

Barton Road Specific Plan

CITY OF GRAND TERRACE

Revision: September 18, 2003

August 9, 2011

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City of Grand Terrace Community Development Department
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I. Introduction

A. Purpose of the Plan

Over the years, the Barton Road corridor has evolved into a mixed-use area defined by a variety of commercial, office, service, and residential land uses. The quality and condition of existing structures varies from exemplary contemporary projects to substandard and visibly deteriorating areas. The dominant use along the corridor is strip commercial that has developed over the years in a disjointed, incremental manner. Residential uses comprise a significant amount of the Specific Plan area and are found generally in the form of single-family homes, some of which have been converted to commercial/office uses. Multi-family uses are predominant in eastern end of the Plan Area south of Barton Road.

Concern was documented during preparation of the City's General Plan in 1988 that the Barton Road commercial corridor was developing in an unplanned, disjointed manner and that unless the area was comprehensively planned for the future; the full economic potential of the corridor may not be realized. Of equal concern was the present physical appearance of the area and the need to upgrade its' image as Grand Terrace's "downtown". The original Barton Road Specific Plan was approved in 1990 and has been periodically amended to address specific development issues associated with individual projects. In 2002, it was determined that the Specific Plan required a comprehensive review to determine its consistency with current State planning law and its ability to address current and future need of the community. This need was supplemented by changing economic conditions and acceptable development concepts that affect potential development within the Plan area.

The purpose of this Specific Plan document and the associated "BRSP" Barton Road-Specific Plan Zoning District is to assure the systematic implementation of the City of Grand Terrace's General Plan within the Specific Plan area as shown in Exhibit 1. To fulfill this purpose, the document provides a comprehensive plan of land use, development regulations, design guidelines, development incentives and other related actions aimed at implementing the goals and objectives set forth in the Plan.

Upon adoption by ordinance of the City Council, this plan constitutes the legally established zoning for properties within the plan area. Moreover, it establishes certain development regulations, standards, and guidelines within the Barton Road corridor.

This document supercedes all previous specific plans, technical master plans or similar documents related to properties within the Specific Plan area.

B. Project Location

The Specific Plan encompasses approximately a 1.3-mile long corridor along Barton Road extending from the Riverside Freeway (Interstate 215), on the west, to the intersection of Barton Road and Victoria Street on the east. Major intersecting streets include, from west to east; Michigan Street, Canal Street, Mt. Vernon Avenue, and Preston Street (see Exhibit I, Specific Plan Area Map).



City of
Grand Terrace

Specific Plan Area Map

Barton Road Specific Plan



Community Development Department, August 9, 2011.

This map is for reference only. For detailed information, please consult with the Community Development Department.

C. Planning Areas

The primary land use along the corridor is commercial with some office and residential uses (see Exhibit 2, Existing Land Use Map). The corridor functions as Grand Terrace's "downtown" and primary commercial center. City Hall is located near the eastern end of the corridor. For these reasons, the quality and image of the area are extremely important to the City and its residents.

D. Authority

California Government Code Sections 65450 through 65457 provide the necessary authorization for the City of Grand Terrace to prepare and adopt this Specific Plan. Hearings are required by both the Planning Commission and City Council. Following these hearings, the Specific Plan is adopted by the Council either by resolution as policy or by ordinance as regulation. Due to the regulatory nature of this Plan, it has been adopted by ordinance.

E. Relationship of the Specific Plan to the General Plan

This Specific Plan has been prepared in compliance with the goals and policies of the City of Grand Terrace General Plan. The Specific Plan is designed to implement the General Plan's various elements including Land Use and Circulation, among others. All proposed development projects found to be consistent with the Specific Plan shall also be deemed consistent with the City's General Plan. The Specific Plan may be amended as many times as necessary to further the systematic implementation of the General Plan.

F. Project Consistency with the Specific Plan

The Barton Road Specific Plan is a regulatory plan that will serve as zoning law for properties within the boundaries of the Plan as depicted in Exhibit I. All administrative and discretionary development approvals must be consistent with this Specific Plan. These approvals include, but are not limited to the following:

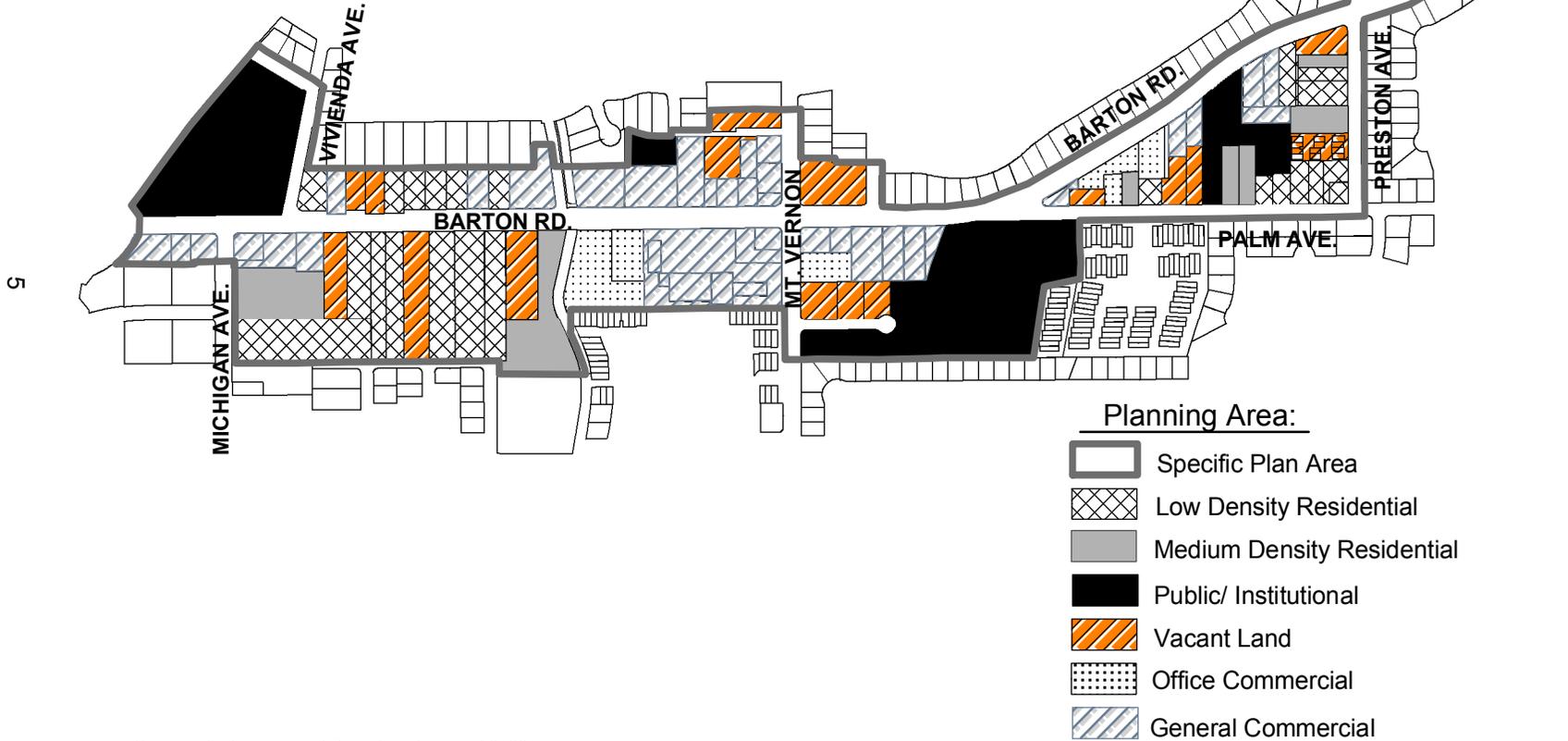
- Subdivisions and parcel maps
- Conditional Use Permits
- Site and Architectural Review
- Land Use Permits
- Master Development Plans
- Development Agreements



City of
Grand Terrace

Existing Land Use Map

Barton Road Specific Plan



Community Development Department, August 9, 2011.

This map is for reference only. For detailed information, please consult with the Community Development Department.

II. Land Use Plan

A. Opportunities and Constraints

As with any physical development program, especially in an area that has already experienced urban development, certain aspects of the environment act as constraints to the achievement of desired development goals while others offer opportunities which can be taken advantage of to promote the types of development envisioned for the area.

The original Barton Road Specific Plan preparation included an analysis of the existing physical conditions of the plan area. Based upon that analysis, the following list of opportunities and constraints was prepared.

1. Development of quality commercial and office uses will be encouraged.
2. Incremental development of strip commercial uses on small lots will be strongly discouraged as will be the conversion of residential units to commercial or office uses.
3. The overall physical image of the area requires upgrading in order to attract and maintain quality development.
4. Existing General Plan land use designations and zoning should remain basically the same, but site development standards will change to achieve higher quality development and discourage strip-type development.
5. A variety of incentive programs will be necessary in order to achieve the desired level of quality development envisioned for by the City.

When combined with public policy input (goals and objectives), the opportunities and constraints become the ingredients used in formulating the overall direction of the Specific Plan. The identified opportunities and constraints are as follows:

Opportunities

- *Capitalize on existing physical features and land uses that contribute to and reinforce a feeling of low density and pedestrian scale along the corridor.*
- *Implement a programmatic land use plan and urban design theme, which establishes a "village" character and provides Grand Terrace's downtown with a "sense of place".*
- *Recapture retail sales leakage to surrounding communities, including both local and community level goods and services with an emphasis on quality.*
- *Encourage the merger and development of small, underutilized properties along the corridor, especially west of Canal Street and at the northwest corner of Barton Road and Mt. Vernon Avenue.*
- *Preserve, whenever possible, significant existing trees along the corridor and emphasize the provision of trees in new development.*

Constraints

- *Lack of cohesiveness, land use consistency and community focal points; current strip commercial orientation lacks concentrated activity centers. Corridor lacks a sense of place.*
- *Lack of pedestrian areas and amenities, including plazas, courtyards, public parks, cultural or entertainment features.*
- *Location of existing potentially conflicting residential land uses and trailer park.*
- *Lack of freeway- and travel-related commercial land uses, such as family restaurants.*
- *Lack of a consistent and continuous urban design and landscape theme. Image of private developments requires upgrading.*
- *Majority of parcels are fragmented and under individual ownership. Many of the lots are of a long, narrow configuration, which is difficult to develop without merger with adjoining parcels.*
- *Conversion of single-family residences to office/commercial uses constrains higher quality development.*
- *Image of corridor is fragmented in terms of uses, setbacks, landscaping, right-of-way improvements and architectural style.*
- *Existing commercial centers in adjacent cities (Colton, Loma Linda) draw local market and its sales dollars.*

B. Goals, Objectives and Policies

The purpose of this section is to articulate the Goals, Objectives, and Policies for the Barton Road Specific Plan and begin the foundation for subsequent sections of this Plan.

GOALS: Broad statements that define the community's hope for the future. They are general in nature and do not indicate when and how these goals are to be accomplished.

OBJECTIVES: Statements of intent that generally guide future decisions in specific topic areas.

POLICIES: More specific statements of intent to deal with particular topics in a certain fashion. They begin to define the approach to achieve the Plan objectives, and are the first step in the development of a solution by forming the basis of standards and regulations.

OVERALL GOAL

To create a dynamic "downtown" commercial center that is attractive and of high quality, unifying community design image, reflective of a "village" identity, and providing an economically viable setting for a balanced mixture of commercial and administrative/professional uses with safe, efficient circulation and access.

In an effort to further define and prioritize this overall goal statement, the following Community Design, Land Use/Economic, Circulation, Environmental, and Infrastructure goals and objectives are provided.

COMMUNITY DESIGN

GOAL: Create the community design image that expresses and enhances a unique "village" scale, character and identity for Grand Terrace.

OBJECTIVES:

- Provide a pedestrian-oriented circulation system that identifies a "village" center or downtown.
- Provide an entry statement at Interstate 215 and Barton Road intersection that enhances the village orientation of the community.
- Promote compatible building elevations that provide transition at, or linkages between, commercial, and residential areas while protecting adjoining established residential neighborhoods.
- Through continued implementation of the City street tree program, promote contemporary landscape treatments throughout the corridor. The landscaping should be of a drought-tolerant, low-maintenance nature and able to withstand occasional high winds and intense urban conditions, such as smog and automobile exhaust.
- Provide for the elimination or screening of visually objectionable views such as outdoor storage, utility cabinets, trash bins, roof-mounted equipment, blank side walls, recycling equipment, and loading areas through the implementation of design guidelines.

POLICIES:

- Develop consistent streetscape and architectural palettes that are sensitive to the creation of a "village" statement for Barton Road. (It is not the intent of this thematic requirement to discourage innovative or contemporary architectural expressions or to imitate the architecture of the past, but to promote the harmonious coexistence of architectural styles varying from restoration to contemporary architectural themes.)
- Require compliance with the community design guidelines in plans for new development or expansion or redevelopment of existing development; incorporate community design as a major consideration in site plan review and approval.
- Utilize landscape materials on private property that are clean, safe, wind resistant, and relatively low maintenance. Informal landscape forms should be utilized in the corridor to emphasize the "village" atmosphere and scale.

- Develop an incentive program that rewards private sector development for providing certain "extra" design amenities within their projects. Of particular interest are passive solar techniques such as building overhangs, arcades, awnings and extra tree plantings, especially in parking lot areas. Consideration should be given to special paving materials used in place of asphalt in vehicular areas.
- Provide incentives to expedite removal of signs that do not conform to the regulations of this Specific Plan.
- Consider economic incentives for owners who wish to architecturally rehabilitate, refurbish, or upgrade landscaping on existing properties.
- Designate special on-site landscape and architectural features at the Mt. Vernon/Barton Road intersection location, combining thematic plantings with complementary architectural statements designed to promote a distinctive thematic character for this activity node. Changes in paving materials, plant materials, lighting, signing, and sizing of adjacent structures should occur at this intersection to enhance its distinctiveness.
- Require that new development be sensitive to significant mature trees and views of natural landforms, such as Blue Mountain.

LAND USE/ECONOMIC

GOAL: Develop a Specific Plan that is responsive to community land use and fiscal needs.

OBJECTIVES:

- Maximize the economic position of the Barton Road commercial activities, capturing neighborhood, sub-regional, as well as travel-related demand. Sales tax-generating uses should be emphasized.
- Promote distinctive commercial clusters (versus strip commercial) that are sensitive to a village-scale.
- Require master planning at key sites within the Specific Plan area to assure integrated development utilizing coordinated access, parking, building orientation/location, pedestrian and transit facilities.
- Encourage a mixed-use (retail/office) development concept to add variety throughout the commercial corridor.
- Ensure the gradual upgrade of underutilized parcels functioning at less than their market potential.
- Encourage consolidation of elongated parcels and improve vehicular access to deep lots along the corridor.
- Focus on attracting new commercial uses through economic development activities.

POLICIES:

- Establish regulations and provide incentive bonuses that promote pedestrian oriented plazas and courtyards; encourage active retail commercial uses at key intersections along Barton Road.
- Prepare development regulations and guidelines that clarify the expectations of the City in terms of quality development.
- Establish regulations that assure compatibility of new commercial uses with the "village" design concept while employing specific, well-designed-buffers from adjacent residential development.

- Establish and incentive/bonus program of lot consolidation along the corridor to encourage development into planned concentrations, as opposed to a linear strip commercial configuration.
- Establish redevelopment programs to assist business with property improvements.
- Develop incentives/regulations to encourage priority village oriented land uses at the Mt. Vernon/Barton Road intersection.
- Encourage the development of superior architectural and site planning design which, in time, will create an image of regional magnitude for Barton Road that attracts quality-oriented specialty shops as well as additional shoppers.
- Establish land uses that complement existing village orientation within the Specific Plan area.

CIRCULATION

GOAL: Maintain a circulation system that facilitates efficient, safe vehicular and pedestrian traffic and enhances the community design character along Barton Road.

OBJECTIVES:

- Limit and/or consolidate vehicular access points onto Barton Road.
- Develop a mixture of land uses that reduce home/work trips within the corridor and the City.
- Provide for and phase necessary infrastructure improvements, such as under grounding utilities and landscaping to maximize the efficiency of traffic as well as add to the aesthetic quality of Barton Road.
- Encourage use of local transit programs wherever possible and enhance use of bus facilities.

POLICIES:

- Establish the placement of bus shelters and bus turnouts to assist traffic safety and efficiency.
- Require pedestrian-oriented amenities at key activity nodes through private development improvements.
- Reduce the number of vehicular trips between individual sites that must use Barton Road by requiring private projects to secure reciprocal parking access agreements prior to development. Shared parking and access will facilitate efficient parcel usage and minimize traffic support facilities such as drives, parking spaces, etc.
- Discourage new developments from taking primary access from residential streets, by developing internal circulation systems that direct traffic away from adjacent neighborhoods.

ENVIRONMENTAL

GOAL: Maintain the highest possible environmental quality within the Specific Plan area, by balancing the impacts of development with environmental concerns.

OBJECTIVES:

- Establish regulations that preserve significant environmental features, such as mature trees and views of local mountains within the Barton Road corridor.
- Through the project approval process and the imposition of conditions or mitigation measures, ensure that all development within the Specific Plan area will not decrease environmental quality, and will wherever possible create a higher quality environment.

POLICIES:

- Prepare a map of significant trees that may be considered for preservation.
- Require all new development to meet General Plan environmental regulations. Of particular concern are noise, lighting, and traffic impacts upon adjoining residential properties generated by commercial uses.

INFRASTRUCTURE

GOAL: Maintain a high level of public services and facilities to all businesses along Barton Road.

OBJECTIVE:

- Coordinate all development activity with the construction of public infrastructure.

POLICIES:

- Require that all public services and facilities be available or that other financial arrangements be instituted prior to issuing building permits.
- As a condition of approval, require developers to install needed public improvements, such as street lighting, landscaping, sidewalks, curbs, and gutters adjacent to their property during the first phase of development.
- Require that all utilities be installed underground as a condition of development approval.

C. Project-wide Planning Standards

1. Comprehensive Land Use Plan

The primary concepts upon which preparation of the Land Use Plan are based are 1) the retention and upgrading of appropriate existing uses within the corridor, and 2) the expansion of opportunities for new quality development. In addition, the Plan is based on the following more specific planning concepts and ideas concerning the desired future for the Barton Road corridor.

- Heavier, general commercial uses and uses serving freeway motorists are appropriate near the freeway (Planning Area 1) while less intensive commercial (specialty) retail uses are more appropriate within the "village" atmosphere provided for in Planning Area 2. Moving further away from the freeway, office uses are provided for in Planning Area 3 (refer to Exhibit 3, Planning Area Map).
- The Barton Road corridor functions as the City's "downtown" commercial core. As such, its' image needs to be upgraded to reflect this important role in the community.
- Strip commercial development on small, disaggregated lots does not lend itself to the image, scale, or function desired for the Barton Road corridor.
- The conversion of residential structures to commercial/office uses needs to be regulated in such a way as to ensure compatibility with surrounding development and the over-all image and function of the corridor.
- The consolidation of small parcels needs to be required and "incentives" provided for exceptional consolidation schemes.

2. Project Wide Planning Standards

Master Plan Areas

The intent of a master development plan is to provide a tool to initiate pre-development planning in areas consisting of multiple ownerships and lots with narrow street frontages in order to avoid strip commercial development with its typical proliferation of curb cuts, signs, parking in the front of buildings, and general lack of visual and functional continuity.

Master Plan Area 1

A Master Development Plan shall be required for the area located south of Barton Road between Michigan Street and Canal Street, designated Master Plan Area 1. This area is characterized by numerous deep narrow lots with many existing driveways. The following special development regulations shall apply to Master Plan Area 1. In addition, two Development Concept Plans have been prepared for the area to guide future development. The concept plans are not mandatory, but provide potential developers and property owners with guidance as to the City's intent for the area (see Exhibit 4, Master Plan Area No. 1 – Development Concept Plan).

- a) Minimum street frontage -The minimum street frontage for any development site in Master Plan Area No 1. shall be 300 feet under single ownership.
- b) In lieu of providing 300 feet of street frontage under single ownership, an applicant may participate with adjoining property owners to prepare a master development plan, which encompasses a minimum of 300 feet of street frontage. The plan shall indicate how development of the proposed site integrates the various properties into a single comprehensively planned area. The plan shall contain, at a minimum, all of the components listed under item 10 of the General Provisions section. Development of individual parcels may only proceed in accordance with the approved master development plan.
- c) Front yard setback -A 25-foot front yard setback from Barton Road is required except as provided in item 3 below. The setback area shall be landscaped with a combination of rolling berms, low walls, clusters of trees, shrubs, and ground cover. Monument signs may encroach to within 5 feet of the front property line. Parking may not encroach into the front setback area.
- d) Street adjacent buildings -For each master planned development, a minimum of 35 percent of the street frontage along Barton Road shall be occupied by buildings located within 20 feet of the front property line.
- e) Lot consolidation bonus - Development applicants who successfully consolidate properties under different ownerships may be eligible to receive development bonuses in the form of relaxations of development regulations and/or processing fees. Lot consolidation bonuses are discussed in a later part of this section.
- f) The following regulations and standards are in addition to, and/or supersede, other regulations in this Specific Plan whenever a Master Development Plan is required.



City of
Grand Terrace

Planning Area Map

Barton Road Specific Plan



**PLANNING
AREA 1**

**PLANNING
AREA 2**

**PLANNING
AREA 3**

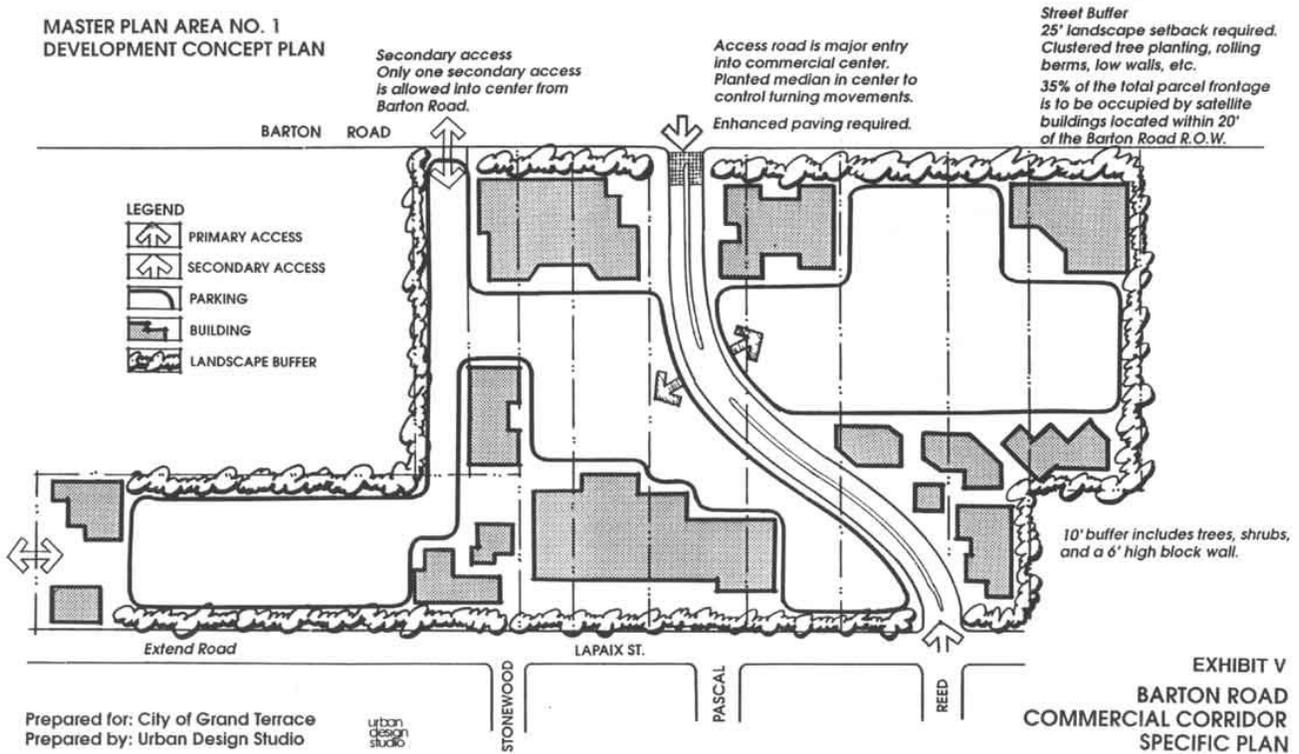
Planning Area:

-  Specific Plan Area
-  Planning Area 1
-  Planning Area 2
-  Planning Area 3
- (2)** Master Plan Area

Community Development Department, August 9, 2011.

This map is for reference only. For detailed information, please consult with the Community Development Department.

MASTER PLAN AREA NO. 1
DEVELOPMENT CONCEPT PLAN

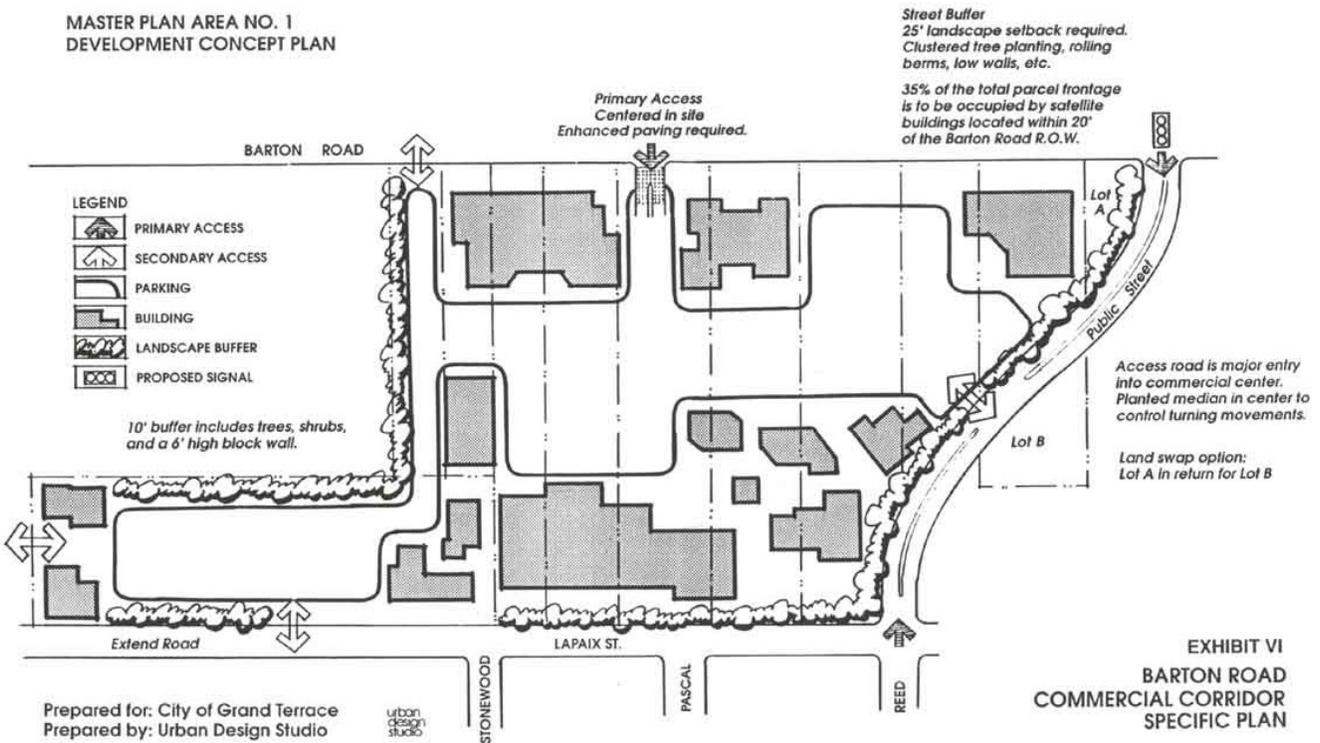


Prepared for: City of Grand Terrace
Prepared by: Urban Design Studio

urban design studio

EXHIBIT V
BARTON ROAD
COMMERCIAL CORRIDOR
SPECIFIC PLAN

MASTER PLAN AREA NO. 1
DEVELOPMENT CONCEPT PLAN



Prepared for: City of Grand Terrace
Prepared by: Urban Design Studio

urban design studio

EXHIBIT VI
BARTON ROAD
COMMERCIAL CORRIDOR
SPECIFIC PLAN

Based upon specific site conditions, the Director of Community Development may determine that a Master Development Plan is required in other areas to ensure the proper development of a specific area. The Director's decision to require a Master Development Plan may be appealed to the Planning Commission. These areas may include the following:

- Master Plan Area 2 – North side of Barton Road between Michigan Street and Canal Street
- Master Plan Area 3 – Northwest corner of Barton Road and Mt. Vernon Avenue
- Immediate properties surrounding the Barton Road/Mt. Vernon Avenue intersection.

Although a Master Development Plan may not be required for proposed development within these designated areas, the following design guidelines should be implemented.

Master Plan Area 2

The following special development regulations shall apply to Master Plan Area 2.

- 1) Minimum street frontage - If lots are consolidated, the minimum street frontage for any development site in Master Plan Area No.2 should be 300 feet under single ownership. In lieu of providing 300 feet of street frontage that is under single ownership, an individual property owner may be required to participate with adjoining property owners in reciprocal access easements designed to reduce the total number of driveways on Barton Road, as described under item a (1) above and the General Provisions section.
- 2) Front Yard setback - The minimum front yard setback in Master Plan Area 2 shall be 20 feet. Signs may encroach to within 5 feet of the front property line. Parking should not encroach into the required setback area. The entire setback area shall be landscaped.
- 3) Lot consolidation bonus - Development applicants who successfully consolidate properties under different ownerships may be eligible to receive development bonuses in the form of relaxations of development regulations and/or processing fees as determined appropriate by the Planning Commission.

Master Plan Area 3

The following specific development regulations shall apply to Master Plan Area 3.

- 1) Street adjacent buildings required - Buildings may be located to within 5 feet of street right-of-way lines along Barton Road and Mt. Vernon Avenue within 100 feet of the corner.
- 2) Lot consolidation bonus - Development applicants who successfully consolidate properties under different ownerships may be eligible to receive development bonuses in the form of relaxations of development regulations and/or processing fees as determined appropriate by the Planning Commission.

Two additional areas within Planning Area 3 are encouraged to develop under Master Plans. Both areas currently contain mixed uses on several small often odd shaped parcels. The purpose of these Master Plans is to provide for quality cohesive office/commercial developments while limiting the number of driveways on Barton and promoting the efficient use of land through shared parking.

Master Plan Area 4

Master Plan Area 4 is located at the northeast corner of the Barton Road and Palm Avenue, west of City Hall. The area is currently developed as mixed uses including offices, single family and multi-family residential, and vacant property. Proposed projects should be compatible with those of the Civic Center.

Master Plan Area 5

Master Plan Area 5 is located at the southwest corner of Barton Road and Preston Street. The area is characterized by limited office/commercial uses and multi-family development. The proposed Master Plan will provide a design guideline that addresses the efficient development of mixed commercial and office professional uses and serve as an eastern gateway to the community.

Development in both Master Plan Areas 4 and 5 shall be consistent with the design standards and permitted land uses of the Office Professional Zone. Lot consolidation, reciprocal access, and reciprocal parking shall be encouraged. If development of individual lots is proposed, the project will be evaluated based upon its ability to ultimately blend with existing and proposed adjacent parcel development to create a cohesive project.

3. Project Wide Design Guidelines

All commercial and office development (new and rehabilitation) located within the Barton Road Corridor Specific Plan area is subject to the design guidelines/standards contained herein.

The design guidelines will serve as general standards that should be used for design review when either of the following actions occur:

- *Any new development*
- *Any major addition or enlargement of an existing structure or use*

GENERAL ARCHITECTURAL GUIDELINES FOR ALL DEVELOPMENT

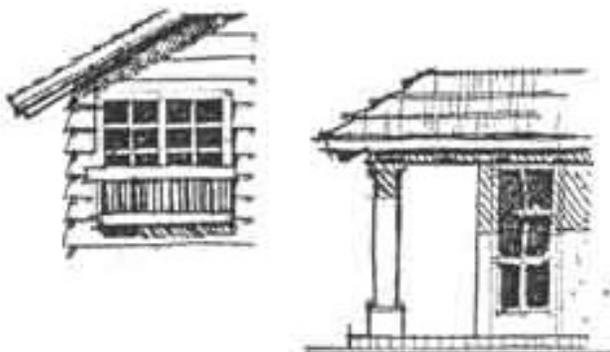
The following section provides numerous written and illustrated design directions related to the basic quality of commercial building, architecture, color, and scale. This portion of the Specific Plan addresses each of these elements in general terms and establishes the basic principles, which are expanded upon in much more detail through the application of the following "specific architectural guidelines and standards". This section "paints the overall picture" for the design principles felt to be important in Grand Terrace. They should not be viewed as standing alone but rather in concert with the more specific guidelines found in the subsequent section of these guidelines.

Each guideline should be considered for how it applies to a given project in creating a "village" atmosphere. The illustrated examples are intended as images, which communicate ideas and should not be viewed as design solutions necessitating strict adherence.

1. *Desirable Elements*

The qualities and design elements for commercial buildings (including offices) on Barton Road that are potentially most desirable include:

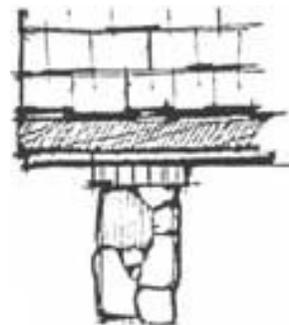
- *richness of surface and texture*
- *significant wall articulation (insets, canopies, wing walls, arcades, trellises, porches, dormers, etc.)*
- *multi-planed, pitched roofs*
- *roof overhangs*
- *regular or traditional window rhythm*
- *articulated mass and bulk*
- *interesting and articulated wall surfaces*
- *wood siding, wood shingles (wall)*
- *brick and stucco accents (wall)*
- *wood shingles and tile (roof)*



2. *Undesirable Elements*

Potentially undesirable elements include:

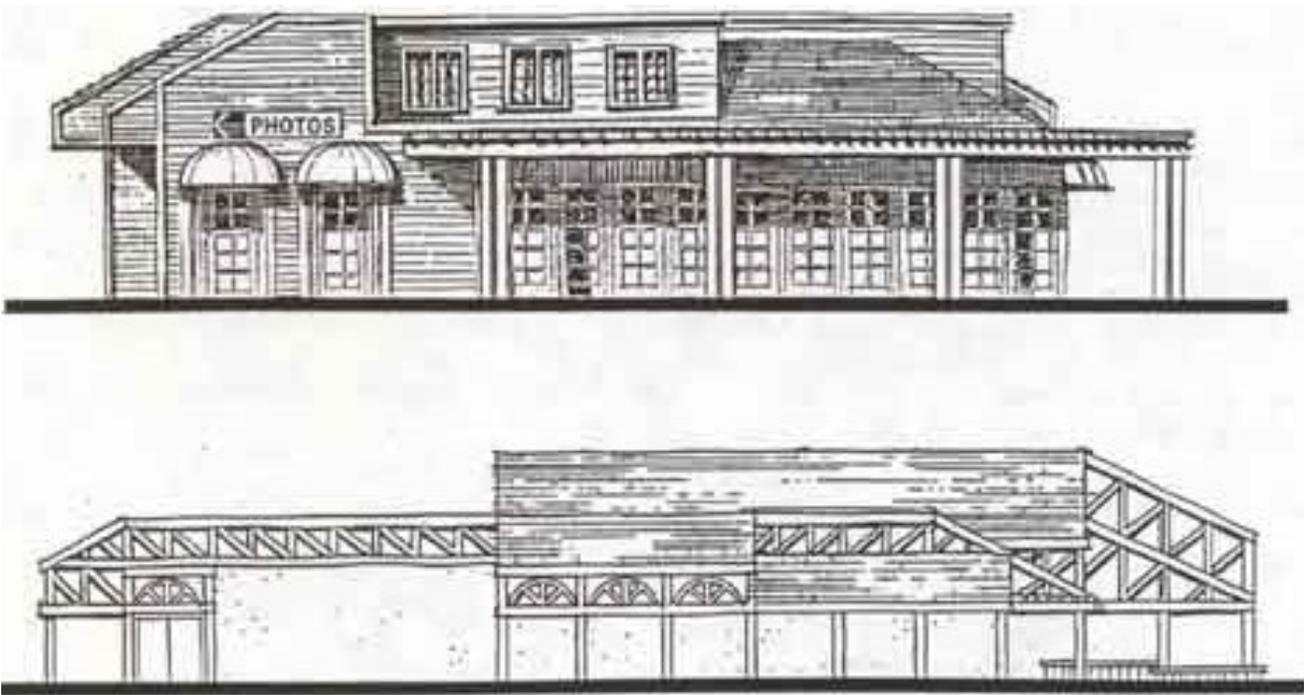
- *highly reflective surfaces*
- *large blank, unarticulated stucco wall surfaces*
- *unpainted concrete precision block walls*
- *reflective glass*
- *corrugated metal siding on the main façade*
- *plastic siding*
- *irregular, modernistic window shapes and rhythm*
- *square "boxlike" buildings*
- *standing seam metal walls on the main façade*
- *mix of unrelated styles (i.e. rustic wood shingles and polished chrome)*



3. *Exterior Wall Materials Palette*

The following palette of exterior wall materials is strongly encouraged:

- *wood siding (horizontal or vertical or diagonal)*
- *wood shake*
- *river cobble*
- *slate*
- *brick (natural colors)*
- *stucco (as an accent only, extensive use not appropriate)*
- *clay tile (natural colors)*



The following materials are discouraged as primary exterior wall materials:

- *natural, unfinished concrete*
- *stucco*
- *corrugated metal*
- *reflective glass*
- *standing seam metal walls*
- *plywood (painted or otherwise)*
- *corrugated Fiberglass*
- *illuminated sidings and awnings*
- *plastic laminate*
- *un-milled, bare aluminum*
- *painted white brick*
- *unpainted concrete block/precision block*

4. *Height*

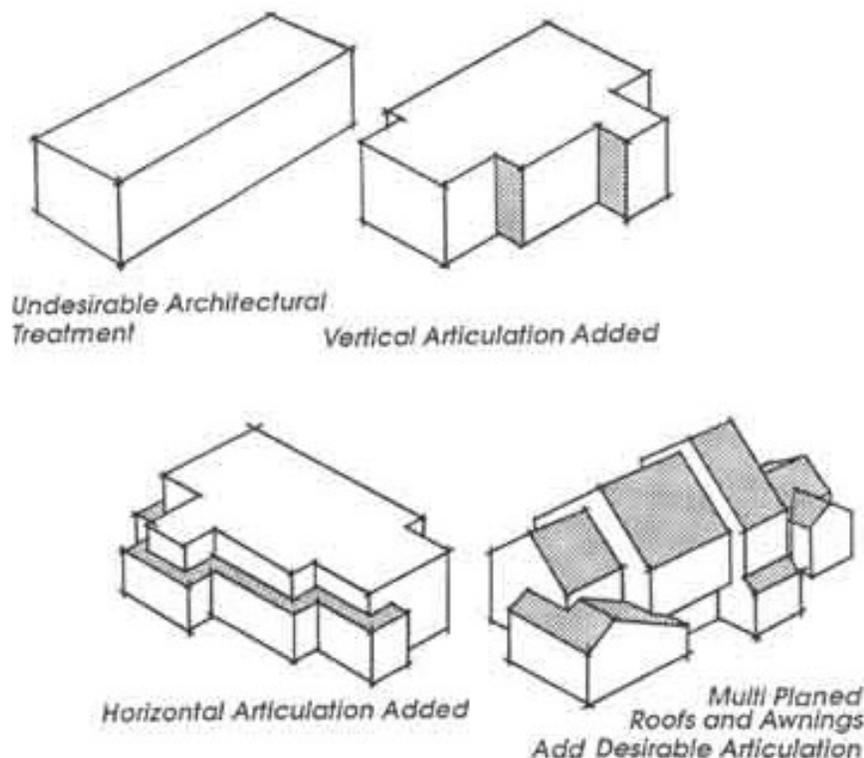
Building heights should relate to open spaces to allow maximum sun and ventilation, protection from prevailing winds, enhance public views of surrounding rural hillsides and minimize obstruction of view from adjoining structures.

Height and scale of new development should be compatible with that of surrounding development. New development height should "transition" from the height of adjacent development to the maximum height of the proposed building.

5. Bulk

Large buildings which give the appearance of "square box" buildings are generally unattractive and detract from the overall scale of most buildings along Barton Road. There are several ways to reduce the appearance of excessive bulk in large buildings.

- *Vary the planes of the exterior walls in depth and/or direction.*
- *Vary the height of the buildings so that it appears to be divided into distinct massing elements.*
- *Articulate the different parts of a building's facade by use of color, arrangement of facade elements, or a change in materials.*
- *Use landscaping and architectural detailing at the ground level to lessen the impact of an otherwise bulky building.*
- *Avoid blank walls at the ground floor levels. Utilize windows, trellises, wall articulation, arcades, change in materials, or other features.*



6. Scale

For purposes of this plan, "scale" is the relationship between building size and the size of adjoining permanent structures. It is also how the proposed building's size relates to the size of a human being. Large scale building elements may appear imposing if they are situated in a visual environment of a smaller scale as is typical in along Barton Road. The key idea here is "pedestrian scale".

- *Building scale can be reduced through window patterns, structural bays, roof overhangs, siding, awnings, moldings, fixtures, and other details.*
- *The scale of buildings should be carefully related to adjacent pedestrian areas (i.e. plazas, courtyards) and buildings.*
- *Large dominating buildings should be broken up by: 1) creating horizontal emphasis through the use of trim; 2) adding awnings, eaves, windows, or other architectural ornamentation; 3) use of combinations of complementary colors; and 4) landscape materials.*



- *Utilize "infill" structures to create transitions in bulk and scale between large buildings and adjacent smaller buildings.*

7. Color

Color can dramatically affect the visual appearance of buildings and must be carefully considered in relation to the overall design intent of the building. Color can also affect the apparent scale and proportion of buildings by highlighting architectural elements such as doors, windows, fascias, cornices, lintels, and sills.

Dominant Building Color -Much of the existing color in Grand Terrace is derived from the primary building's finish materials such as brick, wood, stucco, and terra cotta tile. Also dominant are earth tones which match these natural materials.

- *The dominant color of new buildings should relate to the inherent color of the primary building's finish materials.*
- *Large areas of intense white color should be avoided. While subdued colors usually work best as a dominant overall color, a bright trim color might be appropriate if it can be shown to enhance the nearby visual environment.*
- *The color palette chosen for a building should be compatible with the colors of adjacent buildings. An exception is where the colors of adjacent buildings strongly diverge from these design guidelines.*
- *Wherever possible, minimize the number of colors appearing on the building exterior. Small commercial buildings should use no more than three colors.*

Accent Colors- Depending on the overall color scheme, an accent color may be effective in highlighting the dominant color by providing contrast or by harmonizing with the dominant color.

- *Primary colors shall only be used to accent building elements, such as door and window frames and architectural details. Bright or intense colors (not including fluorescent colors) can also be used to accent appropriate scale and proportion or to promote visual interest in harmony with the immediate environment.*
- *In buildings of a particular historical character or village architectural style, exterior color should be similar to typical buildings of this type.*
- *Architectural detailing should be painted to complement the facade and tie in with adjacent buildings.*
- *Accent colors for trim should be used sparingly and be limited in number for each building. Accent colors on adjacent buildings should be chosen to complement one another.*

Color Palette - The dominant color of new buildings constructed on Barton Road shall be similar to the inherent color of earthtones found in the area. The following colors should not be used as primary wall colors.

- *Aquamarine*
- *bright or hunters orange*
- *chartreuse*
- *cherry or "fire engine" red*
- *chrome yellow*
- *all day-glo colors*
- *purple*
- *turquoise*
- *fluorescent colors*

The following soft earthtone colors are recommended as primary wall colors:

- *almond*
- *bluegrass*
- *brick*
- *burgundy*
- *cedar beige*
- *chamois*
- *cobblestone*
- *cordovan*
- *cream*
- *driftwood gray*
- *gray*
- *Monterey pine*
- *peacock green*
- *puce*
- *rose quartz*
- *topaz*

Other colors within the above color scheme may also be acceptable.

8. *Exterior Walls*

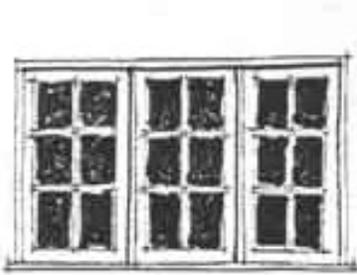
- *Buildings shall be designed to avoid simple "boxlike" structures. Horizontal or vertical wall articulation shall be expressed through the use of full roofs, projecting wing walls, wall offsets, recessed entries, awnings, roof overhangs, second floor setbacks, or covered arcades.*
- *All building sides should be painted and contain architectural treatment previously, discussed.*
- *Freestanding buildings with walls at or less than 100 feet from a curb line should not have continuous, visually unbroken walls. The front plane of the wall shall be a maximum of sixty feet in length, at which point horizontal or vertical articulation is required. This articulation could be established through the use of varying front wall setbacks, multi-planed roofs, second floor setbacks, porches, arcades, awnings, recessed entries, wing walls, roof overhangs, etc.*
- *Freestanding buildings should exhibit a minimum of a one to one "void to solid" ratio on at least two building facades. This means that two of the walls shall be at least 50% wall to 50% window or door opening. The remaining two walls shall be articulated in some manner.*



9. *Windows*

- *In general require the first floor of all commercial structures to have sufficient areas of glass to give an open, public character to Barton Road in keeping with the "village" atmosphere.*
- *Large, continuous expanses of glass without careful detailing give an urban character and should be avoided. Glass areas can be subdivided by mullions, panes, or decorative millwork to reduce a window to human scale.*
- *Horizontal repetition of single window elements over long distances should be avoided.*

- *To maintain a distinction between upper and lower floors, the ground level facade should have larger patterns of glass than the upper.*
- *Bay, bow and box windows can be used to add visual interest to a facade by providing variety, shadow and texture. They also become focal points for merchandising and help reduce large windows to a more human scale.*
- *The pattern, size and type of window used should be appropriate to the character of the building.*
- *Tinted glass can be used to reduce solar gain; however, deeply tinted glass which stops views into the interior should be avoided. Highly reflective glass is not appropriate.*
- *Window frames can be constructed of numerous materials including steel, anodized aluminum, wood, wood and metal and vinyl-covered wood; however, the materials and finish of the frame should be appropriate to the overall building character. Silver and gold colored aluminum frames should be avoided in favor of black or brown anodized colors.*



10. *Roofs*

- *The roofline at the top of the structure should not run in continuous plane for more than 100' without offsetting or jogging the roof plane.*
- *Nearly vertical roofs (A-frames) and piecemeal mansard roofs (used on a portion of the building perimeter only) are discouraged. Mansard roofs, if utilized on commercial structures, shall wrap around the entire building perimeter.*
- *All roof top equipment shall be screened from public view by screening materials of the same nature as the building's basic materials. Mechanical equipment should be located below the highest vertical element of the building.*
- *The following roof materials are not acceptable:*
 - *corrugated metal*
 - *high contrast or brightly colored glazed tile*
 - *highly reflective surfaces*
 - *illuminated roofing*

- *Dormers, when appropriate to the character of the building, can be used to add interest to the roofline and to introduce natural light into the building.*
- *Roofing materials that are most appropriate to the "village" character of Barton Road are heavy wood shingles and terra cotta tile. Concrete roof tiles in neutral colors may also be appropriate.*

EXCELLENT USE OF MULTI-PLANED, PITCHED ROOFS



**ROOF OVERHANG AND
SIGNIFICANT DETAIL EMPHASIZE BUILDING ENTRY
SIGNIFICANT VERTICAL WALL ARTICULATION UTILIZED**

11. *Awnings*

- *General use of awnings along a row of contiguous buildings shall be restricted to awnings of the same form and location. Color of the awnings shall be consistent and a minimum eight-foot vertical clearance is required.*
- *Signage on awnings shall be permanently attached to the awnings themselves and be restricted to the awning's flap (valance) or to the end panels of angled, curved, or box awnings.*
- *Plexiglas, metal, and glossy vinyl illuminated awnings are prohibited. Canvas, treated canvas, matte finish vinyl, and fabric awnings are encouraged.*
- *Internally lit awnings are not acceptable.*

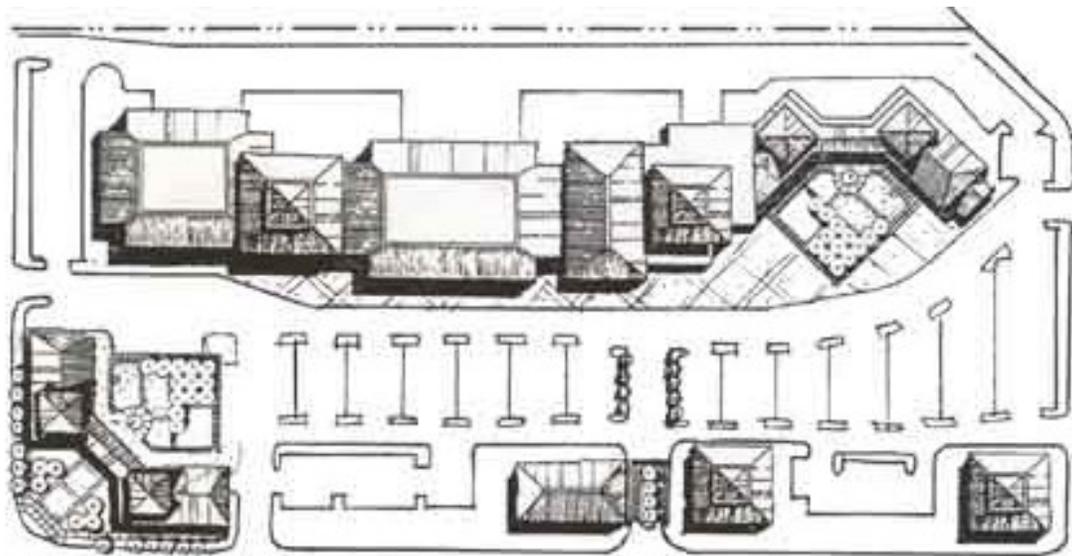
D. Site Planning

Placement of buildings should consider the existing built context of the commercial area, the location of incompatible land uses, the location of major traffic generators, as well as an analysis of a site's characteristics and particular influences.

1. *General Design Principles*

- *Buildings should be sited in a manner that will complement the adjacent buildings. Building sites should be developed in a coordinated manner to provide order and diversity and avoid a jumbled, confused development.*
- *Whenever possible, new buildings should be clustered. This creates plazas or pedestrian malls and prevents long "barracks-like" rows of buildings. When clustering is impractical, a visual link between separate buildings should be established between buildings. This link can be accomplished through the use of an arcade system, trellis, or other open structure.*

- *Locate buildings and on-site circulation systems to minimize pedestrian/vehicle conflicts where possible. Link buildings to the public sidewalk where possible with textured paving, landscaping, and trellises.*
- *Recognize the importance of spaces between buildings as "outdoor rooms" on the site. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simply "left over" areas between buildings. Such spaces should provide pedestrian amenities such as shade, benches, fountains, etc.*
- *Freestanding, singular commercial structures should be oriented with their major entry toward the street where access is provided, whenever feasible, as well as having their major facade parallel to the street.*



2. *Setback Standards*

To ensure the functional enhancement of major streets and safety of the traveling public as it pertains to adequate visibility, approval shall not be given for any building or structure to be located within the designated building setback of a major street as established by district regulations contained in this Specific Plan.

- *Building setback lines are established by the Barton Road Corridor Specific Plan for front, side and rear yard provisions depending on the particular land use district designation.*

3. *Open Space*

Open space for purposes of these design guidelines is considered the portion of the lot where there are no buildings, parking, or area included in required setbacks. These areas shall be either fully landscaped or hardscaped in a decorative paving material utilizing patterned/colored concrete or pavers.

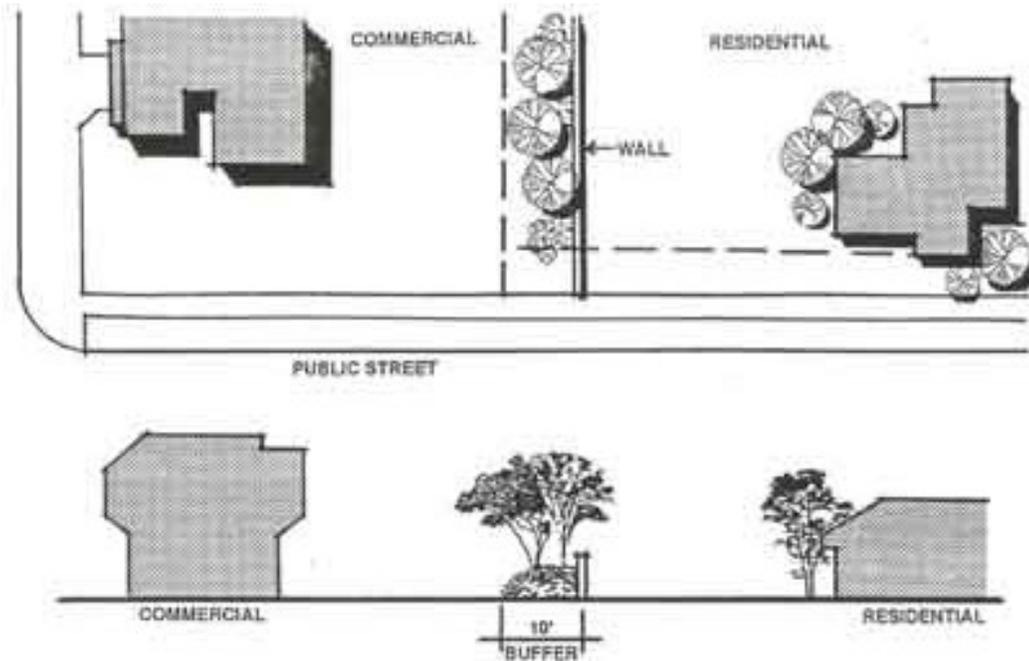
- *Open space areas shall be clustered into larger, predominant landscape areas rather than equally distributing them into areas of low impact such as at building peripheries behind a structure or areas of little impact to the public*

view, where they are not required as a land use buffer or as a required yard setback.

4. Land Use Buffering

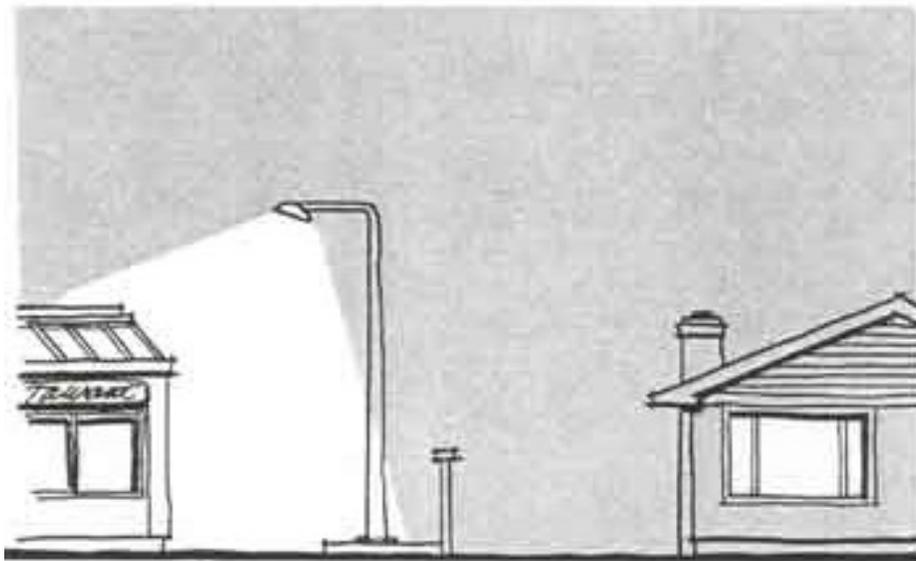
Commercial development on properties adjoining any residential zone shall incorporate the following standards in addition to those standards already specified in the site development standards of this Specific Plan.

- *A six-foot opaque wall shall be placed on or just inside the property line. A five foot landscape strip area will be provided on the inside of the wall. The wall should be lowered to three feet within the front setback.*
- *Evergreen trees, having a minimum size of 15 gallons, shall be planted at least 20 feet on center, depending on species, or clustered in equal amounts to screen parking or architecture.*



5. Lighting

- *Maximum height for building and freestanding lighting shall not exceed 18'.*
- *If property is adjacent to a residential area or residentially zoned property, the lighting shall be screened from these areas.*
- *Lighting shall be directed away from adjacent roadways and shall not interfere with traffic or create a safety hazard.*



6. *Site Grading*

Site grading must recognize existing drainage patterns, while functionally solving drainage problems that may exist or result from ground plane alterations during construction. Likewise, site grading must be sympathetic to existing land forms while providing appropriate transition of architectural elements to grade. Site grading must also provide for an uninterrupted flow of vehicular and pedestrian traffic through the development. The plan must direct and provide adequate flow of surface run-off to catch basins while gracefully contouring the land to blend with existing conditions at the boundaries of the site.

E. Parking and Circulation

Parking lot design can be a critical factor in the success or failure of a commercial use. In considering the possibilities for developing a new parking area, a developer should analyze the following factors: ingress and egress with consideration to possible conflicts with street traffic; pedestrian and vehicular conflicts; on-site circulation and service vehicle zones; and the overall configuration and appearance of the parking area.

1. *General Design Principles*

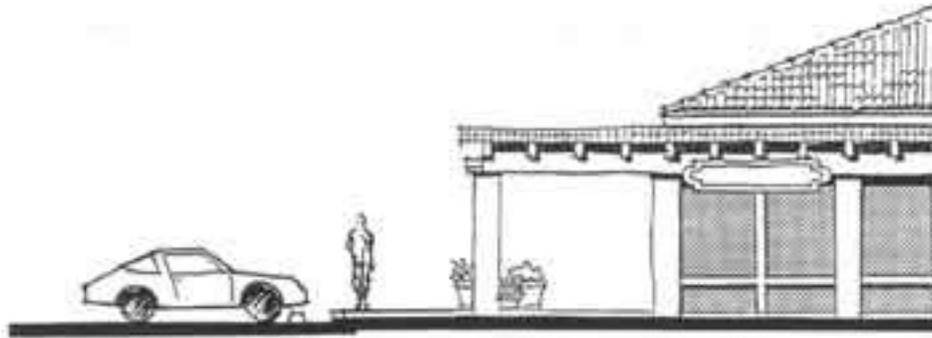
All commercial parking areas shall be designed in accordance with Chapter 18.6 of the Zoning Ordinance unless otherwise stated in this Specific Plan.

Office and commercial parking lots and access drives should be designed utilizing the criteria shown in the following exhibits.

Parking lot plans shall incorporate the following as appropriate:

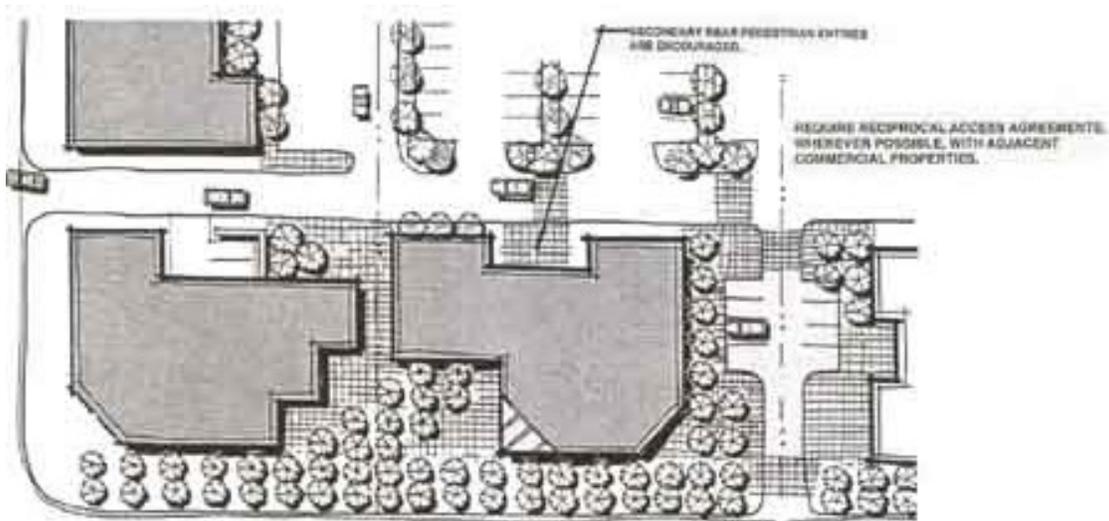
- *Dimensions for internal spacing, vehicle circulation and landscaped areas*
- *Curbing, stall marking, signing, pedestrian crossings, and other vehicular devices.*
- *Location of lighting fixtures*
- *Location of trash enclosures*
- *Location of drainage inlets*

- *Location of fire hydrants*
- *Location of landscaped areas*
- *Material design of perimeter walls*
- *Utility cabinets and transformers*
- *Bike racks*
- *Spot elevations*
- *If future expansion is expected, space must be reserved for future parking.*
- *Whenever a driveway is abandoned, the owner shall remove all driveway pavements, replace the curb, and landscape the area to match the adjacent landscaping.*
- *Any on-street parking shall not count in meeting parking spaces required.*
- *Parking areas shall be separated from buildings by either a raised concrete walkway or landscaped strip with a six inch curb. Situations where parking spaces directly abut the buildings shall be avoided.*
- *Where reciprocal parking and/or access agreement are planned, show how these situations relate to the proposed development.*



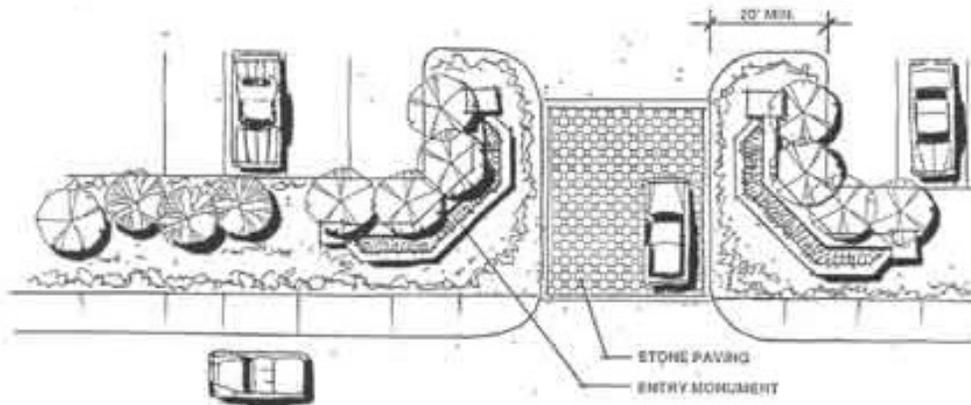
2. *Parking Area Design*

- *All parking spaces should be clearly and permanently outlined on the surface of the parking facility.*
- *Handicapped parking stalls shall be so located that a handicapped person is not compelled to wheel or walk behind parked cars other than their own. Also, the path of travel from the parking area to the building area for handicapped persons shall not exceed a maximum slope of 1:12.*
- *Parking lot design should provide for connection to adjacent parcels where uses are compatible and said connection is practical.*
- *Locate parking area to the sides and rear of buildings whenever possible.*
- *Parking facilities shall be designed in such a manner that any vehicle on the property will be able to maneuver as necessary so that it may exit from the property traveling in a forward direction.*
- *Off-street parking facilities shall be designed so that a car within a facility will not have to enter a street to move from one location to any other location within the same parking facility.*
- *Parking areas which accommodate a significant number of vehicles should be divided into a series of connected smaller lots. Landscaping and offsetting portions of the lot are effective in reducing the visual impact of large parking areas.*



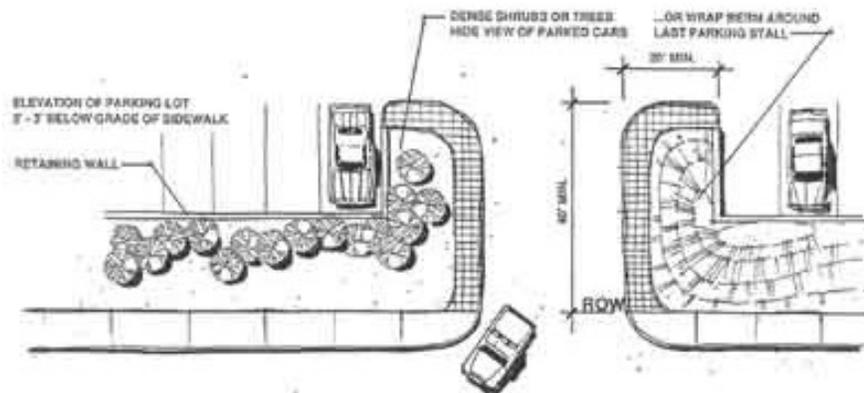
3. Entry Location/Design

- *Where a corner location is being developed, locate parking lot entries on side streets (or the less busy street) to maximize landscaping and minimize pedestrian/vehicular conflicts whenever possible. Design major site entries with appropriately patterned concrete or pavers to differentiate them the sidewalks.*
- *Site access points, whether located on major or side streets should be located as far as possible from street intersections 100 feet is recommended and is required at the Barton Road/Mt. Vernon Avenue intersection along Barton Road.*
- *Encourage projects to incorporate reciprocal access easements to improve internal vehicular movements.*
- *Link individual projects and parking areas with on-site driveways which are clearly identified and easily recognized as connectors.*
- *Where parking areas are connected, interior circulation should allow for a similar direction of travel and parking bays in all areas to reduce conflict at points of connection.*
- *Access roads and/or driveways for commercial developments should be located at least 200 feet apart. Also, access drives and/or driveways should be located a minimum of 10 feet from property lines.*



4. Circulation

- *Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross aisles. Design the parking lot so that drive aisles are perpendicular to the majority of buildings or major tenant.*
- *Vehicular circulation through a parking facility should be directed away from fire lanes (typically adjacent to the back of stores) to the outer edge of the parking lot where there is less pedestrian traffic.*
- *The parking area should be designed in a manner which links the building to the street sidewalk system as an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and/or landscaping treatments.*
- *Driveway entry throats should be at least 25 feet wide, and preferably 30 to 35 feet wide, so that an entering vehicle does not interfere with an exiting vehicle. Narrower driveway throats lead to conflict between entering and exiting vehicles, causing one to stop and wait for the other.*
- *Parking areas should have a minimum number of entrances and exits to minimize conflicts at entries and reduce possible congestion at street intersections.*
- *The first parking stall which is perpendicular to a driveway or first aisle juncture, shall be at least 40 feet back from the curb. With larger centers, significantly more setback area may be required. The reason for this recommendation is to provide a queuing area off the street so that if a vehicle is parking in or leaving the stall nearest the street, there is room for at least one vehicle to queue while waiting for the other vehicle. Without this provision vehicles will queue into the street.*
- *Parking spaces shall not block access to the trash enclosure.*
- *Location of trash enclosures should not interfere with parking or circulation area and should be located to minimize their visibility while not hindering access for trash pick-up.*

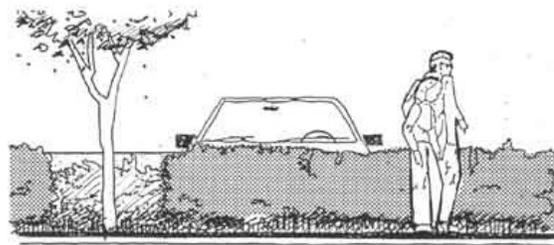
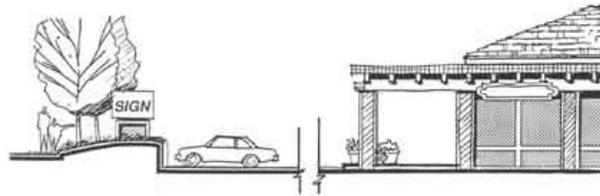


5. *Screening of Parking Areas*

- *Where practical, lowering the grade of the parking lot from existing elevations may aid in obscuring views of automobiles while promoting views of architectural elements.*
- *Utilize a 36" high opaque wall or landscaping to screen any parking at the street periphery. A combination of walls, berms, and landscape material is highly recommended.*

6. *Bicycle and Pedestrian Linkage*

- *Whenever possible, linkages between commercial facilities and adjacent residential areas should be provided to encourage pedestrian and bicycle circulation and increase overall safety. Bicycle travel along Barton Road is not encouraged.*
- *Commercial facilities should provide bicycle storage racks at the rate of one rack per each thirty five (35) vehicle parking spaces. These should be provided in accordance with provisions contained in Appendix E.*
- *All bicycle and pedestrian linkages must be well lit and designed to provide a high level of security.*



F. Sign Regulations

1. *Required Compliance*

The purpose of the sign regulations is to provide the means for adequate identification of buildings and businesses by regulating and controlling the design, size, and location of all signs within the Specific Plan area. All signs within the Barton Road Specific Plan area shall comply with the sign provisions of Chapter 18.80 (Signs) of the City of Grand Terrace Zoning Code, but with the following exceptions:

- Village Commercial (VC) District
 - Single Tenant Facilities – Wall or canopy signs shall not exceed 75 square feet based upon an area of one square foot of sign area per each lineal foot of building street frontage.
 - Multiple Tenant Facilities – Wall and canopy signs shall not exceed 50 square feet based upon one square foot of sign for each lineal foot of building street frontage.
 - Monument type signs shall not exceed 24 square feet for any parcel with less than 300 feet of street frontage and a maximum size of 32 square feet for any parcel with 300 feet or more of street frontage. They shall not exceed a height of six (6) feet above grade.
- General Commercial (GC) District
 - Multiple Tenant Facilities - Monument type signs shall not exceed 24 square feet for any parcel with less than 300 feet of street frontage and a maximum size of 32 square feet for any parcel with 300 feet or more of street frontage. They shall not exceed a height of six (6) feet above grade.

2. *Sign Modifications*

- The Community Development Director may approve a sign that does not strictly adhere to the sign provisions of the Chapter 18.80 of the City Zoning Code and an exception noted above where such sign is compatible with the surrounding development and is in harmony with the general aesthetics and welfare of the local area.
- The Planning Commission has the authority to allow deviations from the sign ordinance to approve creative and innovative sign programs or sign solutions under exceptional or unusual circumstances.

G. Specific Freestanding Building Design Guidelines

1. *Design Issues*

This category includes buildings housing a single use (possible two) which are designed to stand apart from adjacent buildings usually located in a center. These buildings may range in size from the tiny fast food drive-in to a hotel. Since various uses within freestanding buildings have different design problems or opportunities, these nuances must be considered.

There are several design issues related to freestanding buildings which are not shared by the other categories:

- *Freestanding buildings generally are viewed from all sides so that landscaping and building materials must be considered on all sides of the buildings.*
- *Freestanding buildings generally are smaller than the strip commercial centers or shopping centers and can be overshadowed by them.*

- *Freestanding buildings have more opportunities for creative design since the design is directed toward a single use.*
- *Freestanding buildings have more opportunity for signs, but signs can easily overwhelm the building.*
- *A freestanding building usually has its own parking lot typically with its own access point(s) and often is segregated from adjacent lots.*

2. *Design Guidelines*

Use Distinctive Massing -Food service establishments, offices, and financial institutions offer the best opportunity for varied building massing and such variation is encouraged to add interest to the environment.

Use Intimate Scale -Commercial establishments, offices, and financial institutions emphasize personal service as their primary products. These structures should reflect personal service by their architectural design which provides intimate, people-oriented scale at entries and interior spaces. Building components such as windows, wood doors, and decorative trim should emphasize the intimate scale in coordination with each other and the building scale.

Limit Visual Impression of Height -The maximum height of proposed projects shall be consistent with the established regulations of this Specific Plan. However, commercial establishments should limit the visual impression of height by use of roof treatments, varying the plane of exterior walls and/or stepping back upper floors where feasible.

Design for Public View -Each wall surface of a freestanding building which is visible to the public will be treated as a primary facade and will be designed for public view (i.e. public streets, right-of-ways, alleys, public parking areas, parks, etc.).

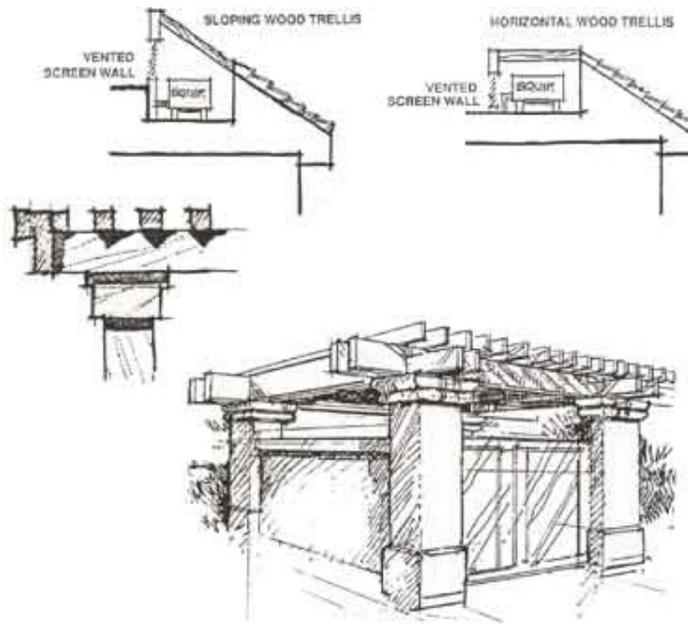
Landscaping and screening of areas needed for services, such as deliveries or trash collection is required. Other appurtenances such as ground mechanical units, utility boxes, back-flow prevention devices, and similar equipment shall either be screened or blended with surrounding area.



Use Varied Textures -New buildings are encouraged to include alternative treatments where these promote an intimate scale and add to the "village" character identified for Barton Road. Utilize wood shingles, clapboard, or board and batten siding. The textures should be limited to one or two primary materials with roofs and glass making up the remainder of textural variety. Brick accents are appropriate.

Use Related Colors -Buildings shall be reviewed in terms of colors used. Colors should be related to those dominant in the immediate sphere. The use of all earth tones (not just shades of brown) indigenous to Grand Terrace is strongly encouraged, including the natural colors of brick and tile.

Screen Mechanical Equipment -All rooftop mechanical equipment shall be located at a distance from the edge of the building so as not to be visible from the pedestrian level or from adjacent roadways. If such units must be placed in a visible location for functional reasons, they shall be screened in a manner consistent with the building facade.



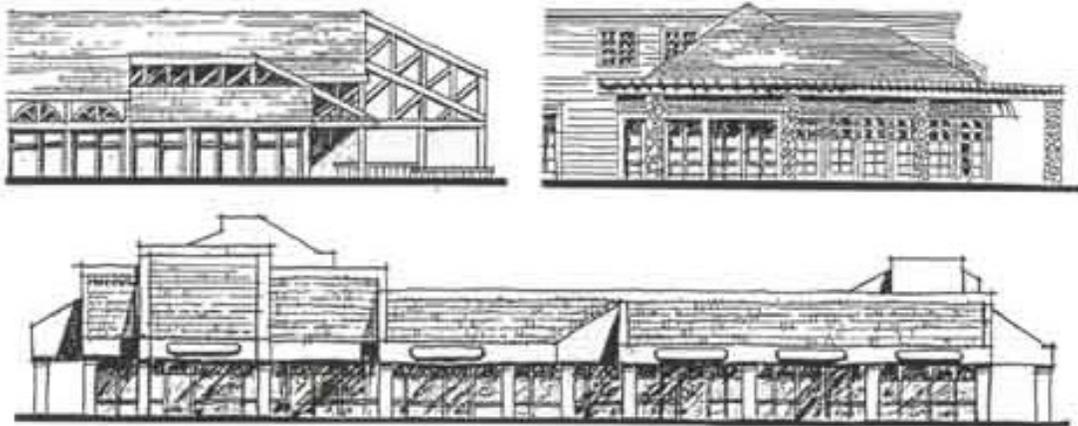
H. Specific Strip Commercial Center Design Guidelines

1. *Design Issues*

This category includes buildings housing more than two uses or tenants, which are designed as a single unit oriented to a central parking area. In responding to the needs of individual tenants, these buildings often have the greatest problems with maintaining consistency in material and signage.

Design issues associated with strip developments include:

- *A need to provide storefront visibility and access for a number of tenants.*
- *A need to provide signage identifying a number of different tenants.*
- *A need for individuality in storefront designs and signage.*
- *A need to provide landscaping to soften the building bulk without hiding signage or architectural "features".*
- *A need to provide convenient shared parking often located between the street and the primary building facade.*



2. *Design Guidelines*

Use Similar Massing -The massing of new strip developments should emphasize in a change from the once monotonous, unarticulated building facades of many older 50's type strip developments. The use of arches, arcades, porches, roof overhangs, full roofs, and varying facade setbacks are strongly encouraged to add variety to the simple block-like massing of many existing strip developments.

Use Consistent Scale -The scale within a strip development shall be consistent throughout the development. Where anchor or major tenants require larger building areas, the larger scale of these units shall be broken-down into units comparable to the predominant unit in the development. The use of vertical focal points such as towers and cupolas are strongly encouraged to emphasize the village atmosphere of Barton Road. These, however, need to be carefully designed and integrated within the overall village theme. Fad architectural styles must be avoided.

Use Consistent Textures and Colors -All storefronts within a strip development shall utilize a consistent palette of materials and textures. While generally this will mean a continuous treatment of the entire strip frontage, it is acceptable to vary individual storefronts within a given palette of materials. For example, brick bulkheads under shop windows could alternate with wood

treatments where there is a variation in the plane of the façade, which correlates to such changes in materials.



Use Height for Balance -Anchor stores, which are typically taller than the strip stores, can be used to create balance within the development. The placement of anchor stores shall consider the overall effect of balance for the strip.

Limit Emphasis -The height and scale of an anchor store will automatically create an emphasis for the strip development. The use of textures, colors and materials on the anchor store shall be consistent with that of the other stores in the center to avoid dissimilar massing and proportions.

Maintain Similar Proportions -The proportion of the major elements of a development shall be consistent throughout. These elements include windows, doors, and storefront design. For example, if multi-paned windows are used, the entire development must use multi-paned windows.

Screen Mechanical Equipment -All rooftop mechanical equipment shall be located at a distance from the edge of the building so as not to be visible from the pedestrian level or from adjacent roadways. If such units must be placed in a visible location for functional reasons, they shall be screened in a matter consistent with the building's facade. Many rooftops are also visible from adjacent properties; in such cases, all rooftop equipment shall be at least screened from view using opaque walls or other appropriate materials consistent with the building's walls.

I. Landscape Guidelines

Landscaping in the Barton Road Corridor Specific Plan Area shall achieve three specific ends: one, to unify and establish a village theme; two, to soften the auto oriented new commercial development; three, to unify Barton Road as a pleasant environment for residents and visitors alike. These three ends will be accomplished by a highly recognizable use of repeated planting treatments. Consistency and continuity within the street right-of-way and building setback areas is extremely important.

New development in the Specific Plan Area shall comply with the following landscape guidelines.

1. *Landscaped Area Ratio*

A minimum of one 15 gallon size tree (25 feet in height or more at maturity) for every 625 square feet of landscaping, and one shrub or vine for every 50 square feet of landscaping are considered necessary.

2. *Irrigation*

Provide complete automatic sprinkler or drip irrigation systems for all projects.

3. *Maintenance*

Keep all plantings healthy and growing with all planting areas free of weeds and debris.

4. *Trees, shrubs, and vines*

Trees shall be 15-gallon size having a minimum height of eight feet at time of planting. Shrubs shall be a minimum of 1-gallon size at time of planting. The tree shall be adequate in trunk diameter to support the top. Trees, shrubs, and vines shall have body and fullness that is typical of the species.

5. *Ground Cover*

The ground cover shall be healthy, densely foliated, and well-rooted cuttings, or one gallon container plants. Herbaceous and flat plant ground covers shall be planted no more than 12 inches on center and woody shrub ground cover shall be planted no more than four feet on center.

6. *Spacing*

The spacing of trees and shrubs shall be appropriate to the species used. The plant materials shall be spaced so that they do not interfere with the adequate lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Proper spacing shall also insure unobstructed access for vehicles and pedestrians in addition to providing clear vision of the intersections from approaching vehicles.

Plant material shall conform to the following spacing standards:

- *A minimum of 25 feet from the property corner at a street intersection to the center of the first tree or large shrub.*
- *A minimum of 15 feet between center of trees and large shrubs to light standards. A minimum of 15 feet between center of trees or large shrubs and fire hydrants.*
- *A minimum of 10 feet between center of trees or large shrubs and edge of driveway.*

7. *General Guidelines*

- *Save existing mature trees where possible (some may be moved and transplanted, i.e. palms, pines, etc.) Approval must be obtained for removal of all trees having a trunk diameter of 10 inches or more measured 48 inches above existing grade.*
- *Use specimen trees (boxed trees) for immediate effect and accent.*
- *Give consideration to rapidly growing trees.*
- *Emphasize use of varieties which require low maintenance and drought tolerant species in public and commercial areas and in large landscape areas.*
- *Use boxed and tubbed plants in clay or wood containers, especially for enhancement of sidewalk shops.*
- *Give preference to ground covers which require little maintenance. "Authentic" flower and vegetable gardens may be developed to add to the village character.*
- *Vines and climbing plants integrated upon buildings, trellises, and perimeter garden walls are strongly encouraged. A few plants to consider for this purpose are: bougainvillea, grape ivy, and wisteria vines.*
- *Use color plantings at the base of building, in planter boxes and focal points.*



J. **Planning Areas**

For the purpose of presenting and discussing the Specific Plan's land use concept, the plan area has been divided into three Planning Areas. Each Planning Area is characterized by a particular land use emphasis and different requirements related to land use and site planning. The three Planning Areas are shown in Exhibit 5, Zoning Map. Permitted uses within each Planning Area/Zoning District are summarized in Appendix 1, Land Use Matrix. If a proposed land use is not listed in the Land Use

Matrix, a determination of consistency may be made by the Community Development Director. If appropriate, the consistency finding may be referred to the Planning Commission for a finding.

Planning Area 1 - General Commercial District (GC)

Descriptive Summary

Planning Area 1 is closest to the 1-215 Freeway and consists mainly of residential uses, a school and some strip commercial. It is an area in transition with several residential structures having been converted to commercial uses. Lot consolidation and new commercial development are the primary focus for Planning Area 1.

This Planning Area will focus upon a wide variety of uses that typically include supermarkets, drug stores, variety stores, apparel shops, appliance and furniture stores, and commercial recreation uses. Because of its adjacency to the freeway, this district would also permit traveler related uses such as hotels, motels, and restaurants.

Land Use and Development Standards

a. *Maximum Building Height*

The maximum allowable building height in the GC district shall be 28 feet. Architectural building elements such as towers and roof ridge lines may extend to 35 feet if no habitable space is provided above 28 feet.

b. *Minimum Street Frontage*

The minimum street frontage for any development site in the GC district is 100 feet.

c. *Maximum Lot Coverage*

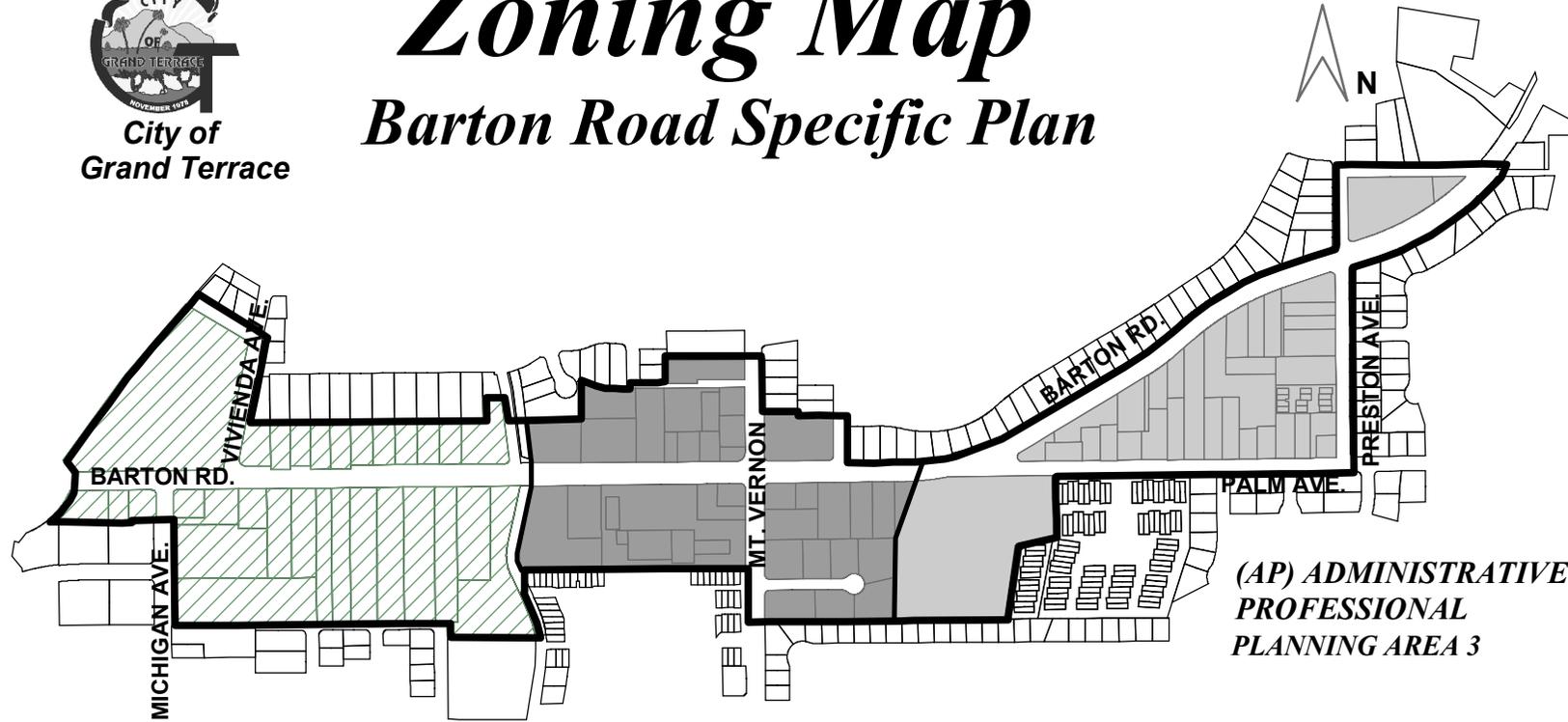
The maximum allowable lot coverage by structures may be 100 percent less required parking, setbacks, and landscaping. Lot coverage shall include all enclosed building area. Atriums open to the sky or plazas, open parking, and hardscaped areas shall not constitute lot coverage.



City of
Grand Terrace

Zoning Map

Barton Road Specific Plan



**(GC) GENERAL
COMMERCIAL
PLANNING AREA 1 (P.A.1)**

**(VC) VILLAGE
COMMERCIAL
PLANNING AREA 2 (P.A.2)**

**(AP) ADMINISTRATIVE
PROFESSIONAL
PLANNING AREA 3**

Planning Area:

-  Specific Plan Area
-  (GC) General Commercial (P.A.1)
-  (VC) Village Commercial (P.A.2)
-  (AP) Administrative Professional (P.A.3)

Community Development Department, August 9, 2011.

This map is for reference only. For detailed information, please consult with the Community Development Department.

d. *Yards*

Setbacks for yards in the GC district shall be as follows:

Front: The front yard setback shall be 20 feet for buildings. Monument signs may encroach to within 5 feet of the front property line. No parking may encroach into the front yard setback. All setbacks shall be landscaped. Minor parking encroachments are permitted.

Side: No side yard setback is required, except where adjacent to a lot in an “R” district, then 10 feet. Where the side yard is adjacent to a public street, the building setback shall be 10 feet. Parking areas and monument signs may encroach 5 feet into a required setback. All setbacks shall be landscaped.

Rear: No rear yard setback is required, except where adjacent to a lot in an R district, then 10 feet. Where the rear yard is adjacent to a public street, the setback shall be 10 feet. Parking and monument signs may encroach 5 feet into the setback. All setbacks shall be landscaped.

e. *Landscaping*

A minimum of 15 percent of the site area shall be landscaped in conformance with the design standards and guidelines of this Specific Plan. Required landscaping within parking areas may not be counted as contributing to this requirement. Required landscaping for setback areas may be counted as contributing to the 15 percent requirement.

f. *Parking*

The off-street parking provisions of Chapter 18.60 of the Zoning Ordinance shall apply in determining the number of parking spaces that must be provided for each use, the design and layout of the parking area, the amount of landscaping required and allowable methods of screening.

g. *Signs*

Signs in the GC district shall be permitted in accordance with the provisions of this Specific Plan (refer to Section F of this Chapter) and Chapter 18.72 of the Zoning Ordinance.

Planning Area 2 – Village Commercial (VC)

Descriptive Summary

Planning Area 2 is Grand Terrace's existing commercial core. It contains primarily commercial uses with some office type uses. The Stater Bros. neighborhood shopping center and the Town and Country Plaza, a mixed retail and office center, are two of the most significant developments in the area. The general quality of uses and structures in this Planning Area is good; however, several older structures will need to be upgraded or replaced. The main focus for Planning Area 2 will be the creation of a downtown "village" atmosphere with an upgrading of retail commercial uses to take advantage of identified opportunities in the community retail market. Some consolidation of parcels will be required at the northwest corner of Barton Road and Mt. Vernon in order for that area to develop with the type of quality development envisioned by this Specific Plan. The overall community design concept will emphasize the Barton Road/Mt. Vernon intersection as the "heart" of downtown with strong urban design features.

The Village Commercial Planning Area is designed to accommodate specialty uses such as cafes, bakeries, gift shops, florist shops, bookstores, and other similar commercial retail uses of a scale and quality that are compatible with a pedestrian-oriented village atmosphere. Other, more general-type commercial uses, such as hardware, hobby, furniture, and appliance stores are also permitted, but subject to strict design standards. Similar uses requiring larger floor areas are more appropriate in the General Commercial District.

a. *Maximum Building Height*

The maximum allowable building height in the VC district shall be 28 feet. Architectural building elements such as towers and roof ridge lines may extend to 35 feet if no habitable space is provided above 28 feet.

b. *Minimum Street Frontage*

The minimum street frontage for any development site in the VC district shall be 100 feet

c. *Maximum Lot Coverage*

The maximum allowable lot coverage by structures may be 100 percent less required parking, setbacks, and landscaping. Lot coverage shall include all enclosed building area. Atriums open to the sky or plazas, open parking, and hardscaped areas shall not constitute lot coverage.

d. *Yards*

Setbacks for yards in the VC district shall be as follows:

Front: No front yard setback is required for buildings. Monument signs may encroach to within 5 feet of the front property line. Parking areas shall be set-back a minimum of 30 feet from the front property line. All setbacks shall be landscaped.

Side: No side yard setback is required, except where adjacent to a lot in an “R” district, then 10 feet. Monument signs shall be setback a minimum of 5 feet from a side property line adjacent to a public street. Parking areas shall be setback a minimum of 5 feet from a side property line adjacent to a public street or R district. All setbacks shall be landscaped.

Rear: No rear yard setback is required, except where adjacent to a lot in an “R” district, then 10 feet. Monument signs shall be setback a minimum of 5 feet from a rear property line adjacent to a public street. Parking areas shall be setback a minimum of 10 feet from a rear property line adjacent to a public street. All setbacks shall be landscaped.

e. *Landscaping*

A minimum of 25 percent of the site area shall be landscaped in conformance with the design standards and guidelines of this Specific Plan. Required landscaping within parking areas may not be counted as contributing to this requirement. Required landscaping for setback areas may be counted as contributing towards the 25 percent requirement.

f. *Parking*

The off-street parking provisions of Chapter 18.60 of the Zoning Ordinance shall apply in determining the number of parking spaces that must be provided for each use, the design and layout of the parking area, the amount of landscaping required and allowable methods of screening.

g. *Signs*

Signs in the VC district shall be permitted in accordance with the provisions of this Specific Plan (refer to Section F of this Chapter) and Chapter 18.72 of the Zoning Ordinance.

Planning Area 3 - Administrative and Professional Office (AP)

Descriptive Summary

Planning Area 3 is anchored by the City Hall and consists primarily of small office uses. West of City Hall uses are predominantly residential with a mixture of single family and multiple family dwellings. The main emphasis for Planning Area 3 will be the continued development of office uses and support service commercial uses. In recognizing the presence of existing multi-family residential projects south of Barton Road along side streets within the Planning Area, such uses will be permitted to remain and in-fill properties allowed to develop subject to strict design standards and permitting processes. Special provisions are provided for the development of infill multi-family properties. Opportunities exist to consolidate some single family lots for office development.

This land use district is intended to accommodate professional/administrative office uses and personal service uses as opposed to other commercial retail uses. Typically, uses include medical and health care clinics, travel agencies, insurance agencies, and copy centers. Other consistent uses include executive, management, administrative, or clerical uses, including the establishment of branch offices, data processing centers, and the provision of professional consulting services. Service commercial uses may include restaurants, repair services, and retail commercial uses that cater to businesses and their employees.

Land Use and Development Standards

a. *Maximum Building Height*

The maximum allowable building height in the AP district shall be 28 feet. Architectural building elements such as towers and roof ridge lines may extend to 35 feet if no habitable space is provided above 28 feet.

b. *Minimum Site Area*

The minimum building site area in the AP district shall be 10,000 square feet.

c. *Minimum Street Frontage*

The minimum street frontage for any development site in the AP district shall be 60 feet measured at the front property line.

d. *Maximum Lot Coverage*

The maximum allowable lot coverage by structures may be 100 percent less required parking, setbacks, and landscaping. Lot coverage shall include all enclosed building area. Atriums open to the sky or plazas, open parking, and hardscaped areas shall not constitute lot coverage.

e. *Yards*

Setbacks for yards in the AP district shall be as follows:

Front: The front yard setback shall be 15 feet for buildings. Monument signs may encroach to within 5 feet of the front property line. Parking areas may encroach to within 10 feet of the front property line. All setbacks shall be landscaped.

Side: None required, except where adjacent to a lot in an “R” district, then 10 feet. When adjacent to a street, ground signs shall be set back 5 feet and parking areas shall be set back 10 feet. Setback areas shall be landscaped and may count towards the overall landscape requirement.

Rear: None required, except where adjacent to a lot in an “R” district, then 10 feet. When adjacent to a street, ground signs shall be set back 5 feet and parking areas shall be set back 10 feet. Setback areas shall be landscaped and may count towards the overall landscape requirement.

f. *Landscaping*

A minimum of 15 percent of the site area shall be landscaped in conformance with the design standards and guidelines of this Specific Plan. Required landscaping within parking areas may not be counted as contributing to this requirement. Required landscaping for setback areas may be counted as contributing to the 15 percent requirement.

g. *Parking*

The off-street parking provisions of Chapter 18.60 of the Zoning Ordinance shall apply in determining the number of parking spaces that must be provided for each use, the design and layout of the parking area, the amount of landscaping required, and allowable methods of screening.

h. *Signs*

Signs in the AP district shall be permitted in accordance with the provisions of this Specific Plan (refer to Section F of this Chapter) and Chapter 18.72 of the Zoning Ordinance.

Multi-Family Infill Special Provisions

When a multi-family residential in-fill project is proposed within the Planning Area 3 (AP District), the following standards shall be applied:

- a. All proposed multi-family developments shall require the issuance of a Conditional Use Permit and Site and Architectural Review applications.
- b. No residential development other than a mixed use residential/commercial development shall be permitted on any parcel with Barton Road frontage.

- c. Residential densities shall be consistent with those of the R3 (Medium Density) Zoning District including provisions for density bonuses.
- d. The development standards for multi-family residential development shall be consistent with those of the R3 (Medium Density) Zoning District.
- e. In granting approval of a Site and Architectural Review for residential projects within Planning Area 3 of the Barton Road Specific Plan, the Planning Commission must make all of the findings required by Section 18.63.060 of the City Zoning Code.
- f. In granting approval of a Conditional Use Permit for residential development within Planning Area 3 of the Barton Road Specific Plan, the Planning Commission must make the following findings:
 - i. All of the findings required by Section 18.83.050 of the City Zoning Code.
 - ii. The development of the subject site as residential uses will not hinder, impede, or discourage the future development of any adjacent parcels for commercial development.
 - iii. The subject site has characteristics that have previously discouraged its development as commercial uses.

Mixed Use Residential/Commercial Special Provisions

Whenever a project proposes both residential and commercial uses on a single parcel, the following standards shall apply:

- a. All proposed mixed developments shall require the issuance of a Conditional Use Permit and Site and Architectural Review applications.
- b. Mixed use developments shall comply with the Design Standards of the AP Zoning District of the Barton Road Specific Plan.
- c. The residential component of a mixed use development shall not be permitted on the first or ground floor of the structure(s).
- d. In granting approval of a Site and Architectural Review for a mixed use project within Planning Area 3 of the Barton Road Specific Plan, the Planning Commission must make the following findings:
 - i. All findings required by Section 18.63.060 of the City Zoning Code.
 - ii. The residential component of the project is well integrated into the overall design of the project and complements the proposed commercial uses.
- e. In granting approval of a Conditional Use Permit for a mixed use project, within Planning Area 3 of the Barton Road Specific Plan, the Planning Commission must make all of the findings required by Section 18.83.050 of the City Zoning Code.

K. Lot Consolidation Incentives

The Planning Commission shall have the discretionary authority to grant incentive “bonuses” through relaxed development regulations based upon the merits of the proposed project. Incentives may include:

- Reduction in required parking spaces
- Increase in building heights
- Other development standards as approved by the Planning Commission

Merits that warrant incentive bonuses include:

- Consolidation of existing lots,
- Reduced access points (driveways) and/or reciprocal access agreements,
- Reciprocal parking agreements, and
- Provision of public or semi-public pedestrian open space

The total reduction in required parking spaces shall be based upon the level of the qualifying merits, but in no case shall the bonus exceed 20% of the required standard.

III. Infrastructure

A. Transportation

1. Transportation Plan Description

Transportation is a key element to the Barton Road Specific Plan. The Barton Road corridor serves as the primary access corridor for the City. In addition, the objectives and policies of the Specific Plan promote pedestrian and bicycle access between development projects within the Plan Area as well as connections to the surrounding community. The existing transportation within the Barton Road Specific Plan is shown on Exhibit 6, Existing Transportation Map.

Primary access is provided by Barton Road, a Major Highway (100' R/W, 72" improvement). Mount Vernon Avenue and Michigan Street are designated as Secondary Highways (88' R/W, 64' improvement) that provide north/south access to the Plan Area. Canal Street, Grand Terrace Road, and Preston Street are designated as Collectors (66' R/W, 44' improvement) that provide access to the surrounding community. Highway and street design standards are shown on Exhibit 7, the Road Way Design Standards.

2. Transportation Plan Development Standards

1. All roads within the Plan Area shall be improved to the ultimate standard of the General Plan Circulation Element.
2. All road improvements shall comply with the standard specifications of the San Bernardino County Transportation Department unless otherwise amended by the City of Grand Terrace.
3. Driveway approaches onto City roadways within the Plan Area shall be designed to City standards.
4. Sidewalks shall be provided along all city roadways per City standard specifications.
5. Bikeways shall be provided in accordance with the City of Grand Terrace Bicycle Transportation Plan.

B. Public Services

1. Water and Sewer Plan

a. Water and Sewer Plan Description

The Barton Road Specific Plan area is served by the Riverside Highland Water Company (RHWC). RHWC is a privately owned and operated water purveyor serving the City of Grand Terrace and the unincorporated community of Highgrove. Since the overall Plan area is generally developed as urban uses, the backbone domestic water system has already been installed. Exhibit 8 illustrates the overall domestic water system serving the area.

The entire Barton Road Specific Plan area is served by a sanitary sewer system owned and operated by the City of Grand Terrace. Wastewater treatment is provided by the Colton Regional Wastewater Treatment Facility through an agreement between the City of Grand Terrace and the City of Colton. Exhibit 9 illustrates the existing sanitary sewer system serving the area.

b. Water and Sewer Plan Standards

- i. All existing and proposed development shall connect to the Riverside Highland Water Company domestic water system.
- ii. All proposed development shall provide adequate fire flows in accordance with the requirements of the County Fire Department.
- iii. All new water connections shall be in accordance with the standards of the Riverside Highland Water Company.
- iv. All existing and proposed development shall connect to the City of Grand Terrace sanitary sewer system.
- v. All new water and sewer connection shall be subject to the prevailing connections fees established by the Riverside Highland Water Company and City of Grand Terrace.

9. Storm Drain Plan

a. Storm Drain Plan Description

The Barton Road Specific Plan area is served by a series of storm drains maintained by the City of Grand Terrace. As illustrated in Exhibit 10, the Plan area flows in a general east to west direction. The Plan area east of Mount Vernon Avenue flows through a series of storm drains east to Mount Vernon then south within the Mount Vernon right-of-way. The Plan area west of Mount Vernon flows west to the western edge of the Plan area then southwest to a County flood control channel.

b. Storm Drain Plan Standards

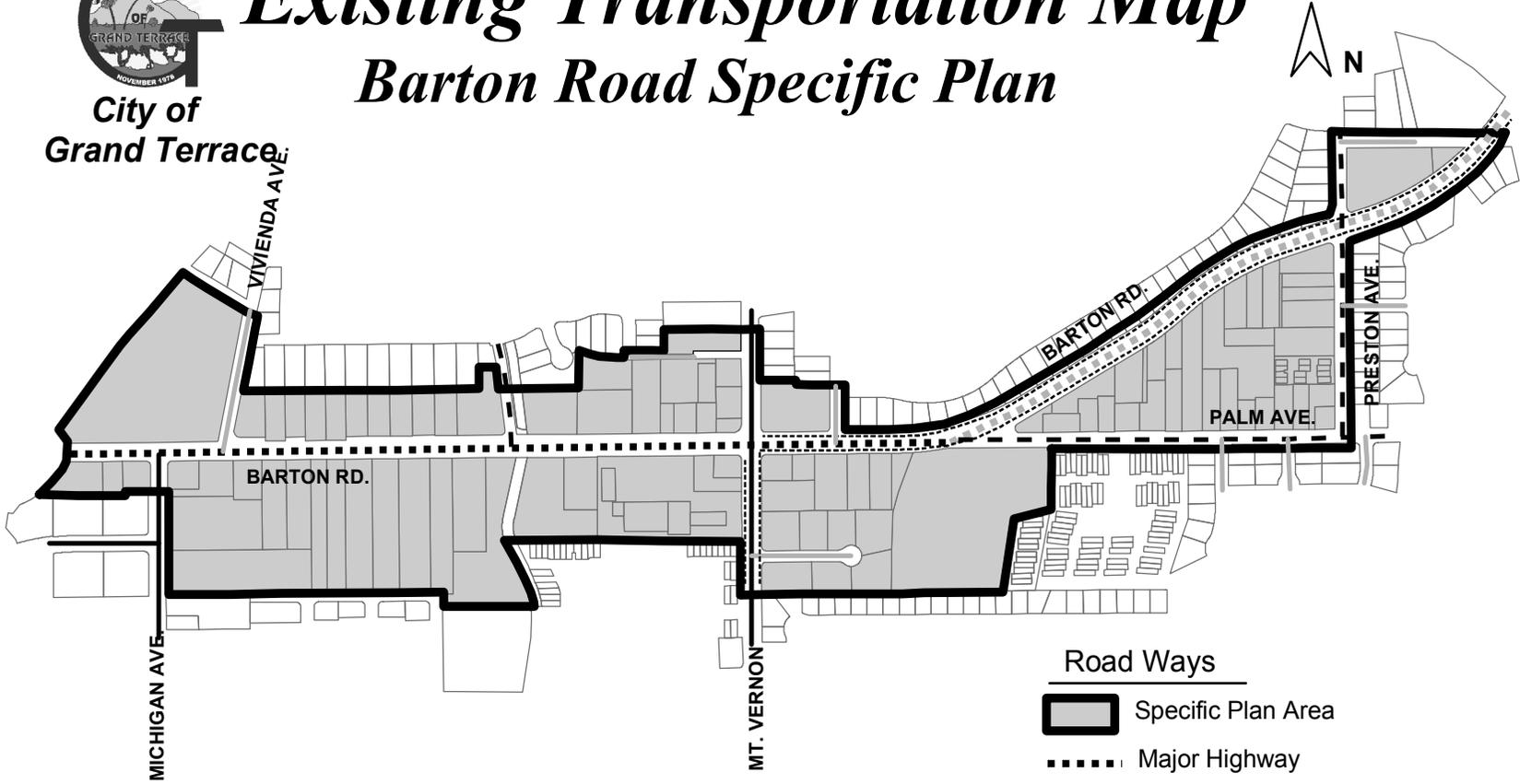
- i. All proposed development shall be designed in a manner that adequately control surface flows and does not adversely impact the storm drain system.
- ii. All proposed development that requires grading activities shall comply with the prevailing standards of the National Pollutant Discharge Elimination System (NPDES) and shall be required to prepare and implement a Stormwater Pollutant Protection Plan (SWPPP)



City of
Grand Terrace

Existing Transportation Map

Barton Road Specific Plan



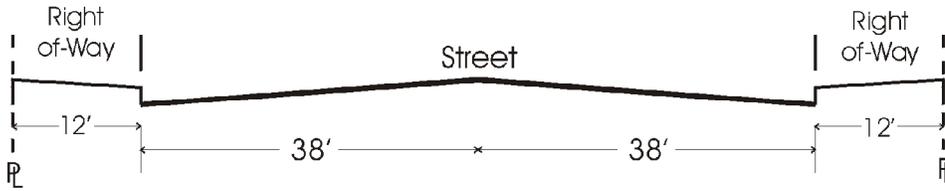
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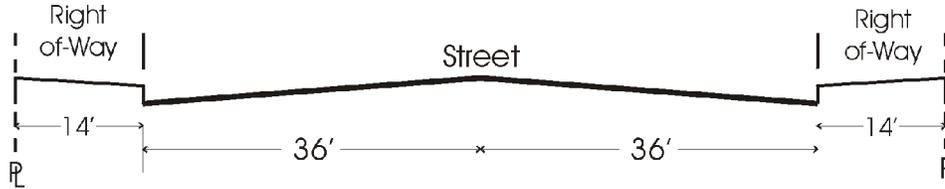
- Road Ways**
-  Specific Plan Area
 -  Major Highway
 -  Modified Major Highway
 -  Secondary Highway
 -  Collector
 -  Local Street
 -  Bike Lane

Community Development Department, August 9, 2011.
This map is for reference only. For detailed information, please consult with the Community Development Department.

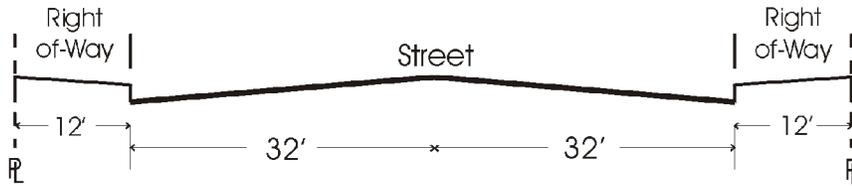
Road Way Design Standards



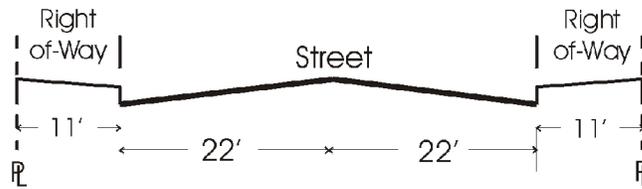
Modified Major Highways
100' Right-of-way



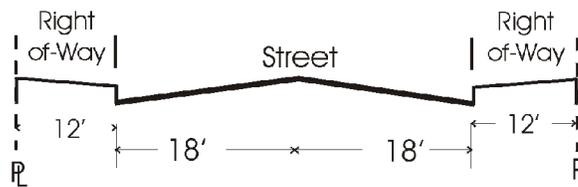
Major Highways
100' Right-of-way



Secondary Highway
88' Right-of-way



Collector
66' Right-of-way



Local
60' Right-of-way



City of
Grand Terrace

Existing Water Line Map Barton Road Specific Plan



Community Development Department, August 9, 2011.

This map is for reference only. For detailed information, please consult with the Community Development Department.

C. Other Public Services & Facilities

1. Schools

The Barton Road Specific Plan area is located within the Colton Unified School District. It is served by two local elementary schools, one local middle school and Colton High School. Since the Plan area is predominantly commercial in nature, minimal impact is anticipated to the local school system. All new development shall be required to pay prevailing school fees as established by the Colton Unified School District.

2. Fire Service

Fire protection and emergency response services for the Specific Plan area are served by the City of Grand Terrace Fire Department, a branch of the San Bernardino County Fire Department. The City Fire Station is located within the Specific Plan area on City Center Court near the southeast corner of Barton Road and Mount Vernon. All existing and new development shall comply with the fire protection standards of the City Fire Department.

3. Police Service

Police service for the Specific Plan area is provided by the San Bernardino County Sheriff's department under contract with the City of Grand Terrace. All proposed development in the Plan area shall comply with all requirements of the Sheriff's Department.

4. Electricity

Electric service to the Specific Plan area is provided by Southern California Edison. Although the majority of the power lines serving the area are currently overhead, efforts continue to underground distribution lines whenever possible. All proposed development within the Plan area shall comply with the requirements of Southern California Edison regarding electrical service and the location/relocation of power lines.

5. Telephone

Telephone service is provided by SBC/Pacific Bell. All proposed development requesting telephone service shall comply with the requirements of SBC/Pacific Bell.

6. Natural Gas

Natural gas service is provided by Southern California Gas Company. All proposed development requiring gas service shall comply with the requirements of the Gas Company.

7. Solid Waste

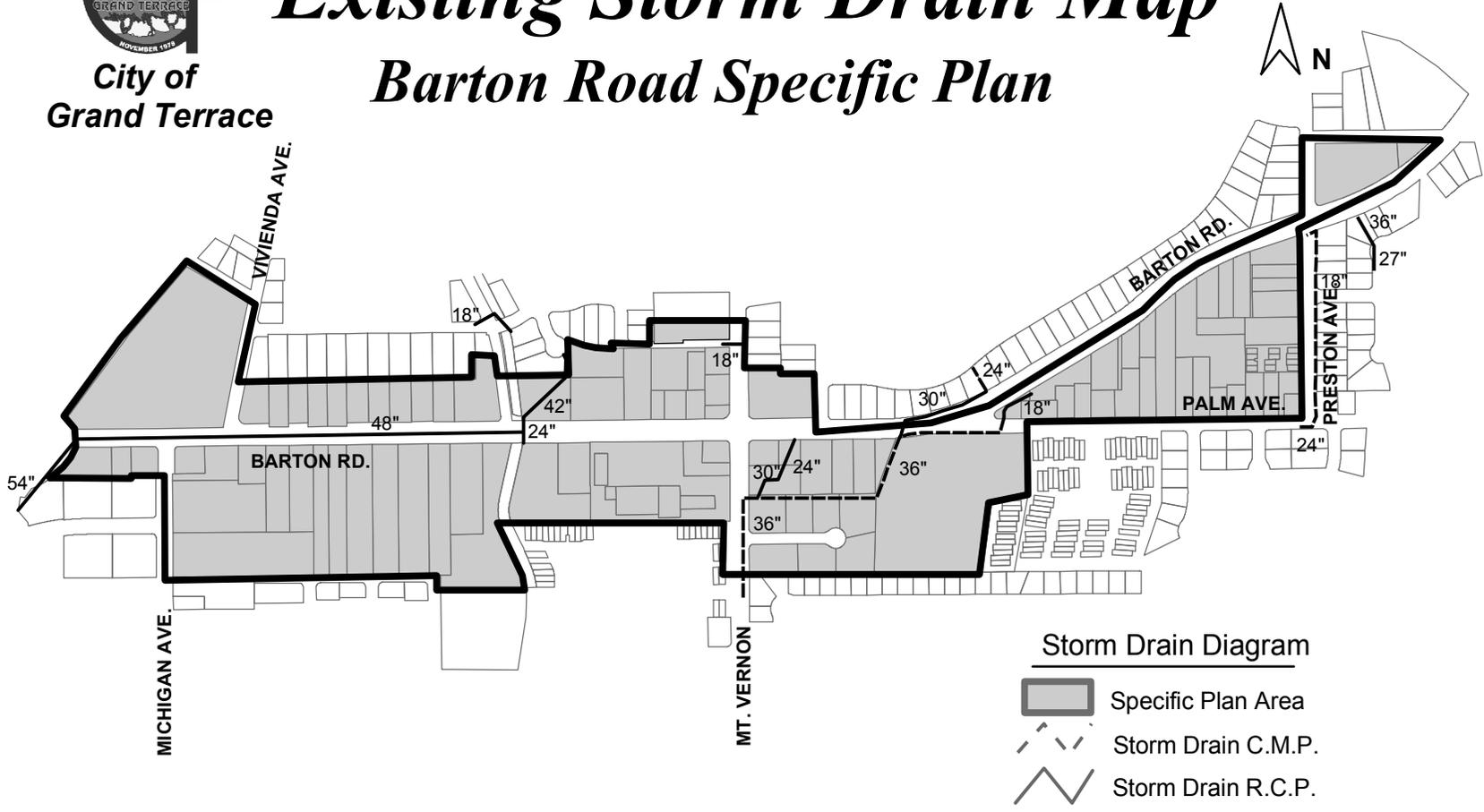
Solid waste collection and recycling services are provided by Waste Management Inc. (WMI). The City of Grand Terrace is under franchise with WMI and waste collection service is mandatory for all commercial and residential land uses within the City. All proposed commercial and multi-family residential development within the Plan area shall be required to provide adequate enclosures for trash and recycling containers and to contract with WMI for waste collection and recycling services



City of
Grand Terrace

Existing Storm Drain Map

Barton Road Specific Plan



Storm Drain Diagram

-  Specific Plan Area
-  Storm Drain C.M.P.
-  Storm Drain R.C.P.

Community Development Department, August 9, 2011.

This map is for reference only. For detailed information, please consult with the Community Development Department.

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IV. CEQA Compliance

As required by CEQA, an environmental assessment for the Barton Road Corridor Specific Plan was completed as the basis for 1) determining whether or not potential environmental impacts would be sufficient to require an Environmental Impact Report and 2) specifying the scope of work for the subsequent Specific Plan in such a way that its impacts would be the same as or less than implementation of the General Plan policies and zoning currently in effect.

V. Specific Plan Administration

- 1.** All regular provisions of the Grand Terrace Zoning Ordinance shall apply to all properties within the Barton Road Specific Plan boundaries, including but not limited to design review, use permits, various appeals, amendments, public notice, and hearing provisions. The provisions herein supplement the above referenced provisions.

- 2.** The Barton Road Specific Plan will be implemented primarily through the use of Site and Architectural Review. This review process shall be required for all major rehabilitation, redevelopment, expansion of existing uses and/or structures, and new development within the Specific plan boundary. A Site and Architectural Review will not be required for rehabilitation of a structure where there is no square footage increase or use intensification. However, such an expansion may require other land use and building permit applications and subsequent review processes. Where applicable certain uses and activities may require review through the Conditional Use application process as defined in the Zoning Ordinance.

TABLE I, LAND USE MATRIX

	General Commercial	Village Commercial	Office/ Professional
	PA 1	PA 2	PA 3
1. Retail Commercial Uses			
Ambulance Services	C ⁽⁵⁾		
Antique Shops	P	P	
Apparel Stores	P	P	
Appliance Stores and Repair	P	P	
Art, Music, and Photographic Studios and Supply Stores	P	P	P
Auditoriums	C		
Athletic and Health Gyms and Weight Reducing Clinics	P	C	C
Auto Service Station	P	C ⁽⁴⁾	
Auto Related (including motorcycles, boats, trailers, campers):	P		
a) Sales (with ancillary repair facilities in a totally enclosed area)	P P P		
b) Rentals			
c) Parts and Supplies			
d) Repair			
Bakeries (retail only)	P	P	
Barber and Beauty Shops	P	P	P
Bicycle Shops	P	P	P
Blueprint and Photocopy Services	P	P	P

Boats Sales	C		
Book & Stationary Stores (other than adult related material)	P	P	P
Bowling Alleys	C		
Camera Shop (including processing)	P	P	P
Candy and Confectioneries	C	P	P
Car Washes	C		
Catering Services	P	C	
China and Glassware Stores	P	P	
Cleaning & Pressing Establishments	C	C	C
Convenience Stores	P	P	C
a) After-Hours Operation as defined by Grand Terrace Municipal Code Section 18.06.032. ⁽⁵⁾	C ⁽⁵⁾	C ⁽⁵⁾	C ⁽⁵⁾
Costume Design Studios	P		
Curtain and Drapery Shops	P	P	
Day Care Centers	C	C	C
Delicatessens / Specialty Food Stores	P	P	P
Department Stores	P	P	
Drug Stores and Pharmacies	P	P	P
a) After-Hours Operation as defined by Grand Terrace Municipal Code Section 18.06.032. ⁽⁵⁾	C ⁽⁵⁾	C ⁽⁵⁾	C ⁽⁵⁾
Equipment/Party Rental	P		
Farmers Markets	P	P	
Feed and Grain Sales	P		
Floor Covering Shops	P		
Florist Shops	P	P	P

Food Markets	P	P	
a) After-Hours Operation as defined by Grand Terrace Municipal Code Section 18.06.032. ⁽⁵⁾	C ⁽⁵⁾	C ⁽⁵⁾	
Furniture Stores	P	P	
Garden Supply Stores	P	C	
Gift Shops	P	P	P
Hardware Stores	P	C	
Health Centers	P	C	C
Hobby and Craft Shops	P	P	P
Household Goods	P	P	
Hotels/Motels	C ⁽⁵⁾		
Ice Creams and Yogurt Shops	P	P	P
Ice Sales	P		
Jewelry Stores	P	P	P
Laundry (Self Service)	P	P	P
Leather Goods and Luggage Stores	P	P	
Liquor Stores	P ⁽³⁾	P	
Locksmiths Shops	P	P	P
Mail Order Businesses	P		P
Message Centers and P.O. Boxes	P	P	P
Mobile Home Sales	C		
Music, Dance, and Exercise Studios	C ⁽⁵⁾	C ⁽⁵⁾	C ⁽⁵⁾
Notions or Novelty stores	P	P	
Nurseries & Garden Supply Stores within enclosed area	P	C	
Office, Bus. Machine Sale & Repair	P	P	P
Pawn Shops	C		
Computer & Software Stores	P	P	P
Paint, Glass, and Wallpaper Stores	P		
Pet Shops	P	P	P
Recycling Collection Services	C	C	

Record, Tape, & video Stores (including rental)	P	P	P
Restaurants (sit down):			
a) With entertainment and/or serving of alcoholic beverages	P	P	C
b) Incidental serving of beer and wine (without a cocktail lounge, bar, entertainment, or dancing)	P	C	C
c) Fast Food: without drive- thru	P	C	C
d) Fast Food: with drive-thru	P	C	C
e) After-Hours Operation as defined by Grand Terrace Municipal Code Section 18.06.032. ⁽⁵⁾	C ⁽⁵⁾	C ⁽⁵⁾	C ⁽⁵⁾
Schools, Business & professional	C	C	C
Shoe Stores, Sale and Repair	P	P	P
Smoke Shops	P	P	
Sporting Goods Stores	P	P	
Stained Glass Assembly	P		
Supermarkets	P	P	
a) After-Hours Operation as defined by Grand Terrace Municipal Code Section 18.06.032. ⁽⁵⁾	C ⁽⁵⁾	C ⁽⁵⁾	
Tailor Shops	P	P	P
Television, Radio, VCR, Stereo, and CD Component Sales	P	P	
Tire Stores	P		
Toy Stores	P	P	
Travel Agencies	P	P	P
Variety Department Stores, Junior Department Stores	P	P	
Veterinary (domestic, non- boarding)	C ⁽⁵⁾		
Watch and Clock Repair Stores	P	P	P
Yardage Goods Stores	P	P	

TABLE I, LAND USE MATRIX (cont.)

	General Commercial	Village Commercial	Office/ Professional
	PA 1	PA 2	PA 3
2. Entertainment and Cultural Uses			
Cultural / Artist Exhibits:			
a. Indoor gallery and art sales	P	P	
b. Outdoor art exhibits	C	C	
Movie theaters	P		
3. Office and Administrative Uses			
Banks, Finance Services and Institutions	P	P	P
Business and Office Services	P	P	P
Interior Decorating Firms	P	P	P ⁽²⁾
Medical / Dental Offices and Related Health Clinics	P	P	P
Medical Laboratories	P	P	P
Optician and Optometric Shops	P	P	P
Realtors and Real Estate Offices	P	P	P
Travel Agencies	P	P	P
4. Public and Quasi Public Uses			
Government Offices and Facilities	C	C	C
Public Schools	P		
Churches	C		P
Private Schools Associated with a Church and located on same site	C		P

Notes:

- (1) Outdoor displays/uses shall take place in front of business on site, which have been approved with a conditional use permit. Under special circumstances, outdoor uses/ displays are allowed without conditional use permits (refer to Development Regulations).
- (2) Permitted with no showroom facilities.
- (3) Conditional permit required for off sale of alcoholic beverages within 500 feet of a school.
- (4) An auto service station featuring the sales of gasoline with a convenience food market is permitted with the approval of a Conditional Use Permit by the Planning Commission at the southwest corner of Barton Road and Mount Vernon Avenue only.
- (5) A proposed After-Hours Operation use shall comply with the requirements of Chapter 18.84 – Administrative Conditional Use Permit subject to review and approval by the Planning and Development Services Director. Conditions of Approval specific to After-Hours Operations may be assigned, including but not limited to parking, security, lighting, noise, and property maintenance. A proposed After-Hours Operation use in excess of 2,000 square feet shall require compliance with a Conditional Use Permit pursuant of Chapter 18.83 – Conditional Use Permits subject to review and approval by the Planning Commission.
For other uses proposing After-Hours Operations that are not identified on Table I Land use Matrix, the Planning and Development Services Director shall determine whether such use is a permitted use or conditionally permitted use on the basis of similarity to uses specifically permitted to operate as After-Hours Operations. Application for determination of such similar uses shall be made in writing to the Planning and Development Services Director in the form provided by the Planning and Development Services Director and shall include a detailed description of the proposed use and such other information as may be required by the Planning and Development Services Director to facilitate the determination. Such application shall also include payment for such application fees as may be adopted by Resolution of the City Council. The determination of the Planning and Development Services Director shall be appealable to the Planning Commission and the determination of the Planning Commission shall be appealable to the City Council. The determination by the City Council shall be final.
- (6) Existing businesses permitted to operate any time between the hours of 11:00 p.m. to 6:00 a.m. prior to the effective approval date of this Ordinance, shall be exempt from the Administrative Conditional Use Permit/Conditional Use Permit process.