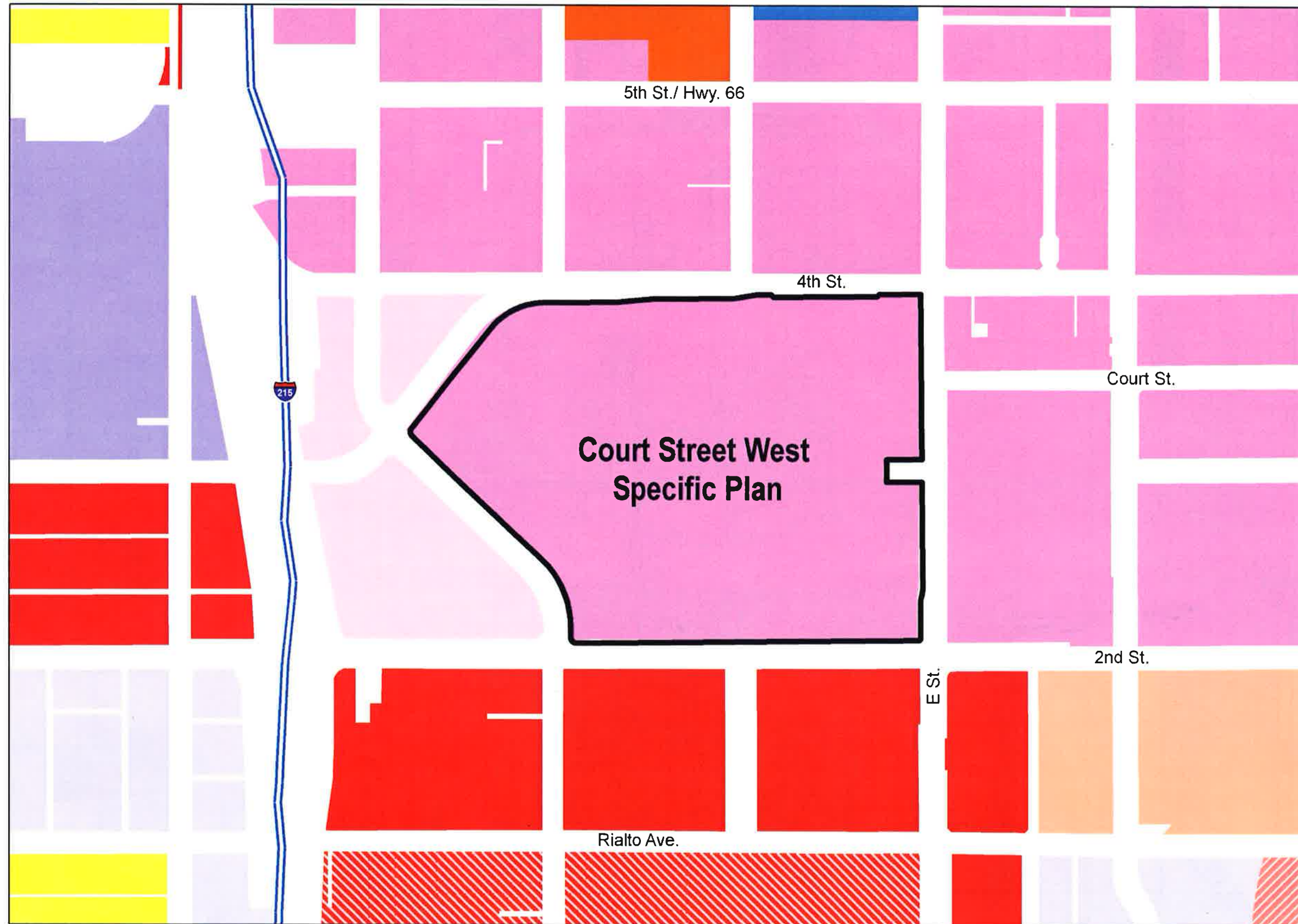
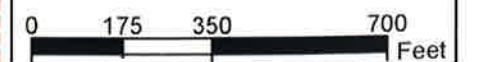
General Plan Land Use

-  RS - 4.5 DU/AC
-  RMH - 24 DU/AC
-  CO
-  CG-1
-  CCS-1
-  CR-1
-  CR-2
-  CH
-  IL
-  IH
-  PF

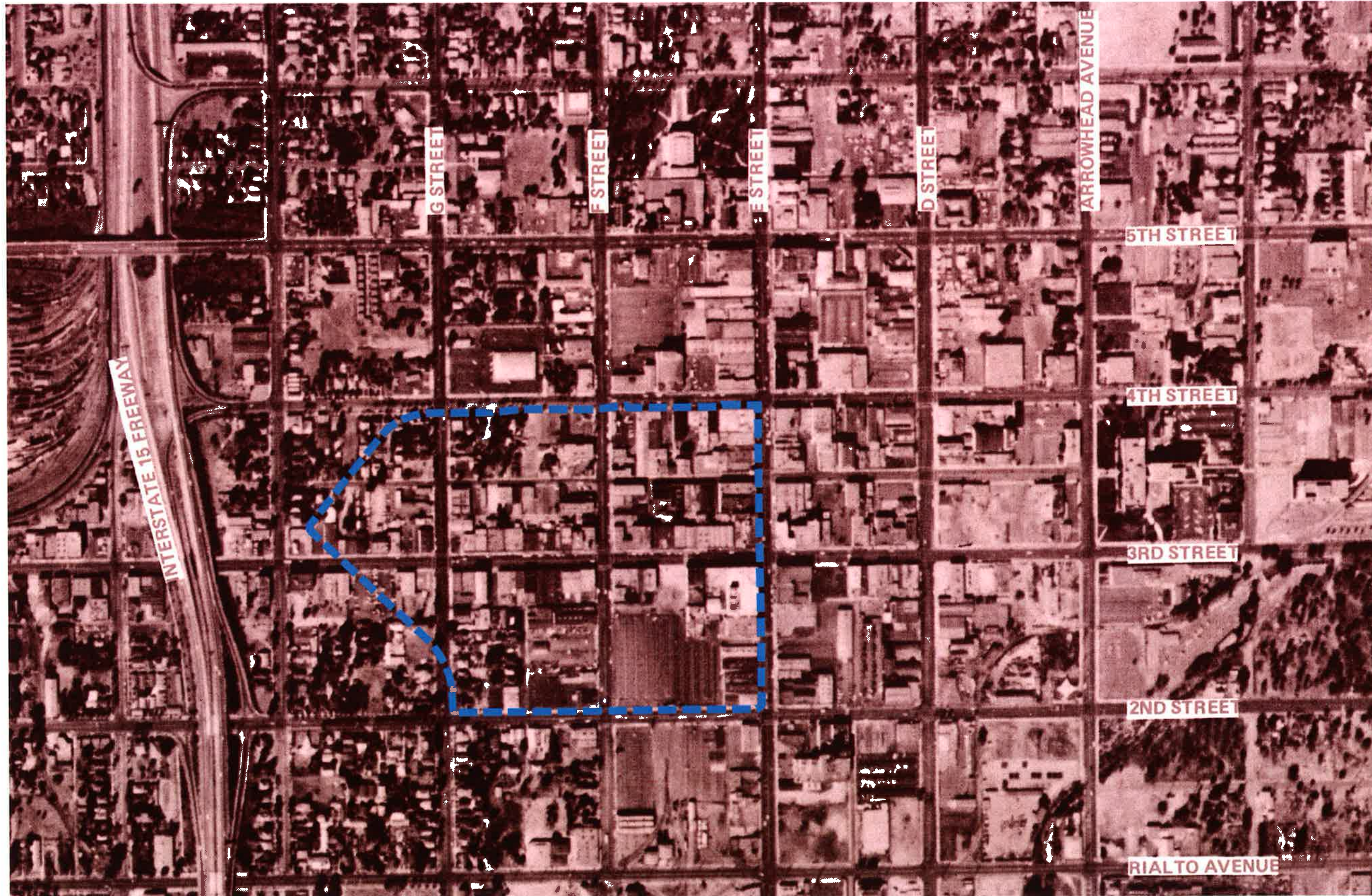
Source: City of San Bernardino General
Plan Land Use, November 2005



DATE: 11/14/2006



This page is intentionally left blank



1.2.3 Project Conditions

1. Historical Perspective

The City of San Bernardino has had a variety of success stories as well as unfortunate changes that established the conditions that exist in the City's Downtown. A brief synopsis of the City's changes is characterized below. This background adds perspective to the challenges, economic and growth, that position the downtown into an opportunity area for new synergy and revitalization. Excerpts are from www.en.wikipedia.org/wiki/San_Bernardino,_California; 11-3-2006.

Redevelopment and decline

During the 60s, the Inland Center Mall opened, drawing business away from downtown. The Interstate 15, later 215 freeway bifurcated the town in a way the railroad had not. Because of the nearby railroad right-of-way, motorists could only exit west with great difficulty. Mount Vernon Avenue, a north-south connection which had flourished as part of the interstate Route 66, started to decay.

Urban renewal in the sixties caused the once center of town, Third Street, to be gutted and replaced with the Central City Mall. Harris Company, which had opened in 1905, and opened a grand building in 1927 was one anchor, J.C. Penney's and Montgomery Wards were the two other anchors.

In the 70s, Hospitality Lane was first developed in the southern extreme of San Bernardino south of the Santa Ana River, and north of the 10 freeway. This put additional economic pressure on downtown, a factor that continues to today, but allows San Bernardino to continue to compete regionally for office space and tax dollars.

Norton Air Force Base officially closed in 1994. This event caused the loss of 10,000 military and civilian jobs. Coupled with the recession of the early 1990s, the closing of Kaiser Steel in 1985, and Santa Fe Railroad's relocation of jobs to Topeka caused San Bernardino's economy to slide. Civic pride was further wounded when gangs pushed by LAPD suppression in Los Angeles relocated to San Bernardino. The early 1990s saw San Bernardino's crime rate increase as middle class, especially those employed at the large employers or in support of their workers, moved away.

The late 1990s to the early 2000s saw a slight upturn in fortune for San Bernardino. The City built a minor league ballpark south of downtown. Arrowhead Credit Union became a regional banking powerhouse and intended to build its new headquarters in the City. In 2004, Stater Bros. Markets, a Fortune 1000 supermarket, announced it was going to build at the former Norton Air Force Base. The development helped bring large warehouses, including those of Mattel, and Pep Boys, to the former base and its environs. The Hub project, an extension of Hospitality Lane, opened in 2004 and 2005. Live touring theater returned to the California Theater. Though outside the City and owned by the County, The Blockbuster (later Hyundai, now Glen Helen) Pavilion brought national touring acts to San Bernardino.

Historical San Bernardino Today

Vestiges of historical San Bernardino still exist today, though much has been demolished either through natural progress of smaller buildings giving way to larger buildings, through urban redevelopment and renewal, through natural disasters, through code enforcement demolitions, or through arson. Casualties include:

- The California Hotel (built in the 1920s, demolished for a parking lot in the 1980s)
- The Stewart Hotel (burnt in the 1890s, rebuilt, burnt on Thanksgiving Day 1935);
- The Platt Building (torn down in the 1990s for the new State Building (aka the "Super Block");
- Third Street (the commercial center of town, torn down in the 1960s for the Central City (later Carousel) Mall,
- The Carnegie Library;

The remaining buildings include:

- Pioneer Cemetery at Seventh and Sierra Way,
- The Harris' Company building (built in 1927);
- The central courthouse (built in 1926, and currently being seismically retrofitted);
- The Pioneer building (modeled after the City Hall of Seville Spain),
- Superior Court Judge George E. Otis' house (a Queen Anne Victorian house moved to the "carriage corner" of 8th and "D" Street);
- The Arrowhead Springs Hotel (the fourth structure, built in 1939) and former vaudeville/movie palace California Theater on Third Street.

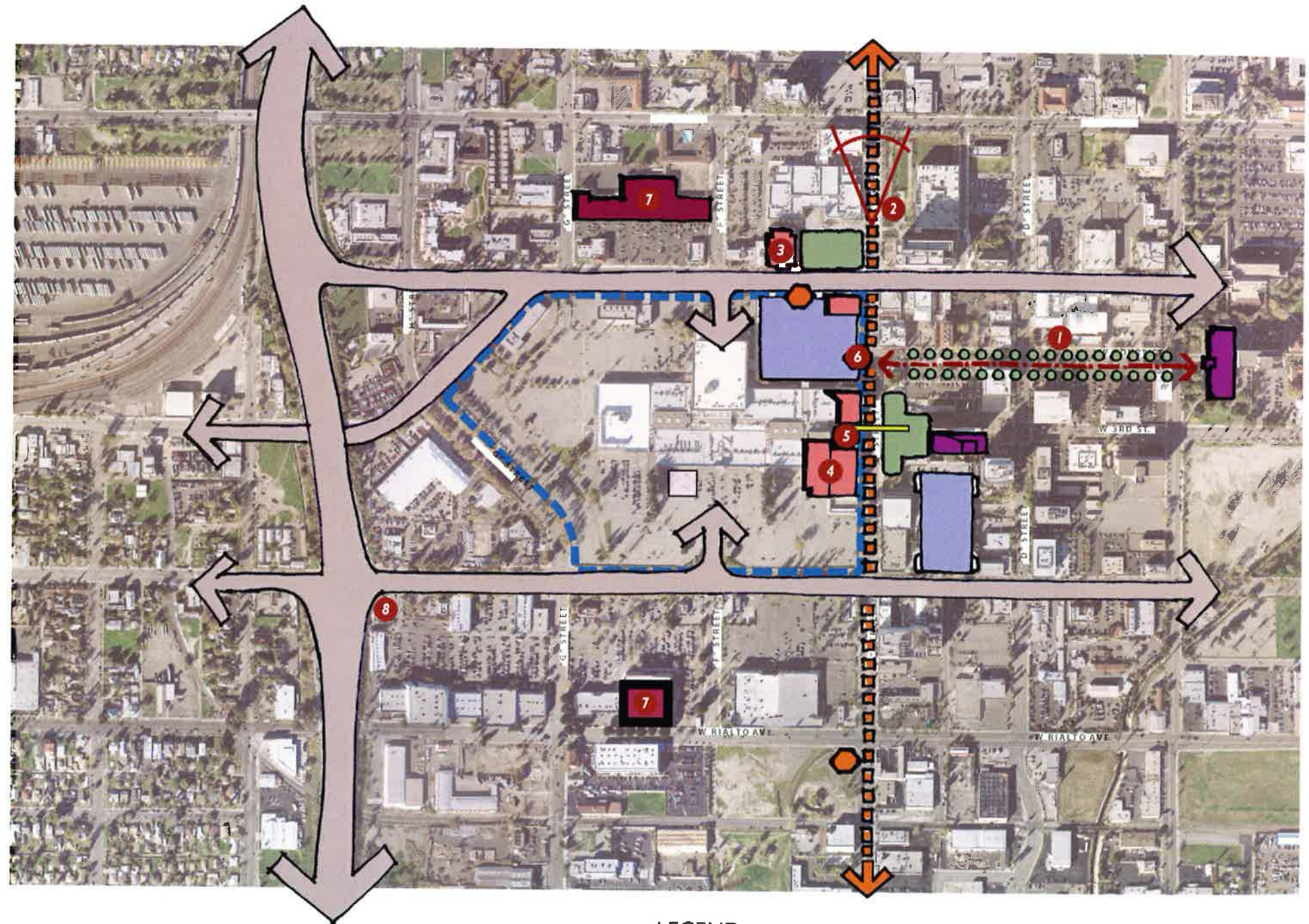
Now, with City's invigorated direction and motivation, it is time for the Downtown to re-establish itself as an icon in the Inland Empire.

2. Assets












The location of the Court Street West Specific Plan Area provides a wide array of assets that present valuable opportunities both within, and surrounding the project area. The development of this specific plan area can create a positive synergy with the available assets that will help provide for revitalization, and future success. This includes increased employment generation, diverse housing options, and the benefits provided to the surrounding businesses and entertainment venues by the increased pedestrian activity.

Images of the assets available in and around the Court Street West Specific Plan Area are identified by numbers on the Assets Map, and shown on the accompanying pages. These images include civic, commercial/retail, and entertainment assets.

Another component to the Assets is the availability of a diverse mix of transit options, which are detailed in Section 1.2.3 (B), Transit Network.



LEGEND

- | | | | |
|---|--|---|---------------------------|
|  | BUILDINGS WITH DISTINCT HISTORICAL CHARACTER |  | AXIAL CONNECTION TO COURT |
|  | EASY ACCESS TO FREEWAYS |  | PROMINENT CIVIC BUILDINGS |
|  | SHARED PARKING STRUCTURES |  | PUBLIC OPEN SPACE |
|  | SBX LINE ALONG E STREET |  | STREETSCAPE IMPROVEMENTS |
|  | SBX OR MAJOR TRANSIT STOP |  | NEARBY GROCERY STORE |
|  | PEDESTRIAN BRIDGE | | PROJECT BOUNDARY |



1. Recent streetscape improvements on Court Street



3. Potential for Adaptive Reuse of existing buildings



2. Attractive view corridors along E-Street



4. Buildings of note in the vicinity that create a distinct character



5. The project site is easily accessible from the I-215 freeway



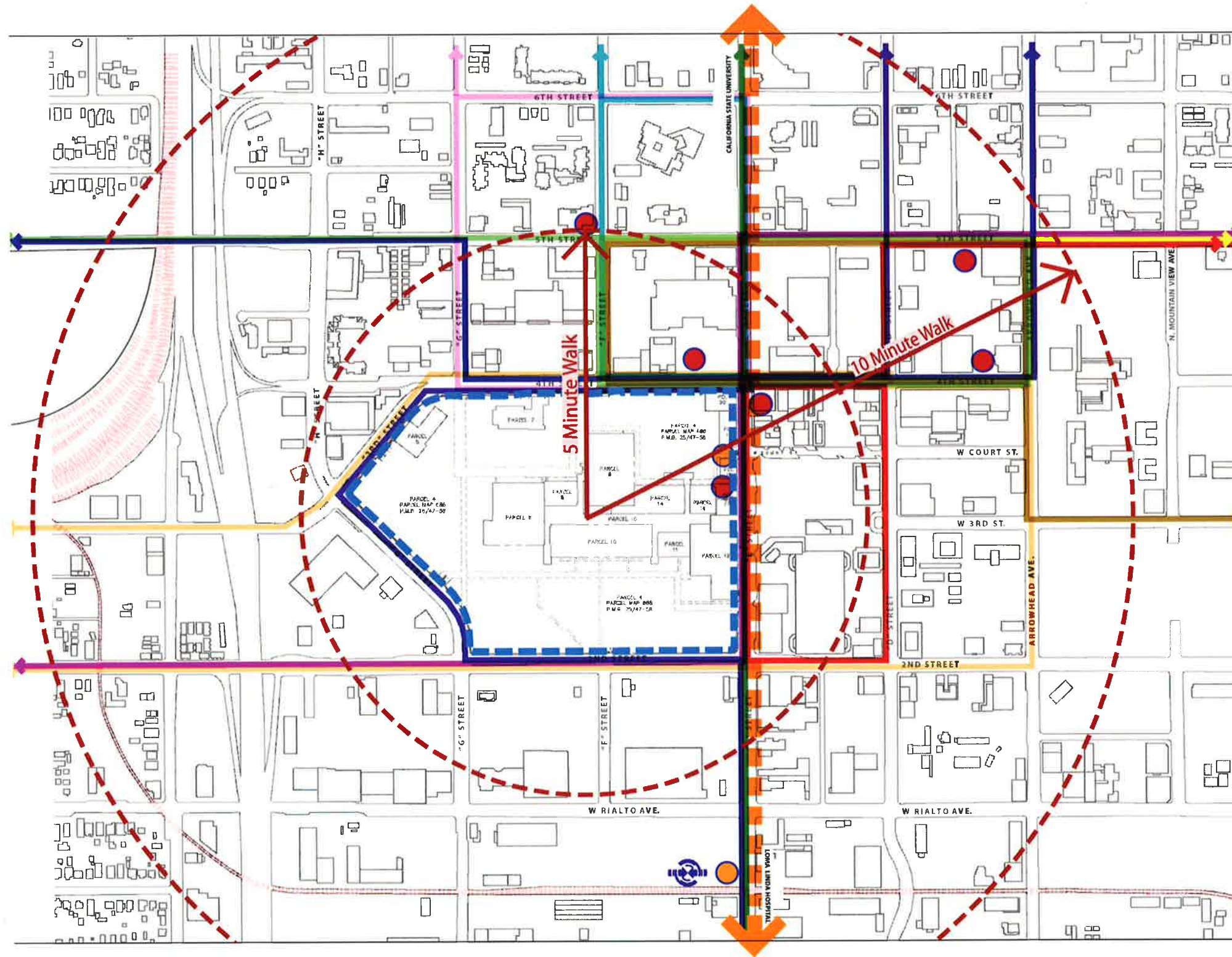
7. Existing amenities including Grocery Stores



6. SBX line will connect to jobs and education



8. Existing public plazas that can be activated



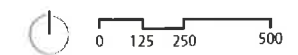
B. Transit Network

The transit network assets available to this Specific Plan area include: the 215 freeway which is within a half mile, and is accessible from 2nd Street and 4th Street. Numerous Bus routes have stops serving the site, especially on E-Street and 4th Street. The Omnitrans SBX line will locate a stop on E-Street that will provide access to employment and educational locations in northern San Bernardino as well as Loma Linda to the south. An existing Metrolink station west of 215 freeway and another that is proposed south of Rialto.

The site planning of Court Street West can allow future residents to take advantage of this abundant array of transit options. A natural pedestrian connectivity is available by such close proximity to not only the available transit, but also the services nearby. The surrounding community to the North and South can be easily accessed through the traditional grid street system. To the East, lies a pedestrian bridge that provides an important link to the Civic facilities of the City.

LEGEND

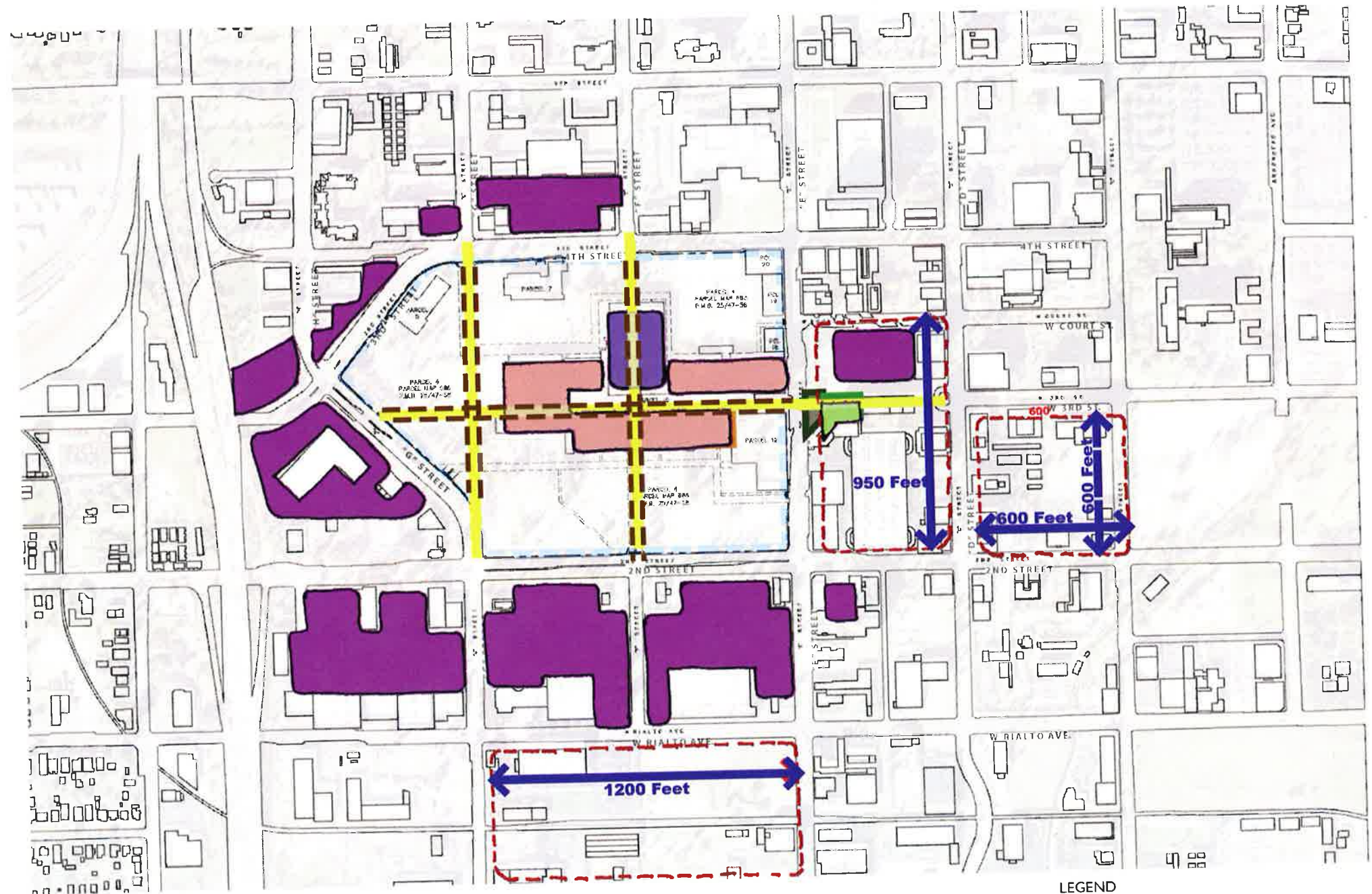
-  SBX Line
-  SBX Stop
-  Metrolink Stop
-  Railroad
-  Transit Stop
-  Line 1
-  Line 2
-  Line 3
-  Line 5
-  Line 7
-  Line 8,9
-  Line 10
-  Line 11
-  Line 14
-  Line 15
-  Line 90
-  Project Boundary



3. Challenges

There are several challenges to Court Street West that create a complex setting for site development. These challenges include:

- 1) the existing commercial businesses that are encompassed in the mall.
- 2) The neighboring properties that are labeled as not a part (NAP) of the Land Use Plan (pg. 29) but affect site planning decisions.
- 3) The project site is bordered on the north, west and south by large surface parking lots, which reduce the aesthetics and function of street fronting buildings.
- 4) The Specific Plan area within an urban environment that is struggling to regain an economic, social and cultural sense of place. The retail component of the existing location (Carousel Mall) is under utilized by lack of demand, thus leading towards physical decay and a loss of vibrancy. Changes in market conditions are placing pressure on the city to provide alternative housing options for infill properties.



COURT STREET WEST SPECIFIC PLAN

This page is intentionally left blank



2. LAND USE PLAN

2.1 Overall Concept

2.2 Land Use Designation Concept Plan

- 2.2.1 Foundation Component
- 2.2.2 Land Use Zoning District
- 2.2.3 Strategic Area Plan
- 2.2.4 Overlays

2.3 Conceptual Site Development

- 2.3.1 Existing Conditions
- 2.3.2 Conceptual Project

2. land use plan

2.1 OVERALL CONCEPT

The Specific Plan Area consists of the redevelopment of an approximately 39.60-acre site located in the heart of downtown San Bernardino. The Carousel Mall currently occupies the property and has operated as a regional shopping mall for the past 35 years, but is presently underutilized and partially vacant. The Court Street West Specific Plan will provide opportunities for new mixed-use development and rehabilitation of selected existing buildings. New uses include up to 135,000 square feet of retail and commercial space, a maximum of 750 residential units and community-serving facilities, in accordance with the EIR.

The Court Street West Specific Plan Area is currently under policy and Development Code Standards based on the City of San Bernardino General Plan Land Use and Zoning designation of CR-2, Commercial Regional - Downtown. This designation supports opportunities for Mixed Use and Transit Oriented Development to further the economic revitalization of downtown San Bernardino.

This proposed mix of residential and commercial uses supports new mixed-use lifestyle opportunities that can assist to revitalize Downtown San Bernardino. The discretionary approvals which may be required to implement future projects include: (1) Development Permit; (2) Subdivision Tract Map application and related actions, approvals and permits (3) Execution of a Disposition and Development Agreement to implement redevelopment of the Specific Plan Area (4) potential property acquisitions by the Redevelopment Agency of the City of San Bernardino and (5) Development Agreement with the city.

2.2 LAND USE DESIGNATIONS CONCEPT PLAN

2.2.1 Foundation Component

The Court Street West Specific Plan Area maintains the City of San Bernardino's current designation of Commercial – Regional (CR), which is at the Foundation Component Plan level of the General Plan. Refer to Section 1.2.2 (1), Foundation Component Plan, of this Specific Plan.

2.2.2 Land Use Zoning District

There are two areas of emphasis and opportunity in the CSW designations, see Land Use Concept Map.

CR-CSW1 (COMMERCIAL REGIONAL – COURT STREET WEST-1) DISTRICT
The CR-CSW1 district is intended to permit a diversity of local and regional-serving uses in the Downtown area including commercial, mixed-use commercial and residential, professional offices, cultural/historical and entertainment, financial establishments, restaurants and supporting outdoor dining, supporting retail and services, tourism, public open spaces, and residential and senior citizen housing. Development of sites exclusively for

residential uses shall have a maximum density of 47 units per gross acre and 54 for mixed-use. See Section 4.1.1, CR-CSW1, for additional standards and guidelines.

CSW1 allows for the development of higher density housing up to 47 and for mixed use 54 dwelling units per gross acre based on existing CR-2 land use standards. This area potentially supports up to 135,000 SF of commercial retail opportunities including potential market driven ground-level retail with second story housing, as well as entertainment uses and adaptive reuse of existing structures.

CR-CSW2 (COMMERCIAL REGIONAL – COURT STREET WEST-2) DISTRICT
The CR-CSW2 district is intended to permit a diversity of uses in the Downtown area such as: mixed-use, residential and senior citizen housing. Development of sites exclusively for residential uses shall have a maximum density of 35 units per gross acre. Senior citizen and senior congregate care housing shall permit a maximum density of 70 units per gross acre. See Section 4.1.2, CR-CSW2, for additional standards and guidelines.

CSW2 allows the development of residential buildings at a density range of 16-35 dwelling units per gross acre with less intense market driven retail components. It is envisioned as a multi-family neighborhood that allows for traffic-calming and pedestrian-friendly streets.

RESIDENTIAL DENSITY TRANSFER

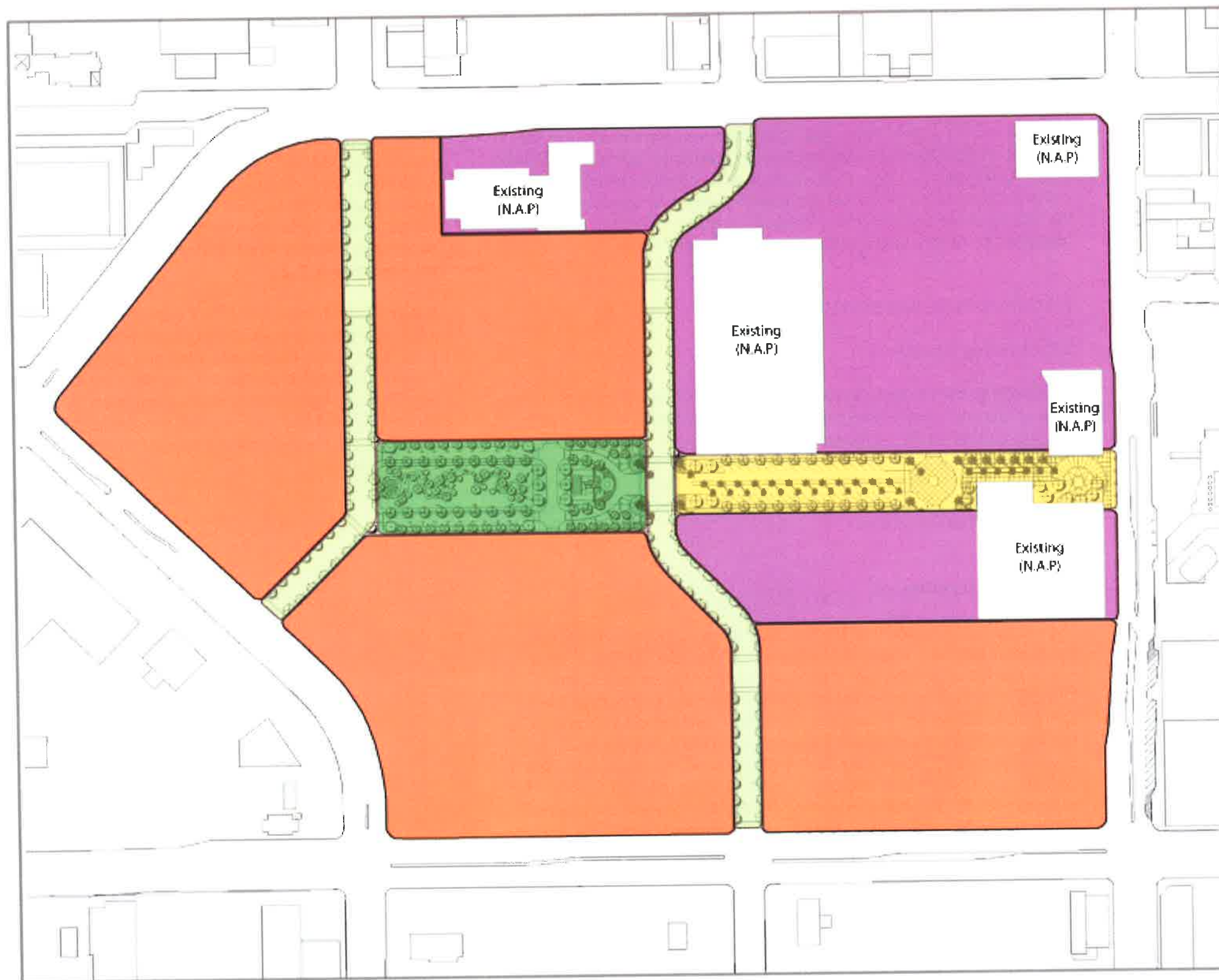
The term "density transfer" means the transfer of allowable dwelling units from one parcel of land to another. The maximum number of allowable dwelling units that may be transferred from the transferor parcel is the maximum number of dwelling units that are fixed for the transferor parcel per permitted density outlined in the Development Standards of the Specific Plan. However, the maximum number of allowable dwelling units that may be transferred to one transferee parcel cannot exceed 30% of the density prescribed for that parcel under the maximum allowable density. Minimum densities after development transfer cannot be lower than those prescribed under the Specific Plan.

In addition, the transfer cannot unduly increase the mass of a new development, population, density or intensity of use to the detriment of neighboring properties and their residents.



All residential units located within the Court Street West Specific Plan Area may be relocated to another parcel within the Planning Area through the development permit process, so long as the total number of residential units within the overall Planning Area is not increased beyond the 750 dwelling units allowed in the Specific Plan.

2.2.3 Strategic Area Plan

The Court Street West Specific Plan Area maintains the City of San Bernardino designated Downtown Strategic Area; see Section 1.2.2 (3), Strategic Area Plan, of this Specific Plan. Court Street West provides the opportunity for revitalization through the application of mixed-use, commercial and residential development projects, which can help support some or all of the thirteen goals outlined in the Downtown Strategic Area Plan.






LAND USE ZONING DISTRICTS

-  Commercial Regional Court Street West-1 (CR-CSW1)
-  Commercial Regional Court Street West-2 (CR-CSW2)

OVERLAYS

CSW (Court Street West) Corridors Overlay

-  Parkway and Gateway
-  Village Green
-  Village Plaza

2.2.4 Overlays

CSW (COURT STREET WEST) CORRIDORS OVERLAY

The CSW (Court Street West) Corridors Overlay provides development guidelines applicable to the three (3) components that are within the CR-CSW District. These guidelines are to create a backbone of “pedestrian friendly” corridors that will help create connectivity in and around the Court Street West Specific Plan Area. The CSW Corridors Overlay will work to achieve the City’s downtown area goals. See Section 5.1.1, CSW (Court Street West) Corridors Overlay, for additional standards and guidelines.

The Freeway Corridor and Main Street Overlays will not be applicable to the CR-CSW District, due to the unique opportunity for the diverse application of mixed-use, commercial and residential development projects. Refer to Section 2.3 Conceptual Site Development.

The CSW (Court Street West) Corridors Overlay contains three (3) components, see Land Use Concept Map:

1. Parkway & Gateway

Parkway is the extension of G Street between 4th Street and G Street (south). Refer to the Zoning Map exhibit. This corridor is the backbone connection that establishes a continued relationship with development projects located north of 4th Street and encouraging a water/landscape theme. This theme continues to thrive throughout the corridor onto the planned Village Green and through Village Plaza, with water features - fountains, streams, ponds, etc. - that provide a symbolic link to the water elements of the adjacent City Hall block. The City has undertaken to construct the North Lake Streams Project located between Baseline and 9th Street, which may or may not be completed. The Parkway design should include a designated pedestrian walkway that may serve as a connection to future development, done by others, North of Court Street West.

Gateway is the extension of F Street between 4th Street and 2nd Street connecting to W. Rialto Avenue. This connection is the backbone that supports north and south access towards the center of the site and to the Village Green and Village Plaza. This corridor is envisioned to have a distinctive streetscape that transitions from the 4th Street retail components to the 2nd street retail shopping center. This corridor provides opportunity to support a mix of land uses that include residential, retail, and mixed-use. The corridor connecting to Village Plaza continues to support pedestrian and limited vehicle access by joining the pedestrian bridge crossing E Street and a potential high speed transit stop, SBX line to the “core” of the specific plan area.

2. Village Plaza

The unique asset to this area is the opportunity (once existing occupants are removed) to partially demolish and redevelop the Carousel Mall and have it evolve into a potential Mixed Use neighborhood where market driven ground floor retail and second story housing may be created. This is subject

to the vacation of existing occupants in the current mall location. Although existing structures may require remodeling and redevelopment efforts, the opportunity exists to create an interesting pedestrian corridor connecting between the City Hall block and the future Village Green.

3. Village Green

The Village Green is anticipated to be a central attraction for the specific plan area. This unique feature is planned as a passive park setting to support a residential neighborhood. The proposed specific plan intent for this area is to be a green space that adds relief to the urban stress in the core area of the City that exists in a typical downtown setting. The Village Green is anticipated to be a social focal point for the future community. It is also anticipated that if market conditions change and opportunity exists, the Village Green becomes more like a town square that could also be supported by nearby mixed retail and residential land uses.

2.3 CONCEPTUAL SITE DEVELOPMENT

2.3.1 Existing Conditions

In addition to the existing Carousel mall, approximately 30 acres of surface parking lots and a multi-level parking structure exist next to the Woolworth building located on the southwest corner of 4th and E Streets. Located mid-block along E Street is the Anderson Building, with the Harris Company building located immediately south. These existing facilities will continue to occupy the site until better land uses are identified and market conditions support alternative land uses.

2.3.2 Conceptual Project

The residential component of the Specific Plan Area can accommodate a maximum of 750 residential dwelling units. This Specific Plan offers a mix of residential architecture styles as options for future development. This document offers a conceptual vision of what can occur under the appropriate market conditions. As an example and demonstration, this document illustrates through a variety of exhibits, the potential development of approximately 750 dwellings pending appropriate market conditions validating the conceptual vision. Additionally, this Specific Plan envisions development of a maximum of 135,000 square feet of market driven retail/commercial uses. Mixed Use development with commercial/retail stores on the ground floors and residential above is encouraged when and where the real estate market dictates. The retail/commercial component of the project may include the development of new structures as well as the adaptive reuse of existing portions of the on-site buildings and parking structure related to the old Carousel Mall.

In order to facilitate project development this Specific Plan includes the phased demolition of the Carousel Mall building including the vacation

of its existing occupants. Demolition is to be phased to accommodate existing leases while facilitating the phased development of residential and commercial uses. The former Montgomery Ward portion of the main mall and approximately 30 acres of surface parking would be demolished and removed in early development phases pending market driven conditions.

2.3.3 Site Amenities

The Court Street West Specific Plan supports a continuous network of shared open spaces. These include a hierarchy of spaces ranging from a centrally located Village Green, Promenade West to a variety of outdoor spaces dispersed throughout the Specific Plan area. Examples of these comprise courtyards, rosewalks, pocket parks, and plazas. The open space network constitutes an integrated system of linear pedestrian pathways and vehicular streets.

It is envisioned throughout the Court Street West Specific Plan Area that a landscape theme incorporating a celebration of “lakes and streams” for the Village Green Promenade West and related outdoor spaces. In addition, a series of at least seven shared amenities are anticipated throughout the site. These include possible walking tracks and par courses, barbecue pits, tot lots, secured day-care facilities and/or clubhouses. These amenities will provide recreational and social opportunities for the community’s residents and visitors.

This page is intentionally left blank



3 LAND USE ILLUSTRATIVE

- 3.1 Conceptual Site Plan
 - 3.1.1 Illustrative Conceptual Site Plan
 - 3.1.2 Conceptual South-West 3D Model View
 - 3.1.3 Conceptual South-East 3D Model View
 - 3.1.4 Conceptual North-East 3D Model View
 - 3.1.5 Conceptual Rendering of South Gateway
 - 3.1.6 Conceptual Rendering of Central Park

3. land use illustrative

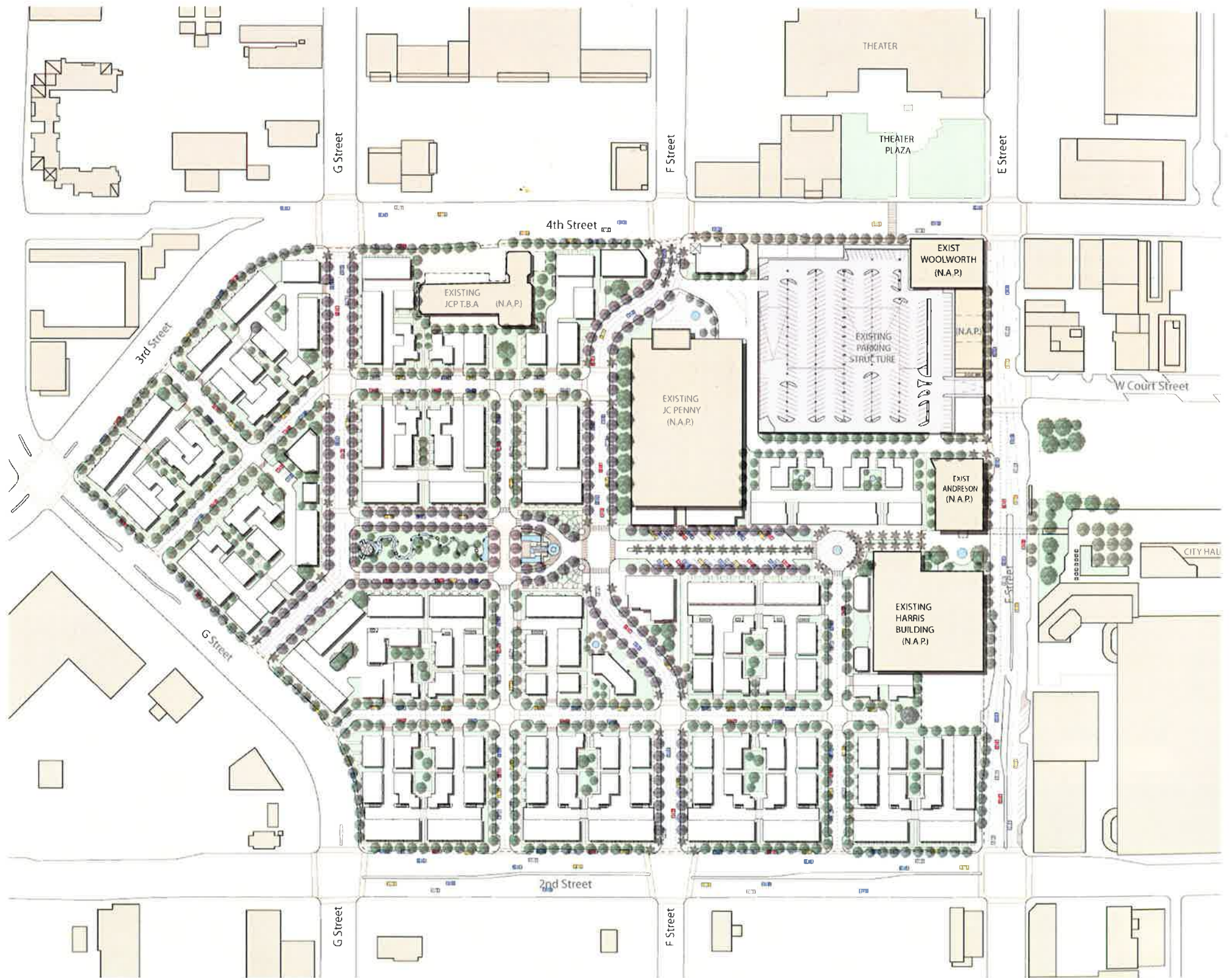
3.1 CONCEPTUAL SITE PLAN

The development standards and guidelines contained within the Court Street West Specific Plan permit a range of uses and intensities. To gain an understanding of what could be developed under this Specific Plan, the following Illustrative Conceptual Site Plan exhibit and 3-D Model views presents conceptual drawings of building orientation. It is important to note that the illustrative is purely conceptual and that a final plan may vary provided it complies with the regulations proposed herein and that the real estate market can support it.

The conceptual site plan seeks to create a vibrant mix of commercial and residential uses by integrating up to 630 residences with nearly 135,000 square feet of retail and services. Residential density can increase up to 750 dwelling units as this Specific Plan entitles.

The Conceptual Site Plan demonstrates how a market driven project could evolve. The design includes extending roadways to reconnect with neighboring land uses and extending opportunities for a walkable community. Multiple landscape opportunities are included to create a greener downtown.

3.1.1 Illustrative Conceptual Site Plan





LAND USE ILLUSTRATIVE

Note: This is a conceptual example for illustrative purposes only. Individual building designs are typical and based on requirements established by the Court Street West design guidelines and development standards. Actual development may vary.







DENNIS ALLAIN





4. DEVELOPMENT STANDARDS AND GUIDELINES

- 4.1 Permitted Uses and Development Standards
 - 4.1.1 CR-CSW1
 - 4.1.2 CR-CSW2
- 4.2 Design Criteria
- 4.3 Design Concepts
 - 4.3.1 Residential Concepts
 - 4.3.2 Mixed Use Concept
 - 4.3.3 Commercial Concept
- 4.4 Landscape Design Guidelines
 - 4.4.1 Planting Design Guidelines
 - 4.4.2 Conceptual Landscape Plan
 - 4.4.3 Conceptual Landscape Design Images
 - 4.4.4 Streetscape Design Guidelines
 - 4.4.5 Open Space Design Guidelines
 - 4.4.6 Landscape and Development Area Lighting
 - 4.4.7 Walls and Fences
 - 4.4.8 Street Furnishings

permitted uses and development standards

4.1.1 CR-CSW1

Court Street West Specific Plan Area		
Development Code Summary: CR-CSW1		
TOPIC	STANDARDS	DESCRIPTION
District	Commercial Regional – Court Street West 1 (CR-CSW1)	
Permitted Uses	Administrative and professional offices/services, hotel/motels, food sales, night clubs/bars, restaurants, auditoriums, conventions, theaters, indoor entertainment, outdoor entertainment, financial institutions, residential care facilities, senior care facilities, barber/beauty/nail shops, dance/karate schools, dry cleaners, health/athletic clubs, Laundromats, drug stores, flower/gift shops, liquor stores, medical equipment/supplies, grocery stores, office supplies, specialty food stores, catering establishments, cleaning/janitorial, copy centers, repairs/services, antennae/satellite dishes, clubs/lodges/meeting halls/day, care facilities, fences/walls, mixed-use, live/live, live-work, combination residential/office, multi-family housing, residential museums, parking lots, parking structures, pipelines, police/fire protection, public utility uses, radio/television broadcasting, religious facilities, temporary uses.	
Other Uses	Other Uses similar to those already permitted can be submitted for administrative approval.	
Prohibited Uses	Any use not cited as "Permitted Uses", is considered prohibited unless deemed compliant with Section 6.9 Administrative Action (f) for conformance by the Planning Director.	
Mixed-use	The Court Street West Specific Plan supports the City of San Bernardino's code Section 19.06.030 (2) Mixed Use Commercial and Residential Development (Including Artist Colony and Combination Residence/Office). The intent is to provide mixed-use commercial and residential development in the Downtown area. If there is a conflict between this Specific Plan and the Municipal Code, the contents of the Specific Plan shall prevail.	
Building Requirements		
Gross Lot Area	N/A	
Front Setback	0 feet	
Rear Setback	0 feet	
Side Setback	0 feet	
Lot Coverage	100 % Max.	
Structure Height	N/A	Building heights may comply with the foundation zone CR-2 up to 150 feet subject to Planning Department review.
Density	16 du/acre min - 47 du/acre Max.	For residential only projects.
	54 du/acre Max.	For mixed-use projects.
	70 du/acre Max.	Allowed senior housing density bonus, subject to the approval of a Conditional Use Permit
Building Separation		Per City Code
Trash Enclosures		Per City Code, not visible from street
Floor Area Ratio (FAR)	3.0 FAR	For non-residential development.
	4.0 FAR	For vertical mixed-use development.
Horizontal Projections	5 foot Max.	Encroachment into setbacks shall be allowed for awnings, canopies, and balconies
Vertical Projections		Per City Code
Parking Requirements		
Residential		1 bedroom = 1.5 spaces per unit + 1 guest space per 5 units
		2 bedrooms = 2 spaces per unit + 1 guest space per 5 units
		3 bedrooms = 2.5 spaces per unit + 1 guest space per 5 units
Commercial Office		GSF up to 2000sf = 1 space per 200sf
		GSF between 2001-7500sf = 1 space per 250sf;
		GSF between 7501-40,000sf = 1 space per 300sf;
		GSF 40,001sf and greater = 1 space per 350sf;
Retail		1 space per 250sf of gross floor area
Restaurants	10 spaces minimum	1 space per 100sf gross floor area

Court Street West Specific Plan Area		
Development Code Summary: CR-CSW1		
TOPIC	STANDARDS	DESCRIPTION
Shopping Centers		1 space per 180sf of gross floor area for tenants within the main structure and in stand alone buildings
		1 space per 250sf of gross floor area for single tenants over 15,000sf
		Bicycle parking for at least 5% of the total number of stalls shall be provided in all parking areas.
Parking stall sizes		90 Degrees = 9' x 19'; 60 degrees = 9' x 21'; 45 degrees = 9' x 19.8'
Parking Location		Off street parking for residential developments shall be located within 250 feet from dwelling unit entry
Tandem Parking		Maximum of 100% allowed.
Shared Parking		Shared parking is permitted by multiple uses if approved by the city pending proper documentation of operation hours and other requirements.
Off-Street Parking requirements	Reference SBMC Section 19.24	CR-CSW1 land use district may qualify for parking requirement reduction pending parking study of proposed use.
Off Street Parking		Required residential parking shall be provided in an enclosed garage. Tandem parking is allowed in the same attached unit.
Guest Parking		Shall be provided per City of San Bernardino Off Street Parking Standards (Chapter 19.24). On street parking may be used to meet guest parking requirements.
Work Area Parking		For live/work, live/live, live/office units, parking shall be provided for work area portion of the unit per the City of San Bernardino Mixed-Use Commercial & Residential Development Standards (Chapter 19.06). On street parking may be used to meet parking requirements.
Transit Oriented Development		Units located within ¼ mile of a transit station shall be eligible to reduce their required parking by 25% to accommodate for the fact that residents will utilize transportation methods other than vehicular.
Shared Parking		On street parking may be shared between guest, work area, and other requirements due to varying peak hour demands per user group.
Parking Orientation		Parking shall be located near, under, or within each unit and shall be secure and minimize visibility from public streets.
Parking Access		Access to parking shall be from service alleys within each block. Parking for individual units shall not be accessed directly from the street.
Open Space Requirements		
Private Open Space	40 sf minimum per unit	Each unit shall provide private open space for its residents via on-grade patios, stoops, porches and yards, and/ or upper level exterior spaces such as balconies, decks, and terraces where feasible. Minimum cumulative total open space per individual development parcel shall be equal to an average of 50 sf per dwelling unit.
Common Residential Open Space	10% of Net lot area; 100 sf per unit max.	Each development shall provide common residential open space to be shared by residents. This common space can include both active and passive uses. This space can include paseos, courtyards, and play areas where feasible. Parking area planting may not be counted to this total. Vehicular access routes and driveways may not be counted in this total.
Public Open Space	150 sf per unit min.	Each development shall provide public open space to be located within the gross site area exclusive of the net developable parcel. This open space can include landscape parkways, planting areas, and/or plazas where feasible. An open space credit will be given to each individual development parcel from the "Village Green". This will be calculated based on the gross area of the public "Village Green" divided by the maximum allowable number of total units in the Specific Plan area.
Interchangeable Open Space Area		Common Open Space and Private Open Space can be interchanged as long as neither is decreased by more than 15%.
Open Space Orientation		Open space areas shall be oriented so that they are visible from the public right of way or connect directly to the street.
Security Access		Fences and gates separating open space from public right of way shall be transparent in character and be setback from the street face of the building.
Parking / Equipment Screening		Landscape or low walls (minimum 3 feet) shall be used to screen all parking areas, trash enclosures, and mechanical equipment.
Paseos / Passageways		Provide between buildings to connect streets to interior courtyards where possible.

Court Street West Specific Plan Area		
Development Code Summary: CR-CSW2		
TOPIC	STANDARDS	DESCRIPTION
District	Commercial Regional – Court Street West 2 (CR-CSW2)	
Permitted Uses	Administrative and professional offices/services, food sales, outdoor entertainment, residential care facilities, senior care facilities, barber/beauty/nail shops, dance/karate schools, flower/gift shops, medical equipment/supplies, office supplies, specialty food stores, repairs/services, antennae/satellite dishes, clubs/lodges/meeting halls/day, care facilities, fences/walls, mixed-use, live/live, live-work, combination residential/office, multi-family housing, parking lots, pipelines, public utility uses, temporary uses.	
Other Uses	Other Uses similar to those already permitted can be submitted for administrative approval.	
Prohibited Uses	Any use not cited as "Permitted Uses", is considered prohibited unless deemed compliant with Section 6.9 Administrative Action (f) for conformance by the Planning Director.	
Mixed-use	The Court Street West Specific Plan supports the City of San Bernardino's code Section 19.06.030 (2) Mixed Use Commercial and Residential Development (Including Artist Colony and Combination Residence/Office). The intent is to provide mixed-use commercial and residential development in the Downtown area. If there is a conflict between this Specific Plan and the Municipal Code, the contents of the Specific Plan shall prevail.	
Building Requirements		
Gross Lot Area	N/A	
Front Setback	0 feet	
Rear Setback	0 feet	
Side Setback	0 feet	
Lot Coverage	100 % Max.	
Structure Height	55 feet Max.	
Density	16 du/acre Min. - 35 du/acre Max.	
	70 du/acre Max.	Allowed senior housing density bonus, subject to the approval of a Conditional Use Permit
Building Separation	Per City Code	
Trash Enclosures	Per City Code, not visible from street	
Floor Area Ratio (FAR)	3.0 FAR	For non-residential development.
	4.0 FAR	For vertical mixed-use development.
Horizontal Projections	5 foot Max. Encroachment into setbacks shall be allowed for awnings, canopies, and balconies	
Vertical Projections	Per City Code	
Parking Requirements		
Residential	1 bedroom = 1.5 spaces per unit + 1 guest space per 5 units	
	2 bedrooms = 2 spaces per unit + 1 guest space per 5 units	
	3 bedrooms = 2.5 spaces per unit + 1 guest space per 5 units	
Commercial Office	GSF up to 2000sf = 1 space per 200sf	
	GSF between 2001-7500sf = 1 space per 250sf;	
	GSF between 7501-40,000sf = 1 space per 300sf;	
	GSF 40,001sf and greater = 1 space per 350sf;	
Retail	1 space per 250sf of gross floor area	
Parking stall sizes	90 Degrees = 9' x 19' ; 60 degrees = 9' x 21' ; 45 degrees = 9' x 19.8'	
Parking Location	Off street parking for residential developments shall be located within 250 feet from dwelling unit entry	
Tandem Parking	Maximum of 100% allowed.	
Shared Parking	Shared parking is permitted by multiple uses if approved by the city pending proper documentation of operation hours and other requirements.	

Court Street West Specific Plan Area		
Development Code Summary: CR-CSW2		
TOPIC	STANDARDS	DESCRIPTION
Off-Street Parking requirements	Reference SBMC Section 19.24	CR-CSW1 land use district may qualify for parking requirement reduction pending parking study of proposed use.
Off Street Parking		Required residential parking shall be provided in an enclosed garage. Tandem parking is allowed in the same attached unit.
Guest Parking		Shall be provided per City of San Bernardino Off Street Parking Standards (Chapter 19.24). On street parking may be used to meet guest parking requirements.
Work Area Parking		For live/work, live/live, live/office units, parking shall be provided for work area portion of the unit per the City of San Bernardino Mixed-Use Commercial & Residential Development Standards (Chapter 19.06). On street parking may be used to meet parking requirements.
Transit Oriented Development		Units located within ¼ mile of a transit station shall be eligible to reduce their required parking by 25% to accommodate for the fact that residents will utilize transportation methods other than vehicular.
Shared Parking		On street parking may be shared between guest, work area, and other requirements due to varying peak hour demands per user group.
Parking Orientation		Parking shall be located near, under, or within each unit and shall be secure and minimize visibility from public streets.
Parking Access		Access to parking shall be from service alleys within each block. Parking for individual units shall not be accessed directly from the street.
Open Space Requirements		
Private Open Space	40 sf minimum per unit	Each unit shall provide private open space for its residents via on-grade patios, stoops, porches and yards, and/ or upper level exterior spaces such as balconies, decks, and terraces where feasible. Minimum cumulative total open space per individual development parcel shall be equal to an average of 50 sf per dwelling unit.
Common Residential Open Space	15% of Net lot area; 150 sf per unit max.	Each development shall provide common residential open space to be shared by residents. This common space can include both active and passive uses. This space can include paseos, courtyards, and play areas where feasible. Parking area planting may not be counted to this total. Vehicular access routes and driveways may not be counted in this total.
Public Open Space	150 sf per unit min.	Each development shall provide public open space to be located within the gross site area exclusive of the net developable parcel. This open space can include landscape parkways, planting areas, and/or plazas where feasible. An open space credit will be given to each individual development parcel from the "Village Green". This will be calculated based on the gross area of the public "Village Green" divided by the maximum allowable number of total units in the Specific Plan area.
Interchangeable Open Space Area		Common Open Space and Private Open Space can be interchanged as long as neither is decreased by more than 15%.
Open Space Orientation		Open space areas shall be oriented so that they are visible from the public right of way or connect directly to the street.
Security Access		Fences and gates separating open space from public right of way shall be transparent in character and be setback from the street face of the building.
Parking / Equipment Screening		Landscape or low walls (minimum 3 feet) shall be used to screen all parking areas, trash enclosures, and mechanical equipment.
Paseos / Passageways		Provide between buildings to connect streets to interior courtyards where possible.

The standards outlined in Tables 4.1.1 CR-CSW1 and 4.1.2 CR-CSW2 shall dictate the development requirements for future projects. Any adjustments or deviations to these standards are subject to the Foundation Zone CR-1 and Planning Department review.

For purposes of this Specific Plan, "gross acres" or "gross acreage" refers to the total area (in acres) within the outer property boundaries of the parcel including roads, streets, rights of way, and required open space. "Gross density" refers to the number of dwelling units per gross acre. Unless otherwise stated, all references to density in this Specific Plan refer to gross density. Total permitted dwelling units shall be calculated as follows:

TOTAL DWELLING UNIT CALCULATION:

$$D = P \times (A)$$

D = Total permitted dwelling units
P = Permitted Density
A = Gross Site Area (Acres)

As set forth above, the total permitted dwelling units is based on gross acreage. However, there will be no reduction in the total permitted dwelling units as a result of the creation of road or street rights of way and/or required open space or a parcel. For example, if a parcel that is one gross acre in size would permit 47 dwelling units, then 47 dwelling units will be permitted on such parcel even though it may be less than one acre in size after creation of road or street rights of way and/or required open space.

4.2 DESIGN CRITERIA

1. Massing should be sensitive to the adjacent context

- Concentrate building intensity at urban nodes or street intersections.
- Building lengths should not exceed 150 feet.
- Concentrate portions of the project with more density to relieve other portions, promoting building configurations that are responsive with their surroundings.
- Orient massing to ensure solar access into open space.

2. Design the block and street edge

- Encourage active ground floor uses.
- Utilize appropriate scaled landscaping.
- Use consistent street trees and sidewalk paving.
- Allow a range of street amenities such as lighting, benches, newspaper stands.
- Sidewalk width should promote pedestrian activity.

3. Integrate transit into the overall city form

- Propose development that is integrated with various modes of transit such as light rail, bus, bicycle and automobile.
- Focus residential and commercial development parcels within a 5-10 minute (1/4-1/2 mile) walk to mass transit.
- Encourage greater development intensity near transit stations.
- Reduce parking requirements to promote use of public transit options.

4. Create open space linkages to surrounding streets and city blocks

- Design and integrate a hierarchy of open space from parks, greens, squares, and courts to streets, paseos and alleys.
- Reduce large block lengths and widths to promote pedestrian friendly environments.

5. Building frontages should be positive and active

- Encourage an appropriate variety of frontages such as arcades, storefronts, stoops and porches.
- Keep service uses (trash, loading, parking access) away from the public realm towards alleys.
- Provide large openings for any retail and other displays.
- Provide direct ground level access to lobbies, any live-work and housing units.



1. Massing / Context



2. Block & Street Edge



3. Transit Integration



4. Open Space Linkages



5. Active Frontages





6. Integrated Parking



7. Historic Buildings / Context



8. Sustainability



9. Safety

6. Integrate parking into the development & conceal from streets and communal spaces

- Encourage district-wide shared parking.
- Parking should, where feasible, not be exposed to the public realm.
- Provide on street parking as shared parking.
- Park cars within the block with alley access.
- Where feasible, line any above-grade structures with active uses.

7. Respect historic buildings in surrounding context in and around the site

- Encourage preservation and adaptive reuse where feasible.
- Retain older structures, where feasible, that provide economic diversity by allowing affordable housing, incubator office and independent retail.
- New work should contrast or reinterpret historic structures, not emulate them.

8. Promote Sustainability on urban and project specific scale

- Integrate microclimate factors as a key design element.
- Encourage building with renewable and recycled materials.
- Provide energy efficient systems and interior daylighting.
- Minimize building impacts on context (stormwater, head island, open space, density)

9. Community Safety

- Use lighting and landscaping to promote safety.
- Encourage pedestrian activity to promote neighborhood awareness.
- Support building orientations to provide more eyes on streets.

4.3 DESIGN CONCEPTS

4.3.1 Design Guidelines

1. Site Design Guidelines

Commercial

A. Building Orientation and Site Planning

Building placement and orientation are encouraged to be organized to create visual interest along public rights-of-way and activation of the pedestrian environment. Buildings should be oriented to take advantage of highly visible locations such as intersection nodes and project entryways.

Buildings are encouraged to be oriented so that the primary entrance and storefront windows face public spaces and rights-of-way.

Short block lengths should be designed and vehicular curb cuts minimized to promote pedestrian friendly environments.

Multiple buildings should be organized to create a positive relationship to one another. The grouping of multiple buildings should be clustered to create functional plazas, courtyards, and pedestrian corridors. Where clustering is impractical, a visual link should be established between buildings through the integration of an arcade system, trellis, colonnade or other such open structure.

Buildings with special architectural elements, such as towers, should be positioned on corners of gateways / boulevards or project entries to enhance the sense of arrival and create project identity opportunities at these locations.

Wherever possible, buildings should be designed and oriented in response to environmental conditions such as wind direction, views and solar exposure. Building massing should be designed as to avoid creating negative impacts on adjacent public areas or neighboring buildings.

B. Public Spaces and Pedestrian Circulation

The design and integration of a hierarchy of various public open spaces into the site plan is strongly encouraged.

Public plazas are encouraged to be oriented to maximize visual and physical links from public rights-of-way and pedestrian corridors.

Public plazas should be contiguous or connected by landscaped pedestrian walkways.

Public plazas are encouraged to be located adjacent to building entrances or areas of high pedestrian traffic to ensure their use and highest functionality. Buildings clustered together should coordinate public plaza spaces with one another to concentrate open spaces that are centrally located to serve multiple uses.

Pedestrian circulation is encouraged to be located primarily along internal roadways and building frontages to provide safe pedestrian crossing.

Pedestrian circulation should be enhanced with landscaping, decorative paving, and seating where appropriate to provide a pedestrian-friendly shopping environment.

Bicycle racks are encouraged to be provided at destinations such as commercial or recreational areas throughout the project.

C. Parking

Wherever possible, provide on-street parking to serve as shared, short-term public parking.

Driveway entries and primary intersection nodes should be treated with special site design elements, such as graphic signage, specialty lighting, or landscaping that will enhance the identity of the project.

D. Landscape

Landscaping should be used to enhance intersection nodes, public right of ways, building fronts, pedestrian corridors and public plazas.

All areas not utilized for parking, buildings, plazas or access/circulation should be landscaped to the back of curb.

Landscaping should be used to screen the visual impacts of parking areas, sides of buildings and service, trash and utility areas.

Landscaped areas are strongly recommended to be irrigated with a permanent automatic irrigation system.

E. Walls and Fences

Solid walls should be screened with plant materials that mature at a minimum of three feet in height.

Fences and walls are encouraged to be set back from adjacent sidewalks. Landscaping should be provided within the setback zone.

Design of all walls and fencing is encouraged to be complementary in material, color and detail with the architecture of the project.

The application of materials, colors, textures, and alignment of walls is encouraged to be used to relieve visual monotony. Pilasters should be placed at 30 feet intervals along walls to avoid flat expanses of wall and as necessary for improved appearance.

F. Service, trash and utility areas.

Where possible, locate trash enclosures away from the public realm and hidden from view of public rights-of-way.

Design of all trash enclosures are encouraged to be complementary in material, color and detail with the architecture of the project.

All trash enclosures should be screened with landscape material if located adjacent to or within a landscaped area.

Whenever feasible, exterior on-site utilities and equipment should be installed underground. Transformers and other utility equipment that must be above ground should be screened and incorporated into the building or landscape whenever possible.

Residential

A. Building Orientation and Site Planning

The location of residential buildings should emphasize pedestrian access and connections to public sidewalks, paths, and recreational facilities.

Residential courtyards are encouraged to be oriented to maximize visual and physical links to public rights of way.

Structures should be configured and oriented to afford a sense of individuality and privacy and to create attractive transitions between private residences and public areas.

Windows of interior living spaces should overlook streets and public spaces.

Front doors and entrances to buildings are encouraged to be clearly defined and articulated and should be easily recognizable from pedestrian and vehicular vantage points.

B. Public spaces and pedestrian circulation

Recreational facilities and amenities are encouraged to be conveniently and centrally located for the majority of units they serve.

Entrances and exits (pedestrian and vehicular) for residential projects should be coordinated with the entries of nearby and adjacent sites so that internal access opportunities and connections are maximized and conflicts are minimized.

C. Parking

Garage "rows" are acceptable however, if feasible, garages should not dominate the street scene, and garages that open onto the public right of way are discouraged.

D. Landscaping

Landscape treatments are encouraged to be used to enhance intersection nodes, public right of ways, building fronts and pedestrian corridors.

E. Walls and fences

Fencing should vary in setback providing landscape recesses and flat expanses of wall not longer than 30 feet in length.

View fences should include landscape planting that will grow to a height sufficient to screen views of private yards from adjacent properties and public rights of way.

A maximum 6-foot wall or fence may be incorporated for ground floor screening of residential service alleys or private residential outdoor space.

Landscaping should be provided to spaces between a wall or fence and the adjacent sidewalk

The design of all walls and fencing is encouraged to be of complementary materials, color and detail with the architecture of the project.

F. Service and trash areas

To an extent feasible, service, maintenance, storage and trash areas should be located in discreet places, while still allowing convenient access for each tenant. Such areas is encouraged to be screened from view of public areas and building fronts.

Where feasible, exterior utilities and equipment should be installed underground. Transformers and other equipment that must be above ground should be screened and incorporated into the landscape whenever possible.

Mixed Use/Live Work

A. Building Orientation and Site Planning

The ground floor of buildings should provide visual and functional interest for the pedestrian and motorist through extensive storefront windows, signage, seating areas, and architectural fenestration facing the public realm.

Residential units are encouraged to be designed to ensure the safety of residents through the provision of secured entrances and exits that are separate from non-residential uses. Non-residential and residential uses should not have common entrance hallways or common balconies.

B. Parking

In vertically and horizontally mixed-use projects, residential parking spaces are encouraged to be segregated from commercial parking spaces, where feasible.

C. Landscaping

The landscaping guidelines for commercial and residential development should also apply to vertically and horizontally mixed-use projects.

2 Architectural Design Guidelines

Commercial

A. Building Massing, Scale and Form

Buildings should be designed to a human scale that is inviting and attractive. The scale of buildings should relate to adjacent public plazas, pedestrian corridors and other surrounding buildings.

Building facades and footprints are encouraged to be articulated to minimize the uniform appearance of buildings and to provide visual interest. Building facades should vary in height or vary in the location of the planes of exterior walls. There should be no flat expanses of walls that exceed 50 feet without incorporating two of the following: color change, material change, texture change, plane projections or recesses, trellises, or balconies.

Articulated facades should be integrated into the design of all sides of a building visible to the interior of the site or to uses or roadways off-site.

Ground floor facades that face public right-of-ways should integrate arcades, display windows, primary entries, awnings, or other pedestrian-friendly design elements.

Building heights should relate to adjacent open spaces to address sunlight penetration, ventilation, protection from prevailing winds, public view enhancement, and view preservation.

Larger buildings may, if feasible, employ a multiple unit facade to give the appearance of many smaller stores located side by side.

B. Style and design details

Commercial facades are encouraged to be designed to avoid large expanses of blank walls, where feasible, incorporate storefront bays or panels of a distance not to exceed 30 feet in length. Storefront windows and public entries should be located within structural bays. Both regular and irregular fenestration should be used in façade design to add visual interest.

Attention to detail and design should be placed at the ground floor facades and storefronts to enhance the quality of the pedestrian environment.

Storefronts should incorporate awnings, bays, openings, graphic signage, lighting, and entryways into the façade design to express tenant individuality.

C. Material and color

Buildings and structures within the development are encouraged to be aesthetically pleasing and compatible with materials and colors used in adjoining buildings to enhance the overall identity of the place.

Use of exterior paint should be limited to four different colors per building. The use of metallic colors, black or fluorescent colors should be prohibited.

Residential

A. Building Massing, Scale and Form

Building facades and footprints are encouraged to be articulated to vary the streetscape and provide visual interest. Buildings should vary in height or in the planes of exterior walls to break up the mass and scale of large facades.

Rooflines should employ varied articulation on vertical and horizontal planes to add visual interest at the top of buildings. Vertical elements such as towers may be used to break up horizontal massing.

There should be no flat expanses of wall that exceed 50 feet in length without incorporating at least two of the following: color change, material change, texture change, plane change with recess or projection.

Buildings facing a pedestrian area should exhibit human-scaled design elements such as awnings, moldings, pilasters, wainscoting or other such details. Stairs balconies, porches, patios and trellises are encouraged to be integrated into the overall building design.

B. Style and design details

The articulation of buildings should vary in mass, material, and color but should be of a consistent or complementary design theme.

Carports and garages should be designed as an integral part of the architecture

of the building. Garages should match the design of the principal buildings in material, color and detail.

Exterior elevations should receive architectural treatment with an emphasis on the front facade, entryways, and any building side facing a public right-of-way or area of pedestrian circulation.

Architectural elements and accessories should be provided to break down the building mass, which may include arcades, awnings, balconies, towers and decorative lighting.

C. Materials and Color

Buildings and structures are encouraged to be compatible with materials and colors used in adjoining buildings to enhance the overall theme and identity of the area. Variation in building color, material and texture is strongly encouraged.

Coordinate colors and finishes of building exteriors on all elevations to provide continuity of design and compatibility with adjacent structures.

Compatible colors should be incorporated into the design of a single facade or composition to add character and variety.

Building facades are encouraged to be constructed of durable, high quality materials exhibiting a sense of permanence.

Exterior materials of metal siding or unfinished concrete block should be prohibited.

Mixed-Use

The architectural design guidelines described for commercial and residential development should also apply to horizontally and vertically mixed-use projects.

4.3.2 Conceptual Development Examples



Activated ground floor with retail or live/work opportunities



Articulated large scale facade



Patios integrated into overall building design



Buildings arranged to define open space



Variety of materials in facade articulation



Primary entry fronting onto street



Building fronting onto pedestrian areas



Variety of rooflines



Transition from public space to private space



Living spaces overlooking public realm

4.3.3 Conceptual Elevations





4.4 LANDSCAPE DESIGN GUIDELINES

The Landscape Design Guidelines have been prepared to achieve a comprehensive approach to implementation of architectural and landscape concepts for the overall community and the individual neighborhoods of Court Street West. The purpose of the Landscape Design Guidelines is to establish community design concepts that can be consistently applied.

More specifically, these design guidelines are intended to:

Provide the City of San Bernardino with the necessary assurance that the Specific Plan Area will develop in accordance with the quality and character proposed herein;

Provide guidance to developers, builders, engineers, architects, landscape architects, and other professionals in order to maintain the desired design quality; and to

Provide guidance to the City decision-makers in their review of future development projects in the Specific Plan Area.

4.4.1 Planting Design Guidelines

The goal of the planting design is to provide a rich variety of plant material that is consistent with the overall community character.

1. Plant Material

Plant material design and concepts shall be applied to the landscape within the community include:

Layering of plant material is encouraged to soften building masses and integrate architectural forms.

All landscape plant material shall be chosen for their ability to grow to a mature scale to reinforce the neighborhood character and the architectural theme. The sizes of the landscape plant material shall be considered to insure the proper scale is being utilized based on the spaces and architectural elements.

Specimen trees shall be used at gateways and boulevards to reinforce street corners.

Trees and shrubs shall be used with regards to the climate, water usage, width/ heights, and maintenance.

Both informal and formal landscape styles are encouraged throughout the community.

All landscape plant material shall be installed from the Master Plant Palette. The plant material palette is proposed and is not limited to the material shown. Plant material not shown on the proposed list, will need to be submitted and approved by the City.

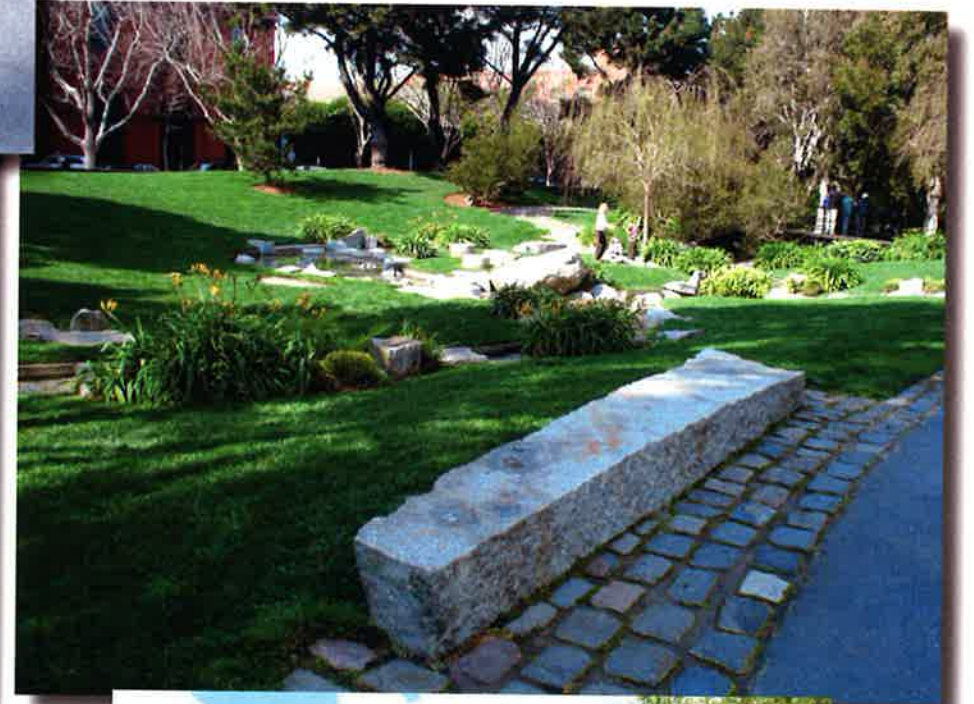
Root barriers are suggested for all trees within five (5) feet of any hardscape, building structure or utility lines and/ or boxes.

It is strongly recommended to plant trees in the following (minimum) sizes:

Streets/ Parkways	24" Box
Pocket Parks	24" Box
Building Courtyards	24" Box
Paseos	24" Box
Alley ways	15 – gallon
Medians	36" Box



4.4.3 Conceptual Landscape Design Images



Possible Village Green Amenities



Retail Open Spaces



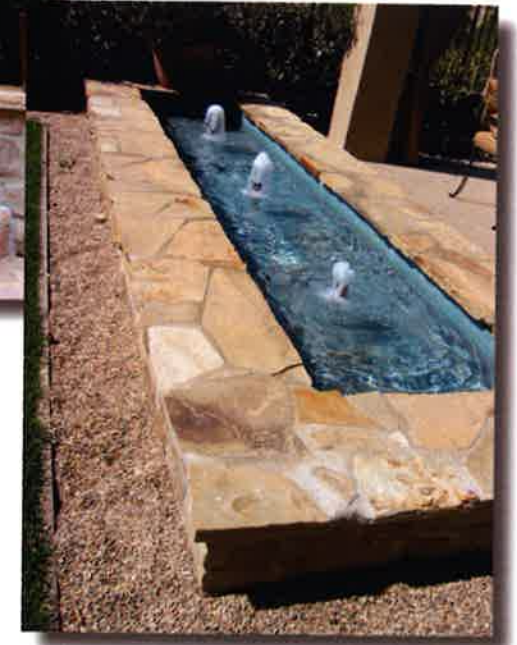
Plaza and Courtyard Fountains



The Promenade



Podium Walkway with Planter Wall



Water Features



Trellis and Overhead Structures



Tot Lot Area

Proposed Plant List but Not Limited To

TREES

Botanical Name	Common Name
Albizia julibrissin	Silk Tree
Acacia cultriformis	Knife Acacia
Acer saccharum	Sugar Maple
Aesculus x carnea	Red Horsechestnut
Agonis flexuosa	Peppermint Tree
Alnus rhombifolia	White Alder
Bauhinia variegata	Purple Orchid Tree
Brachychiton acerifolius	Australian Flame Tree
Brachychiton discolor	Pink Flame Tree
Brahea armata	Mexican Blue Palm
Butia capitata	Pindo Palm
Callistemon citrinus	Lemon Bottle Brush
Callistemon viminalis	Weeping Bottle Brush
Carya illinoensis	Pecan
Caryota mitis	Fishtail Palm
Cassia leptophylla	Gold Medallion Tree
Castanospermum australe	Moreton Bay Chestnut
Cedrus atlantica 'Glauca'	Atlas Cedar
Cedrus deodora	Deodar Cedar
Ceratonia siliqua	Carob Tree
Chorisia speciosa	Floss Silk Tree
Cinnamomum camphora	Camphor Tree
Cupaniopsis anacardioides	Carrot Wood
Cupressocyparis leylandii	Leylandii Cypress
Dodonaea viscosa	Hopseed Bush
Eriobotrya deflexa	Bronze Loquat
Eriobotrya japonica	Loquat
Eucalyptus globulus	Blue Gum
Eucalyptus nicholii	Nichol's Willowleafed Peppermint
Eucalyptus polyanthemos	Silver Dollar Gum
Eucalyptus sideroxylon rosea	Red Iron Bark
Feijoa sellowiana	Pineapple Guava
Ficus benjamina	Weeping Fig
Ficus microphylla 'Rubiginosa'	Rusty Leaf Fig
Ficus microcarpa	Indian Laurel Fig 'Nitida' 'Retusa'
Firmiana platanifolia	Chinese Parasol Tree
Fraxinus uhdei	Evergreen Ash, Shamel Ash
Fraxinus uhdei 'Tomlinson'	Tomlinson Ash
Ginkgo biloba	Maiden Hair Tree
Gleditsia triacanthos inermis	Thornless Honey Locust
Jacaranda acutifolia	Jacaranda
Lagerstroemia indica	Crape Myrtle
Lagunaria patersonii	Primrose Tree
Ligustrum japonicum	Japanese Privet
Liquidambar styraciflua	American Sweet Gum
Magnolia grandiflora	Southern Magnolia

TREES - Cont.

Botanical Name	Common Name
Melaleuca linariifolia	Flaxleaf Paperbark
Melaleuca quinquenervia	Paperbark Tree
Phoenix canariensis	Canary Island Date Palm
Pinus canariensis	Canary Island Pine
Pinus eldarica	Afghan Pine
Pinus halepensis	Aleppo Pine
Pistacia chinensis	Chinese Pistache
Pittosporum rhombifolium	Queensland Pittosporum
Platanus acerifolia	London Plane Tree
Prunus cerasifera	Purple Leaf Plum
Pyrus calleryana	Bradford Pear
Tabebuia chrysostricha	Golden Trumpet Tree
Tipuana tipu	Tipu Tree
Tristania conferta	Brisbane Box
Trachycarpus fortunei	Windmill Palm
Quercus agrifolia	California Live Oak
Quercus ilex	Holly Oak
Quercus suber	Cork Oak
Ziziphus jujuba	Chinese Jujube
Zelkova serrata	Sawleaf Zelkova

SHRUBS

Botanical Name	Common Name
Abelia grandiflora	Glossy Abelia
Abelia hybrid	'Edward Goucher'
Acacia redolens	Prostrate Acacia
Acanthus mollis	Bear's Breech
Asparagus densiflorus 'Sprengeri'	Sprenger Asparagus
Aucuba japonica	Japanese Aucuba
Baccharis pilularis	Dwarf Coyote Bush
Berberis 'species'	Barberry
Bougainvillea spp.	Bougainvillea
Brassaia actinophylla	Schefflera
Buxus microphylla japonica	Japanese Boxwood
Calliandra tweedii	Trinidad Flame Bush
Camellia sasanqua	Sasanqua Camellia
Ceanothus cyaneus	Lakeside ceanothus
Cocculus laurifolius	Cocculus
Cortaderia selloana	Pampas Grass
Crassula argentea	Jade Plant
Cycas revoluta	Sago Palm
Elaeagnus pungens	Silverberry
Ensete ventricosum	Abyssinian Banana
Fatsia japonica	Japanese Aralia
Gamolepis chrysanthemoides	Sunsplash Daisy
Gardenia jasminoides	Gardenia
Genista racemosa	Sweet Broom
Hakea suaveolens	Sweet Hakea
Hibiscus rosa-sinensis	Chinese Hibiscus
Ilex cornuta-burfordii	Burford Holly
Juniperus chinensis aurea 'Gold Coast'	Gold Coast Juniper
Juniperus chinensis 'Pfitzerana Glauca'	Blue Pfitzer Juniper
Juniperus conferta	Shore Juniper
Juniperus sabina 'Tamariscifolia'	Tam Juniper
Juniperus scopularum 'Tollesons Weeping'	Tollesons Weeping Juniper
Juniperus virginiana 'Manhattan Blue'	Manhattan Blue Juniper
Lantana camara	Bush Lantana
Lantana montevidensis	Trailing Lantana
Leucophyllum frutescens	Texas Ranger
Ligustrum japonicum	Japanese Privet
Mahonia aquifolium	Oregon Grape
Mahonia lomariifolia	Chinese Holly Grape
Melaleuca armillaris	Drooping Melaleuca
Melianthus minor	Dwarf Honey Bush
Myrsine africana	African Boxwood
Myrtus communis	Common Myrtle
Nandina domestica	Heavenly Bamboo
Philadelphus virginialis	Sweet Mock Orange
Philodendron selloum	Split Leaf Philodendron
Photinia x fraseri	Red Photinia
Pittosporum tobira	'Wheeler's Dwarf'
Plumbago capensis	Blue Cape Plumbago
Podocarpus macrophyllus	Yew Pine

SHRUBS - Cont.

Botanical Name	Common Name
Portulacaria afra	Elephant's Food
Prunus caroliniana	Carolina Laurel Cherry
Pyracantha species	Firethorn
Raphis humilis	Slender Lady Palm
Rhus integrifolia	Lemonade Berry
Rhus laurina	Laurel Sumac
Rhus ovata	Sugar Bush
Sarcococca ruscifolia	Fragrant Sarcococca
Viburnum suspensum	Sandankwa Viburnum
Wisteria sinensis	Chinese Wisteria
Yucca aloifolia	Spanish Bayonet

SHRUBS & GROUNDCOVERS

Botanical Name	Common Name
Agapanthus africanus	Lily-of-the-Nile
Arctostaphylos spp.	Manzanita
Bauhinia galpinii	Red Bauhinia
Carissa grandiflora	Natal Plum
Cassia spp.	Senna
Ceanothus spp.	Wild Lilac
Cotoneaster	Use Prostrate varieties
Escallonia spp.	'Red Leaf' Escallonia
Euonymus spp.	Use Prostrate forms
Festuca ovina glauca	Blue Fescue
Gelsemium sempervirens	Carolina Jessamine
Grevillea	Various varieties
Hemerocallis hybrid	Daylily or Bi-color
Jasminum mesnyi	Primrose Jasmine
Lagerstroemia indica 'Petites'	Crape Myrtle Petites
Leptospermum scoparium	New Zealand Tea Tree
Leucophyllum	Compacta or Frutescens
Liriope	Lily Turf
Mahonia repens	Creeping Mahonia
Myoporum laetum	Myoporum
Nerium oleander	Oleander Petites
Ophiopogon vaponicum	Lily Turf
Osteospermum	African Daisy
Pennisetum setaceum 'Rubrum'	Fountain Grass 'Rubrum'
Pittosporum	'Green Globe' 'Wheelerii' 'Ralphii'
Plumbago auriculata	Cape Plumbago
Pyracantha coccinea 'Low Boy'	'Red Leaf' 'Low Boy'
Rhaphiolepis	Use Prostrate varieties
Rosmarinus officinalis	Rosemary 'Huntington Carpet'
Tecoma capensis	Cape Honeysuckle
Trachelospermum jasminoides	Star Jasmine
Xylosma congestum	Compacta

4.4.4 Streetscape Design Guidelines

The Land Use Plan provides connectivity from the project site to the existing community at 'E' Street, 2nd Street, 3rd Street and 4th Street (boulevard streets). A curvilinear street, Gateway, has been proposed to bisect the project site and connect 2nd Street to 4th Street. This would eventually become a beautiful neighborhood roadway, paralleled by lush landscape, residential buildings fronting streets where feasible, retail open spaces, civic centers and plazas. A parkway with a strong street tree design would anchor this roadway to provide connectivity with the adjacent streets. Within the Neighborhoods and perimeter streets, parkway-separated sidewalks are proposed.

Streetscape designs along the "Parkway" corridor are encouraged to provide opportunities for unique landscape elements to interconnect other landscape features to the north towards the north lakes project and east through the Village Green and Village Plaza connecting towards the Civic Center water features. Landscape features that include water elements, consistent plant materials, or similar landscape features to establish connections between land uses are encouraged.

1. Local Street Landscape Guidelines

Street trees should be planted within a landscape parkway located between the curb and sidewalk. 24" Box minimum sized trees should be planted in a formal pattern. Species shall be thoughtfully selected to match the street space and product massing/ setback. Trees at street intersections shall be a different type of species to provide hierarchy to the corners. All trees shall be selected for their scale to the street space, low maintenance, and especially their low water usage.

2. Tapered Streets

Tapered streets (bulb outs) are encouraged at intersections and mid-block along streets. This traffic-calming element is specifically selected and designed to also address the following: (1) Reduction of traffic speed; (2) Reduction of traffic noise; (3) A safe and pedestrian-friendly circulation system to encourage walking and bicycling; and (4) Design details and dimensions that permit non-restricted access for police, fire, ambulances, and other emergency service vehicles.

4.4.5 Open Space Design Guidelines

1. Village Green

The Village Green encompasses about .85 acres of the project site. A meandering stream with boulders, runs throughout Village Green to provide a relaxing ambiance by the use of visual and auditory senses. Pedestrian foot bridges shall be located in key locations to cross a stream. Large turf areas and benches offer areas for activities and relaxation for all residents. The south end of Village Green is a gazebo which will provide opportunities

for weddings, birthday parties and exhibits. A water feature and a focal element will anchor the east end of Village Green.

24" box sized evergreen trees should be provided to allow for shade during picnic outings and relaxation. Modest berms in the turf areas, shrub massing and/or groundcover should be used to add visual interest to the landscape.

2. Village Plaza

Located between "E" Street and "F" Street, The Village Plaza will be the primary connector between the Village Green and the Civic Plaza. A generous landscape median with strong vertical trees in a formal layout and shrub planting should be provided for visual interests. Street trees shall be planted in a formal layout within a landscape parkway / small planting area or tree grates located between the curb and sidewalk. The design is to soften the massing of the building forms, but create a promenade feel to the Village Plaza. Trees along the Village Plaza should be 36" box minimum and palm trees should be 20' B.T.H. The Village Plaza should include street furniture, including benches, light standards, bike racks and bollard. These elements should be of a cohesive design that suggests a unified visual character between the Village Green and Civic Center.

3. Neighborhood Open Space and Tot-Lot

Neighborhood open spaces will in most cases be surrounded by homes facing (fronting onto) the open space. The design of the open space will take into account the views from the adjacent neighborhood homes to enhance park depth and visual character. Turf areas should be provided to promote activity areas for all users. At least one of the Neighborhood Open Spaces should include a play structure or tot play area. The play structures shall accommodate the 2 to 5 years old and 5 to 12 years age group. These should be modest and support the family living characteristics around the park. The open spaces should include a trellis or gazebo structure, barbecues, picnic tables, benches and trash receptacles. Modest berming, shrub massing and/ or groundcover should be used to add in visual interest to the landscape. Refer to Page 53, Conceptual Landscape Plan.

4. Building Courtyards

Building courtyards like that of the neighborhood open spaces will be surrounded by homes facing the courtyards. A linear or meandering walkway system should be provided to encourage pedestrian walking and connectivity throughout future development projects. Planting should be provided adjacent to the building within the courtyard to soften the building edge condition. Refer to Page 53, Conceptual Landscape Plan.

5. Retail Open Spaces

The retail open spaces should be provided with enhanced paving, planters, tables and chairs, planter pots and/ or water features. The use of colored concrete is recommended to add visual interests to the retail open space. This should complement adjacent architecture styles to provide connectivity throughout the retail space. The landscape should include accent trees such

as canopy and/or palm trees, and a mix of shrub planting with a mix of textures of shrub species. Refer to Page 53, Conceptual Landscape Plan.

6. Parkway and Gateway Connection to Neighboring Land Uses

The Parkway and Gateway connections are intended to link neighboring land uses and create a themed street scheme identified by common landscape that support the "streams and lakes" image of downtown San Bernardino. This intent is to link northerly and southerly development projects towards the Civic Center through streetscape improvements which may include consistent tree species, parkways, meandering sidewalks, strategically located rock outcroppings, lighting and sign fixtures for pedestrian access and way finding.

4.4.6 Landscape and Development Area Lighting

Exterior lighting of pocket parks, open space areas, as well as attached residential, commercial, and all other development areas within Court Street West should be in conformance with the following guidelines:

1. Lighting should generally be confined to a particular land use or development area, and not create glare or spill over into other land use or development areas.
2. Lighting shall be designed and shielded so as not to negatively impact existing or proposed residential areas within or adjacent to Court Street West.
3. Lighting should be located and designed so as to provide safety and security for residents and visitors to the community.
4. Lighting should reinforce community design and identity, and create a variety of visual experiences for pedestrian and motorists. Accent lighting of community entries, gazebos/ trellises, signature palms and specimen/ focal trees is encouraged.
5. Lighting should be used in the landscape to highlight directly and indirectly special elements or aspects of building design.
6. One foot-candle is generally the minimum for walkways and general site lighting. The open space of the village green should be illuminated to that level. However, street lighting is subject to City Engineering Standards and the approval of the City Engineer. Under "Site Lighting, consider Development Standard reading: "Street Lighting systems shall conform to City specifications and Code requirements established by the Department of Public Works and the City Engineer." The Development Standards could specify 1 foot-candle for general site lighting in all shared open spaces and 5 foot-candles at building entries to ensure safety within the development.

4.4.7 Wall and Fence Guidelines

Where feasible all walls and fences for the project site shall be in conformance with the following guidelines:

1. It is encouraged all retaining walls, courtyard walls, planter walls, gates and fences should be designed to be compatible with the architecture.
2. It is encouraged the design and location of all retaining and freestanding walls should be coordinated so that they become an integral part of the site design concept.
3. Solid fences are discouraged fence should occur when the rear of a building faces any street.
4. Where feasible, perimeter walls along any street shall have a minimum 2-foot setback from any sidewalks or curbs.
5. Visible precision block walls are discouraged except when finished/ covered with stucco.
6. The visible portion of courtyard and garden walls and fences visible from the street should be no taller than 42 inches as measured from top of grade to top of wall cap or rail. Landscaping with shrubs and vines should be used to reduce the visible height of walls when necessary.
7. Decorative wood and vinyl fencing is allowed only if the fencing is consistent with the architectural style.

4.4.8 Street Furnishings

Street furnishing items should be provided in all public spaces. The street furnishing items should include: benches, tables and chairs, trash receptacles and bicycle bollards. The Village Green, Village Plaza and retail open spaces are areas which should include such items and should be aesthetic pleasing and cohesive with the Community character and architecture. The material shall be easily maintained and shall be reviewed and approved by the City of San Bernardino.



5 INFRASTRUCTURE

- 5.1 Street Types & Hierarchy Plan
 - 5.1.1 CSW (Court Street West) Corridors Overlay

5. infrastructure

5.1 STREET TYPES AND HIERARCHY

5.1.1 CSW (Court Street West) Corridors Overlay

There are two backbone corridors that traverse from north to south between 4th Street and 2nd Street and 4th Street and G Street that provide renewed pedestrian and vehicular access through the specific plan area. These two corridors are known as Gateway and Parkway. A third backbone corridor traversing east to west creates opportunities for two new areas that will establish the image and character for future development within the specific plan area. These areas will be bounded from building front to building front. These two areas are Court Street West's Village Area "Village Plaza" supporting market driven mixed use and the "Village Green" supporting a public park.

The proposed street system has been illustrated as local neighborhood streets, not as collectors or arterials serving pass through traffic. The street right-of-ways have been illustrated to include such amenities as parkways and open space.

1. Gateway and Parkway

The Gateway and Parkway corridors are the extension of F Street and G Street respectively. They will continue to support vehicular movement at controlled speeds. They will also extend the opportunity for pedestrian extensions between the north and south retail areas beyond this Specific Plan's area boundaries. The backbone infrastructure will continue to be supported through the street right of ways. The two streets will act as collector roads that join the two major boulevards of 4th Street and 2nd Street. Both street right of way areas are approximately 70 feet in width with approximately 10-foot building setbacks. This right of way allows for four travel lanes, an 8-foot parkway and a 7-foot sidewalk. These measurements may be altered pending development conditions however, the overall right of way width is not planned to change.

2. Village Plaza

Village Plaza is an area of the Specific Plan that is currently the central core of the existing Carousel Mall. In essence, the central core will ultimately be removed and replaced with an open air corridor that allows vehicles to park at 45 degree angles and establishes a pedestrian corridor between existing commercial structures with a future SBX transit stop and a connection to the City Hall Block east of E Street.

The anticipated right of way area for Village Plaza is approximately 103 feet. This allows for pedestrian sidewalks, angled parking, a street median and single travel lanes. Building setbacks of approximately 5 feet for retail mixed use and live work building is encouraged. The sidewalk areas are inclusive with landscaping and support free pedestrian movement with the parking area and building front establishing the scale and space.

3. Village Green

The Village Green is anticipated to be a central attraction for the specific plan area. This unique feature is planned as a passive park setting to support a residential neighborhood. The proposed specific plan intent for this area is to be a green space that adds relief to the urban stress in the core area of the City

that exist in a typical downtown setting. The Village Green is anticipated to be a social focal point for the future community. It is also anticipated that if market conditions change and opportunity exists, the Village Green becomes more like a town square that could also be supported by a variety of mixed retail and residential land uses.

Village Green is anticipated to have a right of way area, inclusive of the "village green" to be 172 feet. Ninety-six feet is anticipated to be dedicated to the village green. The street layout allows for one way streets on the north and south right of way area. These areas could be designed to include a 15-foot travel lane, 8-foot parking lane, 7-foot parkway, and 8-foot sidewalk with building setbacks of 5 to 10 feet.

5.1.2 Boulevards

At present E Street and 2nd Street are designated as major arterials, 4th Street and 3rd Street are designated as collectors and G Street is designated as a secondary arterial. Alternative street designs are subject to review and approval by the City Engineer. This Specific Plan provides a vision for the implementation of these streets.

The boulevards are anticipated to have street medians and three travel lanes in each direction. A typical right of way section allows for 36 feet in travel lanes, an 8-foot parking lane, 10 feet for parkway and sidewalk and a 5-foot building setback. These standards may vary depending on market conditions and design.

There are basically four boulevards that abut the Specific Plan area and establish the block appearance for the Downtown area. The Boulevards include E Street (east), 2nd Street (south), G Street and 3rd Street (west), and 4th Street (north). These boulevards fulfill a variety of roles as they not only function as access ways to the Specific Plan area but also connect the City of San Bernardino to the 215 Freeway. These boulevards also function as connectors to Downtown Land Uses.

E Street is a major boulevard, tree lined and with on-street parking that is evolving to become a more substantial transit corridor. The boulevard connects the City Hall block with the Specific Plan. In addition it circulates vehicles in a North/South Direction that continues to support the City's Downtown. It provides opportunity for the SBX Transit system to transport city employees and residents between Cal State San Bernardino and Loma Linda University. It also supports the Downtown area and this Specific Plan as the centralized destination point for the SBX route.

2nd Street is a major east/west boulevard that connects the San Bernardino International Airport with the 215 Freeway. This corridor is becoming a major commuter corridor and continues to activate the street frontage that is tree lined with a landscaped median as the southern boundary of the Specific Plan. This boulevard is vital to the downtown as a revived grand entry to the Downtown.

4th Street is also a major east/west connector in that it provides access from the Downtown to the 215 freeway. This connection supports key retail components along the northern boundary of the Specific Plan area. It also supports multiple transit routes that have stops on the north and east boundary of the specific plan area as major bus stops that transition between various routes. This street also supports the entertainment corridor to the Downtown area by providing access to various restaurants, theaters, shops, and civic activities.

5.1.3 Neighborhood Streets

Neighborhood Streets are anticipated to be 60-foot right-of-ways. Building setbacks should be around 10 feet. These right-of-way areas may vary in design but the typical will include two travel lanes, curbside parking, 7-foot parkway, and 5-foot sidewalks. These designs may vary pending site planning and design.

Neighborhood streets are those internal to the specific plan. These streets are envisioned to be at relatively low speeds, less than 35 miles per hour. They are also envisioned to be pedestrian friendly and provide accessibility to the variety of potential land uses that extend throughout the specific plan area. It is envisioned that these streets will be well landscaped, well lit, and appropriately designed to assist in traffic calming and to allow a mix of pedestrians and vehicles to occur at low travel speeds.

Neighborhood streets may also be designed to support auto courts and residential components along street frontages.

5.1.4 Traffic and Parking Analysis

The IBI group prepared a traffic study that focuses on the buildout of the specific plan area with 750 dwellings and 135,000 square feet of retail uses. See Appendix E for extended traffic and parking studies.

Traffic Analysis

The proposed project is a mixed-use live/work development consisting of up to 750 new residential units and up to 135,000 square feet of new retail development. An analysis of traffic conditions on the surrounding on-site roadway network is being conducted as part of the environmental impact report currently being prepared for the City of San Bernardino.

It is anticipated that Level of Service (LOS) will not exceed Level D.

Proposed Internal Roadway Network

The Court Street West redevelopment project will continue to utilize many of the current vehicular access points to the existing mall site. Street alignments make use of existing signalized access points to the area, so the concentration of automobile trips at these access points is not anticipated to result in unacceptable levels of traffic congestion.

Parking for the retail and offices uses will be focused in the existing parking structure located in the northeast corner of the project site. Vehicular access to the parking structure is provided from 4th Street and E Street. These existing access points will be maintained with the proposed project.

All internal intersections within the project area are proposed to operate as four-way stop sign controlled intersections. This traffic control is intended to serve anticipated traffic demand and maintain an acceptable level of service at each intersection. Additionally, the stop signs are designed to create a safe environment for automobiles and pedestrians to circulate within the development. The proposed project is intended to be a mixed-use development with extensive interaction between the residential and retail uses planned for the site. In order to promote pedestrian circulation throughout the development, specific emphasis is placed on creating safe and inviting pedestrian links throughout the development.

Transit Connections

Local Bus Service

The Court Street West project site is served by an extensive network of local bus services that converge in the downtown San Bernardino area. Currently 4th Street operates as a transit mall with eight different local Omnitrans bus routes stopping near the existing intersection of 4th Street and F Street. There are three bus route stops on E Street adjacent to the project site. The local transit routes serving the Court Street West project site will provide residents and visitors with excellent access to transit services.

SBX Bus Service

The proposed implementation of the SBX bus rapid transit corridor and station on E Street adjacent to the project site creates a great opportunity to link this mixed use development with high capacity transit service.

This station would provide a connection between the SBX line and local bus routes at the 4th Street Transit Mall. Additional connection opportunities between the SBX line and local services would also be present at the proposed transit center near E Street and Rialto Avenue.

Transit Oriented Design

It is anticipated that the intersections studied for this Specific Plan will not be impacted significantly by future development in that mitigation measures to improve street intersections, re-stripping existing streets, and adjusting signal timing, will assist in reducing traffic impacts. It is anticipated that all LOS for the intersections studied will be at D or better with mitigations. It is also anticipated that the future design of the Specific Plan area promotes the use of transit and light rail due to its proximity to existing transit connections and light rail stations. This supports traffic reduction measures by offering alternative modes of transportation for the residents and employees within the Specific Plan area.

Transit Connections

The City of San Bernardino has a major metrolink transit hub that interconnects

Los Angeles, Riverside, and Orange Counties with San Bernardino. This hub is located just west of the 215 freeway at 1204 West 3rd Street, approximately .75 miles from Court Street West along 4th Street. This center connects to the 4th Street Transit Mall located directly north of Court Street West Specific Plan area and also connects with the current Omnitrans Routes 1, 3, 4, 90 and MARTA (Mountain Area Transit to Big Bear). All of these connections can be accessed by future residents and employees within the Court Street West Specific plan area. The transit connections also link to a future light rail station to be located at West Rialto and E Street which is approximately one block to the south of the Specific Plan Area.

Transit Oriented Development (TOD)

From the Statewide Transit Oriented Development Study, Factors for Success in California, Final Report, September 2002, Business, Transportation, and Housing Agency, California Department of Transportation:

TOD has been defined at a number of levels and a variety of scales. Not surprisingly, there is no consensus in the literature on just what constitutes TOD. TOD is seen as an alternative to sprawl, as a mixed-use transit friendly community, and as a specific development type. There are constituencies for each of these categories of definitions.

The Technical Advisory Committee to this study developed the following definition of TOD based on other available definitions, as well as their direct experience implementing TODs:

At the local level, TOD generally implies a mix of higher-density land uses and activities designed and located to create a safe and convenient environment that encourages transit ridership as well as bicycling and walking. During the early 1990s, architect and planner Peter Calthorpe added more specifics to the definition of TOD:

"A Transit-Oriented Development is a mixed-use community within an average quarter mile walking distance of a transit stop and core commercial area. The design, configuration, and mix of uses emphasize a pedestrian-oriented project." Transit-oriented Development (TOD) is moderate to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use."

- Statewide TOD Study Technical Advisory Committee

The Court Street West Specific Plan embraces this development style in that it is situated in a location that is bound by current Omnitrans routes, the future SBX bus line system on E Street, the Metrolink station to the West of the 215 freeway and the future light rail station located at West Rialto and E Street. The proposed development components in this specific plan offer a potential combination of dwelling units, office uses, commercial retail, and open space areas. These uses support an urban in-fill development serviced by transit routes and connections that are within walking distance. Opportunities exist

within this specific plan area for varied densities and urban living that support a downtown and transportation network. Refer to Exhibit 3.1.1 Illustrative Conceptual Site Plan.

Parking Demand Analysis

The parking study included as Appendix E of this Specific Plan documents the results of a parking demand analysis conducted for the proposed Court Street West project located in the City of San Bernardino. The proposed project is a mixed-use live/work development potentially comprised of up to 750 residential units, as well as potentially 340,000 square feet of office space located in the adjacent buildings, and up to 135,000 square feet of retail entertainment and commercial space.

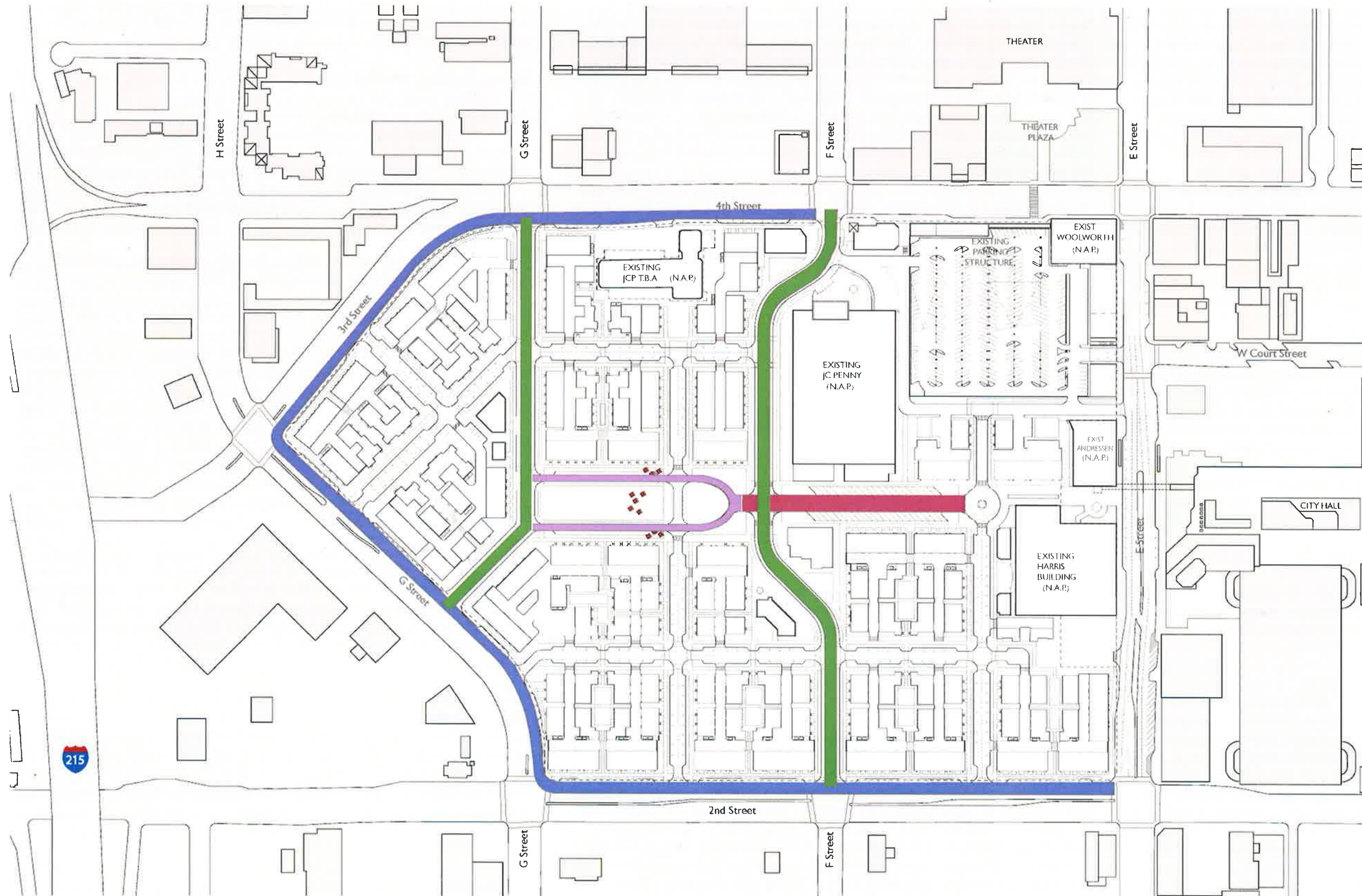
This parking demand analysis quantifies the anticipated parking demand generated by the residential, office space, and retail uses.

The parking demand analysis included a review of the existing parking provisions of the San Bernardino City Code and a study to determine if these established parking standards would result in an adequate or excess number of parking spaces to serve the project. The study considers other characteristics of the project that may affect parking demand, such as the mixed-use orientation of the site and potential for shared parking between various land uses. Typical city codes tailor their parking standards to serve single land uses. Mixed-use development has different parking characteristics and the right mix of residential, retail, and commercial land uses can be effectively served by less parking than separate single use developments.

Findings and Recommendations

The parking demand analysis found that a shared parking strategy would assist in reducing parking demand for the Court Street West Specific Plan area because of the complementary mixed-use nature of the proposed development. The peak parking demand periods for the proposed residential and retail uses do not overlap, reducing the total parking demand generated by the project at any specific time. It is anticipated that shared parking factors could reduce total parking demand by 10% to 30%, depending on the time of day.

Shared parking strategies are not the only factor to consider when developing parking demand estimates for mixed-use developments. The Court Street West parking demand analysis also shows that the proposed redevelopment project would provide sufficient parking supply to meet demand with a proposed 10% reduction in parking requirements as a result of the Transit-Oriented Design of the development and the proximity to transit services. See Appendix E for more details.

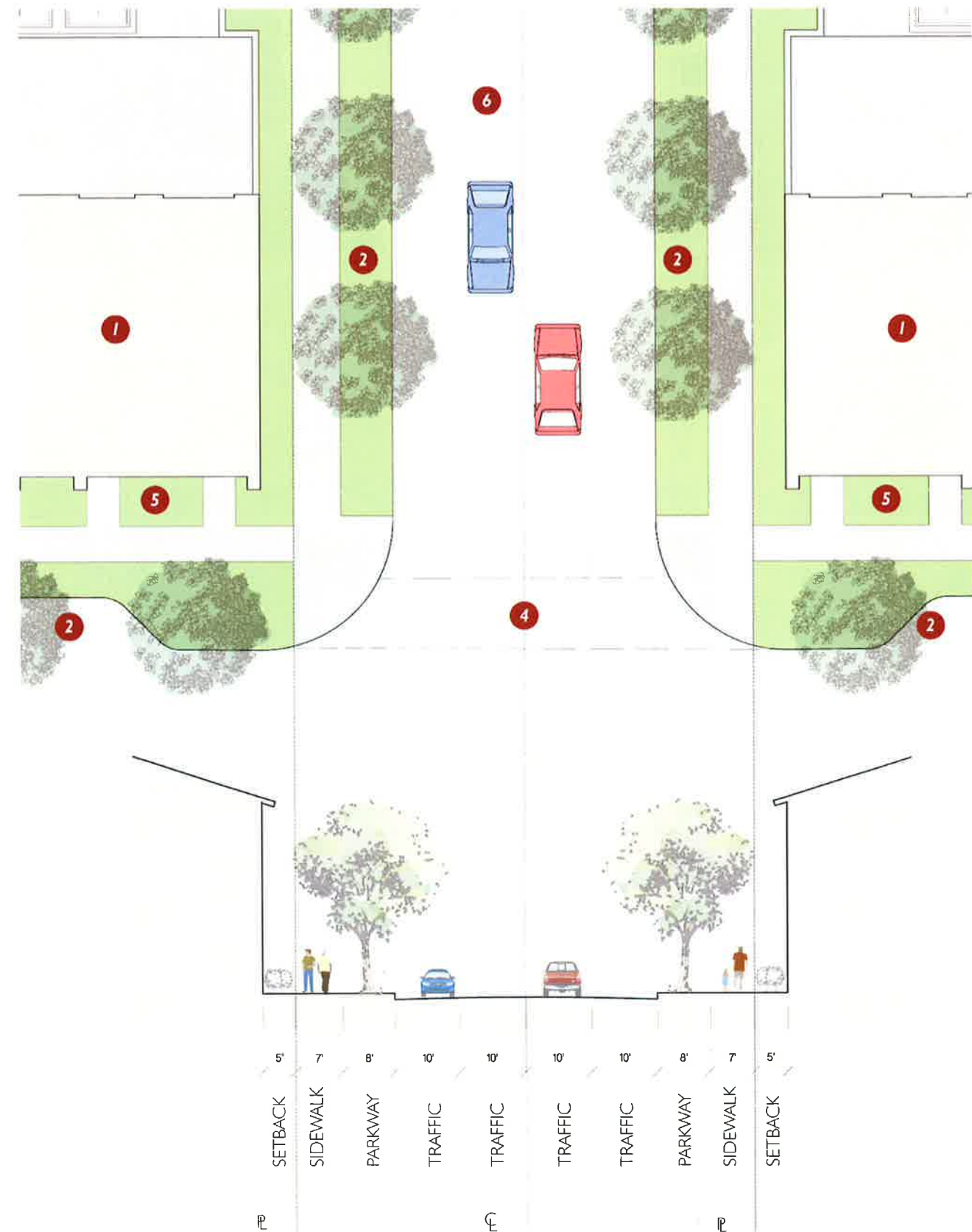


LEGEND

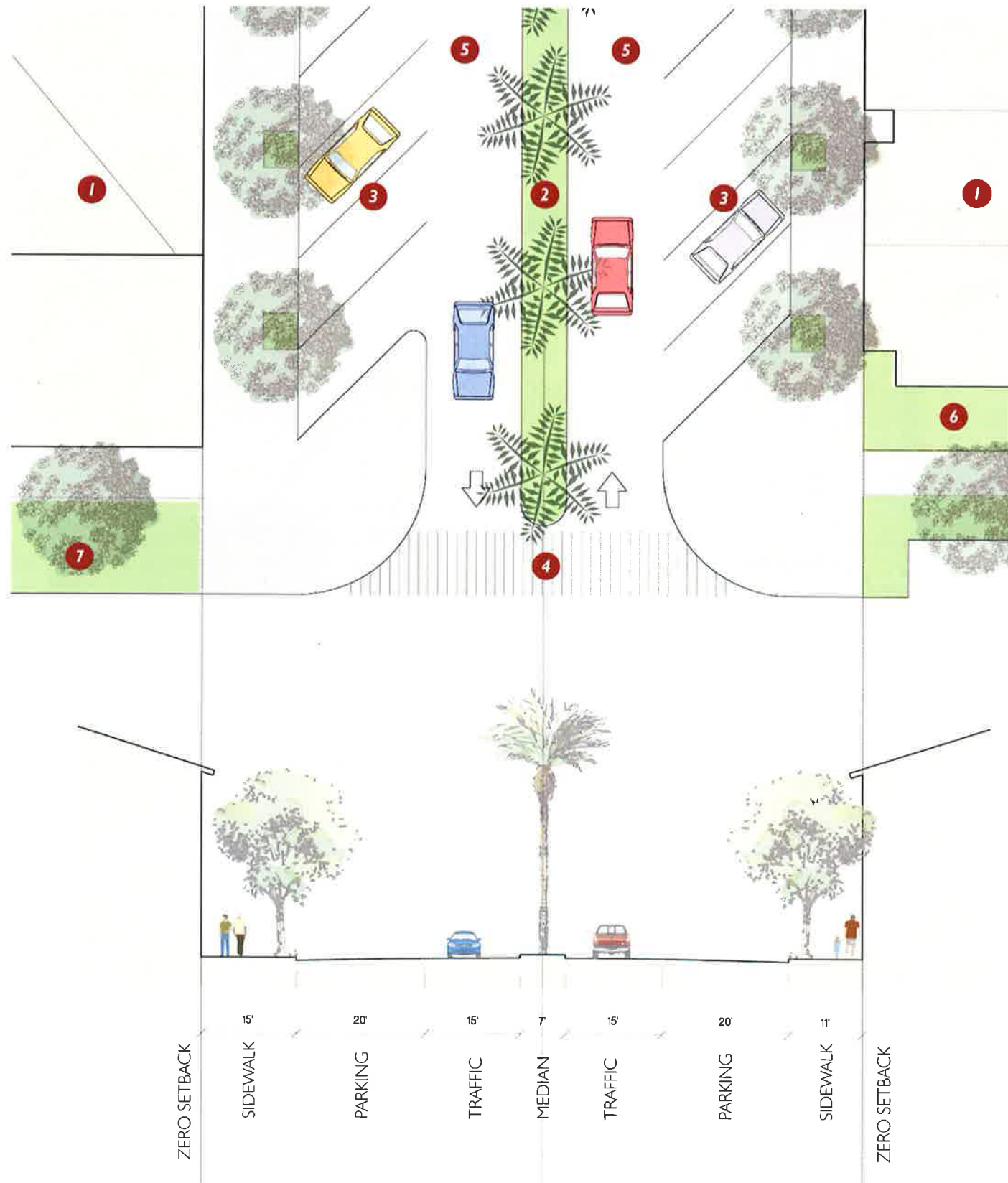
- GATEWAY STREETS
- BOULEVARD
- MIXED USE PROMENADE
- VILLAGE GREENWAYS

KEYNOTES

- 1 Proposed Building
- 2 Parkway
- 3 On-street parking
- 4 Crosswalk
- 5 Setback landscaping
- 6 Four-lane roadway



Continuous street with curbside parking and street trees



KEYNOTES

- 1** Proposed building
- 2** Landscaped median
- 3** Diagonal parking
- 4** Crosswalk
- 5** One-way traffic
- 6** Setback landscaping Parkway



Central median with palm trees

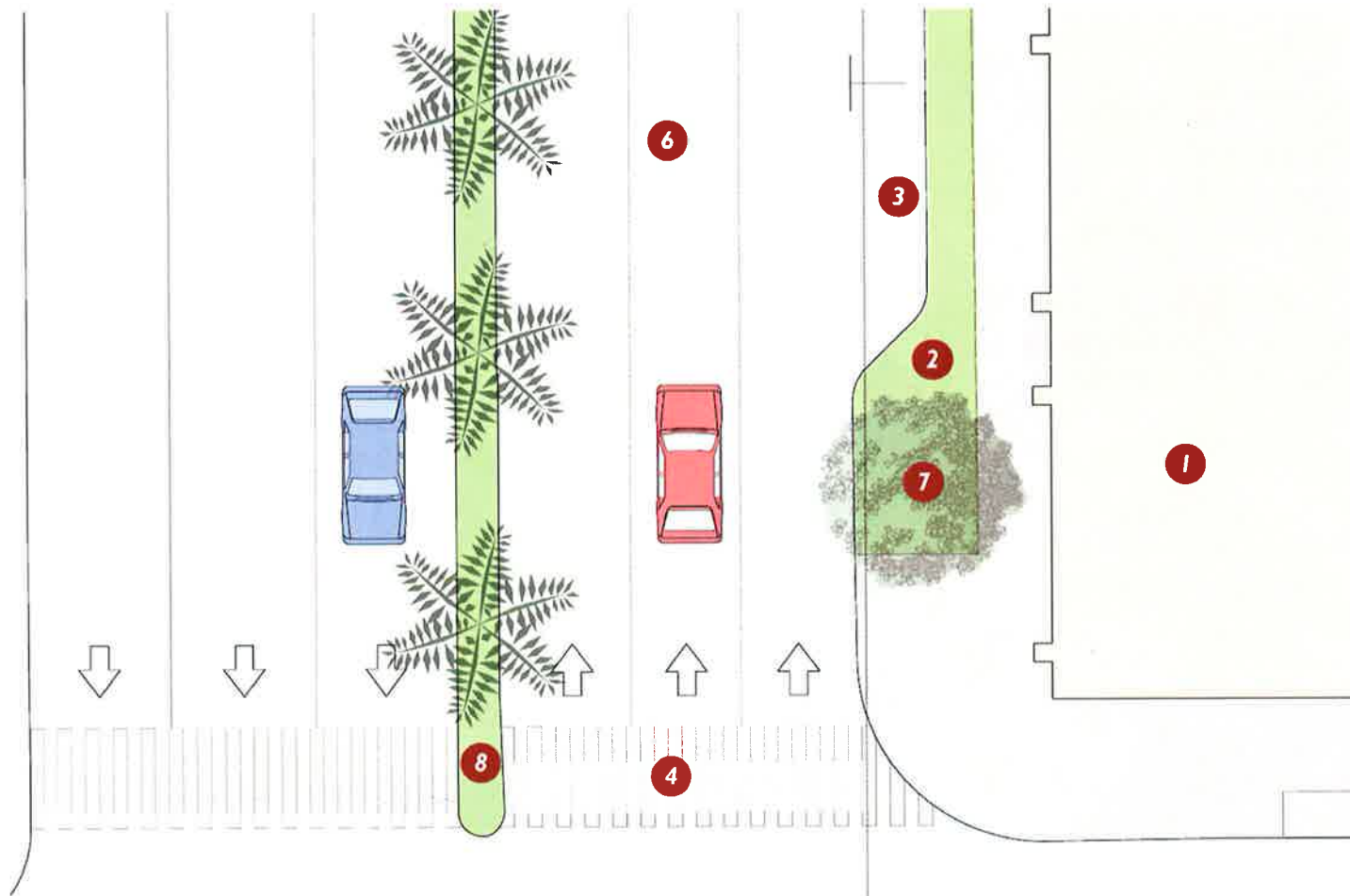


KEYNOTES

- 1 Central Plaza and fountain
- 2 Lawn area
- 3 Parkway
- 4 Crosswalk
- 5 Proposed building
- 6 On-street parking
- 7 One-way traffic lane
- 8 Street Tree

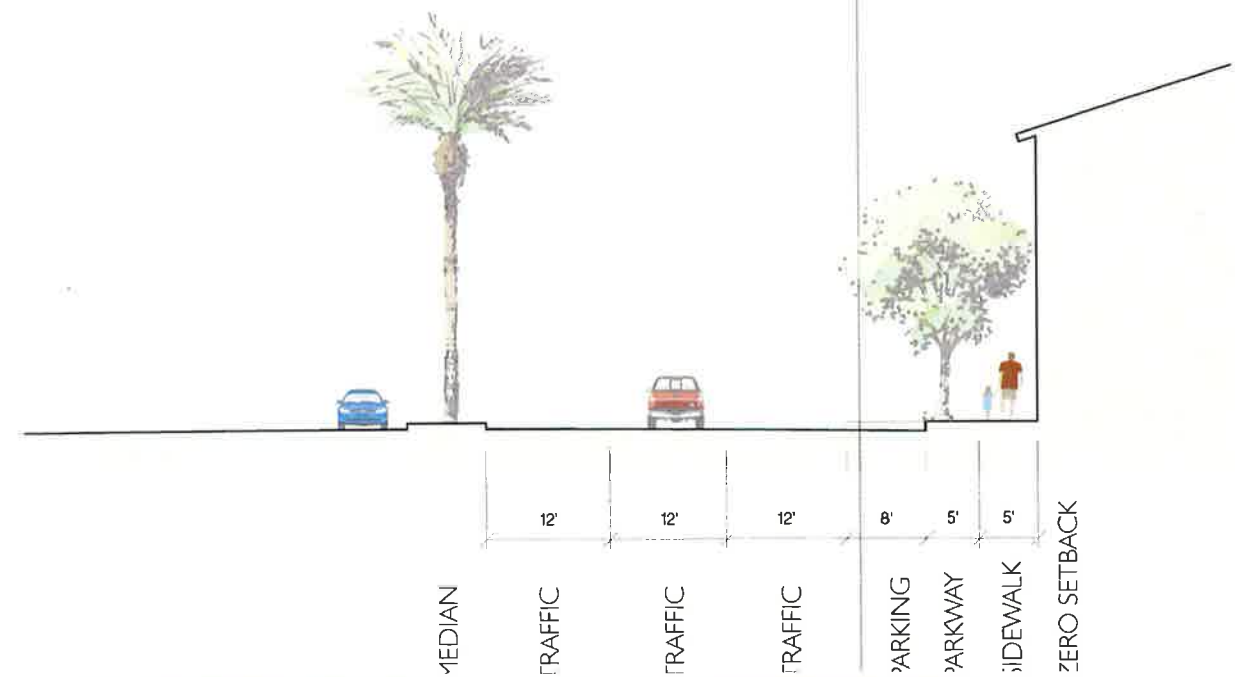


Street trees leading to public open space



KEYNOTES

- 1 Proposed Building
- 2 Parkway
- 3 On-street parking
- 4 Crosswalk
- 5 Not used
- 6 Major perimeter roadway
- 7 Street Tree
- 8 Landscaped Median



Continuous street with curbside parking and street trees

This page is intentionally left blank

5.2 GRADING & DRAINAGE

5.2.1 Grading Plan

Preliminary grading was prepared by DRC Engineering. The preliminary grading considers the grade change between 2nd Street and 4th Street. It also recognizes the changes in grade due to the existing mall elevations where the ground floor steps down in the slope. Of the 39.59 acres that comprise the Court Street West Project, 34.90 acres, or 88% of the Site, will be disturbed by the build-out grading operations. These areas do not include the former J.C. Penny building, the TBA out building and the Harris building.

Prior to commencement of grading operations, the existing asphalt paving and curbs will need to be removed from the Site along with demolition of existing buildings and floor slabs. The Preliminary Geotechnical Investigation Report by Converse Consultants dated July 12, 2006 recommends an over-excavation and re-compaction of the upper 5 ft of existing fill material within areas of proposed buildings. Since the configuration of the ultimate development is not known at this time, we propose to perform the 5 ft over-excavation operation over the entire 34.9 acres.

Based on a Preliminary Grading Plan prepared by DRC, the raw quantities required to grade the Site are 100,300 CY of Cut and 65,690 CY of Fill. Taking into account an average shrinkage factor of 8% and a subsidence of 0.20 ft, the Site will have an estimated 7,590 CY of import material required to complete the grading. The import volume could be reduced once utility trench spoils and sub-grade preparation are taken into account. With minor adjustments in design grades, we believe a balanced earthwork operation could be achieved. Refer to 5.2.1.1 Conceptual Grading Plan.

5.2.2 Drainage Plan

The proposed mixed-use residential and commercial Project will consist of high-density townhomes, landscaped areas, a small park, and private streets. The drainage pattern will be essentially the same as the existing condition with the Carousel Mall and parking lot. A portion of the site will drain to 3rd Street and "G" Street and will be picked up by a proposed catch basin located at the intersection of "G" Street and 2nd Street (approx. 6.3 acres). There are three proposed on-site storm drain lines (Line "B", Line "C" & Line "D") along with proposed catch basins and laterals to collect runoff along the interior streets (approx. 25.3 acres). There is approximately 1.6 acres of the site drains to adjacent 4th Street and 1.6 acres that drains to 2nd Street. The existing concrete parking structure and drive aisles will remain and continue to drain into an existing 30" RCP in "E" Street (approx. 7.1 acres). Runoff generated by the developed site in a 100-year storm event totals 128.2 CFS with an average yield of 3.0 CFS per acre. There is no significant increase in runoff as a result of the Project since the existing condition is close to 90% impervious surfaces. The subareas and runoff rates are detailed on the following diagram.

5.3 WATER

5.3.1 Potable Water Plan

The City is in the process of performing a Master Plan Study for the City's entire water supply system. Currently the City's consultant, Psomas, is collecting and analyzing data. No data was available from the City to assist us in analyzing water system impacts from the Project.

With a significant increase in water demand to serve the proposed Project, above that of the existing Carousel Mall demand, there is the possibility that the existing water system may not be adequate to serve the built-out Project. Much of the downtown water system is old and may be nearing its serviceable lifespan.

Of note is a 20" Cast Iron Class 250 water main in 2nd Street that was built in 1931 that may need replacement soon. This assessment is based solely on its 75 year age and not on any field inspections or directives from the City Water Department.

No determination or analysis has been made in the existing water main system beyond the adjacent streets. The developer will need to rely on the findings of the City's Water Master Plan consultant to adequately address off-site water system impacts.

5.3.2 Wastewater Plan

Two on-site sewer mains will be required to transport all of the effluent from the Project site into the existing sewer system. One sewer main will handle the western portion of the Project and has a design discharge rate of 0.46 cfs. The other sewer main will handle the eastern portion of the Project and has a design discharge rate of 1.03 cfs. This is based on the number of dwelling units and square feet of retail/commercial space within the Project and was analyzed using the City of San Bernardino's design criteria.

5.4 PUBLIC UTILITIES AND SERVICES

5.4.1 Utilities

Electricity

The Southern California Edison Company (SCE) provides electricity to San Bernardino's citizens, businesses, and industry within the City and SOI. SCE owns, operates, and maintains aboveground and underground facilities in the planning area. Most of SCE's facilities are located in the street right-of-way. SCE will extend electrical service into unserved areas pursuant to SCE's current Rules and Rates. The efficient use of energy and the design/construction of buildings with energy efficiency in mind are a critical component towards energy conservation.

Electricity is transmitted through high-voltage power lines and step-down transformers at the Devers substation near Desert Hot Springs and

substations located within the City. High-voltage transmission lines deliver power to the SCE substation located at the northwest corner of Monterey Avenue and Clancy Lane, where power is stepped down and distributed through lower voltage lines. Individual homes and businesses then receive power through a final transformer that brings voltages down to useful levels. Currently there are no known deficiencies in the SCE system.

Natural Gas

The Southern California Gas Company (The Gas Company) provides natural gas service to the City of San Bernardino including the project site. The Gas Company has a local office at 1981 West Lugonia Avenue, Redlands, CA 92374.

Typical demand rates for residential uses are as follows based on total gas consumption in residential units served by The Gas Company (Vargas, 2006):

- Typical Demand Rates for Natural Gas
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

Telecommunication

Time Warner Cable currently provides cable television, service, Verizon provides internet service, and At&T provides telephone service to the existing Carousel Mall.

5.4.2 Services

Law Enforcement

Law enforcement and crime prevention services are provided by the San Bernardino Police Department (SBPD). Police services provided include patrol, investigations, traffic enforcement, School Resource Officer, forensics, and community service offices. The main police station located at 710 N. D Street and is approximately 0.8 miles north of the project site. All shift patrol officers are deployed from this station, which is in operation 24 hours a day, seven days a week. Response times for emergency calls are approximately 5 minutes, while overall service response time is approximately 40 minutes (Lemo 2006).

The SBPD consists of three divisions: Patrol, Investigations, and Services. Each division includes specialized unit(s) comprised of a variety of trained personnel and services. The Patrol Division is divided into five geographic District Command community based offices—Western, Southern, Eastern, Northern, and Central—who is managed by a police lieutenant. The project site is located in the Central District.

The Central District Area Command service office is located at 334 West Baseline Street, approximately 1.5 miles north of the project site. The office is open Monday through Friday 7:00 a.m. to 5:00 p.m. The Central District is currently served by 24 patrol officers and supervisors spread over four shifts, one detective, two bicycle-mounted officers, one operation sergeant,

two Problem Oriented Policing (POP) officers, one parole coordinator, and one homeless advocate officer (Lemos 2006).

In addition, the Economic Development Agency (EDA) currently contracts a police sergeant and police officer to manage a force of about 37 City Municipal Officers, who are primarily responsible for municipal enforcement of the Carousel Mall and the surrounding property, including the Cinema Star Theaters (Lemos 2006). It is anticipated that these services will continue as retail and commercial development components evolve in the Downtown and Specific Plan area.

Fire Department

Four SBCFD stations are located within the project vicinity and are the main responding stations since they are located within a 2.5-mile radius of the project site: Station 221, 222, 224, and 230. Due to the proximity of the project site to the surrounding fire stations, the average response time is 4-6 minutes (Conrad 2006). The location and a brief description of each station are as follows:

- Fire Station No. 221 is located at 200 East 3rd Street, approximately one mile east of the project site. It currently has four full-time personnel 24 hours a day, seven days a week. This fire station has one fire engine as well as four firefighters to man their fire truck.
- Fire Station No. 222 is located at 1201 West 9th Street, approximately two miles northwest of the project site. It currently has four full-time personnel 24 hours a day, seven days a week. This fire station has one fire engine.
- Fire Station No. 224 is located at 2641 North E Street, approximately 2.5 miles north of the project site. It currently has four full-time personnel 24 hours a day, seven days a week. This fire station has one fire engine as well as four firefighters to man their fire truck.
- Fire Station No. 230 is located at 502 South Arrowhead Avenue, approximately one mile north of the project site. It has four full-time personnel 24 hours a day, seven days a week. This station has one fire engine.

Library

The Court Street West Specific Plan Area is near to the Feldheim Central Library, built in 1985 and located at 555 West 6th Street, is the largest library in the San Bernardino system and contains a comprehensive collection of fiction and nonfiction books. Central Library's service area consists of the entire city of San Bernardino. The 64,800-square-foot Central Library houses a collection of approximately 156,817 volumes including 350 periodical subscriptions, and 20 newspaper subscriptions. Feldheim Branch also serves as a location for administrative services for all the San Bernardino City libraries.

Solid Waste Disposal

The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system, consisting of six regional landfills, eight transfer stations, and five community collection centers (County of San Bernardino SWMD website, <http://www.sbcounty.gov/wsd/>). There are two privately owned and operated material recovery facilities (MRF) servicing the project area in the City of San Bernardino: West Valley MRF and Inland Regional MRF (Hurse 2006).

The two County-owned landfills are Mid-Valley Landfill and San Timoteo Landfill. Mid-Valley Landfill is located approximately eight miles northwest of the project site at 2390 North Alder Avenue in the city of Rialto. San Timoteo Landfill is located approximately eight miles southeast of the project site at 31 Refuse Road in the city of Redlands. Mid-Valley Landfill has an estimated closure date of 2033, while San Timoteo Landfill has an estimated closure date of 2016 (Hurse 2006). It is anticipated that the Specific Plan Area will continue to be serviced by the County of San Bernardino and that the proposed development will not have a significant impact on land fills.

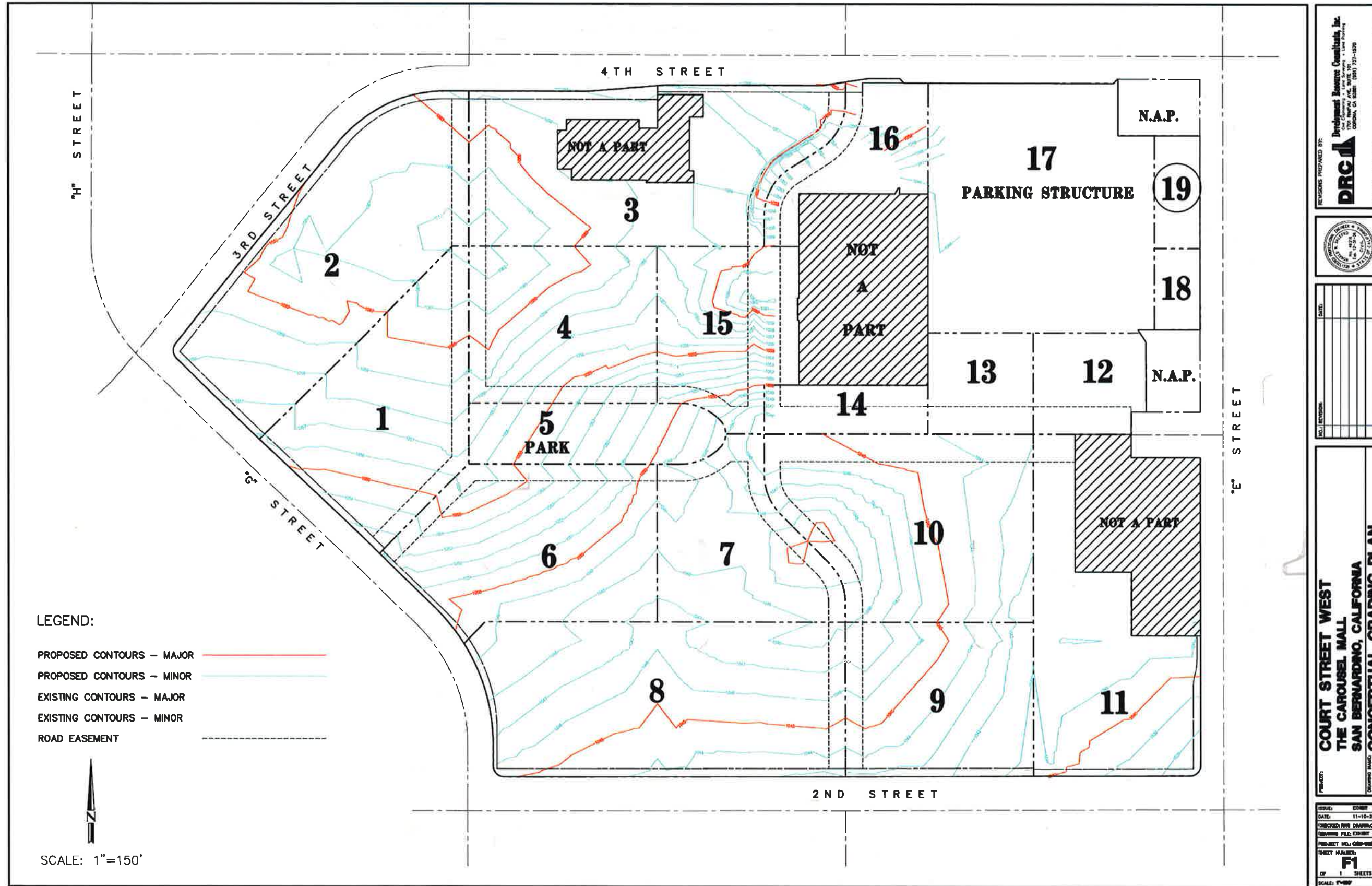
Schools

The nearby schools that are planned to service the Court Street West Specific Plan area are as follows.

School Name and Location	Distance from Project Site	Grades Served	District	Capacity Status
Jones Elementary School 700 North F Street	1 minute; 0.8 mile north of project site	K-5	San Bernardino City Unified School District	2005-6 capacity: n/a 2006-7 projection: 674 capacity: 700
Lytle Creek Elementary School 275 South K Street	3 minutes; 1.2 miles west of project site	K-5	San Bernardino City Unified School District	2005-6 capacity: 801 2006-7 projection: 874 capacity: 891
Curtis Middle School 1472 East 6th Street	5 minutes; 3.0 miles east of project site	6-8	San Bernardino City Unified School District	2005-6 capacity: 1335 2006-7 projection: 1376 capacity: 1520
Pacific High School 1020 Pacific Street	8 minutes; 3.4 miles northeast of project site	9-12	San Bernardino City Unified School District	2005-6 capacity: 2499 2006-7 projection: 2591 capacity: 2456

The Specific Plan area creates the potential for the development of approximately 750 residential units, which would generate 463 elementary school students, 182 middle school students, and 188 high school students. The potential build out of the project, therefore, will create a need for either expansion of facilities or changes in staffing and facilities, including classrooms, athletic equipment, athletic fields, library space, pools, and other educational and recreational facilities. However, the need for additional

services is addressed by compliance with school impact assessment fees per SB 50. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. The current school facilities fees are \$2.63 per square foot for residential development and \$0.42 per square foot for commercial/industrial development. The proposed project would be required to pay school impact fees under SB 50. Payment of these fees would offset impacts from increased demand for school facilities/services by providing an adequate financial base to construct and equip new and existing schools.



LEGEND:

- PROPOSED CONTOURS - MAJOR —
- PROPOSED CONTOURS - MINOR —
- EXISTING CONTOURS - MAJOR —
- EXISTING CONTOURS - MINOR —
- ROAD EASEMENT

SCALE: 1"=150'

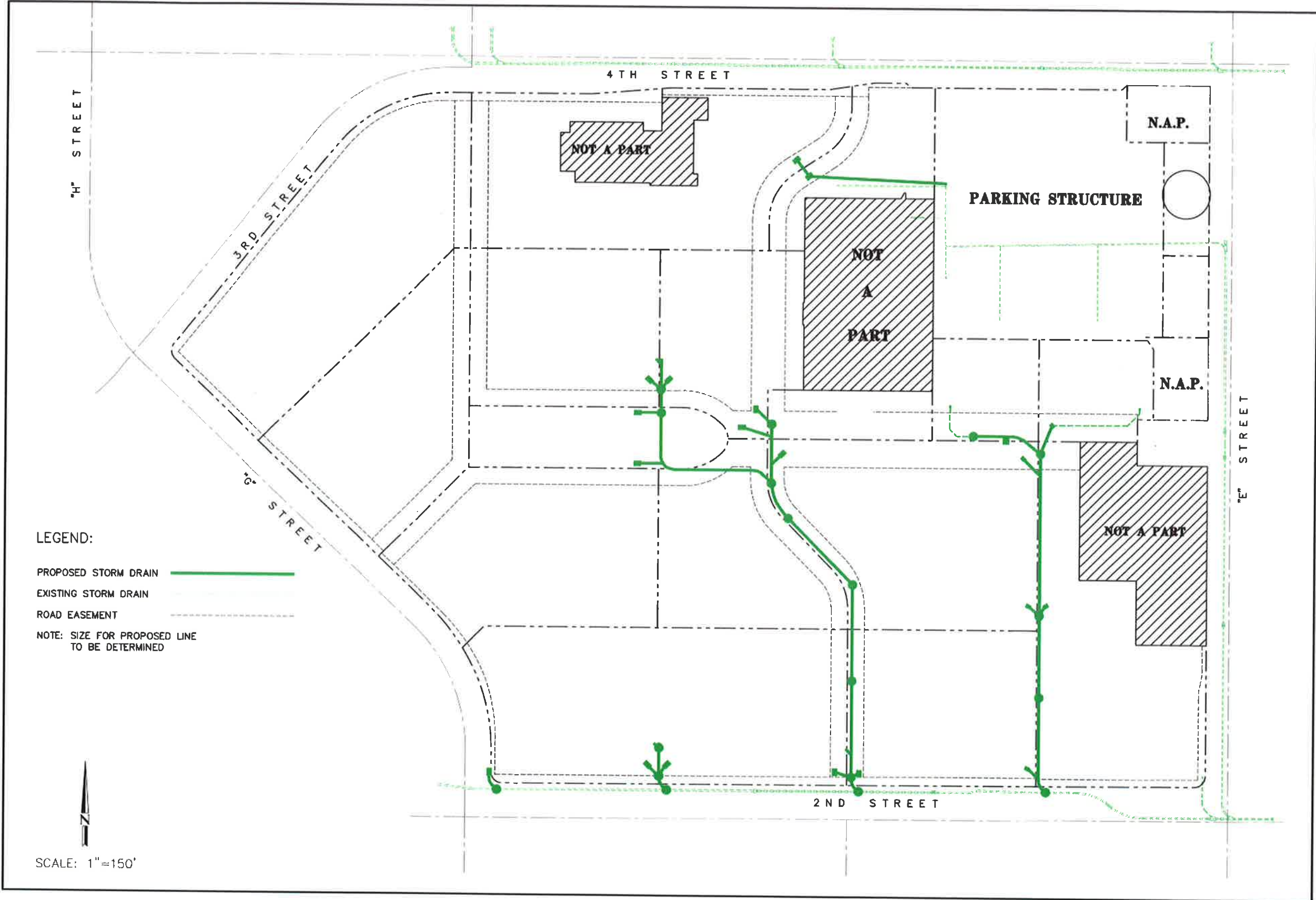
DESIGNED BY: **DRCA**
 Development Resources Consultants, Inc.
 1700 MARINO AVE., SUITE 100
 COSTA MESA, CA 92626 (714) 751-1500
 R.C.E. 40318 DATE



NO.	DATE

COURT STREET WEST
THE CAROUSEL MALL
SAN BERNARDINO, CALIFORNIA
CONCEPTUAL GRADING PLAN

DESIGNED BY: **DRCA**
 DATE: 11-10-2008
 CHECKED BY: DRCA/CAC
 DRAWING FILE: EXHIBIT F1
 PROJECT NO.: 08P-08
 SHEET NUMBER: **F1**
 OF 1 SHEETS
 SCALE: 1"=150'



REVISIONS PREPARED BY: **DRC** Development Resource Consultants, Inc.
10000 S. DEER CANYON ROAD, SUITE 100, DENVER, CO 80231 (303) 733-1970

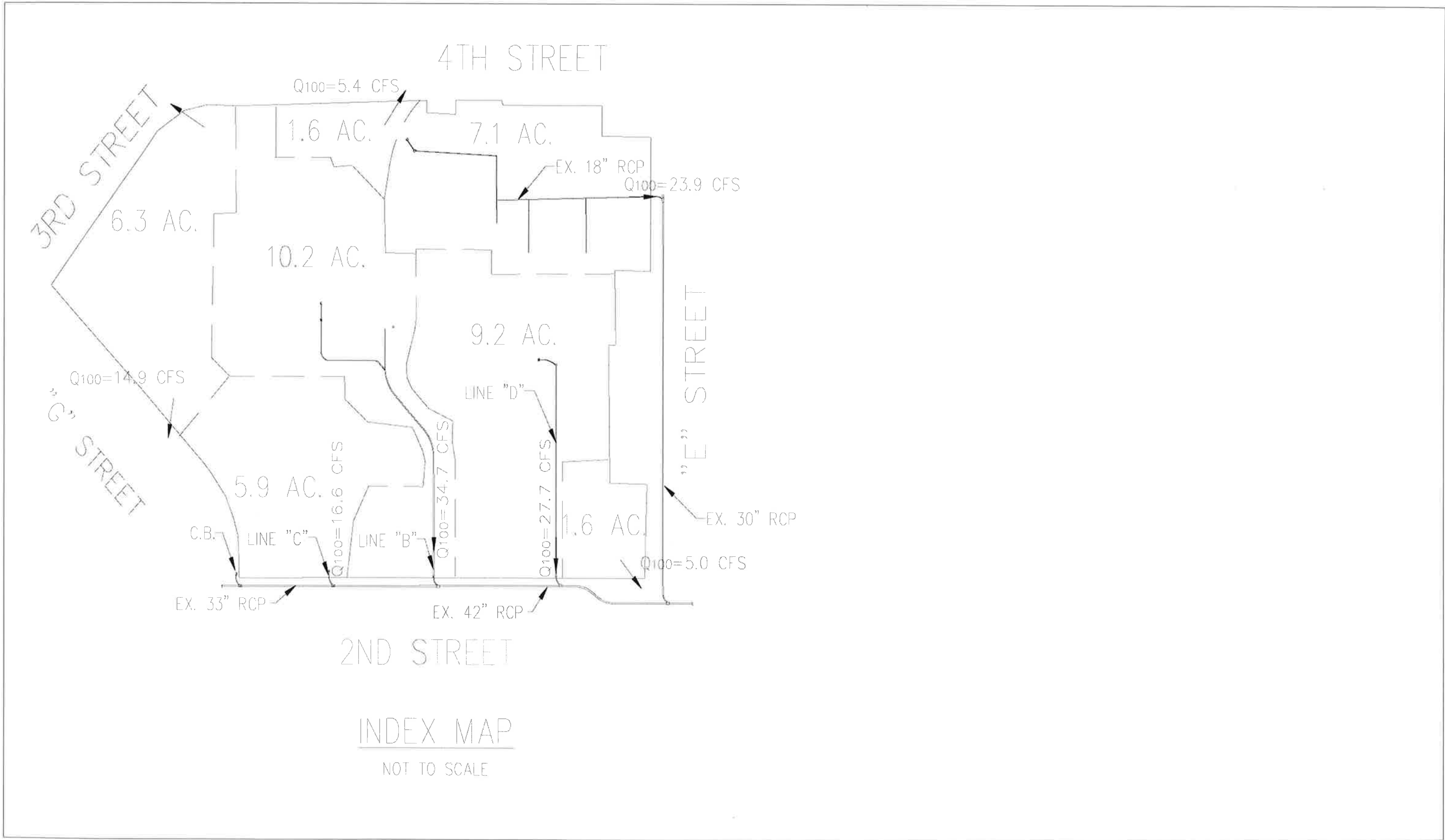
DATE: _____

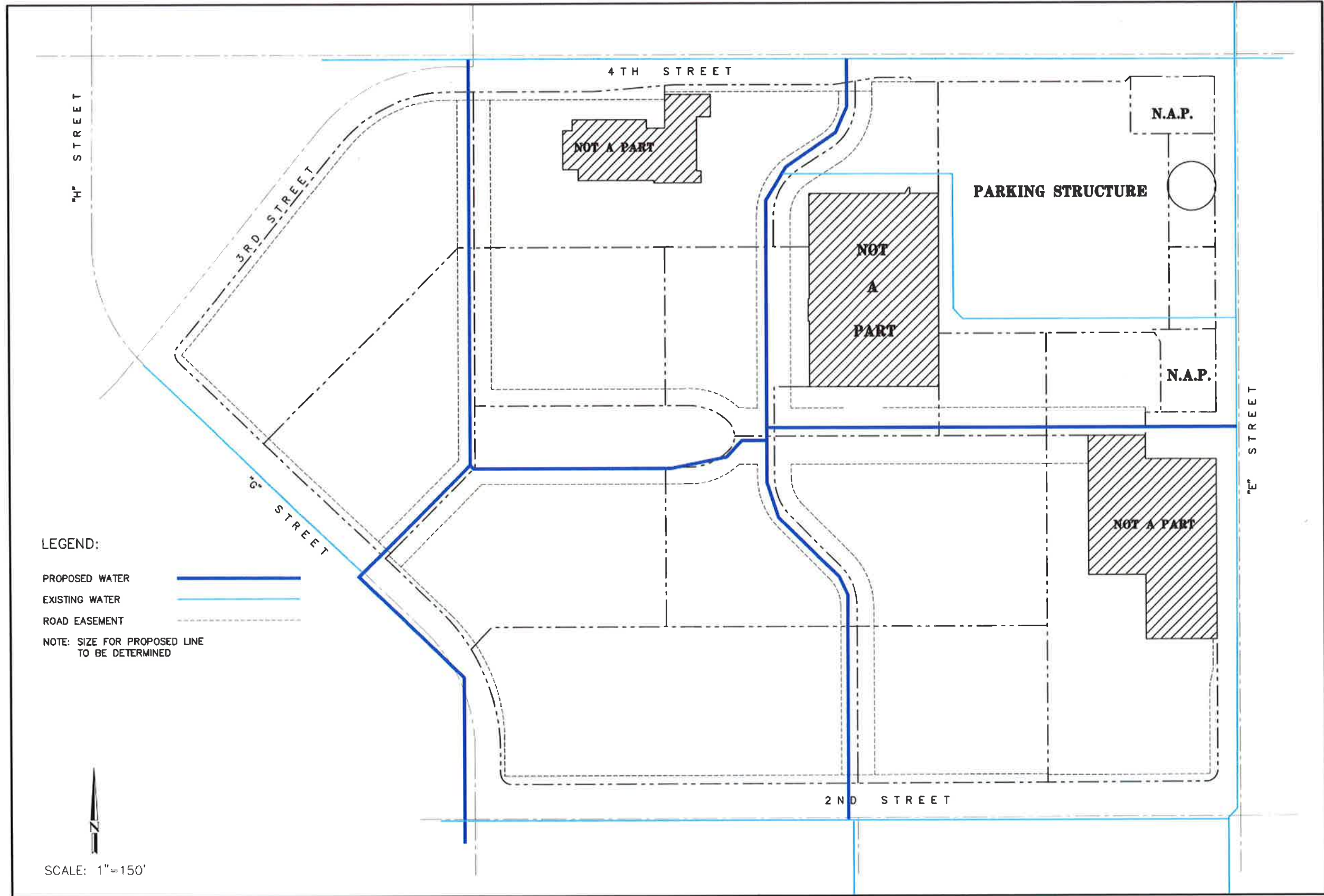
NO. / REVISION: _____

PROJECT: **COURT STREET WEST
 THE CAROUSEL MALL
 SAN BERNARDINO, CALIFORNIA**

DRAWING NAME: **PROPOSED BACKBONE UTILITIES - STORM DRAIN**

ISSUE: **ENHBT**
 DATE: 11-10-2008
 CHECKED BY: BRAMALIC
 DRAWING TLL: CONW ET-0
 PROJECT NO.: 0809-040
 SHEET NUMBER: **ETC**
 OF 3 SHEETS
 SCALE: PDSB





LEGEND:

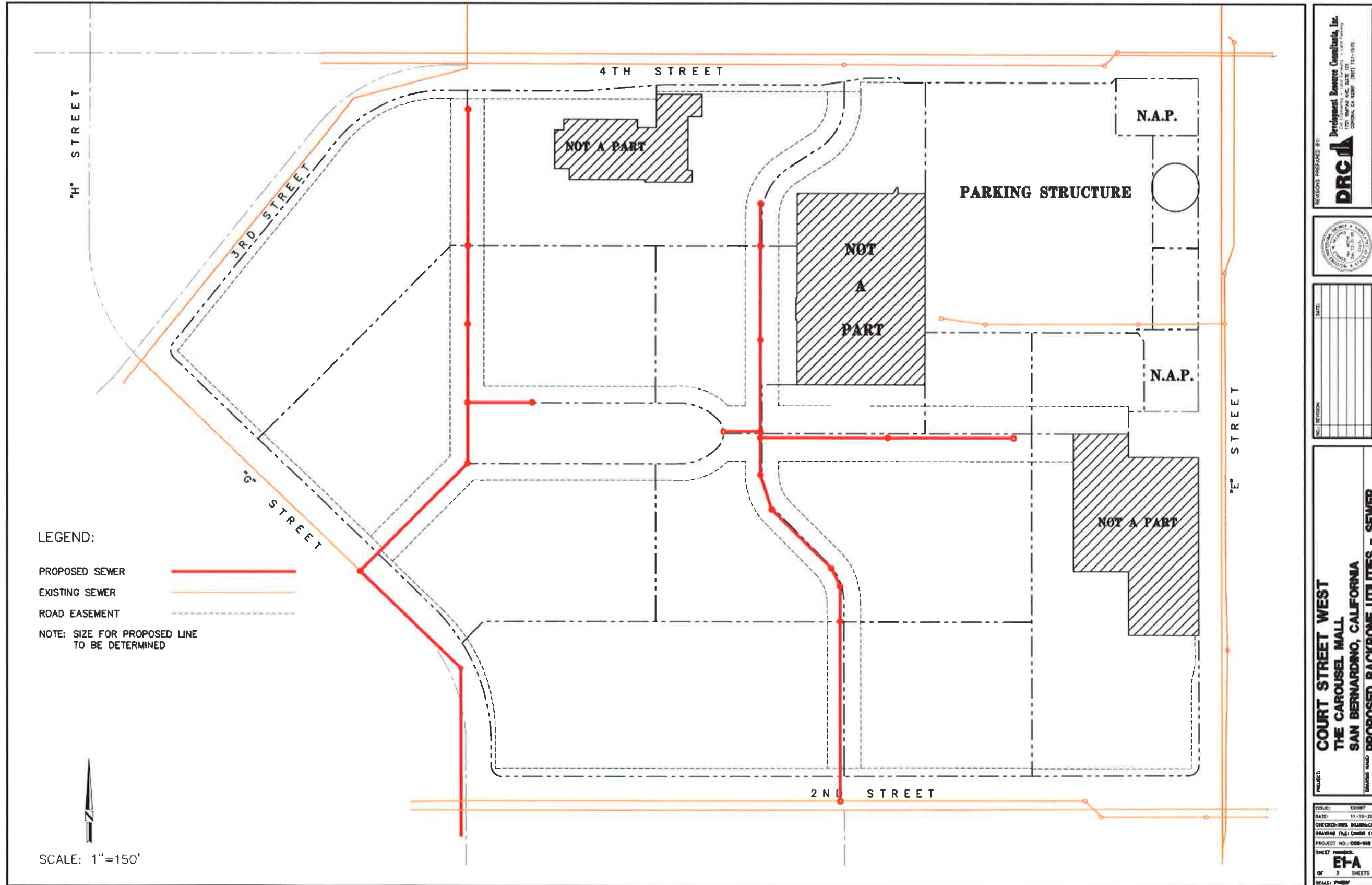
- PROPOSED WATER
- EXISTING WATER
- ROAD EASEMENT

NOTE: SIZE FOR PROPOSED LINE TO BE DETERMINED

SCALE: 1" = 150'

<p>REVISIONS PREPARED BY:</p> <p>DRC</p> <p>Development Resource Consultants, Inc. <small>101 University Ave., Suite 200 • San Francisco, CA 94102 (415) 774-1010</small></p>	<p>DATE:</p> <p>11-10-2006</p>
<p>NO. REVISION:</p>	<p>DATE:</p>
<p>COURT STREET WEST THE CAROUSEL MALL SAN BERNARDINO, CALIFORNIA PROPOSED BACKBONE UTILITIES - WATER</p>	
<p>PROJECT NO.: 006-048</p> <p>SHEET NUMBER: E1-B OF 3 SHEETS</p> <p>SCALE: 1"=150'</p>	

5.3.2.1 Conceptual Sewer Plan



REVISIONS PREPARED BY: **DRC** Development Resource Consultants, Inc.
 244 E. Broadway, Suite 200, San Bernardino, CA 92401
 TEL: (951) 737-1972
 FAX: (951) 737-1973
 DATE: _____
 E.C.L. #4572

PROJECT: **COURT STREET WEST**
 THE CAROUSEL MALL
 SAN BERNARDINO, CALIFORNIA
 DRAWING NAME: **PROPOSED BACKBONE UTILITIES - SEWER**

ISSUE: EXHIBIT
 DATE: 11-10-2006
 CHECKED BY: HIRSHMANN
 DRAWING FILE: EXHIBIT E1-1
 PROJECT NO.: 006-988
 SHEET NUMBER:
E1-A
 OF 3 SHEETS
 SCALE: FULL

This page is intentionally left blank



PHASING / IMPLEMENTATION

- 6.1 Purpose and Intent
- 6.2 Review and Approvals
- 6.3 Implementation
- 6.4 Infrastructure Financing
- 6.5 Maintenance Responsibilities
 - 6.5.1 Private Homeowner Maintenance
 - 6.5.2 Homeowners Association (HOA)
 - 6.5.3 Local Agency Maintenance
 - 6.5.4 Utility Agency Maintenance
- 6.6 Development Plan
 - 6.6.1 Processing
 - 6.6.2 Eligibility
 - 6.6.3 Required Action
- 6.7 Subdivision
- 6.8 Amendment Procedures
- 6.9 Administrative Actions
- 6.10 Phasing
- 6.11 Planning Area Boundary and Acreage Adjustment

6. phasing and implementation

6.1 PURPOSE AND INTENT

This section establishes the review process for future amendments including subsequent tentative tract map processes. This section also demonstrates how the Court Street West Specific Plan will be used as an administrative tool for the City of San Bernardino in implementing its General Plan.

6.2 REVIEW AND APPROVALS

The Court Street West Specific Plan is in City of San Bernardino, which is granted the jurisdictional authority over the Court Street West Specific Plan Area to administer its municipal codes and regulations as appropriate.

The Court Street West Specific Plan is processed through the City of San Bernardino Planning Commission to obtain necessary recommendations and support that ensures the community of San Bernardino that the Court Street West Specific Plan implements the General Plan and complies with the applicable City goals. The Planning Commission recommendations and findings to support the Court Street West Specific Plan are forwarded to the City Council for final review and approval.

The Court Street West Specific Plan will be adopted by resolution so that it becomes a part of the City of San Bernardino's General Plan and Development Code. The City Council reviews the findings made by the Planning Commission and allows the general public to review and comment on the text of the specific plan. The City Council's action to approve the Court Street West Specific Plan is then ratified and recorded with the City Clerk before becoming an active ordinance.

6.3 IMPLEMENTATION

The approved Court Street West Specific Plan serves as the land use and zoning mechanism for the subject property and direction for subsequent entitlements, including subdivision tract maps.

The Court Street West Specific Plan, adopted as a City resolution, serves both a planning function and regulatory function. It is the administrative tool that implements the long range characteristics of a General Plan and functions as a regulatory document providing zoning ordinances. The Court Street West Specific Plan contains the applicable land use regulations and constitutes the zoning for all property in its boundary.

Approval of each proposed Development Plan shall be through the City of San Bernardino's Development Permit process, as defined in section 19.30 of the Development Code. Approval of each proposed subdivision map shall be through the City of San Bernardino's subdivision process, as defined in section 19.44 of the Development Code.

Should future economic or development conditions make it desirable to amend this Specific Plan, the procedures described in Section 6.8 Amendment Procedures shall govern such amendments.

When a condition occurs not covered or provided for in this Specific Plan, the regulations of the Development Code in effect at the time of the Specific Plan adoption shall apply. If there is a conflict between the Court Street West Specific Plan and the City of San Bernardino's Municipal Codes, the contents of the Specific Plan shall prevail.

6.4 INFRASTRUCTURE FINANCING

A facilities financing program is important for the implementation of the Court Street West Specific Plan. The financing program needs to assure the timely financing of public streets, utilities, and other necessary capital improvements.

Various techniques are available for financing the improvements associated with project development. The exact financing method for various improvements will be determined in conjunction with the phasing of the infrastructure. Some of the possible funding mechanisms for public improvements are listed below:

- Impact fees;
- Community Facility District (i.e., Mello-Roos);
- Community Service Districts;
- Other forms of Assessment Districts;
- Facilities Benefit Assessment;
- Conventional subdivision financing;
- Turn-key construction by project applicants;
- Land reservation, offers of dedication, fee dedications and/or easements;
- Landscape and Lighting Districts
- Per unit hook-up charges;
- Reimbursement agreements; and
- State and/or Federal grants and loans (e.g., MTA, Federal Transportation Funds, and various infrastructure financing programs).

6.5 MAINTENANCE RESPONSIBILITIES

The Specific Plan recognizes four (4) categories of maintenance responsibility. The four maintenance categories are described below.

6.5.1 Private Homeowner Maintenance

Private property owners are responsible for individual private residential maintenance. The upkeep and maintenance of the individual lot, dwelling, and accessory structures, purchased by a property owner are the property owner's responsibility.

6.5.2 Homeowners Association (HOA)

For areas designated by this category, maintenance shall be the responsibility of the Specific Plan's Homeowners Association(s) (HOA). The HOA will be responsible for the following improvements and maintenance:

1. Maintenance of private streets, storm drain facilities (catch basins) and private infrastructure located within the community.
2. Landscaping located at the project entries, individual subdivision entries, and special landscape areas.
3. HOA maintenance areas shall be separate lots or landscape easements.
4. Private Parks and related facilities, accessory buildings and fixtures.

The HOA shall be operated/managed by a professional property management company.

6.5.3 Local Agency Maintenance

1. Local agency maintenance is the responsibility of the City of San Bernardino, regional, or public utility agency, or a Landscape, Lighting Maintenance District (LLMD).
2. City streets and right-of-way improvements such as: sidewalks, curb and gutter, and pathways is an example of the maintenance responsibility for the City of San Bernardino, or a Landscape, Lighting Maintenance District (LLMD). This includes the maintenance for right-of-way areas along 4th Street, E Street, 2nd Street, 3rd and G Streets.

6.5.4 Utility Agency Maintenance

Public utility companies are responsible for maintaining their facilities, infrastructure, and easement areas. Repairing electrical power lines and cleaning out easement areas is an example of the maintenance responsibility for Southern California Edison. Likewise, similar respective services for utilities would be required to be maintained by the respective responsible agency.

6.6 DEVELOPMENT PLAN

6.6.1 Processing

A Development Plan shall be prepared, and submitted in accordance with the City of San Bernardino's Development Permit process for approval for all development in the Specific Plan Area. Development Plans shall be consistent with the intent and objectives of the Court Street West Specific Plan and no permits shall be issued for such developments until the Development Plan is approved by the City of San Bernardino. A Development Plan, at the minimum, consists of a site plan and building elevations. The Development Services Director or her/his designee may require additional exhibits for review at their discretion. The Development Plan can be forwarded to the Development / Environmental Review Committee (D/ERC) for final approval.

Development Plans and Subdivision Maps shall include design features to avoid potential conflicts with existing off-site land uses. These features may include, for example, landscape screening, berms, walls, setbacks from planning area boundaries, and orientation of land uses to ensure compatibility. Such design features shall be included in the applicable Development Plan approved through the City of San Bernardino Development Permit process, and there shall be no need for a Conditional Use Permit.

6.6.2 Eligibility

Any project developed pursuant to this section shall meet the following requirements, and any such approvals shall be subject to conditions established under this section:

1. The land area and dimensions of the project shall not be less than the lot area requirements established by the district land use designation.
2. As appropriate, maximum residential densities shall be in accordance with the associated Environmental Impact Report.
3. Conditions to ensure maintenance of any proposed common areas shall be included to the satisfaction of the City of San Bernardino.
4. Architectural design shall be consistent with Section 4, Development Standards and Guidelines in this specific plan.

6.6.3 Required Action

1. The City of San Bernardino Development/Environmental Review Committee, if need be, shall approve, conditionally approve, or deny all Development Plans submitted for approval in accordance with the Development Permit process.

Any Development Plan shall be developed subject to all conditions imposed as part of approval of the Development Plan. The Development Services Director or her/his designee may approve or conditionally approve minor adjustments provided such adjustments are in substantial conformance with Planning Commission approval.

6.7 SUBDIVISION

The provisions of this Section shall be used for processing Subdivision Maps in the Court Street West Specific Plan. Standards that are not addressed in this section shall be governed by Title 19, Subdivision/Land Use Regulations, City of San Bernardino.

6.8 AMENDMENT PROCEDURES

Requirements and Procedures – The Court Street West Specific Plan may be amended at any time in the same manner and by the same process by which the plan was originally adopted, as described in Section 19.64 of the City of San Bernardino Municipal Code. The City's standard environmental review procedures shall be followed.

6.9 ADMINISTRATIVE ACTIONS

Certain minor changes to provisions in the Court Street West Specific Plan when deemed in substantial conformance with the Specific Plan may be made administratively by the Development Services Director, subject to appeal to the Planning Commission and subsequently, the City Council. Such administrative actions do not require additional environmental review. These changes include but are not limited to:

- a. The addition of new information to the Court Street West Specific Plan maps or text that does not change the effect (end result) of any concepts, guidelines, or regulations.
- b. Changes to the community infrastructure, such as drainage, streets, water, and sewer systems, that do not have the effect of increasing or decreasing development capacity in the Court Street West Specific Plan boundary, nor change the concepts of the Court Street West Specific Plan.
- c. Easement locations and respective minor design feature changes affecting the easement.
- d. As appropriate for Court Street West, land use area acreage adjustments for the proposed Land Use Allocation in this specific plan.
- e. Revisions to Section 4, Development Standards and Guidelines in this

Specific Plan.

- f. Other items determined to be appropriate by the Director of Development Services, based on the following findings:
 - i. the proposed use is compatible with the permitted uses in the Specific Plan Area within which it is proposed;
 - ii. the proposed use will not create any significant environmental impacts which were not previously addressed in the environmental documents approved for the Court Street West Specific Plan;
 - iii. the proposed use will not substantially increase the severity of any significant environmental impacts which were previously addressed in the environmental document approved for the Court Street West Specific Plan;

6.10 PHASING

The applicant and/or subsequent developers and builders, shall construct the on-site backbone of the infrastructure system, including roadway improvements and utilities per conditions of subsequent subdivision map approval at each phase of the development. The infrastructure necessary for each individual village or block of the Court Street West Specific Plan area shall be installed as necessary by the applicant and/or builders to the satisfaction of the City of San Bernardino Public Works Director and City Engineer. The Court Street West Specific Plan property will be constructed as a multiple-phased subdivision, per the Subdivision Map and required infrastructure. Market conditions and infrastructure systems will guide the final phasing sequence, which may differ from that represented herein.

Additionally, backbone infrastructure systems will be phased to provide incremental capacities capable of serving the level of development within each phase of the project build-out. The developer will submit a plan of services for each incremental phase to the City for approval. The responsibility of major incremental improvements to the system will be carried by the applicant and/or subsequent developer and builder.

6.11 PLANNING AREA BOUNDARY AND ACREAGE ADJUSTMENT

An updated, revised Land Use Plan and Land Use Plan Statistical Table must be submitted to the City for each proposed revision or set of revisions that occur within the Specific Plan Area and during the Development Plan process. Each plan would then be tabulated to confirm the ultimate site build out of up to 750 dwellings and up to 135,000 square feet of retail land uses.