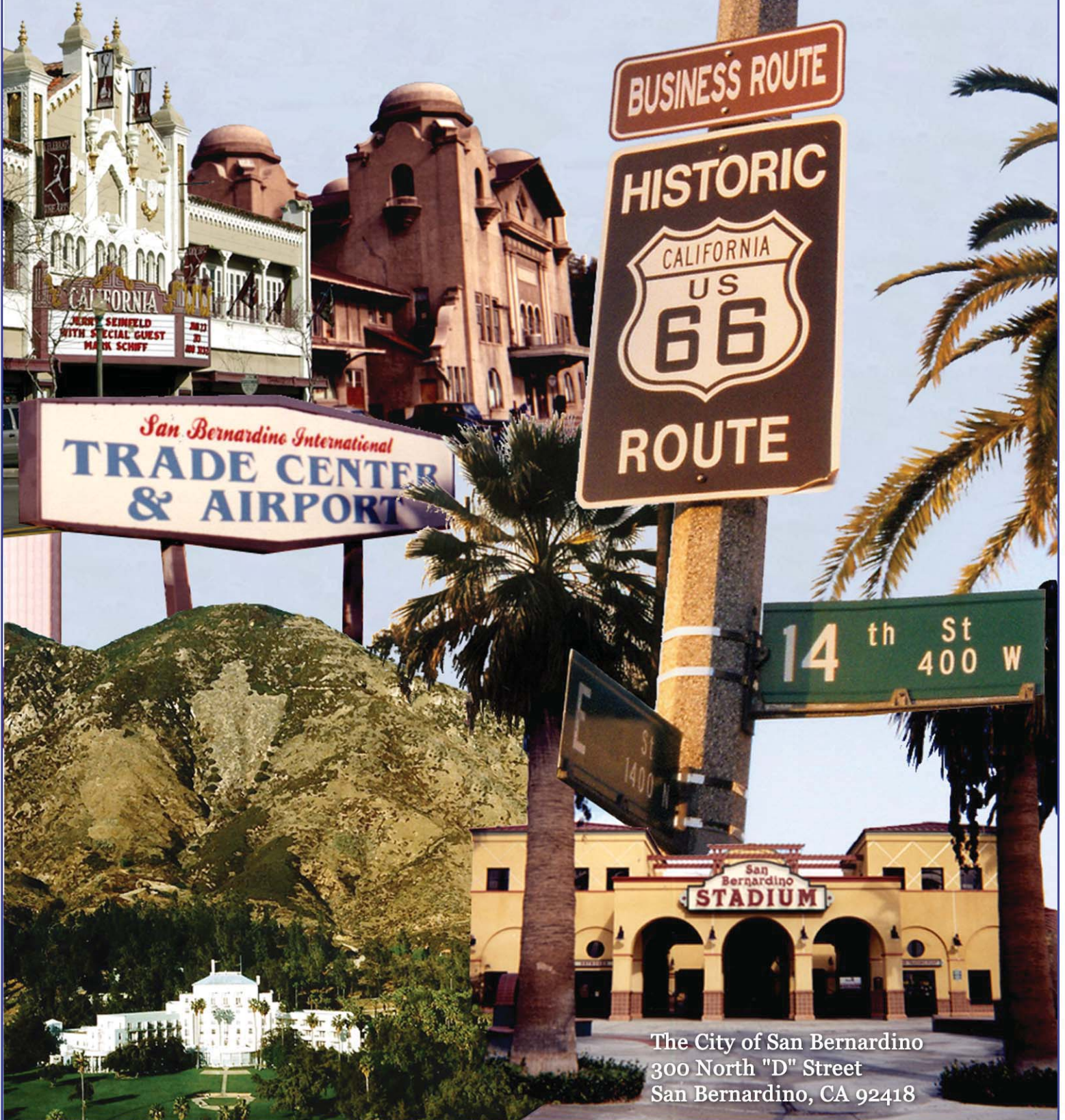


CITY OF SAN BERNARDINO

San Bernardino...celebrating the past, valuing the present,
creating opportunities for the future.

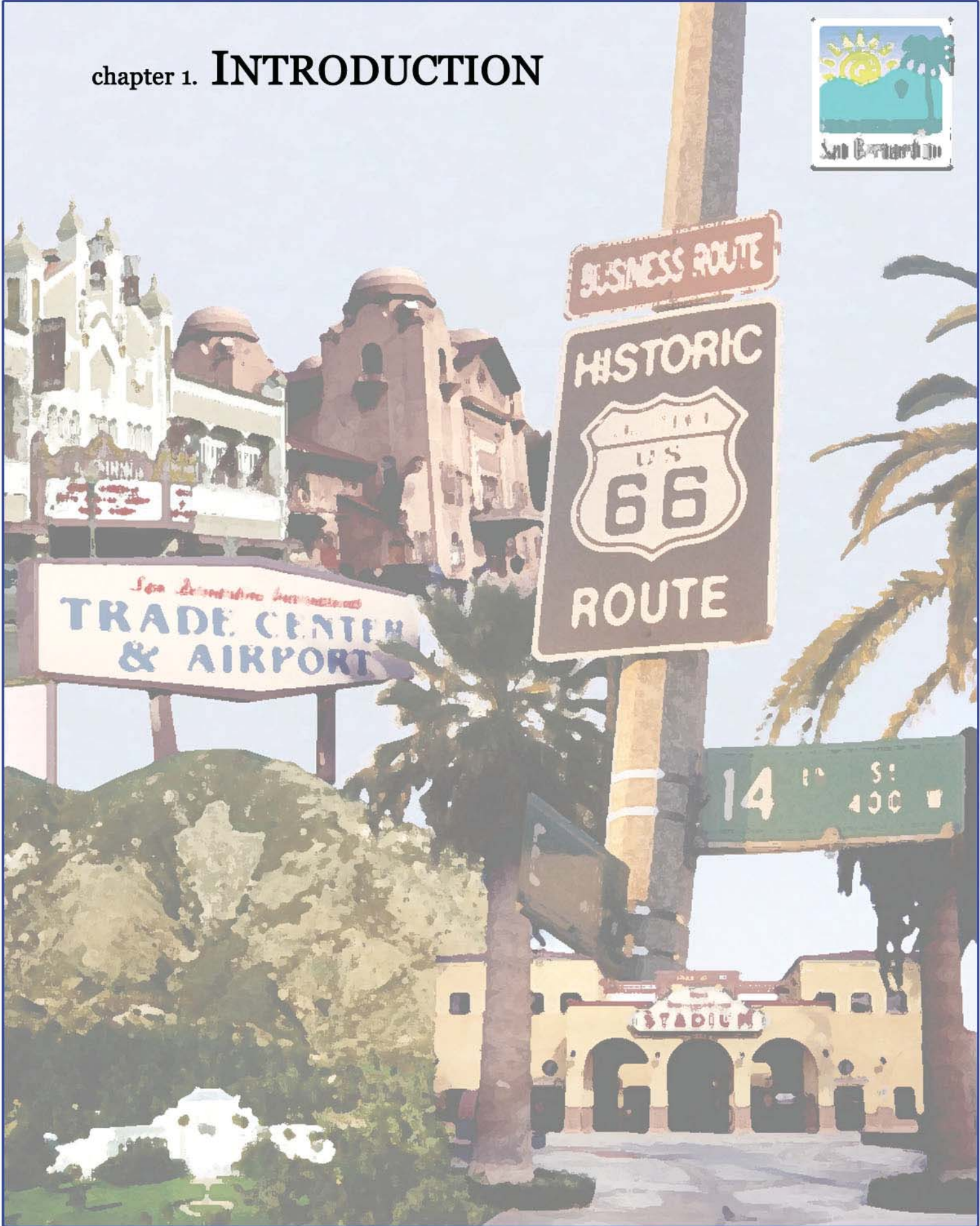
November 1, 2005



The City of San Bernardino
300 North "D" Street
San Bernardino, CA 92418

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chapter 1. **INTRODUCTION**



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- Appendix 5 Methodology Report
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- Appendix 9 Circulation Plan Changes
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Chapter 1. Introduction

HOW THE GENERAL PLAN SERVES SAN BERNARDINO

State law requires every city in California to adopt a comprehensive, long-term General Plan. The general plan represents the community’s view of its future and can be thought of as the blueprint for a city’s growth and development. City councils, planning commissions, and boards use the goals and policies of the general plan as a basis on which to make their land use, circulation, safety, and environmental decisions.

The general plan is considered “comprehensive” since it covers the territory within the boundaries of the city and any areas outside of its boundaries that relate to its planning activities (sphere of influence). It is also comprehensive in that it addresses a wide variety of issues that characterize a city. These issues range from the physical development of the jurisdiction, such as general locations, timing, and extent of land uses and supporting infrastructure, to social concerns such as those identified in the housing element regarding housing affordability.

The general plan is considered “long-term” since it looks 20 years into the future. The general plan projects conditions and needs into the future as a basis for determining long-term objectives and policies for day-to-day decision-making.

The City of San Bernardino’s General Plan is guided by a Vision Statement and Key Strategies, which describe the basic direction of the policies contained in this Plan and represent the community’s view of its future. The Vision and Key Strategies also act as a yardstick against which initiatives and proposals can be measured to determine if they are or are not in concert with the future direction of the City.

ABOUT THE CITY OF SAN BERNARDINO

History

Since its founding in 1854, San Bernardino has become a vibrant community with an unusual array of features, including:

- ◆ Significant educational institutions in California State University, San Bernardino and San Bernardino Valley College;
- ◆ Major transportation facilities such as the San Bernardino International Airport and Trade Center, the Santa Fe Depot, railroad facilities, Interstates 10 and 215, and State Routes 66, 18, and 30;
- ◆ Major recreational facilities such as the National Orange Show, the San Bernardino Mountains, Arrowhead Springs, the Arrowhead Credit Union Park, and regional soccer fields;
- ◆ A diverse downtown that contains local, county, state, and federal governmental facilities, professional offices, service, retail, and entertainment uses, and residential uses;
- ◆ An array of residential neighborhoods of varying ages, product types, and affordability;

...all situated in a remarkable setting between the foothills of the San Bernardino Mountains and the Santa Ana River.

This setting is most likely what inspired the earliest settlers to inhabit the San Bernardino Valley. It is believed that the earliest settlers were Native Americans who may have settled along the Santa Ana River as early as 8000 BC. The setting also inspired the Spanish missionaries, who began to settle the region in the late-eighteenth century. The first Spanish mission in the valley was established on May 20, 1810 by Father Dumetz, a Franciscan missionary, who named the rancho mission "San Bernardino" after Saint Bernardino of Siena, the patron saint of the day on the Catholic Calendar.

In 1852, a group of Mormons purchased the 40,000-acre San Bernardino Rancho and established a thriving community with schools, stores, a network of roads, and a strong government. The City of San Bernardino incorporated in 1854 with a population of 1,200. Gold was discovered in Holcomb Valley in 1862 and the population increased with the influx of prospectors.

In the late 19th century, the Santa Fe, the Union Pacific and the Southern Pacific railroads made San Bernardino the hub of their Southern California operations, transforming the City into an enterprising center of commerce. Competition between the railroads set off a rate war, which brought



The official seal and logo of the City of San Bernardino depicts symbols of our identity including the San Bernardino Mountains, the famous Arrowhead landmark, as well as symbols of our favorable climate.



A view of the San Bernardino Mountains, in which the famous Arrowhead Springs Hotel and the Arrowhead landmark can be seen in the right-hand side of the picture.

thousands of newcomers to California in the great land boom of the 1880's. When the Santa Fe Railway established a transcontinental link in 1886, the valley's population exploded, going from 6,150 in 1900 to 12,779 in 1910.

San Bernardino's core slowly intensified and development slowly spread outward. To the west of the core, transportation related industries developed around the Santa Fe rail yard. Residential development during the late nineteenth century spread from the downtown commercial district northward along E Street toward the Shandin Hills. Several annexations added to the City's boundaries, significantly the inclusions of Norton Airforce Base, now known as the San Bernardino International Airport and Trade Center.

Location and Boundaries

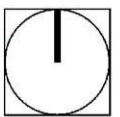
As shown on Figure I-1, the City of San Bernardino is located approximately 60 miles east of the City of Los Angeles in the upper Santa Ana River Valley. This valley is framed by the San Bernardino Mountains on the northeast and east, the Blue Mountains and the Box Springs Mountains abutting the Cities of Loma Linda and Redlands to the south, and the San Gabriel Mountains and the Jurupa Hills to the northwest and southwest, respectively.

San Bernardino is surrounded by the Cities of Rialto to the west, Colton to the southwest, Loma Linda to the south, Redlands to the southeast, Highland to the east, and the San Bernardino National Forest to the north.

As shown on Figure I-2, the City of San Bernardino encompasses an area that stretches from the 10 Freeway on the south to the Cajon Creek Wash and the San Bernardino Mountains on the north. The City's total planning area is 45,231 acres, or 71 square miles. This includes 38,402 acres, or 60 square miles, of incorporated territory and 6,829 acres, or 11 square miles, of unincorporated lands within the City's Sphere of Influence.

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Regional Location



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City Boundaries and Sphere of Influence

-  City Boundary
-  Sphere of Influence Boundary

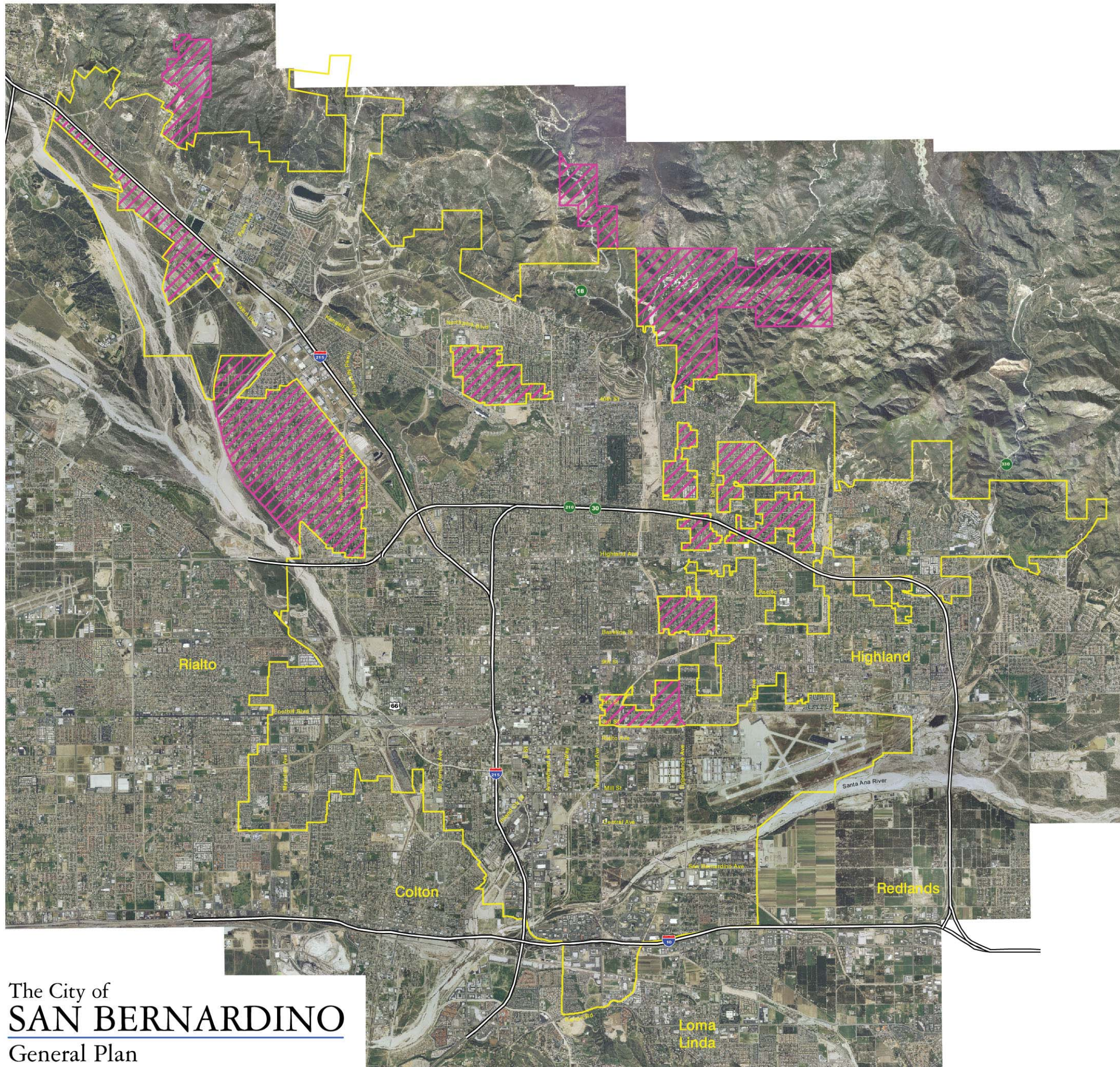


Figure I-2

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The unincorporated County “islands” within the City and the lands adjacent to the City considered by the Local Agency Formation Commission (LAFCO) to represent San Bernardino’s “probable ultimate physical boundaries and service area” (Sphere of Influence) are depicted in Figure I-2. Generally, these include the Muscoy area south of Cable Creek, Cajon Creek Wash area to the north to the Interstate 15-215 interchange, East Twin Creek Wash area, and unincorporated County islands in the eastern and southeastern portions of the community.

Due to its location, San Bernardino is situated as a gateway to the mountain resorts. This gateway role affects the City’s image in subtle ways. Many place and street names (e.g., Highland Avenue, Foothill Boulevard, Base Line Street, Arrowhead Avenue, and Piedmont Drive) are derived from the mountainside location. Freeway exit signs direct motorists to exits leading to “Mountain Resorts.” San Bernardino is also a gateway to southern California due to its proximity to the Cajon Pass, a major natural entry from the high deserts and points east. The historic development of San Bernardino as a transportation hub is directly related to the proximity to the Cajon Pass (railroad lines, Santa Fe rail depot, U.S. Route 66, Interstate 215, etc.).



A view of the San Bernardino Mountains from Kendall Hill.

ABOUT THIS PLAN

Authority

California State law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term general plan that addresses, at a minimum: land use, circulation, housing, conservation, open space, noise, and safety. In addition, it permits the inclusion of optional elements that address specific needs and objectives of the City. The content of San Bernardino’s General Plan area is described in the following section.

General Plan Structure

As a basis for understanding this Plan, it is necessary to understand the basic structure of the General Plan. The General Plan is structured like a pyramid in the following manner:

Vision. The Vision and Key Strategies express the future aspirations and desires of San Bernardino. The Vision is the broadest level of direction in the General Plan and describes the important characteristics that will define San Bernardino in the future.

Topic. The Topic describes the general theme of the Goal(s) and Policies that address it.

Goals. Goals describe a broad direction that addresses a particular aspect of the Vision toward which Policies and Implementation Measures and Strategies are directed.

Policies. Policies describe a process or a particular course of action to achieve the Goal and Vision. In some cases, as in the land use element, standards for various land use designations also represent a type of policy, reflected directly in map form and described in detail in the text. Similarly, circulation system roadway classifications do the same for arterial highways.

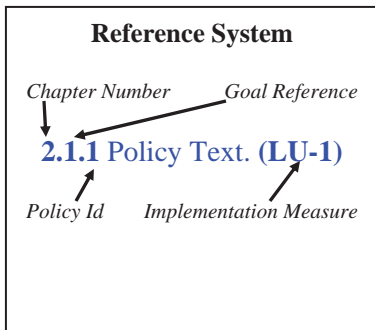
Implementation Measures. Implementation Measures define a specific action, procedure, or program that accomplishes the Policies and defines the level of commitment to be executed. The Implementation Measures are contained in Appendix 1.

Strategies. Strategies are unique aspects of the Strategic Policy Areas described in the Land Use Element. Strategies are similar to the Policies described above but are focused on initiative. Strategies are intended to result in an action and define specific steps necessary to improve/enhance the Strategic Policy Areas.

1. Reference System

In order for the goals and policies to be successfully implemented, they must relate to specific courses of action, described as an Implementation Measure.

To allow easy reference, a numbering system has been established. Each policy is identified by a sequential number that begins with the chapter number and then distinguishes the specific goal and individual policy (see sidebar). For instance, the first policy in the Land Use Element, chapter 2, is identified as 2.1.1. Policies are followed by a set of numbers in parenthesis, which refers to the Implementation Measure related to the Policy.



A graphic explanation of the policy numbering system used in this General Plan.

General Plan Content

The General Plan is organized in the following manner:

- ◆ **Introduction** - describes the background, development process, features, and structure of the General Plan as well as the Vision that guides the entire Plan and Land Use Map.
- ◆ **Land Use** - designates the general distribution and intensity of land uses in our community and provides general development guidelines and policy direction for the use and development of land within the planning area.
- ◆ **Housing** - assesses our current and projected housing needs, and sets out policies and proposals for the improvement of housing and the provision of adequate sites for housing to meet the needs of all economic segments of the City.
- ◆ **Economic Development** - addresses the economic outlook and opportunities in our community and presents strategies to enhance our financial health.
- ◆ **Community Design** - assesses the aesthetic qualities of our community and provides design guidelines to help improve our community's image.
- ◆ **Circulation** - identifies the general location and extent of existing and proposed major transportation facilities, including major roadways, rail, transit systems, and airports.
- ◆ **Public Facilities and Services** - addresses our fire, police, and library services as well as schools and cultural facilities.
- ◆ **Parks, Recreation, and Trails** - presents guidance for the acquisition, development, maintenance, and improvement of our parks, community centers, and trails.
- ◆ **Utilities** - provides guidance for our infrastructure and utilities.
- ◆ **Safety** - addresses geologic and seismic, hazardous materials, wind and fire, aviation, and flooding issues in our community.
- ◆ **Historical and Archeological Resources** - addresses the enhancement and preservation of our historic resources.

- ◆ **Natural Resources and Conservation** - provides guidance for the preservation, use, and enhancement of our natural resources.
- ◆ **Energy and Water Conservation** - addresses the efficient use and conservation of our valuable energy and water resources.
- ◆ **Noise** - identifies and appraises noise problems and includes policies to protect the City from excessive noise.

The following Appendices are attached to this Plan and support its policy direction:

- ◆ Appendix 1 Implementation Program
- ◆ Appendix 2 Neighborhood Improvement Program
- ◆ Appendix 3 Summary of Community Workshops
- ◆ Appendix 4 Common Council Interviews and Business Stakeholders Workshop Summary
- ◆ Appendix 5 Methodology Report
- ◆ Appendix 6 Glossary of Terms
- ◆ Appendix 7 Issues Report
- ◆ Appendix 8 Zoning Consistency Matrix
- ◆ Appendix 9 Circulation Plan Changes
- ◆ Appendix 10 Economic Report
- ◆ Appendix 11 Tippecanoe Baseline Infrastructure Plan (under a separate cover)
- ◆ Appendix 12 Environmental Impact Report (under a separate cover)
- ◆ Appendix 13 Historic Context
- ◆ Appendix 14 Traffic Analysis Summary

Interpreting General Plan Policy Language

Not all policies are the same in terms of the level of commitment they represent. The action words contained in the policies convey distinct levels of commitment and represent expected levels of outcome when they are used. These action words include the following:

- ◆ **Shall.** This type of policy will always be followed. Shall represents an absolute commitment to the guidance expressed in the policy. (Similar action words: require, enforce, must, ensure)
- ◆ **Should.** This type of policy will be followed in most cases and exceptions or degrees of implementation are acceptable with valid reasons. (Similar action words: may)
- ◆ **Allow.** This type of policy permits certain initiatives that will be supported by the City unless there are good reasons not to. Parties other than the City will generally implement this policy type. (Similar action words: permit)
- ◆ **Coordinate.** This type of policy involves working and partnering with other entities to implement the policy. (Similar action words: work with, facilitate)
- ◆ **Consider.** This type of policy requires investigation and study to determine the appropriate level of commitment. This type of policy requires an open-minded evaluation of possibilities until facts are available to allow a decision. (Similar action words: review, evaluate)
- ◆ **Restrict.** This type of policy sets specified limits within which action and/or implementation will occur. (Similar action words: control, limit, contain)
- ◆ **Prohibit.** This type of policy requires steps to actively prevent a specified condition or decision from occurring. (Similar action words: forbid, ban)

Other terminology may appear in certain policy statements. These terms should be interpreted according to their similarity to the appropriate terms described above.

In instances where the interpretation of the Plan is uncertain, consultation with City planning staff is highly recommended. In fact, because of the

broad scope and complexity of the General Plan, any person seeking to implement it would be well advised to consult with City staff for assistance.

Environmental Documentation

In addition to this General Plan document, a comprehensive Environmental Impact Report (EIR) is published as a companion document, see Appendix 12. It should be referred to for more extensive information about the impacts of the Plan and how they will be mitigated (offset or reduced) or to reference detailed background information that aided the development of the General Plan.

USING THE PLAN

Consistency

Consistency with and within the General Plan is one of the most important considerations surrounding the General Plan. In 1972 the California Legislature enacted the law requiring that development projects must be consistent with a local General Plan and also mandated consistency among the contents of the Plan.

The concept of consistency entails two dimensions: 1) internal consistency within the General Plan itself, and 2) consistency of public improvement projects and private development projects with provisions of the General Plan.

1. Internal Consistency

The essential question here is whether the provisions of the Plan are aligned in a common direction on behalf of the community and not in conflict. This alignment of policies must occur across all elements and among the vision, goals, policies and actions throughout the Plan.

There is a built in tension between the different policy topics under the law. There is an expectation that the Plan will promote housing and open space; jobs and reduced traffic; vehicle movement and reduced noise and air pollution. As can readily be seen, some balancing of these and many other expectations that drive the Plan is essential.

This is a major area in which the City’s vision comes into play. The test of commonality is whether or not a particular policy, standard, or principle in the Plan contributes or frustrates the achievement of the vision.

2. External Consistency

This aspect of consistency is a measure of the extent to which private development projects and public improvement projects actually advance the purposes of the Plan rather than posing obstacles to their achievement or even moving in a totally different direction. As with internal consistency, this determination requires a degree of judgment, although some situations are more clear-cut than others.

For example, a housing development proposed on land designated for open space dedicated to habitat preservation is clearly inconsistent. On the other hand, an auto related use proposed on land designated for light industrial may or may not be consistent, depending on the nature of the auto related activity.

Determinations of project consistency are reflected in staff reports and may result in project approval, project modification as a condition of approval, or outright disapproval. In the latter case, the remedy is to seek a General Plan amendment.

Administration and Implementation

The State recognizes the dynamic nature of the General Plan and provides for periodic review of the document to ensure that it reflects contemporary conditions and values. This is necessary because all development proposed within the community must be consistent with the General Plan and that is a key part of the project’s analysis.

The State requires an update of the Housing Element portion of the Plan every five years. These reports are key facets of the General Plan as a management tool and not solely a policy guide for community development.

The action items associated with policies in the Elements of this General Plan are compiled in an implementation matrix form in Appendix 1. This appendix sets up a process to be completed, expanded, and maintained by the City. This process will require completion of the implementation matrix described above, incorporating timing, status, and responsible agency associated with each action item. The process also entails reviewing the Implementation Plan and updating it based on accomplishments achieved, work not yet completed, and new initiatives

stimulated by changing conditions and circumstances. This Appendix is another key facet of the General Plan as a community management tool.

Amendment

Amending the General Plan requires compliance with certain provisions of the State Government Code. The General Plan must be amended in the same manner as its original adoption: by resolution of the City Council upon recommendation by the Planning Commission. However, each amendment can include a package of changes and is not limited to a single item.

SHAPING THE PLAN

The Vision of San Bernardino that follows is a result of community involvement through Visioning Workshops and through the participation of elected City Officials, the Planning Commission, City Department Heads, and City Staff. The three primary methods used to shape this General Plan are detailed below:



Community members help frame a vision for San Bernardino at one of the public outreach meetings.

- ◆ **Interviews with Common Council Members** – All seven Common Council members were interviewed in late 2002, early 2003, and again in late 2004. The purpose of the interviews was three-fold: 1) to provide an overview of the General Plan update process; 2) to identify future visions of the community; and 3) to identify issues that need particular attention in the update process. The results of these interviews are contained in Appendix 4.
- ◆ **Community Outreach** – During November 2001, four community workshops were held in various parts of the community to identify citywide opportunities and constraints and visions for future City growth. The workshops were strategically located to attract interested members of the public from: the Westside, the University/Verdemont area, the Downtown area, and the northern portion of the City. Each of the four visioning workshops was intended to identify and prioritize the community’s “Likes”, “Dislikes” and “Visions” for the future. The results of these workshops are contained in Appendix 3.

An additional visioning workshop was conducted with local business owners to discuss issues such as housing, quality of life, city image, retail development, signage, and beautification. A summary of the feedback received from the business stakeholders’ workshop is contained in Appendix 3.

- ◆ **Issues Report** – The opportunities and constraints facing the City in its achievement of the Vision is summarized in the Issues Report. This report serves as a basis for prioritizing issues, preparing policies, and crafting implementation measures addressing these issues. This report was prepared utilizing input from policy documents, focused studies and reports prepared for the various City Departments, the Economic Conditions and Trends report prepared for the General Plan update, City Staff, residents, the business community, and other stakeholders. The Issues Report is contained in Appendix 7.

A VISION FOR OUR CITY’S FUTURE

The following describes our desired future for San Bernardino in the next 20 years and beyond. Our Vision was created by this generation to cultivate opportunities for future generations. Our Vision also provides unity to the entire General Plan as well as policy guidance for the City officials and staff.

Vision Summary

Since its founding as a settlement of Spanish Missionaries in 1810, San Bernardino has evolved into a modern metropolis of almost 200,000 people. Over this almost 200 year period, San Bernardino has experienced almost every societal issue: political and societal shifts; periods of rapid growth and relative stability; episodes of economic prosperity and decline; natural disasters from earthquakes, floods, and fires; and developmental and environmental pressures. It is obvious that one constant throughout our community’s long history is *change*.

We should not overlook the fact that our community has weathered these changes and grown during this time, with each historical period and generation leaving its imprint.

The purpose of this Plan is to chart a course for the next 20 years so that the positive features can be enhanced and built upon and the less desirable features altered and improved. The following Key Strategies summarize the Vision and emphasize the thrust of our General Plan’s direction:

- ◆ Experience a new era of collaboration with an attitude of entrepreneurship and action;
- ◆ Tap into the Inland Empire’s dynamic economy;
- ◆ Deal with new fiscal realities;



Examples of our diverse character: The historic California Theatre for the Performing Arts and views of snow capped San Bernardino Mountains from downtown.

- ◆ Develop a distinct personality both at a community wide and a neighborhood level;
- ◆ Realize quality housing in safe and attractive neighborhoods;
- ◆ Enhance cultural, recreational, and entertainment opportunities,
- ◆ Provide quality education at all levels;
- ◆ Maintain a collective sense of community pride; and
- ◆ Achieve the Vision.

Vision

*San Bernardino...Celebrating the Past,
Valuing the Present,
Creating Opportunities for the Future*

1. Community Character/City Image

San Bernardino's character is shaped by a sensitive blend of old and new, historic and contemporary, with respect for its past and future as well. Our diverse and energetic residents actively collaborate to forge a distinct character based upon our traditions and on the opportunities and variety offered in our community. Our City will be known for its recreational attractions, cultural resources, universities, safe and attractive neighborhoods, economic opportunities, and its extraordinary location next to the San Bernardino Mountains and along the trails of the Santa Ana River and Cajon Wash.

2. Economy

San Bernardino is a City of economic opportunity. Our City will benefit from its centralized location to serve as a trucking, aviation, and railroad hub within the Inland Empire, and enjoy a strong and growing economic base from which to diversify. With a commitment to provide a business friendly environment, it is our Vision that San Bernardino will become a premiere location in San Bernardino County to establish new businesses and expand current operations to provide employment opportunities for all residents. One of our main goals is to create a place where more people enjoy the opportunity to live and work within San Bernardino.



The annual Route 66 Rendezvous is a 4-day classic car show that encompasses a 35-block area of the downtown streets of San Bernardino.

Each of our neighborhoods will be enhanced and improved through an investment in people and aggressive revitalization programs. Additionally, retail and entertainment opportunities will be strengthened, particularly in the downtown, making San Bernardino a regional retail and cultural destination.

3. Education

How many cities can boast of two significant places of higher learning? Proud? We sure are. San Bernardino Valley College and California State University, San Bernardino are untapped assets with the potential to expand opportunities for personal and economic growth and create social, recreational, and cultural opportunities for our residents and businesses. We are also committed to forging a partnership between the community, local school districts and our universities to ensure the best possible education for our children and a rich cultural experience for our residents.

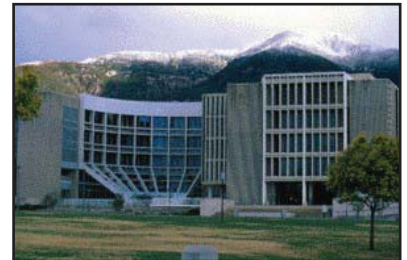
4. Conservation

The distinctive nature of San Bernardino is created not only by its people, but also by the breadth of the natural features within its planning area and surrounding region. Steep mountains, deep canyons, wide alluvial plains, a flat valley floor, the Santa Ana River, and Lytle Creek are just a few of the significant natural features defining our community. There are also significant historical assets such as the Arrowhead Springs Hotel, the Santa Fe Depot, and our characteristic neighborhoods.

How many of us grew up playing in these areas and now enjoy taking our families for walks to see these features? We recognize the important role these resources play in enhancing our experiences and our regional image. We are committed to preserving our natural surroundings and cultural heritage to enhance our social, physical, environmental, and economic quality of life.

5. Transportation

San Bernardino's strategic location within Southern California's transportation system is a major asset. We are positioned as a gateway into the Southern California from Interstate 215, to the Inland Empire via Interstate 10, and to the San Bernardino Mountains from State Route 18 and the 30 and 330 freeways. We are the location of major freight and passenger rail operations and are blessed with a one-of-a-kind resource in the San Bernardino International Airport and Trade Center.



*The John M. Pfau Library on the campus of California State University, San Bernardino.
Source: University Website.*



Examples of our diverse residential neighborhoods.



The Arrowhead Credit Union Park, home of the Inland Empire 66ers, San Bernardino's Single-A minor league baseball team.

It is our Vision that San Bernardino will continue to play an important role in the movement of goods and people and will realize an economic and social gain from this role. Our airport will be a vibrant center for commerce and travel and stimulate surrounding businesses. Our historic Depot will be an example of our versatile community and a destination in itself. We will improve our entire system of mobility to improve connectivity and relieve congestion by providing a range of transportation alternatives including light rail, bus, bicycle, and pedestrian paths and trails.

6. Housing

As is the case in nearly all cities within California, developing an adequate and diverse supply of quality housing is one of our primary goals. Current and future residents need a balanced supply of housing, providing opportunities for first time homebuyers, students, estates, those in need of or choosing multi-family units, and individuals seeking single family homes.

However, we do not want sterile living arrangements; instead, we offer safe and attractive neighborhoods with quality homes and a range of recreational amenities. We want to create a place where San Bernardino's homeowners and renters take pride in their surroundings and contribute to the beautification and upkeep of our community. We desire a place where we can own our homes, raise our families, and then retire in our community.

7. Parks, Recreation, and Culture

The provision of parks, recreational, and cultural activities and amenities improve the quality of life of residents, enhance a community's image, and attract businesses. We realize the importance of these features and are dedicated to providing and maintaining parks, open spaces, cultural amenities, and recreational facilities through a variety of creative and equitable programs. We find ways to develop and attract community centers, museums, theatres, parades, and performing arts facilities to help forge a sense of community pride and excitement.

8. Land Use

The efficient use and development of land is one of our top priorities. We realize that it is the pattern and quality of the development of our land that determines major issues such as:

- ◆ If and how our neighborhoods are linked with the rest of the City;

- ◆ The safety of our streets and neighborhoods;
- ◆ The location, design, aesthetic quality, and character of our neighborhoods and shopping centers (as well as their economic success);
- ◆ The type, location, and intensity of employment opportunities;
- ◆ The revitalization of our commercial corridors and neighborhoods;
- ◆ The distinctiveness of our individual neighborhoods and activity areas; and
- ◆ Compatibility between our land uses.

We realize that we are blessed with numerous “gems” that can be used as catalysts to improve neighborhoods and, in turn, our entire community. Gems such as the National Orange Show, Little League Baseball West Region Headquarters/Complex, California State University, San Bernardino, San Bernardino Valley Community College, Community Youth Soccer Association South Municipal Complex, the San Bernardino Symphony Orchestra, the Santa Ana River, and Lytle Creek, Arrowhead Springs, Route 66, San Bernardino International Airport and Trade Center, Hospitality Lane, Santa Fe Railroad Depot, historic corridors, downtown, and our soaring mountains are the resources upon which we can enhance our community.

While we know land use changes take time, we will maintain our focus on these positive features to help stimulate constructive adjustments and promote our community.

Our Vision is also founded on a spirit of collaboration, not only among ourselves, but also with our neighboring cities, the County, surrounding Native American tribes, and outside agencies to help achieve our goals and realize a positive change.

9. Public Facilities & Services Issues

As our City continues to grow, we will need to continue to provide a high level of services and enhance and expand public facilities to meet the needs of residents and businesses. We want our libraries, streets, recreational and cultural amenities, civic services, and infrastructure to be continually upgraded to be as efficient, cost effective, and valuable as possible.

10. Safety

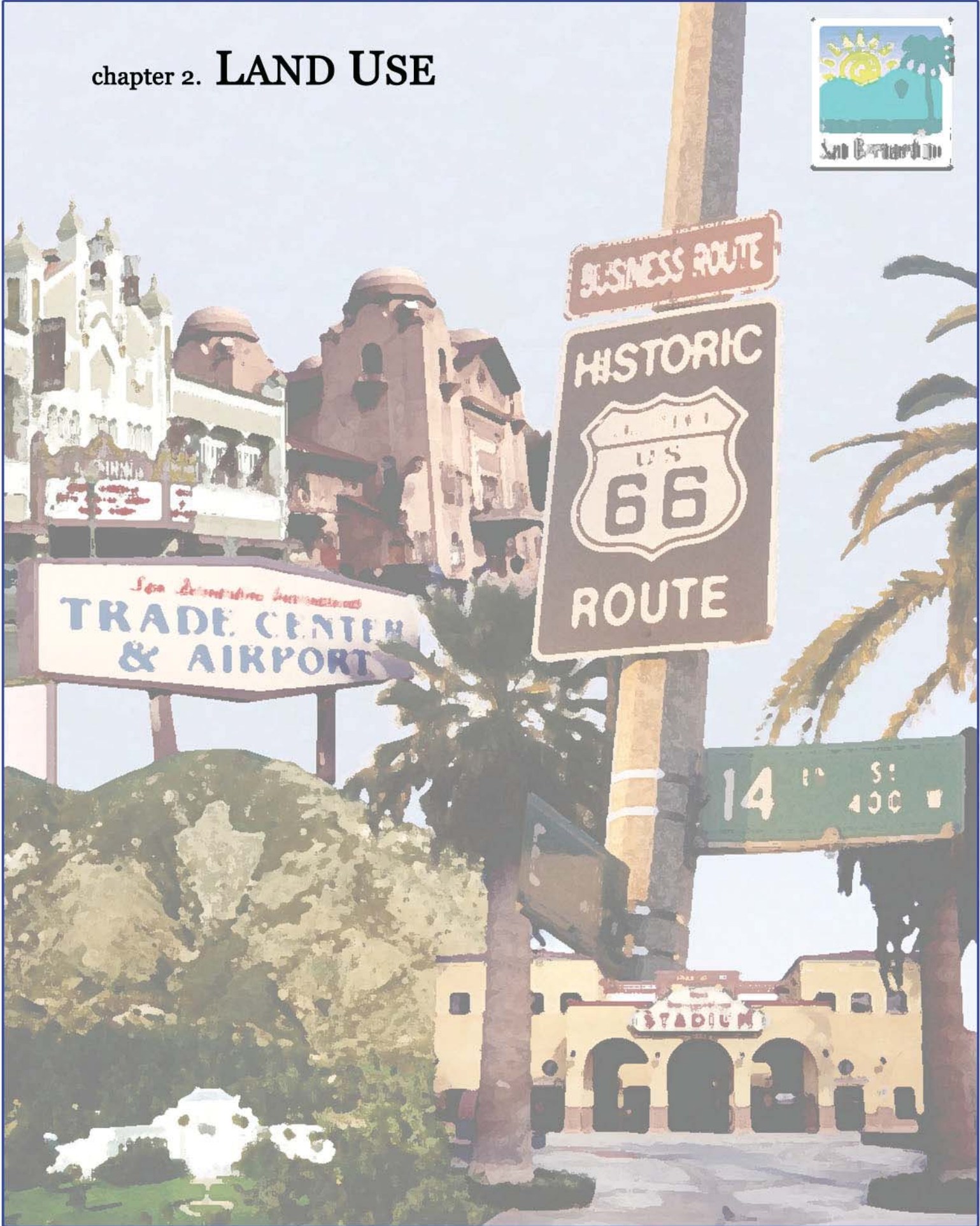
Our community sits on the edge of a vast wilderness. While this is a blessing in terms of views, recreational, and living opportunities, there is an inherent danger from the fires, earthquakes, and floods, which are the very processes that have helped to create our natural splendor. We need to be ready to react and, if possible, prevent natural catastrophes from becoming tragedies.

We also envision a coordinated law and code enforcement presence so that we will be safe in our homes, places of business, schools, and neighborhoods.

11. Important Note on the Vision

We cannot realize the Vision by ourselves. The Vision will require close collaboration among the residents of San Bernardino, private businesses, community leaders, school districts, and neighboring cities, to name a few. Our high expectations and goals, which are administered by the City, ongoing public-private partnerships, and interactive and responsive public communication, will sustain San Bernardino's visionary course. In short, our Vision can only be achieved if it motivates key decision makers and stakeholders to persist in actions that carry out the policies in this plan.

chapter 2. LAND USE



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Chapter 2. Land Use

INTRODUCTION

The way in which our land is used provides the most vivid impression of San Bernardino. Our pattern of land uses transitions from predominantly industrial near the Santa Ana River and the San Bernardino International Airport and Trade Center to predominantly residential toward the mountains, with a substantial commercial and industrial core at the center.

The intensity and mixture of land uses play an important role as well, reflecting considerable diversity in this community of almost 200,000 people. The demands placed upon the land by the existing uses and others planned in the future account for the City's extensive infrastructure: roads, sewers, drainage, utilities, parks, and myriad other facilities and services. Most of these support functions consume a lot of land, as well as accommodating the personnel who provide essential public services.

It is fortunate that the City has almost exclusive responsibility and authority for guiding and regulating land uses (there are a few exceptions, but they account for only a small part of our land resources). The most common tools used to perform this important local function include this General Plan and a variety of local ordinances. Of these, the Development Code, for regulating land use, and the subdivision ordinance, for creating building sites, are the most influential.

Purpose

The Land Use Element functions as a guide to planners, the general public, and decision makers as to our ultimate pattern of development. It designates general site development standards and the distribution, location, and extent of land uses, such as housing, business, industry, open space, natural resources, recreation, and public/quasi-public uses. The Land Use Element also discusses the standards of residential density and non-residential intensity for the various land use designations.



The General Plan Land Use Map captures and communicates the City's long-term desires for the future use and development of their land resources.

Relationship to Other Elements

Of the general plan elements required by State law, the Land Use Element has the broadest scope. Since it governs how land is to be utilized, many of the issues and policies contained in other plan Elements are linked in some degree to this Element. For example, the Circulation Element defines policies for the accommodation of vehicular and other trips generated by the population and uses permitted by the Land Use Element. Similarly, the location and density of uses prescribed by this Element are influenced by policies for the protection of environmental resources prescribed by the Natural Resources and Conservation Element. It is important to note, however, that the Elements are equal in terms of the requirement to comply with their policies.

1. Area Plans

Area plans are distinct components of general plans that address smaller geographical areas. Basically, an area plan refines the policies of the general plan as they apply to smaller geographic areas but have the same authority as general plans. The General Plan contains one Area Plan, the Verdmont Heights Area Plan, which is described later in this chapter.

Relationship to Land Use Regulatory Documents

1. Zoning

Zoning is a primary mechanism for implementing the General Plan. It provides the detailed regulations pertaining to permitted and conditional uses, site development standards, and performance criteria to implement the goals and policies of the General Plan. San Bernardino's Development Code (Title 19 of the San Bernardino Municipal Code) was adopted in May 1991 and has been periodically revised since that time. In particular, the Land Use Element establishes the primary basis for consistency with the City's Development Code.

The City's Zoning map corresponds with the General Plan designations. One or more of the zoning districts established in the City's Development Code corresponds to each of the General Plan Land Use Designations.

Appendix 8 contains a matrix that describes the relationship between the General Plan Land Use Designations and the Zoning Districts.

The Development Code and Zoning Map are available at the City of San Bernardino Development Services Department.

2. Specific Plans

Specific plans provide focused guidance and regulation for particular areas. They generally include a land use plan, circulation plan, infrastructure plan, development standards, design guidelines, phasing plan, financing plan, and implementation plan. Specific Plans provide either detailed policy guidance or zoning level regulation.

San Bernardino has eight approved specific plans governing land use development in designated areas throughout the City. The specific plans listed below on Table LU-1 and are depicted on the Land Use Map included in this Element. The Specific Plans can be obtained at the City of San Bernardino Development Services Department.

**Table LU-1
Approved Specific Plans
City of San Bernardino**

Arrowhead Springs Specific Plan
CALMAT (A.K.A. Cajon Creek Specific Plan)
Highland Hills Specific Plan
Paradise Hills Specific Plan
Paseo Las Placitas Specific Plan (Also known as the Mt. Vernon Corridor Specific Plan)
San Bernardino International Trade Center Specific Plan
University District Specific Plan
University Business Park Specific Plan

3. Redevelopment Plans

Through redevelopment, cities have the power to turn blighted, deteriorating areas into revitalized, productive community assets. The City of San Bernardino has a comprehensive and diverse redevelopment program currently containing ten redevelopment project areas. These include:

- Central City Projects
- Central City North
- Central City West



Airport Noise Contours and Safety Zones

As of the writing of this General Plan, the Airport Master Plan and the Comprehensive Land Use Plan (CLUP) for SBIA were in the process of being prepared and the Airport was operating under an Interim Airport Operating Plan. As a consequence, the precise noise contours and safety zones were not available to include in this Plan. However, relative policies have been included in the General Plan. In addition, the Airport Land Use Compatibility Plan for the SBIA was not available for use in this Plan. Upon adoption of the Airport Master Plan and CLUP, the new noise and safety zones will be incorporated into the General Plan and the Airport Land Use Compatibility Plan analyzed for relative information.

- State College
- Southeast Industrial Park
- Northwest
- Tri City
- South Valle
- Uptown
- Mt. Vernon Corridor

Locations of each project area and a more thorough discussion of redevelopment in San Bernardino is addressed in the Economic Development Element.

4. San Bernardino County General Plan

Cities are allowed to plan for unincorporated areas adjacent to their boundaries that are logical extensions of their future growth and possible candidates for annexation. However, until annexation occurs, these lands within the City's sphere of influence remain under the governance of San Bernardino County and its General Plan. The City of San Bernardino's sphere of influence includes 6,549 acres and is shown on the General Plan Land Use (Figure LU-2).

5. San Bernardino International Airport and Trade Center

The San Bernardino International Airport and Trade Center (SBIA) is located in the southeastern edge of the City and represents one of the greatest economic growth opportunities for the City of San Bernardino. The SBIA includes two distinct components: 1) the airport portions (and related facilities) of the former Norton Air Force Base, and 2) the Trade Center, which encompasses the non-airport related portions of the former base.

The airport related areas contain approximately 1,350 acres that are managed by the San Bernardino International Airport Authority (SBIAA), which is a Joint Powers Authority made up of representatives from the cities of San Bernardino, Highland, Loma Linda, Colton, and the County of San Bernardino. The Trade Center is composed of two non-contiguous areas of the former Norton Air Force Base totaling approximately 652 acres. The Trade Center is managed by the Inland Valley Development Agency (IVDA), which is a Joint Powers Authority made up of representatives from the cities of San Bernardino, Loma Linda, Colton, and the County of San Bernardino. The Trade Center is addressed in the San Bernardino International Trade Center Specific Plan.

The State Aeronautics Act of the California Public Utilities Code establishes statewide requirements for the conduct of airport land use compatibility planning and requires every county to create an Airport Land Use Commission (ALUC) or other alternative. San Bernardino County opted for an alternative to the ALUC and delegated responsibility to prepare an Airport Land Use Compatibility Plan with each airport proprietor.

The City has no direct authority over the SBIA. As such, the plans created by the Airport, as well as federal and state regulation of aircraft activity, are important to our land use planning. There are several documents related to the SBIA that have particular relevance to San Bernardino: the San Bernardino International Trade Center Specific Plan details land use, infrastructure, circulation, and design plans for the non-aviation portions of the Airport; the Airport Master Plan details the concept for the long-term development of the Airport and displays the concept graphically and in technical reports; and the Comprehensive Land Use Plan (CLUP), which is intended to provide for the orderly and safe development of both the Airport and surrounding community and minimize noise and safety conflicts.

In accordance with Federal Aviation Regulations, restrictions may apply to some types of development proposed within the Airport’s identified safety and noise zones. These restrictions are addressed in the Land Use, Circulation, and Noise Elements.

6. Annual Budget

The City’s annual budget is the process by which City resources are committed over the ensuing fiscal year. It is an ongoing means of determining priorities and reallocating resources according to anticipated near-term conditions. This is especially the case where the work entails a major project or involves retaining consultants or specialists to augment the staff. This aspect of budgeting complements the “hard” implementation improvements reflected in the Capital Improvement Program, which is also part of the annual budgeting process.

7. Capital Improvements Program

San Bernardino prepares a Capital Improvements Program, which serves as a planning and budgeting mechanism for the major projects to be undertaken by the City. This Program addresses projects for public works and infrastructure installation, maintenance and repair, parks and recreation services, and miscellaneous support services. The Program must conform to the policy direction provided in the General Plan.

SCAG’s Regional Transportation Plan (RTP)

The Southern California Association of Governments (SCAG) is required to develop, maintain, and update a RTP every three years for the region of Los Angeles, Orange, Ventura, Imperial, Riverside, and San Bernardino. As part of the RTP, SCAG has proposed a Regional Aviation Plan that relies on the available capacity at airfields in the Inland Empire and north Los Angeles County to accommodate future air travel demand. The current Regional Aviation Plan indicates that the SBIA is forecast to serve 8.7 million annual air passengers in 2030.



ACHIEVING OUR VISION

The Land Use Element is responsive to our Vision because it represents our stated desires to:

- ◆ Capitalize upon and enhance the City’s many significant features, such as San Bernardino Mountains, Santa Ana River, and Cajon Wash; major educational institutions such as San Bernardino Valley College and California State University, San Bernardino; significant transportation facilities such as Interstates 10 and 215, and State Routes 210, 30 and 330 as well as historic Route 66; and attractions such as the National Orange Show, Arrowhead Credit Union Park, Little League Baseball Field, Community Youth Soccer Association South Municipal Complex, the California Theater, and the historic Santa Fe Railroad Depot area.
- ◆ Realize higher quality development;
- ◆ Ensure compatibility among land uses;
- ◆ Achieve a distinct personality and identity;
- ◆ Live our lives in safe neighborhoods and shopping areas;
- ◆ Enjoy attractive neighborhoods (both new and existing) that offer a wide variety of residential product types appealing to our broad spectrum of people;
- ◆ Revitalize our boulevards so that they offer a vibrant mix of well designed land uses instead of a strip of faceless, deteriorating commercial development;
- ◆ Achieve a revitalized and economically vibrant community;
- ◆ Create a pedestrian friendly, active Downtown that reflects the historic character of San Bernardino; and
- ◆ Take pleasure in attractive amenities, such as parks, community centers, cultural facilities, and open space that meet the needs of our community.



Examples of the types of features that represent our Vision: specifically the San Bernardino Mountains, the Arrowhead Credit Union Park, Cinemastar Luxury Theaters Empire 20, and the California Theater.

LAND USE PLAN

As required by state law, the General Plan must specify land uses and the density/intensity of development. Although not as specific as zoning classifications, general plans are required to describe each land use designation and include a diagram of the location of these uses. These components, as well as a series of planning objectives that serve as the foundation for the Land Use Plan (Figure LU-2), are included in this section of the land use element.

Land Use Designation System

The Land Use system for the City of San Bernardino is organized in a three-tiered hierarchy, with each level of the hierarchy containing a progressively more detailed level of land use guidance: The first and most basic level is the Foundation Component Plan, the second level is the General Plan Land Use map, and the third level is the Strategic Area Map.

1. Foundation Component Plan

The Foundation Component Plan (Figure LU-1) describes the fundamental pattern of land use in a generalized form. The purpose of this map is to provide an understanding of the basic land use structure and not to determine the specific land use on individual properties.

The Foundation Component Plan consists of nine broad land uses: Single Family Residential, Multi-Family Residential, Commercial Office, Commercial General, Commercial Regional, Commercial Heavy, Industrial, Public Facility/Quasi Public, and Open Space. Each of these Foundation Components is subdivided into more detailed land use designations at the General Plan level.



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Foundation Component Plan

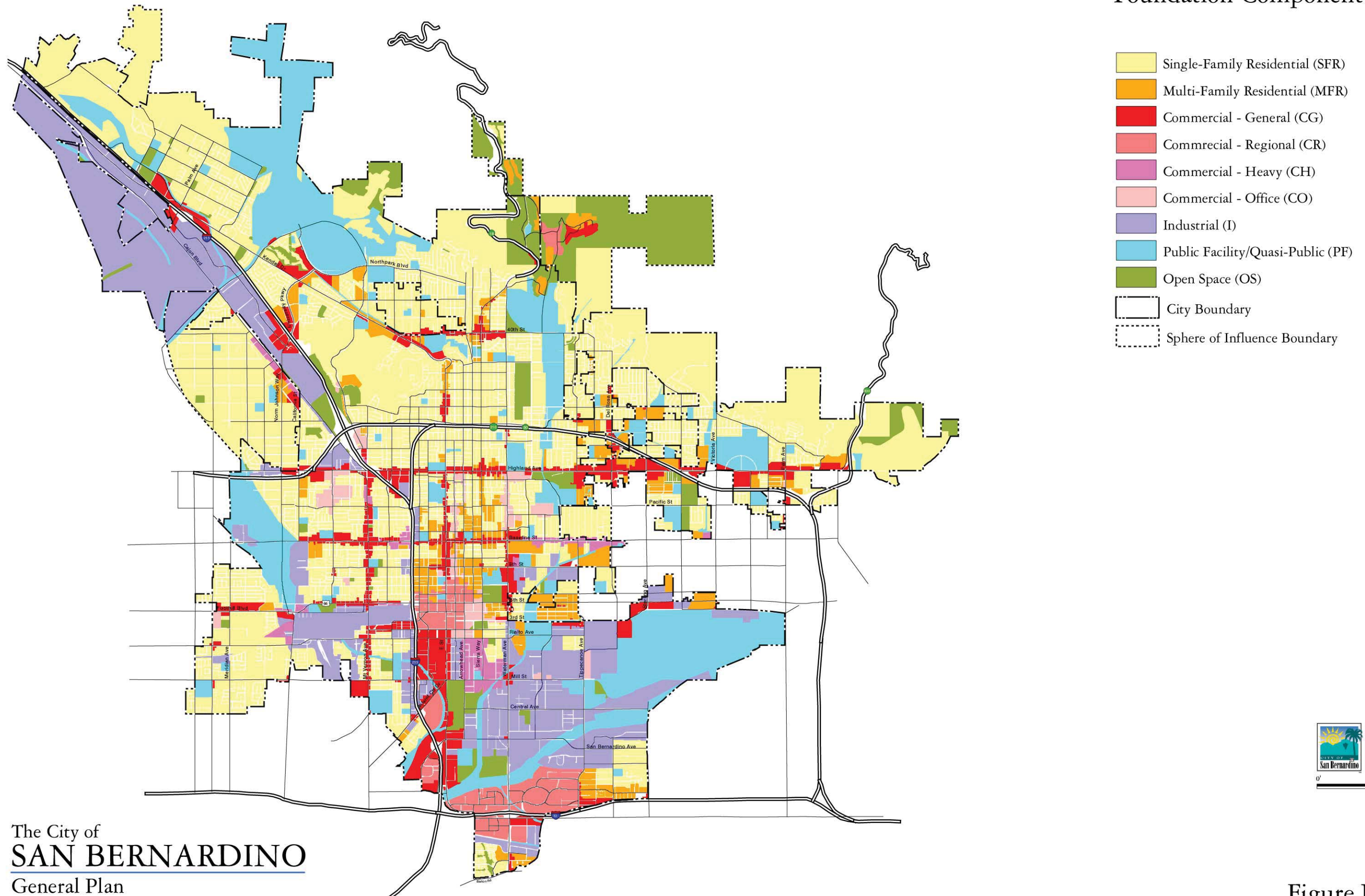


Figure LU-1



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2. General Plan Land Use Map

The General Plan Land Use Map (Figure LU-2) describes the distribution of land uses at a parcel specific level. The 33 land use designations shown on this map further delineates the basic Foundation Component Plan designations and contains the specific description of allowable uses and development standards for each land use category.

A definition of each land use category, the allowable uses, and related policies are contained in Table LU-2.

3. Strategic Area Map

The Strategic Area Map (Figure LU-5) describes districts of the City where detailed policy guidance is tailored to address unique issues within each area. This map reflects two strategic situations:

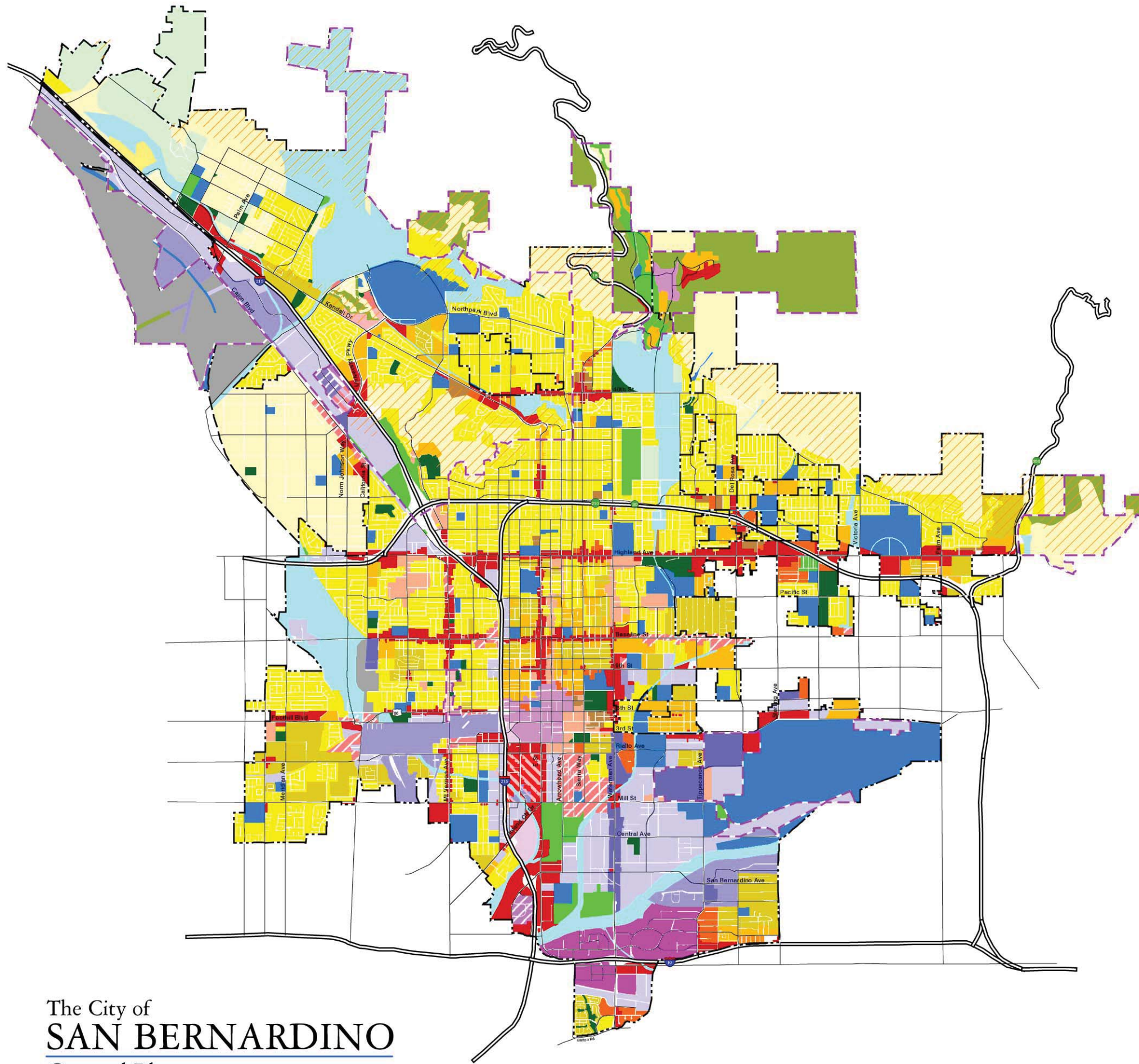
- 1) Areas where the goals and policies of the General Plan focus on preservation and enhancement of existing neighborhoods and where fundamental changes in the land use pattern are not anticipated or desired.
- 2) Areas where change is either imminent and needs guidance or where change is desired and needs stimulation and guidance.

Strategies have been tailored to address the specific needs and issues of each Strategic Area. These strategies are contained in the Strategic Areas section found at the end of this Element.



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General Plan Land Use



RESIDENTIAL

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

COMMERCIAL

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

INDUSTRIAL

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

PUBLIC/QUASI-PUBLIC

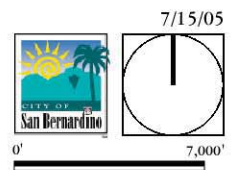
- PFC (Includes CCS-3)
- PF
- RR

OPEN SPACE

- PP
- OS
- PCR

OVERLAYS

- City Boundary
- Specific Plan Boundaries
- RSH
- Hillside Management Overlay & Foothill Fire Zone Overlay A & B





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Land Use Designations

Land use designations are provided to define the amount, type, and nature of development that is allowed in a given location on the Land Use Plan. The following table, Table LU-2, describes each of the land use designations shown on the Land Use Plan, as well as the density and intensity standards required in accordance with the California Government Code. Examples of the types of development envisioned in each land use category are shown on Figure LU-3, Illustrative Land Use Examples.

Each of the residential use categories includes a range of allowable densities. The maximum density defines the maximum number of units per adjusted gross acre¹ at which development can occur within a given area. The determination of precise density, development location, and lot coverage on any residential property is a function of: 1) the provisions of the General Plan that are intended to maximize public safety, achieve high quality site planning and design, retain significant natural resources, and ensure compatibility between uses; and 2) the building and development standards contained in the Development Code, public works standards, and other regulations and ordinances.

Each of the non-residential designations indicates a maximum level of development intensity. The building intensity is measured by floor area ratio (FAR). An FAR is the ratio of total net floor area of a building to the total lot area. An FAR describes the intensity of the use on a site and not the building height or site coverage. It does not include the area within parking lots or parking structures.

¹ As detailed in Appendix 5, Methodology Report, adjusted gross acres do not include the rights-of-way for roadways, flood control channels, or railroads.



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**Table LU-2
Land Use Designations**

<i>Foundation Component</i>	<i>Land Use Designations</i>	<i>Max. Density (units per acre) and Intensity (floor area ratio)</i>	<i>Intended Uses</i>
Residential Designations - San Bernardino offers a wide range of housing densities and products to meet the demand of current and future residents with equally varying lifestyles. In addition to the uses described below, other uses such as schools, parks, childcare facilities, and other public/institutional uses that are determined to be compatible with and oriented towards the needs of residential neighborhoods may also be allowed.			
Single Family	Residential Estate (RE)	1 dwelling unit per acre	Single-family detached residences in an estate setting.
	Residential Low (RL)	3.1 dwelling units per acre (10,800 minimum lot size)	Single-family detached residences in low-density setting.
	Residential Low-3.5 (RL-3.5)	3.5 dwelling units per acre (10,800 minimum lot size)	Single-family detached residences in a suburban setting.
	Residential Suburban (RS)	4.5 dwelling units per acre (7,200 minimum lot size)	Single-family detached residences in a high quality suburban setting.
Multi-Family	Residential Urban (RU)	9 dwelling units per acre (7,200 minimum lot size, 5,200 minimum lot size in planned unit developments)	Single/multi-family attached and detached residences, including townhouses, stacked flats, courtyard homes, small lot subdivisions, and mobile home parks.
	Residential Medium (RM)	14 dwelling units per acre (14,400 minimum lot size)	Multi-family dwellings including townhouses, stacked flats, courtyard homes, apartments and condominiums as well as small lot single-family developments.
	Residential Medium High (RMH)	24 dwelling units per acre (20,000 minimum lot size)	Multi-family dwellings including apartments and condominiums.
	Residential Medium High/20 (RMH/20)	20 dwelling units per acre	Multi-family dwellings including apartments and condominiums.
	Residential High (RH)	36 dwelling units per acre (20,000 minimum lot size)	Multi-family dwellings including apartments and condominiums.
Commercial Designations - San Bernardino accommodates a full spectrum of retail, service, professional, office, and entertainment uses at a range of intensities to meet the demand of current and future residents. In addition to the uses described below, other uses such as parks, childcare facilities, and other public/institutional uses that are determined to be compatible with and oriented towards the needs of commercial uses may also be allowed.			
Commercial Office	Commercial Office (CO)	1.0 floor area ratio	Professional offices including financial, legal, insurance, medical, and other similar uses.



**Table LU-2
Land Use Designations**

<i>Foundation Component</i>	<i>Land Use Designations</i>	<i>Max. Density (units per acre) and Intensity (floor area ratio)</i>	<i>Intended Uses</i>
Commercial General	Commercial General (CG-1)	0.7 floor area ratio	Local and regional serving retail, personal service, entertainment, office, related commercial uses and limited residential uses with a CUP.
	Commercial General-2 (CG-2)	1.0 floor area ratio	Local and regional serving retail, personal service, entertainment, office, related commercial uses and limited residential uses with a CUP.
	Commercial General-3 (CG-3) Paseo Las Placitas	1.0 floor area ratio	Local and regional serving retail, personal service, entertainment, office, and related commercial uses.
	Central City South-1 (CCS-1)	1.0 floor area ratio	Local and regional serving retail and service uses.
	University Business Park-2 (UBP-2)	1.0 floor area ratio	Local and regional serving retail and service uses.
	University Business Park-3 (UBP-3)	1.0 floor area ratio	Local and regional serving retail and service uses.
Regional Commercial	Commercial Regional-1 (CR-1) Regional Malls	1.5 floor area ratio	Large scale, regional serving retail and service uses.
	Commercial Regional-2 (CR-2) Downtown	Non-Residential Intensity - 3.0 floor area ratio (4.0 floor area ratio if a vertical mixed use project) Residential Density - 54 dwelling units per acre.	A mixture of regional serving retail, service, office, outdoor dining, entertainment, cultural, and residential uses that enhance the downtown area as the functional and symbolic center of the City of San Bernardino.
	Commercial Regional-3 (CR-3) Tri-City Commercial	.7 floor area ratio commercial 3.0 floor area ratio hotels & offices 1.5 floor area ratio R&D	A mixture of regional serving retail, service, tourist, office, entertainment, financial establishments, restaurants and supporting outdoor dining, hotels/motels, research and development, high technology, business parks, ware-house/promotional retail, and supporting services uses that capitalize on the location along the Interstate 10 corridor.
	Commercial Regional-4 (CR-4) Auto Plaza	.7 floor area ratio 1 acre minimum lot size	New car dealerships with supporting retail and service uses.

**Table LU-2
Land Use Designations**

<i>Foundation Component</i>	<i>Land Use Designations</i>	<i>Max. Density (units per acre) and Intensity (floor area ratio)</i>	<i>Intended Uses</i>
Commercial Heavy	Commercial Heavy (CH)	.7 floor area ratio 10,000 square feet minimum lot size	Large scale, regional serving retail and service uses and limited commercial and industrial uses that are characterized by an extensive use of outdoor or indoor space for their sales, service, and/or storage.
Industrial Designations - San Bernardino accommodates a full spectrum of industrial related employment uses, such as manufacturing, distribution, research and development, office, and mineral extraction, at a range of intensities to meet the demand of current and future residents. In addition to the uses described below, other uses such as parks and other public/institutional uses that are determined to be compatible with and oriented towards the needs of industrial uses may also be allowed.			
Industrial	Office Industrial Park (OIP)	1.0 floor area ratio	Employee-intensive employment uses in a park-like setting, including research & development, technology centers, research and development, corporate offices, “clean” industry and light manufacturing, and supporting retail.
	Industrial Light (IL)	.75 floor area ratio	Variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted within enclosed structures as well as supporting retail and personal uses.
	Industrial Heavy (IH)	.75 floor area ratio	Variety of intense industrial activities that could potentially generate significant impacts, such as excessive noise, dust, and other nuisances, such as rail yards and multi-modal transportation centers.
	Industrial Extractive (IE)	.05 floor area ratio	Mineral, sand, and gravel extraction with an approved Mineral Reclamation Plan in accordance with the California Surface Mining and Reclamation Act.
	University Business Park-1 (UBP-1)	.75 floor area ratio	Employee-intensive employment uses in an industrial setting, including research & development, technology centers, corporate offices, and “clean” industry.
	Central City South-2 (CCS-2)	.7 floor area ratio	Variety of light industrial uses, including warehousing/distribution, limited manufacturing, research and development, service commercial, and repair facilities.



**Table LU-2
Land Use Designations**

<i>Foundation Component</i>	<i>Land Use Designations</i>	<i>Max. Density (units per acre) and Intensity (floor area ratio)</i>	<i>Intended Uses</i>												
Public/Quasi-Public Designations - San Bernardino accommodates a full spectrum of public facilities and institutional uses to meet the demand of current and future residents.															
Public/Quasi Public	Publicly owned Flood Control (PFC)	NA	Flood control facilities.												
	Public Facilities (PF)	NA	Public facilities, governmental institutions, transportation facilities, public schools (K-12), public or private colleges and universities, museums, and public libraries.												
	Central City South-3 (CCS-3)	NA	Flood control facilities. (Included with PFC on Figure LU-2)												
	Road Right-of-Way (ROW)	NA	Street right-of-way												
	Railroad (RR)	NA	Railroad facilities.												
Open Space Designations - San Bernardino accommodates a full spectrum of active and passive recreational uses such as parks, trails, athletic fields, golf courses, fair grounds, and stadiums, as well as those areas intended to remain in natural open space.															
Open Space	Public Parks (PP)	0 dwelling units per acre	Public parks and recreational facilities												
	Open Space (OS)	0 dwelling units per acre	Permanent open space												
	Public/Commercial Recreation (PCR)	Case-by-case basis	Intensive recreational uses, such as golf courses, sports complexes, and fair grounds as approved through the public review process.												
Overlays - An overlay is intended to reflect a particular characteristic of an area and is applied “over” an underlying land use designation to provide guidance above and beyond the underlying land use designation.															
	Hillside Management Overlay	Densities per an adopted specific plan or as determined by the following formula: <table border="1"> <thead> <tr> <th><u>Average Slope (%)</u></th> <th><u>Units per Acre</u></th> </tr> </thead> <tbody> <tr> <td>10 to < 15</td> <td>2.0 units per acre</td> </tr> <tr> <td>15 to < 20</td> <td>1.5 units per acre</td> </tr> <tr> <td>20 to < 25</td> <td>1.0 units per acre</td> </tr> <tr> <td>25 to < 30</td> <td>.5 units per acre</td> </tr> <tr> <td>30+</td> <td>0.1 units per acre</td> </tr> </tbody> </table>	<u>Average Slope (%)</u>	<u>Units per Acre</u>	10 to < 15	2.0 units per acre	15 to < 20	1.5 units per acre	20 to < 25	1.0 units per acre	25 to < 30	.5 units per acre	30+	0.1 units per acre	Regulates growth in the City’s hillsides to ensure that development in this area occurs in a manner that protects the hillside’s natural and topographic character, environmental sensitivities, and aesthetic qualities. As detailed in the Hillside Management Overlay Zoning District: <ul style="list-style-type: none"> • Parcels of 15% natural slope or less can be excluded, • The transfer of allowable units to lesser slopes is allowed, • Flexible roadway standards are provided, • Grading is minimized, • The clustering of units is encouraged, and • Buildings are designed to “fit” with their hillside setting.
<u>Average Slope (%)</u>	<u>Units per Acre</u>														
10 to < 15	2.0 units per acre														
15 to < 20	1.5 units per acre														
20 to < 25	1.0 units per acre														
25 to < 30	.5 units per acre														
30+	0.1 units per acre														

**Table LU-2
Land Use Designations**

<i>Foundation Component</i>	<i>Land Use Designations</i>	<i>Max. Density (units per acre) and Intensity (floor area ratio)</i>	<i>Intended Uses</i>
	Foothill Fire Zone Overlay (FF)	Per the underlying land use designations and applicable overlays.	Mitigate the spread of wildfires, help to minimize property damage, and reduce the risk to the public health and safety.
	Residential Student Housing Overlay (RSH)	20 units per acre (5 acre minimum)	Multi-family dwellings including apartments and condominiums that house student populations. Student housing is required to provide amenities in relation to the number of units/bedrooms.
	Mount Vernon Strategic Area	Per the underlying land use designations and the Corridor Improvement Program (attached)	Provides incentives and policies to help the businesses in the area become more economic viability and improve the aesthetics of the street. For more detail, see the Strategic Policy Areas section of this chapter.
	Baseline Strategic Area	Per the underlying land use designations and the Corridor Improvement Program (attached)	Provides incentives that help the businesses in the area maintain or increase their economic viability and improve the aesthetics of the street. For more detail, see the Strategic Policy Areas section of this chapter.
	Highland Strategic Area	Per the underlying land use designations and the Corridor Improvement Program (attached)	Provides incentives that help the businesses in the area maintain or increase their economic viability and improve the aesthetics of the street. For more detail, see the Strategic Policy Areas section of this chapter.
	San Bernardino Valley College Strategic Area	Per the underlying land use designations	Provides incentives and programs that capitalize upon the presence of the college, which is an asset of the community and can act as a catalyst for improvements in the area. For more detail, see the Strategic Policy Areas section of this chapter.
	Santa Fe Depot Strategic Area	Per the underlying land use designations	Provides incentives and programs that integrate the Depot with the surrounding neighborhood and improve the area so that this area can be a showcase for the City of San Bernardino. For more detail, see the Strategic Policy Areas section of this chapter.



**Table LU-2
Land Use Designations**

<i>Foundation Component</i>	<i>Land Use Designations</i>	<i>Max. Density (units per acre) and Intensity (floor area ratio)</i>	<i>Intended Uses</i>
	Redlands Boulevard Strategic Area	Per the underlying land use designations but also allow a mixture of regional commercial, light industrial, and office uses.	Provides programs and incentives to help businesses remain economically robust and to attract viable uses that will help strengthen the City's tax base. For more detail, see the Strategic Policy Areas section of this chapter.
	Tippecanoe Strategic Area	Per the underlying land use designations.	Provides programs and incentives that address the area's infrastructure needs, help the area to capitalize upon the many economic opportunities, improve the area's aesthetics, and to encourage the development of vacant and underutilized lands into their highest potential. For more detail, see the Strategic Policy Areas section of this chapter.
	Eastern Recreation Village Strategic Area	Per the underlying land use designations.	Provides programs and incentives that capitalize upon the recreational opportunities in the area. For more detail, see the Strategic Policy Areas section of this chapter.
	Southeast Industrial Strategic Area	Per the underlying land use designations.	Provides programs and incentives that protect the industrial job base, help improve residential conditions, and to help mitigate impacts to adjacent residences.
	Southeast Strategic Area	Per the underlying land use designations.	Provide programs and incentives that improve the conditions and accessibility of this neighborhood. For more detail, see the Strategic Policy Areas section of this chapter.
	San Bernardino International Airport Strategic Area	Per the underlying land use designations but also allow a mixture of light industrial and office uses along Tippecanoe.	Provides programs and incentives that facilitate the development and improvement of the San Bernardino International Trade Center Specific Plan. For more detail, see the Strategic Policy Areas section of this chapter.
	Downtown Strategic Area	Per the underlying land use designations.	Provides programs and incentives that reinforce the Downtown as the symbolic, social, and economic heart of San Bernardino. For more detail, see the Strategic Policy Areas section of this chapter.

**Table LU-2
Land Use Designations**

<i>Foundation Component</i>	<i>Land Use Designations</i>	<i>Max. Density (units per acre) and Intensity (floor area ratio)</i>	<i>Intended Uses</i>
	Community Hospital Strategic Area	Per the underlying land use designations.	Provides incentives and programs that capitalize upon the presence of the hospital, which is an asset of the community and can act as a catalyst for improvements in the area. For more detail, see the Strategic Policy Areas section of this chapter.
	“E” Street Strategic Area	Per the underlying land use designations and the Corridor Improvement Program (attached).	Provides incentives to help the businesses in the area become more economically viable and improve the aesthetics of the street so that it becomes a positive feature of the City. For more detail, see the Strategic Policy Areas section of this chapter.
	Residential Conversion/Restoration Strategic Area	Per the underlying land use designations.	Provides incentives to help 3-4 unit apartment residential uses convert to single-family units. For more detail, see the Strategic Policy Areas section of this chapter.



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Illustrative Land Use Examples



Residential Estate

Residential Medium High



Public Commercial Recreation



Residential Low



Residential High (above and left)



Commercial - General (above and left)



Residential Suburban



Commercial - Regional



Commercial - Office



Residential Medium



Residential Urban (above and right)



Light Industrial



Office/Industrial

These illustrative photographs are representative of the quality of development desired in our various land use categories. While not all land use categories are represented, the photographs cover a wide range of uses and provide an understanding of the development desired in San Bernardino.



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Buildout Projections

The value in creating a land use map is to help plan for the ultimate future levels of services and sizes/capacities of infrastructure. This is accomplished by creating a set of projections based upon the land use category and theoretical build-out (units, population, square footage, jobs) for each land use category, as shown in Table LU-3.

It is important to note, that no one can know with any level of certainty the actual number of units, population, square footage, or jobs that will be created in any area. Accordingly, in projecting out the potential build-out of the City, certain assumptions are made. The assumptions that were used in the projections for the General Plan are contained in Appendix 5. Key among these is the assumption that both residential and non-residential development (e.g. commercial, office, industrial) will not occur at the maximum level, but at a level that is typical for San Bernardino and that accounts for parking, streets, setbacks, and easements (see sidebar).

The typical buildout levels were determined by analyzing the density of several recent approvals and aerial photographs and comparing them to the maximum allowable densities. Most development over an acre did not achieve the maximum allowable under the land use categories; in fact, most were far below the maximum levels. Accordingly, an average range was used to set a realistic buildout factor for residential, commercial, and industrial uses.

Dwelling unit projections were estimated by multiplying the number of acres by the maximum density for each land use designation. This result was then reduced by the typical buildout factor (85%). Building square footage for the non-residential land use designations were calculated by multiplying the acres for each land use designation by the maximum FAR. This result was then reduced by the typical buildout factor (60% for commercial land uses and 70% for industrial land uses). These adjustments account for the fact that buildout, on average, typically occurs at less than the maximum density.

The City's total planning area encompasses 45,231 acres, or 71 square miles. This includes 38,402 acres, or 60 square miles, of incorporated City and 6,829 acres, or 11 square miles, of unincorporated lands within the City's Sphere of Influence.

The City's planning area incorporates 35,187 acres of land that can be used or developed in some manner. This includes 18,599 total acres of residential land uses, 10,060 total acres of business related land uses,

A Note on Buildout Assumptions

The buildout assumptions in this Plan are not based upon the maximum density and intensity levels for each land use category, but on typical development levels.

This accounts for variations in project design, site conditions, open spaces, and access and parking requirements. These factors result in built densities and intensities that vary widely from the high end of the range to the low end. The use of an average in the determining buildout levels is intended to account for these variations in individual projects.

When reviewing individual projects for consistency with the General Plan, it is important to ensure that a project does not exceed the maximum density/intensity in each land use category.

When tracking the performance of the General Plan towards buildout, an individual project should not be used; instead a range of projects in each land use category should be used to create an average level.



3,418 acres of public/quasi-public land uses, and 3,110 acres of open space land uses (parks or permanent open spaces). The City's planning area also includes 10,043 acres that are not able to be utilized for private use or development, including flood control facilities, road rights-of-way, and railroad rights-of-way.

Assuming buildout of the plan at the adjusted level, the land use plan accommodates a total of 95,664 total units, which includes 82,714 dwelling units in the incorporated City and 12,950 dwelling units in the City's sphere of influence. Based on a factor of 3.340 persons per household², the projected population at buildout for the entire planning area would be approximately 319,241 people, which includes 276,264 persons in the City and 42,976 persons in the City's sphere of influence.

Within the total planning area (incorporated plus sphere of influence), the land use plan also provides for a total of 3,995 acres of commercial and office uses, including 257 acres of mixed use development (accommodates a mix of commercial, office, and higher density residential development), and 6,065 acres of light and general industrial uses. At build out, the land use plan for the total planning area could generate approximately 355,629 jobs using the adjusted intensity factors (FARs).

² As detailed in Appendix 5, Methodology Report, the Average Household Size of 3.340 persons per household was derived from the January 2004 Department of Finance, City/County Population and Housing Estimates.

**Table LU-3
Land Use Plan Statistical Summary: Residential Designations**

Land Use Designations	Density Factor (Units Per Acre)	City Area			Sphere of Influence			Total Planning Area		
		Incorporated City Acres (Adjusted Gross Acres) ¹	Dwelling Units ³	Population ²	Sphere Acres (Adjusted Gross Acres) ¹	Dwelling Units ³	Population ² & ⁴	Total Acres (Adjusted Gross Acres) ¹	Dwelling Units ³	Population ²
Residential Uses										
Residential Estate	1	712.2	605	2,022	395.4	336	1,123	1,107.6	941	3,145
Residential Low	3.1	3,836.0	10,097	33,723	1,845.2	4,820	16,100	5,681.2	14,917	49,822
Residential Low-3.5	3.5	68.0	202	676				68.0	202	676
Residential Suburban	4.5	7,179.5	27,355	91,364	973.3	3,719	12,422	8,152.8	31,074	103,786
Residential Urban	9	1,506.9	11,528	38,502	218.0	1,668	5,570	1,724.9	13,195	44,072
Residential Medium	14	1,148.6	13,736	45,880	238.8	2,348	7,567	1,387.4	16,085	53,447
Residential Medium High	24	329.8	6,728	22,472	1.2	24	82	331.0	6,753	22,554
Residential Medium High/20	20	19.5	332	1,107				19.5	332	1,107
Residential High	36	126.9	3,883	12,970				126.9	3,883	12,970
Commercial Regional-2 ⁵	54	179.7	8,248	27,549	77.0	34	114	256.7	8,282	27,663
Total Residential Uses		15,107.1	82,714	276,264	3,748.9	12,950	42,976	18,856.0	95,664	319,241

Note:

¹ Adjusted gross acreages do not include the right-of-way for existing or approved roadways, flood control facilities, or railroads.

² Projections of population by residential designation are based on a persons-per-household factor of 3.340. These factors were derived from statistics generated in the Department of Finance, City/County Population and Housing Estimates, 1/1/2004. This projection of population represents the maximum-range of population that could be generated within this land use plan.

³ Residential buildout does not assume buildout at the maximum density; instead residential buildout is projected to occur at 85% of the maximum density for each land use category.

⁴ Population adjusted to account for senior units in Arrowhead Springs, which were assumed to contain 150 units that will be restricted to seniors (1.5 persons per unit) and 150 units that will not be age restricted (3.340 persons per unit).

⁵ To avoid double counting, the acreage for Commercial Regional-2 is not included in the acreage totals.



**Table LU-3
Land Use Plan Statistical Summary: Non-Residential Designations**

Land Use Designation	FAR ¹	City Area			Sphere of Influence			Total Planning Area		
		Acres ²	Square Feet ³	Jobs ⁴	Sphere Acres ²	Square Feet ³	Jobs ⁴	Total Acres ²	Square Feet ³	Jobs ⁴
Business Related Uses										
Residential Medium ⁵	1.00	0	0	0	46.3	1,500	5	46.3	1,500	5
Commercial Office	1.00	447.8	11,703,701	39,012	0.1			447.9	11,703,701	39,012
Commercial Gen.-1	0.70	1,800.7	32,871,776	109,573	106.6	1,428,683	4,762	1,907.3	34,300,459	114,335
Commercial Gen.-2	1.00	53.8	1,406,117	2,812				53.8	1,406,117	2,812
Commercial Gen.-3	1.00	66.0	1,723,931	3,448				66.0	1,723,931	3,448
Central City S.-1	1.00	123.9	3,238,250	6,477				123.9	3,238,250	6,477
University Business Park-2	1.00	28.5	744,876	2,483				28.5	744,876	2,483
University Business Park-3	1.00	12.2	318,859	1,063				12.2	318,859	1,063
Commercial Reg.-1	1.50	78.9	3,091,235	6,182				78.9	3,091,235	6,182
Commercial Reg.-2	3.00	179.7	14,089,918	28,180	77.0	650,000	1,300	256.7	14,739,918	29,480
Commercial Reg.-3	0.70	567.2	10,376,672	20,753	0.1	1,830	4	567.3	10,378,501	20,757
Commercial Reg.-4	0.70	46.2	845,238	1,690				46.2	845,238	1,690
Commercial Heavy	0.70	368.0	6,732,634	13,465	38.3	700,706	1,401	406.3	7,433,340	14,867
Office Industrial Park	1.00	523.6	15,965,611	26,609				523.6	15,965,611	26,609
Industrial Light	0.75	2,286.1	52,280,821	50,758	301.1	6,885,856	6,685	2,587.2	59,166,677	57,443
Industrial Heavy	0.75	1,031.7	23,594,405	15,730	150.4	3,439,498	2,293	1,182.1	27,033,902	18,023
Industrial Extractive	0.05	1,541.7	2,350,476	1,567	187.7	286,167	191	1,729.4	2,636,643	1,758
University Business Park-1	0.75	31.3	715,800	1,193				31.3	715,800	1,193
Central City South-2	0.70	11.7	249,729	242				11.7	249,729	242
Sub-Total Business Uses		9,198.9	182,300,048	331,238	861.3	13,392,740	16,636	10,060.2	195,692,788	347,875

**Table LU-3
Land Use Plan Statistical Summary: Non-Residential Designations**

Land Use Designation	FAR ¹	City Area			Sphere of Influence			Total Planning Area		
		Acres ²	Square Feet ³	Jobs ⁴	Sphere Acres ²	Square Feet ³	Jobs ⁴	Total Acres ²	Square Feet ³	Jobs ⁴
Public/Quasi-Public Related Uses										
Publicly Owned Flood Control		3,662.4			31.0			3,693.4		
Public Facilities	.05	3,283.6	7,151,681	7,152	126.9	276,388	276	3,410.5	7,428,069	7,428
Central City South-3		7.1						7.1		
Road Right-of-Way		5,583.1			760.6			6,343.7		
Railroad		6.5						6.5		
Sub-Total Public/Quasi-Public Related Uses		12,542.7	7,151,681	7,152	918.5	276,388	276	13,461.2	7,428,069	7,428
Open Space Uses										
Public Parks		460.3			8.7			469.0		
Open Space		618.7			1,311.2			1,929.9		
Public/Commercial Recreation ⁶	.02	654.0	482,575	322	57.2			711.2	482,575	322
Sub-Total Open Space Uses		1,733.0	482,575	322	1,377.1			3,110.1	482,575	322
Total Non-Residential Uses		23,474.6	7,634,256	7,474	3,156.9	13,670,628	16,918	26,631.5	203,604,932	355,629
Grand Total		38,402.0	189,934,304	338,712	6,828.8	13,670,628	16,918	45,230.8	203,604,932	355,629

Note:

¹ Floor Area Ratio (FAR) is the ratio of building square feet to the lot area.

² Adjusted gross acreages do not include the right-of-way for existing or approved roadways, flood control facilities, or railroads.

³ Non-residential buildout does not assume buildout at the maximum intensity. Instead, square feet are adjusted by 60% of the Maximum FAR for commercial and 70% of the maximum FAR for industrial.

⁴ See Appendix 5 for the Employees per Square Foot factors used to generate the number of employees by land use category.

⁵ To avoid double counting, the acreage for Residential Medium is NOT included in the acreage totals.

⁶ The employment associated with the golf course in Arrowhead Springs is assumed within the City's jurisdictional boundaries.



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GOALS AND POLICIES

The following section describes land use goals and policies that, in conjunction with the Land Use Plan and accompanying density and intensity standards, guide the future land development of the City. Goals and policies are divided into two subsections: Citywide and Strategic Area Goals and Policies.

In addition to these goals and policies, it is important to remember that the other General Plan Elements and other planning tools such as zoning, specific plans, and redevelopment plans provide additional land use direction to achieve the quality of development desired by the City.

CITYWIDE GOALS AND POLICIES

The following Goals and Policies represent overarching desires and apply to the entire City and Sphere of Influence. Distinction and variation from these policies may be found in the Strategic Areas that address their unique issues and conditions.

Distinct Neighborhoods

San Bernardino contains a wide range of neighborhoods accommodating an assortment of lifestyles: from the urban downtown multifamily dwellings, to student housing, to new and older suburban enclaves, to hillside and golf course estates, to rural estates. Each neighborhood has, or can have, its own unique character that is a source of pride for the residents. Neighborhood character is defined by many factors: what the neighborhood looks like, what it feels like, how well it is maintained, etc. But more importantly, it is an image in the minds of those who live and work there and in the perceptions of those who visit.

Some neighborhoods in San Bernardino are a source of pride for residents, as reflected by the quality of their homes, the diversity of their residents, the beauty of their streetscapes, and the availability of and access to, open space and recreation opportunities. Other neighborhoods are in need of assistance to help maintain, upgrade, and improve safety and aesthetics. One thing is certain in the Vision for San Bernardino, there is a strong desire to maintain, enhance, and improve the various neighborhoods in the community.



2.1 Preserve and enhance San Bernardino's unique neighborhoods.

Policies:

- 2.1.1 Actively enforce development standards, design guidelines, and policies to preserve and enhance the character of San Bernardino's neighborhoods. (LU-1)
- 2.1.2 Require that new development with potentially adverse impacts on existing neighborhoods or residents such as noise, traffic, emissions, and storm water runoff, be located and designed so that quality of life and safety in existing neighborhoods are preserved. (LU-1)
- 2.1.3 Encourage future development to provide public spaces that foster social interaction. (LU-1)
- 2.1.4 Provide assistance in the form of grants, loans, home-improvement efforts, coordinated code and law enforcement, public right-of-way maintenance and enhancement, and trash collection to help improve San Bernardino's residential neighborhoods. (LU-1 and LU-3)
- 2.1.5 Ensure compliance with maintenance and development standards through the rigorous enforcement of Code Enforcement and Safety standards. (LU-5)

Compatibility

San Bernardino is a diverse community, which, as it has developed over many years, contains a rich mixture of residential, industrial, entertainment, office, and commercial land uses. A number of uses, including industrial, commercial, and transportation facilities, can have potentially adverse effects upon residential neighborhoods, sensitive habitat areas, medical facilities, and schools. Achieving compatibility between these various uses is a delicate process, especially when these uses are located in close proximity to one another. Due to the historic development pattern of San Bernardino, residential land uses are interspersed among or adjacent to uses that can generate adverse impacts.

The potential impacts of commercial, industrial, and transportation facilities, which are vital to San Bernardino's economy and many of which are not under the City's jurisdiction, must be balanced with the needs of

residential neighborhoods. Site planning, orientation of uses on site, buffering between adjacent properties, coordination with outside agencies and jurisdictions, and the limitation of noise and emissions, are necessary to achieve compatibility between the range of uses in the City.

Within the City’s Sphere of Influence are several areas, such as Muscoy and Arrowhead Suburban Farms, which are currently under the County of San Bernardino’s jurisdiction. Coordination between the City and the County are necessary to ensure developments that are compatible with the City’s standards.

2.2 Promote development that integrates with and minimizes impacts on surrounding land uses.

Policies:

- 2.2.1 Ensure compatibility between land uses and quality design through adherence to the standards and regulations in the Development Code and policies and guidelines in the Community Design Element. (LU-1)
- 2.2.2 Require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur, including, as appropriate, decorative walls, landscape setbacks, restricted vehicular access, enclosure of parking structures to prevent sound transmission, and control of lighting and ambient illumination. (LU-1)
- 2.2.3 Sensitively integrate regionally beneficial land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors into the community. (LU-1 and CD-1)
- 2.2.4 Hillside development and development adjacent to natural areas shall be designed and landscaped to preserve natural features and habitat and protect structures from the threats from natural disasters, such as wildfires and floods. (LU-1)
- 2.2.5 Establish and maintain an ongoing liaison with Caltrans, the railroads, and other agencies to help minimize impacts and improve aesthetics of their facilities and operations; including possible noise walls, berms, limitation on hours and types of operations, landscaped setbacks and decorative walls along its periphery.



- 2.2.6 Establish and maintain an ongoing liaison with the County of San Bernardino to conform development projects within the City's sphere of influence to the City's General Plan. (LU-2)
- 2.2.7 Control the development of industrial and similar uses that use, store, produce or transport toxics, air emissions, and other pollutants. (LU-1)
- 2.2.8 Control the location and number of community-sensitive uses, such as alcohol sales, adult bookstores and businesses, game arcades, and similar uses based on proximity to residences, schools, religious facilities, and parks. (LU-1)
- 2.2.9 Require Police Department review of uses that may be characterized by high levels of noise, nighttime patronage, and/or rates of crime; providing for the conditioning or control of use to prevent adverse impacts on adjacent residences, schools, religious facilities, and similar "sensitive" uses. (LU-1)
- 2.2.10 The protection of the quality of life shall take precedence during the review of new projects. Accordingly, the City shall utilize its discretion to deny or require mitigation of projects that result in impacts that outweigh benefits to the public. (LU-1)

Distinct Character and Identity

San Bernardino is blessed with a rich mixture of significant features and distinct areas, such as the San Bernardino Mountains, a vibrant downtown, a baseball stadium, a rich cultural heritage, and two universities. Unfortunately, these features are often overshadowed by the presence of deteriorating strip commercial, unattractive signage, vacant housing, and poorly maintained and dilapidated structures. In addition, San Bernardino has evolved over time without a defined strategy for the organization of land uses, building forms, open spaces and linkages. Consequently, a number of districts are poorly defined or inadequately linked to adjacent ones. It is also difficult to determine when you have entered or left the City, which is partly due to confusing jurisdictional boundaries and unincorporated islands, as well as to the lack of a unifying theme. Man-made "edges" (e.g. Santa Fe Railroad, rail yards, I-215, and I-10) tend to

isolate different districts from one another. These edges deserve special attention in creating clear linkages.

Connecting, blending, and marketing the gems of the community and creating recognizable places where people can gather, shop, and socialize is an important ingredient in achieving the Vision. In addition to the Strategic Policy Areas detailed at the end of this chapter, the following goal and policies are intended to capitalize on our City’s unique qualities.

2.3 Create and enhance dynamic, recognizable places for San Bernardino’s residents, employees, and visitors.

Policies:

- 2.3.1 Commercial centers, open spaces, educational facilities, and recreational facilities should be linked to residential neighborhoods. (LU-1)
- 2.3.2 Promote development that is compact, pedestrian-friendly, and served by a variety of transportation options along major corridors and in key activity areas. (LU-1)
- 2.3.3 Entries into the City and distinct neighborhoods should be well defined or highlighted to help define boundaries and act as landmarks. (CD-1 and CD-3)
- 2.3.4 Develop a cohesive theme for the entire City as well as sub-themes for neighborhoods to provide identity, help create a sense of community, and add to the City’s personality. (CD-1 and CD-3)
- 2.3.5 Capitalize on cultural events, such as the Route 66 Rendezvous, to help market and build a distinct identity for the City.
- 2.3.6 Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors. (C-1)
- 2.3.7 Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values. (CD-1)
- 2.3.8 Continue to enhance Hospitality Lane as a major shopping and office center for the City. (CD-3)



In 2003, the Route 66 Rendezvous attracted over 2,100 cars and over 550,000 spectators.



- 2.3.9 Facilitate the improvement and expansion of the National Orange Show, including the formulation of a master plan that addresses on-site and surrounding uses, access, and design. (CD-3)

Redevelopment and Revitalization

San Bernardino has a wide range of structural conditions, level of property maintenance, and quality of development. San Bernardino also contains many historically critical corridors that, as new freeways have developed and the economy changed, have declined in vitality and appearance. Consequently, there is a considerable amount of underutilized properties, marginal uses, and vacant lands in the City. Fortunately, this also means that there is a considerable amount of development potential in the City. This potential can be realized through the development of vacant lands and the intensification and rehabilitation of existing development to become more productive.

However, the City has many historical and cultural assets that must be recognized as revitalization occurs. Protecting and building upon San Bernardino's assets to capitalize on current and future growth dynamics will require redevelopment and revitalization strategies to enhance existing uses and bring new development to the City. A more thorough discussion of redevelopment as an economic development strategy is addressed in the Economic Development Element. The following goal and policies are focused on land use.

This General Plan focuses economic development potential along key corridors and in selected activity centers. This is accomplished through the Strategic Area Overlay districts described later in this Element. One of the key strategies represented by the Strategic Area Overlay system in this Plan is simply to recognize, enhance, and promote the gems that exist in the community so that a positive image can be regained. In addition, the Plan focuses on creating distinct, discernible "places" of varied sizes, functions, and complexity. By this means, economic activity can be stimulated to reinforce itself: achieving greater private sector profit, public benefit, and sustainability over the long haul. Existing magnets for development can therefore be made much more attractive and, over time, stimulate an improved living environment.

2.4 Enhance the quality of life and economic vitality in San Bernardino by strategic infill of new development and revitalization of existing development.

Policies:

- 2.4.1 Quality infill development shall be accorded a high priority in the commitment of City resources and available funding.
- 2.4.2 Continue to provide special incentives and improvement programs to revitalize deteriorated housing stock, residential neighborhoods, major business corridors, and employment centers. (LU-3 and LU-4)
- 2.4.3 Where necessary to stimulate the desired mix and intensity of development, land use flexibility and customized site development standards shall be achieved through various master-planning devices such as specific plans, planned development zoning, and creative site planning. (LU-1)
- 2.4.4 Protect large parcels that front onto freeways and commercial corridors from subdivision into smaller parcels.
- 2.4.5 Explore the creative use of powerline easements and other utility easements for economically viable uses.
- 2.4.6 Work with Omnitrans to explore initiatives that promote redevelopment near transit stops in order to encourage transit ridership, reduce vehicular trips, improve air quality, and improve traffic congestion:
- a. Concentrate mixed use development, retail, employment, entertainment, educational, and civic/government uses within walking distance of transit stops.
 - b. Explore the use of incentives that can be awarded to projects that provide pedestrian amenities (wide sidewalks, public plazas, seating areas, etc...) and/or include desirable uses located within walking distance (1/2 mile) of transit stops. Incentives may include density bonuses, increases in non-residential floor area, reductions in parking requirements, and modified development standards.



Quality Development

Due to the age of San Bernardino and the numerous periods in which development has occurred, there is a wide range in the quality of developments. Some projects are exemplary illustrations of what to achieve and others of what to avoid. Our Vision is clear in this; the citizens of San Bernardino want developments that are of a high value with a careful attention to detail. We also want properties to be maintained at a high level to help improve the image of San Bernardino. A more detailed discussion of aesthetic quality is provided in the Urban Design Element. The policies in this Element focus on the land use aspects of quality development.

2.5 Enhance the aesthetic quality of land uses and structures in San Bernardino.

Policies:

- 2.5.1 Use code enforcement in coordination with all relevant City departments to reverse deterioration and achieve acceptable levels of development quality. These efforts should focus on structural maintenance and rehabilitation, debris and weed removal, property maintenance, and safety. (LU-4 and LU-5)
- 2.5.2 Continue collaboration with the San Manuel Indians and County of San Bernardino to achieve acceptable development quality within San Bernardino's sphere of influence.
- 2.5.3 Partner with the San Manuel Indians to jointly promote opportunities in the area and to address the needs of future developments in areas surrounding tribal lands.
- 2.5.4 Require that all new structures achieve a high level of architectural design and provide a careful attention to detail. (LU-1)
- 2.5.5 Provide programs that educate residential and commercial property owners and tenants regarding methods for the maintenance and upkeep of their property. (LU-5)

- 2.5.6 Require that new developments be designed to complement and not devalue the physical characteristics of the surrounding environment, including consideration of:
- a. The site's natural topography and vegetation;
 - b. Surrounding exemplary architectural design styles;
 - c. Linkages to pedestrian, bicycle, and equestrian paths;
 - d. The use of consistent fencing and signage;
 - e. The provision of interconnecting greenbelts and community amenities, such as clubhouses, health clubs, tennis courts, and swimming pools;
 - f. The use of building materials, colors, and forms that contribute to a "neighborhood" character;
 - g. The use of extensive site landscaping;
 - h. The use of consistent and well designed street signage, building signage, and entry monumentation;
 - i. A variation in the setbacks of structures;
 - j. The inclusion of extensive landscape throughout the site and along street frontages;
 - k. The articulation of building facades to provide interest and variation by the use of offset planes and cubic volumes, building details, balconies, arcades, or recessed or projecting windows, and other techniques which avoid "box"-like structures;
 - l. The integration of exterior stairways into the architectural design;
 - m. The screening of rooftop mechanical equipment;
 - n. The use of a consistent design through the use of unifying architectural design elements, signage, lighting, and pedestrian areas;
 - o. The provision of art and other visual amenities;
 - p. The inclusion of awnings, overhangs, arcades, and other architectural elements to provide protection from sun, rain, and wind; and
 - q. The location of parking at the rear, above, or below the ground floor of non-residential buildings to enhance pedestrian connectivity. (LU-1)



Conservation

San Bernardino has an unusual array of historic and environmental resources. The citizens of San Bernardino share a strong desire to minimize the potential impacts of future development on these resources, especially in hillside, mountainous, and sensitive habitat areas. Conserving the significant features of these land and history can enhance the City's quality of life, help maintain a rural feeling in certain areas, and balance the need for development with related environmental qualities.

2.6 Control development and the use of land to minimize adverse impacts on significant natural, historic, cultural, habitat, and hillside resources.

Policies:

- 2.6.1 Hillside development and development adjacent to natural areas shall be designed and sited to maintain the character of the City's significant open spaces and historic and cultural landmarks. (LU-1)
- 2.6.2 Balance the preservation of plant and wildlife habitats with the need for new development through site plan review and enforcement of the California Environmental Quality Act (CEQA). (LU-1)
- 2.6.3 Capitalize on the recreational and environmental resources offered by the Santa Ana River and Cajon Wash by requiring the dedication and development of pedestrian and greenbelt linkages. (LU-1 and PRT-3)
- 2.6.4 Work with project proponents to allow the adaptive reuse of historic structures, especially as professional offices and medical uses. (LU-1)

Community Services and Infrastructure

With population growth and urban activity continuing to increase, developments will require further investments in the maintenance, rehabilitation, and provision of capital improvements such as new and improved roads, utilities, parks, libraries, community centers, schools, and other public uses and services necessary to support a quality urban life.

Urban activity is highly dependent upon the availability of adequate water supplies. While many cities in Southern California are in short supply of water resources, such is not the case in San Bernardino. Due to large levels of underground water, the water must be contained to control flooding and reduce the threat of liquefaction. The City is in need of additional water storage facilities and must address the contamination of its ground water.

2.7 Provide for the development and maintenance of public infrastructure and services to support existing and future residents, businesses, recreation, and other uses.

Policies:

- 2.7.1 Enhance and expand drainage, sewer, and water supply/storage facilities to serve new development and intensification of existing lands. (U-1)
- 2.7.2 Work with the San Bernardino Valley Municipal Water District to create additional water storage capacity and take advantage of the abundant water supplies. (U-1)
- 2.7.3 Continue to explore opportunities, such as water themed uses, to financially capitalize on the City's water resources to enhance the City's image. (U-1)
- 2.7.4 Reserve lands for the continuation and expansion of public streets and highways in accordance with the Master Plan of Highways. (C-3)
- 2.7.5 Require that development be contingent upon the ability of public infrastructure to provide sufficient capacity to accommodate its demands and mitigate its impacts. (LU-1)

Safety

A more thorough discussion of safety related issues and policies can be found in Safety and Public Facilities and Services Elements. The focus of the following policies is on the land use aspects of safety.

San Bernardino is crisscrossed by major earthquake fault lines and flood channels, which must be considered in new developments and design standards. The threat of wildland fires is a concern in the hillsides, with



the situation aggravated by high winds in the area. With the occurrence of an earthquake along the San Andreas, San Jacinto, or Glen Helen/Loma Linda faults, much of the City is susceptible to liquefaction, particularly due to the City's high water tables.

The City has experienced a relatively high crime rate in the past, which resulted in severely negative economic, image and social impacts. However, between 1993 and 1999 the crime rate dropped by 50.5%. This was accomplished through community policing, proactive community efforts such as the Neighborhood Watch program, and the use of building designs that enhance safety and improved lighting.

As the City grows, the Fire and Police Departments must be able to keep pace and new developments must be designed and sited to enhance safety.

2.8 **Protect the life and property of residents, businesses, and visitors to the City of San Bernardino from crime and the hazards of flood, fire, seismic risk, and liquefaction.**

Policies:

- 2.8.1 Ensure that all structures comply with seismic safety provisions and building codes. (LU-1)
- 2.8.2 Ensure that design and development standards appropriately address the hazards posed by wildfires and wind, with particular focus on the varying degrees of these threats in the foothills, valleys, ridges, and the southern and western flanks of the San Bernardino Mountains. (LU-1 and A-1)
- 2.8.3 Encourage projects to incorporate the Crime Prevention Through Environmental Design (CPTED) and defensible space techniques to help improve safety. (LU-1)
- 2.8.4 Control the development of industrial and other uses that use, store, produce, or transport toxics, air emissions, and other pollutants. (LU-1)

San Bernardino International Airport

As discussed earlier, we are fortunate to have the San Bernardino International Airport (SBIA) within in our City. The SBIA provides us with superb access for businesses to people and goods, multi-modal transportation opportunities, new employment opportunities, and increased visibility for our community. The San Bernardino International Trade Center Specific Plan details the desired land uses, development standards, and design guidelines for the area immediately adjacent to the SBIA.

However, the Airport also brings issues of compatibility, noise, safety, pollution, and traffic. The benefits of the Airport must be balanced with these concerns to provide a desirable quality of life for all our citizens. We have a responsibility limit/eliminate land use conflicts, minimize noise impacts, ensure our safety, and protect the Airport and its airspace. The Comprehensive Land Use Plan (CLUP) and the Airport Master Plan are the technical documents that guide our planning efforts in these regards. These documents describe the noise contours, safety zones, appropriate land uses, maximum population density, maximum site coverage, maximum height, and area of required notification/disclosure in and around the Airport.

2.9 **Protect the airspace of the San Bernardino International Airport and minimize related noise and safety impacts on our citizens and businesses.**

Policies:

- 2.9.1 Require that all new development be consistent with the adopted Comprehensive Land Use Plan for the San Bernardino International Airport and ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. (LU-1)

- 2.9.2 Refer any adoption or amendment of this General Plan, specific plan, zoning ordinance, or building regulation within the planning boundary of the adopted Comprehensive Airport Master Plan for the SBIA to the airport authority as provided by the Airport Land Use Law. (LU-1)

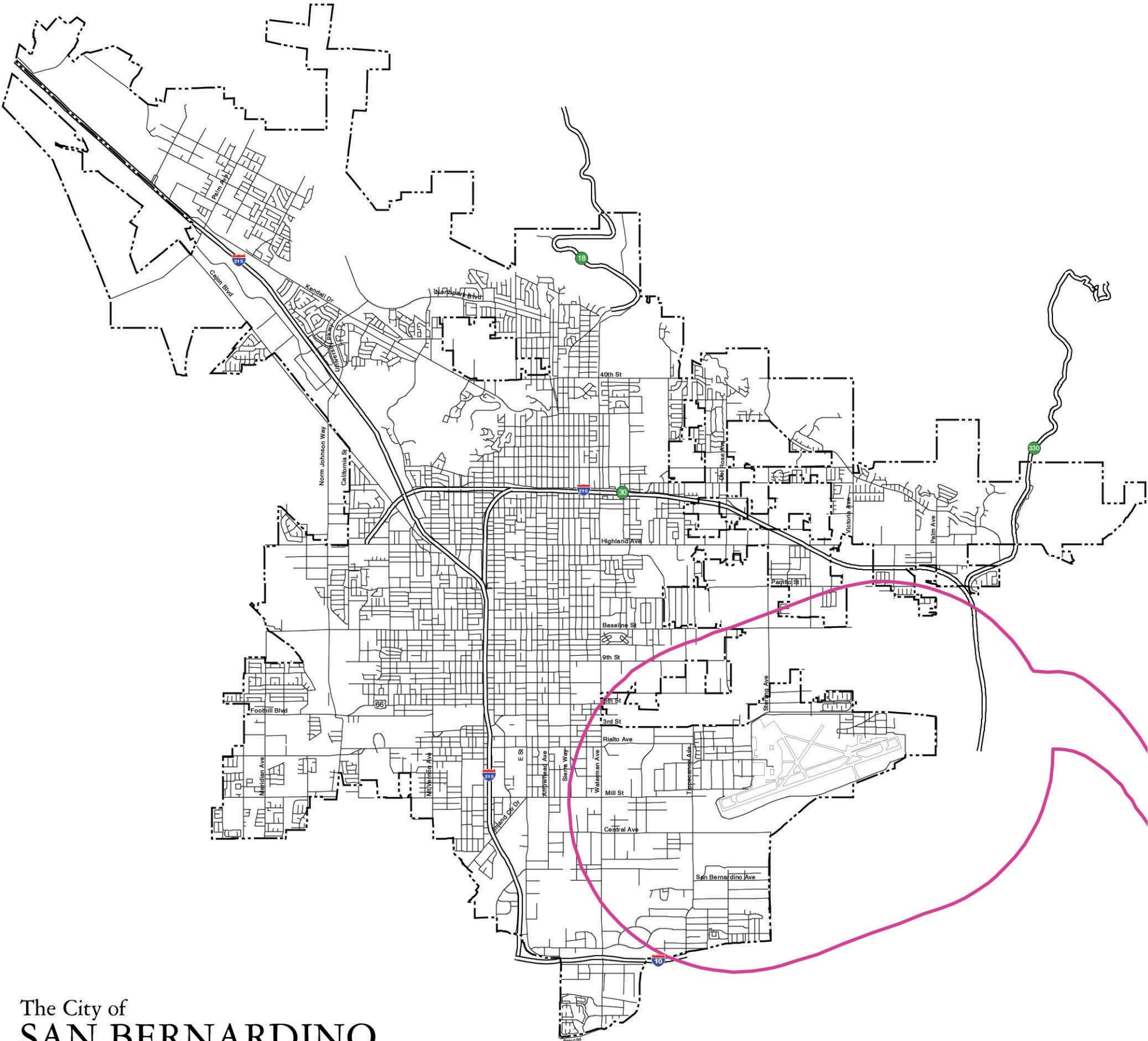
Airport Related Policies in our General Plan

The San Bernardino International Airport (SBIA) influences many aspects of our community: from land use and economics, to circulation, noise, and safety. Accordingly, see related discussions/policies in the Strategic Policy Areas Section of this Chapter, as well as the Circulation (Chapter 6) and Noise (Chapter 14) Chapters.



- 2.9.3 Limit the type of development, population density, maximum site coverage, and height of structures as specified in the applicable safety zones in the Comprehensive Land Use Plan for the SBIA and as shown on Figure LU-4. (LU-1)
- 2.9.4 Limit the development of sensitive land uses (e.g. residential, hospitals, schools) within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour, as shown on Figure LU-4. (LU-1)
- 2.9.5 Ensure that the height of structures do not impact navigable airspace, as defined in the Comprehensive Land Use Plan for the SBIA. (LU-1)
- 2.9.6 As required by State Law for real estate transactions within the Airport Influence Area, as shown on Figure LU-4, require notification/disclosure statements to alert potential buyers and tenants of the presence of and potential impacts from the San Bernardino International Airport. (LU-1)

San Bernardino International Airport Planning Boundaries



- Airport Influence Area
- City Boundary

To be included upon adoption of the Comprehensive Land Use Plan for the SBIA, as may be appropriate:

- Runway Protection Zone
- Inner Turning Zone
- Inner Safety Zone
- Outer Safety Zone
- Traffic Pattern Zone
- CNEL Noise Contours

Note: As of the adoption of this General Plan, the Airport Master Plan and the Comprehensive Land Use Plan (CLUP) for the San Bernardino International Airport (SBIA) were in the process of being prepared. As a consequence, the precise noise contours and safety zones were not available to include in this Plan. Upon adoption of the Airport Master Plan and CLUP for the SBIA, the new noise and safety zones will be incorporated into this Figure and, if necessary, the Airport Influence Area adjusted.





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Administration

This Section focuses on the administration of the General Plan. Administration of the General Plan includes establishing, maintaining, and applying tools and procedures for interpreting the intent of the General Plan and applying that interpretation.

2.10 **Actively apply, enforce, and utilize the General Plan in the day-to-day activities of the City.**

Policies:

- 2.10.1 Ensure that all decisions related to the physical development and growth of the City of San Bernardino complies with the General Plan. Specifically, the provisions of this plan shall be applied to the following:
- a. Proposed private development projects;
 - b. Proposed public works projects in support of land development or preservation (Government Code Section 65401);
 - c. Proposed acquisition or disposal of public land (Government Code Section 65401); and
 - d. Adoption of ordinances and standards for implementing General Plan land use designations, especially through the Development Code.
- 2.10.2 Permit amendments to the General Plan in accordance with the following:
- a. Technical Amendments – involves changes that do not alter the basic assumptions or policy direction of the plan and only involve changes of a technical nature (corrections to statistics; mapping error corrections; editorial clarifications that do not change the intent of the General Plan) may be approved by the Development Services Director as necessary.
 - b. Mapping/Policy Amendment - involves changes in land use designations, basic assumptions, the vision, or policies and requires approval by the Mayor and Common Council and a recommendation by the Planning Commission. (LU-1)



2.10.3

Ensure that residents of San Bernardino have the opportunity to provide input to the determination of future land use development that may significantly affect the character and quality of life.

STRATEGIC POLICY AREAS

This section of the Land Use Element provides specialized goals and policies, in addition to those identified earlier, which address specific areas of the City. Together with the other elements of the General Plan, specific plans, the Development Code, and ongoing neighborhood and capital improvement programs, the policies of the Strategic Areas are intended to help create, preserve, revitalize, and enhance selected areas of the City.

The Strategic Area Map (Figure LU-5) describes the locations of the Strategic Areas. The boundaries on this map are intended to be general in nature and not precise. Instead, the map depicts general areas where a desired outcome is sought. Application of the strategies to adjacent parcels is appropriate if that action contributes to the desired outcome of the Strategic Area commensurate with costs and impacts.

The Strategic Policy Areas include two basic distinctions: areas where enhancement is desired but changes in the land use pattern are not anticipated or desired and those areas where change is desired and merits guidance and/or stimulation. These two areas are described as follows:

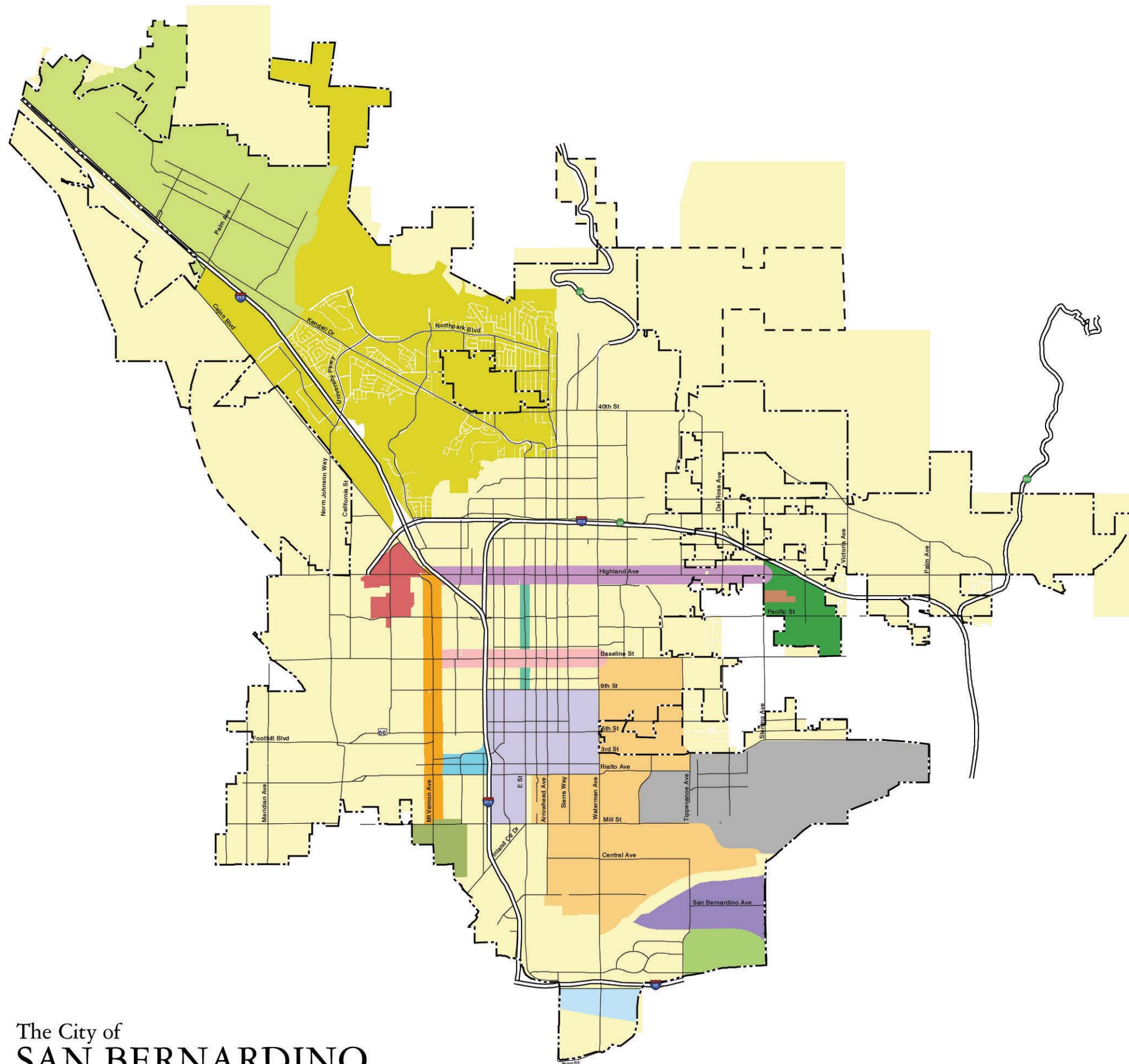
1. **Urban Conservation and Enhancement Areas.** Areas where the goals and policies of the General Plan focus on preservation and enhancement of existing neighborhoods and where fundamental changes in the land use pattern are not anticipated or desired. These areas are subject to the goals and policies of the General Plan.
2. **Strategic Areas.** Areas where change is either imminent and needs stimulation/guidance or where change is desired and needs stimulation/guidance.

Each Strategic Policy Area contains a brief description of the physical conditions and issues followed by a set of Strategies. Strategies are unique structural aspects of the Strategic Policy Areas. Strategies are similar to the Policies contained in other parts of the General Plan but are focused on initiative. Whereas the rest of the General Plan is a combination of general initiatives and ongoing reactions of proposals, Strategies are intended to result in actions and provide direction to influence each particular proposal.



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Strategic Area Map



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

Figure LU-5



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Urban Conservation and Enhancement Area

The lands identified in the Urban Conservation and Enhancement Area account for the vast majority of the planning area. The Urban Conservation and Enhancement Area is not intended to undergo a fundamental change in the land use pattern. Instead, the focus of this Strategic Area is on stability and quality assurance. Strategies are aimed at enhancing and improving the existing uses. The policies and implementation measures in this General Plan and the Neighborhood Improvement Program guide the enhancement of this Strategic Area.

Strategic Areas

The intent of these Strategic Areas is to achieve a fundamental change in the land use pattern or quality of development. These areas are identified because change is either imminent and needs guidance or is desired and needs guidance and/or stimulation.

1. San Bernardino Valley College Strategic Area

San Bernardino Valley College Strategic Area is located in the southwestern portion of the City and is generally bounded by the City of Colton on the west and south, Mill Street on the north, and K Street on the east.

The San Bernardino Valley College, the centerpiece of this area, is a community college with an enrollment of approximately 10,000 students. The college is a major community feature that can be capitalized upon as a catalyst for growth and improvement in the area, as well as a positive marketing tool for the City as a whole. The intent of the strategies in this Strategic Area are to interconnect and unify the district through the use of cohesive design, landscaping, and signage, enhanced pedestrian connections, and improved parking conditions. A fundamental tenant of this Strategic Area is to preserve the flexibility of the campus to grow and change while improving the aesthetic conditions and connectivity of the District.

Strategies

1. Partner with San Bernardino Valley College and the City of Colton to:
 - a) Prepare design and landscaping guidelines for the major street frontages within the San Bernardino Valley College influence area.



- b) Improve on-campus parking and reduce college related parking in the adjacent residential neighborhoods.
 - c) Explore opportunities for off-campus parking on the vacant parcels to the west of Mount Vernon Avenue and joint use parking in the commercial center on the southwestern corner of Mount Vernon Avenue and Mill Street.
 - d) Improve the pedestrian connectivity to the adjacent commercial uses.
 2. Improve entry monumentation and install landscaping to identify this area as an entry into the City of San Bernardino.
 3. Partner with the San Bernardino Valley College to:
 - a) Promote activities and events.
 - b) Promote the City and the college.
 - c) Address access and parking issues.
 - d) Address campus security.
 - e) Explore opportunities for future campus expansion and areas for a development partnership. For instance, the College and City could acquire, develop, and lease the commercial property on the corner of Mill Street and Mount Vernon Avenue. This property could become a revenue generator and house a campus village that consisted of the aircraft maintenance facilities, offices, a conference center, student parking, and student oriented commercial uses. The commercial uses on site could be incorporated into the campus village.
 4. Develop a neighborhood revitalization program that helps the surrounding residential areas to improve their appearance and incorporate the design and landscape guidelines developed for the area. The revitalization program should address landscaping, lighting, facade improvements, and safety (e.g. Neighborhood Watch programs).
 5. Partner with San Bernardino Valley College, and potentially the Building Industry Association and Chamber of Commerce, to develop a curriculum that addresses neighborhood revitalization,

household maintenance, improvements, and facade improvements. Utilize the class to help improve the surrounding neighborhood.

2. Santa Fe Depot Strategic Area

The Santa Fe Depot Strategic Area is located in the western portion of the City, immediately west of Downtown and Interstate 215. The Strategic Area is bounded on the northern end by the Burlington Northern Santa Fe Railroad line, on the south by Rialto Avenue, on the east by Interstate 215, and on the west by Viaduct and Giovanola Avenues.

The centerpiece of this Strategic Area is the Historic Santa Fe Depot, a three-story mission style structure with four distinctive Moorish domes and a 380-foot long arch colonnade. Because of the role the Depot played in the City's history and its distinctive architectural style, the Depot is a designated historic structure. The Depot site also contains a Metro Link station and Park-N-Ride lot. Surrounding the Depot is a mixture of commercial, industrial, and residential uses that have little relationship or physical connection with the Depot itself.

The goal of the Strategic Area is to integrate the Depot with the surrounding neighborhood and create an identifiable district, help the surrounding businesses become more economically viable, and improve the aesthetics of the area.

Strategies

1. Implement the Historic Depot District Concept Improvement Plan.
2. Connect and physically integrate the surrounding uses with the Depot through design, landscaping, entry features, and pedestrian pathways, to create a distinctive character as outlined in the Historic Depot District Concept Improvement Plan.
3. Assist in the creation of a railroad museum to house the historic 4-84 locomotive No. 3751. Assistance from the City can be provided through assistance in finding an adequate site, waiving permitting fees, and fast tracking the approval process.
4. Identify businesses that would benefit from San Bernardino's cluster of rail, transportation, and freight related services and develop and implement a plan to promote and encourage such businesses to locate in San Bernardino.



3. Redlands Boulevard Strategic Area

The Redlands Boulevard Strategic Area is located in the southern tip of the City, just south of the 10 Freeway. The Strategic Area is bounded by Redlands Boulevard on the north, the Burlington Northern and Santa Fe Railway (BNSF) Railroad on the South, the City of Colton on the west, and the Gage Canal and City of Loma Linda on the East. Waterman Avenue bisects the Strategic Area into eastern and western halves and provides direct freeway access.

Despite the proximity to and direct access from the 10 Freeway, the Strategic Area suffers from a lack of visibility from the freeway. In addition, the 10 Freeway separates the Strategic Area from the rest of the City and the area tends to relate more to Loma Linda and Colton than the rest of the San Bernardino.

This area has been identified as a Strategic Area because of the need to help businesses remain economically robust and to attract viable uses that will help strengthen the City's tax base.

Strategies

1. In addition to the underlying land uses, allow a mixture of regional serving commercial, light industrial, religious, and office uses in the Redlands Boulevard Strategic Area.
2. Ensure screening and buffering between the Strategic Area and the residential communities to the south.
3. Collaborate with the Chamber of Commerce to assist the businesses in the Strategic Area with their marketing efforts.
4. Through the public review process, modify the standards for the size and placement of signage to allow businesses an opportunity to increase their visibility from the freeway.

4. Tippecanoe Strategic Area

The Tippecanoe Strategic Area is located in the central portion of the City, south and west of the San Bernardino International Airport. The Tippecanoe Strategic Area is generally bound by Baseline and Rialto Streets on the north, the Santa Ana River on the south, Arrowhead and Waterman Avenues on the west, and Tippecanoe Avenue on the east. The boundaries of the Strategic Area include portions of the City of Highland

between 3rd and 5th Streets in order to foster cooperation with the City of Highland for this critical area.

This area has been identified as a Strategic Area because of the need to address the area's infrastructure needs, to help the area to capitalize upon adjacent economic opportunities, such as the San Bernardino International Airport, improve the area's aesthetics, improve the circulation system, to redevelop vacant and underutilized lands into their highest potential, and to capitalize upon the presence of the Santa Ana River.

Strategies

1. Create an Infrastructure Improvement Fee for the Tippecanoe Strategic Area for the purposes of encouraging redevelopment and improvement of the area.
2. Acquire and consolidate underutilized and blighted parcels through redevelopment efforts to help stimulate the redevelopment and revitalization of the Tippecanoe Area.
3. Create a landscaping and sound barrier program along major arterials and where industrial uses abut residences to minimize noise impacts and improve aesthetics.
4. Ensure that traffic signals along Tippecanoe Avenue are synchronized.
5. Expand Tippecanoe Avenue from the southern City boundary to Baseline Avenue.
6. Work with the cities of Loma Linda and Redlands to extend Mountain View Avenue north of the Santa Ana River and on the I-10/Mountain View intersection improvements.
7. Coordinate with the City of Highland to ensure the development of an integrated infrastructure system that meets the current and future demands of the area.
8. Implement measures contained in the Tippecanoe Baseline Infrastructure Plan, Appendix 11.
9. Enhance and protect the Santa Ana River by ensuring that future industrial development does not block access to, pollute, or turn its back on this resource.



5. Eastern Recreation Village Strategic Area

The Eastern Recreation Village Strategic Area is located in the eastern portion of the City. The Eastern Recreation Village Strategic Area is generally bound by 30 Freeway to the north, Warm Creek and Baseline Street on the south, Sterling Avenue and the City of Highland to the west, and the City of Highland on the east.

The centerpiece of this area is the California Youth Soccer Association (CYSA) sports complex. The soccer complex is a seasonal regional destination and during the peak season, parking is limited and soccer tournament attendees frequently park in the surrounding residential neighborhoods. Park and recreational space in the area also includes the Spetcher Memorial Park, San Gorgonio High School, and Emmerton Elementary.

Immediately south of the 30 Freeway, in the central portion of the Strategic Area, is the Arden-Guthrie area, which is designated as Public Commercial Recreation (PCR). The intent of this designation is to develop commercial and commercially oriented recreational uses, such as golf courses, fairgrounds, skateboard park, roller hockey rink, bowling alley, batting cages, other privately owned uses such as a water-oriented gated attraction, sports complexes, or softball/baseball diamonds, in a manner that does not negatively impact surrounding residential uses.

This area has been designated a Strategic Area because of the recreational opportunities it presents. Given the soccer complex, the elementary and high school, park, and Warm Creek, this area can be developed and marketed as a recreational village. Multi-purpose trails and pedestrian amenities could be provided to link the village and the major features in the Strategic Area.

Strategies

1. Convene an Eastern Recreation Village District comprised of the City, San Gorgonio High School, Emmerton Elementary School, Flood Control District, local residents, and CYSA-South Soccer Foundation. The purpose of the Eastern Recreation Village District is to:
 - a) Develop a master plan of development and improvements. The master plan should address allowable uses, linkage opportunities, multi-purpose trails, design and landscaping themes, and funding and financing options.

- b) Cooperatively address parking issues. Options to address the parking issue include shared off-site parking, providing a parking structure at the CYSA complex, or shared parking facilities at the Arden-Guthrie area.
 - c) Explore opportunities to implement pedestrian connections.
 - d) Explore opportunities to redevelop the Arden-Guthrie area in a manner that enhances the recreational theme of the area.
 - e) Develop a program to market the features of the area, attract investment, and stimulate redevelopment of the Arden-Guthrie area and the San Bernardino Plaza commercial center.
 - f) Explore uses that would be appropriate to locate in the area that would complement the recreational focus. Uses such as day care, libraries, skate parks, YMCAs, community centers, churches and BMX bike tracks may be appropriate in the Eastern Recreation Village.
2. Continue consolidation efforts of the 21-acre Arden-Guthrie site. Efforts should include:
- a) Relocating current residential tenants.
 - b) Consider swapping land with property owners for other residentially designated areas in the City.
3. Develop a linkage program and multi-purpose trail system and implementation program for the Strategic Area. Create a program to add landscaping along Warm and Sand Creeks, which run along the southern and eastern borders of the Strategic Area.
4. Partner with area colleges to develop recreational programs that can take place in the Strategic Area.

6. Residential Conversion/Restoration Strategic Area

The Residential Conversion/Restoration Strategic Area contains approximately 77 parcels and is located on the eastern edge of the City. The area is general bound by 19th Street on the north, 18th Street on the south, Guthrie Street on the east, and Sterling Avenue on the west.

This area was originally developed as three and four unit apartment buildings, several of which have been demolished, are vacant, or are in a



state of disrepair. The remaining apartment buildings are suitable for conversion from rental units to lower density, owner-occupied, single-family homes on lots that are smaller than typical lots in the area (7,200 square feet or greater).

This area has been identified as a Strategic Area to promote the conversion of the remaining apartments, as well as reinvestment and stability in the area.

Strategies

1. Amend the Development Code to 1) allow the conversion of the remaining 3-4 unit apartment buildings, which are located on a minimum of 7,200 square foot lots, to a maximum of two single-family dwellings, and 2) permit the lot area for the converted apartments to be a minimum of 3,500 square feet, and 3) allow zero lot-line and flag lot configurations, subject to a Conditional Use Permit.

7. Southeast Industrial Strategic Area

The Southeast Industrial Strategic Area is located in the southeastern portion of the City, just south of the San Bernardino International Airport Strategic Area and north of the Southeast Strategic Area. The Southeast Industrial Area is wedge shaped area bounded by the Santa Ana River to the north and west, the BNSF railroad to the south and Mountain View Avenue and the City of Redlands to the east. Tippecanoe Avenue runs north to south and generally divides the Strategic Area into an eastern and western half. The Gage Canal runs diagonally through the Strategic Area to the west of Tippecanoe Avenue.

This Strategic Area contains a mixture of industrial and residential uses. Due to the proximity of the industrial uses, the adjacent residences are impacted by truck traffic, noise, and odor. This area has been identified as a Strategic Area because of the need to protect the industrial job base, help improve residential conditions, and to help mitigate impacts to adjacent residences. The Santa Ana River, which borders the northern portion of this Strategic Area, is a regional amenity that the City must enhance and protect and which can be utilized as an asset for local industrial users and residents.

Strategies

1. Create landscaping and wall barriers between the residential communities and the industrial developments to the west and north.
2. Utilize Lot Beatification monies to turn vacant lots into pocket parks to provide a buffer between the residential neighborhood and the industrial area.
3. Utilize redevelopment monies and state and federal grants to revitalize residential area and rehabilitate run-down units.
4. Encourage the continued development of the industrial area by enhancing connections and access to the railroad and airport.
5. Reference the East Valley Truck Study to determine issues and mitigation measures related to the traffic impacts from the UPS distribution center.
6. Utilize Neighborhood Improvement Program, Home Improvement Program funds, and similar funding sources to rehabilitate older housing stock.
7. Utilized EDA Mortgage Assistance Program funds to increase homeownership rates that may then bring about increased investment in homes and the neighborhoods.
8. Enhance and protect the Santa Ana River by ensuring that future industrial development does not block access to, pollute, or turn its back on this resource.

8. Southeast Strategic Area

As its name implies, the Southeast Strategic Area is located in the southeast corner of the City. The area is bounded by the BSNF railroad on the northern edge, the 10 Freeway on the south, Tippecanoe Avenue on the west, and Mountain View Avenue and the City of Redlands on the east.

This area has been identified as a Strategic Area because of the need to improve the conditions and accessibility of its residential neighborhoods. Homes in this Strategic Area are in need of rehabilitation, should be separated from the surrounding industrial areas with berming and buffers, and should be connected physically and socially with the rest of the City.



Strategies

1. Utilize redevelopment monies and state and federal grants to revitalize residential area and rehabilitate run-down units.
2. Create landscaping and wall barriers between the residential communities and the industrial developments to the north, possibly utilizing Home Improvement Program funds.
3. Utilize Lot Beatification monies to turn vacant lots into pocket parks
4. Increase access to surrounding commercial areas or encourage the development of commercial uses in the Strategic Area
5. Utilize Neighborhood Improvement Program, Home Improvement Program funds, and similar funding sources to rehabilitate older housing stock.
6. Utilized EDA Mortgage Assistance Program funds to increase homeownership rates that may then bring about increased investment in homes and the neighborhoods.
9. **San Bernardino International Airport and Trade Center Strategic Area**

The San Bernardino International Airport and Trade Center (SBIA) Strategic Area is located in the southeastern edge of the City. The Strategic Area is generally bounded on the north by 3rd and 5th Streets, on the south by Mill Street, on the west by Lena Road, and on the east by the Cities of Redlands and Highland.

The SBIA is one of our greatest economic growth opportunities and therefore requires our focused attention. The SBIA is comprised of two portions: 1) the airport and related facilities of the former Norton Air Force Base, and 2) the Trade Center, which encompasses the non-airport portions of the property.

The Airport contains approximately 1,350 acres, which are managed by the San Bernardino International Airport Authority (SBIAA), a Joint Powers Authority made up of representatives from the cities of San Bernardino, Highland, Loma Linda, Colton, and the County of San Bernardino.



The San Bernardino International Airport and Trade Center.

The Trade Center portion of the SBIA is composed two non-contiguous areas of the former Norton Air Force Base totaling approximately 652 acres. The Trade Center is managed by the Inland Valley Development Agency (IVDA) and is addressed in the San Bernardino International Trade Center Specific Plan. The IVDA is a Joint Powers Authority made up of representatives from the cities of San Bernardino, Loma Linda, Colton, and the County of San Bernardino.

The SBIA can accommodate large warehousing and manufacturing companies, and more importantly, it serves as a transportation hub, providing access to air transportation and close proximity to major rail lines and roadways. SBIA has the capacity to provide regional air traffic for domestic and international service, both commercial and cargo along with the necessary support facilities, for major and smaller airlines.

There is an opportunity for the properties surrounding the SBIA to develop with uses that are related to or can benefit from the proximity of an airport. For instance, business oriented and general aviation related uses, manufacturing, warehousing, offices, and travel related business such as hotels, could be attracted by the presence of the Airport.

Strategies

1. Create a Fast Track permitting process for businesses seeking to locate in the SBIA Strategic Area.
2. Work with homeowners and renters in the residential neighborhood along Tippecanoe Avenue to voluntarily move to another part of the City.
3. Capitalize on the Foreign Trade Zone status to market the benefits of locating at the Airport.
4. Ensure that inappropriate land uses do not encroach into the airport's noise and safety zones by complying with the adopted Comprehensive Airport Master Plan.
5. Partner with the SBIAA and the IVDA to create a plan that:
 - a) Identifies businesses that would benefit from San Bernardino's air transportation system and proximity to rail and freight related services. The intent is not to create an intermodal facility near the SBIA.
 - b) Promotes such businesses to relocate to San Bernardino.



c) Identifies a plan to purchase surrounding parcels and develop infrastructure in order to attract the desired users.

6. Enhance and protect the Santa Ana River by ensuring that future industrial development does not block access to, pollute, or turn its back on this resource.

10. Downtown Strategic Area

The Downtown Strategic Area encompasses the historic heart of San Bernardino. The Downtown Strategic Area stretches from 9th Street on the north to Mill and Rialto Streets on the south, from Interstate 215 on the west, to Waterman Avenue on the east.

The Downtown plays a pivotal role in the City. It is the symbolic center as well as the social and economic heart of San Bernardino. Within its boundaries are the City Hall, County Administrative Center and Court House, Carousel Mall, Federal building, State offices, California Theater of the Performing Arts, Caltrans, a bus station, Seccombe Lake Recreation Area, Arts on Fifth, Pioneer Memorial Cemetery, YWCA, Sturges Auditorium, Radisson Hotel, Meadowbrook Park, and the potential Lakes and Streams project, which was in process during the writing of this Plan. There is an opportunity to capitalize and improve upon this role.

According to the Existing Economic Conditions and Trends Study prepared for the General Plan Update, “the large cluster of existing multi-government offices in the City, particularly in the downtown, provide a sustained demand for business, retail, and professional services in the City.” The study also indicates that some of the office demand in San Bernardino is likely to be met by infill development in the Downtown area (approximately 170,000 square feet annually over the next five years) and with the City’s long-term Downtown Revitalization strategy and possible expansion of the government center. The increased employment in the Downtown will then provide additional support for retail and pedestrian oriented retail development. An opportunity for downtown revitalization are new mixed-use residential and office development projects, which will help support the addition of new retail space in the Strategic Area.

Another area of interest is the Arrowhead Credit Union Park, which is located immediately south of the Downtown Strategic Area. The Arrowhead Credit Union Park provides an amenity to residents and attracts a regional audience, which directly correlates with and enhances the Downtown Strategic Area. However, the Arrowhead Credit Union Park is not physically connected to its surroundings. Efforts should be made to develop the area surrounding the Arrowhead Credit Union Park with complimentary retail services including sports related uses,



We are proud of our Downtown, which boasts City and County government offices, entertainment, cultural, and shopping.

restaurants and other pedestrian friendly developments to attract the retail dollars of the Arrowhead Credit Union Park audience. These efforts should include increased landscaping and street furniture treatments to enhance the visual appeal and pedestrian-friendly atmosphere.

The San Bernardino Revitalization Plan encompasses the majority of the Downtown Strategic Area. Critical to the area, is the development of a design theme that ties the entire downtown together.

Strategies

1. Promote downtown revitalization by seeking and facilitating mixed-use projects (e.g. combinations of residential, commercial, and office uses).
2. Continue to facilitate the development of outdoor dining in the downtown area.
3. Allow the ground floor of new non-residential and residential structures to incorporate “pedestrian-active” retail uses (restaurants, florists, gift shops, bookstores, clothing, shoe repair, etc.).
4. Accommodate residential units above the first floor of commercial structures provided that:
 - a) The impacts of noise, odor, and other characteristics of commercial activity can be adequately mitigated; and
 - b) A healthy, safe, and well-designed living environment with a complement of amenities can be achieved for the residential units.
5. Buildings in the downtown should be designed, sited, and massed to convey an “urban-like” character; locating structures in proximity to sidewalks, using architectural design styles and materials which visually convey a sense of “mass” and “permanency” (such as granite and marble, defined piers and columns, etc.), incorporating multiple stories, and similar techniques.
6. Preserve significant historic structures and community features and incorporate historic themes and community symbols into the design of the Downtown area to maintain a strong character and distinguish it as the City’s historic/civic core.



The Arrowhead Credit Union Park, home of the Inland Empire 66ers.



7. Provide generous pedestrian amenities such as wide sidewalks, ground-level retail uses, parkways, vintage streetlights, sitting areas, and street furniture.
8. Establish a consistent street lighting type in the downtown area utilizing a light standard that is compatible with the historic commercial fabric and coordinated with an overall street furniture and graphics/signage program.
9. Encourage that buildings be located within twenty-five feet of the sidewalk, except for setbacks to allow outdoor dining, pedestrian-oriented plazas, courtyards, and landscaped areas.
10. Commercial and office buildings should be designed to enhance pedestrian activity and convey a “human scale” at their street elevation.
11. Parking should be located to the rear, below, or above the ground floor of the street-facing commercial/office structure.
12. Attract/develop high end housing in the Downtown Strategic Area, especially adjacent to parks and other desirable amenities.
13. Encourage mixed use development and pedestrian friendly uses/development adjacent to transit stops.

11. Community Hospital Strategic Area

The Community Hospital Strategic Area is located on the west side of the City and is generally bounded by I-210 on the north, 16th Street on the south, Western Avenue and I-215 on the east and Pennsylvania Avenue on the west. This Strategic Area is bisected by Medical Center Drive.

This Strategic Area is anchored by the Community Hospital of San Bernardino. Numerous medical offices have developed in the surrounding area and, in essence, create a medical district. The purpose of this Strategic Area is to provide incentives and programs that capitalize upon the presence of the hospital and surrounding medical offices, which can act as a catalyst for improvements in the area and to facilitate medically related development in the future.

1. Prepare design and landscaping guidelines for the major street frontages within the Strategic Area.

2. Improve the pedestrian connectivity and safety throughout the Strategic Area.
3. Improve entry monumentation and install landscaping to identify this area as a medical district. Directories and informational kiosks should be installed on major intersections and roadways.
4. Develop a neighborhood revitalization program that helps the surrounding residential areas to improve their appearance and incorporate the design and landscape guidelines developed for the area. The revitalization program should address landscaping, lighting, facade improvements, and safety (Neighborhood Watch programs).
5. Focus new uses to those that are medical or medically related or to those uses that provide a service to the users of the area, such as delis, restaurants, florists, and office supply/reproduction.
6. Allow the adaptive reuse of residential uses for medical or medically related uses.

12. Corridor Strategic Areas

The Corridor Strategic Areas, the Mount Vernon, E-Street, Baseline, and Highland Strategic Areas, all share similar issues as well as solutions. Each corridor is characterized by a pattern of strip commercial, vacant or underutilized parcels, dilapidated structures, and uncoordinated aesthetics and signage. In addition, the majority of lots along the corridors are relatively small with individual ownership. This makes significant redevelopment more complicated and requires participation from a multitude of individuals to realize change. Another significant hurdle is the perception that commercial property is more valuable. While this may be true in certain instances, the existing pattern and quality of strip commercial uses along these corridors is not proving to be viable and a change is necessary.

The Corridor Improvement Program, included at the end of this section, describes the policies and action steps that are intended to help the property owners in the area maintain or increase their economic viability and improve the aesthetics of the street.

- ◆ Mount Vernon Avenue Strategic Area - Mount Vernon Avenue is a major north-south roadway located in the western portion of the City. Mount Vernon Avenue connects to the 30 and 215 freeways on the northern end, and Interstate 10 to the south. Historic Route

E-Street Transit Corridor

As of the writing of this General Plan, Omnitrans had initiated Phase 1 of the E-Street Transit Corridor project. Due to its significance in ridership and points of interest served, E-Street was chosen as the first segment of a planned system of high-quality transit corridors in San Bernardino. Phase 1 consists of studying alternatives for providing enhanced state-of-the-art transit service and corridor improvements.



66 runs north along a portion of Mount Vernon Avenue from Foothill Boulevard/5th Street north to Cajon Boulevard, where it continues north through the Cajon Pass. The Strategic Area itself occupies a limited portion of the roadway, between Highland Avenue on the northern end and Mill Street on the southern end

- ◆ E-Street Strategic Area - E-Street is a significant north-south roadway located in the central portion of the City. E-Street connects Downtown to Baseline, Highland, and to the 30 freeway on the northern end, and Hospitality Lane to the south. E-Street currently (as of 2004) has the greatest number of transit trips in the Omnitrans system, which makes it an ideal candidate for roadway improvements and redevelopment. The Strategic Area itself occupies a limited portion of the roadway, between Highland Avenue on the northern end and 9th Street on the southern end.
- ◆ Baseline Street Strategic Area - Baseline Street is a major east-west roadway in the region. Baseline Street is located in the central portion of the City and connects the City of Rialto on the west, the Interstate 215 Freeway, and the City of Highland and the 30 Freeway to the east. The Baseline Street Strategic Area stretches along Baseline Street between Mount Vernon Avenue and Waterman Avenue.
- ◆ Highland Avenue Strategic Area - Highland Avenue is a major east-west roadway that is located near the northern portion of the City. Highland Avenue connects four freeways in the City of San Bernardino: the 30, 215, 259, and 330 freeways. The Strategic Area stretches along Highland Avenue between Mount Vernon Avenue and Interstate 215 on the west and Arden Avenue and the 30 Freeway on the east.

Strategies

1. Corridor Improvement Program.

Purpose: The Corridor Improvement Program is an optional package of policy, regulatory, and incentive programs that, if applied, are intended to stimulate private investment and result in desired development within the Corridor Strategic Areas. This is accomplished by providing optional incentives, in the form of density bonuses and varied development standards, to developments that qualify. While the underlying land use designations still apply, the property owner may request, and the

City may choose to apply, aspects of this program to stimulate desirable development.

- a) Priority Locational Projects are those that: 1) develop or improve commercial and/or mixed uses on the intersections of arterials, and/or 2) replace strip commercial use with residential uses or improve existing residential uses between the intersections of arterials.
 - In Priority Locational Projects: mixed-use projects are permitted with a floor area ratio of 2.0 for commercial and office uses and residential density of 24 units per acre. Commercial only projects are permitted at a maximum floor area ratio of 1.5. A maximum height of 3 stories is permitted for projects that combine residential and commercial uses and 2 stories for commercial only projects. Parking areas are required to be located in the rear of the lot with the buildings oriented to the sidewalk.
- b) Lot Consolidation. Projects that combine parcels are eligible to receive a 2.5% density bonus and a 10% floor area ratio bonus for each lot combined.
- c) Encourage the development of desired projects or provide public amenities through the use of incentives. The following incentives are not cumulative and the City can choose to award the greatest level of incentives to projects that incorporate numerous desirable features.
 - Proximity to transit. Projects with a residential component that are located within 500 feet of a designated transit stop are eligible to receive up to a 15% density bonus. Mixed-use projects would also receive a 10% increase in floor area ratio to accommodate the additional residential units.
 - Shared parking. Projects that consolidate and combine individual parking lots into shared parking facilities are eligible to receive a 10% increase in floor area ratio and reduce the overall parking requirement by 25%.
 - Pedestrian building orientation. Projects that orient the parking in the rear of the lot and orient the main entrance of the building toward the sidewalk are eligible to receive an increase of up to 5% in floor area ratio.
 - Public plaza. Projects that include a public plaza of at least 625 square feet (no dimension less than 25 feet) adjacent to



and accessible from the front sidewalk are eligible to receive an increase of 1 square foot in floor area for every square foot of public plaza.

- Public art. Projects that provide permanent, outdoor art that is viewable by the public from the front sidewalk are eligible to receive an increase of up to 5% in floor area ratio.
- d) Develop and implement improvement plans for each corridor that address:
- Themes for each corridor that key off the unique and significant features in and nearby the Strategic Areas.
 - Design and landscaping standards for each corridor street frontages that enhance each theme.
 - A promotion/marketing campaign for each Corridor Strategic Area.
 - Signage and entry monumentation that identifies the features of and near the each Corridor Strategic Area.
 - Opportunities for commercial intensification, such as at the intersection of arterials, and areas where an infusion of alternative land uses, such as residential or mixed use, can occur.
- e) Develop an incentive and assistance package that supports facade improvements and lot consolidation for property owners in each Corridor Strategic Area.
- f) Focus code enforcement activities on the dilapidated and vacant structures to encourage property owners to eliminate unsafe conditions and building deficiencies.
- g) Utilize the City's existing demolition program to demolish vacant, dangerous, and dilapidated buildings.
- h) Until redevelopment occurs, develop a program to utilize the properties of recently demolished structures for interim uses that benefit the adjacent residences, such as community gardens, parks, or recreational areas.
- i) Utilize the existing acquisition/rehabilitation/resale program to improve residential properties within each Strategic Area.

- j) Utilize Lot Beatification monies to turn vacant lots into permanent community amenities, such as community gardens, pocket parks, or play grounds.

13. University District Specific Plan

Founded in 1965, California State University, San Bernardino is located in the northwestern portion of the City of San Bernardino. Since that time, the growth and development of the University and City have occurred independently. This independent growth has resulted in a University and City that are not physically integrated.

The University represents a major opportunity to help improve the City's image. The City can capitalize upon the presence of the University and use it as a catalyst to improve the surrounding community, which in turn can help improve the image of the University. The intent of this Specific Plan is to lay a foundation for this integration of the University into the surrounding community.

A guiding vision of this Specific Plan is to collaborate with the University to fully integrate the campus with the surrounding community. The following goals and policies direct the future of the University District Specific Plan area:

- ◆ Focus on pedestrian-oriented development, such as mixed uses and University related uses, and less upon auto dependent uses. Develop a walkable University village.
- ◆ Develop a seamless connection between the community and University through access, physical improvements such as landscaping, streetscape, signage and art, and street naming.
- ◆ Integrate the curriculum of the University with the community. For instance, teaching classes can be linked with area schools or course curriculum can incorporate community improvement projects.
- ◆ Capitalize upon potential economic connections. For instance, the University's educational program can be connected with area schools.
- ◆ Market the University and surrounding community with the intention of becoming recognized as a "University town."



- ◆ Market the art and cultural facilities that the University and surrounding community have to offer. Tie the curriculum of the University and the art and cultural programs of the community together.
- ◆ Encourage the development of trolley/transit connections between the University and downtown and the MetroLink station at the Santa Fe Depot.
- ◆ Maintain the spacious and park-like “campus feel” of the University.
- ◆ Maintain and improve the open communications between university and community and increase opportunities for the University to participate in City-run programs.
- ◆ Enhance the regional recreational link with the University.
- ◆ Develop efficient vehicular and pedestrian access within the University village.
- ◆ Offer a range of housing types to accommodate a wide range of population, including University faculty and staff.
- ◆ Ensure that quality housing is developed in the surrounding community.

Strategies

1. Implement the provisions of the University District Specific Plan in order to integrate the University with the surrounding community and enhance the overall image of the City.

14. Verdemont Heights Area Plan

a. Introduction

The Verdemont Heights Area Plan presents the general plan level development and use guidance for the 3,409 acres generally located in the northwestern corner of the City.

b. Location

Verdemont Heights is a residential community located in the northwestern most corner of the City, nestled in the foothills of the San Bernardino Mountains and overlooking the Cajon Creek Wash and the Glen Helen Regional Park. Verdemont Heights is bordered on the north by the San Bernardino National Forest, on the southwest by Kendall Drive, Interstate 215, and the Cajon Creek, and on the southeast by the Devil’s Canyon Flood Control Basins and the East Branch of the California Aqueduct. Immediately southeast of these flood control basins is the California State University at San Bernardino.

Verdemont Heights encompasses a gently north-south sloping hill at the base of the San Bernardino Mountains. Several seasonal creeks flow out of the mountains and can carry significant volumes of water during the rainy times and during the spring snow melt. The most significant is Cable Creek, which is fed by the Meyers Canyon and Meecham Canyon creeks.

c. Authority

An area plan addresses a particular geographic sector or community within the overall planning area of the general plan. An area plan refines the policies of the general plan as they apply to smaller geographic areas. In essence, the City’s General Plan is the policy “umbrella” for the Area Plan.

The Verdemont Heights Area Plan is a part of the General Plan and provides the policy level guidance for the development of Verdemont Heights.

d. Opportunities and Constraints

Verdemont Heights is accessed from Interstate 215 by an interchange at Palm Avenue, which is a major north-south street in the area, and besides Little League Drive, provides the only access across the freeway. Kendall Drive, which parallels Interstate 215, is the major arterial in the area. A



Top: View of Verdemont Heights from I-215 with the San Bernardino Mountains in the background.

Bottom: View west from Verdemont Heights of the Cajon Wash.



Due to the rural character of parts of Verdemon Heights, many roadways are partially improved and lack complete width, curbs, gutters, and sidewalks.



Recreational facilities in Verdemon.

series of collector and local streets form a distinct grid pattern over the southern end of Verdemon Heights.

Verdemon Heights contains a number of development constraints, chiefly fire, flood, seismic, and wind hazards, archaeological sensitivities, a lack of an urban level of infrastructure, and slope. In terms of the hazards, much of Verdemon Heights is subject to extreme and moderate fire hazards and high winds. The southwestern portion of the community is also subject to 100 and 500-year flooding. The San Andreas Fault runs along the northern edge of Verdemon Heights and the southern edge is subject to liquefaction.

An urban level of infrastructure does not serve the majority of Verdemon Heights and new developments are required to extend services into the area, which raises the costs of development. The City coordinates the development of required infrastructure systems, which, as of 2004, are funded by four development fees: the Verdemon Infrastructure fee, the Chestnut Drainage Fee, Verdemon fire station service area mitigation fee, and the Palm Box Culvert/Traffic Signals fee.

Because of its location at the foothills of the San Bernardino Mountains, portions of Verdemon Heights are subject to the Hillside Management Overlay District. The purpose of the Hillside Management Overlay is to regulate development in the hillsides to protect the hill's topographic character and environmental sensitivities, reduce cutting and scaring, and ensure high quality design that "fits" with the project's surroundings. This is accomplished through the enforcement of policies that limit densities based upon the percentage of slope: the steeper the slope, the less the residential density allowed. Projects located at the base of the foothills on slopes of 15% or less are not subject to the provisions of the Overlay.

As of 2004, Verdemon Heights was in need of additional parkland to serve residents. In 2004, Verdemon Heights contained nine developed parks totaling 65.5 acres. This does not include the 26-acre Little League fields, which are not considered public parks. Based upon 3.340 persons per household³, Verdemon Heights could accommodate approximately 16,671 people. Based upon the City's parkland requirement of 5 acres of parkland per 1,000 population, a total of 83 acres of public parks are needed to serve the area at buildout. This means that an additional 42 acres of parkland are required at the buildout of Verdemon Heights to satisfy the City's park requirement. Additional parkland will be provided through private development and/or public effort as described in the Parks,

³ Source: Department of Finance January 2004, City/County Population and Housing Estimates.

Recreation, and Trails Chapter of this General Plan. It is important to note that as of the writing of this General Plan, there were several parks in the process of being dedicated and improved in conjunction with new residential tracts.

e. Area Plan Concept

The goal of the Verdemonst Heights Area Plan is to provide the guidance and direction to create an identifiable village that is unique and includes a range of services and activities to serve the residents of the area.

(1) Land Use Concept

As shown on Figure LU-6, the land use plan identifies three distinct subareas within Verdemonst Heights that are connected by an integrated signage and landscaping program. The first subarea is Verdemonst Estates, which is located in the northwestern portion of the area, basically west of Little League Drive. The Residential Estate land use designation characterizes this subarea.

The second subarea is the Verdemonst Hills, which is a collection of suburban subdivisions located adjacent to I-215 and extending to the foothills east of Little League Drive. The Residential Low and Residential Suburban land use designations characterize this subarea. This is also the subarea that contains the Little League Ballfield and the Palm Avenue Elementary School. The northern portion of Verdemonst Hills is subject to the slope density limits and development standards of the Hillside Management Overlay District.

The third subarea is Verdemonst Plaza, which is located adjacent to Interstate 215 near Palm Avenue and Cable Creek. This subarea contains commercial properties that are oriented toward the freeway and mainly serve travelers. This area includes gas stations and eateries. The Commercial General land use designation characterizes this subarea.

(2) Gateway Features

Unique entry features, or gateways, help identify Verdemonst Heights and create a common identify for the entire area. As shown on Figure LU-6, several gateways are proposed at strategic points around Verdemonst Heights. These gateways incorporate significant features, such as unique public art or signage, signature landscaping, and directional signage.

(3) Signage



Pedestrian gateway enhancements and entry signage, such as these examples, should be used to help differentiate and identify significant features in the area.



Unique and clear identification signs help travelers navigate through the area and help students quickly access the University. Due to the proximity of the University, Kendall Drive is an ideal place to create an exciting image consistent with the University District Specific Plan. Accordingly, themed banners and signage should be permitted in the right-of-way along Kendall Drive to advertise special events, sporting events, Little League functions, education and cultural programs and simply to maintain the University's presence in the community. Informational kiosks can help strengthen the connection between the University and Verdemont.

(4) Corridor Enhancements

A consistent corridor treatment along major roadways, such as Kendall Drive, Palm Avenue, Pine Avenue, Little League Drive, and Ohio Avenue, would create a strong visual link and unify the three districts within Verdemont Heights. Landscaping, fencing, lighting, and trails work together to enhance the image of the area.

(5) Trails

As shown on Figure PRT-2, there are a number of conceptual trails in Verdemont Heights. Trails are conceptually located along Cable Creek, Chestnut Drive, in the foothills, and connecting across Devil's Canyon to the University.

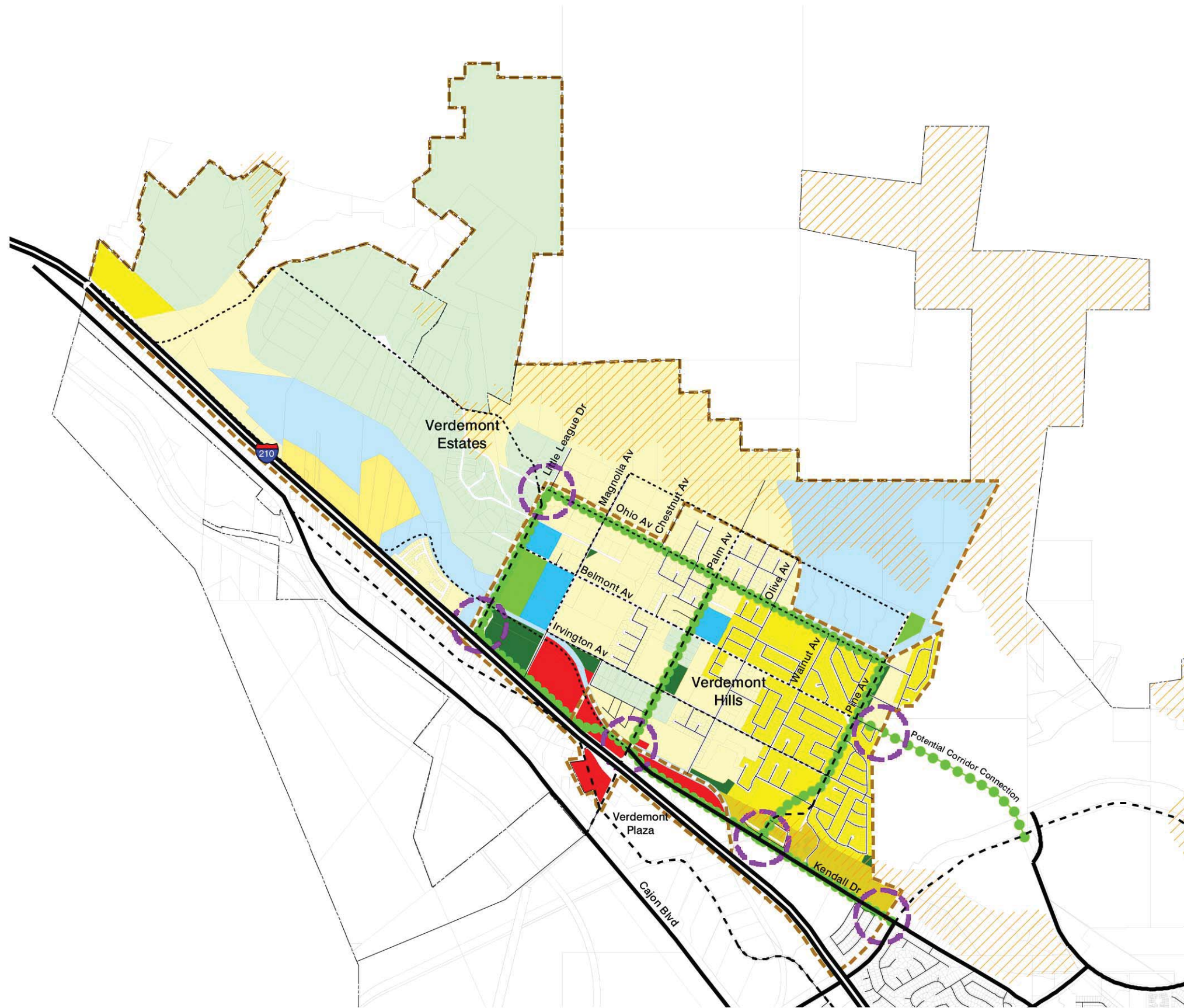


Lush landscaping, trails, and appropriate fencing should be used in the right-of-way to unify Verdemont Heights.

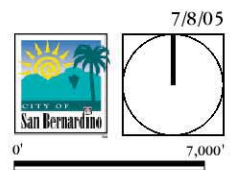


Lush landscaping, trails, and appropriate fencing should be used in the right-of-way to unify Verdemont Heights.

Verdemont Heights Area Plan



- RE (1 du/ac)
- RL (3.1 du/ac)
- RL-3.5 (3.5 du/ac)
- RS (4.5 du/ac)
- RU (9 du/ac)
- CG-1
- PFC
- PF
- PP
- PCR
- Hillside Management Overlay & Foothill Fire Zone Overlay A & B
- City Boundary
- Area Boundary
- Corridor Enhancements
- Gateways
- Freeway/Highway
- Major Arterial
- Secondary Arterial
- Collector
- Local





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f. Goals, Policies, and Strategies

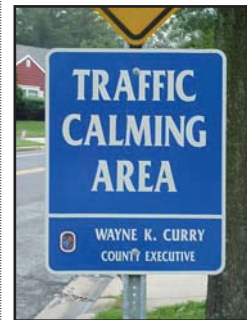
2.11 Create an identifiable and unique village that includes distinct residential neighborhoods and a full array of services and activities to meet the needs of residents of the area.

- 2.11.1 Enhance the three distinct subareas that comprise Verdemonth Heights:
- a. Verdemonth Estates, which is located in the northwestern portion of the area west of Little League Drive, has a rural character and consists of the larger lot residential uses.
 - b. Verdemonth Hills, which is a collection of subdivisions located adjacent to I-215 and extending to the foothills east of Little League Drive, and has a suburban character.
 - c. Verdemonth Plaza, which is located along Kendal Drive adjacent to Palm Avenue, contains commercial properties that are oriented toward the freeway and mainly serve travelers.

2.11.2 Develop a trail system in Verdemonth Heights and along Cable Creek that provide a complete access system and provides direct access to Verdemonth Plaza.

- 2.11.3 Consider the development of a direct linkage at Belmont Avenue to the University to help make the University an integral part of the Verdemonth Heights living experience. Two options are desired for this connection: either a pedestrian/bicycle trail and/or a rural two-lane road.
- Any vehicular linkage to the University shall be designed to minimize traffic passing through the residential neighborhoods. Traffic shall be directed to Kendall Avenue down Pine Avenue.
 - Directional signage, traffic islands, speed bumps, and street neck-downs are examples of some of the methods that can be employed to calm and redirect traffic.

2.11.4 As shown on Figure LU-6, develop an integrated corridor enhancement system, including landscaping and signage, which are unique to Verdemonth Heights. The following



If a vehicular connection to the University is desired, then appropriate measures, such as signage, should be used to route traffic away from residential neighborhoods and along Pine.



Landscaping should be uniform and reflect the character of Verdemont. Both sides of the street should be landscaped in a similar manner.



Examples of gateway features that can identify entrance into Verdemont Heights and the various subdistricts of the Area Plan.

policies shall direct the development of corridors within Verdemont Heights:

- An informal, non-symmetrical grouping of landscaping should be used within the landscape setback along corridors.
- Utilize drought-tolerant, fire resistant, and native landscaping in the right-of-ways.
- Solid privacy or sound walls should be heavily screened by landscaping and utilize a variety of textures, materials, and colors.
- Solid walls should be “broken up” by lush landscaping, pedestrian entries, offsets, pilasters, recesses, and undulations.
- Utilize combinations of solid and view fences, which are constructed of durable materials, wherever possible to maintain views, enhance security, and to add variety to long stretches of walls.
- All services and utilities should be screened from view either with fencing or landscaping or placed underground.

2.11.5

As shown on Figure LU-6, develop landscaped and signed gateway features at Kendall Drive and Palm Avenue, Kendall Drive and Pine Avenue, Kendall Drive and Little League Drive, Ohio Avenue and Little League Drive, and Kendall Drive and Campus Parkway to help identify Verdemont Heights. The following guidelines shall apply to the development of gateways within Verdemont Heights:

- A formal, symmetrical landscape plan may be utilized at gateways.
- Unique, eye-catching features should be utilized in Gateways. Arches, towers, fountains, and significant landscaping should be employed to help identify the area.
- Gateways should incorporate ornate features such as textured pavement, public art, and fountains, which are constructed of durable and, when possible, natural materials.
- Gateways should incorporate themed signage and lighting that announces arrival into a particular area or project.
- Gateways should contain clear directional signage.

- While no strict standards are given for the design and development of Gateways, they generally range in size from 800 to 1,400 square feet and generally have curbside dimensions of between 40 and 50 feet from the corner on each side.

2.11.6 Ensure that new developments either provide their fair share of recreational facilities based upon the City’s parkland requirements or appropriate in-lieu fees.

2.11.7 Ensure that any in-lieu fees generated by development in Verdemont Heights be used for new parklands within Verdemont Heights.



An example of a simple, yet effective wall enhancement to help add character and rich detail to a neighborhood.

Strategies

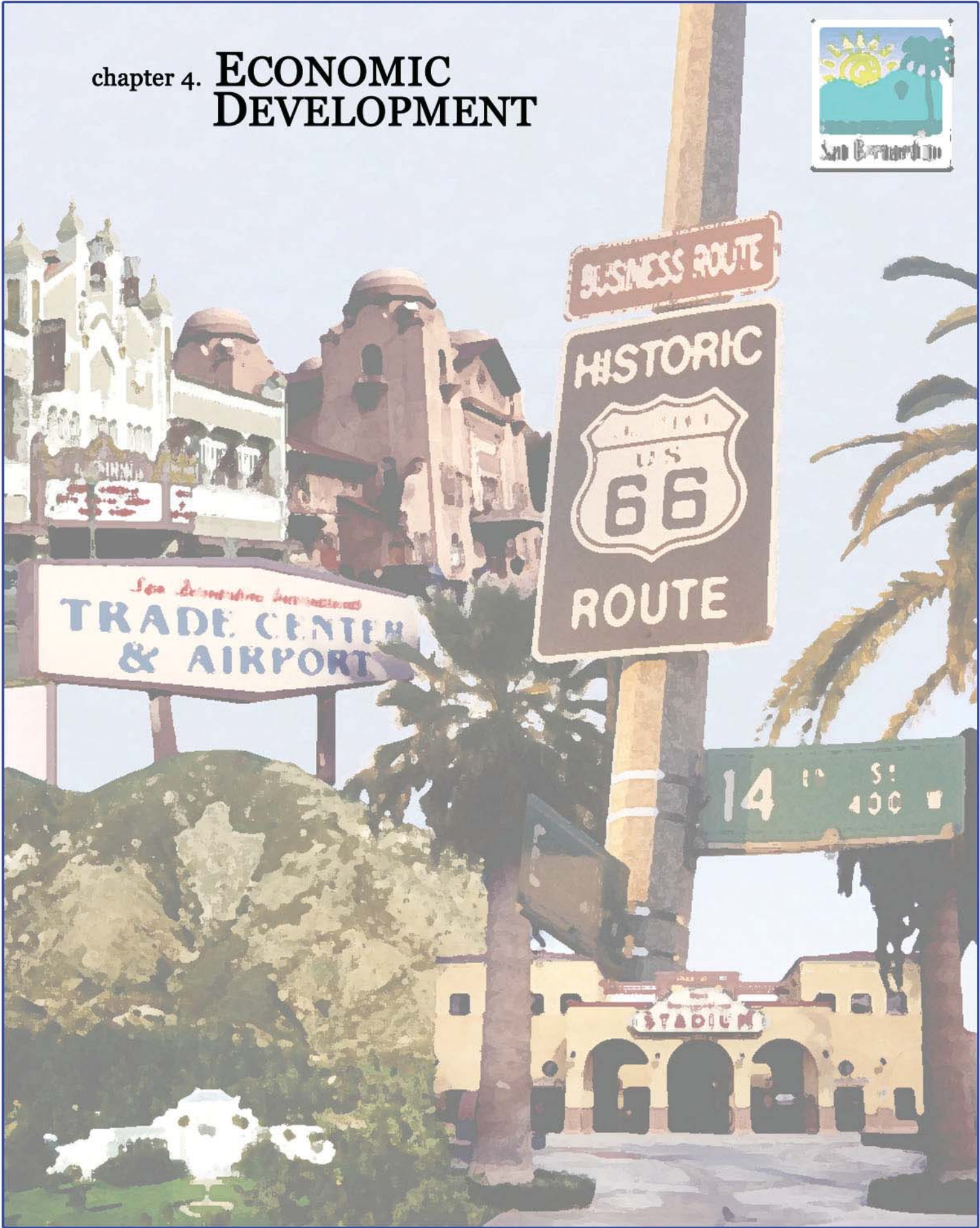
1. As described in the University District Specific Plan, collaborate with the University and Flood Control District to create a trail or perhaps a two-lane road connecting Ohio Street to Devil’s Canyon Levee Road or W. Northpark Boulevard. This connection would be periodically closed and flooded and must be designed, signed, and gated accordingly.
2. Develop a landscaping, gateway, and signage program to be implemented by developer fees.
3. Collaborate with the University to create a transit system connecting Verdemont Heights to the University and surrounding communities. Future transit stops should be planned in existing and future communities.
4. Promote the development of higher end housing. This may include the creation of a University housing community for CSUSB professors and staff.
5. In collaboration with the Economic Development Agency, University, and the Chamber of Commerce, market Verdemont Heights as a desirable location to live and an attractive place to develop due to its location and due to its proximity to the California State University, San Bernardino campus.
6. Explore amending the park ordinance to allow flexibility in the provision of required parkland acreage and trails, through such means as:



- a) As agreed upon by the City, permit higher densities, up to one level higher (e.g. RE to RL, RL to RS, and RS to RU) than the underlying land use designations allows in exchange for parkland set-asides.
 - b) Develop a Transfer of Development Rights program to secure parkland while allowing developers to build at higher densities elsewhere in San Bernardino.
 - c) Pursue the ability to utilize public flood control areas as park or open space areas with the San Bernardino Flood Control District.
7. Review development standards and landscaping provisions in relation to wildland fire, flooding, and wind hazards and ensure they appropriately address the threat levels in Verdemon Heights.
 8. Require developments adjacent to designated trails to provide trails within a Landscape and Maintenance District, or similar method accepted by the City, to ensure their long term upkeep.
 9. Ensure that individual driveway access from new residential subdivisions/developments is not taken directly from Arterial and Collector roadways to reduce conflicts with trails and vehicular traffic.
 10. Attract upscale local serving uses to serve the residents of the area and improve the desirability of Verdemon Heights.
 11. Aggressively pursue the acquisition and development of parks and recreation facilities to satisfy the City's parkland requirement.
 12. Working with Omnitrans, explore the feasibility of "transit friendly" uses, such as park-and-ride lots, higher density transit oriented developments, and transit stations.

chapter 4.

ECONOMIC DEVELOPMENT



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Chapter 4. Economic Development

INTRODUCTION

The City of San Bernardino has undergone tough economic times over the last decade. With the closure of Norton Air Force Base in 1994, the relocation of the Burlington Northern and Santa Fe Railway (BNSF) and Kaiser Steel, and the economic downturn of the 1990's, we have lost thousands of jobs and our economy has experienced the residual effects of these shifts in employment and the economy. However, the City is actively implementing programs and pursuing projects to position itself for an economic renaissance. In fact, we are making progress and attracting major industries to locate in our City.

We recognize the vital impact that our economic livelihood has on the quality of life in our community and as such, we want to ensure that the proper goals and policies are in place to provide the appropriate direction and guidance to achieve our ideal economic condition. Although an Economic Development Element is not required by State Law, it is included in this General Plan because of its important role in the future of the City.

Purpose

The purpose of the Economic Development Element is to guide the City in expanding the local economy, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, and brings in sufficient revenue to support local programs and services. To achieve a balanced and healthy economy, the Economic Development Element sets forth the goals and policies necessary to ensure a prosperous economic future and maintain the quality of life within the community.



Relationship to Other Elements

The Economic Development Element is related to the Land Use, Circulation, Public Facilities, and Housing Elements. A healthy economy not only provides the tax base for local services and infrastructure, but also affects the demand for a variety of land uses. A proper balance of land uses helps the local economy by providing the business community with a diverse workforce; housing, recreational, cultural, and retail opportunities for employers and employees; and supporting infrastructure facilities and services that foster economic growth. The Economic Development Element is also related to the Community Design Element because community identity can enhance the economic vitality and marketability of the City.

ACHIEVING THE VISION

Economic development is a dynamic process that increases the wealth of the community and allows it to provide a high quality of life for its residents, businesses, and organizations. The primary purpose of the economic development process should be to identify target economic opportunities that are both realistic and compatible with the City's long-term vision and goals. The Economic Development Element is responsive to our Vision because it represents our desires to:

- ◆ Build upon location and transportation advantages;
- ◆ Partner and collaborate with local institutions;
- ◆ Capture a share of growing markets;
- ◆ Expand our industrial market and office development opportunities;
- ◆ Revitalize underutilized retail development;
- ◆ Revitalize and reinvigorate investment and establishment of businesses Downtown; and
- ◆ Enhance the City's image and role as a gateway to the mountains and desert.

ABOUT OUR ECONOMY

Key Economic Issues

A combination of factors including the national recession of the early 1990s, the closure of the Norton Air Force Base, and increasing regional competitive forces in the commercial/industrial sectors have continued to challenge the City of San Bernardino. The present economic downturn, acknowledged to have begun in early 2001, is also an evolving challenge. Among the above, the closure of Norton Air Force Base had the most adverse effect on the City's economy. San Bernardino instantly lost the multiple levels of economic activity generated by Norton Air Force Base during the last 50+ years of its presence.

Owing in significant part to loss of a number of major employers, San Bernardino has been an economically distressed community for the better part of two decades. Deprived of these longstanding employers and many of the ancillary businesses they supported, the community has suffered a variety of economic and social problems. These include chronic unemployment and the associated need for public assistance, disinvestments in housing stock, and consequent blight and poor health conditions among many poorer residents.

Since the closure of the base that resulted in the loss of approximately 10,000 jobs, the City has been unable to attract significant concentrations of higher quality jobs. The massive loss of jobs also affected the reputation of the City, which is often being identified with concentrated welfare dependent populations. There was a sudden drop in taxable retail sales, resulting in escalating retail vacancies, loss of regional market shares and a decline in fiscal revenues. These issues have also resulted in the City's inability to attract significant higher value residential developments or significant improvements in existing residential sales values.

During the second half of the 1990s, the City's circumstances began to take a turn for the better. In part, reinvigoration stemmed from strong growth in the state and national economies. Additionally, a new mayor helped initiate or has endorsed a number of major economic and community revitalization efforts over the past five years. A more detailed discussion of the City's economic state is presented later in this element. The full existing conditions report prepared by Stanley R. Hoffman and Associates can be found in Appendix 10, *Economic Development, Existing Conditions, and Trends*.

Household Size

From 1990 to 2000, households in the City increased by 3.4 percent while the County's increased by 13.7 percent. The average household size for occupied housing units in 2000 for the City of San Bernardino was about 3.01 persons per household, a little less than the County's 3.05 per household.

Ethnically Diverse

The City is an ethnically diverse community, with a larger Hispanic population (47.5 percent) in 2000 than San Bernardino County (39.2 percent). The City's population of White residents was 28.9 percent, Black residents comprised 16.0 percent of the City's population and Asian residents comprised 4.1 percent of the population.



Socio-Economic Conditions

The City of San Bernardino faces many challenges. Over the past decade, our population, households, earning power, median household income, and housing units have not kept pace with the region. These shortcomings will need to be evaluated and strategies will need to be developed to ensure that the City is keeping up with the region's economic position.

While the population of the City has experienced steady growth over the last decade, it has not kept pace with the County's growth. The City comprised 10.8 percent of the County's population in 2000, a slight decrease compared to 11.6 percent in 1990.

The City's population has a larger proportion of households that earn lower levels of income than the County average. In 1999 dollars, about 40 percent of the City's households earned less than \$25,000 compared to about 29 percent for the County. About 25 percent of the City's households earned \$50,000 or more compared to approximately 37 percent for the County.

The City's estimated median household income in 1999 was about \$32,600, which was lower than the county median of approximately \$40,900. San Bernardino's average household income was also lower (\$39,200) than the County (\$49,200).

While the City's housing stock has remained about the same from 1990 to 2000, the number of dwelling units in the City has increased by about 9 percent from 58,969 to 64,376 units. In comparison, the total number of housing units in San Bernardino County increased by about 12.5 percent. Housing stock consisted primarily of single-family units (60.6 percent), while multi-family units comprised about 32.2 percent of the City's housing units. Mobile homes made up approximately 7.2 percent of the City's housing stock.

Trends in median home prices have been moving upward for the City during this time period. The City of San Bernardino provided more affordable housing with the median at about \$86,000 in comparison to the County at about \$109,000.

Employment and Salaries

The City of San Bernardino has many opportunities for long-term employment growth and stability in the City. Highlights of trends that have important implications for the City include:

- ◆ While total employment for the Riverside–San Bernardino PMSA (Primary Metropolitan Statistical Area) grew at an average annual rate of 3.3 percent from 1990 to 2000, total employment in the City grew relatively less rapidly at an annual average rate of 2.1 percent;
- ◆ The Services sector was the fastest growing non-farm sector in the PMSA from 1990 to 2000, averaging 4.5 percent employment growth over this time period. This sector also showed the most growth, increasing by about 34 percent over the 10-year period;
- ◆ The region’s continued expansion of rail, trucking, and air transportation facilities resulted in increased employment in Transportation and Wholesale Trade related jobs, each sector growing at average annual rate of 4.0 percent from 1990 to 2000.
- ◆ 1999 estimates indicate that the City of San Bernardino had a total of approximately 74,100 jobs, or about 13.9 percent of the total countywide jobs.
- ◆ The major shares of San Bernardino County’s governmental resources are concentrated in the City of San Bernardino (29.3 percent of the total County government employment in 1999). This large cluster provides sustained demand for business, retail, and professional services.
- ◆ In 1999, the City’s employment was comprised primarily of jobs in the Services (42.4 percent), Retail (23.1 percent) and Public Administration (10.1 percent) sectors. Over half (58 percent) of the Services employment was in the Health and Educational Services sectors.
- ◆ Although Services is a key sector for the City, the Manufacturing, Wholesale Trade, and Transportation sectors represent target areas for expansion. These sectors represented only 5.4 percent, 4.4 percent, and 3.5 percent, respectively, of the City’s total employment in 1999.

The City’s payroll increased from about \$1.6 billion in 1991 to about \$2.0 billion in 1998, or about \$336.0 million in nominal dollars. When the City’s payroll is adjusted for inflation, the purchasing power of payroll in the City has increased by about \$97.6 million in constant 2000 dollars or 5.0 percent from 1991 to 1998. Government had the biggest payroll, followed by Retail and Educational Institutions. In constant 2000 dollars the payroll for Governmental Agencies was the largest of all sectors in



1998, or a total of about \$636.8 million. This was followed by the Retail sector at about \$240.7 million. Manufacturing had a total payroll of about \$89.4 million. In constant 2000 dollars, the average annual salary per worker has increased only slightly, from \$28,590 in 1991 to \$30,218 in 1998.

The highest average annual salary was in the Utilities sector at an average \$49,323 annually, followed by the Government sector at \$41,196. Other Services and Business Services have lower average salaries, with Retail salaries the lowest, at an average \$18,471 annually. Another economic consideration is the relative salaries generated by the different industries. Although the Retail sector had the second highest payroll during 1998, retail salaries are among the lowest salaries of all sectors. Selected categories within the Services sector, such as Education, Health and Engineering, and Management, can have higher average salaries than the Service sector as a whole suggesting that if the right mix of basic industries can be expanded or attracted to the City, there is the potential to increase average incomes in the local area.

Market Trends

The Inland Empire as a whole has undergone a tremendous transformation over the last 15 to 20 years and has become a major industrial center for Southern California. With most of the I-10 freeway corridor now becoming a mature market, commercial, and industrial developments are seeking locations farther east. San Bernardino is in a good position to take advantage of these market conditions with the City's access to the I-10, I-215 and I-15 freeways. Also, the extension of the Foothill Freeway from San Bernardino to La Verne will be completed within five years, providing significant east-west connections. This section addresses the trends in the retail, office, and industrial markets and their implications for San Bernardino.

1. Retail Trends

Although the City continues to attract retail dollars from neighboring communities, its position as a retail center has been declining. The loss of a large share of the City's employment base and corresponding disposable income due to the Norton Air Force base closure was a significant contributor to this decline. Increasing retail competition from newer regional centers, such as Ontario Mills, is also contributing to the erosion of San Bernardino's regional retail market base.

Inventory

As of mid-year 2000, the City had a total inventory of about 4.1 million square feet of leasable retail space. About 43 percent of this total inventory was comprised of community serving centers and neighborhood centers. The 29-year old Carousel Mall has over 1.0 million square feet and is the largest regional center in the City, followed by the 35-year old Inland Center at about 1.0 million square feet. Carousel Mall has lease rates ranging from \$18 to \$40 per square foot per year, while smaller centers have lease rates in the range of \$16 to \$25 per square foot per year.

Most of the City's centers were built from 1956 to 1989 and are in need of revitalization. Many of the City's strip centers are underutilized and many are in need of aesthetic enhancement. Major commercial corridors are in need of landscape and median improvements. As the overall image of the City slowly changes over time, it can become a highly sought after place to conduct business and invest.

Occupancy

Occupancy rates for properties larger than 85,000 square feet vary from 60 to 85 percent. Only the Tri-City Shopping Center and the University Valley Center reported occupancy greater than 87 percent.

Opportunities

Preliminary analysis indicates that the existing retail stock is over-built by about 400,000 square feet. However, the City is likely to be the focus of continuing interest by large value-oriented retailers such as Wal-Mart, Kohl's, and home stores such as Lowe's or Home Depot. The Sam's Club at Harriman Avenue and the I-215, adds about 250,000 square feet of additional retail space to the City. As a result of larger value-oriented stores, the existing retail developments will be highly vulnerable to new competition. Therefore, only marginal increases will occur in the total net volume of occupied retail space in the City of San Bernardino.

2. Office Trends

In the last few years the Inland Empire has started to emerge as a desirable location for office development. The primary thrust behind the region's growth has been the affordability of housing relative to Los Angeles and Orange Counties. In addition, continuing expansion of Ontario airport passenger traffic and the future potential of the San Bernardino International Airport and Trade Center make the area more attractive for

Characteristics of the Inland Empire and San Bernardino area markets as of 3rd quarter 2000 include the following:

- The Inland Empire market has added approximately 1.48 million square feet of space during 1995-2000 to reach a total rentable inventory about 13.5 million square feet;
- The San Bernardino sub-market (San Bernardino, Colton, Redlands and Loma Linda) had about 3.73 million rentable square feet as of the 3rd quarter 2000, and the City had about 3.03 million square feet;
- Average asking rent in the Inland Empire region is approximately \$1.45 per square foot per month as of the third quarter of 2000, compared to the San Bernardino sub-market, at \$1.42 per square foot.



office use, which generates and attracts business travel. Supportable space estimates indicate that the City of San Bernardino's office market is currently overbuilt. However, projected employment growth shows that the City could capture as much as 170,000 square feet annually over the next five years, particularly in the downtown.

Inventory and Absorption

The approximate volume of multi-tenant space located in the City of San Bernardino is about 3.03 million square feet. This does not include single use governmental space. About 551,300 square feet of this total is vacant resulting in an overall vacancy rate of 18.2 percent. As of the 3rd quarter 2000, about 530,000 square feet of office space was under construction, all of which was in the Airport area and the Riverside area.

The demand for office space in the Inland Empire is expected to remain strong as the neighboring office markets of Los Angeles and Orange Counties continue to tighten. As of the 3rd quarter of 2000, the San Bernardino sub-market had absorbed about 268,000 square feet of the 550,000 total square feet absorbed in the Inland Empire region, or about 49 percent of the total.

Opportunities

A net new demand of about 850,000 square feet of new office space is forecasted in the City. Opportunities for office development will be primarily in the downtown area with infill and mixed commercial development, as well as lower-density office park type development in the northern part of the City along the I-215 corridor or adjacent to California State University, San Bernardino (CSUSB).

3. Industrial Trends

As a shortage of industrial space is occurring in Orange County, the Inland Empire has experienced a large number of firms taking advantage of available land at affordable prices relative to other markets. Industrial space absorption in the Inland Empire has therefore remained strong. The area around the junction of the I-15 with the I-10 and Route 60 freeways is now reaching capacity and space costs are beginning to rise. As a result, industrial developers and manufacturing clients are now increasing their activity further east. The City of San Bernardino is benefiting from this trend.

Inventory and Absorption

The total Inland Empire market inventory was approximately 215.9 million square feet as of the third quarter of 2000. The San Bernardino/Redlands submarket contained about 11.8 million square feet or about 5 percent of the regional total. About 9.5 million square feet of the San Bernardino/Redlands submarket was located in the City of San Bernardino. The City of San Bernardino had a vacancy rate of about 4.8 percent, lower than the San Bernardino/Redlands submarket of 6.0 percent and the region’s 7.1 percent.

The majority of the new industrial space constructed in the Inland Empire during the year 2000 was comprised of speculative projects, which accounted for about 63 percent of the total new buildings. As of the 3rd quarter of 2000, about 6 million square feet was pre-leased, and about 40 percent of the new tenants were from outside the Inland Empire.

Opportunities

The City could absorb about 400,000 square feet of industrial space annually over the next four years, with the capacity to accommodate about 2.0 million square feet by the end of the planning period. Mattel, Stater Brothers, Pep Boys, and Kohl’s all constructed warehouse distribution centers near the airport. The larger parcels of land in northwest part of the City that have frontage along the I-215 Freeway could attract warehouse-distribution and light manufacturing firms. For instance, the Southeast Industrial Park (265,000 square feet) has space for infill development.

Alliances between the City and educational/health institutions will be an effective tool to attract high technology and medical manufacturing firms to the City. In addition, The San Bernardino International Airport and Trade Center (SBIA) represents a prime opportunity for industry and economic growth.

Characteristics of industrial market trends in San Bernardino include:

- About 49 firms and agencies have located in the City from 1994 to 1999, bringing 5,500 new jobs into the economic base (San Bernardino Economic and Community Profile);
- As of 3rd quarter 2000, there was about 9.5 million square feet of industrial space, or about 80.1 percent of the total San Bernardino/Redlands market, located in the City of San Bernardino;
- The City has a low vacancy rate of 4.8 percent when compared to the sub-market area’s 6.0 percent, as well as to the Inland Empire average of 7.1 percent; and
- Industrial rents are about \$3.56 per square foot per year (NNN) and are slightly lower than the regional average of \$3.83 per square foot per year (NNN). Triple net (NNN) refers to a lease requiring the tenant to pay, in addition to a fixed rent, the expenses of the property such as taxes, insurance, and maintenance.



GOALS AND POLICIES

The following presents the goals and policies for economic development in the City of San Bernardino Planning Area:

Business Retention, Growth, and Attraction

The current market activity in San Bernardino provides numerous opportunities for the benefit of both regional and local residents. Pursuit of these opportunities can involve expansion of current activity, intensification/consolidation of existing active areas and facilities, and development of selected areas and facilities.

Goal 4.1 Encourage economic activity that capitalizes upon the transportation and locational strengths of San Bernardino.

Policies:

- 4.1.1 Proactively seek out and retain businesses that create jobs and generate sales tax revenue.

- 4.1.2 Proactively seek out and retain businesses that are suited for our market, including:
 - a. Attracting industrial and manufacturing users.
 - b. Attracting commercial passenger and air cargo business.
 - c. Pursuing airport development with a focus on transforming the area into a commercial aviation center with ancillary industrial and warehouse facilities.
 - d. Attracting non-polluting, light manufacturing and assembly uses to industrial infill and buffer sites. Examples include high value printing and publishing, light packaging etc.
 - e. Attracting industries/firms that require rail transportation, transportation-related industries, warehousing, and similar uses.
 - f. Seeking collections of unique retailers/"outfitters" that can maintain market draw and sustain regional

reputation (e.g. "mountain-related stores"; trucking training; information centers; etc.). (E-5)

4.1.3 Integrate long-range plans as outlined in the 2002 ten-year master-development agreement for the San Bernardino International Airport and Trade Center (SBIA) as part of the City's overall revitalization efforts.

4.1.4 Diversify the industrial use mix with a balance of warehousing/ distribution, manufacturing, and research and development uses.

Goal 4.2 Retain and expand the City's Government/Public Office cluster uses.

Policies:

4.2.1 Maintain strong intergovernmental relations with public sector agencies to be up to date with their needs.

4.2.2 Capitalize on the government, courthouse, and similar public sector uses in the City to attract and retain dependent employment sectors.

4.2.3 Attract public sector tenants to occupy historic/adaptive reuse projects. (E-5)

4.2.4 Revitalize and improve downtown streetscapes to attract new users and retain existing users. (CD-1)

Goal 4.3 Continue and expand the City's marketing and promotional campaigns.

Policies:

4.3.1 Market industrial vacancies and new opportunity sites in the City to maintain occupancies at a level higher than the regional average.

4.3.2 Develop marketing programs to establish an awareness of the opportunities and programs in each Strategic Policy Area (see Land Use Element).



- 4.3.3 Improve public rights-of-way along commercial corridors to attract new business and encourage existing retail outlets to remain in San Bernardino. (CD-1)
- 4.3.4 Establish a marketing program to promote the attributes of the City in order to attract new businesses and encourage existing businesses to remain in San Bernardino, with special emphasis on the following uses:
 - a. Office;
 - b. Retail;
 - c. Large-scale government agencies in downtown;
 - d. Medical offices;
 - e. Business services; and
 - f. Upscale housing. (E-6)

Goal 4.4 Attract businesses through an efficient improvement program.

Policies:

- 4.4.1 Provide the necessary public infrastructure to enable businesses to operate successfully and direct new businesses to areas that can adequately serve new uses. Prioritize and market improvements to allow development to anticipate the location and timing of infrastructure improvements.
- 4.4.2 Expand/invest in high-speed communications infrastructure to attract technology oriented users.
- 4.4.3 Implement and market streetscape improvement efforts to prepare for oncoming economic activities. (CD-1)

Goal 4.5 Identify and attract new employment types/land uses that complement the existing employment clusters and foster long-term economic growth.

Policies:

- 4.5.1 Focus on developing the export-oriented economic capacity of the City, which includes 'production businesses' (i.e., manufacturing and service firms). (E-5)

- 4.5.2 Maintain and enhance commercial regional cores and economically sound community-serving commercial concentrations by attracting new regional outlets, maintaining the existing regional retail base, and stabilizing the future regional retail base.
- 4.5.3 Expand the City’s industrial base and manufacturing-related employment through public improvements, community events, and marketing efforts.
- 4.5.4 Expand, through business attraction and local business development, private sector export activity. (E-5)
- 4.5.5 Attract high-technology businesses to the City, focusing on Loma Linda University Medical Center, a research university with some interest in technology and transfer and commercialization. (E-5)
- 4.5.6 Capitalize on the unique educational and research assets of the City by facilitating growth of technology businesses and related industry around California State University, San Bernardino (CSUSB). This would include the potential business/tech park that would abut CSUSB. This facility would serve as a new economic and employment hub in the north end of the City. (E-8)

Goal 4.6 Establish employment sectors that support business growth.

Policies:

- 4.6.1 Identify specific clusters of economic activity to target for recruitment (e.g. seek additional public and proprietary educational institutions and technology education). (E-5)
- 4.6.2 Attract federal and private training center functions to the SBIA, including aerial forest fire suppression, regional air marshal’s training; airlines flight crew training; law enforcement aircraft operations training; etc. (E-5)
- 4.6.3 Develop a program to retain and attract services that interact with governments, (e.g. legal offices; accounting/auditing firms; design and engineering firms; finance-insurance, real estate services firms; etc.). (E-7)



4.6.4 Market existing and attract new hosting capacities for business/public events, which are thematically different from those in Ontario. (E-6)

Goal 4.7 Build on the Health Care clusters to attract and retain related employment sectors.

Policies:

4.7.1 Work with area educational institutions to expand medical technology education and training programs. Identify programs and facilities funding sources to commit to such training. (E-8)

4.7.2 Attract medical specialties (biomed; biotech; medical devices; etc.) to capitalize upon needs of the Loma Linda Medical Center. (E-5)

4.7.3 Implement strategies in the Community Hospital Opportunity Area as identified in the Land Use Element.

Goal 4.8 Build on Transportation clusters to attract and retain dependent employment sectors.

Policies:

4.8.1 Examine opportunities to capitalize on the City's train and distribution uses as well as the historic Santa Fe Depot and its Metrolink Passenger Services.

4.8.2 Fund key surface transportation improvements including new interchanges along 1-215 and access from the 1-10 to the San Bernardino International Airport and Trade Center along Waterman, Mountain View, Tippecanoe, and Mill.

Goal 4.9 Prevent retail sales leakage and recapture regional retail expenditure through key sectors.

Policies:

4.9.1 Monitor and strive to capture an increasing percentage of the day-to-day regional shopping needs of the resident population. (E-3)

- 4.9.2 Proactively attract and provide incentives to developers and tenants that draw retail sales from the broader region.

Redevelopment and Revitalization

Redevelopment Areas

To maintain and enhance its quality of life, the City of San Bernardino has focused on economic revitalization in a variety of ways. The City continues to maintain a redevelopment program that is comprised of ten Project Areas throughout the City, as shown on Figure ED-1, City Redevelopment Areas, and described as follows:

1. Central City North Plan

Adopted August 6, 1973

Total gross acres: 278

Central City North, a mixture of retail, commercial, restaurants, professional services, and single-family residences, is generally located east of the I-215 freeway, west of Arrowhead Avenue, south of 8th Street, and north of 4th Street. Since its adoption, various developments have occurred such as:

- Senior housing facilities;
- California Theatre;
- Main library branch;
- Stater Bros Central City Plaza;
- Social Security Offices;
- Administrative offices for the City Unified School District;
- Community College District;
- Renovation and remodel of the 60-year old California Theater, home of the Civic Light Opera and Inland Empire Symphony Association;
- Cinema Star Luxury Theaters at Fourth and "E" Streets;
- Central Police Facility that allows police staff, communications and jail facilities to be consolidated into one location; and
- An eleven-story consolidated office tower and parking garage for the State Dept. of Transportation (Caltrans).



2. Central City Projects Plan

Adoptions:

Meadowbrook - August 22, 1958

Central City - March 27, 1965

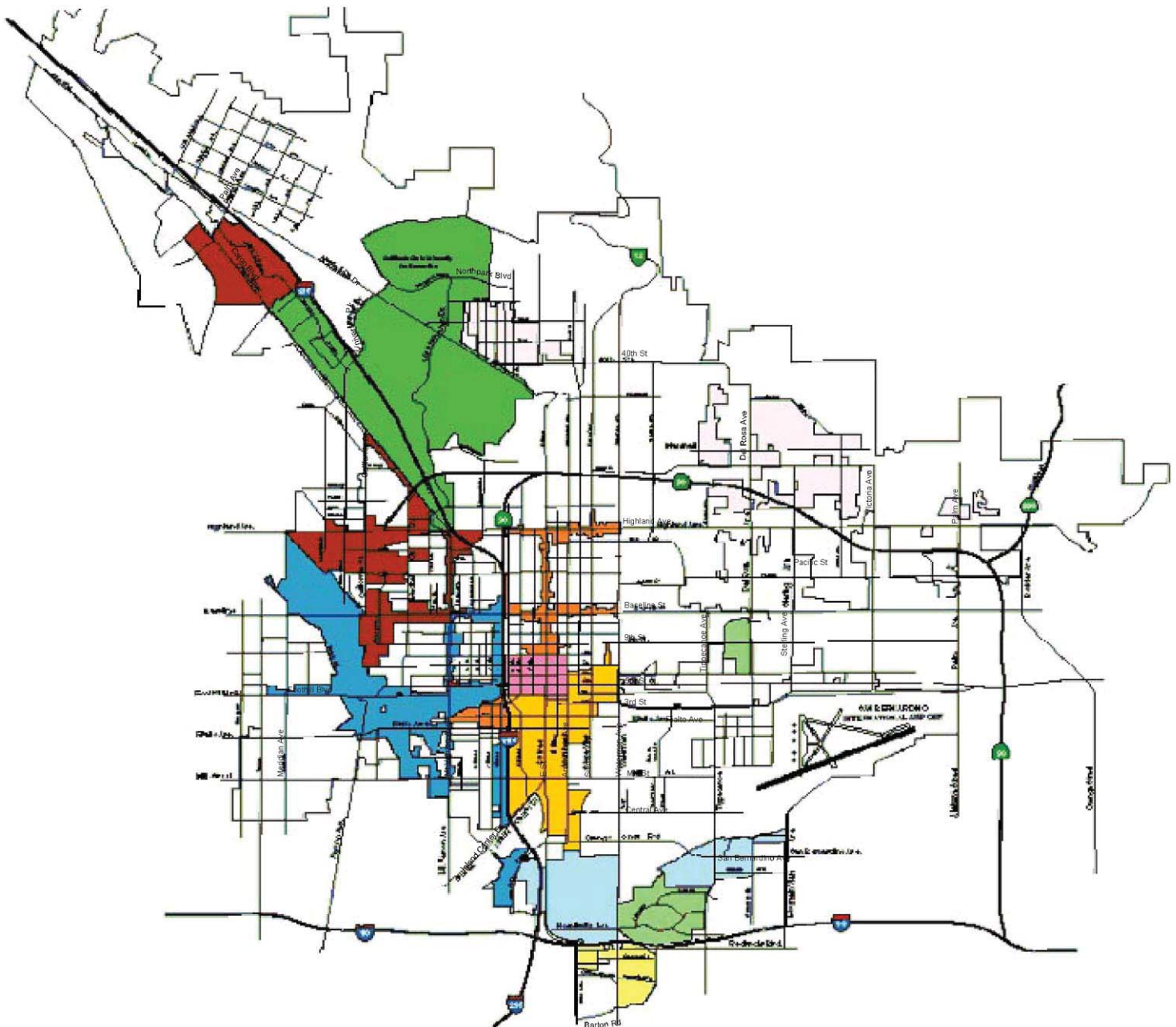
Central East - May 3, 1976

Central City South - May 3, 1976

Projects merged in 1983 - Total gross acres: 1,008

Central City Projects is the combination of three redevelopment Project Areas: Meadowbrook/Central City, Central City East, and Central City South. This Project Area is generally located east of I-215, north of Orange Show Road, south of 7th Street, and west of Waterman Avenue. Developments include:

- Administrative offices for federal, state, county, and City departments;
- Seccombe Lake State Urban Park (55-acres);
- National Orange Show with 136-acre fairgrounds, which is host of the Annual Citrus Fair & Music Festival, provides a variety of exhibit & convention facilities and a stadium with race track;
- Court Street Square at the corner of Court & "E" streets with its covered outdoor stage provides a site for a variety of public oriented activities such as music concerts, arts & crafts, stage theater performances;
- American Sports University;
- Arrowhead Credit Union Park, a 5,000 seat facility, home to the Inland Empire 66ers (Class "A" farm team for the Dodgers); and
- The Inland Center mall.



- Central City Projects
- Central City North
- Central City West
- State College
- Southeast Industrial Park
- Northwest
- Tri City
- South Valley
- Uptown
- Mt. Vernon Corridor

- City Limits
- County areas within city limits



Source: City of San Bernardino Economic Development Agency



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3. Southeast Industrial Park

Plan Adopted: June 21, 1976

Total gross acres: 870

Southeast Industrial Park, located in the southeast quadrant of the City, is divided into two sections:

- The 520-acre western area is located adjacent to the I-10 and I-215 freeway interchange and west of Waterman Avenue. This area offers a mix of professional office complexes, a restaurant row, a hotel with convention facilities and various motels, retail, commercial, and light industrial groups; and
- The 350-acre eastern area that is generally zoned for light industrial uses and has airport, I-10 freeway, and rail access, making it ideal for distribution and manufacturing facilities. This area is generally located west of I-215 and east of Auto Plaza Drive.

Developments include:

- E Street sewer main replacement;
- Industrial and office buildings; and
- Self storage buildings.

4. Northwest

Plan Adopted July 6, 1982

Total gross acres: 1,500

Located in the northwest quadrant of the City, this Project Area is generally west of I-215 and north of Foothill Boulevard. The Northwest Project Area focuses on industrial uses and commercial corridors along portions of Highland Avenue, Baseline, Medical Center Drive, and Mt. Vernon Avenue. Major employers within the area include San Bernardino Community Hospital and the Westside Shopping Center. Developments include:

- Alere Distribution (872,000 square feet on 50 acres); and
- Pacific Coast Steel (76,000 square foot manufacturing facility).



5. South Valle

Plan Adopted: July 9, 1984

Total gross acres: 289.3

The South Valle redevelopment project is located south of the I-10 freeway, on either side of Redlands Boulevard, within the very southern portion of the City limits. Ideal for commercial and light industrial, South Valle is within the sphere of two commercial and industrial centers. The project has I-10 and I-215 freeway access and rail service. A transcontinental truck terminal is also located adjacent to the project at the southwest corner of Hunts Lane and Redlands Boulevard. Developments include:

- Hardin Marine; and
- Redlands Boulevard Pavement Rehabilitation.

6. Tri-City

Plan Adopted: June 20, 1983

Total gross acres: 378

Located in the southeast section of San Bernardino, this Project Area includes Hospitality Lane and is generally bound by Tippecanoe Avenue on the east, Waterman Avenue on the west, I-10 on the south, Brier Drive on the north. The Tri-City redevelopment Project Area is divided into Subareas I and II as follows:

- Subarea I is 95 acres in size, is located west of Del Rosa Avenue and north of Sixth Street to Baseline, and is designated for residential development.
- Subarea II consists of 283 acres and is located east of Waterman Avenue, west of Tippecanoe Avenue, and north of the I-10 freeway. Subarea II contains the Tri-City Corporate Center and Hospitality Lane, which provide a mix of office, retail, commercial, restaurant uses.

Developments include:

- Hampton Inn (105 room hotel); and
- ITT Tech (41,700 square foot educational facility).

7. State College Plan

Adopted April 27, 1970

Total gross acres: 1,800

This Project Area is located within the northwest sector of the City and is generally located north of the 30 Freeway and east of I-215. The State College Plan area consists of single & multi-family residential, open space, recreational, commercial, and industrial land uses. Developments include:

- Adjacent to I-215 freeway and University Parkway is the 350-acre State College Business Park. Access to the I-215 and I-15 freeways and the A.T. & S.F. and Union Pacific railroads makes the park an ideal location for distribution and manufacturing facilities.
- The campus of California State University San Bernardino is located near the foothills of the project; and
- Shandin Hills Golf Course creates an attractive entrance to the City.

Developments include:

- Lowe's Retail Center; and
- Sun Newspaper (55,000 square foot office building).

8. Central City West Plan

Adopted February 17, 1976

Total gross acres: 4

Located at the northeast corner of Fifth Street and Mount Vernon Avenue, Central City West Plan is an area long recognized as the gateway to the upper Mt. Vernon Avenue retail and commercial district. Historically this intersection has been the westerly turning point for Highway Route 66 and a major intersection for traveler movement toward many inter-city and intra-city destinations. The area reflects early Spanish motifs and architectural styling, with open space, along with tile roofs and concreted plaza areas, and has enhanced the entire area. Developments include:

- Don's Drug Store (façade improvements); and
- Esperanza Ranch Market (façade improvements).



9. Uptown

Plan Adopted: June 16, 1986

Total gross acres: 432

Located within the central section of San Bernardino, the Uptown redevelopment Project Area encompasses the business corridors of "E" Street, Baseline, and Highland Avenues and includes much of the City's service and retail business sectors. The majority of the City's small to mid-sized medical clinics, dental offices, laboratories, and related services are either in or adjacent to the Project Area. This redevelopment area is located adjacent to the Metrolink Commuter Station and Amtrak Train Depot and includes properties bounded by Mt. Vernon Avenue, King Street, Rialto Avenue, and the I-215 freeway. Developments include:

- Santa Fe Depot Planning;
- 100,000 square foot Retail Warehouse; and
- 9th Street Pavement Rehabilitation.

10. Mt. Vernon Corridor

Plan Adopted: June 25, 1990

Total gross acres: 1,938

The Mt. Vernon Corridor redevelopment Project Area comprises a portion of the City that was once a dominant and representative expression of the City's cultural history. This Project Area is generally located east of I-215, north of the City limits, and south of Highland Avenue. The Project Area includes:

- Commercial uses along main thoroughfares such as Mt. Vernon Avenue and Foothill Boulevard
- Public flood control lands in the northwest portion of the plan, west of the I-215 freeway, and north- westerly of Orange Show Road/Auto Plaza Drive.
- A combination of commercial, industrial, residential and public land uses with residential uses predominately located along the west side of the I-215 freeway between Fifth Street and Baseline.

Developments include:

- La Plaza Park Fencing and Lighting; and
- Renovation of Mt. Vernon Avenue Bridge.

Inland Valley Development Agency

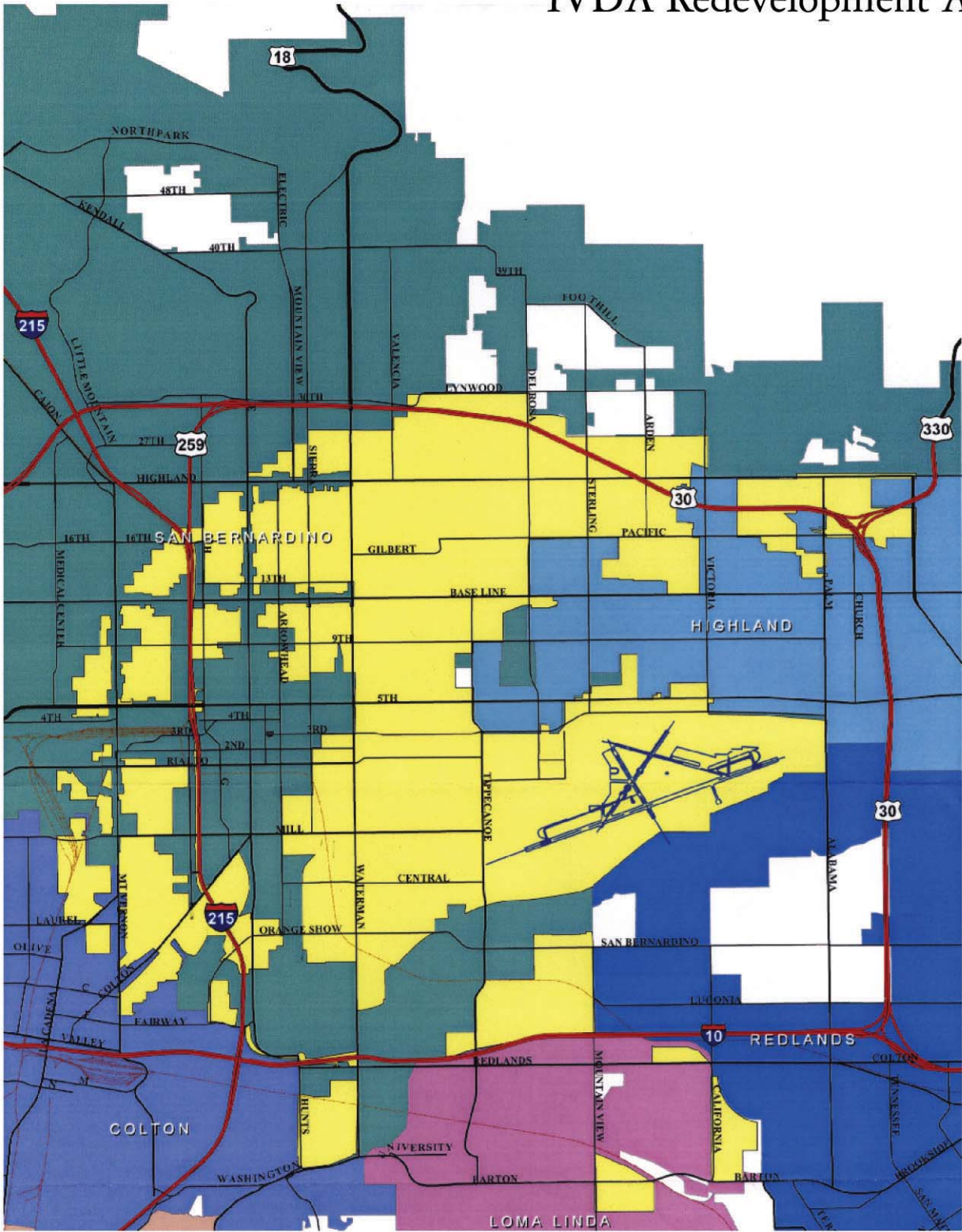
The Inland Valley Development Agency (IVDA) is a regional Joint Powers Authority formed in 1990 to redevelop the San Bernardino International Airport and Trade Center properties and replace the 10,000 jobs that were lost when the Norton Air Force Base closed in 1994.


Along with the San Bernardino International Airport Authority (SBIAA), the IVDA serves as master developers of the 2,100 acres of the San Bernardino International Airport and Trade Center. In addition to the Airport property, the IVDA redevelopment project area includes approximately 14,000 acres in a three-mile radius of surrounding property outside the base, as shown on Figure ED-2.



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IVDA Redevelopment Areas



 Inland Valley Development Agency Redevelopment Areas





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Other Economic Development Efforts

The Economic Development Agency also implements the City's Economic Development Strategy. This strategy includes aggressive business promotion and consulting services focusing on business retention attraction and expansion services for new or existing businesses by providing resources in technical assistance, financial assistance, and development permit assistance.

The Business Support Network (BizNet) was developed in partnership with San Bernardino Valley Community College, California State University, San Bernardino, the Inland Valley Manufacturer's Council, and the San Bernardino Area Chamber of Commerce to assist local businesses with potential for significant growth and job creation.

Through the implementation of the Economic Development Strategy and supplemental business development tools such as BizNet, the City is positioning itself to become a premiere location in the Inland Empire to conduct business. By reinvigorating business investment into the community, the City will also foster redevelopment and revitalization of areas that have been under utilized for extended periods of time.

Goal 4.10 Optimize existing redevelopment project areas to identify and prioritize development opportunities.

Policies:

- 4.10.1 Utilize all available redevelopment agency/City tools to revitalize and enhance strategic areas of the City. (E-1, E-2, E-3, and E-4)
- 4.10.2 Market the City and proactively attract users by:
- Concentrating on the Southeast Industrial Park in the near term to attract high value employers.
 - Attracting high value industrial/R&D uses to develop the Northwest and the State College (west of I-215).
 - Enhancing Downtown as a Public/Government sector core.
 - Seeking development opportunities to the west of I-215 in the vicinity of the Santa Fe rail depot.
 - Promoting revitalization of the Carousel Mall Downtown through a mixture of land uses, such as additional office and mixed-use space.



- Considering expanding uses adjacent to the Arrowhead Credit Union Park to include uses such as a Stadium Business Park office complex or a parking structure.

Goal 4.11 **Ensure fiscal viability in order to provide a high level of services to the community and finance capital projects.**

Policies:

- 4.11.1 Address the availability of new financing sources to supplement the primary revenues for both capital facility costs and ongoing operations and maintenance costs. (E-1)
- 4.11.2 Expand opportunities by encouraging an appropriate mix of revenue-generating land uses to maintain a competitive edge and a strong sales tax base.
- 4.11.3 Continue to maximize opportunities that generate taxable sales in targeted growth areas.
- 4.11.4 Annually evaluate the City’s overall fiscal performance through a monitoring program that tracks the City’s annual retail and non-retail taxable sales performance.
- 4.11.5 Determine the need for a fiscal impact analysis as part of the Development Review process. The purpose is to provide input into assessment of overall impact of development activities and to determine potential costs to the City. (E-1)
- 4.11.6 Monitor the fiscal impact of the mix of development proposals and activity on an annual basis to determine which or what kind of activities, if any, should be encouraged or delayed (according to their net positive or negative fiscal impact).

Workforce Development – Job Promotion, Training, and Career Education

Many of the local schools and universities have mentor and training programs as part of their available curriculum. These programs can be expanded and enhanced to generate a skilled workforce that will remain in the community as long as employment opportunities are available. Creating reciprocal relationships with the City’s workforce population, major institutions, and educational facilities that provide training programs can foster reinvestment into the community by those that live and work there. Identifying the skills of the City’s current workforce can also help to define the types of uses that should be attracted to the City.

Goal 4.12 Positively define and capitalize on available workforce skill capabilities to attract new employers.

Policies:

- 4.12.1 Define and market the regional labor force in areas within commuting distance from San Bernardino.
- 4.12.2 Attract large employers with bilingual labor force needs and modest skills. Examples include Call Centers and Billing Centers.
- 4.12.3 Provide tax incentives and technical assistance to encourage home-based businesses/offices.
- 4.12.4 Promote bilingual capacities of the resident labor force as an asset.

Goal 4.13 Partner with the existing educational institutions to effectively deliver job training programs to residents.

- 4.13.1 Identify training and labor force needs of oncoming employment sectors.
- 4.13.2 Provide vocational training opportunities to the resident labor force in conjunction with the San Bernardino Valley College and CSUSB. (E-8)



- 4.13.3 Pursue development of joint incubator projects sponsored/ fostered by CSUSB, San Bernardino Valley College, and private entities. (E-8)
- 4.13.4 Partner with CSUSB to create an endowment and attract funds towards the formation of an engineering school. (E-8)

Recreational, Cultural, Entertainment, and Educational Activity Areas

Recreational, cultural, entertainment, and educational opportunities have the potential to create a draw to the City of San Bernardino. Highly publicized events such as the Route 66 Rendezvous help to convey a positive image of the City and should be capitalized upon.

Goal 4.14 Enhance, maintain, and develop recreational, cultural, entertainment, and educational facilities within the City.

Policies:

- 4.14.1 Continue and expand educational, cultural, recreational, and supporting uses at California State University, San Bernardino and San Bernardino Valley College.
- 4.14.2 Seek and attract uses that foster a high level of evening activity (e.g., theaters and restaurants).
- 4.14.3 Attract uses that complement and intensify the Convention Center in downtown San Bernardino, including expanding convention facilities, hotels, restaurants, theaters, and similar uses.

Goal 4.15 Expand on historic and the natural assets to attract recreational visitors.

Policies:

- 4.15.1 Stimulate hotel occupancies to achieve performance consistent with the regional market through marketing efforts and public improvements.

- 4.15.2 Continue to promote 'identity-building' events such as 'Route 66', 'Citrus', etc.
- 4.15.3 Promote the Santa Fe Depot District as a destination with easy connections via the Metrolink.
- 4.15.4 Build on the 'Gateway to the Mountains' theme to attract overnight visitors.
- 4.15.5 Allow and encourage the intensification of recreational uses at The National Orange Show, connecting it with the surrounding area and expanding allowable uses on the site (e.g. conference center, water feature).



The annual Route 66 Rendezvous has created as an economic stimulant for the San Bernardino region through tourism.

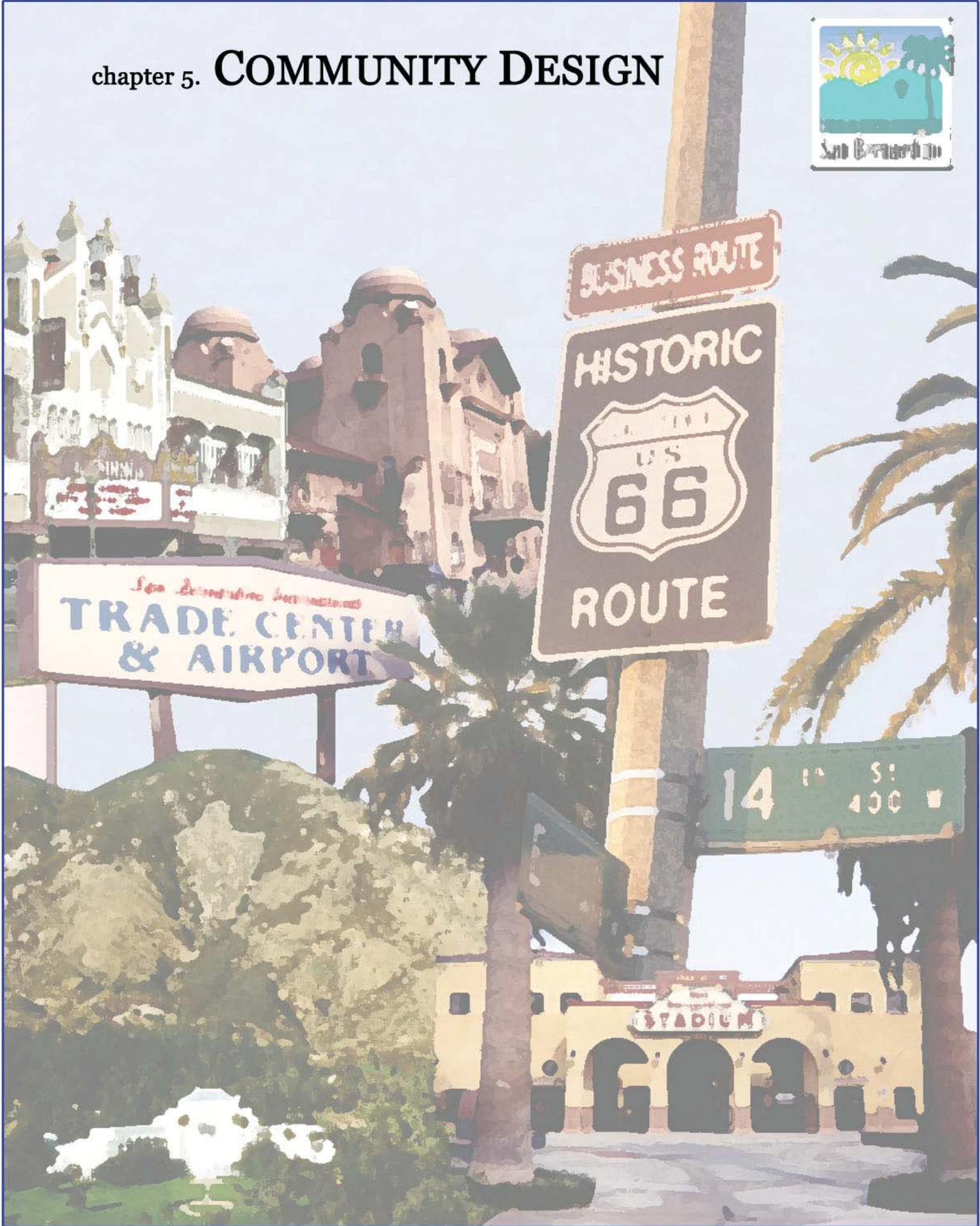


The Orange Pavilion at the National Orange Show. Source: National Orange Show Website



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chapter 5. **COMMUNITY DESIGN**



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Chapter 5. Community Design

INTRODUCTION

The City of San Bernardino is a large, diverse planning area that stretches over 70 square miles and encompasses various natural and man-made environments. The topography includes soaring mountains, deep valleys, wide alluvial plains, streams, rivers, and a flat valley floor. Its built environment ranges from dense commercial and civic uses in Downtown, to single-family neighborhoods, to hillside estates. Visitors view the City from major freeways and along arterials; residents experience it along its local streets, parks, schools, and shopping centers. Creating a positive and strong community identity for such a diverse area is the goal of this Element.

Purpose

The Community Design Element provides policy guidance that respects San Bernardino's diverse context while seeking to unify the City through carefully crafted design policies. A Community Design Element is an optional part of the General Plan, but the City recognizes the importance of community appearance and design to its vitality and future.

This element addresses the following aesthetic issues:

- ◆ Community wide design issues,
- ◆ District or neighborhood aesthetic consideration, and
- ◆ Individual land use design considerations.

Relationship to Other Elements

The Community Design Element is closely linked to the Land Use Element as well as the Development Code. In concert, these three documents address both citywide policy level and ordinance level land uses and development standards.



In addition, special urban design standards are present in some of the City's redevelopment project areas. These special standards set forth architectural and site design standards to create a sense of cohesion in these revitalizing areas. The most extensive example of these special restrictions is the Development Framework and Design Guidelines adopted as part of the Central City South Overlay District, adopted in 1987. These guidelines discuss access and parking, height, bulk, and setback of buildings, ground floor frontage, landscaping and hardscaping, and other design features.

Finally, certain master planned areas have their own codes, covenants, and restrictions (CC&Rs) that are applied by the master developers to projects that wish to locate within these areas. Two examples of this case are the Tri-City Corporate Center in the Hospitality district and the State College Business Park within the State College Redevelopment Project Area.

ACHIEVING THE VISION

The overriding vision of San Bernardino is to enhance the City’s overall image, recreate and capture its distinct personality, and create a strong community identity from a diverse base, while at the same time avoiding a sterile sameness.

The Urban Design Element is responsive to our Vision because it represents our desires to:

- ◆ Develop unique entry features into the City as a whole and into distinct neighborhoods and districts to help define our boundaries and act as landmarks;
- ◆ Develop and enact a cohesive theme for the entire City as well as sub-themes for our neighborhoods to provide identity and create a sense of community;
- ◆ Ensure well-designed and coordinated projects, including the site plan, architecture, materials, colors, landscaping, and signage;
- ◆ Realize well-maintained properties, roadways, parks, libraries, and community centers;
- ◆ Enjoy aesthetic enhancements along our arterial corridors and public rights-of-way, including landscaping and streetscape improvements; and
- ◆ Preserve the City’s historic heritage and incorporate its significant features into the design of new projects.

COMMUNITY DESIGN SCOPE AND STRUCTURE

An important theory behind this Element is that community design exists at various levels, from the scale of an individual project to that of the entire community. In between, districts and neighborhoods are visually distinct sub-areas that are tied to the City as a whole. The challenge for the City of San Bernardino is to incorporate new development into the design fabric of the City so that it contributes both to overall community image and to its immediate context. The best way to plan for this is to establish design guidelines and policies at each of these important levels.



The following structure offers a way of thinking about design features applicable to these distinct levels and provides the basis for the issues, goals and policies that follow:

◆ **Community-wide Design Features**

- City gateways and entries
- Major corridor design and street furniture
- City signs and logos
- Community facilities – civic center, parks, trails, community centers

◆ **District and Neighborhood Level Design Features**

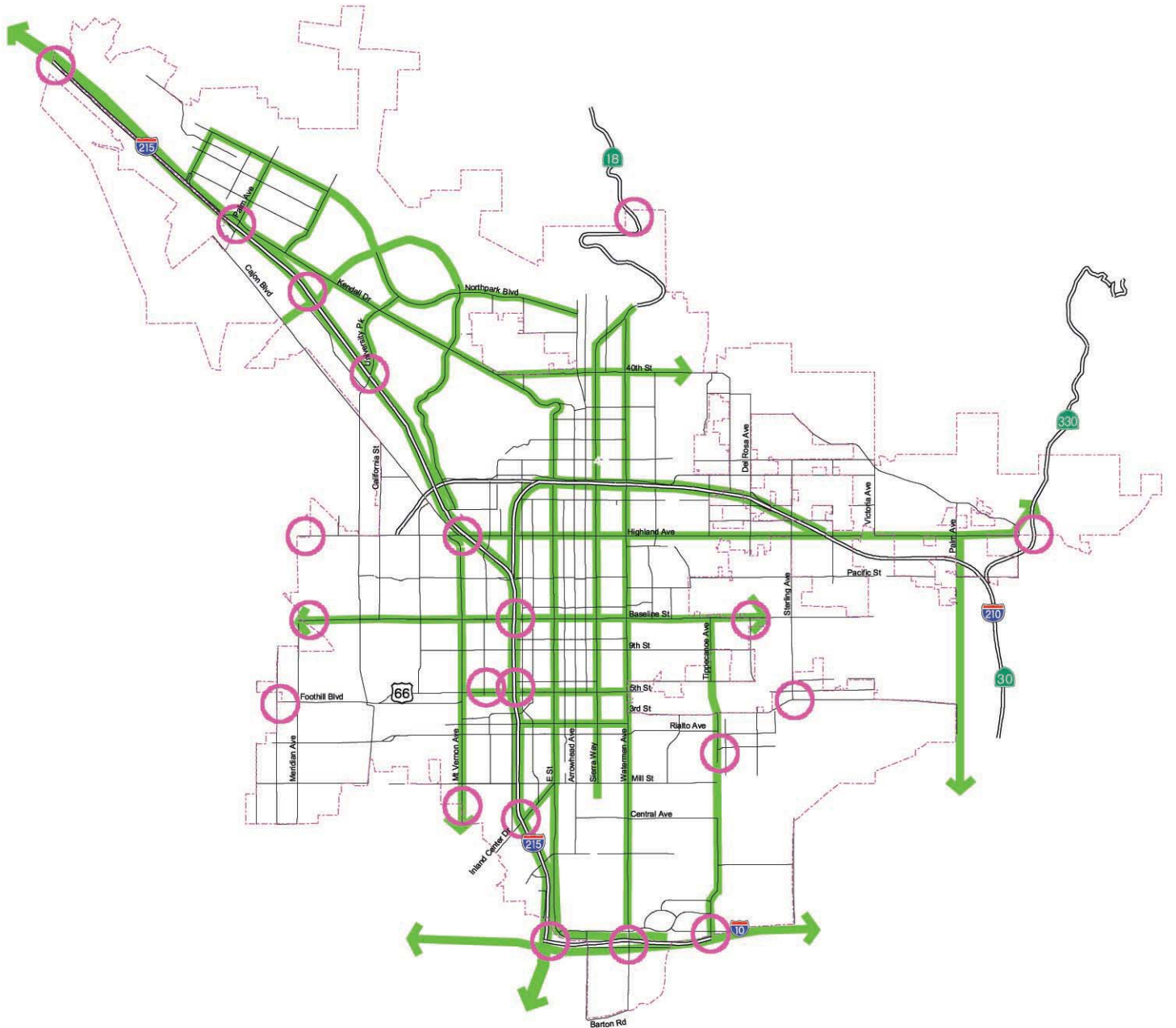
- Specialized landscaping and streetscape themes
- Neighborhood entry features




◆ **Project Level Design Features**

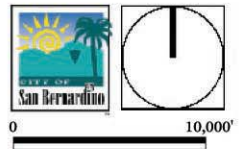
- Architectural variety and interest
- Creative site planning
- Context and compatibility transitions
- Convenient parking and access
- Varied streetscape treatment

See Figure CD-1 for a depiction of significant community-wide design features. The plan constitutes a visual summary of the important community design features that are the focus of this Element.

Community Design Plan



-  City Gateways
-  Corridor Enhancements
-  City Boundary





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GOALS AND POLICIES

The following presents the goals and policies for community design for in the City of San Bernardino.

Community-Wide Design Features

In a city as large and diverse as San Bernardino, it is challenging to create a consistent community design theme. San Bernardino is approximately 60 square miles (70 square miles including the Sphere of Influence) and has irregular borders intermingled with adjacent cities and the County. Our topography varies from the hills and canyons to the north to the flat areas toward the southwest. Our neighborhoods range from period architecture of the early 1900's to suburban tracts typical of development in the 1950's through today. In addition, our commercial areas range from specialty retail areas to strip commercial development along its many corridors.

Unifying this City of diverse elements is both a challenge and an opportunity. The creation of distinct community gateways and enhanced corridors can provide a community identity and distinguish San Bernardino from surrounding communities. An example of the type of aesthetic improvements we desire can be seen in Figure CD-2, Illustrative Examples.

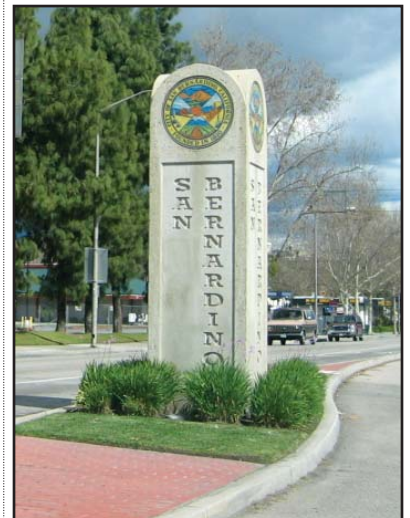
Gateways

Due to the amorphous City boundaries and size of San Bernardino, it is often difficult to identify entry into the City. The creation of strong gateways, or entry points, can help distinguish San Bernardino, act as landmarks, and help the traveler navigate through the community.

Goal 5.1 Create conspicuous gateways at key points in the community to identify and distinguish San Bernardino.

Policies:

5.1.1 Provide improvements along principal streets at the City boundary that clearly identify major entries to the City. Such improvements may include signage, landscaping, vertical pylons, and/or other distinctive treatments. (LU-3 and CD-1)



An example of one of the City gateway features.



Examples of entry monuments and gateways features that can be used to enhance key points in the City.

- 5.1.2 Designate and provide monumentation for important primary and secondary entry points into the City, especially at the following locations:
- a. Primary Entryways:
 - Waterman at Hospitality Lane
 - State Route 18 at National Forest boundary
 - State Route 330 (City Creek Road) at Highland Avenue
 - I-215 Freeway at Shandin Hills
 - I-215 Freeway at Cable Wash
 - I-215 Freeway at Inland Center Drive off-ramps
 - b. Secondary Entryways:
 - 2nd Street at I-215 Freeway
 - Highland at Lytle Creek Wash (east side)
 - Baseline At Lytle Creek Wash (east side)
 - Santa Fe Railroad Passenger Terminal
 - 5th Street at Nunez Park
 - 5th Street at Waterman
 - Freeway off-ramps (CD-1 and CD-3)
- 5.1.3 Prepare an entry signage program that will denote Primary and Secondary entries to the City through informational lettering, the City logo, photo-silkscreens, banners, and/or graphics.
- 5.1.4 Locate major accent trees at entry locations and intersections. Species should be of a "grand" scale to differentiate these key locations (such as palms, canary island pines, or poplars). (CD-1)
- 5.1.5 Develop a Citywide program of public art to provide unifying themes for gateways. (CD-1)

Enhanced Arterial Corridors

Residents and visitors alike often experience the City by traveling along its many arterial corridors. These corridors vary in character from designated scenic highways to more regional-serving arterials.

From a community design perspective, arterial streetscape improvement plans provide visual continuity and interest to the motorist and pedestrian. Such plans can reinforce City design themes as well as soften views of adjoining development.

Goal 5.2 Attractively design, landscape, and maintain San Bernardino's major corridors.

Policies:

- 5.2.1 Establish and implement a comprehensive citywide streetscape and landscape program for those corridors identified on Figure CD-1 and includes the following right-of-way improvements:
 - a. Street trees
 - b. Street lighting
 - c. Streetscape elements (sidewalk/crosswalk paving, street furniture)
 - d. Public signage (CD-1)
- 5.2.2 Require that landscaping be adequately maintained and replaced if removed due to damage or health. (LU-6 and CD-1)
- 5.2.3 Require that all new street landscape incorporate an irrigation system to provide proper watering. (CD-1)
- 5.2.4 Screen public facilities and above-ground infrastructure support structures and equipment, such as electrical substations and water wells, through sensitive site design, appropriately scaled landscaping, undergrounding of utilities, and other methods of screening (e.g., cell tower stealthing). (LU-1 and CD-1)
- 5.2.5 Use landscaping and facade articulation to break up long stretches of walls associated with residential development along major corridors. (LU-1)
- 5.2.6 Ensure implementation of sign regulations, which address issues of scale, type, design, materials, placement, compatibility, and maintenance. (LU-1)
- 5.2.7 Provide for the use of well-designed and placed banners for City events, holidays, and other special occasions. (CD-1)
- 5.2.8 Provide for the use of kiosks or other street furniture along the City's streets. (CD-1)



Examples of desired corridor treatments that could identify significant arterial corridors in the City.



An example of festive, community promotional banners that could be used to identify areas and enhance the City's image.



- 5.2.9 Along major corridors, continue to pay special attention to design features that include screening, berms, fencing, and landscaping for outdoor storage and handling areas. (LU-1 and CD-1)

District/Neighborhood Level Design Features

District/Neighborhood Design Features

The look and feel of individual neighborhoods and community gathering places form the greatest impression and sense of pride in a community. In as diverse a community as San Bernardino, each neighborhood is different and unique. Reinforcing and enhancing this distinction while relating each neighborhood to the City as a whole is the goal of this Element.

Goal 5.3 Recognize unique features in individual districts and neighborhoods and develop a program to create unifying design themes to identify areas throughout the City.

Policies:

- 5.3.1 Utilizing the Neighborhood Associations to develop a program to identify unique design features and create design themes for distinct areas of the City. (CD-3)
- 5.3.2 Distinct neighborhood identities should be achieved by applying streetscape and landscape design, entry treatments, and architectural detailing standards, which are tailored to each particular area and also incorporate citywide design features. (CD-3)
- 5.3.3 A well-integrated network of bike and pedestrian paths should connect residential areas to schools, parks, and shopping centers. (LU-1 and CD-3)
- 5.3.4 Enhance and encourage neighborhood or street identity with theme landscaping or trees, entry statements, enhanced school or community facility identification, and a unified range of architectural detailing. (CD-3)
- 5.3.5 Create entry improvements to help identify distinct districts; these elements could consist of monument pylons, freestanding banners on poles, banners hung from existing



An example of a distinctive feature that helps to identify unique neighborhoods.

light or marbleite standards (subject to agreement with the utility company) or graphic elements hung from or attached to private buildings. (CD-3)

- 5.3.6 Provide for streetscape improvements, landscape and/or signage that uniquely identify architecturally or historically significant residential neighborhoods. (CD-3)
- 5.3.7 Establish a program to select and install streetlights that reinforce the character of the particular district. (CD-3)

Specific Areas

As described in the Introduction and Land Use Element, San Bernardino is comprised of numerous districts, such as Downtown, the University District, or the Sante Fe Depot area. Many of these districts are recognized in the Land Use Element and contain tailored policy direction. Unique design and aesthetic design policies can be found in the Strategic Areas section of the Land Use Element.

There are many areas of the City that have not been specifically called out in the General Plan, but that does not mean these areas are ignored. As described above, it is a policy of the City to create a program to identify districts and prepare design guidelines for them.

Project Level Features

As the saying goes, the whole is equal to the sum of its parts. This is clearly evidenced in community design and aesthetics: well-designed and maintained structures enhance the surrounding neighborhood, while conversely, poorly designed and maintained properties damage the value of the entire community. Accordingly, the City should pay special attention to the design details of individual projects to ensure that they improve and do not detract from the community. Code enforcement efforts should be diligent when it comes to enforcing property maintenance, sign, and outdoor storage regulations. Examples of the types of aesthetic enhancements we desire can be seen on Figure CD-2, Illustrative Examples.



Goal 5.4 **Ensure individual projects are well designed and maintained.**

Policies:

- 5.4.1 Aggressively apply and enforce citywide landscape and development standards in new and revitalized development throughout the City. (LU-1 and LU-6)

- 5.4.2 Ensure that the design of all public facilities fits well into their surroundings and incorporates symbolic references to the City, including its past and/or present, as appropriate. (LU-1)

Goal 5.5 **Develop attractive, safe, and comfortable single-family neighborhoods.**

Policies:

- 5.5.1 Require new and in-fill development to be of compatible scale and massing as existing development yet allow the flexibility to accommodate unique architecture, colors, and materials in individual projects. (LU-1)

- 5.5.2 Improve the pedestrian atmosphere of the street by orienting new homes to the street with attractive front porches, highly visible street facades, and garages located in the rear of the property. (LU-1)

- 5.5.3 Maintain, improve and/or develop parkways with canopy street trees, providing shade, beauty and a unifying identity to residential streets. (CD-3)

- 5.5.4 Setback garages from the street and minimize street frontage devoted to driveways and vehicular access.

- 5.5.5 Provide continuous sidewalks and links to nearby community facilities and retail centers. (LU-1)

- 5.5.6 Ensure a variety of architectural styles, massing, floor plans, façade treatment, and elevations to create visual interest. (LU-1 and CD-3)

- 5.5.7 In residential tract developments, a diversity of floor plans, garage orientation, setbacks, styles, building materials,



Examples of attractive residential features and the close attention to design detail we desire in San Bernardino.

color and rooflines shall be preferred over more uniform design patterns. (LU-1)

Goal 5.6 Ensure that multi-family housing is attractively designed and scaled to contribute to the neighborhood and provide visual interest through varied architectural detailing.

5.6.1 Reduce the visual impact of large-scale, multi-family buildings by requiring articulated entry features, such as attractive porches and detailed facade treatments, which create visual interest and give each unit more personalized design. (LU-1)

5.6.2 Discourage visually monotonous, multi-family residences by incorporating different architectural styles, a variety of rooflines, wall articulation, balconies, window treatments, and varied colors and building materials on all elevations. (LU-1)

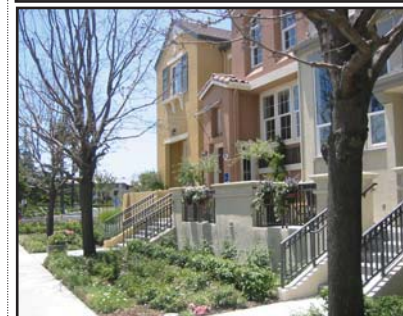
5.6.3 Reduce the visual impact of parking areas by utilizing interior courtyard garages, parking structures, subterranean lots, or tuck-under, alley-loaded designs. (LU-1)

5.6.4 Provide usable common open space amenities. Common open space should be centrally located and contain amenities such as seating, shade and play equipment. Private open space may include courtyards, balconies, patios, terraces and enclosed play areas. (LU-1)

5.6.5 Provide convenient pedestrian access from multi-family development to nearby commercial centers, schools, and transit stops. (LU-1)

Goal 5.7 Develop attractive and safe commercial, office, and industrial projects that are creatively designed and intelligently sited.

5.7.1 Ensure the provision of people-gathering places and street-level amenities, such as mini-plazas, courtyards, benches, movable seating, shade, trash receptacles, water fountains awnings large storefront windows, arcades, small sitting areas, and accent landscaping. (LU-1)



An example of desirable multi-family housing. Notice the varied use of materials, in-set windows, molding, varied rooflines, and lush landscaping.



Examples of attractive non-residential buildings and street scenes desired in San Bernardino. Notice the attractive signage, use of colors, variation in materials, and changes in rooflines.



An example of a desirable public space in a commercial development. Notice the changes in roadway surface, building materials, and roofline.



An example of attractive and appropriate pedestrian lighting and sidewalk treatment.

- 5.7.2 Orient buildings toward major thoroughfares, sidewalks, and public spaces so that parking is convenient but not visually dominating. (LU-1)
- 5.7.3 Maintain architectural interest and variety through varied rooflines, building setbacks, and detailed façade treatments and maintain a strong sense of project identity through similarities in façade organization, signage, landscaping, material use, colors, and roof shapes. (LU-1)
- 5.7.4 The size, colors, type, materials, and design of signs shall be related to the scale of the building or development and its relation to the street. (LU-1)
- 5.7.5 Parking areas shall provide, where practical, pedestrian pathways for safe access to shopping and activity areas that are defined by landscaped planters and incorporated into the parking lot design. (LU-1)
- 5.7.6 Encourage architectural detailing, which includes richly articulated surfaces and varied facade treatment, rather than plain or blank walls. (LU-1)
- 5.7.7 Minimize the visual impact of surface parking lots by locating them behind buildings, away from the street or through perimeter and interior landscaping, berming, and small-scale fencing. (LU-1)
- 5.7.8 Design public plazas and spaces that are both comfortable and convenient. They should be well defined by surrounding buildings, located near the street for visual contact and convenience, contain abundant seating opportunities, and incorporate amenities such as distinctive focal points, public art, ample shade, and eating and entertainment possibilities. (LU-1)
- 5.7.9 Ensure that the scale and massing of office, commercial, and industrial uses are sensitive to the context of surrounding residential development. (LU-1)
- 5.7.10 Lighting should provide for safety and to highlight features of center but not shine directly onto neighboring properties or into the eyes of motorists. (LU-1)

- 5.7.11 Loading bays should be screened by walls and landscaping and oriented away from major streets and entries. (LU-1)
- 5.7.12 Install new streetlights in commercial districts that are pedestrian-oriented, attractively designed, compatible in design with other street furniture, and provide adequate visibility and security. (LU-1)



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Figure CD-2 Illustrative Examples

The following are examples of the qualities that San Bernardino desires in the design of its public rights-of-way, signs, and buildings.

Corridors



Not this...



...This

Intersections



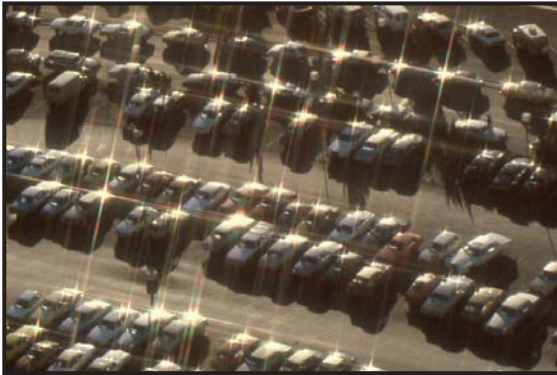
Not this...



...This



Parking



Not this...



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Signs



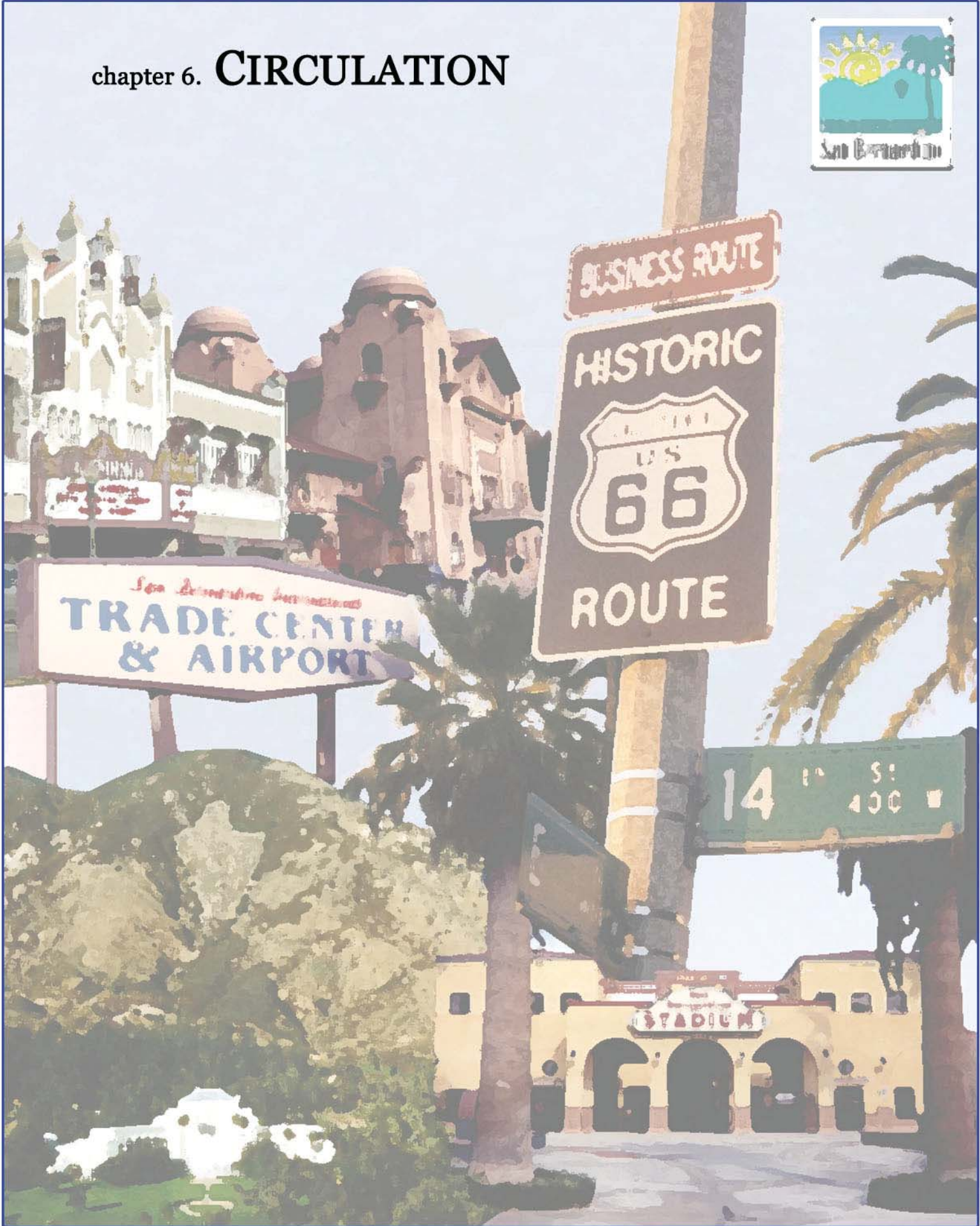
Not these...



...These



chapter 6. CIRCULATION



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Chapter 6. Circulation

INTRODUCTION

An efficient and safe circulation system is a critical concern for our residents and visitors. Our ability to maneuver affects our quality of life in a myriad of ways: from driving on the freeway, to parking, to shipping goods, to emergency access, to riding a bike and walking across a street. We are blessed with an amazing array of mobility options upon which we can capitalize and enhance our community.

As the County's largest city and given its location, San Bernardino's transportation system has a broad and significant impact. Not only does it serve the mobility of over 186,000 residents, San Bernardino's roadways affect and are affected by regional influences. We are positioned as a gateway into the Southern California from the Cajon Pass and Interstate 215, to the Inland Empire via Interstate 10, and to the San Bernardino Mountains from State Routes 18, 30, and 330. A grid system of streets, developed early in the City's history, directly connects to a valley-wide street system linking a string of foothill and valley communities as far west as Pomona (approximately 30 miles). Some of these east-to-west arterials retain the same name through much of the valley (e.g., Baseline Street, Foothill Boulevard, and Highland Avenue).

But we have so much more than streets that we can rely upon to enrich our mobility options. We are the location of major freight and passenger rail operations and are blessed with one-of-a-kind resources in the San Bernardino International Airport and Trade Center and the Santa Ana River Trail, which passes through a portion of our community.



Purpose

Our transportation system affects almost every aspect of the City's quality of life: land use patterns, air quality, open-space, habitat planning, noise, energy use, and community appearance.

The major purpose of this Element is to design and improve a circulation system to meet the current and future needs of all its residents. Such a system should have the following three components: equity, efficiency and foresight. It should be accessible to all economic segments of the City to make their lives more convenient and practical. It should make use of existing infrastructure wherever practical. Finally, it should preserve important transportation routes for future planning needs.

Relationship to Other Elements

State planning law not only requires a Circulation Element, it mandates that it be directly correlated to the Land Use Element. This means that it must assess the adequacy of the circulation system to handle traffic generated by planned land use changes. But circulation directly or indirectly affects almost all elements of the General Plan, including the required Housing, Natural Resources and Conservation, Noise, and Safety Elements. In addition, it is directly related to the Economic Development Element due to the movement of employees, products, materials and ideas throughout the City, and to the Community Design Element for a roadway's direct effect on the City's image and character.

The Parks, Recreation, and Trails Element contains the discussion and policies related to our bicycle facilities and trails.

ACHIEVING THE VISION

The Land Use Element is responsive to our Vision because it represents our desires to:

- ◆ Improve our community's appearance and identity by revitalizing our corridors and roadways;
- ◆ Reinforce our strategic location within Southern California's transportation system by providing a system of streets that accommodate projected traffic levels and allow the convenient movement of people and goods;
- ◆ Capitalize upon our freight and passenger rail operations to stimulate economic growth;
- ◆ Minimize the impacts of truck traffic, particularly in residential areas;
- ◆ Fulfill the potential of the San Bernardino International Airport and Trade Center to become a vibrant center for commerce and travel and stimulate surrounding businesses;
- ◆ Realize the improvement of our historic Santa Fe Depot so that it will be an example of our community and a destination in itself;
- ◆ Improve our entire system of mobility by providing a range of transportation alternatives including light rail, bus, bicycle, and pedestrian paths and trails; and
- ◆ Expand the safety of our streets and neighborhoods.



Measure I

Adopted by San Bernardino County voters in 1989, Measure I is a major source of revenue for transportation improvements in the City of San Bernardino. Importantly, local officials make decisions about the allocation of these funds.

This 20-year half-cent sales tax has provided \$17 million for our streets during the first ten years. Additional Measure I funds, about \$406 million, have been pooled by all the cities and the unincorporated areas of the valley region. These pooled funds support freeway improvements, Metrolink trains, Omnitrans subsidies for elderly and disabled riders, major streets that serve as transportation arteries, ridesharing programs, landscaping, and traffic management.

ABOUT OUR CIRCULATION SYSTEM

Our circulation system is composed of a wide range of transportation facilities and options that serve our mobility needs. It consists of roadways, railways, public transit, bikeways, trails, and pedestrian facilities, and aviation.

We want to ensure that the buildout of our City does not overload our street system. Accordingly, an in-depth analysis of future vehicular traffic conditions has been prepared to ensure our planned roadway system and land use plan are in-synch.

Roadways

Our vehicular circulation network consists of a hierarchy of roadways that have primarily developed as a grid system. Due to barriers, such as rivers, mountains, canyons, freeways, railroads, and San Bernardino International Airport and Trade Center, many of the streets do not extend across the City and the grid becomes discontinuous.

1. Classification of Streets

For the purposes of analysis and evaluation of roadway needs, a roadway functional classification system has been established for the City of San Bernardino. The roadway classifications are briefly described in the following paragraphs and the typical cross-sections associated with each classification are shown later in this Section (Item f.).

a. Freeways/Highway

Freeways/Highways are controlled-access, separated roadways that provide for high volumes of vehicular traffic at high speeds. There are four freeways within the City of San Bernardino and one highway:

- ◆ The San Bernardino Freeway (I-10) is the major east-west freeway providing access west to Los Angeles and east to the desert communities and beyond.
- ◆ Interstate 215 provides north-south freeway access to Riverside and San Diego counties to the south and the high desert communities to the north.

- ◆ Interstate 210 provides local east-west service between I-215 and State Route 330. As of 2005, this freeway was under construction and was also known as State Route 30 and will become the future I-210 when completed.
- ◆ State Route 18 provides a connection from I-210 to the mountain resorts/communities of Lake Gregory.

b. Major Arterials

These roadways can accommodate six or eight travel lanes and may have raised medians. These facilities carry high traffic volumes and are the primary thoroughfares linking San Bernardino with adjacent cities and the regional highway system. Driveway access to these roadways is typically limited to provide efficient high volume traffic flow. Examples of Major Arterials include:

- ◆ Waterman Avenue
- ◆ Mount Vernon Avenue
- ◆ Highland Avenue
- ◆ Baseline Street

c. Secondary Arterials

These roadways are typically four-lane streets, providing two lanes in each direction. These highways carry traffic along the perimeters of major developments, provide support to the major arterials, and are also through streets enabling traffic to travel uninterrupted for longer distances through the City. Examples of Secondary Arterials Include:

- ◆ Little Mountain Drive
- ◆ 9th Street
- ◆ Arrowhead Avenue (North of 5th Street)
- ◆ Sierra Way

d. Collector Streets

These roadways are typically two-lane streets that connect the local streets with the secondary arterials allowing local traffic to access the regional transportation facilities. Examples of Collector Streets include:

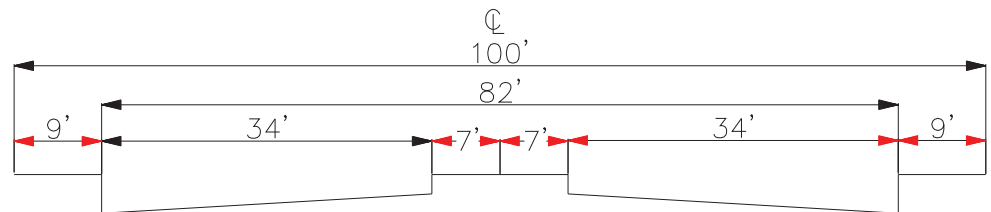


- ◆ California Street
 - ◆ 6th Street
 - ◆ Meridian Avenue
- e. Local Streets

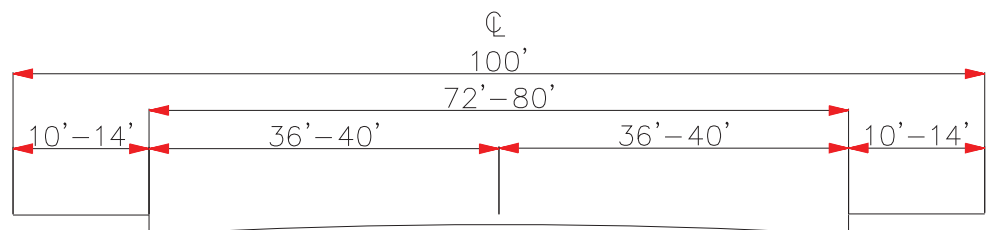
These roadways are typically two-lane streets that are designed to serve neighborhoods within residential areas. There are several variations on local streets depending on location, length of the street, and type of land use.

f. Standard Roadway Cross Sections

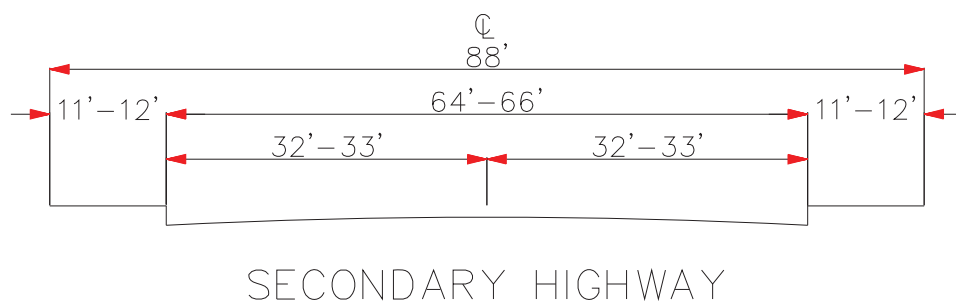
The following are the typical cross sections for each roadway classification. In order to maintain acceptable levels of service, additional right-of-way dedication beyond the typical cross section may be required in order to accommodate additional turn lanes or other design features. Unique street cross-sections, median designs, and street widths may be considered for each development in order to create distinction and identity as long as function, capacity, and safety are maintained to the City's satisfaction.



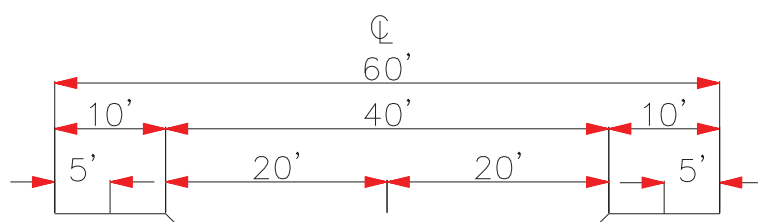
MAJOR DIVIDED HIGHWAYS



MAJOR HIGHWAY



SECONDARY HIGHWAY



COLLECTOR STREET

FOR USE IN QUARTER MILE STREETS,
SCHOOL AND INDUSTRIAL AREAS.

2. Scenic Highways and Routes

Scenic highways and routes are a unique component of the circulation system as they traverse areas of unusual scenic or aesthetic value. As shown on Figure C-1, Scenic Highways/Routes, two roadways within the City have been nominated for official Scenic Highway status. The portions of State Route 30, south of the 330, and State Route 330 that pass through the City are designated as Eligible Scenic Highways.

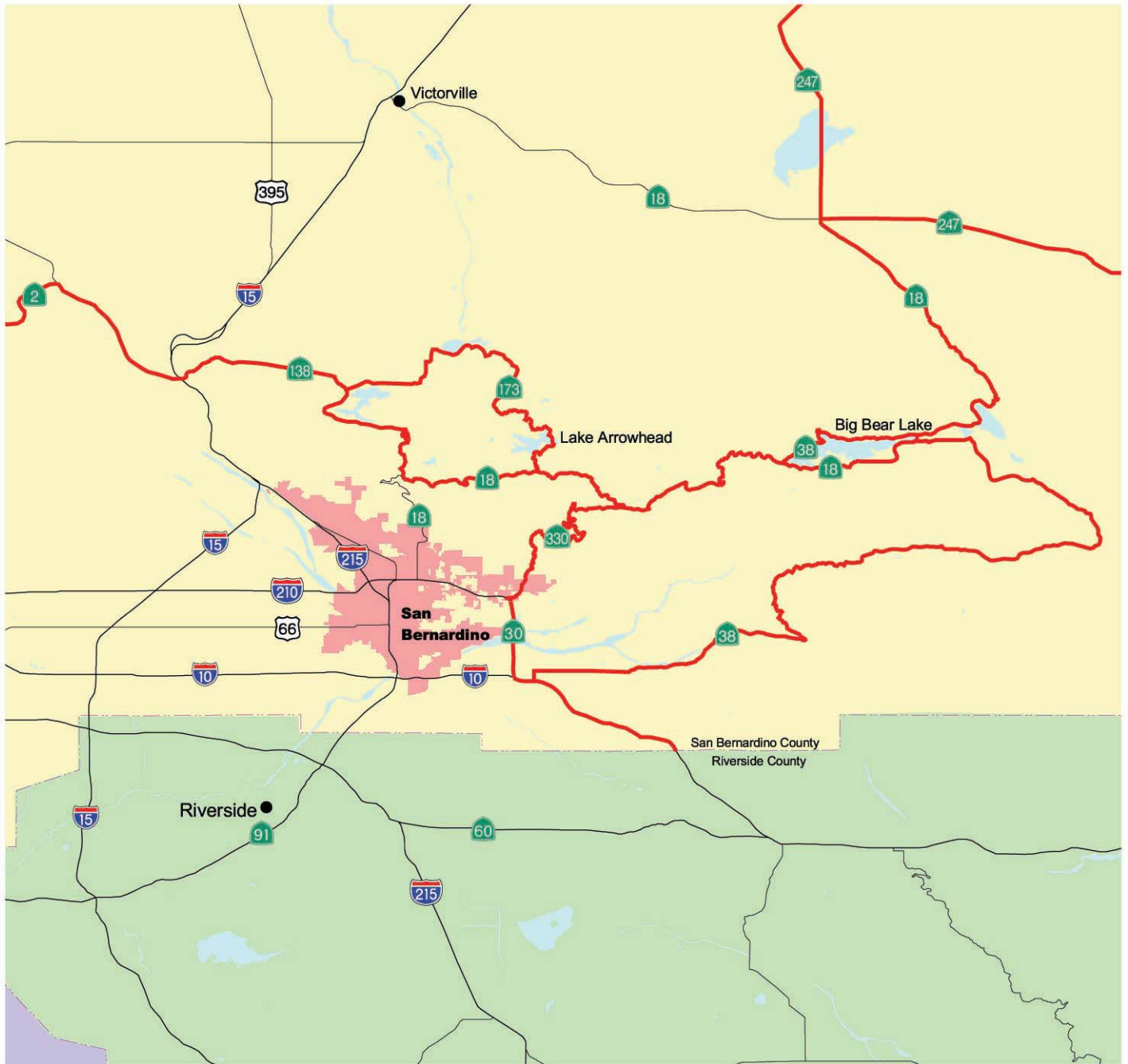
Due to the designation as Eligible Scenic Highways, the provisions of the California Scenic Highways program apply to these sections of the roadways in the City. The purpose of the California Scenic Highways program, which was established in 1963, is to “Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways.” This program provides guidance for signage, aesthetics, grading, and screening to help maintain the scenic value of the roadway.

We support the designation of these roadways and further desire that they be officially designated in the future. Accordingly, we support the provisions of the Scenic Highways program and will enhance these two corridors so that the scenic designation is earned.

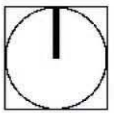


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Scenic Highways/Routes



 Scenic Highways/Routes



Not to Scale



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Railways

San Bernardino includes both major (main line) and minor (spurs) railroads that accommodate both freight and passenger rail services. This is both a blessing and a curse: a blessing because we are home to extensive rail freight facilities, which help strengthen our economy, attract business, and provide mobility options; and a curse because of impacts associated with railroads, such as noise and temporary restriction of emergency access.

1. Freight Rail

Extensive freight rail service is provided within the City by Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) railroads; in fact, freight operators are the largest users of San Bernardino's rail facilities.

Rail service provided by UP on its main line through San Bernardino is expected to grow significantly in the future due to the increased international trade at the Ports of Long Beach and Los Angeles, the San Bernardino International Airport, as well as population growth in southern California. Currently there are 24 trains per day on a peak day passing through San Bernardino on the UP main line. By 2025, this is forecast to increase to 132 trains per day.

BNSF operates intermodal, carload freight, and bulk unit trains through the City. The BNSF main line runs through Riverside County and crosses the UP line in Colton. It will carry the major growth in rail traffic associated with the Ports.

Growth in train traffic on the other rail lines and spurs in San Bernardino will be limited to the needs of the local industrial users which need rail service. The land use plan concentrates industrial use in locations already served by rail spur lines.

2. Passenger Rail Service

Both Amtrak and Metrolink provide long-distance passenger train service from the Historic Depot in San Bernardino.

Amtrak has provided local, interstate, and transcontinental service at San Bernardino since Amtrak's inception in 1971. At the present time, Amtrak trains operate west to Los Angeles; southeast to Palm Springs and on to Arizona, New Mexico, Texas, Louisiana, Alabama, Georgia, and Florida; and northeast to Needles, Arizona, New Mexico, Colorado, Kansas,



Metrolink

In June 1990, the California Legislature enacted Senate Bill 1402, Chapter four of Division 12 of the Public Utilities Code. The bill required the transportation commissions of the counties of Los Angeles, Orange, Riverside, and San Bernardino to develop jointly a plan for regional transit services within the multi-county region. In August 1991, the Southern California Regional Rail Authority (SCRRA), a Joint Powers Agency (JPA), was formed. The purpose of the newly formed SCRRA was to plan, design, construct, and administer the operation of regional passenger rail lines serving the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura. The SCRRA named the regional commuter rail system "Metrolink."

Missouri, Indiana, and Illinois. Amtrak motor coaches connect San Bernardino to Amtrak trains in the Central Valley for places like Fresno, Sacramento, and the Bay Area. From these trains it is possible to transfer to other Amtrak trains, making the entire country accessible from San Bernardino.

Commuter Rail service is provided by the Southern California Regional Rail Authority (SCRRA), which operates the Metrolink train service. Metrolink serves over 35,000 passengers daily. There are seven lines in the Metrolink train network: the Ventura County Line, Antelope Valley Line, San Bernardino Line, Riverside Line, Orange County Line, Inland Empire-Orange County Line and 91 Line (Riverside-Fullerton-Downtown LA). All but the Inland Empire-Orange County Line intersect at Union Station in Downtown Los Angeles.

The City of San Bernardino is served by the San Bernardino Line, which is Metrolink's busiest line, with a station located at the historic Santa Fe Depot. The San Bernardino Line connects rapidly growing San Bernardino County with the communities of the San Gabriel Valley and downtown Los Angeles.

The San Bernardino Line is currently the only line with service seven days a week. On weekdays, there are 15 round trips per day on the San Bernardino Line with about half of them during commute hours, but with close to hourly service in the mid-day. Travel time between San Bernardino and LA Union Station is about one hour and 30 minutes. On weekends, there are eight round trips on Saturday and four on Sunday. The SCRRA has plans to nearly double the amount of service on its lines over the next 20 years.

Public Transit

Complementing our passenger rail services, we enjoy a rich public transportation system that provides our citizens with every opportunity to use almost every form of transportation available.

1. Bus Service

Public transportation in the San Bernardino area is provided by Omnitrans, the regional Public Transit operator for San Bernardino County. Omnitrans functions as a joint powers agency supported by the County of San Bernardino and all the cities in the east and west San Bernardino Valley. The City of San Bernardino is represented on the Omnitrans Board. Omnitrans is financed through the State Transit Development Act

and Urban Mass Transit Funds. Omnitrans operates 21 local-fixed routes, 14 of which serve the San Bernardino Planning Area. General service hours are between 6:00 a.m. and 8:00 p.m., Monday through Saturday.

The Southern California Rapid Transit District provides express bus service between San Bernardino-Riverside and Los Angeles (Line 496) under contract with Omnitrans and the Riverside Transit Agency. Service is provided Sunday through Saturday.

Intercity bus service is provided to downtown San Bernardino by Greyhound and Continental Trailways that recently merged. The Greyhound bus depot is at 6th and G Streets.

a. Short Range Transit Plan

Omnitrans periodically updates its service plan through the preparation of a Short Range Transit Plan (SRTP), which evaluates service for a five-year period. A SRTP for the years 2004-2009 has recently been adopted and includes some changes in routes within San Bernardino. A current route, schedule, and rate map can be obtained from Omnitrans.

2. Demand/Response System

Omnitrans provides San Bernardino residents that qualify for service under the Americans with Disabilities Act with a demand/response transportation system known as "Access." A resident may call and request a pick-up and delivery to a requested destination on a space-available basis with a reservation made 24 hours in advance.

3. Taxi Services

Two companies provide taxi service in the San Bernardino Planning Area: the Yellow Cab Co. and the Checker Cab Co. Both services are controlled by the same owner, who estimates that over the last five years, ridership has remained constant at approximately 400 fares per day.

Bikeways, Trails, and Pedestrian Facilities

An extensive, safe, and interconnected system of pedestrian and bicycle facilities is critical for the success of our City and our transportation systems. Bikeways, trails, and pedestrian facilities are addressed in the Parks, Recreation, and Trails Element.

E-Street Transit Corridor

As of the writing of this General Plan, Omnitrans had initiated Phase 1 of the E-Street Transit Corridor project. Due to its significance in ridership and points of interest served, E-Street was chosen as the first segment of a planned system of high-quality transit corridors in San Bernardino. Phase 1 consists of studying alternatives for providing enhanced state-of-the-art transit service and corridor improvements.



Airport Related Policies in our General Plan

The San Bernardino International Airport (SBIA) influences many aspects of our community: from land use and economics, to circulation, noise, and safety. Accordingly, see related discussions/policies in the Land Use (Chapter 2) and Noise (Chapter 14) Chapters.

Aviation

The San Bernardino International Airport and Trade Center (SBIA) is located in the southeastern edge of the City and represents one of our greatest opportunities. The SBIA includes two distinct components: 1) the airport portions (and related facilities) of the former Norton Air Force Base, and 2) the Trade Center, which encompasses the non-airport related portions of the former base.

The SBIA has the capacity to provide regional air traffic for domestic and international service, both commercial and cargo along with the necessary support facilities for major and smaller airlines.

In addition, there are four airports in the general vicinity of San Bernardino. Air carrier and air cargo operations are provided at Ontario Airport which is located southwest of the City. There are two general aviation airports in the area, one to the west in Rialto, the second to the southeast in Redlands, and Riverside Municipal Airport, 12 miles to the south in Riverside. The Rialto Airport is also used as the base for the County Sheriff's helicopters, which are used on occasion by the City.

According to the California Division of Aeronautics, there are five helipads in our planning area. The helipads are private-use facilities and are situated at the National Orange Show, Red Dog Properties, San Bernardino Community Hospital, SCE Eastern Division, and the Tri-City area.

Existing Traffic Conditions

This section summarizes the existing circulation conditions in the City of San Bernardino. The analysis is based on existing amount of traffic volume on various street corridors and the capacity of the streets and intersections to carry traffic. The capacity measures the ability of the street system to meet and serve the demands from traffic. It is the most practical measure of determining the City's capability to provide mobility to its residents. The capacity of a roadway is affected by a number of factors, e.g., the street width, the number of travel lanes, the number of crossing streets, the type of traffic control devices, the presence of on-street parking, the number of access driveways, and the streets horizontal and vertical alignments to name a few.

1. About Traffic Projections

a. Level of Service (LOS) and V/C Analysis

An important “standard” referred to throughout this Element relates to the ability of a roadway and/or intersection to accommodate traffic. This level of service standard may be used to describe both existing and future traffic conditions. Level of service (LOS) is a qualitative ranking that characterizes traffic congestion on a scale of A to F with LOS A being a free-flow condition and LOS F representing extreme congestion.

In addition to the LOS definition, a volume to capacity ratio or V/C ratio is used to provide a more quantified description of traffic conditions at intersections. The V/C ratio is the ratio of existing or projected traffic volumes to an intersection’s design capacity. A V/C ratio of 0.90 for an intersection means that the traffic volumes at the intersection represent 90 percent of its design capacity. The V/C ratio can also be related to the LOS definitions. For example, an intersection with a V/C ratio exceeding 0.95 is handling traffic volumes that approach design capacity. The V/C ratio of 0.95 corresponds to LOS E, which indicates unacceptable level of service. The following six levels of service definitions relate traffic conditions to traffic volumes and the design capacity of roadways and/or intersections.

- ◆ LOS A (V/C ratio 0.0 - 0.60). There are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
- ◆ LOS B (V/C ratio 0.61 - 0.70). Represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.
- ◆ LOS C (V/C ratio 0.71 - 0.80). Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles.
- ◆ LOS D (V/C ratio 0.81 - 0.90). Encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks with the peak period, but



enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.

- ◆ LOS E (V/C ratio 0.91 - 1.00). Represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
- ◆ LOS F (V/C ratio > 1.00). Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

b. Existing LOS and V/C Ratios

Existing traffic counts were conducted at various roadway segments and major intersections in 2003 to determine existing V/C and LOS at these facilities. The LOS of roadway segments is based on average daily traffic (ADT) volumes and their traffic handling capacities on a daily basis. The LOS of intersections is based on traffic volumes at the intersections during the AM and PM peak hours and the traffic handling capacity of the intersection's critical lane. The results are shown in Appendix 14, Traffic Analysis Summary (Table 1 for intersections, and Table 2 for roadway segments).

In the City of San Bernardino, the minimum acceptable level of service is established as LOS C for roadways and LOS D for intersections. Mitigation measures are required for roadway corridors/locations where traffic conditions show an LOS worse than the minimum acceptable LOS. As shown in Table 1 of Appendix 14, the following intersections are currently operating at an unacceptable LOS (the LOS at these intersections is worse than LOS D):

- ◆ Hunts Lane @ E Street
- ◆ Meridian Avenue @ Rialto Avenue
- ◆ Mountain View Avenue @ San Bernardino Street
- ◆ Rancho Avenue @ 5th St/Foothill Boulevard

- ◆ SR-30 WB Off Ramp @ 30th Street
- ◆ Tippecanoe Avenue @ Rialto Avenue
- ◆ Waterman Avenue @ 36th Street
- ◆ Waterman Avenue @ Fifth Street
- ◆ Waterman Avenue @ SR-30 EB Ramp

Table 2 of Appendix 14 shows that the following roadway segments are operating an unacceptable LOS (i.e., LOS is worse than LOS C) based on capacity analysis of 24-hour volumes:

- ◆ Tippecanoe Avenue South of Hospitality Lane

Mitigation measures are required to improve the conditions at the above locations to an acceptable LOS.

Future Traffic Conditions

This section analyzes potential traffic conditions in the City of San Bernardino at a theoretical build-out of the plan. The LOS definitions, calculation procedures, mitigation requirements, etc. used in the existing conditions analysis also applies to this section.

1. **Background Model Input**
 - a. **Recommended Roadway Improvements**

The City has identified a number of roadway improvements, reclassification and addition/deletion of certain roadway segments in order to improve its circulation conditions to handle existing as well as future traffic volumes (See Appendix 9, Circulation Plan Changes). For the future traffic conditions analysis of the General Plan at buildout, these improvements were assumed to be in place.

- b. **Focused Travel Demand Model**

As part of the analysis of the capabilities of the circulation system at the theoretical buildout of the land use plan, a focused travel demand model was developed. The model and the methodology used to create the model are described in Appendix 14, Traffic Analysis Summary.



2. Build-out Traffic Forecasts and Operating Conditions

Based on the traffic volume data obtained from future conditions model, the future traffic conditions at buildout of the General Plan were analyzed. The results of this analysis are contained in Appendix 14, Traffic Analysis Summary (Table 4 for intersections and Table 5 for roadway segments). The following illustrate the key observations from the analysis of projected traffic conditions for the build-out of the General Plan:

- ◆ Table 4 of Appendix 14 shows that the following intersections are expected to perform at an unacceptable level of service and require mitigation:
 - Northpark Boulevard @ University Parkway
 - Hunts Lane @ E Street
 - Waterman Avenue @ 30th Street
 - Waterman Avenue @ SR-30 EB Ramps
 - SR-30 WB Off-ramp @ 30th Street
 - Harrison Street @ 40th Street
 - Waterman Avenue @ 36th Street
 - Waterman Avenue @ 34th Street
 - Valencia Avenue @ 40th Street
 - Tippecanoe Avenue @ Rialto Avenue
 - Rancho Avenue @ 5th Street/Foothill Boulevard
 - Mountain View Avenue @ San Bernardino Road
- ◆ Table 5 of Appendix 14 shows that the following roadway segments are projected to show unacceptable LOS:
 - Base Line Street between Palm Avenue and Valencia Avenue
 - E Street between 9th Street and Kendall Drive
 - Sierra Way between I-10 Freeway and Foothill Boulevard
 - Sierra Way between Waterman Avenue and 40th Street

Mitigation and improvement measures are required for the intersections and roadway segments that show unacceptable LOS. Typically, improvements at intersections result in improvement in traffic conditions on its approaches and thereby mitigate impacts on roadway segments.

Therefore, a number of mitigation measures have been identified for a total of 13 intersections where traffic analysis indicated circulation deficiencies. These mitigation/improvement measures would improve intersection performance to an acceptable LOS during peak hours. Appendix 9, Circulation Plan Changes, contains a list of these improvements.

Future Circulation System

Based on the analysis at the theoretical buildout of the General Plan and the deficiencies and mitigation identified, our Future Circulation System has been developed to meet our future needs. The proposed Circulation Plan is shown on Figure C-2, Circulation Plan.

Our objective is to achieve this circulation system if merited by the conditions on the ground. It is important to remember, the traffic analysis performed for this General Plan was a projection of future conditions and, as we all know, actual conditions may vary in the future. For instance, some streets may experience less traffic than were projected at this time and future roadway reconfigurations may not actually be necessary. We will use this plan as our guide and make sure changes are actually required before making them.



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Circulation Plan

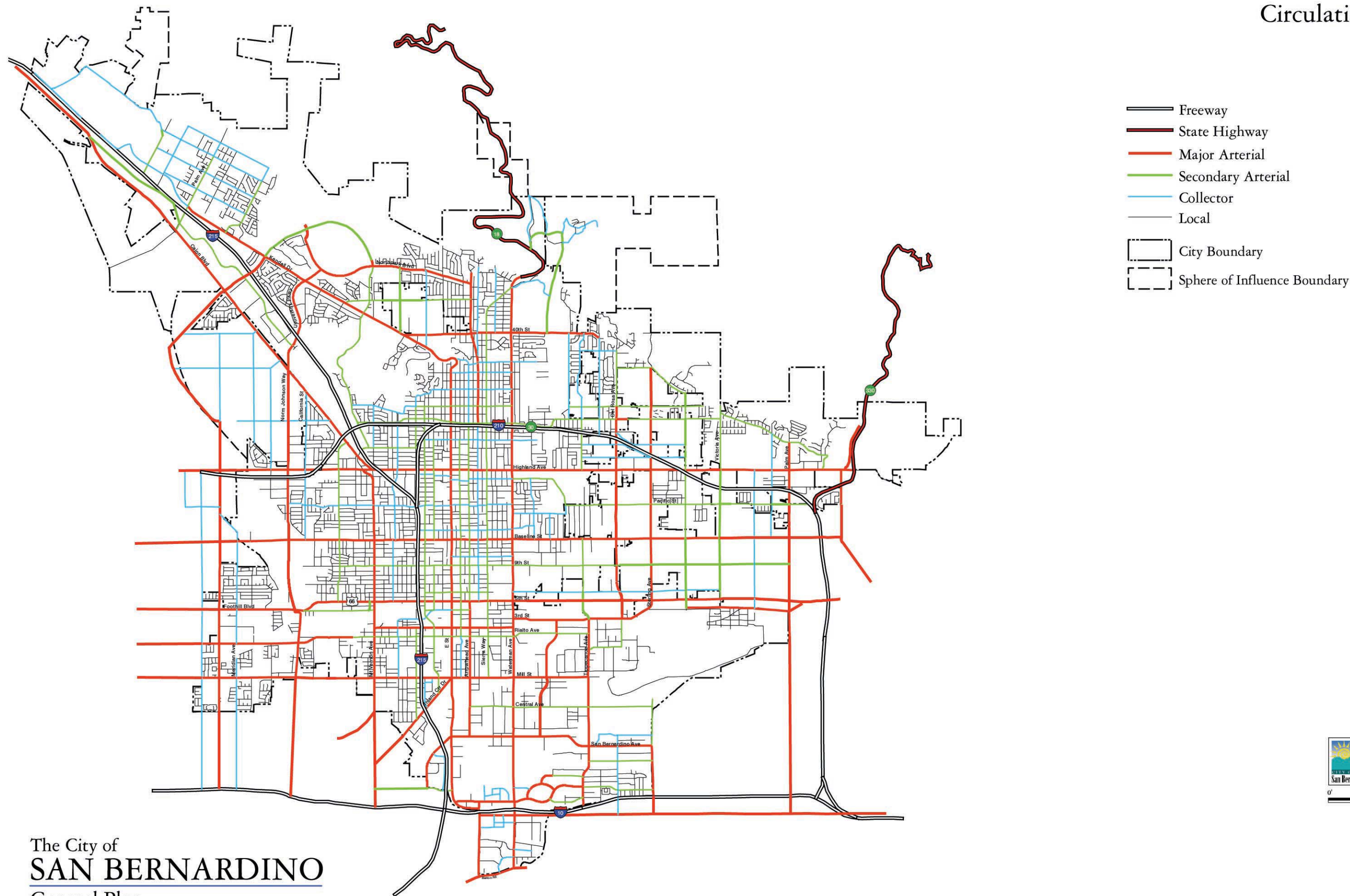


Figure C-2



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GOALS AND POLICIES

The following presents the goals and policies for mobility and circulation in the City of San Bernardino.

Street System

We expect a lot from our street system. We want a street system that provides convenient access, is safe, is not too congested, looks good, is multi-functional, and is not designed only for cars.

The City's street system should provide access to our homes and businesses and allow convenient intra-city travel and access to regional transportation facilities. In addition, the street system should be designed to provide the necessary capacity to accommodate the traffic generated from the future buildout of the General Plan as well as regional traffic, not a potential maximum level but within acceptable levels of service. Our street system needs to be safe, not only for vehicular travel, but for pedestrians and bicyclists too.

Our street system needs to accommodate more than cars. Pedestrians, bicyclists, as well as landscaping, signs, gateways, and infrastructure all need to coexist within our street right-of-ways in a manner that is safe and aesthetically pleasing. Advanced technologies in traffic control and operations should be employed to maximize the capacity and efficiency of the arterial system.

Our circulation plan is designed to accomplish these vary goals. The ultimate goal for our circulation system is shown on Figure C-2, Circulation Plan. Taken with the typical cross sections (Shown in the Roadway Section of this Chapter) and the policies in the Community Design Element, a clear picture of the roadway system is provided.

Goal 6.1 Provide a well-maintained street system.

Policies:

- 6.1.1 Maintain and rehabilitate all components of the circulation system, including roadways, sidewalks, bicycle facilities and pedestrian facilities. (A-2)
- 6.1.2 Develop list of priorities for maintenance and reconstruction projects. (A-2)



6.1.3 Coordinate maintenance or enhancement of transportation facilities with related infrastructure improvements. (A-2)

Goal 6.2 Maintain efficient traffic operations on City streets.

Policies:

- 6.2.1 Maintain a peak hour level of service D or better at street intersections.
- 6.2.2 Design each roadway with sufficient capacity to accommodate anticipated traffic based on intensity of projected and planned land use in the City and the region while maintaining a peak hour level of service (LOS) “C” or better.
- 6.2.3 Keep traffic in balance with roadway capacity by requiring traffic studies to identify local roadway and intersection improvements necessary to mitigate the traffic impacts of new developments and land use changes. (LU-1)
- 6.2.4 Review the functioning of the street system as part of the Capital Improvement Program to identify problems and address them in a timely manner. (A-2)
- 6.2.5 Design roadways, monitor traffic flow, and employ traffic control measures (e.g. signalization, access control, exclusive right and left turn-turn lanes, lane striping, and signage) to ensure City streets and roads continue to function safely within our Level of Service standards.
- 6.2.6 Improve intersection operations by modifying signal timing at intersections and coordinating with other signals, as appropriate.
- 6.2.7 Install new signals as warranted.

Goal 6.3 Provide a safe circulation system.

Policies:

- 6.3.1 Promote the principle that streets have multiple uses and users, and protect the safety of all users.

- 6.3.2 Discourage high speeds and through traffic on local streets through traffic control device such as signage, speed bumps, etc.. as acceptable by the local neighborhood. (C-2 and C-3)
- 6.3.3 Require that all City streets be constructed in accordance with the Circulation Plan (Figure C-2) and the standards established by the Development Services Director.
- 6.3.4 Require appropriate right-of-way dedications of all new developments to facilitate construction of roadways shown on the Circulation Plan. (LU-1)
- 6.3.5 Limit direct access from adjacent private properties to arterials to maintain an efficient and desirable quality of traffic flow. (LU-1)
- 6.3.6 Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets and alleys. (LU-1)
- 6.3.7 Require that adequate access be provided to all developments in the City including secondary access to facilitate emergency access and egress (LU-1).

Goal 6.4 Minimize the impact of roadways on adjacent land uses and ensure compatibility between land uses and highway facilities to the extent possible.

Policies:

- 6.4.1 Work with Caltrans to ensure that construction of new facilities includes appropriate sound walls or other mitigating noise barriers to reduce noise impacts on adjacent land uses. (C-1)
- 6.4.2 Require, wherever possible, a buffer zone between residential land uses and highway facilities. (LU-1)
- 6.4.3 Continue to participate in forums involving the various governmental agencies such as Caltrans, SANBAG, SCAG, and the County that are intended to evaluate and propose solutions to regional transportation problems.



- 6.4.4 Design developments within designated and eligible scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses. (LU-1)
- 6.4.5 Encourage joint efforts among federal, state, county, and City agencies and citizen groups to ensure compatible development within scenic corridors.
- 6.4.6 Impose conditions on development within scenic highway corridors requiring dedication of scenic easements consistent with the Scenic Highways Plan, when it is necessary to preserve unique or special visual features. (LU-1)
- 6.4.7 Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors. (LU-1)
- 6.4.8 Develop appropriate protection measures along routes frequently used by trucks to minimize noise impacts to sensitive land uses including but not limited to residences, hospitals, schools, parks, daycare facilities, libraries, and similar uses. (LU-1)

Trucks

Truck traffic is a significant component of our overall transportation system. Many of the City's vital industries rely heavily on regional and local truck transportation. Large volumes of heavy-duty trucks on the City's transportation system and regional access facilities result in additional congestion and accelerated deterioration of the infrastructure.

Many residential neighborhoods are impacted by the parking of trucks, especially in those areas near the foothills of the San Bernardino Mountains. The City prohibits the parking of trucks over 10,000 pounds from parking in residentially designated areas. Truck parking issues are addressed on a case-by-case basis in concert with impacted residents and businesses. In this manner, the most appropriate method of control, such as an outright ban, restricted hours, parking permits, or signage, can be employed.

Goal 6.5 Develop a transportation system that reduces conflicts between commercial trucking, private/public transportation, and land uses.

Policies:

- 6.5.1 Provide designated truck routes for use by commercial/industrial trucking that minimize impacts on local traffic and neighborhoods.
- 6.5.2 Continue to regulate on-street parking of trucks to prevent truck parking on residential streets or in other locations where they are incompatible with adjacent land uses. The use of signs, restricted parking, limited parking times, and the posting of “no overnight” parking signs are mechanisms that can be employed depending upon the specific needs of the affected area.
- 6.5.3 Prepare neighborhood protection plans for areas of the City where heavy vehicle traffic or parking becomes a significant enforcement problem. (C-2)
- 6.5.4 Require that on-site loading areas minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways. (LU-1)

Public Transit

As the population grows, the level of congestion on streets will also rise. As a result, it will become increasingly important to provide alternate means of transportation.

Public transportation plays an important role in providing a well-balanced transportation system for the City. A well planned and efficient public transportation system provides an essential primary mode of transportation to those without access to automobiles and an alternative mode of travel to the motorists to help reduce the demand and congestion on the City’s street network. The various modes of public transportation including bus, commuter rail, demand responsive transportation, etc. should provide efficient connectivity and integration via coordinated park-and-ride facilities and multi-modal terminals.



Intelligent Transportation Systems

Or ITS, encompass a broad range of wireless and wireline communications-based information, control and electronics technologies. When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and save lives, time and money.

The City plays a vital role in the use of transit through sound land planning efforts and ensuring that developments are designed in a manner that facilitates the provision of transit services.

Goal 6.6 Promote a network of multi-modal transportation facilities that are safe, efficient, and connected to various points of the City and the region.

Policies:

- 6.6.1 Support the efforts of regional, state, and federal agencies to provide additional local and express bus service in the City.
- 6.6.2 Create a partnership with Omnitrans to identify public transportation infrastructure needs that improve mobility.
- 6.6.3 In cooperation with Omnitrans, require new development to provide transit facilities, such as bus shelters and turnouts, as necessary and warranted by the scale of the development. (LU-1)
- 6.6.4 Ensure accessibility to public transportation for seniors and persons with disabilities.
- 6.6.5 In cooperation with Omnitrans, explore methods to improve the use, speed, and efficiency for transit services. These methods might include dedicated or priority lanes/signals, reduced parking standards for selected core areas, and incorporating Intelligent Transportation System architecture.
- 6.6.6 Support and encourage the provision of a range of paratransit opportunities to complement bus and rail service for specialized transit needs.
- 6.6.7 Encourage measures that will reduce the number of vehicle-miles traveled during peak periods, including the following examples of these types of measures:
- Incentives for car-pooling and vanpooling.
 - Preferential parking for car-pools and vanpools.
 - An adequate, safe, and interconnected system of pedestrian and bicycle paths.

- Conveniently located bus stops with shelters that are connected to pedestrian/bicycle paths. (A-1)
- 6.6.8 Promote the use of car-pools and vanpools by providing safe, convenient park-and-ride facilities.
- 6.6.9 Work with Omnitrans to create transit corridors, such as the one currently being explored on E Street linking CSUSB to Hospitality Lane, to increase transit ridership, reduce traffic congestion, and improve air quality.
- 6.6.10 Consider the provision of incentives, such as reduced parking standards and density/intensity bonuses, to those projects near transit stops that include transit-friendly uses such as child care, convenience retail, and housing.

Rail Service

Freight and passenger rail system have been an integral part of the City of San Bernardino's transportation network for decades. We intended to keep them here for our immediate future. However, we need to be vigilant to help reduce impacts, especially as rail traffic increases in the future. We also need to create ways to separate train traffic from our other modes of travel to reduce conflicts and improve emergency access.

Goal 6.7 Work with the railroads and other public agencies to develop and maintain railway facilities that minimize the impacts on adjacent land uses.

Policies:

- 6.7.1 Accommodate railroad services that allow for the movement of people and goods while minimizing their impact on adjacent land uses.
- 6.7.2 Coordinate with SANBAG, SCAG, the County and other regional, state or federal agencies and the railroads regarding plans for the provision of passenger, commuter, and high-speed rail service.
- 6.7.3 Encourage the provision of a buffer between residential land uses and railway facilities and encourage the construction of sound walls or other mitigating noise barriers between railway facilities and adjacent land uses.



- 6.7.4 Identify existing and future high volume at-grade railroad crossings and pursue available sources of funding (e.g., California Public Utilities Commission) to implement grade separations where appropriate. (A-3)

Aviation

The San Bernardino International Airport and Trade Center (SBIA) is a regional influence and a benefit to our City. There is an opportunity for the properties surrounding the SBIA to develop with uses that are related to or can benefit from the proximity of an airport. We must also be careful to ensure that our quality of life is not degraded by the airport and airport related traffic. We desire to see this airport and our heliports develop into successful, safe, and considerate neighbors within our community.

Goal 6.8 Support the safe operation of aviation and heliport facilities within and in proximity to the City.

Policies:

- 6.8.1 Work with the San Bernardino International Airport Authority (SBIAA) in the preparation of the Airport Master Plan and Comprehensive Land Use Plan to ensure the City's interests are foremost in the improvement of the airport.
- 6.8.2 Coordinate with surrounding cities, the IVDA, and regional agencies to ensure that access to the San Bernardino International Airport is provided and maintained in a manner that minimizes traffic impacts to the City of San Bernardino.
- 6.8.3 Work with the Federal Aviation Administration to ensure that the existing or new Heliports within San Bernardino operate in a safe manner and minimize impacts on adjacent properties.

Parking

An adequate supply of parking is necessary to accommodate the demands of developments in the City. Typically, on-street parking is permitted on major, secondary, and collector roadways and off-street parking requirements for designated zones are addressed in the Development Code.

The City has established a residential permit-parking program in response to parking intrusion into neighborhoods from adjacent developments, such as the Valley College. The City has numerous neighborhood permit parking districts in this program. Within these districts, on-street parking is regulated to ensure that spillover-parking demands from adjacent developments do not prevent local residents from parking on the street. The hours of enforcement vary between programs, as do the eligibility requirements, but generally all residents of the neighborhood are entitled to a parking permit.

Goal 6.9 **Achieve a balance between parking supply and demand.**

Policies:

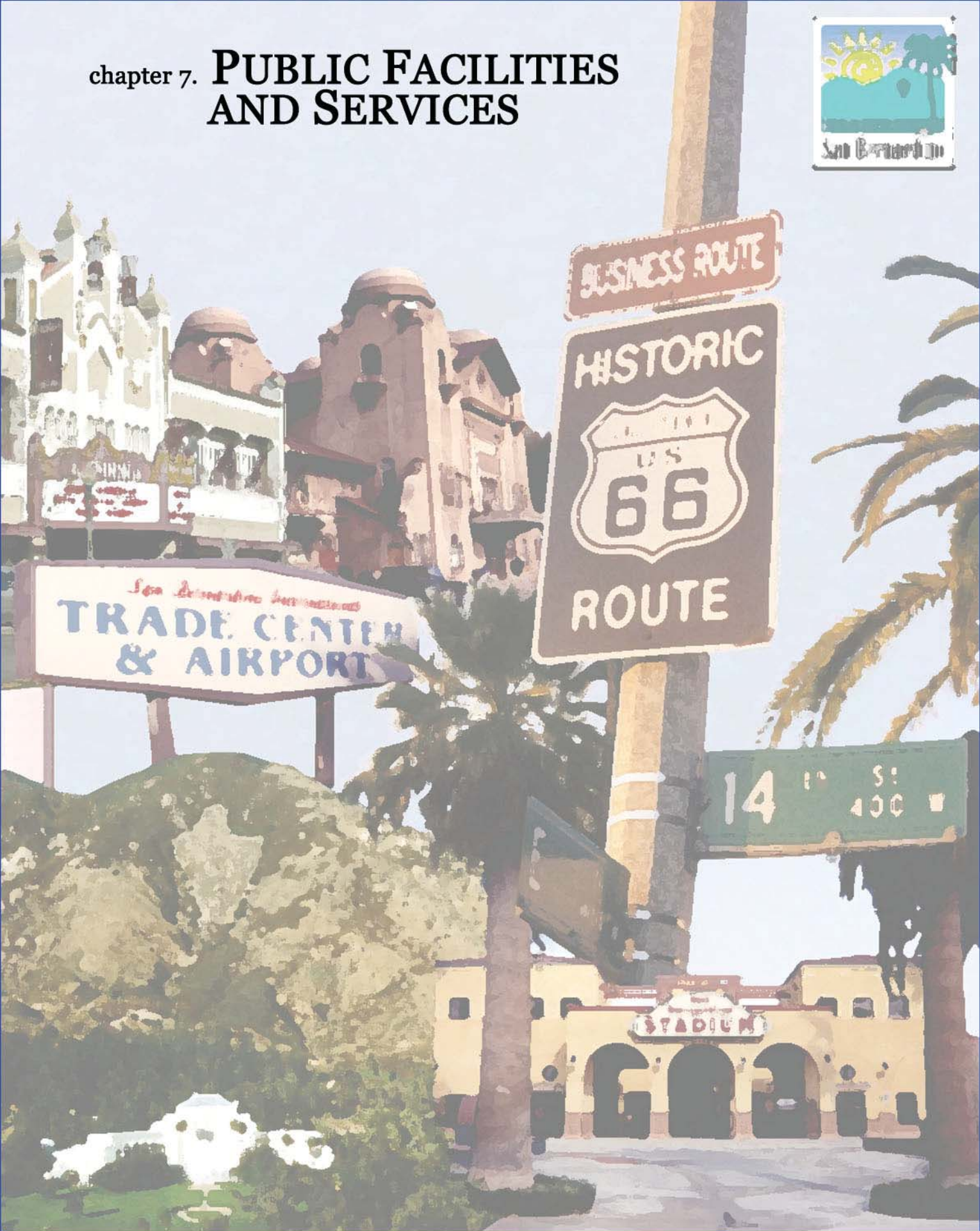
- 6.9.1 Ensure that developments provide an adequate supply of parking to meet its needs either on-site or within close proximity. (LU-1)
- 6.9.2 Study the parking standards in the Development Code to determine if adequate flexibility is available to accommodate desirable situations, such as shared parking, Corridor Improvement actions, or transit oriented developments. (A-1)
- 6.9.3 Continue to expand the supply of public parking in off-street parking facilities in downtown San Bernardino.
- 6.9.4 Continue to provide an in-lieu parking fee option for developments in the Downtown area to satisfy all or part of their parking requirement through the payment of an in-lieu fee which will be utilized to provide parking in consolidated public parking facilities.
- 6.9.5 Require that new developments submit a parking demand analysis to the City Engineer for review and approval whenever a proposal is made to provide less than the full code requirement of parking. (LU-1)
- 6.9.6 Develop parking and traffic control plans for those neighborhoods adversely impacted by spillover parking and traffic. (C-3)



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chapter 7.

PUBLIC FACILITIES AND SERVICES



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Chapter 7. Public Facilities and Services

INTRODUCTION

Public services and facilities play an essential role in enhancing San Bernardino’s quality of life. The presence of high quality public services and facilities such as fire protection, law enforcement, libraries, and schools significantly influence the health and viability of our residential, commercial, and industrial communities.

The effectiveness of our community resources is the result of careful planning, thoughtful decisions, and the provision of adequate funding. As we continue to grow and mature, the public services and facilities necessary to support our new development will need to be provided and the existing facilities will continue to require maintenance, rehabilitation, and replacement. Given our prevailing fiscal and economic constraints, this is a challenging job.

Purpose

The Public Facilities and Services Element identifies the City’s goals, policies, and programs concerning the provision of public facilities and services, including the following:

- ◆ Fire Protection and Emergency Services,
- ◆ Police Services,
- ◆ Schools, and
- ◆ Community Centers, Libraries, and Cultural Facilities.



Examples the types of public services and facilities in our community. Source: City of San Bernardino Website.



Relationship to Other Elements

This element is not a legally mandated part of the General Plan, but its inclusion demonstrates the commitment to our citizens' quality of life. It supports the Land Use Element by establishing the service standards necessary to support a growing population. In addition, it provides leaders and residents with an update of realistic standards to provide the highest possible levels of service to all segments of the community commensurate with fiscal realities.

As we were unfortunately reminded in 2003, the threat of wind driven wildland fires is a real concern in the hillsides. A thorough discussion and related polices can be found in the Safety Element.

ACHIEVING THE VISION

Our continued activities and improved quality of life are dependent on the provision and maintenance of high quality public services and facilities. The quality of our schools, police, and fire services are important to our sense of community pride and to attract investment and redevelopment.

We have been successful in reducing our crime rates; however, crime is still one of our major concerns, especially in our Sphere of Influence. We value our fire services but need to ensure there is an adequate level of personnel, strategies, building requirements, and mutual aide agreements in place to prevent future disasters. For both our fire and police services, the right amount of personnel and equipment must be available to ensure rapid response times throughout the City.

Our schools, colleges, and universities represent our future and it is our goal to collaborate them to ensure the best possible education. Our two major educational institutions, California State University, San Bernardino and the San Bernardino Valley College, must be fully integrated with the rest of the City through physical linkages and increasing interactions with the our grade schools and our community.

As our population continues to grow, we need to expand our critical services and infrastructure in the appropriate manner and locations to accommodate the new population. We must do so in the most cost effective and equitable means possible. The Public Services and Facilities Element is responsive to our Vision because it represents our desires to:

- ◆ Enjoy a cost effective and high level of public services and facilities that meet the needs of our residents and businesses;



An example of the types of community efforts we employ to help make San Bernardino safe.

- ◆ Know that the financial resources for the ongoing operation and maintenance of our public facilities and programs is in place;
- ◆ Know that, prior to any annexation, an adequate level of services to serve both the new and existing City areas is available;
- ◆ Ensure that we have adequate levels of law enforcement, fire, and emergency services personnel and equipment to rapidly meet the needs of our community;
- ◆ Coordinate our local, state, and federal emergency resources to ensure a prompt and an adequate level of response in the event of a major disaster;
- ◆ Realize educational, economic, and social partnerships with California State University, San Bernardino and the San Bernardino Valley College; and
- ◆ Coordinate with our local school districts to ensure continued development of quality K-12 schools and provide a valuable amenity to attract new residents and businesses.



GOALS AND POLICIES

The following presents the goals and policies for public facilities and service related issues in the City of San Bernardino planning area. The public facilities discussed in this Element are mapped on Figure PFS-1.

Law Enforcement and Crime Prevention

San Bernardino Police Department Community Service Offices	
Patrol Area	Location
Western District (Area A)	1574 Baseline Street, # 103 1332 W. 5 th Street
Northern District (Area B)	941 W. Kendall Drive
Eastern District (Area C)	1535 E. Highland Avenue, Suite C
Central District (Area D)	334 W. Baseline
Southern District (Area E)	204 Inland Center

Source: City of San Bernardino Website

Police services are provided by the City Police Department within the City limits and the County Sheriff in the unincorporated area. The planning area is served by a main police station and six community service offices that serve five designated geographical patrol districts (See sidebar).

The City Police Department operates under a mutual aid agreement with police agencies in the surrounding cities. This allows use of up to fifty percent of adjacent agency resources upon request and for automatic response within zones of mutual aid.

The unincorporated portions of the planning area are provided police services from the San Bernardino County Sheriff's Department. The County Sheriff operates from an office in the City of San Bernardino. The Sheriff's Department and the City Police Department provide mutual backup services upon request within both the City and unincorporated areas.

The California Highway Patrol in San Bernardino provides traffic patrol on State Highways and also on roads within the unincorporated areas of the County. The Highway Patrol also provides emergency response backup to the City Police and the County Sheriff upon request. The Highway Patrol office is located within the corporate limits of the City.

The San Bernardino Police Department maintains a ratio of approximately one sworn officer for every 820 residents.

Goal 7.1 **Protect the residents of San Bernardino from criminal activity and reduce the incidence of crime.**

Policies:

7.1.1 Maintain a complement of personnel in the Police Department that is capable of providing a timely response to criminal activity and can equitably protect all citizens and property in the City. (A-3 and PFS-2)



Source: City of San Bernardino Website.

- 7.1.2 Coordinate inter-agency agreements with the County and adjacent jurisdictions to provide assistance and cooperation on inter-jurisdictional cases. (PFS-5)
- 7.1.3 Continue to support and encourage community-based crime prevention efforts through regular interaction and coordination with existing neighborhood watch programs, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhood and civic organizations. (LU-4 and PFS-6)
- 7.1.4 Assist the San Bernardino City Unified School District and other educational agencies in creating a program of early intervention for students that will provide instruction, recreation, and training programs outside of the classroom. (PFS-1)
- 7.1.5 Ensure that landscaping (i.e., trees and shrubbery) around buildings does not obstruct views required to provide security surveillance. (LU-1 and PRT-1)
- 7.1.6 Require adequate lighting around residential, commercial, and industrial buildings in order to facilitate security surveillance. (LU-1 and PRT-1)
- 7.1.7 Require the provision of security measures and devices that are designed to increase visibility and security in the design of building siting, interior and exterior design, and hardware. (LU-1 and PRT-1)



Fire Protection and Emergency Services

Fire prevention, fire protection, and emergency medical service in the planning area within the San Bernardino City limits are provided by the San Bernardino City Fire Department. There are twelve fire stations in San Bernardino (See sidebar).

The City Fire Department has mutual joint response agreements with the cities of Loma Linda, Colton, Rialto, and Central Valley Fire District (Station #75, in Muscoy), and the U.S. Forest Service.

In addition to local joint response, all fire departments in the State are signatory to a master mutual aid agreement. This agreement was established to provide assistance for major incidents. The agreement states in part that political subdivisions will reasonably exhaust local resources before calling for outside assistance.

Unincorporated areas within the planning area receive fire protection and Emergency Medial Services (EMS) delivery from the Central Valley Fire District (CVFD) or the California Department of Forestry/County Fire Department (CDF). San Bernardino County contracts with CDF for fire protection in areas not covered by other fire departments.

CDF is responsible for the remaining unincorporated areas including the unincorporated islands within the City limits. CDF has three stations in the area, a station at Baseline and Central in Highland, which is responsible for the City of Highland, a station at 38th Street and Sierra Way in the City, and a station on Cajon Boulevard, at the Devore off-ramp in the northwest portion of the planning area.

The City uses the Uniform Fire Code, the National Fire Codes, the California Administrative Codes, Title 19 and Title 24 as the basis for its enforcement programs. Along with these codes, the City has adopted more stringent fire regulations in the areas of building construction. For instance, automatic fire sprinklers are required for buildings over 5,000 square feet, all chimneys in the City must be equipped with approved spark arresters, and any structure that is two or more stories in height must have paved access to within 50 feet of the structure for roof access.

The City Fire Department maintains an inspection program to ensure that all buildings are in compliance with our fire codes. To meet the demands of the inspection program, the engine companies are responsible for

San Bernardino Fire Department Fire Stations	
Station	Location
1	200 E. 3 rd Street
2	1201 W. 9 th Street
3	2121 Medical Center Drive
4	2641 N. "E" Street
5	1640 Kendall Drive
6	1920 Del Rosa Drive
7	282 W. 40 th Street
8	3398 E. Highland Avenue
9	202 Meridian Avenue
10	502 S. Arrowhead Avenue
11	450 E. Vanderbilt Way
12	San Bernardino International Airport

Source: City of San Bernardino Website



Source: City of San Bernardino Website.

inspecting all multiple-family residential of three or more units and small retail units. The remainder of the buildings, uses, and licenses are handled by the fire prevention bureau. All members of the Fire Department are responsible for the identification of generators of hazardous wastes and their safe disposition.

The Insurance Service Office (ISO) Grading Schedule is a means of classifying cities with reference to their fire defenses and physical conditions. The insurance classification developed under this schedule is only one of several elements used in development of fire insurance rates. The ISO rating for the San Bernardino is Class 3. The ISO rating is on a scale from 1-10 with Class 1 being the best. In most instances, the fire insurance costs are the same for single-family residential structures in the 2-4 rating. Commercial, industrial, and multiple residential insurance costs can be substantially affected by ISO ratings.

The Fire Department maintains a response time of six minutes within the planning area.

Goal 7.2 **Protect the residents and structures of San Bernardino from the hazards of fire.**

Policies:

- 7.2.1 Assure that adequate facilities and fire service personnel are maintained by periodically evaluating population growth, response time, and fire hazards in the City. (A-3 and PFS-2)

- 7.2.2 Assess the effects of increases in development density and related traffic congestion on the provision of adequate facilities and services ensuring that new development will maintain fire protection services of acceptable levels. (PFS-2)

- 7.2.3 Establish a program whereby new development projects are assessed a pro rata fee to pay for additional fire service protection to that development. (PFS-3)

- 7.2.4 Coordinate inter-agency fire service protection agreements with County U.S. Forest Service, and other fire protection agencies. (PFS-5)

- 7.2.5 Maintain an “ISO” fire rating of at least class 3.



Source: City of San Bernardino Website.



*Fire Station Number Station 223
2121 Medical Center Drive.
Source: City of San Bernardino Website.*



- 7.2.6 Require that all buildings subject to City jurisdiction adhere to fire safety codes. (LU-1)
- 7.2.7 Develop and implement a comprehensive high-rise fire safety program.
- 7.2.8 Promote public education regarding fire safety to address issues such as storage of flammable material and other fire hazards. (PFS-1 and PFS-4)
- 7.2.9 Continue uniform reporting of all fire emergency data including type and cause of fire alarm response time and damage/injury data. (PFS-2)

Education

The City does not have jurisdiction over the school districts, which are separate entities that must satisfy their mandates and plan for their futures. Similar to a City, the school districts have certain powers to create new schools. However, this requires compliance with applicable land use and environmental regulations.

Working in cooperation, the City and school districts can assist each other to minimize potential impacts, capitalize on mutual opportunities, and improve our community.

Educational services within the majority of the planning area are provided by the San Bernardino City Unified School District (SBCUSD). The SBCUSD is planning for new or expanded campuses to meet student population demands and upgrade facilities. As shown on Figure PFS-1, the SBCUSD has identified a number of target areas to examine for future school sites. As new schools are developed, Figures LU-1 and LU-2 should be updated accordingly.

Portions of the planning area also extend into Colton Joint Unified, Redlands Unified, and Rialto Unified School Districts. San Bernardino residents attending schools in these two districts comprise approximately 2% of Colton's and 12% of Rialto's total school enrollments. A small, undeveloped portion of the planning area in Highland Hills extends into Redlands Unified School District. As this area develops, its residents will attend schools in the Redlands Unified School District.

San Bernardino is fortunate to have the San Bernardino Valley College (SBVC) and California State University, San Bernardino (CSUSB) within its planning area. SBVC enrolls approximately 10,000 students in a two-year liberal arts program, and includes technical, vocational, certificate and transfer programs. The 430-acre Cal State San Bernardino campus functions as a four-year liberal arts and sciences college. CSUSB enrolls over 16,000 students and is projected to house approximately 3,000 students on-site. CSUSB offers 42 baccalaureate degree programs, 15 teaching credentials, and 21 master's degree programs through five colleges: Arts and Letters, Business and Public Administration, Education, Natural Sciences and Social and Behavioral Sciences. CSUSB is growing and has added 10 new buildings in the last 10 years.

These higher educational institutions are major community features that can be serve as a catalyst for growth and improvement as well as a positive marketing tool for the City. Our goal is to interconnect and unify these facilities through the use of cohesive design, landscaping, signage, enhanced pedestrian connections, and improved parking conditions. A thorough discussion and detailed policies to this affect are included in the Land Use Element.

Goal 7.3 **Meet the educational needs of the City's residents and integrate our higher educational facilities into the fabric of our community.**

Policies:

- 7.3.1 Work with the local school districts, CSUSB, and SBVC to expand facilities and services to meet educational needs. (LU-1 and PFS-4)
- 7.3.2 Work with the School District to ensure that new residential subdivisions dedicate land or contribute fees for the expansion of school facilities to meet the needs attributable to the new housing. (LU-1)
- 7.3.3 Work with the School District to consider alternative funding programs for school facilities construction and provision of educational programs should there be a shortfall of traditional revenue. (PFS-1)
- 7.3.4 Cooperate with the San Bernardino City Unified School District, California State University, San Bernardino, and San Bernardino Valley College to integrate educational programs and facilities; ensure that adequate educational services are provided for youth; the educational needs of the students are being monitored; and the educational curricula is being designed to meet these needs. (PFS-1)
- 7.3.5 Work with the Unified School District and all local educational agencies, including private schools, to provide continuing adult education courses. (PFS-1)





Our very own historic California Theater.



Our Paul Villaseñor Branch Library.

**San Bernardino Library
Department
Libraries**

<i>Library</i>	<i>Location</i>
Norman F. Feldheym Central Library	555 West 6th Street
Dorothy Inghram Branch Library	1505 W. Highland Ave.
Howard M. Rowe Branch Library	108 E. Marshall Blvd.
Paul Villaseñor Branch Library	525 N. Mt. Vernon Ave.

Source: City of San Bernardino Website

Civic Institutions and Cultural Facilities

San Bernardino’s cultural achievements are measured as much by the activities of local organizations as the facilities that house them. Art associations, such as the Arts on 5th Gallery (468 W. Fifth St.), theater and dance groups, an historical society, opera association, symphony, and a concert association contribute to San Bernardino’s cultural climate. We are proud to have the historic California Theater within our Downtown, which provides a venue for shows and entertainment. In addition, the Mayor’s Office of Cultural and International Affairs organizes cultural events in the City, including a sister cities program between San Bernardino and seven international cities. The Mayor and Common Council have recently approved a one-half percent assessment on new commercial development to be dedicated to the arts; annual revenues from this assessment are estimated at \$230,000.

The San Bernardino Public Library is governed by the administrative Library Board of Trustees as provided by Article XII of the Charter of the City of San Bernardino. Library services are provided at four sites, as described in the sidebar.

The San Bernardino planning area contains a variety of civic institutions, including City and County government offices, the County Courthouse, two public colleges and the public library system. Cultural facilities include theaters, libraries, art galleries, and a museum.

Goal 7.4 Maintain and enhance the cultural quality of life for the City’s residents.

Policies:

- 7.4.1 Actively support public and private arts activities by coordinating City sponsored programs, private support activities, loans and grants, and other means of participation. (A-3 and PFS-9)
- 7.4.2 Work with public and private organizations in the community, county, and state to ensure that cultural and art programs are coordinated.
- 7.4.3 Require developers to incorporate art in new commercial and industrial projects or contribute in-lieu fees for public art improvements as permitted by State Law. (LU-1)

- 7.4.4 Incorporate sculpture, paintings, and other forms of art in City buildings.
- 7.4.5 Focus elements of art in the City's key activity areas and corridors. (CD-1 and PFS-1)
- 7.4.6 Evaluate the feasibility for the development of a regional center for the performing and fine arts. (PFS-1)
- 7.4.7 Evaluate the feasibility of developing a facility as an archive for the City's historical resources. (PFS-1)
- 7.4.8 Coordinate and promote the public's awareness of arts programs through City newsletters and other publications and cable television public access. (PFS 10-12)
- 7.4.9 Facilitate the formation of community groups involved in cultural activities and provide artists, craftsman and dancers with communication opportunities by establishing a referral service or newsletter.
- 7.4.10 Work with recreation services and schools to develop art appreciation programs.
- 7.4.11 Annually allocate funds to support cultural and arts activities in the City. (A-3)
- 7.4.12 Solicit state and federal funds to support local cultural and arts activities, as they are available. (A-3 and PFS-9)
- 7.4.13 Solicit corporate sponsorship and private donations for public art and art and cultural facilities and programs.
- 7.4.14 Construct new libraries and rehabilitate and expand existing library facilities and programs as required to meet the needs of existing and future residents. (PFS-6)
- 7.4.15 Acquire materials for the library facilities that reflect the needs and interests of the City residents. (PFS 9 and PFS-6)
- 7.4.16 Provide outreach services for seniors and the handicapped, if they cannot visit library facilities.
- 7.4.17 Provide appropriate linkages for the library's use of telecommunication and computer-based data for the storage, retrieval, and display of information including

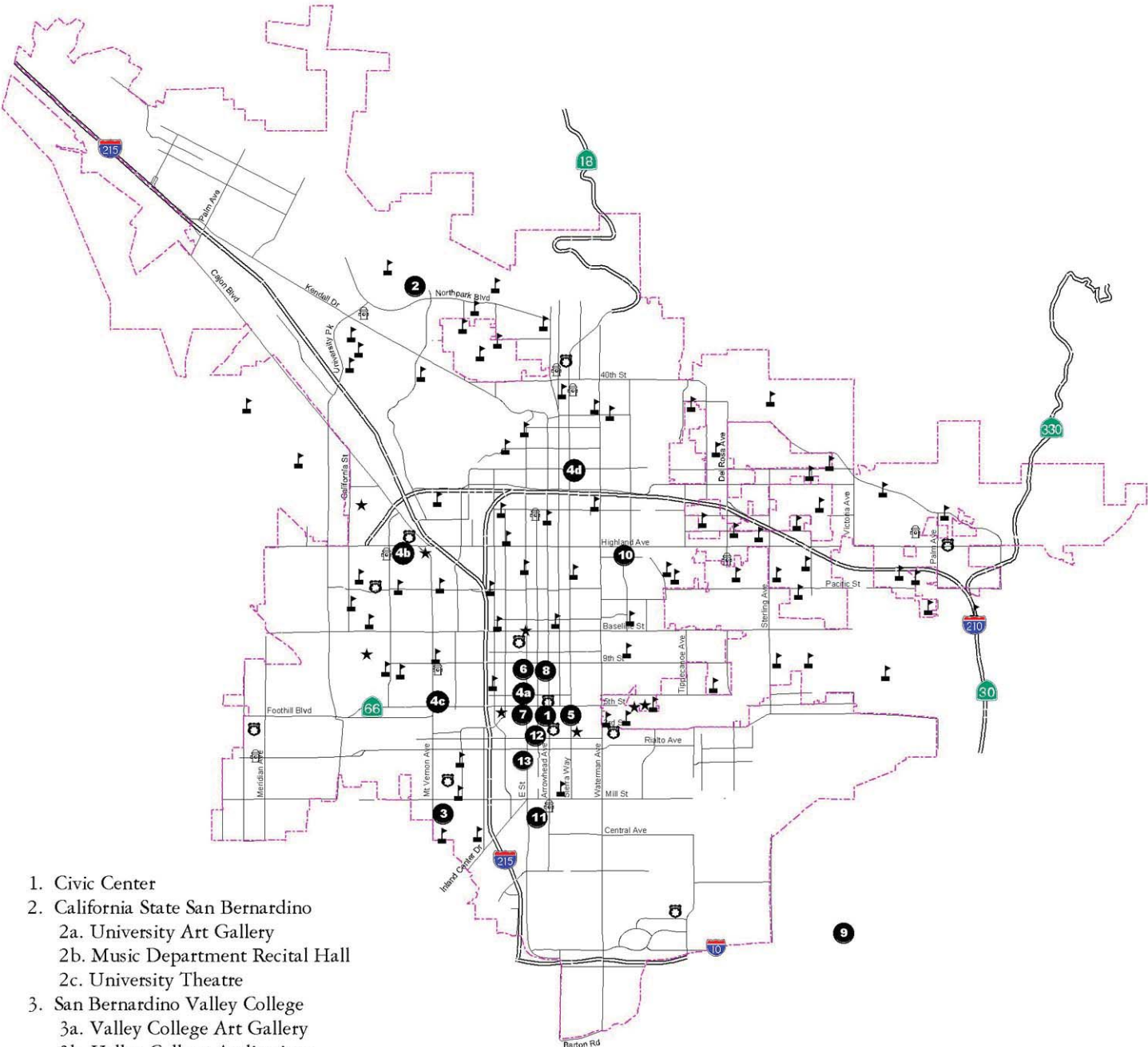


online access and CD Rom, as technologies develop and are standardized. (PFS-9 and A-3)





7.4.18 Continue to provide funding for library facilities and activities, examining other potential funding sources, including state and federal and corporate and private contributions. (A-1)

7.4.19 Develop and install automated library circulation system and automated catalog for accurate and efficient control of materials. (A-3 and PFS-1)

Civic, Institutional, and Cultural Facilities



- 1. Civic Center
- 2. California State San Bernardino
 - 2a. University Art Gallery
 - 2b. Music Department Recital Hall
 - 2c. University Theatre
- 3. San Bernardino Valley College
 - 3a. Valley College Art Gallery
 - 3b. Valley College Auditorium
- 4a. Norman Feldheim Library
- 4b. Dorothy Ingram Branch Library
- 4c. Paul Villaseñor Branch Library
- 4d. Howard M. Rowe Branch Library
- 5. San Bernardino County Library Administration
- 6. Sturges Auditorium
- 7. California Theatre of Performing Arts
- 8. Heritage House Museum
- 9. San Bernardino County Museum
- 10. Franklin D. Roosevelt Bowl
- 11. National Orange Showgrounds
- 12. Convention Center
- 13. Baseball Stadium

-  School
-  Fire Station
-  Police/Hwy Patrol/Sheriff
-  Community Center

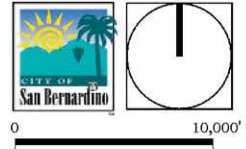
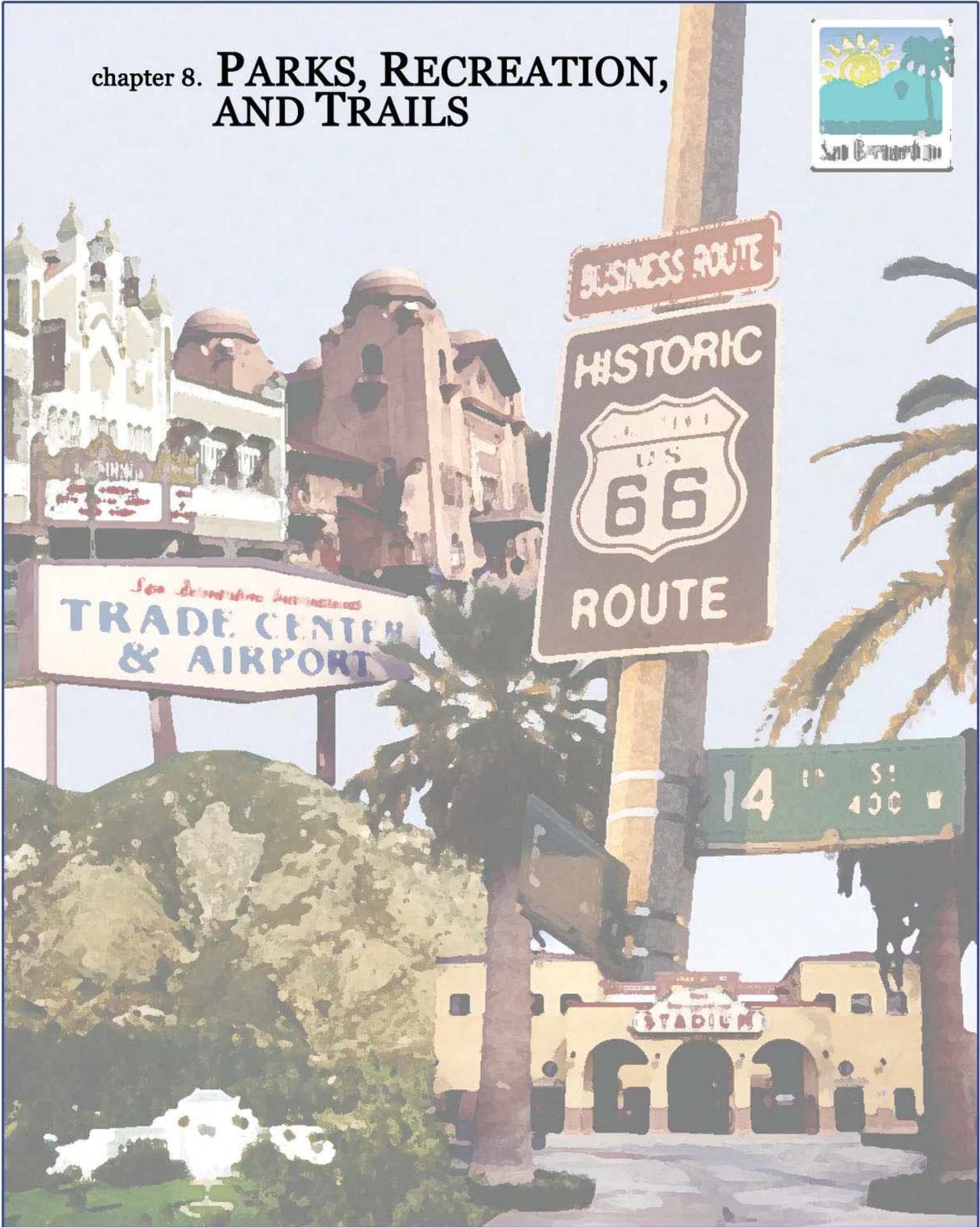


Figure PFS-1



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chapter 8. **PARKS, RECREATION,
AND TRAILS**



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Chapter 8. Parks, Recreation, and Trails

INTRODUCTION

San Bernardino enjoys unparalleled access to the San Bernardino Mountains and National Forests. We are also blessed with the Santa Ana River and Lytle Creek as well as several other drainages. We have Little League Baseball West Region Headquarters/Complex, regional soccer facilities, and parks. Despite these amenities, we still need to ensure that sufficient parkland is provided within our neighborhoods, located within convenient access to our residents, interconnected so our children can easily gain access, and safely designed and maintained.

A Parks, Recreation, and Trails Element is not a required element of the General Plan by state law, but a desirable one at the local level. By assessing what it has and charting where it wants to go, the City of San Bernardino aspires to develop a system of recreational opportunities that improves the quality of life of its citizens by providing a variety of healthy activities. A vibrant and diverse multi-purpose system of parks and trails is one of the finest amenities that a city can provide for aesthetic, health, and economic reasons.

Purpose

The Parks, Recreation and Trails Element provides policy guidance that addresses the acquisition, development, maintenance, and standards for our recreation and trail resources.

Relationship to Other Elements

The Parks and Recreation Element is closely linked with the Land Use, Circulation, and Natural Resources Elements. Together, these Elements chart a course for our active and passive recreational pursuits.



Examples the types of recreational opportunities we enjoy in San Bernardino.



ABOUT PARKS

There are many types of parks and recreational facilities in San Bernardino, and their description provides the basis for setting future goals and standards. Below is a description of the hierarchy of basic types of parks systems.

Types of Parks

Existing recreational facilities within the planning area are categorized into four classes: mini-parks, neighborhoods parks, community parks, and regional parks. Each of the following parks is based on standards commonly used by the park and recreation profession nationwide:



*The Belmann Heights Neighborhood Center and the Nicholson Community Center.
Source: City of San Bernardino Website.*

- ◆ **Regional Parks.** Regional parks are at least 50 acres in size and offer a wide range of amenities to attract the greatest range of users and interests within and outside of the city. Regional parks provide significant natural features and passive and active recreational features such as sports fields/courts, picnicking, fishing, hiking, and camping.
- ◆ **Community Parks.** Community parks are approximately 15 to 30 acres in size with a service radius of 1 to 2 miles. Typical amenities include pools, lighted sports fields and courts, picnic facilities, hiking, play areas, restrooms, off-street parking, and service yards.
- ◆ **Neighborhood Parks.** Neighborhood parks are 5 to 15 acres in size with a service radius of ½ to 1 mile. Neighborhood parks are easily accessible by walking or bicycling to the surrounding population. Typical amenities include both active and passive designs, court games, playground apparatus, picnic areas, informal fields, passive green space, and off-street parking.
- ◆ **Mini Parks.** Mini-parks, pocket parks or play lots are less than 5 acres in size with a service area of ¼ to ½ mile. Mini parks are easily accessible by walking or bicycling to the surrounding population. Typical amenities include court games, playground apparatus, picnic areas, passive green space, and off-street parking.

Development and Parks

The City uses the State Quimby Act and its Development Code for fees and land dedications as well as the Capital Improvement Program to establish standards and schedules for acquisition and development of new park or rehabilitation of existing parks and recreation facilities.

The Quimby Act allows the City to require dedication of land, impose payment of fees in lieu, or a combination of both for neighborhood and community parks and recreation purposes.

The City Development Code (Chapter 19.30) provides for the payment of a fee for each new residential dwelling unit constructed. The fee is placed in a specially designated fund and is used for acquisition and development of new or improvement of existing neighborhood and community parks and recreational facilities. The fee, which is imposed when a building permit is issued, is based on the type of construction and a percentage of its valuation.

The ordinance provides that in lieu of fees, the Mayor and Common Council may grant credit for land and improvements that are dedicated in fee to public recreation and park purposes. The amount of dedicated land and any conditions are determined by mutual agreement between the City and the dedicator.

Improvement of parklands is provided for through the City's Capital Improvement Program. Acquisition funding is limited and must compete with funding needed for ongoing maintenance of existing facilities and equipment as well as with other City needs. In addition to City funds, federal and state grant programs provide funds for the purchase of new parkland.

Park Standards

The City utilizes a park acreage standard of five acres per 1,000 residents. This is one acre greater than the land required by the state's Quimby Act, which requires developers to provide land and/or fees for new parks based on a standard of four acres per thousand residents. Based on the City's standard, 1,596.2 acres of total parkland are necessary to satisfy the projected population at buildout.

With regard to types of parks these acreages are intended to accommodate, no single set of accepted standards exist nationally or within the City. Nevertheless, the National Recreation and Parks Association (NRPA) has



published benchmark guidelines for communities to consider. These define acceptable ratios of per capita park space for local parkland including a proportion of neighborhood and mini-parks based on national averages. Regional parks, because of their variation in size and type, are not included. The standard for the neighborhood park portion is 1 to 2 acres per 1,000 population and for mini-parks 0.25 to 0.50 per 1,000 population. The standard for the community park is 2 to 3 acres per 1,000 residents.

To determine the amount and types of parks that will be needed to serve the population at buildout of the General Plan, population is projected as described in the Land Use Element. This projected need is then compared to the lands actually designated as parks on the Land Use Maps. In this manner, a surplus or shortfall is evident (see Table PRT-1).

**Table PRT-1
Parkland Needs**

<i>Types of Parks</i>	<i>Incorporated City (Acres)</i>	<i>Sphere of Influence (Acres)</i>	<i>Total Planning Area (Acres)</i>
Parkland Needed Based on Projected Population at Buildout³			
Mini Parks ¹	138.1	21.5	159.6
Neighborhood Parks ¹	552.5	86.0	638.5
Community Parks ¹	828.8	128.9	957.7
<i>Total Needed</i>	1,519.5	236.4	1,755.8
Existing Parks²			
Mini Parks	34.59		34.59
Neighborhood Parks	130.33	8.7	139.03
Community Parks	214.16		214.16
<i>Total Existing</i>	379.08	8.7	387.78
Shortfall			
Mini Parks	-103.5	-21.5	-125.0
Neighborhood Parks	-422.2	-77.3	-499.5
Community Parks	-614.6	-128.9	-743.6
<i>Total Shortfall</i>	-1,140.4	-227.7	-1,368.0

Notes:

¹ Suggested need only based on NRPA national averages.

² Existing parks provided by Parks, Recreation and Community Services Department, 12/30/03.

³ Suggested need based on high end of ranges. Need for all parklands based upon the City standard of 5 acres of parklands per 1,000 population.

Using either the City’s parkland requirement or the NRPA standards, the City will experience a shortfall in required parkland at buildout if no additional parks are provided. As can be seen from this “snapshot” in time, at buildout of the General Plan there will be an approximate shortfall

of 1,368 acres of parklands based on the NRPA standards or 1,048 acres based on the City's parkland requirement unless additional park area can be provided. It is important to note that buildout is based on current parks and projected buildout and does not account for parks that may be acquired by the City or provided in new subdivisions. For instance, at the time of the writing of this General Plan, several mini or neighborhood parks were in the planning stages in the Verdemon area. These were not accounted for in these calculations. The projections also do not account for the implementation of the policies of the General Plan, which are intended to address this shortfall.

The projected shortfall in parks is lessened somewhat by the fact that there are three regional parks totaling 158 acres that have active recreation facilities, the many school sites in the City that are available for recreational activities, special recreation facilities (community centers and senior centers) and the presence of year-round passive and active recreation opportunities in the nearby San Bernardino National Forest.

Existing Recreational Facilities

There are a total of 52 developed parks and recreational facilities in the City including nineteen neighborhood, ten community, seventeen mini, three regional parks and three special facilities. The parks contain a broad range of facilities; including children's play equipment, tennis and volleyball courts, and athletic fields. The special facilities include community buildings and senior centers. Table PRT-2 indicates the City parks by type and size and Figure PRT-1 depicts the location of these parks.

In addition to City parks, there are individual regional facilities such as the Shandin Hills Golf Course, Arrowhead Country Club, and the San Bernardino Golf Club, which are eighteen-hole courses. The planning area also contains the Western Regional Little League Headquarters/Complex on land owned by the City but used almost exclusively for Little League ball play. In the agreement for the usage of the land, the City retains some rights for its usage when not used by the Regional Little League program.

The City provides recreational services at the local schools, under a joint resolution adopted by the Common Council and the school district. It provides that schoolyard facilities will remain open in the daytime hours after school for recreational use of the community. The City Parks, Recreation, and Community Services Department operates a variety of recreational programs on school grounds, including the Tiny Tot program,



The Lytle Creek Park Community Center. Source: City of San Bernardino Website.



Senior Citizen leisure programs, and active and passive programs for all age groups including after school activities during the regular school year. For the use of school building facilities and pools, the City pays rental fees. The school district reserves the right for first priority for the use of all school areas.

The City includes seven community centers that offer a variety of leisure and social activities for all ages and cultural interest such as youth and adult sports, summer and off track lunch program, teen and youth clubs, tutoring, arts and crafts, senior nutrition, family night, etc. The centers also act as a focal point for collaboration and partnership with other organizations and agencies to provide specialized services and resources such as the HeartSmart Program, ESL, teen pregnancy prevention programs, immunization, health screenings, food distribution, and Headstart.

In addition to City facilities, the County Regional Parks system includes Glen Helen, Yucaipa, Lake Gregory, Cucamonga, Guasti, Prado, and Mojave Narrows, all within a range of approximately 10 to 40 miles of the City of San Bernardino. The nearest to the City is Glen Helen Park, which provides a multi-faceted recreation area for fishing, boating, picnicking and other activities for many City dwellers.

**Table PRT-2
Existing City Parks and Recreation Facilities ¹**

<i>Public Park and Recreation Facility</i>	<i>Map Identification ²</i>	<i>Type ³</i>	<i>Size (Acres)</i>
Al Guhn/Verdemont Park 3650 Little League	1	C	28.00
Littlefield/Shultis Park Buckborad and Kendall	2	N	15.00
Hudson Park 4365 Park Drive	3	N	10.10
Blair Park 1466 W. Marshall Blvd.	4	C	34.00
Newberry Park 560 Hill Drive	5	M	1.53
Tom Gould Park 240 W. 40th Street	6	M	0.51
Newark Field (Karl Karper) 3898 Pershing	7	N	5.02
Sierra Park 3800 Sierra Way	8	M	1.13
Wildwood Park 536 E. 40th Street	9	C	24.20
Horine Park 3150 Waterman	10	N	5.67

**Table PRT-2
Existing City Parks and Recreation Facilities ¹**

<i>Public Park and Recreation Facility</i>	<i>Map Identification ²</i>	<i>Type ³</i>	<i>Size (Acres)</i>
Harrison Canyon Park 39th and Golden	11	N	6.00
Sonora Tot Lot 1286 Sonora Street	12	M	0.17
Del Vallejo School Field Sterling and Lynwood	13	N	6.00
Speicher Park/Patton South 1535 N. Arden	14	C	28.00
Perris Hill Park 607 E. Highland	15	R	64.40
Palm Field 888 E. 6th Street	16	C	22.30
North Norton Community Center 24424 Monterey	17	S	1.00
Center for Individual Development 8088 Palm Lane	18	M	5.00
Mill Park 503 Central	19	C	14.30
Campo Santo Memorial Park 2651 D Street	20	M	5.50
Seccombe Lake Park 160 E. 5th Street	21	R	44.00
Meadowbrook Park/Hernandez Center 2nd and Sierra	22	N	14.12
Meadowbrook Field House and Park 179 E. Rialto	23	M	4.96
Colony Park Weir Road and Heritage Drive	24	N	6.40
Del Rosa School Field 3395 N. Mountain Ave.	25	M	0.50
Pioneer Park 565 F Street	26	N	5.00
Fifth Street Senior Center 600 W. 5th Street	27	S	0.50
Delmann Heights Community Center 2969 Flores	28	C	19.70
Norton Gym/Galaxy Ballroom 1554 Art Townsend Drive	29	C	3.72
Anne Shirrells Park 1367 N. California	30	N	12.00
Gutierrez Field 14th and Mt. Vernon	31	M	1.98
Golden Valley School Field 3800 N. Waterman Ave.	32	M	1.00
Encanto Park 1180 W. 9th Street	33	N	8.90
Ninth Street Park 2931 Garner	34	M	3.62
Guadalupe Field 780 Roberds	35	M	2.25



**Table PRT-2
Existing City Parks and Recreation Facilities ¹**

<i>Public Park and Recreation Facility</i>	<i>Map Identification ²</i>	<i>Type ³</i>	<i>Size (Acres)</i>
La Plaza Park 685 Mt. Vernon Avenue	36	M	2.04
Nunez Park 1717 W. 5th Street	37	C	22.04
Nicholson Park 2750 W. 2nd Street	38	N	9.52
Lytle Creek Park 380 S. K Street	39	C	17.90
Richardson School Field 455 S. K Street	40	M	1.00
Perris Hill Senior Center 780 W. 21st Street	41	S	1.00
San Bernardino Soccer Complex 2500 East Pacific	42	R	50.00
Unnamed park in new Development SEC Northpark Blvd. & Campus Prkwy	43	N	2.4
Unnamed park in new Development SEC Northpark Blvd. & Campus Prkwy	44	N	3.5
Unnamed Park NWC Palm Ave. and Irvington Ave.	47	N	5.4
Unnamed Park SWC Pine Ave. and Belmont Ave.	48	N	3.4
Unnamed Park NWC Kendall Dr. and Campus Parkway	49	M	1.6
Unnamed Park NW of Pine Ave. and Ohio Ave.	50	N	4.8
Unnamed Park S of Brenda Dr. and Norma Ln.	51	N	3.4
Totals Existing Public Parks ¹	52		539.98

Notes:

¹ Totals for existing developed parks.

² See Figure PRT-1.

³ Legend for column "Type"

R=Regional

C=Community

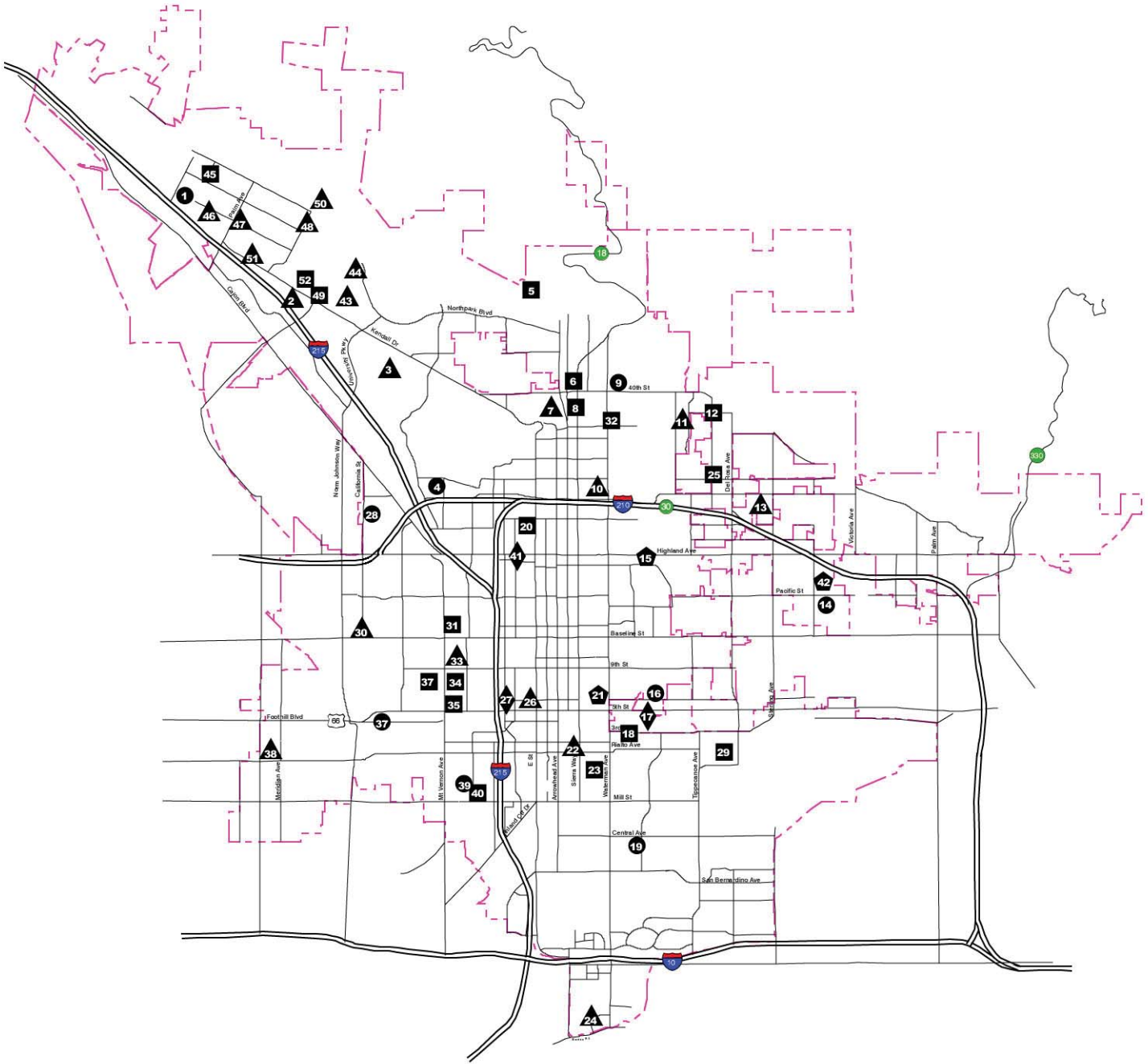
N=Neighborhood

S=Special Facility (Community Center, Senior Center)

M=Mini

There is one developed park in the City's Sphere of Influence. Blake Street Park is an 8.7 neighborhood park located at the northeast corner of Blake Street and Bronson Street in the Muscoy area.

Existing Parks and Recreation Facilities



- Mini Park
- ◆ Special Features
- ▲ Neighborhood Park
- Community Park
- ⬠ Regional Park
- - - City Boundary
- - - Sphere of Influence Boundary

4/4/05

0' 10,000'

Figure PRT-1



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ABOUT MULTI-PURPOSE TRAILS AND BIKEWAYS

Just as there are different types of parks for which to plan, there are also different types of trails and bike paths for different uses. Our off-street recreational trail system combines hiking, equestrian, and bike trails into what we call Multi-Purpose trails. Our on-street trail system consists of dedicated bike lanes along the pavement edge of streets. Pedestrian access and recreation is provided through the City's sidewalks and hiking trails. Many of our trails are still in the planning stages, but our desire is to have them completed.

Taken together, our off-street and on-street trails will provide a system that interconnects our parks, schools, and civic facilities with each other and with the surrounding area (see Figure PRT-2). The following multi-purpose trails and bikeways are found San Bernardino:

- ◆ **Primary Regional Multi-Purpose Trails.** These multi-purpose trails serve an entire region and accommodate hiking, equestrian, and bicycle users. We have two Primary Regional Multi-Purpose trails: the Santa Ana River Trail and the Greenbelt Trail, which is located in the foothills adjacent to the City's northern boundary.
- ◆ **Regional Multi-Purpose Trails.** These multi-purpose trails serve bicycle, pedestrian, and in some cases, equestrian users and provide regional connections. We have the Cajon/Lytle, the Mid-City, Sand Canyon, City Creek, and Loma Linda Connector trails in San Bernardino.
- ◆ **Local Multi-Purpose Trails.** These multi-purpose trails serve pedestrian, bicycle, and in some cases, equestrian users and provide connections within San Bernardino itself.
- ◆ **Bicycle Routes.** We have numerous existing and planned bicycle routes in our Community, both on and off-street. The Bikeway Facilities Master Plan, which was adopted in 1994, describes a process in which we will develop a safe and efficient network of bike paths for recreation and commuter use. The following system, which is derived from the State of California, categorizes bicycle facilities into the following three classifications:
 - Class I Bikeways. A Class I Bikeway is a dedicated travel-way for bicyclists. The most common applications for Class I



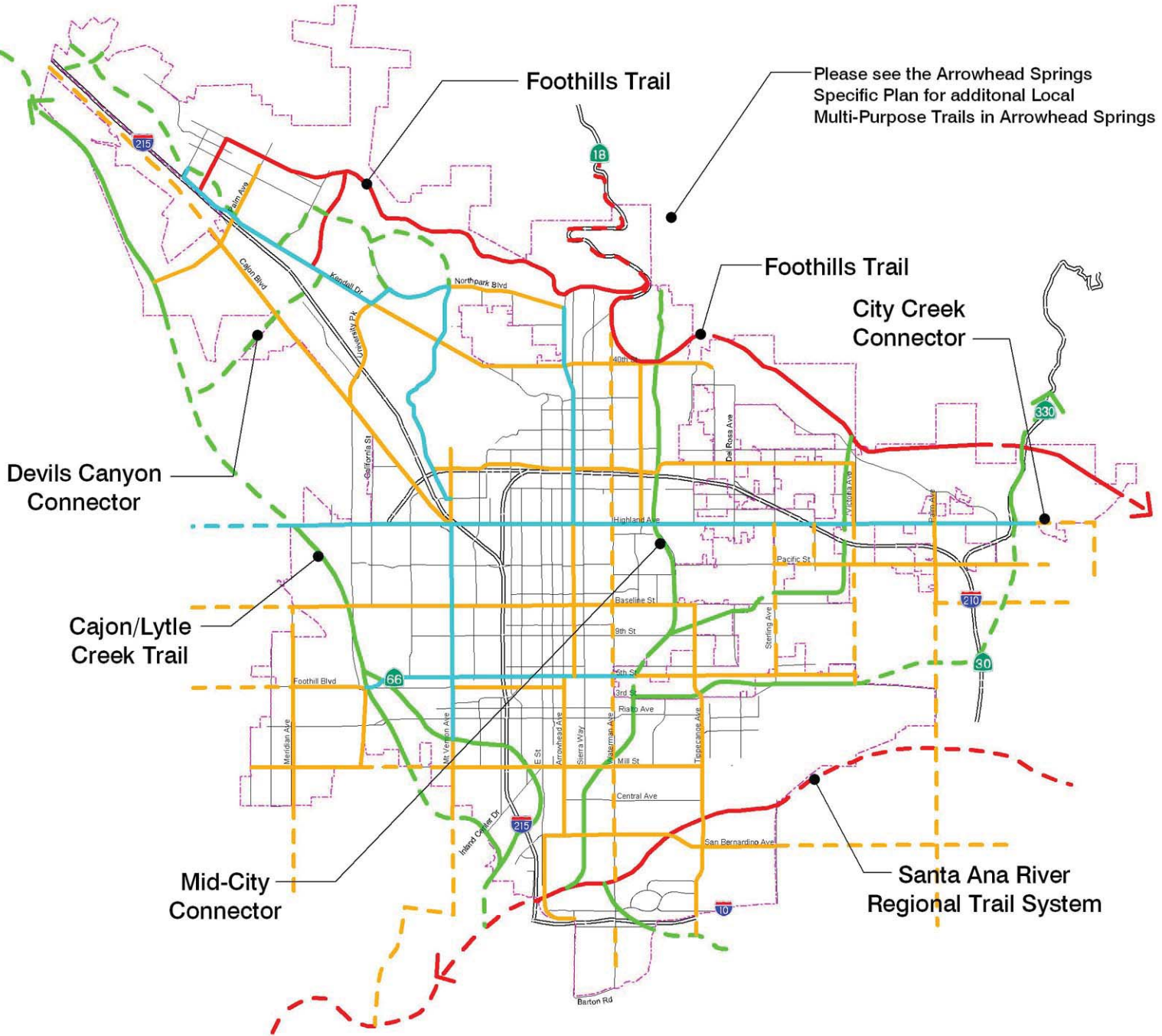
Examples of the types of off-street, multi-purpose trails we desire in San Bernardino.



Bikeways are along rivers, canals, and utility rights-of-way, within college campuses, or within and between parks. They may also be provided as part of planned developments. Our Class 1 Bikeways are included in the Multi-Purpose Trails described above and share right-of-way with other users.

- Class II Bikeways. Class II Bikeways delineate the right-of-way assigned to bicyclists along roadways. Bike lane signs and pavement markings help define these “bike lanes.”
 - Class III Bikeways. Class III Bikeways are shared facilities that serve either to provide continuity to other bicycle facilities, or designate preferred routes through high demand corridors. Bike routes are normally shared with motor vehicles on the street, or with pedestrians on sidewalks. In either case, bicycle use is secondary.
- ◆ **Pedestrian Facilities.** In addition to the planned and existing Multi-Purpose Trails described above, pedestrian circulation in San Bernardino is primarily provided for on our sidewalks, which are available on the vast majority of our improved streets.

Conceptual Trail System



Please see the Arrowhead Springs Specific Plan for additional Local Multi-Purpose Trails in Arrowhead Springs

Devils Canyon Connector

Foothills Trail

Foothills Trail

City Creek Connector

Cajon/Lytle Creek Trail

Mid-City Connector

Santa Ana River Regional Trail System

Proposed by or Within Other Jurisdictions

Existing Proposed



Primary Regional Multi-Purpose Trails
 Regional Multi-Purpose Trails
 Local Multi-Purpose Trails
 Bicycle Routes

City Boundary





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ACHIEVING THE VISION

We acknowledge our current lack of trails and bikeways and our potential deficit in our park space at buildout of the General Plan. However, we are creatively addressing this issue and are creating a system of parks, bikeways, trails, and recreation facilities that serve our needs and connect different neighborhoods to the City and the region.

The Parks and Recreation Element is responsive to our Vision because it represents our desires to:

- ◆ Realize a system of high quality recreation and community services for all segments of the population, especially youth and senior citizens;
- ◆ Expand our supply of public parks and trails in creative and effective ways to meet future demands;
- ◆ Develop a system of open spaces, bikeways, and trails to connect individual neighborhoods into the fabric of the entire community;
- ◆ Upgrade and maintain our recreational and trail facilities in a safe and functional manner;
- ◆ Utilize our significant opportunities to use non-developable open spaces for recreational uses (e.g. Cajon-Lytle creek washes, Santa Ana River, Devils Canyon, and other flood control areas);
- ◆ Realize one of Southern California’s extraordinary watershed features in the Santa Ana River as a recreational feature; and
- ◆ Continue to provide a rich slate of recreational programs.



GOALS AND POLICIES

The following presents the goals and policies for parks and recreation related issues in the City of San Bernardino planning area.

Recreational Facilities and Services to Meet Future Demands

As described above, there is a potential shortfall of parklands to meet the future demands of the City. Not only does the amount of land needed to serve our recreational need to be acquired, but also parks need to be distributed evenly and designed to meet the needs of surrounding residents. In addition, new parks and recreation facilities need to be connected to the bicycle and trail network. To meet these goals, the City must aggressively find parklands and continue to work with developers through the project review process.

As San Bernardino's population continues to change, so will its needs for different types of parks and recreation programs. The challenge is to stay in touch with residents and use pro-active planning to be several steps ahead of them.

Goal 8.1 Improve the quality of life in San Bernardino by providing adequate parks and recreation facilities and services to meet the needs of our residents.

Policies:

- 8.1.1 Establish a comprehensive parks master plan, which accomplishes the following:
- a. Establishes the standard of 5 acres of parkland for every 1,000 residents;
 - b. Establishes guidelines for the types and amounts of recreational facilities and services necessary to adequately serve future residents;
 - c. Defines park development standards based on types and sizes of parks (mini, neighborhood, community, regional) and their service area (e.g. Mini- ¼ to ½ service radius);

- d. Describes the steps necessary to achieve the park standards and guidelines;
 - e. Defines existing and anticipated recreational needs (based on population size, density, demographics, and types of facilities);
 - f. Identifies areas in need of new or expanded recreational facilities and the types of facilities needed;
 - g. Disperses park facilities and equipment throughout the City to prevent an undue concentration at any location; including sports fields, basketball courts, tennis courts, swimming pools, picnic areas, and other facilities;
 - h. Identifies appropriate park fees;
 - i. Identifies potential locations and types of new or expanded facilities; and
 - j. Identifies potential funding sources. (PRT-1)
- 8.1.2 Provide a variety of park “experiences”, including those developed for intense recreational activity, passive open space enjoyment, and a mixture of active and passive activities. (PRT-1 and PRT-4)
- 8.1.3 Pursue the development of portions of the Santa Ana River, Lytle Creek, and flood control drainages and detention basins for recreational uses that will not inhibit flood control purposes or be adversely impacted by flooding. (PRT-6)
- 8.1.4 Examine the potential use of geothermal resources for recreational use (e.g., pools). (PRT-1)
- 8.1.5 Integrate parks and recreation facilities with the Master Plan for Trails and Bikeways. (PRT-1)
- 8.1.6 Accommodate the recreational needs of the City’s residents reflecting their unique social, cultural, ethnic, and physical limitations in the design and programming of recreational spaces and facilities. (PRT-1 and PRT-4)
- 8.1.7 Continue to evaluate the community's recreational needs and the adequacy of the City’s recreational facilities and programs in meeting these needs. (PRT-4)



- 8.1.8 Inform residents of recreational programs through the internet, cable television, newsletters, and other publications. (PRT-5)
- 8.1.9 Initiate and attend joint meetings with the Forest Service, County Parks and Recreation Department, and the state to coordinate the joint use of recreational facilities, parkland acquisition, and the establishment of new recreational programs. (PRT-6)
- 8.1.10 Maintain and expand cooperative arrangements with the San Bernardino Unified School District, City Municipal Water Department, Cal State San Bernardino and San Bernardino Valley College for after hour and summertime use of parks, pools, concert halls, and other facilities. (PRT-6)

Park Design, Safety, and Maintenance

Parks are among the most highly desired amenities that a city can provide, and their enjoyment depends, in large measure, on attention to detail. First and foremost, they must be safe places for the enjoyment of all members of the community. This means that facilities and equipment must be well designed and maintained; that landscaping is carefully planned and maintained with security in mind; that organized activities are well supervised; and that ample lighting exists for night use.

Goal 8.2 Design and maintain our parks and recreation facilities to maximize safety, function, beauty, and efficiency.

- 8.2.1 Parks shall be designed in accordance with contemporary safety standards and “CPTED” (Crime Prevention Through Environmental Design) principles. (PRT-1)
- 8.2.2 Each park within the City shall be evaluated for safety and maintenance on an established schedule. (PRT-4)
- 8.2.3 Encourage local individuals and groups to contribute or plant trees (in accordance with a prescribed tree planting plan) in neighborhood and community parks.
- 8.2.4 Develop master plans for each park to ensure that (a) the siting of buildings, open air facilities, and landscape are

Crime Prevention Through Environmental Design (CPTED)

CPTED is design that eliminates or reduces criminal behavior and encourages people to "keep an eye out" for each other. The four strategies of CPTED are:

- Natural Surveillance. Keep spaces open and easily observable.
- Territorial Reinforcement. Define boundaries and public spaces.
- Natural Access Control. Clearly indicate public routes and discouraging access to private areas with structural elements.
- Target Hardening. Prohibit entry or access.

unified, functionally related to efficiency, and compatible with adjacent uses; and (b) landscape locations and species are coordinated with architectural and site design. (PRT-1)

- 8.2.5 Design and develop parks to complement and reflect their natural environmental setting and maximize their open space character. (PRT-1)
- 8.2.6 Design and improve our parks according to the following:
- a. Locate parks on collector or neighborhood streets so they are easily accessible to adjacent residential neighborhoods;
 - b. Site uses so that they do not adversely impact adjacent residences (e.g., locating high activity, noise-generating, and nighttime uses away from residences);
 - c. Fulfill the particular needs of residents of the area they serve (i.e., senior citizens, and families with children);
 - d. Provide for parking so that it does not disrupt abutting residences; and
 - e. Incorporate landscape that “fits” with adjacent areas. (PRT-1)
- 8.2.7 Install new and replace existing landscaping where it is severely deteriorated, inappropriately located for park activities, and incompatible with other landscape and adjacent uses. (PRT-1)
- 8.2.8 Ensure that all parks are adequately illuminated for safe use at night. (PRT-1)
- 8.2.9 Provide for the supervision of park activities and promote enforcement of codes restricting illegal activity. (PRT-1)
- 8.2.10 Restrict and control nighttime park use so that adjacent residences are not adversely affected. (PRT-1)

Multi-Purpose Trails and Bikeways

As of 2003, there were no Class 1 bikeways in San Bernardino. We will change this situation. Our goal is to realize a complete system of safe, interconnected trails and bikeways that connect San Bernardino internally and with our surrounding region.



Importantly, we want to do so in a cost effective and planned manner. Due to the developed nature of parts of our community and the cost involved in right-of-way acquisition, a concentrated effort should be made to develop safe dual use of existing roadways. The use of parks, drainage channels, and utility easements should also continue to be explored.

Every trip starts with a pedestrian movement; however, pedestrians often have to compete for safe space. Pedestrian safety as well as amenable pedestrian environments are important quality of life factors in San Bernardino. Sidewalk access is sometimes reduced by the intrusion of various sidewalk impediments such as benches, newspaper boxes, signs, plantings, and garbage cans. It is important to have a safe pedestrian system that links commercial residential and open spaces land uses.

Goal 8.3 **Develop a well-designed system of interconnected multi-purpose trails, bikeways, and pedestrian paths.**

Policies:

- 8.3.1 Work cooperatively with appropriate regional agencies to facilitate development of interconnected trails that tie into major activity areas. (PRT-6)

- 8.3.2 Establish a multi-purpose trail system, as shown on Figure PRT-2, along the foothills of the San Bernardino Mountains, Santa Ana River, Cajon and Lytle Creeks, and interconnecting linkages in collaboration with the U.S. Forest Service, County of San Bernardino, City of Highland, Loma Linda, and other adjacent communities. (PRT-1)

- 8.3.3 Establish a recreational greenbelt system linking the river and drainage corridors with the mountains. (PRT-1)

- 8.3.4 All new developments on designated routes, as shown on Figure PRT-2, shall provide bicycle and pedestrian routes linked to adjacent facilities. (LU-1)

- 8.3.5 Provide routes accessible for disabled persons that link public facilities and commercial areas to residential neighborhoods. (PRT-1)

- 8.3.6 Adequate and secure bicycle storage facilities shall be provided for new institutional and non-residential development. (PRT-1 and LU-1)
- 8.3.7 Provide bicycle racks in public facilities and in activity centers. (PRT-1 and LU-1)
- 8.3.8 Install sidewalks and wheelchair ramps in existing neighborhoods. (PRT-1)
- 8.3.9 Separate bikeway and trail systems from traffic and roadways wherever possible. (PRT-1)
- 8.3.10 Provide clear separation of hikers, joggers, and equestrians where possible. (PRT-1)
- 8.3.11 Seek the use of easements and rights-of-way from owners and continue to negotiate agreements for the use of utility easements, flood controls channels, and railroad rights-of-way to expand the park and trail system. (PRT-1 and PRT-6)
- 8.3.12 Incorporate the following features in multi-purpose trails, bike routes, and pedestrian paths:
 - a. Special paving or markings at intersections;
 - b. Clear and unobstructed signing and trail/lane markings;
 - c. Improved signal phasing;
 - d. Vehicular turning restrictions at intersections;
 - e. Hearing impaired cross walk signals;
 - f. Trees to provide shade;
 - g. Safe and well lighted rest areas; and
 - h. Coordinated street furniture including signs, trash receptacles, newspaper stands, and drinking fountains. (PRT-1 and CD-1)

Funding

The provision of parks, trails, and recreational facilities and services requires funding for acquisition, development, ongoing maintenance, and ongoing programs. To promote the desired lifestyle, our recreational programs must be adequately funded.

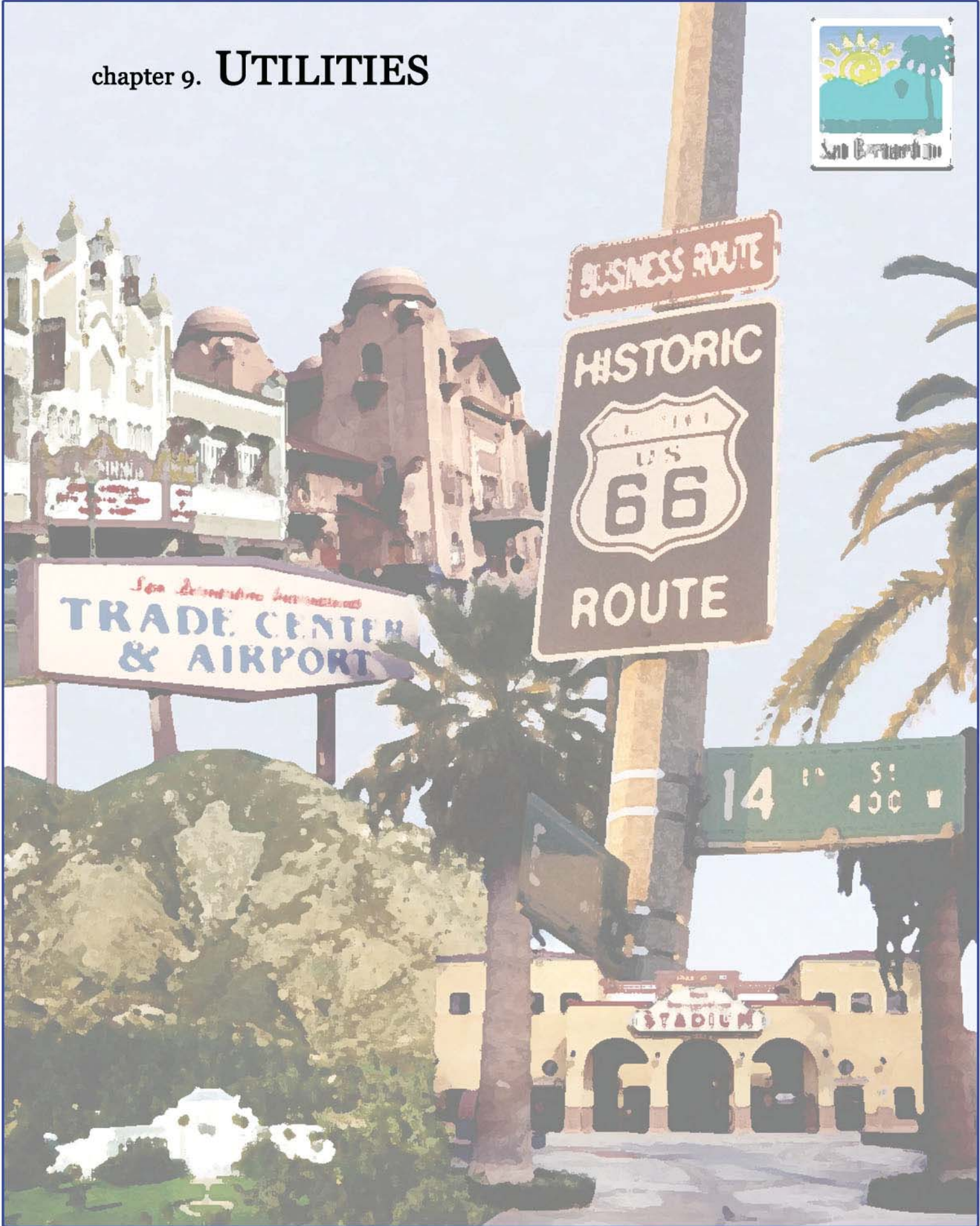


Goal 8.4 Provide adequate funding for parkland and trails acquisition, improvements, maintenance, and programs.

Policies:

- 8.4.1 Pursue the acquisition of surplus federal, state, and local lands to meet present and future recreation and community service needs. (PRT-2 and PRT-6)
- 8.4.2 Continue to require developers of residential subdivisions to provide fee contributions based on the valuation of the units to fund parkland acquisition and improvements. (LU-1)
- 8.4.3 Grant Quimby fee waivers only when usable parklands are received and when such waivers are determined to be in the best interest of City residents as certified by the Mayor and Common Council on recommendation of the Parks, Recreation and Community Services Department. (PRT-1 and LU-1)
- 8.4.4 Continue and expand mechanisms by which the City may accept gifts and dedications of parks, trails, open space, and facilities. (PRT-2)
- 8.4.5 Consider the use of special taxes, sale of bonds, or assessment districts for park and trail development and maintenance. (PRT-2)
- 8.4.6 Continue to provide financial support, including user fees and in-lieu fees, for summer lunch, playground, swimming pool programs and recreational facilities, and other appropriate programs. (PRT-2 and PRT-3)
- 8.4.7 Installation and/or replacement of the recreational facilities and equipment and the bikeway and trail system shall be carried out as part of the City's Capital Improvement Program. (A-2)

chapter 9. UTILITIES



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Chapter 9. Utilities

INTRODUCTION

Utilities serve as a functional base and provide access to resources our community needs to thrive and remain a desirable place to live and conduct business. The efficiency with which these services operate and are provided ultimately can affect the quality of life for our residents or the ability of businesses to thrive in our City. These essential utilities also play a significant role in the protection and preservation of the safety and welfare of the City from hazards such as flooding and fires. As the City's population grows and urban activity increases, additional investments in capital improvements will be necessary to maintain a thriving community and attract new investments or development. The Utilities Element incorporates strategies to ensure the City maintains the ability to provide and expand these basic services to its existing and future residents and businesses.

Purpose

The Goals and Policies in this element are intended to maintain and/or improve the level of utility services provided to existing and future residents. The goals and policies governing utilities in San Bernardino are also intended to ensure that utility services in the City keep pace with new development. This element addresses the following topics:

- ◆ Wastewater Collection and Treatment,
- ◆ Water Transmission, Distribution, Storage, and Treatment,
- ◆ Storm Drains and Flood Control,
- ◆ Solid Waste Collection and Disposal,
- ◆ Electricity,
- ◆ Natural Gas,



- ◆ Telecommunications, and
- ◆ Geothermal Resources.

Relationship to Other Elements

The Utilities Element is not a state mandated element, but it is closely linked to several other elements including Land Use, Public Facilities and Services, Economic Development, Housing, and Safety. Any new land uses or developments will need to be served with adequate utilities, and the ability to provide utilities will allow businesses to thrive, which directly affects the economic vitality of the City. Geologic and seismic constraints identified within the City can also affect the way in which the City can provide services such as wastewater collection and treatment, water transmission, distribution and storage, and the construction and placement of storm drains and flood control facilities within the community.

ACHIEVING THE VISION

The Utilities Element helps to carry out the third component of the City's Vision "Creating Opportunities for the Future." As San Bernardino continues to develop, the City will need to enhance and expand utilities to meet the needs of residents and businesses. With strong infrastructure systems in place to support redevelopment and new development, San Bernardino can position itself to be a premiere place to live and work.

The Utilities Element is responsive to our vision because it represents our desire to:

- ◆ Meet the utility needs of our citizens and businesses;
- ◆ Identify and address service needs/gaps so we can proactively attract desirable development;
- ◆ Ensure the safety of our businesses and residents through the construction and maintenance of necessary infrastructure and facilities; and
- ◆ Ensure new development pays for their fair share of new utilities.

GOALS AND POLICIES

The following goals and policies address the provision of utilities in the City of San Bernardino planning area.

Wastewater Collection and Treatment

The sewer system plays a crucial role in ensuring that the community remains clean, healthy, and enjoyable. Although most of the sewer system is adequate for existing and future development, a number of areas will require additional facilities to keep pace with future needs. The City's sewer system must be able to accommodate the quantity of wastes generated by residents and businesses if San Bernardino is to continue to grow and prosper.

Presently the City permits the limited use of septic tanks for developments within its boundaries; typically in older portions of the City or on large lot residential development such as:

- ◆ Northwest of Little League Drive;
- ◆ Portions of the Verdemon area with parcels larger than one (1) acre;
- ◆ Palm Avenue and Industrial Parkway Area;
- ◆ Cajon Boulevard and June Street Area; and
- ◆ Northwest of the Interstate 215/30 Interchange.

Any new septic systems must comply with the Santa Ana Regional Water Quality Control Board's minimum lot size requirements (Currently one-half acre).

Water Reclamation

The San Bernardino Water Reclamation Plant (WRP) has been operated by the City of San Bernardino Municipal Water Department since 1973, and ensures that all water is properly treated prior to discharge into the Santa Ana River. In March 1996, the cities of San Bernardino and Colton wastewater treatment plants jointly opened the Rapid Infiltration and Extraction (RIX) facility, where secondary-treated water undergoes the final filtering and disinfecting process to produce wastewater that is superior or equivalent to that produced by conventional filtration systems.



The Water Department's Water Reclamation Plant and Rapid Infiltration and Extraction (RIX) Facilities reclaim millions of gallons of water a day so it is ideal for many commercial and agricultural uses. This water can be used for things like industrial cooling systems, watering crops, and large scale landscaping such as at golf courses. Like the Department's geothermal assets, reclaimed water is a valuable economic resource for the City. The reclaimed water is currently discharged into the Santa Ana River where it contributes to other existing water flows and adds to the habitat for several kinds of fish and birds. The Water Department sees this water as a commodity that can be used to the economic benefit of the Inland Empire and the City of San Bernardino in industry, agriculture, and landscaping.

The water reclamation plant is a 33 MGD Secondary Treatment facility that serves a population of over 185,000 people in a service area that includes the cities of San Bernardino, Loma Linda, East Valley, San Bernardino International Airport, Patton State Hospital, and parts of San Bernardino County.

The City of San Bernardino Municipal Water Department owns and operates the San Bernardino Water Reclamation Plant (SBWRP). The SBWTP treats residential and industrial wastewater generated in:

- ◆ The City of San Bernardino;
- ◆ City of Loma Linda; and
- ◆ East Valley Water District.

Service area boundaries are depicted on Figure U-1.

Wastewater Collection Facilities

The City Public Works Department is responsible for the design and construction of wastewater collection facilities in the City. Operation and maintenance of wastewater collection facilities is the responsibility of the Public Services Department.

Wastewater collection facilities within the planning area are owned and operated by four different entities:

- ◆ City of San Bernardino (Public Works and Public Services Departments);
- ◆ East Valley Water District (EVWD);

- ◆ San Bernardino International Airport and Trade Center; and
- ◆ The City of Loma Linda.

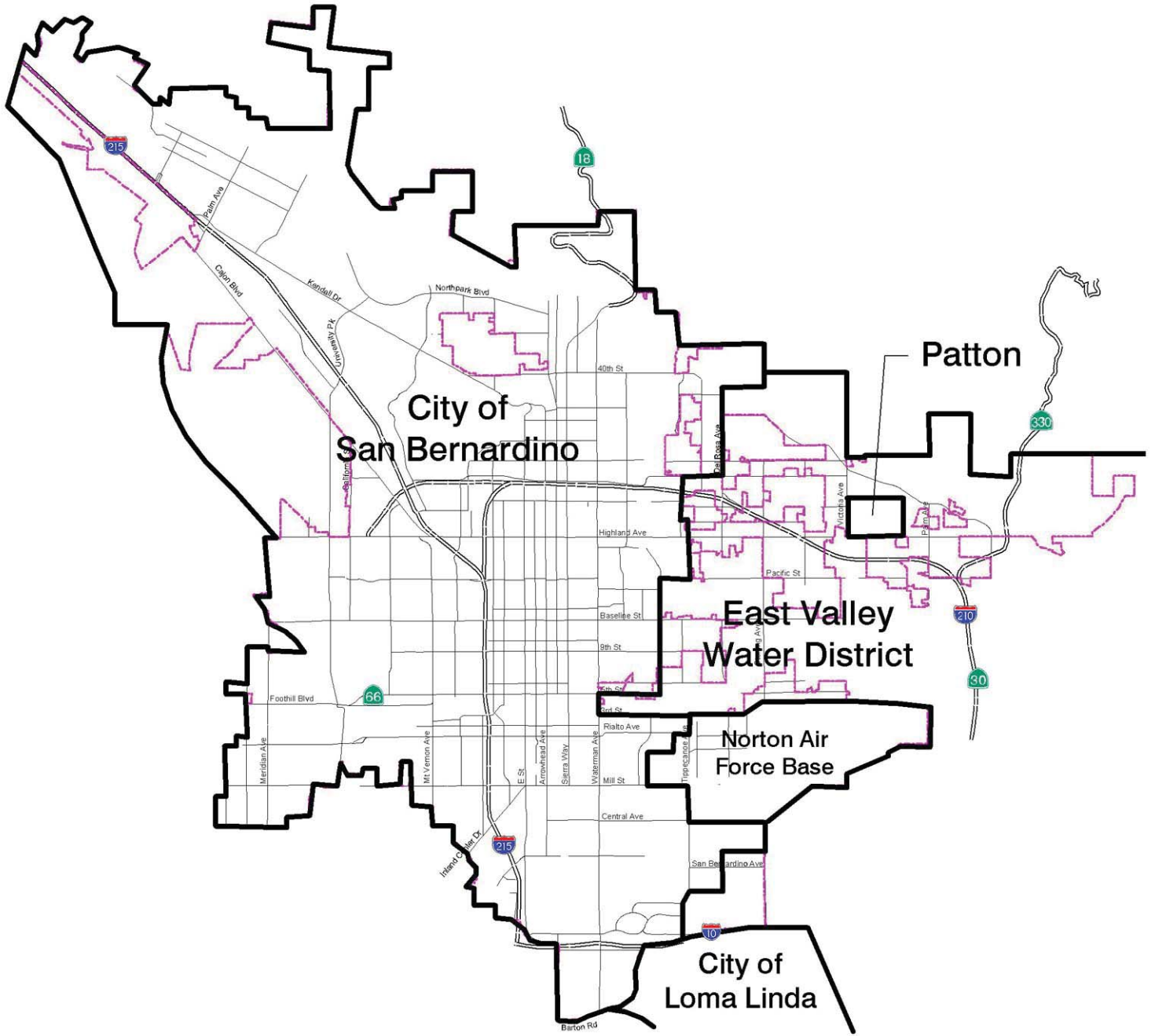
Wastewater collection is provided within the eastern portion of the planning area by the East Valley Water District (Figure U-2), which operates and maintains its own wastewater collection system. Wastewater collected by the East Valley Water District is transported to the City's collection facilities prior to treatment at the San Bernardino Water Reclamation Plant (SBWRP).

The City of Loma Linda operates and maintains a wastewater collection system within the southern portion of the planning area (Figure U-2). Wastewater collected within the service area of the City of Loma Linda is ultimately conveyed to the City of San Bernardino's wastewater collection system prior to treatment at the SBWRP.



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Sewerage Service Area Boundaries



 City Boundary





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Goal 9.1 Provide a system of wastewater collection and treatment facilities that will adequately convey and treat wastewater generated by existing and future development in the City's service area.

Policies:

- 9.1.1 Provide for the construction of upgraded and expanded wastewater collection and treatment improvements to support existing and new development, and to meet usage requirements and maximize cost efficiency, especially in areas where existing systems are deficient.
- 9.1.2 Maintain and replace existing wastewater collection and treatment facilities as necessary.
- 9.1.3 Require new development to connect to a master planned sanitary sewer system in accordance with the Department of Public Works' "Sewer Policy and Procedures". Where construction of master planned facilities is not feasible, the Mayor and Common Council may permit the construction of interim facilities sufficient to serve the present and short-term future needs.
- 9.1.4 Evaluate the City's Sewer Collection System Master Plan and the Board of Water Commissioner's Master Plan for Wastewater Treatment Facilities as necessary to accurately determine which collection and treatment facilities will be needed to serve present and future growth in the City.
- 9.1.5 Review development proposals for projects within the City's Sphere of Influence and request the County to disapprove any project that cannot be served with adequate public wastewater collection and treatment facilities. (U-1)
- 9.1.6 Ensure that any proposed septic systems comply with the Santa Ana Regional Water Quality Control Board's minimum lot size requirements, which are one-half acre as of 2005. (LU-1)



Goal 9.2 Ensure that all wastewater collection and treatment facilities are operated to maximize public safety.

Policies:

- 9.2.1 Provide for the monitoring of toxic or potentially toxic businesses to prevent contamination of water and wastewater.
- 9.2.2 Require, when necessary, pre-treatment of wastewater from industrial sources prior to treatment at the Water Reclamation Facility.

Water Transmission, Distribution, Storage, and Treatment

The San Bernardino Municipal Water Department (SBMWD) provides domestic water for the City and unincorporated areas of San Bernardino County as well as back-up to the City of Loma Linda. Water service is provided for single-family, multiple-family, commercial, light industrial, governmental, and landscaping purposes. Other water agencies in the planning area include East Valley Water District on the east, Redlands Mutual, Loma Linda Municipal, Riverside, and Colton water providers to the south, and West San Bernardino and Rialto to the west. Figure U-2 shows the service boundaries of the water providers in the planning area. Since the City has no jurisdiction over water supply, transmission, distribution, and storage facilities administered by other entities, this discussion addresses facilities owned and maintained by the City.

Groundwater from the Bunker Hill Basin is the primary source of water supply for the SBMWD. It has the capacity to provide 70,000 acre-foot per year of water from groundwater and surface water sources. The basin, similar to a very large underground lake, is replenished naturally by local precipitation and by stream flow from rain and snowmelt from the San Bernardino Mountains.¹ While groundwater is the principal source of supply in the planning area, other sources of water supply include: the State Water Project (SWP), the Santa Ana River, Mill Creek, and Lytle Creek.

The SBMWD distributes more than 16.66 billion gallons of water to over 151,000 residents in the City. The Department produces over 497 gallons per capita per day with the average consumption use reaching 330 gallons

¹ City of San Bernardino Municipal Water Department, Urban Water Management Plan Update for the planning period 2000-2020, January 2002.

per capita per day. The distribution system includes approximately 551 miles of water mains, 41,317 active water meters and over 4,000 fire hydrants. SBMWD facilities also include 60 active wells, 4 treatment plants with capacity of 50 million gallons per day, 32 reservoirs with a total capacity of more than 100 MG of domestic storage water capacity, 27 chlorination facilities, and 66 booster pump stations.

An important aspect of our water program is conservation and recycling and it is discussed in two places within this Plan: recycled water is addressed above while water conservation is detailed in Chapter 13, Energy and Water Conservation.

Goal 9.3 Provide water supply, transmission, distribution, storage, and treatment facilities to meet present and future water demands in a timely and cost effective manner.

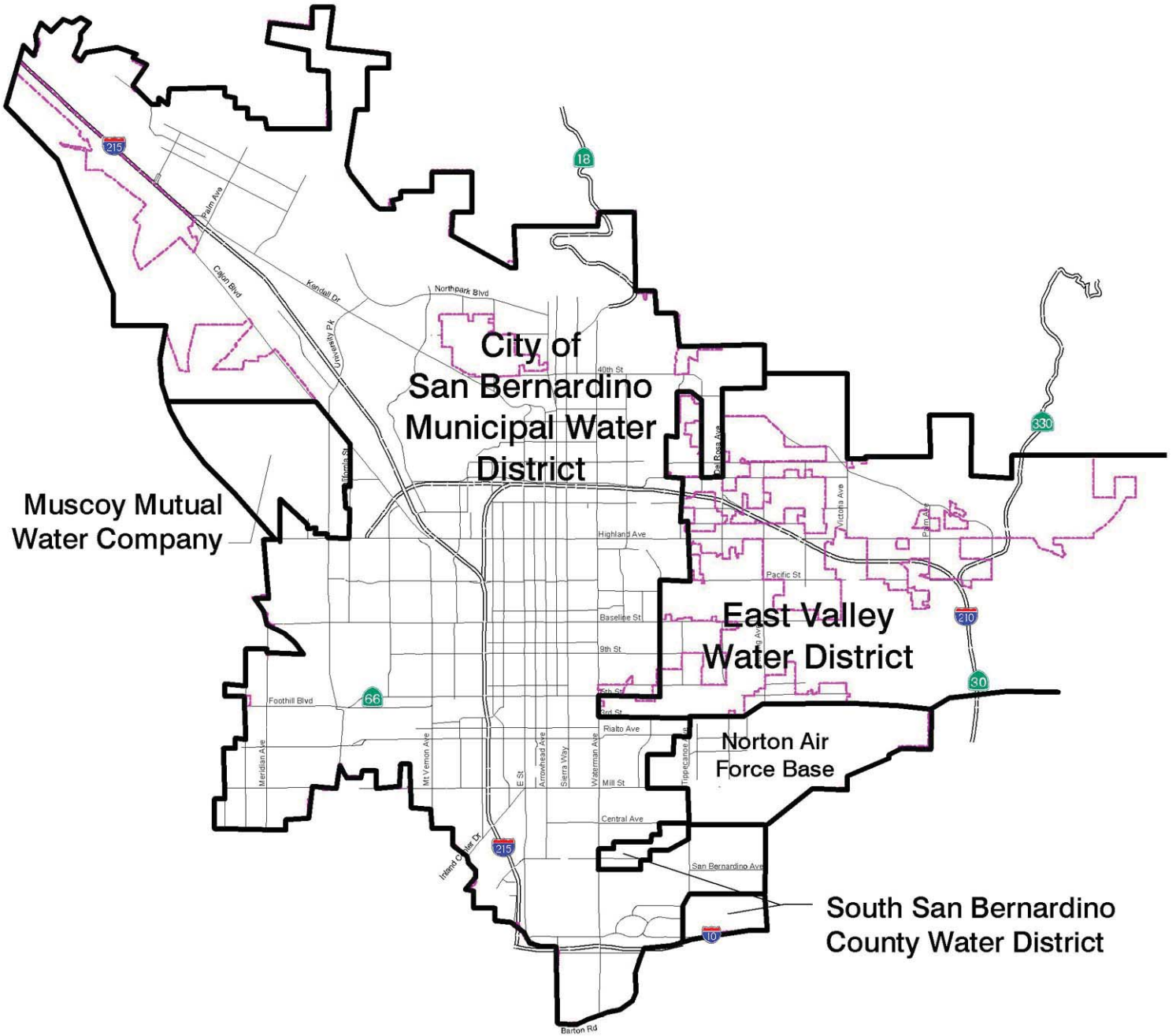
Policies:


- 9.3.1 Provide for the construction of upgraded and expanded water supply, transmission, distribution, storage, and treatment facilities to support existing and new development. (LU-1 and U-4)
- 9.3.2 Maintain and replace existing water supply, transmission, distribution, storage systems, and treatment facilities as necessary. (U-4)
- 9.3.3 Require adequate water supply, transmission, distribution, storage, and treatment facilities to be operational prior to the issuance of certificates of occupancy. (LU-1)
- 9.3.4 Monitor the demands on the water system and, as necessary, manage development to mitigate impacts and/or facilitate improvements.
- 9.3.5 Impose limits on new water hook-ups, if necessary, to comply with available domestic water supply.
- 9.3.6 Request the Board of Water Commissioners to evaluate the Water System Master Plan, as necessary, to accurately determine which water facilities will be needed to serve present and future growth in the City.



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Water Service Area Boundries



 City Boundary





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Storm Drains and Flood Control Facilities

San Bernardino’s planning area encompasses 70 square miles, much of which is paved and impervious to stormwater. When it rains, thousands of gallons of water, as well as trash, oil, and other pollutants travel through the storm drain system. It is our responsibility to minimize the effects of storm water and urban runoff pollution. Diligence is necessary because, unlike sewage, which goes to treatment plants, urban runoff flows untreated through the storm drain system. Anything thrown, swept, or poured into the street, gutter, or a catch basin (the curbside openings that lead into the storm drain system) flows directly into channels, rivers, and eventually the ocean.

Water pollution is of national importance and the federal Clean Water Act established the National Pollution Discharge Elimination System (NPDES) permit program to address the problem. The Clean Water Act requires that cities “effectively prohibit non-stormwater discharges into the storm sewers” and “require controls to reduce the discharge of pollutants to the maximum extent practicable.” Cities are now required to obtain NPDES permits to discharge their storm water into the storm drains and implement Best Management Practices (BMPs) on new construction in order to prevent illegal discharges to storm drains and runoff from construction sites, restaurants, outdoor storage sites, and industrial areas. Also see additional related discussion and policies in Chapter 10, Safety.

Flooding is also a very real issue in San Bernardino. We need to be aware of the potential for floods from our mountain canyons and streams and from urban runoff. To prevent flooding of the City, the capacity of the storm drain system must consistently be evaluated and improved as needed. Storm drains and flood control facilities within the City include: channels, storm drains, street waterways, natural drainage courses, dams, basins, and levees. Storm drain and flood control facilities in the planning area are administered by four different entities:

- ◆ City of San Bernardino (Public Works and Public Services Departments);
- ◆ San Bernardino County Flood Control District;
- ◆ Army Corps of Engineers; and
- ◆ San Bernardino International Airport and Trade Center.

Water Quality Permits

All development and construction activities in the City are subject to the following permits related to water quality and stormwater runoff:

- General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit 99-08-DWQ)
- NPDES permit No. CAG998001 and Regional Water Quality Control Board (RWQCB) Order No. R8-2003-0061 for discharges into storm sewers.
- Clean Water Act Section 401 for any project that causes material to be dredged from or filled into waters of the United States. If those waters fall under the jurisdiction of the U.S. Army Corps of Engineers, then a Section 404 permit is required.



Systems administered by each of these agencies incorporate both natural and man-made elements.

Design and construction of storm drain and flood control facilities are the responsibility of the City Public Works Department. The Public Services Department is responsible for the operation and maintenance of storm drain and flood control facilities.

Goal 9.4 Provide appropriate storm drain and flood control facilities where necessary.

Policies:

- 9.4.1 Ensure that adequate storm drain and flood control facilities are provided in a timely manner to protect life and property from flood hazards.
- 9.4.2 Upgrade and expand storm drain and flood control facilities to eliminate deficiencies and protect existing and new development.
- 9.4.3 Maintain existing storm drain and flood control facilities.
- 9.4.4 Require that adequate storm drain and flood control facilities be in place prior to the issuance of certificates of occupancy. Where construction of master planned facilities is not feasible, the Mayor and Common Council may permit the construction of interim facilities sufficient to protect present and short-term future needs. (LU-1)
- 9.4.5 Implement flood control improvements that maintain the integrity of significant riparian and other environmental habitats.
- 9.4.6 Minimize the disturbance of natural water bodies and natural drainage systems. (LU-1)
- 9.4.7 Develop San Bernardino's flood control system for multi-purpose uses, whenever practical and financially feasible.
- 9.4.8 Minimize the amount of impervious surfaces in conjunction with new development. (LU-1)
- 9.4.9 Develop and implement policies for adopting Sustainable Stormwater Management approaches that rely on

infiltration of stormwater into soils over detention basins or channels. Sustainable Stormwater Management techniques include use of pervious pavements, garden roofs, and bioswales to treat stormwater, and reusing stormwater for non-potable water uses such as landscape irrigation and toilet/urinal flushing. (LU-1)

9.4.10 Ensure compliance with the Federal Clean Water Act requirements for National Pollutant Discharge Elimination System (NPDES) permits, including requiring the development of Water Quality Management Plans, Erosion and Sediment Control Plans, and Storm Water Pollution Prevention Plans for all qualifying public and private development and significant redevelopment in the City. (LU-1)

9.4.11 Implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following examples of Best Management Practices (BMPs) in all developments:

- Increase permeable areas, utilize pervious materials, install filtration controls (including grass lined swales and gravel beds), and divert flow to these permeable areas to allow more percolation of runoff into the ground;
- Replanting and hydroseeding of native vegetation to reduce slope erosion, filter runoff, and provide habitat;
- Use of porous pavement systems with an underlying stone reservoir in parking areas;
- Use natural drainage, detention ponds, or infiltration pits to collect and filter runoff;
- Prevent rainfall from entering material and waste storage areas and pollution-laden surfaces; and
- Require new development and significant redevelopment to utilize site preparation, grading, and other BMPs that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways. (LU-1)



Solid Waste

Solid waste collection within much of the City and a portion of the unincorporated planning area is provided by the City's Department of Public Services. Solid waste collection in the remainder of the planning area is provided by private haulers through franchise agreements with the County. Solid waste collected in the planning area is disposed of at landfills in Colton and Fontana owned and operated by the County of San Bernardino.

When the Colton and Mid Valley Landfill eventually close, solid waste generated in the City will be transported to the San Timoteo Landfill also owned and operated by the County of San Bernardino. The Mid-Valley Landfill is projected to have approximately 40 years of capacity left. Regional planning for solid waste issues is conducted by the San Bernardino County Solid Waste Advisory Committee governed by the County Solid Waste Management Plan. The City has a representative serving on the Solid Waste Advisory Committee. Any future solid waste facilities, such as transfer stations and/or landfills, must be incorporated in the County Solid Waste Management Plan.

California State Mandated Solid Waste Diversion

As landfills reach their capacities and new landfill sites become increasingly difficult to establish, the need to reduce solid waste generation is critical. State law currently requires that local jurisdictions divert at least 50% of their solid waste from landfills through conservation, recycling, and composting. Like all California communities, the City of San Bernardino is required to comply with State regulations.

The challenge for San Bernardino, as well as communities throughout the state, is to continue to find diversion, recycling, and reuse strategies instead of relying on sanitary landfills as the primary method of managing solid waste. As the region grows, it becomes more difficult to site or expand landfills due to the unpopularity of these types of facilities.

Goal 9.5 Provide an adequate and orderly system for the collection and disposal of solid waste to meet the demands of new and existing developments in the City.

Policies:

- 9.5.1 Install and maintain public trash receptacles along incorporated City streets in commercial areas and along major arterials.
- 9.5.2 Provide regular street sweeping.
- 9.5.3 Continue to reduce the amount of solid waste that must be disposed of in area landfills, to conserve energy resources, and be consistent with the County Solid Waste Management Plan and State law.
- 9.5.4 Continue to support implementation of regional recycling programs through participation in the County Solid Waste Advisory Committee, the County Solid Waste Management Plan, and appropriate State programs.
- 9.5.5 Develop and participate in local recycling programs.
- 9.5.6 Develop and implement a program of public education regarding the benefits of recycling.

Electricity

Electrical service in the planning area is provided by the Southern California Edison Company (SCE). SCE owns, operates, and maintains both above ground and underground facilities in the planning area. Most of SCE's facilities are located in the street right-of-way. SCE will extend electrical service into unserved areas pursuant to SCE's current Rules and Rates. The efficient use of energy and the building design/construction of buildings with energy efficiency in mind are vital to our future. Please see Chapter 13, Energy and Water Conservation, for relative discussion and policies.



Goal 9.6 Ensure an adequate, safe, and orderly supply of electrical energy is available to support existing and future land uses within the City on a project level.

Policies:

- 9.6.1 Require that approval of new development be contingent upon the ability to be served with adequate electrical facilities. (LU-1)
- 9.6.2 Underground utilities, including on-site electrical utilities and connections to distribution facilities, unless such undergrounding is proven infeasible. (U-2)
- 9.6.3 Provide adequate illumination of all streets, alleys (under special conditions), and public areas; upgrading areas that are deficient and maintaining lighting fixtures in good working order.
- 9.6.4 Require improvements to the existing street light system and/or new street light systems necessitated by a new development proposal be funded by that development.
- 9.6.5 Encourage and promote the use of energy-efficient (U.S. Department of Energy “Energy Star” or equivalent) lighting fixtures, light bulbs, and compact fluorescent bulbs in residences, commercial, and public buildings, as well as in traffic signals and signs where feasible. (LU-1)

Natural Gas

Natural gas service is provided by the Southern California Gas Company. The gas company owns, operates, and maintains underground gas lines in most of the public streets. Extension of service is based on the initiation of a service contract whose policies and extension rules are on file with the California Public Utilities Commission.

Goal 9.7 **Ensure an adequate supply of natural gas is available to support existing and future land uses within the City at a project level.**

Policies:

- 9.7.1 Work with the Southern California Gas Company to ensure that adequate natural gas facilities are available to meet the demands of existing and new developments.
- 9.7.2 Require that all new development served by natural gas install on-site pipeline connections to distribution facilities underground, unless such undergrounding is infeasible due to significant environmental or other constraints. (U-2)

Telecommunications

Telephone and Cable Television Service

Telecommunications is defined as communicating audio, video, and data from one point to another. Since telecommunications includes voice, data, and image transmission, this section includes policies relating to telephones (voice transmission), fiber optics (data), and cable television (data and image). Telephone service in San Bernardino is provided by Verizon and SBC.

Verizon and SBC are regulated by Title 14 of the City's Municipal Code, which address the granting of franchises.

Cable Television is not legally classified as a "utility" and is not regulated by the California PUC. Consequently, regulation of cable television is the responsibility of local jurisdictions. The City's Telecommunications Division is responsible for franchise supervision and negotiation, in addition to subscriber complaint resolution. Each of the cable providers has been interlinked with the Telecommunications Division equipment for emergency broadcasts. Adelphia Cable, Mountain Shadows Cable, and



Charter Communications Cable channels service the City of San Bernardino and surrounding communities.

Goal 9.8 **Ensure the operation and maintenance of telecommunications systems to support existing and future land uses within the City.**

Policies:

- 9.8.1 Provide for the continued development and expansion of telecommunications systems including cable and, as feasible, fiber optics, for entertainment, education, culture, information access, two-way communication between government and residents and businesses, and other similar purposes.

- 9.8.2 Require that all new developments underground telecommunication facilities, unless such undergrounding is infeasible due to significant environmental or other constraints. (U-2)

- 9.8.3 Cooperate with, and encourage public utilities to provide a fiber optics network in the City that is linked to regional systems.

Geothermal Resources

Use of geothermal resources results in substantial energy savings and generates revenue for the City. Approximately 90 to 100 geothermal wells and springs have been identified in the San Bernardino area. The geothermal wells and springs are concentrated in the Commerce Center, Central City, and the Tri-City areas (Figure U-3).

The San Bernardino Municipal Water Department (SBMWD) is operating two (2) geothermal production wells which can pump 4,300,000 gallons of hot water per day. The usable supply of geothermal water, however, is much greater than what is currently used.

The SBMWD uses geothermal resources to provide heat to a number of City, County, and State agencies, as well as private businesses. Use of geothermal heat is resulting in a substantial savings on winter heating bills.

Goal 9.9 Use the City's available geothermal resources as an alternative to natural gas and electricity.

Policies:

9.9.1 Provide for the continued development and expansion of geothermal energy distribution lines. (U-3)

Provide public funding to expand the existing geothermal production and distribution system. (U-3)

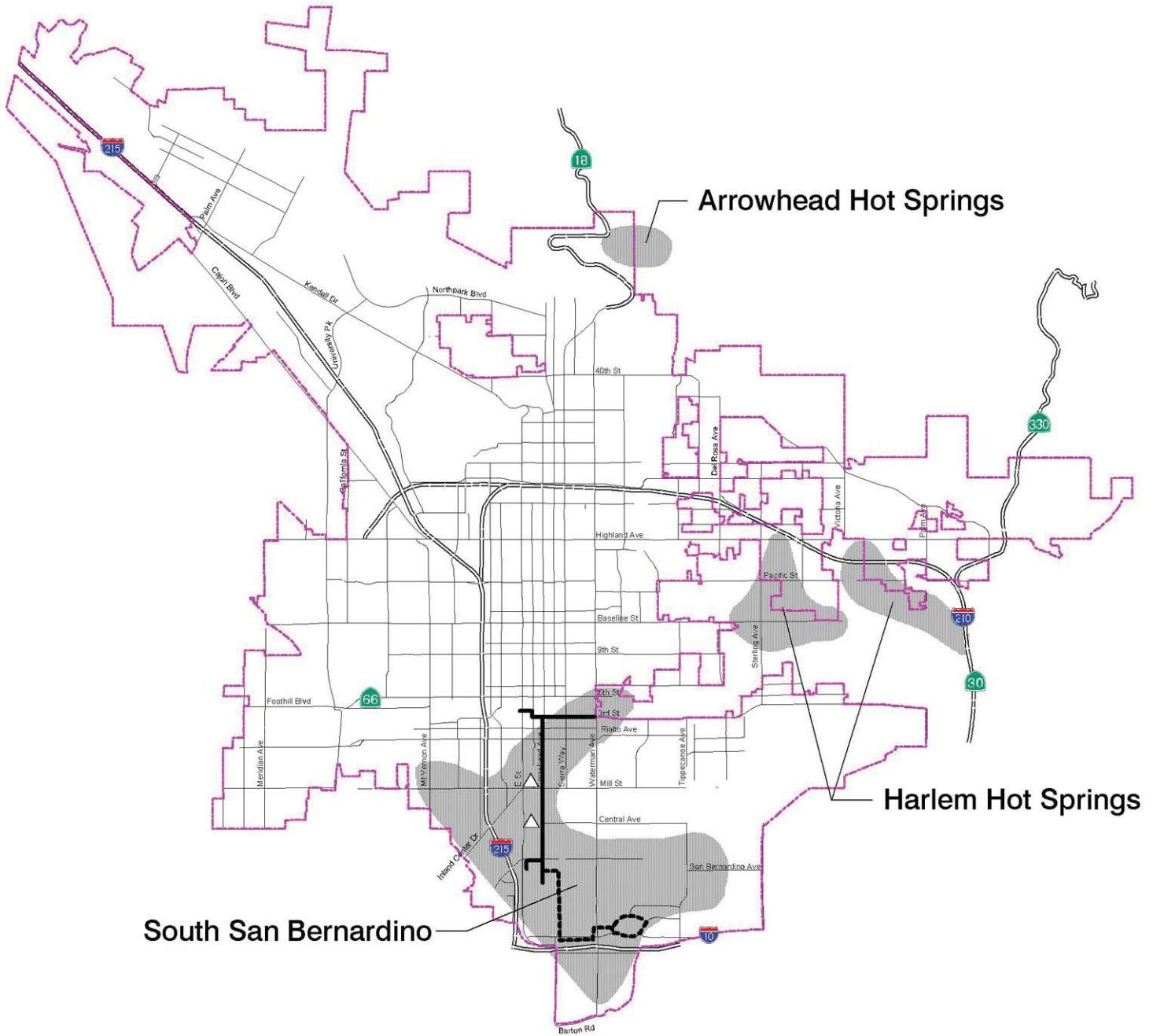
9.9.2 Promote the use of geothermal resources particularly in the South San Bernardino Area.








An example of a geothermal well in San Bernardino. Source: City of San Bernardino Website.



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-  **Geothermal Resource Area**
Source: "Resource Investigation of Low and Moderate Temperature Geothermal Areas in San Bernardino, California," August 1981, California Division of Mines and Geology Open File Report 82-11 SAC.
-  **City of San Bernardino Municipal Water Department Geothermal Well**
-  **Distribution Line**
-  **Proposed Distribution Line**
-  **City Boundary**





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Utilities Infrastructure Financing

The City's responsibilities not only pertain to its ability to provide services at appropriate levels, they also necessitate the exploration of ways to fund existing and future facilities to keep pace with the City's growth.

Ensuring that appropriate financing mechanisms are in place is one way we can plan for the infrastructure needs of the future.

Goal 9.10 **Ensure that the costs of infrastructure improvements are borne by those who benefit.**

Policies:

- 9.10.1 Require that new development proposals bear the cost to improve wastewater collection and treatment facilities, water supply transmission, distribution, storage, and treatment facilities, and storm drain and flood control facilities as necessitated by the proposed project. This shall be accomplished either through the payment of fees, or by the actual construction of the improvements. (LU-1)

- 9.10.2 Collect adequate amounts of fees and charges to fund the operation/maintenance of existing facilities and to construct new facilities.

- 9.10.3 Review utility, capacity, and infrastructure fees, as well as development, acquisition of service, and monthly service charges on an annual basis to ensure that adequate amounts of fees and charges are collected to fund the operation/maintenance of existing facilities and to construct new facilities.

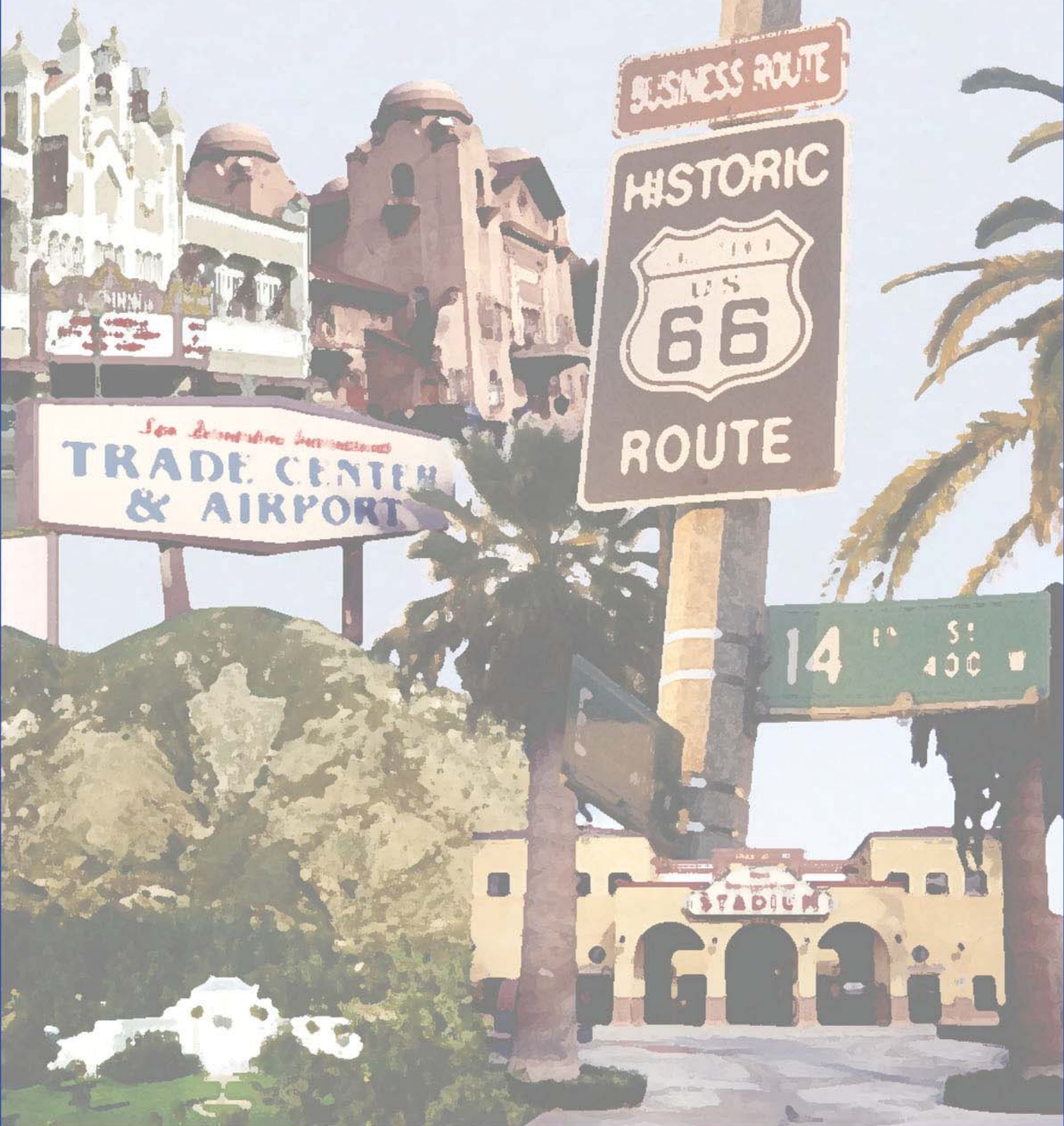
- 9.10.4 Provide public funding support for expansion and upgrading of public utilities and infrastructure when improvements will provide substantial public benefit to the City.

- 9.10.5 Allow the formation of benefit assessment districts and community facilities districts, where appropriate, in which those who benefit from specific improvements pay a pro rata share of the costs.



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chapter 10. SAFETY



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Chapter 10. Safety

INTRODUCTION

San Bernardino has seen more than its fair share of disaster; from fires, to floods, to earthquakes. Reducing exposure to these threats and protecting the health, safety, and welfare of our community is a fundamental role of City government. It is increasingly important that the City of San Bernardino maintain programs that provide an effective response to public safety concerns. The Safety Element assesses natural and man-made hazards present in the community and includes policies to address those hazards.

Purpose

This element specifically addresses the way in which the City will prepare and respond to fire hazards, geologic, and seismic hazards, and flood hazards. The Safety Element provides background information related to each issue and identifies hazard locations within the City, risk-reduction strategies, and hazard abatement measures that can ultimately be used by decision-makers in their review of projects. Policies also address ways to minimize any economic disruption and accelerate the City's recovery following a disaster.

Relationship to Other Elements

Critical relationships exist between the Safety Element and other General Plan Elements. The types and locations of land uses identified in the Land Use Element are influenced and regulated by the locations of natural hazards, while emergency evacuation routes and locations of critical facilities can be influenced by the goals and policies identified in the Circulation Element. The Public Facilities Element identifies the services available to the City, such as the Police and Fire Departments, to aid in the response to hazards and disasters identified in this Element.



Relationship to Other Documents

Federal, State, and local regulations and policies such as the California Environmental Quality Act (CEQA), the California Government Code, and the San Bernardino Municipal Code regulate and/or influence land use and development in the City. Not only do they help to protect the health, safety, and welfare of our residents, visitors and businesses by ensuring that proper analyses are conducted, sound construction practices are implemented, and uses are appropriately sited within the City, they can also help to minimize the recovery time experienced after the occurrence of a disaster.

ACHIEVING THE VISION

The Safety Element builds upon the City's Vision of "Creating Opportunities for the Future" for its residents. People re-invest in their communities if they believe there are opportunities present to enhance their local environment. As such, a safe community can help to attract new businesses and residents. The Safety Element is responsive to our Vision because it represents our desires to:

- ◆ Establish the appropriate infrastructure and facilities to protect the health, safety, and welfare of the City's businesses, visitors, and residents;
- ◆ Enhance the City's image by providing a safe place to live, work, and play;
- ◆ Effectively respond to natural and man-made hazards and disasters; and
- ◆ Minimize any economic disruption and accelerate the City's recovery following a disaster.

GOALS AND POLICIES

The following presents the goals and policies related to safety in the City of San Bernardino:

Hazardous Materials and Waste

Hazardous materials are any materials that, because of their quantity, concentration, physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the environment.

The regulatory responsibility of hazardous waste in the City of San Bernardino belongs primarily to the San Bernardino County Department of Environmental Health. Hazardous waste falls into four general categories of materials that have some distinct characteristics in the types of danger they present. These include materials that are:

- toxic
- explosive
- reactive
- corrosive

The City's goals and policies for hazardous materials and uses are designed to ensure the protection of the public health, safety, and welfare, and environmental resources in the City. Planning practices emphasize waste reduction, recycling, proper management of hazardous materials, siting of facilities, and effective emergency response.

1. Hazardous Waste Management Plan

Hazardous waste and materials are stored, treated, and transported in the City. As a result, the City implements a Hazardous Waste Management Plan to ensure that these materials are handled properly. There are processes in the preparation of the hazardous waste management plan that include the assessment of the risk involved in dealing with hazardous waste, which allows the City to make decisions on the level of risk it is willing to accept.

The most comprehensive State legislation dealing with hazardous waste materials is the Tanner Act (AB2498), adopted in 1986. Because of the Tanner Act, the State Department of Health Services provides regulations and procedures for hazardous waste materials operations and assists



Our Hazardous Materials team in training. Source: City of San Bernardino Website.



counties with guidelines and funding for the preparation and adoption of local hazardous waste management plans. The preparation of local management plans in southern California is coordinated on a regional basis with the Southern California Hazardous Waste Management Authority.

The San Bernardino County Fire Department is responsible for implementing the County Hazardous Waste Management Plan in the City of San Bernardino. Adopted in the early 1990's, this plan established regulations at the local level for the creation, storage, and handling of hazardous waste material. The management plan provides the following components:

- Planning process for waste management
- Permit process for new and expanded facilities
- Appeal process to the State for certain local decisions

The plan pertains to most of San Bernardino County and is included as an element in the County's General Plan.

Various departments in the City review plans for new development, including hazardous waste generators that might use the City sewer system for disposal of waste products. These departments are in a position to identify potential hazardous waste generators and advise them of the permits required prior to operation.

Goal 10.1 **Protect the environment, public health, safety, and welfare from hazardous wastes.**

Policies:

- 10.1.1 Employ effective emergency preparedness and emergency response strategies to minimize the impacts from hazardous materials emergencies, such as spills or contamination.
- 10.1.2 Ensure the protection of surface and groundwater quality, land resources, air quality, and environmentally sensitive areas through safe transportation of waste through the City and comprehensive planning of hazardous materials, wastes, and sites.
- 10.1.3 Execute long-range planning programs to protect resources and the public from the potential impacts that could be created by the use, storage, transport, and disposal of hazardous waste and materials.

- 10.1.4 Continue to support the role that the Fire and the Police Departments play in the on-site identification of hazardous wastes and emergency response to hazardous waste accidents in cooperation with the County Department of Environmental Health Services.

2. Hazardous Waste Operations

The State Department of Health Services requires permits for the use, storage or disposal of hazardous substances. The permit categories range from the use of solvents and flammable material in the ordinary repair of automobiles to the treatment or handling of hazardous wastes in large quantities over prolonged periods of time. Operations that involve the treatment of hazardous wastes or storage over long periods of time require the issuance of a special permit by the State Department of Health Services. As indicated, the County Hazardous Waste Management Plan is refining permit criteria and standards that will vest the permit process to the State.

There are several approved hazardous waste management companies offering managing services to other companies in the City of San Bernardino for the treatment, disposal or storage of hazardous material. These companies have either received a permit or have been granted interim status by the State of California pending review of the facilities for compliance with federal and State regulations.

Goal 10.2 Promote proper operations of hazardous waste facilities and ensure regulations applicable to these facilities are enforced.

Policies:

- 10.2.1 Require the proper handling, treatment, movement, and disposal of hazardous materials and hazardous waste.
- 10.2.2 Encourage businesses to utilize practices and technologies that will reduce the generation of hazardous wastes at the source.
- 10.2.3 Implement federal, state, and local regulations for the disposal, handling, and storage of hazardous materials.
- 10.2.4 Work with the Department of Environmental Health Services to promote waste minimization, recycling, and use of best available technology in City businesses.



- 10.2.5 Participate in the process of selecting routes that are the most acceptable for the safe transportation of hazardous waste material within the City limits. Streets with high concentrations of people, such as the downtown, or with sensitive facilities, such as schools and parks, should be avoided to the maximum extent possible.

3. Household Hazardous Waste

Hazardous materials are even in our homes. Many people don't realize it, but there are several common household items that are considered hazardous including medications, paint, motor oil, antifreeze, auto batteries, lawn care products, pest control products, drain cleaners, pool care products such as chlorine and acids, and household cleaners. These materials need to be used, stored, and disposed of in a safe and proper manner. When used properly, hazardous materials are normally not a problem. When used improperly, the results can be devastating. For example, some household cleaners may be harmful separately or when combined, such as ammonia and bleach. Flames caused by mixed household hazardous wastes improperly disposed of in curbside trash bins have injured City workers.

City residents can take household hazardous waste to the San Bernardino International Airport and Trade Center (2824 East W Street, Bldg. 302) to properly dispose of household hazardous materials.

Goal 10.3 Minimize risk of injuries or damages caused by household hazardous wastes.

- 10.3.1 Conduct educational programs to educate the public about the proper handling and disposal of household hazardous wastes.
- 10.3.2 Enforce the proper disposal of Household Hazardous Wastes.

Surface and Subsurface Groundwater Contamination

There are numerous sites in the City that have historically been subject to the disposal of hazardous waste and have likely contaminated the underlying groundwater. These sites may present an imminent danger to surrounding areas. They are polluting the groundwater and in many specific instances, they are polluting wells within the City. The pollution of the City's water system and the systems of other jurisdictions is a potentially serious health problem that warrants special attention and treatment.

Related to the issue of groundwater protection is the issue of minimizing the effects of storm water and urban runoff pollution (SWURP). Not only does storm water runoff affect local groundwater, it has the potential to impact neighboring jurisdictions and the region. Unlike sewage, which goes to treatment plants, urban runoff flows untreated through the storm drain system. Anything thrown, swept or poured into the street, gutter or a catch basin (the curbside openings that lead into the storm drain system) can flow directly into our waterways. The problem is particularly acute during heavy rains, but can be a problem at any time due to the improper disposal of products associated with home, garden, and automotive maintenance.

Water pollution is of national importance and the federal Clean Water Act established the National Pollution Discharge Elimination System (NPDES) permit program to address the problem. The Clean Water Act requires that cities "effectively prohibit non-stormwater discharges into the storm sewers" and "require controls to reduce the discharge of pollutants to the maximum extent practicable." Cities are now required to obtain NPDES permits to discharge their storm water into the storm drains and implement Best Management Practices (BMPs) on new construction in order to prevent illegal discharges to storm drains and runoff from construction sites, restaurants, outdoor storage sites, and industrial areas. Also see additional related discussion and policies in Chapter 9, Utilities.



Goal 10.4 Minimize the threat of surface and subsurface water contamination and promote restoration of healthful groundwater resources.

Policies:

- 10.4.1 Promote integrated inter-agency review and participation in water resource evaluation and mitigation programs.
- 10.4.2 Protect surface water and groundwater from contamination.
- 10.4.3 Eliminate or remediate old sources of water contamination generated by hazardous materials and uses.
- 10.4.4 Develop programs and incentives for prevention of groundwater contamination and clean up of known contaminated sites.

Goal 10.5 Reduce urban run-off from new and existing development.

Policies:

- 10.5.1 Ensure compliance with the Federal Clean Water Act requirements for National Pollutant Discharge Elimination System (NPDES) permits, including developing and requiring the development of Water Quality Management Plans for all new development and significant redevelopment in the City. (LU-1)
- 10.5.2 Continue to implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following:
- Increase permeable areas to allow more percolation of runoff into the ground;
 - Use natural drainage, detention ponds or infiltration pits to collect runoff;
 - Divert and catch runoff using swales, berms, green strip filters, gravel beds and French drains;
 - Install rain gutters and orient them towards permeable surfaces;
 - Construct property grades to divert flow to permeable areas;

- Use subsurface areas for storm runoff either for reuse or to enable release of runoff at predetermined times or rates to minimize peak discharge into storm drains;
 - Use porous materials, wherever possible, for construction of driveways, walkways and parking lots; and
 - Divert runoff away from material and waste storage areas and pollution-laden surfaces such as parking lots. (LU-1)
- 10.5.3 Cooperate with surrounding jurisdictions and the County to provide adequate storm drainage facilities.
- 10.5.4 Require new development and significant redevelopment to utilize site preparation, grading and foundation designs that provide erosion control to prevent sedimentation and contamination of waterways. (LU-1)
- 10.5.5 Ensure compliance with the requirements for Storm Water Pollution Prevention Plans or Water Quality Management Plans for all new development or construction activities.
- 10.5.6 Coordinate with appropriate federal, state, and local resource agencies on development projects and construction activities affecting waterways and drainages.

Flooding and Dam Inundation

Flooding

Flooding represents a potential hazard in San Bernardino, especially at the base of the mountains and foothills. This section addresses the risks of flooding due to the natural topography, rainfall, and runoff of the City.

The 100-year floodplain within the City, as currently defined by the Federal Emergency Management Agency Flood Insurance Rate maps, is depicted on Figure S-1. FEMA periodically updates these maps so please contact the Development Services Department for the most recent information. The 100-year floodplain is confined to storm channels, debris basins, and between levees with a few minor exceptions. A few areas, including the Base Line Street and Sterling Avenue area, Mountain View Avenue and Electric Avenue area, and south of Redlands Boulevard, east of Hunts Lane, are identified as low areas within the 100-year floodplain.

100-Year Floodplain:

Land that is subject to flooding by the 100-year flood or lands within the floodable elevation that has a one percent chance of being equaled or exceeded each year.

500-Year Floodplain:

Land that has the potential to be flooded in a storm that has a 0.2 percent chance of occurring every year.



Storm drains and flood control facilities within the City include: channels, storm drains, street waterways, natural drainage courses, dams, basins, and levees. Some streets in the City of San Bernardino are specifically designed to accommodate storm flow. Flows carried within the street right-of-way may cause localized flooding during storms, possibly making some roads impassable during the storm event.

Storms are not the only cause of flooding within our City. Basements and underground utility vaults may also experience flooding in areas between the Santa Ana River and downtown due to the City’s existing high groundwater table.

Dam Inundation

Dam Inundation:

The release of flood waters to downstream areas caused by dam failure.

Flood inundation resulting from the failure of the Seven Oaks Dam is a potential hazard for the City of San Bernardino. General limits of flood hazards to San Bernardino due to the dam failure of Seven Oaks Dam are shown on Figure S-2, Seven Oaks Dam Inundation Map.

The Seven Oaks Dam is located in unincorporated San Bernardino County northeast of the City of Highland. The Seven Oaks Dam is a feature of the Santa Ana River Mainstream Project. A study showed that storage of dam floodwater would provide a minimum average of about 10,000 acre-feet of water per year. The dam was designed to resist an earthquake measuring 8.0 on the Richter scale, with any point able to sustain a displacement of four feet without causing any overall structural damage.



*Seven Oaks Dam
Source: Army Corps of
Engineers Website*

Goal 10.6 **Protect the lives and properties of residents and visitors of the City from flood hazards.**

Policies:

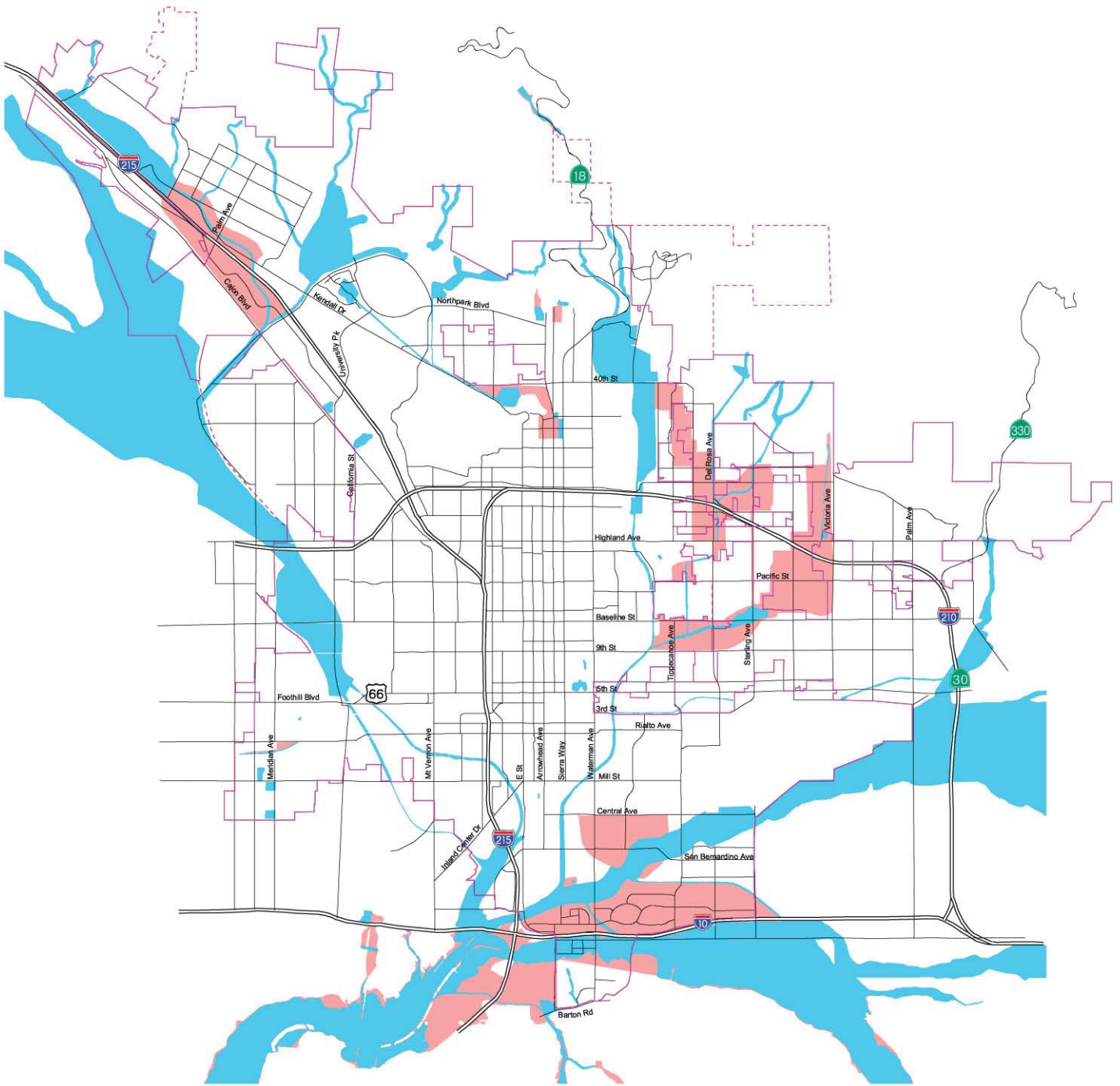
- 10.6.1 Maintain flood control systems and restrict development to minimize hazards due to flooding.
- 10.6.2 Use natural watercourses as the City’s primary flood control channels whenever feasible.
- 10.6.3 Keep natural drainage courses free of obstructions.
- 10.6.4 Evaluate all development proposals located in areas that are subject to flooding to minimize the exposure of life and property to potential flood risks.

- 10.6.5 Prohibit land use development and/or the construction of any structure intended for human occupancy within the 100-year flood plain as mapped by the Federal Emergency Management Agency (FEMA) unless adequate mitigation is provided against flood hazards.
- 10.6.6 Encourage new development to utilize and enhance existing natural streams, as feasible.
- 10.6.7 Utilize flood control methods that are consistent with Regional Water Quality Control Board Policies and Best Management Practices (BMPs).
- 10.6.8 Review development proposals for projects within the City's Sphere of Influence and encourage the County to disapprove any project that cannot be protected with an adequate storm drain system.
- 10.6.9 Ensure major drains in developed areas have a pipeline capacity to comply with the Flood Control District's Comprehensive Storm Drain Plans for development of the City's storm drain system.
- 10.6.10 Design local drains in foothill areas to convey 25-year storm flows where downstream systems are lacking and street systems are not present.
- 10.6.11 Design major drains in foothill to convey 100-year flows within a pipe or channel areas where downstream systems are lacking and street systems are not present.
- 10.6.12 Develop a process to study flooding issues and create appropriate regulations. This could include the creation of "alluvial districts," local quasi-government entities designed to inform homeowners of flood risks as well as advise the floodplain land use decisions of the City.







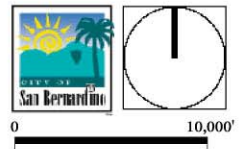
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100-Year Flood Plain



Source: Federal Emergency Management Agency
Flood Insurance Rate Maps. Date: 1990

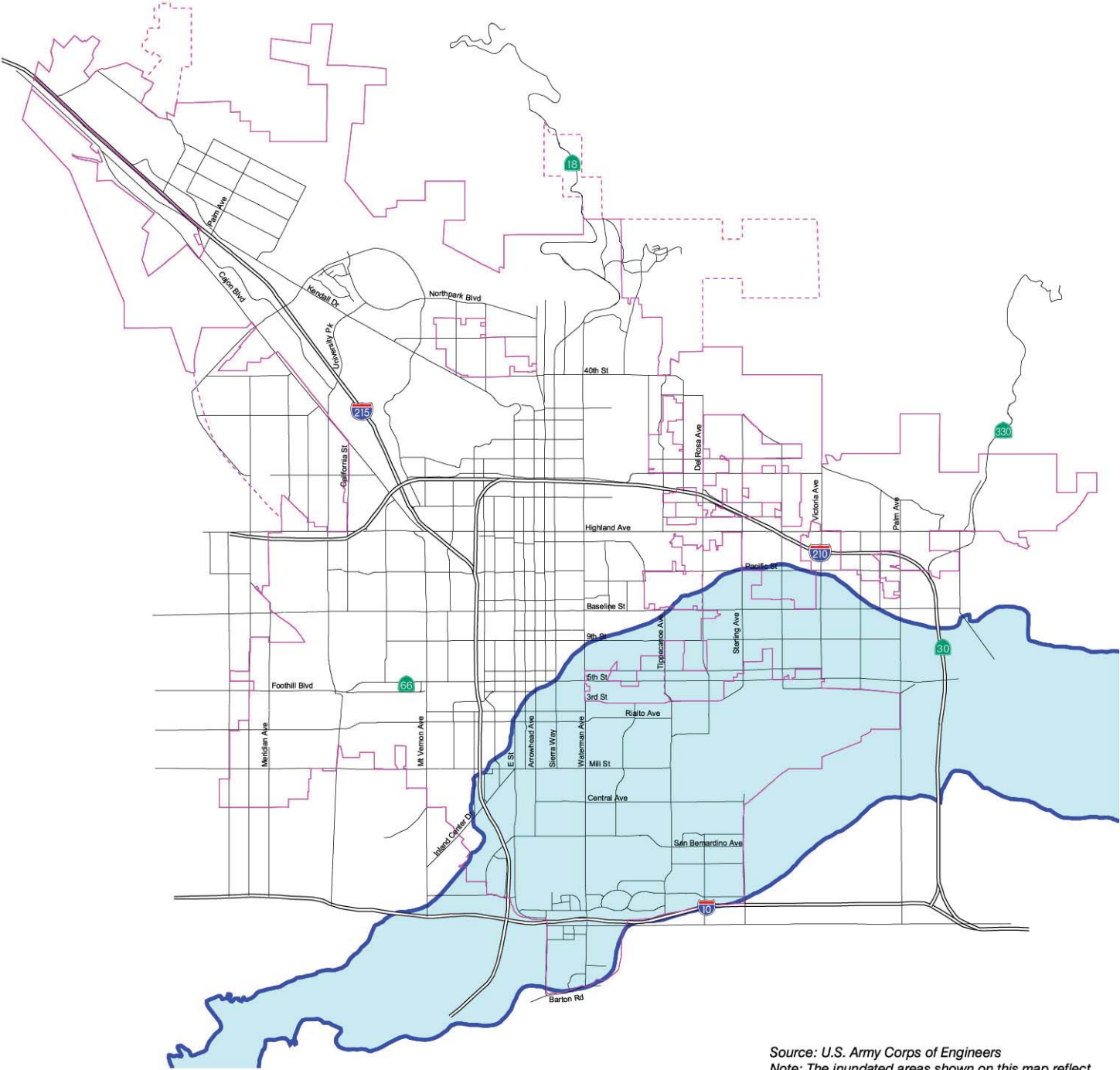
-  100-Year Flood Zone
-  500-Year Flood Zone
-  City Boundary
-  Sphere of Influence Boundary





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Seven Oaks Dam Inundation



Source: U.S. Army Corps of Engineers
 Note: The inundated areas shown on this map reflect events of an extremely remote nature. These results are not in any way intended to reflect upon the integrity of the Seven Oaks Dam. Flooded areas shown are based on dam failure at full pool elevation 2,580 feet, NGVD.

- Limit of Flooded Area with Dam Failure
- City Boundary
- Sphere of Influence Boundary





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Seismic Hazards

San Bernardino is surrounded by earthquake faults. Two of the most notorious faults, the San Andreas and San Jacinto Faults, run through our City. Consequently, the potential for fault rupture, strong ground shaking, landslides, and liquefaction is high. These geologic and seismic hazards can affect the structural integrity of buildings and utilities, and, in turn, cause severe property damage and potential loss of life.

The City's policies and programs for geologic/seismic hazards are intended to reduce death, injuries, damage to property, and economic and social dislocation due to seismic events, as well as to enhance our preparedness to survive, respond to, and recover from a major earthquake or geologic disaster.

Effective implementation of seismic policies requires a continuing awareness of the seismic hazards affecting our City; strong, enforceable seismic standards for the siting, design, and review of proposed development; and progressive City-wide programs for disaster preparedness and recovery planning.

1. Fault Zones

San Bernardino is criss-crossed by numerous earthquake faults, as shown on Figures S-3 and S-4.

San Bernardino is located between several active fault zones including: the San Andreas Fault, the San Jacinto Fault, the Glen Helen Fault, and the Loma Linda Fault. Each of these faults is classified as Alquist Priolo Special Study Zones under the Alquist-Priolo Earthquake Fault Zoning Act, as shown on Figure S-3. The CDMG has designated certain faults within the planning area as part of the State of California Alquist-Priolo Special Study Zones. These zones extend parallel to and extend from approximately 200 to 500 feet from designated faults.

Site-specific geologic reports are required for development within these Zones to determine the precise location of and any required setbacks from any active faults. Human occupancy structures are prohibited within 50 feet of either side of an active fault.

In addition, active faults may also exist outside of the Alquist Priolo Zones, as shown on Figure S-4. Although they are not zoned as Alquist-Priolo faults, it is recommended that critical developments proposed in

California Seismic Hazards Mapping Act

The goal of the Seismic Hazards Mapping Act of 1990 is to minimize loss of life and property by identifying and mitigating seismic hazards.

The Act addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The State agency charged with implementation of the Act is the California Geological Survey (CGS). The CGS prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation" because site-specific geological investigations are required for construction projects located within these areas.

As of the writing of this General Plan, the CGS had not completed the seismic hazard zone map for the City. Upon completion, the City should, if necessary, revise the General Plan accordingly.



Alquist-Priolo Earthquake Fault Zoning Act

The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act focuses on the hazards associated with surface fault rupture and does not address other earthquake hazards.

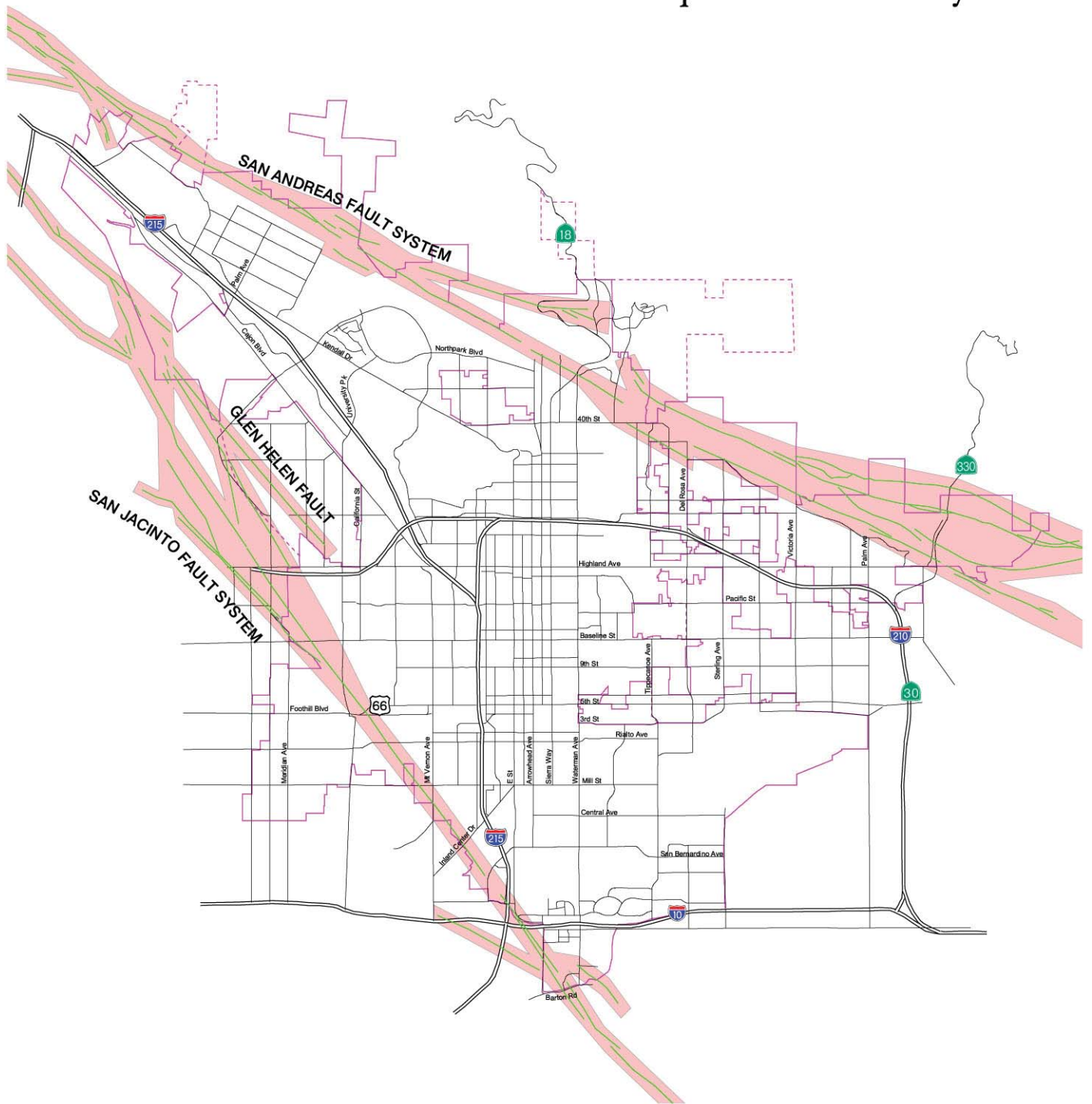
these areas be subject to more detailed, on-site analysis to make a more definite determination as to the activity levels and locations of any faults.





2. Liquefaction

Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to ground failure that, in turn, can result in property damage and structural failure.

Groundwater saturation of sediments is required in order for earthquake-induced liquefaction to occur. Groundwater depth shallower than ten feet to the surface is considered to have the highest liquefaction susceptibility. Groundwater ten to 30 feet below the surface is considered to have a moderately high to moderate susceptibility. Groundwater 30 to 50 feet deep can create a moderate to low susceptibility to liquefaction.

Alquist-Priolo Study Zones



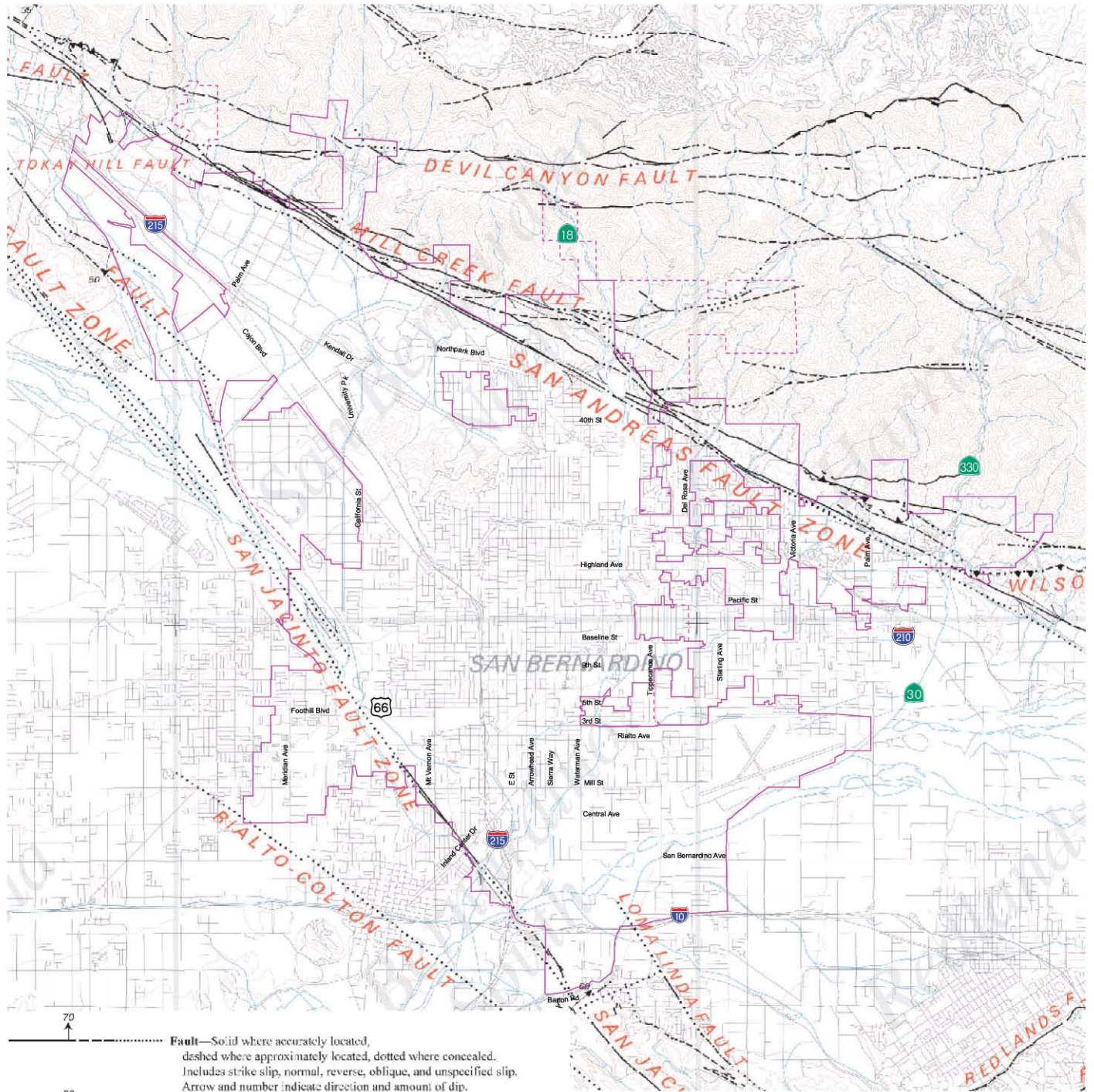
-  Approximate Fault Location
-  Approximate location of Alquist Priolo Special Study Zones
-  City Boundary
-  Sphere Boundary





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Regional Faults





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Figure S-5 summarizes the general liquefaction susceptibilities for maximum credible earthquakes occurring on the San Andreas, San Jacinto, or Loma Linda/Glen Helen Faults. Two general zones, “high” and “moderately-high to moderate” are depicted, and encompass almost the entire south end of the City. High zones are concentrated adjacent to the San Andreas Fault zone north and northeast of the City and in the old artesian area between the San Andreas and San Jacinto Faults in the central and southern parts of the City. In general, the old artesian area will continue to experience the greatest groundwater fluctuations.

These zones delineate regional susceptibility and can vary greatly due to groundwater level changes. Site-specific geotechnical reports are necessary to determine site-specific liquefaction potential and possible design mitigation.

Goal 10.7 **Protect life, essential lifelines, and property from damage resulting from seismic activity.**

Policies:

- 10.7.1 Minimize the risk to life and property through the identification of potentially hazardous areas, establishment of proper construction design criteria, and provision of public information.
- 10.7.2 Require geologic and geotechnical investigations for new development in areas adjacent to known fault locations and approximate fault locations (Figure S-3) as part of the environmental and/or development review process and enforce structural setbacks from faults identified through those investigations. (LU-1)
- 10.7.3 Enforce the requirements of the California Seismic Hazards Mapping and Alquist-Priolo Earthquake Fault Zoning Acts when siting, evaluating, and constructing new projects within the City. (LU-1)
- 10.7.4 Determine the liquefaction potential at a site prior to development, and require that specific measures be taken, as necessary, to prevent or reduce damage in an earthquake.
- 10.7.5 Evaluate and reduce the potential impacts of liquefaction on new and existing lifelines.

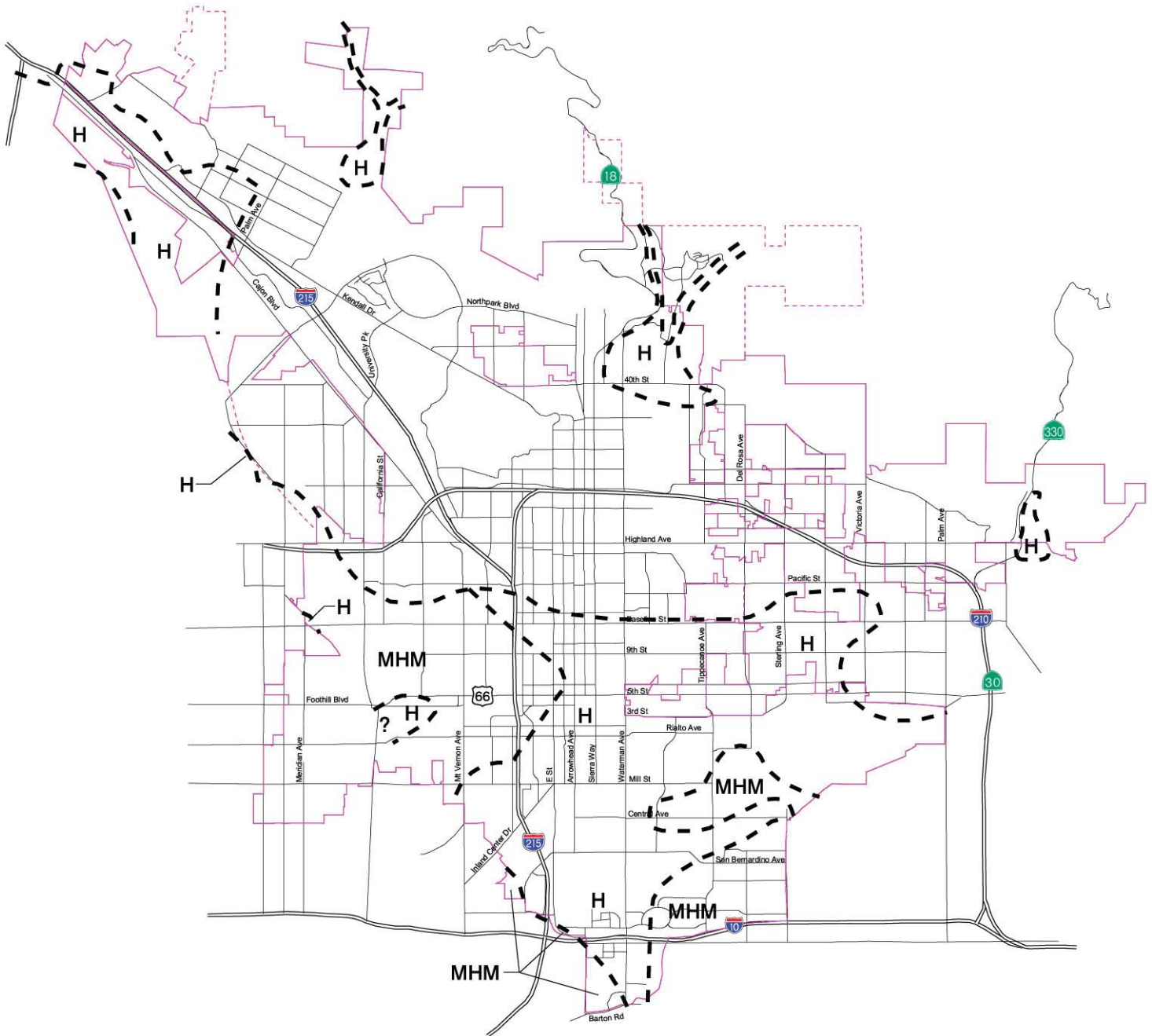
Lifelines





Water, sewer, electrical, gas facilities, and communication and transportation facilities that are needed in the event of an earthquake, flood, or other natural disaster.



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Liquefaction Susceptibility



-  Approximate Location of Areas of High Liquefaction Susceptibility
-  Approximate Location of Areas of Moderately High to Moderate Liquefaction Susceptibility
-  City Boundary
-  Sphere of Influence Boundary

Note: Not to be used as a substitute for site-specific geotechnical liquefaction induced ground failures should be addressed. Boundaries between susceptibility zones will shift if ground water conditions raise or lower over time. Zonations based on sub-surface geology, ground water levels, and maximum credible earthquakes on the San Andreas Fault System, the San Jacinto Fault System and the Cucamonga Fault. (After Matti and Carson, 1986)





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3. Hazardous Buildings

Ground shaking, fault rupture, or liquefaction pose threats to the community during an earthquake. Buildings that house people or buildings providing essential functions and services can be damaged, imposing significant impacts to the City. Continuing advances in engineering design and building code standards over the past decade have greatly reduced the potential for collapse in an earthquake of most of our new buildings. However, many of the City's buildings were built before some of the earthquake design standards were incorporated into the building code, and as such, the City is home to numerous unreinforced masonry buildings, pre-cast concrete buildings, soft-story structures, and non-ductile concrete frame buildings in need of seismic mitigation.

The California Building Code (CBC), Unreinforced Masonry Law (SB 547), Alquist-Priolo Earthquake Fault Zoning Act, and the State of California Seismic Hazards Mapping Act govern development in potentially seismically active areas.

The CBC contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. According to the CBC, the City of San Bernardino is located in Seismic Zone 4, one of five zones (0-4) mapped in the CBC to identify areas subject to varying degrees of potential impact and frequency of large earthquakes. Seismic Zone 4 is potentially subject to the highest accelerations, or changes in speed or velocity due to seismic shaking, and has the greatest frequency of large earthquakes.

The Unreinforced Masonry Law requires all cities and counties in Seismic Zone 4 (CBC, 1998) to identify hazardous unreinforced masonry buildings in their jurisdictions. Owners of such buildings must be notified of the potential earthquake hazard, and mitigation must be performed. The mitigation method, which may include retrofitting or demolition, is left to the local jurisdiction.

Goal 10.8 Prevent the loss of life, serious injuries, and major disruption caused by the collapse of or severe damage to vulnerable buildings in an earthquake.

Policies:

10.8.1 Enforce the requirements of the California Seismic Hazards Mapping and Alquist-Priolo Earthquake Fault Zoning Acts

Unreinforced Masonry Law:

The Unreinforced Masonry Law requires cities and counties within Seismic Zone 4 to identify hazardous unreinforced masonry buildings and consider local regulations to abate potentially dangerous buildings through retrofitting or demolition as outlined in the State Office of Planning and Research Guidelines.



when siting, evaluating, and constructing new projects within the City. (LU-1)

- 10.8.2 Require that lifelines crossing a fault be designed to resist the occurrence of fault rupture.
- 10.8.3 Adopt a program for the orderly and effective upgrading of seismically hazardous buildings in the City for the protection of health and safety. Compliance with the Unreinforced Masonry Law shall include the enactment of an effective program for seismic upgrading of unreinforced masonry buildings within the City.

Geology and Soils

Site-specific investigation of geologic and soils conditions are the City’s primary means of hazard evaluation and an important basis for developing effective mitigation of individual development projects through the planning and design. Standardized reporting procedures are necessary to assure consistency of hazard evaluation in the planning area.

Data collected for an individual development site does not necessarily provide a complete picture of the regional geologic hazards affecting the site. A broader data base of geologic and soils information, derived from a variety of research, development, and excavation projects, would provide a broader perspective and significant insights on potential development hazards, that can be utilized on a regional scale for land use planning.

1. Subsidence

Subsidence can be caused by natural geologic processes or by human activity such as subsurface mining or pumping of groundwater or oil. Historic and potential ground subsidence areas within the San Bernardino planning area are depicted in Figure S-6. The City’s historic subsidence area was located within the thick, poorly consolidated alluvial and marsh deposits of the old artesian area north of Loma Linda. Potential subsidence within this area may be as great as five to eight feet if unreplenished groundwater is depleted from the Bunker Hill-San Timoteo Basin. Since 1972, the San Bernardino Municipal Water District has maintained groundwater levels from recharge to percolation basins that, in turn, filter back into the alluvial deposits. Problems with ground subsidence have not been identified since the groundwater recharge program began.

2. Landslides

General slope stability is determined by a number of factors including slope, vegetative cover, wildfire, bedrock, soil, precipitation, and human alteration. Slopes may be in temporary equilibrium until one of the above factors is modified resulting in an unstable condition and potential failure.

Slope stability studies of the San Bernardino planning area were conducted by Morton (1974) and Miller (1979) and include general descriptions of slope areas along with accompanying maps. Generalized slopes are subdivided into areas of low relief, areas of moderate relief, and areas of high relief. Generalized landslide susceptibility in the City is considered low to moderate. A combination of the generalized slope categories and the generalized landslide susceptibility areas results in two potentially hazardous zones. These zones are mapped in Figure S-7 and include:

- ◆ Areas of low relief with low to moderate susceptibility that may contain small-scale surficial soil slips, debris flow, and mudflows on steep slopes.
- ◆ Areas of moderate and high relief with low to moderate susceptibility that may contain small to large rotational slides, debris slide, and combinations of surficial slides and flows. These areas contain individual landslides that have been included on the regional slope stability and landslides map.

Potential slope failures in the above areas could be hazardous to buildings, reservoirs, roads, and utilities. Seismic shaking may also include slope failure.

Goal 10.9 Minimize exposure to and risks from geologic activities.

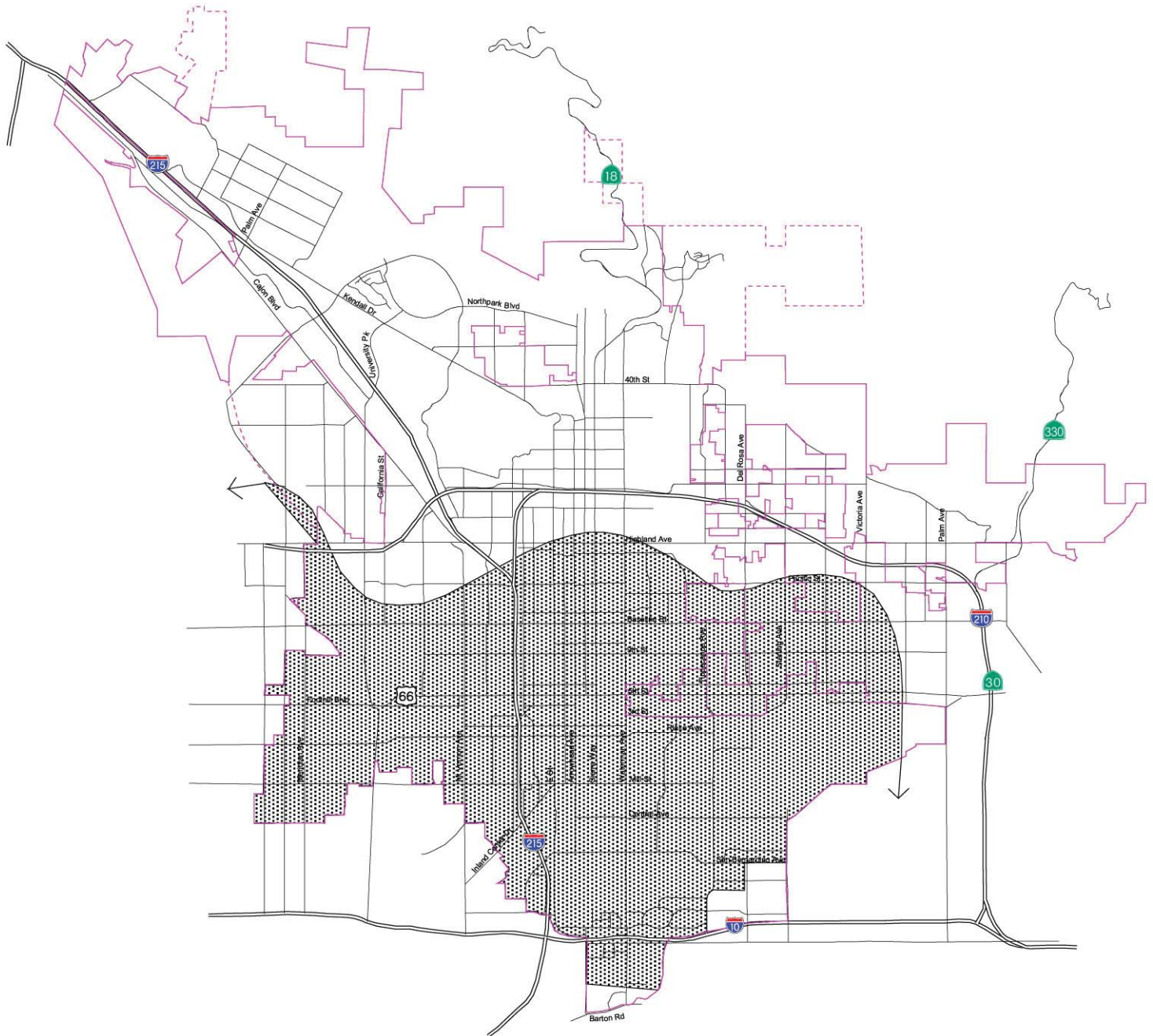
Policies:

- 10.9.1 Minimize risk to life and property by properly identifying hazardous areas, establishing proper construction design criteria, and distribution of public information.
- 10.9.2 Require geologic and geotechnical investigations in areas of potential geologic hazards as part of environmental and/or development review process for all new structures. (LU-1)






- 10.9.3 Require that new construction and significant alterations to structures located within potential landslide areas (Figure S-7) be evaluated for site stability, including potential impact to other properties during project design and review. (LU-1)

Potential Subsidence Areas



Note: Degree of subsidence dependent on groundwater levels.
 Historic subsidence may have occurred in above area.
 (After Fife and others, 1976)

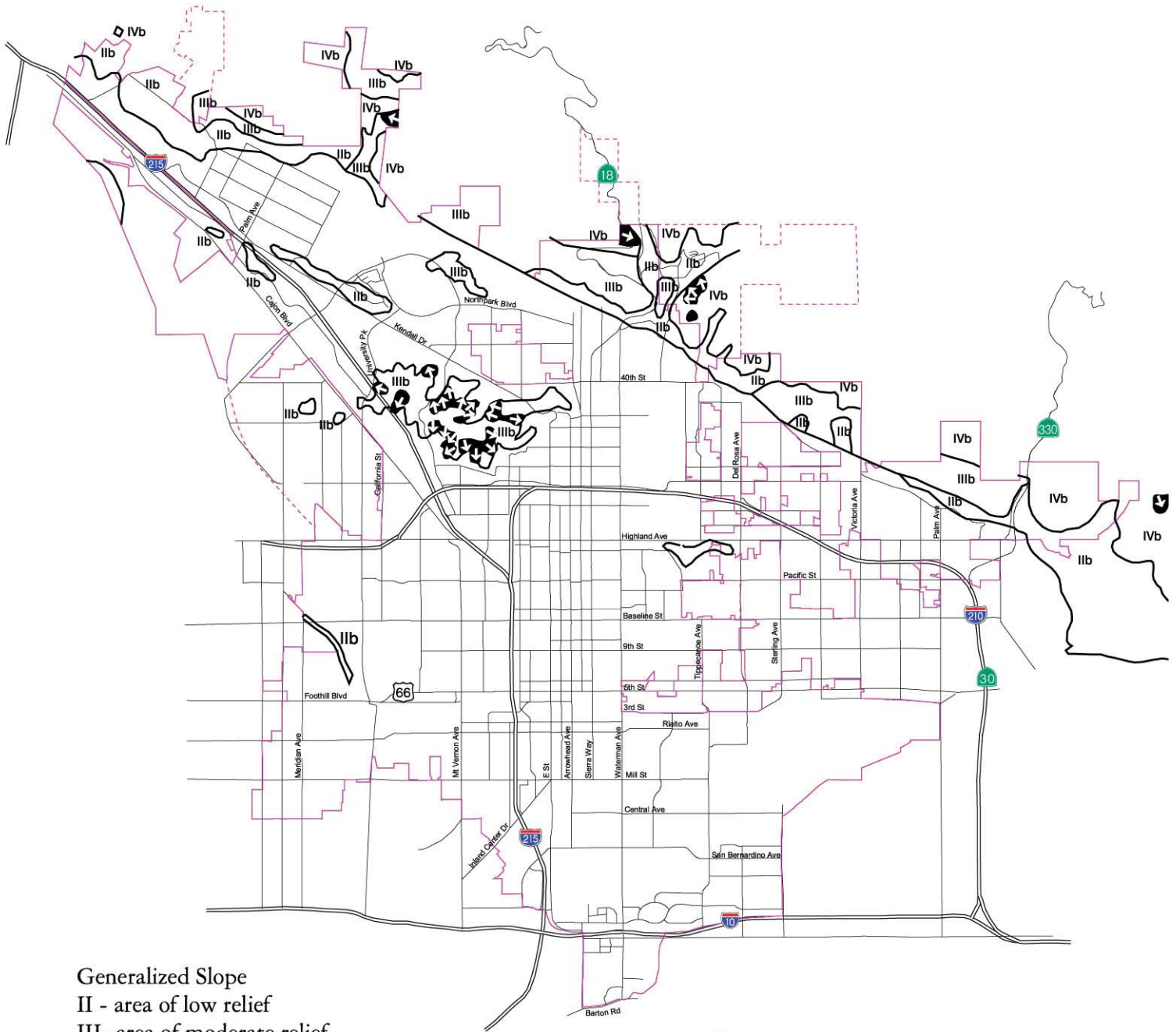
-  Areas of Potential Ground Subsidence
-  City Boundary
-  Sphere of Influence Boundary






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Slope Stability and Major Landslides



Generalized Slope
 II - area of low relief
 III- area of moderate relief
 IV- area of high relief

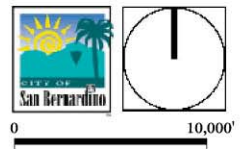
Generalized Landslide Susceptibility
 b - low to moderate

 Approximate location and size of individual landslides. Arrows illustrate predominate direction of landslide movement.

 City Boundary
 Sphere of Influence Boundary

Note:
 -Areas IIb may contain small scale surficial soil slips, debris flows and mudflows on steep local slopes.
 -Areas IIIb and IVb may contain small to large rotational slides, debris slides and combinations of surficial slides and flows.

(Source: Morton, 1974 and Miller, 1979)





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Wind

The City is subject to extremely high winds, which have resulted in significant property damage. For example, portions of roofs and block walls have been broken and blown away and public utility structures such as power lines and traffic signals have been damaged.

The most significant wind problems occur at the canyon mouths and valleys extending downslope from the San Bernardino Mountains. The highest velocities are associated with downslope canyon and Santa Ana winds (90-100 mph).

The Santa Ana wind conditions are a reversal of the prevailing southwesterly winds and usually occur on a region-wide basis during late summer and early fall. Santa Ana's are dry, warm winds that flow from the higher desert elevations in the north through the mountain passes and canyons. As they converge through the canyons, their velocities increase. Consequently, peak velocities are highest at the mouths of the canyons and dissipate as they spread across the valley floor.

High winds exacerbate brush fire conditions. Of the major fires in the San Bernardino Mountains, all have occurred during periods of high winds. New development in the foothill areas and valleys will expose buildings and population to significant wind hazards.

The high wind velocity and property damage potential have resulted in the northern half of the City adjacent to the mountains being classified by the City as a "High Wind Area" (Figure S-8). In this area of the City, stringent conditions for the construction of buildings and public facilities are applied. Due to various topographic conditions, wind velocities vary throughout the City; however, building standards remain constant. A detailed study may reveal localized wind patterns that merit different structural standards.

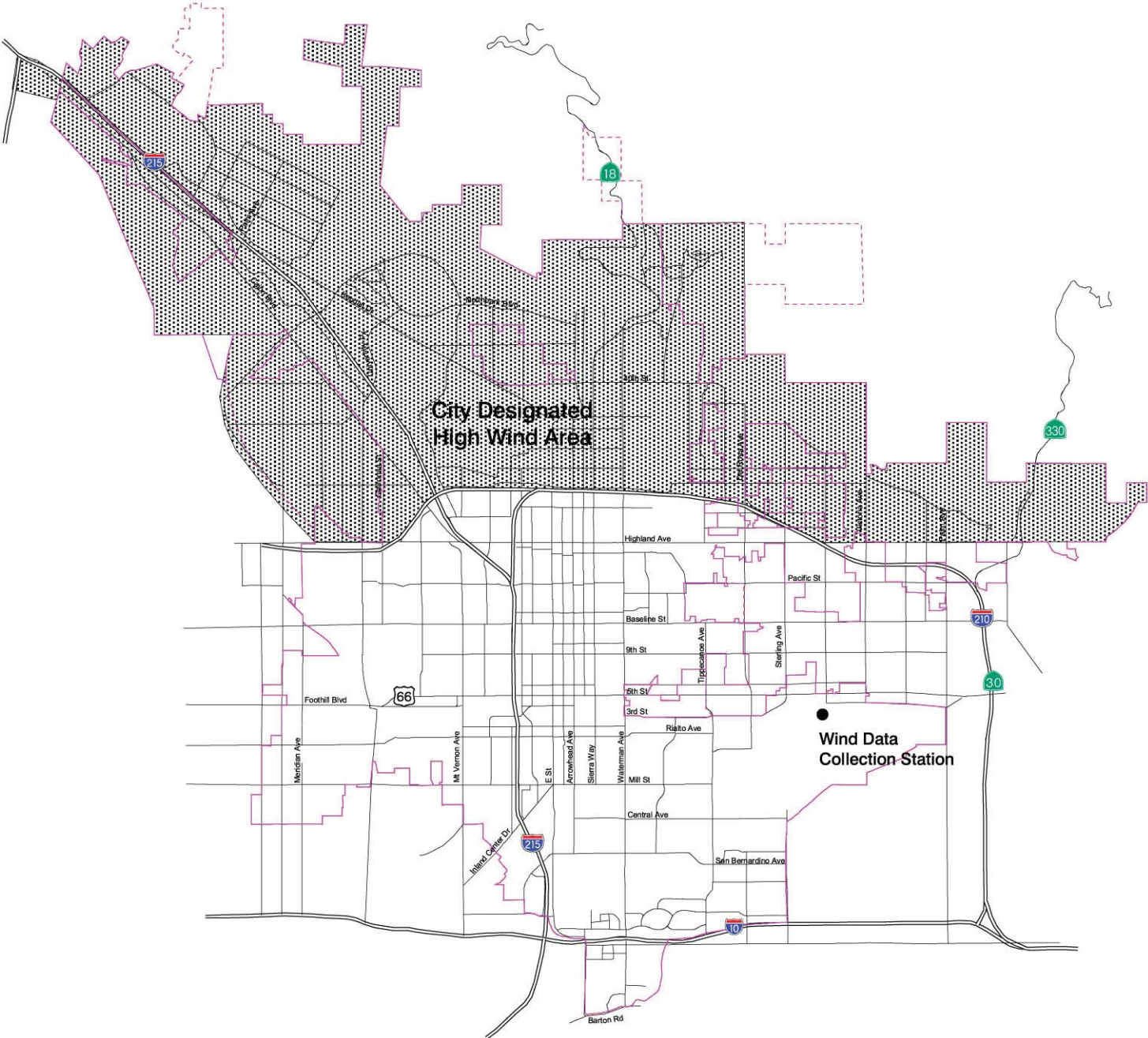
Goal 10.10 Protect people and property from the adverse impacts of winds.




Policies:

10.10.1 Ensure that buildings are constructed and sited to withstand wind hazards. (LU-1)



- 10.10.2 Require that development in the High Wind Hazard Area, as designated on Figure S-8, be designed and constructed to withstand extreme wind velocities. (LU-1)
- 10.10.3 Periodically review the structural design requirements for wind in the Building Code to reflect wind conditions and property damage experienced as well as advances to current construction technology.
- 10.10.4 Require that structures be sited to prevent adverse funneling of wind on-site and on adjacent properties.
- 10.10.5 Require that multi-story residential, commercial, and industrial buildings be designed to prevent wind tunnel affects around their base and in passageways. (LU-1)
- 10.10.6 Construct public infrastructure (lighting poles, street lights, bridges, etc.) to withstand extreme wind velocities in High Wind Hazard areas.
- 10.10.7 Maintain police, fire, medical, and other pertinent programs to respond to wind-caused emergencies.
- 10.10.8 Initiate a review of the wind hazard potential as it applies to various parts of the City and, if merited, tailor the design standards accordingly.



-  City Designated High Wind Area
-  City Boundary
-  Sphere of Influence Boundary





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Urban and Wildland Fires

Fires in undeveloped areas result from the ignition of accumulated brush and woody materials, and are appropriately termed “wildland fires”. Such fires can burn large areas and cause a great deal of damage to both structures and valuable open space land. Urban fires usually result from sources within the structures themselves. Fire hazards of this type are related to specific sites and structures, and availability of fire fighting services is essential to minimize losses.

In urban areas, the effectiveness of fire protection efforts is based upon several factors, including the age of structures, efficiency of circulation routes that ultimately affect response times, and availability of water resources to combat fires. In wildland areas, taking the proper precautions, such as the use of fire resistant building materials, can protect developed lands from fires and, therefore, reduce the potential loss of life and property.

The City of San Bernardino is susceptible to wildland fires due to the steep terrain and highly flammable chaparral vegetation of the foothills of the San Bernardino Mountains and high winds that correspond with seasonal dry periods. The characteristics of the San Bernardino Mountains and winds in the area indicate that large uncontrollable fires on a recurring basis are inevitable. Major fires have endangered the City of numerous occasions and in several instances, have spread into the City causing extensive damage, most recently in 2003.



Foothill Fire Zone Overlay

The San Bernardino Development Code and this General Plan contain the Foothill Fire Zone Overlay District. The purpose of this overlay is to mitigate the spread of fire, to help minimize property damage, and reduce the risk to the public health and safety.

The Foothill Fire Zone Overlay ranks areas of fire danger (extreme, high, and moderate) and dictates standards that must be met when developing within the overlay. Standards address the access, vegetation, water supply, erosion control, identification, and design of all new development.

This Overlay is depicted on both the General Plan and Zoning Maps.



The danger from wildland fires in foothill locations is increased by the number of structures and encroachment of new development in the hillside areas. Specific concerns include the density of development, spacing of structures, brush clearance, building materials, access to buildings by fire equipment, adequacy of evacuation routes, property maintenance, and water availability. The capacity of the water systems to provide sufficient water to fight fires is also a significant issue.

The U.S. Department of Forestry has records of wildland fires dating back to the beginning of the 20th century. The data indicates that fires occur on a regular basis almost every year and that very large fires occur approximately every ten years. According to the Department of Forestry, the large fires correspond to the age of the vegetation which, if not burned regularly, begins to accumulate dead material that is more easily ignited and spreads fire faster than newer growth.

Consequently, a decade can pass with few fires followed by a decade with several large fires. The occurrence of the largest fires also corresponds to periods of extremely high wind conditions. This was seen in 2003 Old Waterman Canyon fire, the largest fire in recent history, which destroyed approximately 330 residential properties, and the Panorama fire in 1980, which destroyed 345 structures and killed four people. Many of the areas burned during the Panorama fire were again burned in 2003.

The large fires that are spread by winds periodically approaching and exceeding 90 to 100 miles per hour are considered uncontrollable by the California Department of Forestry and U.S. Forest Service. Other areas in southern California are being burned off periodically by way of controlled burns to remove older vegetation. The controlled burn process is used very carefully in the San Bernardino Mountains because of the unpredictability and force of the winds in the area that could make controlled burns a potential hazard.

Goal 10.11 Protect people and property from urban and wildland fire hazards.

Policies:

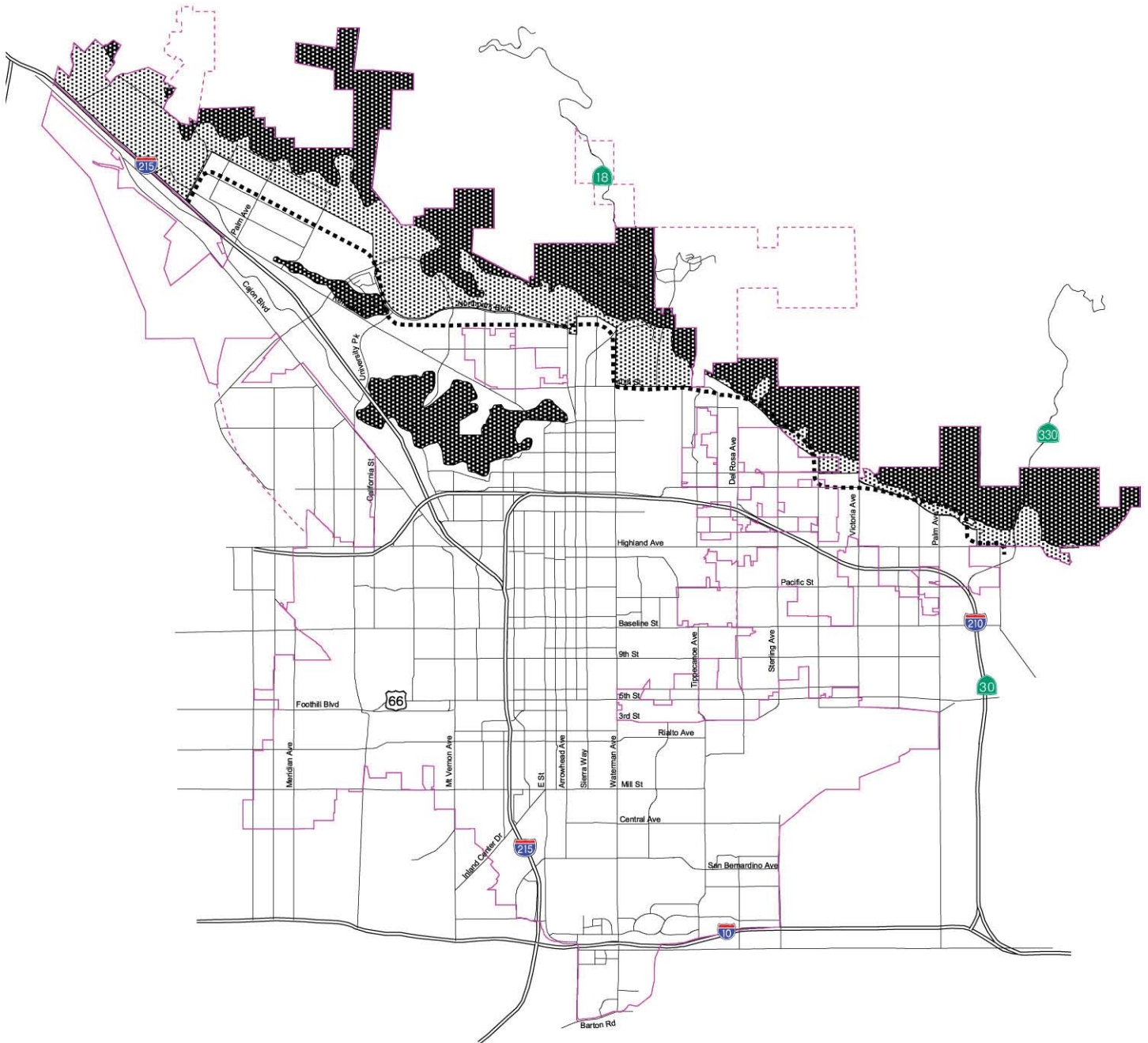
- 10.11.1 Continue to conduct long-range fire safety planning efforts to minimize urban and wildland fires, including enforcement of stringent building, fire, subdivision and other Municipal Code standards, improved infrastructure, and mutual aid agreements with other public agencies and the private sector. (S-2)






- 10.11.2 Work with the U.S. Forest Service and private landowners to ensure that buildings are constructed, sites are developed, and vegetation and natural areas are managed to minimize wildfire risks in the foothill areas of the City. (S-3)
- 10.11.3 Require that development in the High Fire Hazard Area, as designated on the Fire Hazards Areas Map (Figure S-9) be subject to the provisions of the Hillside Management Overlay District (HMOD) and the Foothill Fire Zones Overlay. (LU-1)
- 10.11.4 Study the potential acquisition of private lands for establishment of greenbelt buffers adjacent to existing development, where such buffers cannot be created by new subdivision.
- 10.11.5 Continue to require that all new construction and the replacement of 50% and greater of the roofs of existing structures use fire retardant materials. (LU-1 and S-3)



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Fire Hazard Areas



-  Extreme Fire Hazard Area
-  Moderate Fire Hazard Area
-  City High Fire Hazard Line
-  City Boundary
-  Sphere of Influence Boundary

(Source: City of San Bernardino)





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Emergency Preparedness and Response

Advance preparation for potential disasters can prevent severe loss of life and property from catastrophic events. The proper preparations improve the City's ability to respond to emergency situations created by these occurrences.

Preparation, however, is only the first step in the management of hazards and disasters. Once a disaster has occurred, the capability of the City to respond to the situation at hand affects how quickly the City can recover from impacts.

1. Emergency Management Plan

The City of San Bernardino Emergency Plan details the functional responsibilities and interactions of the federal, state, and local governmental agencies as well as private organizations in the event of natural and/or human-related disasters. Included within the natural disaster category are earthquakes, geologic hazards, floods, and fires. Potential human-related disasters include hazardous materials incident, nuclear attack, and transportation-related accidents.

Within the Emergency Management Plan, potential hazards are described, the possible effects delineated, and recommended mitigations are discussed where applicable. Post-disaster aid, reconstruction, and financial assistance are also discussed.

2. Hazard Mitigation Plan

The Disaster Mitigation Act of 2000 (DMA 2000), Section 322 (a-d), requires that local governments, as a condition of receiving federal disaster mitigation funds, adopt a mitigation plan that describes the process for identifying hazards, risks, and vulnerabilities, identifies and prioritizes mitigation actions, encourages the development of local mitigation, and provides technical support for those efforts. In response to this and the requirements of the State of California Office of Emergency Services and the San Bernardino County Office of Emergency Services, we have prepared the San Bernardino Hazard Mitigation Plan. While we cannot prevent natural disasters from occurring, we can reduce/eliminate their effects through the well organized public education and awareness effort, preparedness, and mitigation set forth in the Hazard Mitigation Plan.



3. Hazardous Materials Emergency Response Planning

The San Bernardino City Fire Department has a Hazardous Materials Response Team specially trained and equipped to handle hazardous materials releases that have adverse effects on lives, the environment, and property within the City of San Bernardino. A release is any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing into the environment, unless permitted or authorized by a regulatory agency.

If the fire and police departments determine that an incident requires special expertise and equipment, they may request assistance from the Countywide Haz Mat Team of the County Environmental Health Department. The Haz Mat Team includes a minimum of two fire specialists and two environmental health specialists who perform hazard identification, risk assessment, and actual control measures. Haz Mat is a cooperative organization structure that is intended to bring the maximum available equipment and special expertise to any given emergency situation.

Goal 10.12 Ensure the availability and effective response of emergency services in the event of a disaster.

Policies:

- 10.12.1 Maintain a functional City emergency response plan that addresses all hazards.
- 10.12.2 Implement the City of San Bernardino Hazard Mitigation Plan.
- 10.12.3 Foster and participate in ongoing emergency preparedness and response training programs.
- 10.12.4 Enhance emergency preparedness through the implementation of community education and self-help programs. (S-4)
- 10.12.5 Prevent serious damage and injuries through effective hazard mitigation.
- 10.12.6 Maintain mutual aid agreements with neighboring cities and the County of San Bernardino and develop partnerships to respond to disaster with other emergency relief organizations.

- 10.12.7 Ensure that sensitive uses, such as the University and other public uses that accommodate many occupants, have adequate access to allow emergency personnel to access the site in the event of an emergency.

Goal 10.13 Prepare the City for effective response to facilitate rapid and effective recovery following disasters.

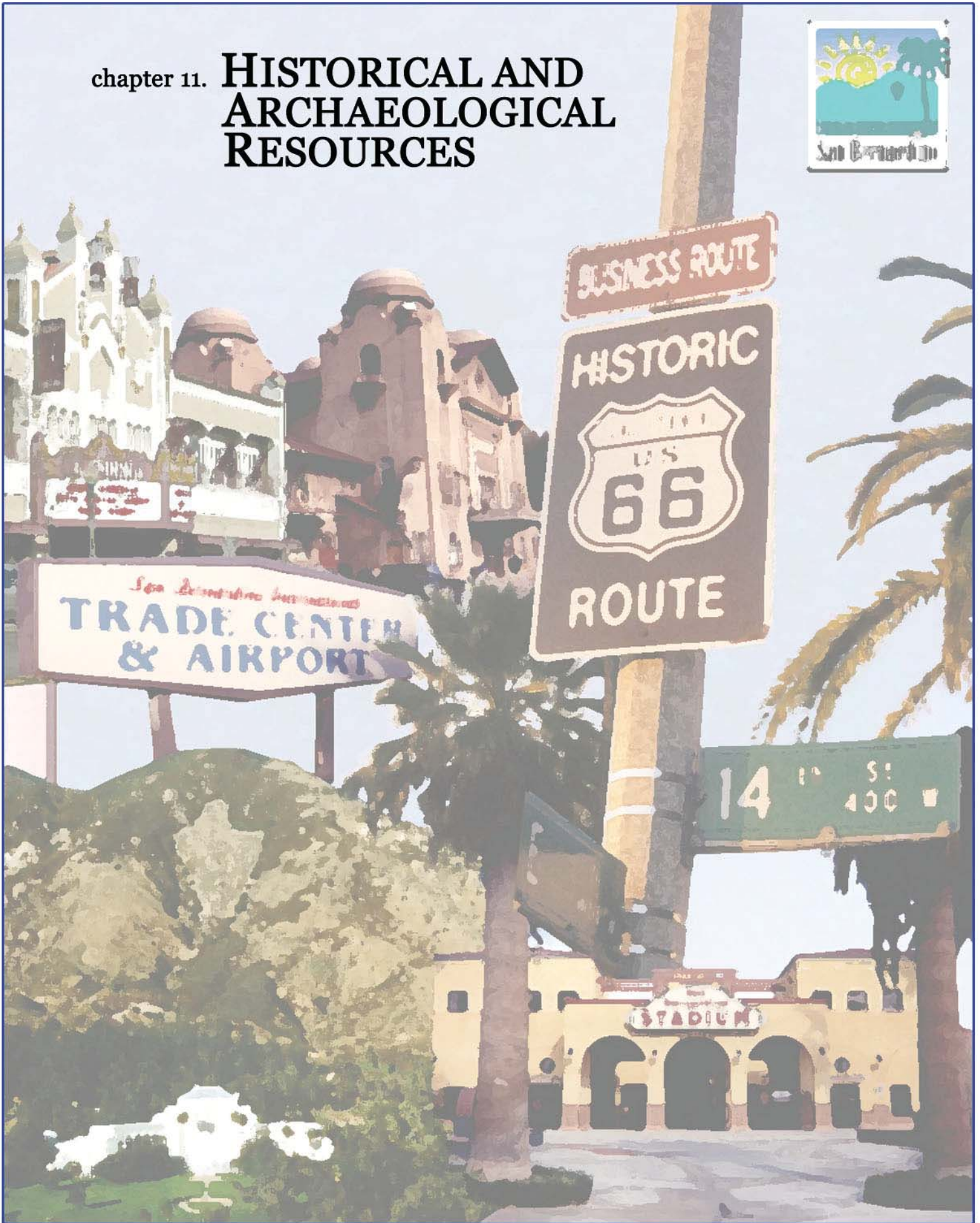
Policies:

- 10.13.1 Establish and maintain a rapid damage assessment capability through the formation of damage assessment strategies that are applied by the appropriate City Staff or inspection personnel.
- 10.13.2 Develop programs, options, and procedures to promote the rapid reconstruction of the City following a disaster, and to facilitate a specific upgrading of the community environment.
- 10.13.3 Identify alternative sources of financing of damage and reconstruction that can be utilized in the event of a disaster.
- 10.13.4 Encourage public awareness of emergency response planning and emergency evacuation routes. (S-1)



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chapter 11. **HISTORICAL AND
ARCHAEOLOGICAL
RESOURCES**



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Chapter 11. Historical and Archaeological Resources

INTRODUCTION

A Historical and Archaeological Resources Element is not a required element of the General Plan by state law, but a desirable one. The purpose of incorporating the Historical and Archaeological Resources Element into the General Plan is to provide the basis for enabling legislation that will allow the City of San Bernardino to effectively preserve, enhance, and maintain sites and structures that have been deemed architecturally, historically, archaeologically, and/or culturally significant. This is critically important in our City since it contains many older structures and historic sites, which may be threatened with demolition or removal.

Purpose

The Historical and Archaeological Resources Element provides policy guidance that addresses the preservation and reuse of the City's historic and archaeological resources.

Relationship to Other Elements

The Historical and Archaeological Resources Element is closely linked with the Land Use and Natural Resources Elements. Together, these Elements address the preservation and enhancement of our historical resources.



ABOUT OUR HISTORIC AND ARCHAEOLOGICAL RESOURCES

The following historic background is a summary of a more complete report prepared by San Buenaventura Research Associates and contained in Appendix 13, Historic Context. This report contains a detailed history of San Bernardino, a detailed description of incentives for preservation, a glossary of terms, and a list of source documents.

Historical Timeline

The timeline below lists the events that had an impact on the historical development of San Bernardino, and provides a broad overview of the City's history, as well as the external events that helped shape it. A more complete historical context, along with a property typology, is included in Appendix 13.

1771	Mission San Gabriel founded within the Los Angeles basin
1772	Pedro Fages Expedition
1776	Garces Expedition
1810	First Spanish settlement in San Bernardino Valley
1819	San Bernardino Asistencia of Mission San Gabriel established at Guachama Rancheria
1822	Mexican independence from Spain First Mexican land grants in Alta California
1834	Mission secularization proclaimed
1842	Rancho San Bernardino granted to Don Jose del Carmen Lugo
1843	Rancho Muscupiabe granted to Miguel Blanco (Michael White)
1846	Mexican-American War begins
1848	Treaty of Guadalupe Hidalgo ends Mexican-American War
1850	California Statehood
1851	Mormon Battalion immigrants arrives in San Bernardino Valley
1853	San Bernardino County established
1854	City of San Bernardino incorporated
1862	Damaging flood in San Bernardino
1869	Transcontinental railroad connects San Francisco to eastern U.S.
1876	Southern Pacific Railroad completes line between San Francisco and Los Angeles

- 1883 Southern Pacific Railroad arrives in nearby Colton
Opera House built
- 1885 Santa Fe Railroad connection between San Bernardino and Barstow over Cajon Pass
- 1887 Santa Fe Railroad connection between San Bernardino and Los Angeles completed
- 1888 Pioneer Society organized
- 1890 First Arrowhead Springs Hotel built
Horse-drawn trolley established
- 1892 San Bernardino Woman's Club established
- 1893 National Forest established
- 1900 Trolley line established from San Bernardino to Arrowhead Springs Hotel
- 1906 San Bernardino Woman's Clubhouse built
- 1910 San Bernardino Chamber of Commerce organized
- 1911 National Orange Show established
- 1912 Opera House enlarged to hold 1400 people
YMCA built and YWCA started
- 1916 San Bernardino High School constructed
- 1917 U.S. enters World War I
- 1918 Santa Fe Railroad Depot built
- 1925 YWCA built
- 1926 Route 66 commissioned (completed in 1937)
- 1927 San Bernardino County Courthouse built, replaces older building
New Harris Company Department store built
San Bernardino College established
- 1928 California Theater built
- 1933 San Bernardino Cultural Center and Fire Hall built
- 1939 Third Arrowhead Springs Resort Hotel built
- 1938 Flood
- 1940 First McDonalds' Restaurant opened in San Bernardino
- 1941 U.S. enters World War II
- 1942 San Bernardino Army Airfield established on municipal airport grounds
- 1942 Kaiser Steel plant established in nearby Fontana
- 1950 San Bernardino Army Airfield renamed Norton Air Force Base
- c1970 Central City Mall built
- 1973 New City Hall and Convention Center built
- 1977 City of San Bernardino Historical Society founded
- 1980s Kaiser Fontana plant closes
- 1984 San Bernardino County building constructed on Arrowhead Avenue



1985	Feldheym Library built in Pioneer Park
1991-92	Santa Fe Railroad offices relocated
1994	Norton Air Force Base closes

Historic Resources in San Bernardino

Properties that should be regarded as historic resources for planning purposes in any community can be expected to change as buildings and neighborhoods age and new historic themes are identified. Consequently, no static list or combination of lists of historic properties alone can form a sufficient basis the identification of historic resources. Each existing list should be thought of as merely as a starting point, which may suggest the appropriateness of further study, identification, and evaluation.

The following are some of the more important historic resource reference documents available to the City:

Historic Resources Reconnaissance Survey. Although it was last conducted in 1991, the Historic Resources Reconnaissance Survey provides for the most complete overview of historically significant properties and neighborhoods within the City that were considered historically sensitive at the time of its adoption. As such, it forms the single most important resource to the City for historic preservation planning.

State Historic Resources Inventory. Maintained by the California Office of Historic Preservation, this list includes all properties evaluated in State-sponsored survey projects and undertakings requiring Federal environmental review. Current copies of this tabular list can be obtained from the San Bernardino Archaeological Information Center in Redlands.

Environmental Impact Reports and Special Studies. EIRs, EISs, and other environmental documents may include determinations of eligibility for historic properties within the City.

National Register of Historic Places (NRHP) listings. Current NRHP listings for the City can be obtained online from the National Park Service. *Examples of properties within the City listed on the NRHP are the Santa Fe Railway Passenger and Freight Depot, the San Bernardino County Courthouse, and the U.S. Post Office Downtown Station.*

State Landmarks and Points of Interest listings. Current State landmarks can be obtained online from the California Office of Historic Preservation. A current Points of Interest list can be obtained by contacting the Office of

Historic Preservation. *Examples of State Landmarks within or near the City are the site of the Mormon Stockade and the Arrowhead.*

Regulatory Setting for Historic Resources Management

1. State Regulations: The California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires evaluation of project impacts on historic resources, including properties “listed in, or determined eligible for listing in, the California Register of Historical Resources [or] included in a local register of historical resources.” A resource is eligible for listing on the California Register of Historical Resources if it meets any of the following criteria:

- ◆ Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- ◆ Is associated with the lives of persons important in our past;
- ◆ Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- ◆ Has yielded, or may be likely to yield, information important in prehistory or history.

The California Register may also include properties listed in “local registers” of historic properties. A “local register of historic resources” is broadly defined in §5020.1 (k), as “*a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.*” Local registers of historic properties come essentially in two forms: (1) surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current, and (2) landmarks designated under local ordinances or resolutions. (Public Resources Code §§ 5024.1, 21804.1, 15064.5)

By definition, the California Register of Historical Resources also includes all “*properties formally determined eligible for, or listed in, the National Register of Historic Places,*” and certain specified State Historical Landmarks. The majority of “formal determinations” of NRHP eligibility occur when properties are evaluated by the State Office of Historic



Preservation in connection with federal environmental review procedures (Section 106 of the National Historic Preservation Act of 1966). Formal determinations of eligibility also occur when properties are nominated to the NRHP, but are not listed due to the absence of owner consent.

The criteria for determining eligibility for listing on the National Register of Historic Places (NRHP) have been developed by the National Park Service. Properties may qualify for NRHP listing if they:

- ◆ Are associated with events that have made a significant contribution to the broad patterns of our history; or
- ◆ Are associated with the lives of persons significant in our past; or
- ◆ Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- ◆ Have yielded, or may be likely to yield, information important in prehistory or history.

According to the National Register of Historic Places guidelines, the “essential physical features” of a property must be present for it to convey its significance. Further, in order to qualify for the NRHP, a resource must retain its integrity, or “the ability of a property to convey its significance.”

The seven aspects of integrity are: Location (the place where the historic property was constructed or the place where the historic event occurred); Design (the combination of elements that create the form, plan, space, structure, and style of a property); Setting (the physical environment of a historic property); Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property); Workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory); Feeling (a property’s expression of the aesthetic or historic sense of a particular period of time), and; Association (the direct link between an important historic event or person and a historic property).

The relevant aspects of integrity depend upon the National Register criteria applied to a property. For example, a property nominated under Criterion A (events), would be likely to convey its significance primarily through integrity of location, setting, and association. A property

nominated solely under Criterion C (design) would usually rely primarily upon integrity of design, materials, and workmanship. The California Register procedures include similar language with regard to integrity.

The minimum age criterion for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) is 50 years. Properties less than 50 years old may be eligible for listing on the NRHP they can be regarded as “exceptional,” as defined by the NRHP procedures, or in terms of the CRHR, “*if it can be demonstrated that sufficient time has passed to understand its historical importance.*” (Chapter 11, Title 14, §4842(d)(2))

For purposes of NRHP eligibility, reductions in a resource’s integrity (defined as the ability of the property to convey its significance) should be regarded as potentially adverse impacts. This framework for evaluating impacts on historic resources is well supported in the historic preservation literature is the most generally accepted professional standard for evaluating impacts.

These integrity criteria are generally, if not explicitly, referenced in the CEQA Guidelines, which state: “*an historical resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources [or] that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant.*”

A lead agency is responsible for the identification of “*potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource.*” The most current CEQA guidelines adopted in 1999 clarify what types of measures may constitute mitigation of impacts to less than significant levels, and brings the guidelines into conformance with recent court decisions in this respect. In particular, the guidelines specify a methodology for determining if impacts are mitigated to less than significant levels. These are the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings and the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for

Requirement for CEQA Review

Public Resources Code §21084.1 establishes historic resources as environmental resources and the requirement to evaluate project impacts under CEQA, stating: “*a project that may cause a substantial change in the significance of an historical resource is a project that may have a significant effect on the environment.*” The Public Resources Code broadly defines a threshold for determining if the impacts of a project on an historic property will be significant and adverse. By definition, a substantial adverse change means, “demolition, destruction, relocation, or alterations,” such that the significance of an historical resource would be impaired (PRC §5020.1(6)).



Rehabilitating Historic Buildings (1995), publications of the National Park Service. (PRC §15064.5(b)(3-4))

The purpose of citing the Secretary of the Interior's Guidelines and Standards in this context is twofold. First, the Guidelines and Standards have been developed and refined over a period of several decades, and have become widely accepted as cornerstones of the practice of professional historic preservation in the United States. Secondly, the Guidelines and Standards direct the development of mitigation measures towards the substance of historic preservation, and away from palliative measures, such as the documentation of destroyed historic properties.

2. Federal Regulations: Section 106 of the Historic Preservation Act of 1966

Section 106 of the Historic Preservation Act of 1966 (36 CFR Part 800) requires that federal agencies take into account the effects of their undertakings on historic properties, and to provide the Advisory Council on Historic Preservation with an opportunity to comment on such undertakings when the effects are considered to be adverse. These regulations were last revised on a comprehensive basis in May 1999.

By reference, Section 106 reporting responsibilities also apply to local agencies utilizing federal funds for local projects, such as housing rehabilitation projects conducted with Community Development Block Grant funding. The federal agency undertaking the project is technically responsible for compliance with the Section 106 regulations; however, in practice, the technical steps required to comply are delegated to the local agency expending the federal monies.

The first step in the Section 106 process is the identification and evaluation of historic properties within the Area of Potential Effect (APE). This impact zone is defined in the regulations as "the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist," and will vary depending on the scope of the undertaking and the character of the site and environs. Historic properties are defined for the purposes of Section 106 as properties listed, or eligible for listing, on the National Register of Historic Places, and may include individually eligible buildings, structures, objects, sites, or districts. Agencies are encouraged to consult with local governments, groups and individuals with knowledge and interest in historic properties during the determination of eligibility phase.

The agency is required to consult with the State Historic Preservation Officer (SHPO) on determinations of eligibility, who is granted a limited

period during which the SHPO may state concurrence or non-concurrence with the agency's opinion. Failing any stated view by the SHPO, the SHPO is presumed to agree with the agency. Unresolved disagreements between the SHPO and the agency on the question of eligibility are resolved by a request by the agency to the Keeper of the National Register for a formal determination of eligibility.

If historic properties are found to exist within the APE, the agency must determine if the undertaking will have an effect on the historic properties. An undertaking is seen to have an effect on an historic property, "*when the undertaking may alter, directly or indirectly, the characteristics of a historic property that may qualify the property for inclusion in the National Register.*" [36 CFR 800.5(a)(1)] The agency is required to characterize the undertaking as having either "no effect," an "adverse effect" or "no adverse effect," based on the Criteria for Adverse Effect detailed at 36 CFR 800.5(a)(2). Adverse effects include the physical destruction, damage, or alteration of the historic property, isolation from its historic setting, the introduction of out-of-character visual, audible or atmospheric elements, or the neglect, transfer, sale or lease of the historic property. Federal agencies are once again encouraged to consult with local governments, groups and individuals with knowledge and interest in historic properties during the determination of effects phase. [36 CFR 800.6 (a)]

If an adverse effect occurs, the agency is required to consult with the SHPO in order to develop methods to reduce the harmfulness of the undertaking. The Advisory Council on Historic Preservation must also be notified by the agency of the finding of adverse effect, and should invite the Council's participation in the consultation. This consultation process will sometimes result in a Memorandum of Agreement between the agency and SHPO. Failing agreement between the SHPO and the agency, the regulations provide for the participation of Advisory Council on a request basis.



ACHIEVING THE VISION

From the Arrowhead to the Depot, San Bernardino has a rich and diverse history that we want to celebrate and capitalize upon. Like many other older communities in southern California, virtually all areas within the City now have to address issues arising from the changing characteristics of the community, as the ongoing wave of growth poses a continuous challenge to properly identify and preserve important historical aspects of the City's heritage. Salient among these issues is the preservation of key landmarks and revitalization of San Bernardino's historic era downtown.

Fortunately, these issues are by no means unique to San Bernardino. Since the mid-1960s, precisely for the purpose of meeting such challenges brought about by accelerating growth, both the federal and state authorities have created a number statutes, regulations, and programs to help local communities preserve their historical and cultural heritage. The City of San Bernardino has taken advantage of some of these opportunities, while others remain to be implemented.

The Historical and Archeological Resources Element is responsive to our Vision because it represents our stated desires to:

- ◆ Enjoy the social benefits of historic preservation that come in the form of increased community pride;
- ◆ Realize a recognizable identity for San Bernardino that come from a popular interest in the community's past;
- ◆ Create a rich cultural community in which we will be able experience the City's past;
- ◆ Enhance property values and increase economic and financial benefits in the older parts of our City; and
- ◆ Create a unique environment that attracts investments and visitors through historic preservation, adaptive reuse, and compatible design controls.

GOALS AND POLICIES

Since 1989, we have met several historic preservation goals. Most significantly, we completed a Historic Resources Reconnaissance Survey Report in 1991, which is contained in five volumes and available at the City Hall. Also accomplished were the adoption of the Main Street Overlay District, a Historic Building Demolition Ordinance, the Historic Depot District Concept Improvement Plan, and, by ordinance, the waiver of fees charged for permits issued for repairs, alterations or additions related to the preservation or rehabilitation of a qualified historical property.

However, there are still steps we can take to strengthen our historic preservation efforts: from updating historic surveys, to creating additional incentives for historic preservation, to increasing public awareness about our resources. The following presents the goals and policies for historic and archeological issues in the City of San Bernardino planning area.

Preservation Program

Goal 11.1 Develop a program to protect, preserve, and restore the sites, buildings and districts that have architectural, historical, archaeological, and/or cultural significance.

Policies:

- 11.1.1 Develop a comprehensive historic preservation plan that includes:
- Adoption of a Preservation Ordinance that authorizes the City to designate resources deemed to be of significance as a City Historical landmark or district.
 - Establishment of a Historic Resources Commission that will review and recommend preservation ordinances, design standards, and historical designations of resources.
 - Adoption of the Secretary of Interior Standards for Historic Rehabilitation and the standards and guidelines as prescribed by the State Office of Historic Preservation as design standards for alterations to historic resources.



- Establishment of a design review process for potential development projects in or adjacent to Historic Preservation Overlay Zones. (A-1 and HAR-1, 2, 3, and 4)
- 11.1.2 Maintain and update the Historic Resources Reconnaissance Survey database files of historic, architectural, and cultural resources conducted in 1991, and integrate it into the City's ordinance and environmental review process. Prior to public distribution, Native American tribes should be consulted to address any issues of confidentiality. (A-1)
- 11.1.3 Consider, within the environmental review process, properties that may have become historically significant since completion of the survey in 1991. (LU-1)
- 11.1.4 Compile and maintain an inventory, based on the survey, of the Planning Area's significant historic, architectural and cultural resources. Prior to public distribution, Native American tribes should be consulted to address any issues of confidentiality.
- 11.1.5 Continue to adopt historic district and overlay zone ordinances as described in the Historic Resources Reconnaissance Survey Report. Consider the designation of Historic Districts and Historic Overlay Zones as described in the Historic Resources Reconnaissance Survey Report.
- 11.1.6 Consider the need for a comprehensive survey for Downtown as well as establishing priorities for future intensive-level surveys.
- 11.1.7 Require that all City-owned properties containing or adjacent to historic resources be maintained in a manner that is aesthetically and/or functionally compatible with such resources.
- 11.1.8 Continue to develop design standards for commercial areas, similar to those in the Main Street Overlay District, which promotes the removal of tacked-on facades and inappropriate signage, the restoration of original facades, and designs that complement the historic pattern.

- 11.1.9 Require that an environmental review be conducted on all applications (e.g. grading, building, and demolition) for resources designated or potentially designated as significant in order to ensure that these sites are preserved and protected. (LU-1)

Incentives

Goal 11.2 Provide incentives that can be used to preserve our historic and cultural resources.

Policies:

- 11.2.1 Encourage owners of historic income-producing properties to use the tax benefits provided by the 1981 Tax Revenue Act or as may be amended.
- 11.2.2 Encourage the use of the Historic Building Code in order to provide flexibility in building code requirements for the rehabilitation of historic buildings.
- 11.2.3 Provide for the purchase of facade easements from private property owners; allow private nonprofit preservation groups to purchase facade easements. A historic easement would include any easement, restriction, covenant or condition running with the land designed to preserve or maintain the significant features of such landmarks or buildings.
- 11.2.4 Adopt the Mills Act program to allow for a reduction in property taxes for historic properties.

Examples of Incentives (See Appendix 13 for more options and greater detail)

- **State Historic Building Code:** an alternative building code for the preservation of historic buildings.
- **Federal Rehabilitation Tax Credits:** tax credits for the rehabilitation of certified historic structures.
- **Property Tax Reductions:** allows a reduction in property taxes on historic properties.
- **Preservation grants:** grants for the rehabilitation of historic buildings.
- **California Heritage Fund:** supports a wide range of historic preservation activities through competitive grants.
- **Marks Historical Rehabilitation Act:** allows the City to issue tax-exempt revenue bonds for historical rehabilitation.
- **Transfer of Development Rights:** permits greater densities when historic resources are provided or preserved with the development.
- **Community Development Block Grants:** grants for facade rehabilitation and historic preservation projects.



Community Involvement

Goal 11.3 Promote community appreciation for our history and cultural resources.

Policies:

- 11.3.1 Promote the formation and maintenance of neighborhood organizations and foster neighborhood conservation programs, giving special attention to transitional areas.
- 11.3.2 Develop brochures to accommodate pedestrian and vehicular tours of historic buildings, landmarks, neighborhoods and other points of historical interest in the San Bernardino area.
- 11.3.3 Cooperate with local historic preservation organizations doing preservation work and serve as liaison for such groups.
- 11.3.4 Encourage the involvement of San Bernardino City Unified School District, private schools, adult education classes, California State University at San Bernardino, the San Bernardino County Museum, San Bernardino Valley College in preservation programs and activities.

Historic Protection

Goal 11.4 Protect and enhance our historic and cultural resources.

Policies:

- 11.4.1 Encourage the preservation, maintenance, enhancement, and reuse of existing buildings in redevelopment and commercial areas; the retention and renovation of existing residential buildings; and the relocation of existing residential buildings when retention on-site is deemed not to be feasible.

- 11.4.2 Consider creating a program to relocate reusable older buildings from or into redevelopment projects as a means of historic preservation.
- 11.4.3 Utilize the Redevelopment Agency as a vehicle for preservation activity. The Agency is currently empowered to acquire, hold, restore, and resell buildings.

Archaeological Resources

Goal 11.5 Protect and enhance our archaeological resources.

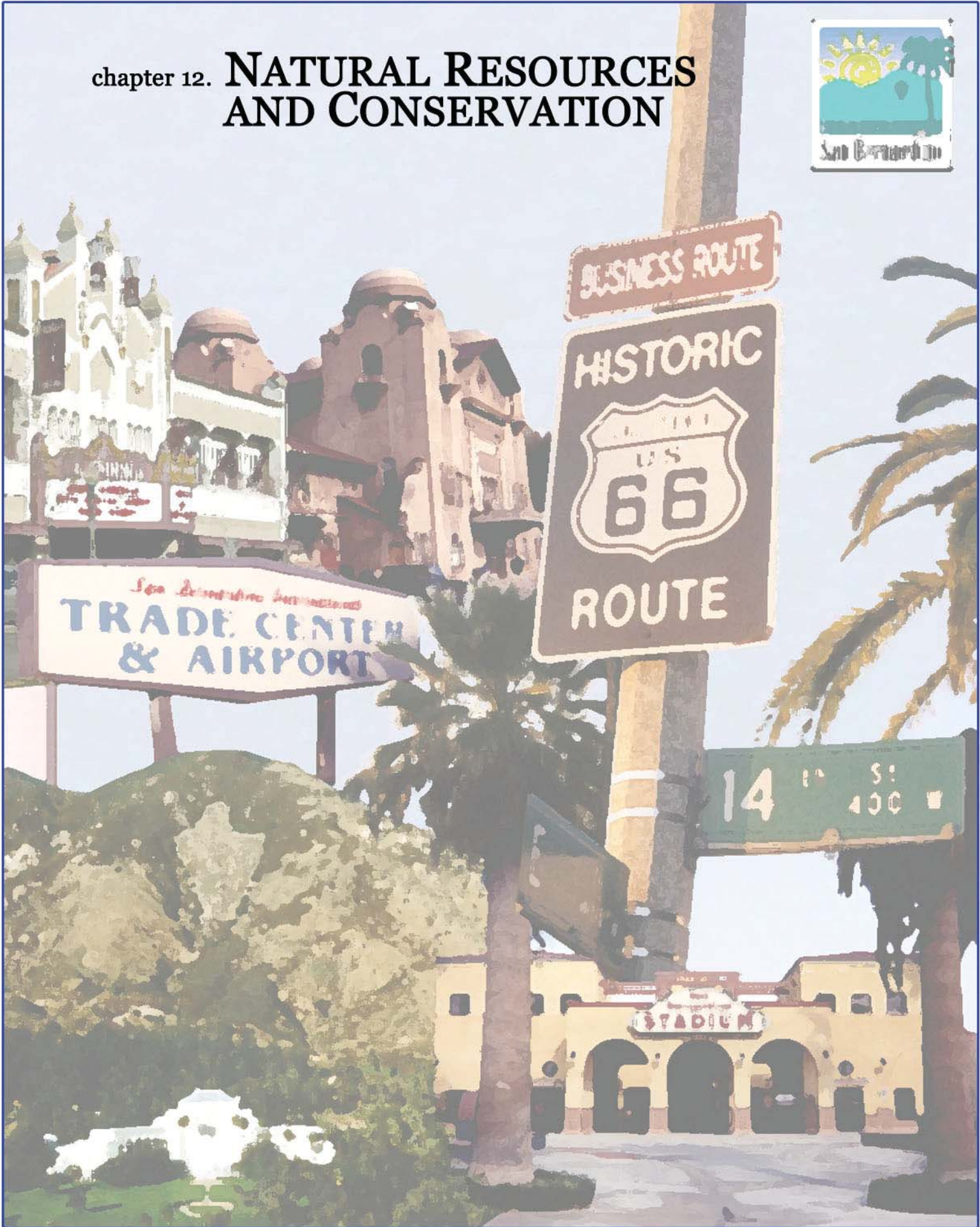
Policies:

- 11.5.1 Complete an inventory of areas of archaeological sensitivity in the planning area. Prior to public distribution, Native American tribes should be consulted to address any issues of confidentiality.
- 11.5.2 Develop mitigation measures for projects located in archaeologically sensitive areas to protect such locations, remove artifacts, and retain them for educational display. Native American tribes should be consulted to determine the disposition of any Native American artifacts discovered.
- 11.5.3 Seek to educate the general public about San Bernardino's archaeological heritage through written brochures, maps, and reference materials.



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chapter 12. **NATURAL RESOURCES
AND CONSERVATION**



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Chapter 12. Natural Resources and Conservation

INTRODUCTION

San Bernardino values the preservation of natural resources, wildlife habitat, and air quality. Our scenic resources and wildlife habitat areas provide recreational and ecological benefits, as well as a source of aesthetic enjoyment. San Bernardino strives to ensure that demands on natural resources made today do not compromise the needs of tomorrow. These resources are important to us, and through the strategies and policies outlined in this Element, we will work to preserve and protect our existing resources and to capture new resources as they become available. With assistance from interested organizations, creative solutions will be discovered and implemented to preserve sensitive habitat areas.

Purpose

The Goals and Policies in this element are intended to maintain, improve, or preserve the quality and supply of the City's natural resources. This Element addresses the following topics:

- ◆ Biological Resources,
- ◆ Natural Features,
- ◆ Mineral Resources, and
- ◆ Air Quality.



Relationship to Other Elements

The Natural Resources and Conservation Element is linked to two other General Plan Elements: Circulation and Land Use. Air quality can be significantly impacted by the emissions of automobiles. The Circulation Element strives to outline effective and efficient circulation routes and alternative transportation opportunities that can help reduce the impacts vehicles create on San Bernardino's air quality. The Land Use Element designates land uses within the City, and will explore the compatibility of proposed land uses with the mineral extraction uses and biological resources identified in this chapter.

ACHIEVING THE VISION

The City's vision recognizes that the distinctive nature of San Bernardino is created not only by its people and developments, but also by the breadth of its natural features. As San Bernardino continues to develop, pressure to convert or encroach into natural resources will increase. It will be vital for us to remember that the preservation of these natural resources will enhance the social, physical, environmental, and economic quality of life for residents, thus reinforcing the City's vision to "Celebrate the past, value the present, and create opportunities for the future."

The natural resources element is responsive to the vision because it strives to:

- ◆ Minimize impacts to biological resources and natural features from new development;
- ◆ Utilize mineral resources efficiently; and
- ◆ Enhance quality of life by reducing harmful emissions and maintaining air quality.

GOALS AND POLICIES

Following are the goals and policies related to the natural resources of San Bernardino:

Biological Resources

A great variety of sensitive biological elements are known to exist or potentially occur within our City. Many of these sensitive elements are closely associated with the aquatic and woodland communities of the San Bernardino Mountains and the Santa Ana River and its tributaries. However, it should be noted that sensitive elements might occur in virtually any of the remaining non-urban habitats within the City. Since there are areas of the City that contain significant plant and wildlife species, the City will need to balance the preservation of sensitive habitats with the need for new development.

Much of the valley and upland areas has undergone extensive disturbance by agricultural and urban land uses, and therefore, supports a decreased diversity of plant and animal life. Upland areas which remain undisturbed or which have not been disturbed for some time support inland coastal sagebrush scrub vegetation and a variety of wildlife. This diversity is somewhat lessened in areas that are small and fragmented; however, adjacent “urban woodlands” and windrows tend to augment this diversity.

Alluvial fans and floodplains of the valley floor support distinctive scrub vegetation containing an assortment of shrubs characteristic of both coastal sagebrush and chaparral communities. Such areas are high quality habitat for a variety of wildlife and support the only known occurrences of two plant species that have recently been declared federally endangered: the Santa Ana River Woolly Star and the Slender-horned spine flower.

Above the valley floor and uplands are deep canyons that support riparian and oak woodland habitats. Woodlands provide a high quality habitat for a diverse assemblage of wildlife species. Large mammals such as coyote, bobcat, deer, and occasionally mountain lion and bear descend from the mountains along these canyon corridors.

The canyons and mountain slopes along the northern edge of our City support mainly chaparral and woodland vegetation whose relatively undisturbed nature, together with their contiguity with similar large areas of the San Bernardino National Forest, enhances the viability of these mountain areas as wildlife habitat.



Goal 12.1 Conserve and enhance San Bernardino’s biological resources.

Policies:

- 12.1.1 Acquire and maintain current information regarding the status and location of sensitive biological elements (species and natural communities) within the planning area, as shown on Figure NRC-1. (NR-3)
- 12.1.2 Site and develop land uses in a manner that is sensitive to the unique characteristics of and that minimizes the impacts upon sensitive biological resources. (LU-1)
- 12.1.3 Require that all proposed land uses in the “Biological Resource Management Area” (BRM), Figure NRC-2, be subject to review by the Environmental Review Committee (ERC).
- 12.1.4 Require that development in the BRM:
- a. Submit a report prepared by a qualified professional(s) that addresses the proposed project’s impact on sensitive species and habitat, especially those that are identified in State and Federal conservation programs;
 - b. Identify mitigation measures necessary to eliminate significant adverse impacts to sensitive biological resources;
 - c. Define a program for monitoring, evaluating the effectiveness of, and ensuring the adequacy of the specified mitigation measures; and
 - d. Discuss restoration of significant habitats.

Goal 12.2 Protect riparian corridors to provide habitat for fish and wildlife.

Policies:

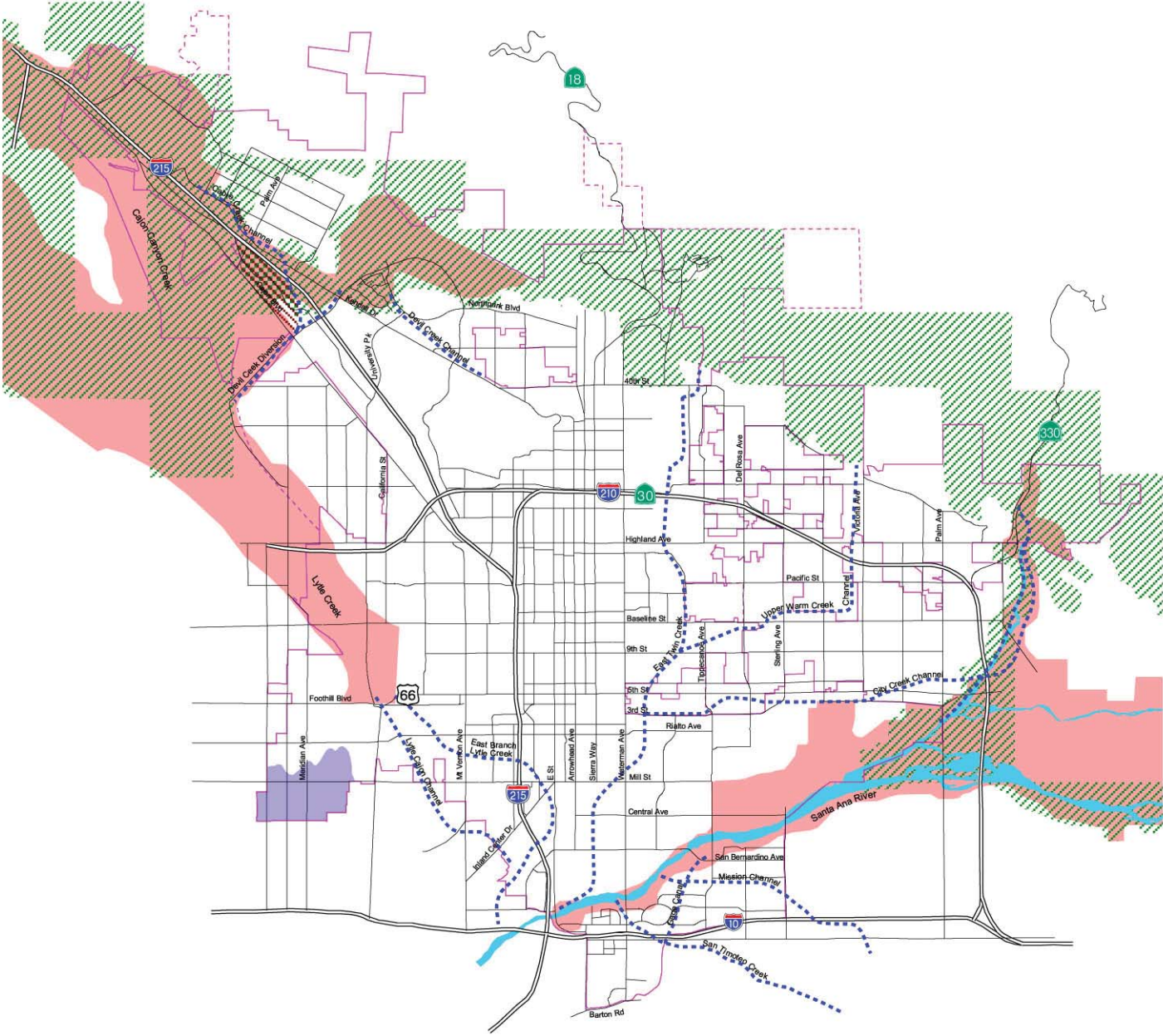
- 12.2.1 Prohibit development and grading within fifty (50) feet of riparian corridors, as identified by a qualified biologist, unless no feasible alternative exists. (LU-1)

- 12.2.2 Generally permit the following uses within riparian corridors:
- a. Education and research, excluding buildings and other structures;
 - b. Passive (non mechanized) recreation;
 - c. Trails and scenic overlooks on public land(s);
 - d. Fish and wildlife management activities;
 - e. Necessary water supply projects;
 - f. Resource consumptive uses as provided for in the Fish and Game Code and Title 14 of the California Administrative Code;
 - g. Flood control projects where no other methods are available to protect the public safety;
 - h. Bridges and pipelines when supports are not in significant conflict with corridor resources. (LU-1)
- 12.2.3 Pursue voluntary open space or conservation easements to protect sensitive species or their habitats. (NR-1)
- 12.2.4 Development adjacent to riparian corridors shall:
- a. Minimize removal of vegetation;
 - b. Minimize erosion, sedimentation, and runoff by appropriate protection or vegetation and landscape;
 - c. Provide for sufficient passage of native and anadromous fish as specified by the California Department of Fish and Game;
 - d. Minimize wastewater discharges and entrapment;
 - e. Prevent groundwater depletion or substantial interference with surface and subsurface flows; and provide for natural vegetation buffers.
- 12.2.5 Permit modification of the boundaries of the designated riparian corridors based on field research and aerial interpretation data as part of biological surveys.



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Potential Habitat for Sensitive Wildlife



- San Bernardino Kangaroo Rat Critical Habitat
- Coastal California Gnatcatcher Critical Habitat
- Cajon Conservation Bank (Cal Mat)
- Delhi Sands Flower-loving Fly Colton Recovery Unit
- Creeks and Channels
- City Boundary
- Sphere of Influence Boundary

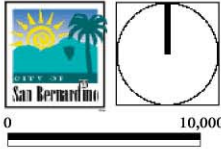
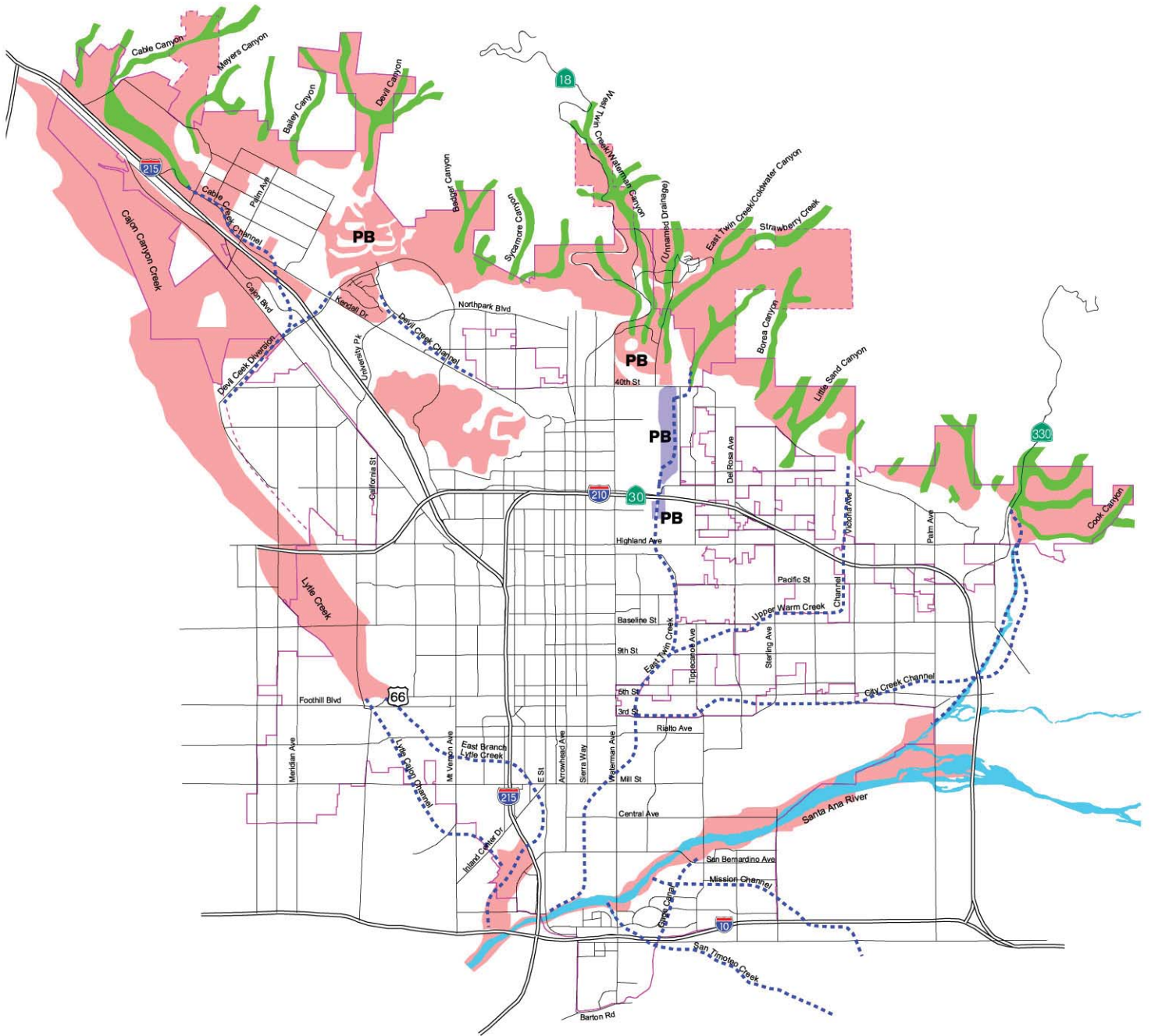


Figure NRC-1

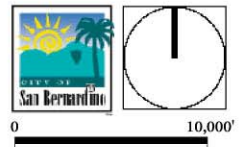


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Biological Resource Areas



- Biological Resource Areas
- Riparian Corridor
- PB
- Creeks and Channels
- City Boundary
- Sphere of Influence Boundary





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Goal 12.3 Establish open space corridors between and to protected wildlands.

Policies:

- 12.3.1 Identify areas and formulate recommendations for the acquisition of property, including funding, to establish a permanent corridor contiguous to the National Forest via Cable Creek and/or Devil Canyon. The City shall consult with various federal, state and local agencies and City departments prior to the adoption of any open space corridor plan.
- 12.3.2 Seek to acquire real property rights of open space corridor parcels identified as being suitable for acquisition. (NR-1)
- 12.3.3 Establish the following habitat types as high-priority for acquisition as funds are available:
- a. Habitat of endangered species;
 - b. Alluvial scrub vegetation;
 - c. Riparian vegetation dominated by willow, alder, sycamore, or native oaks; and
 - d. Native walnut woodlands.
- 12.3.4 Preserve and enhance the natural characteristics of the Santa Ana River, City Creek, and Cajon Creek as habitat areas.
- 12.3.5 Prevent further loss of existing stands of Santa Ana River Woolly-star (*Eriastrum densifolium sanctorum*) and Slender-horned Centrostegia (*Centrostegia leptoceras*).



Mineral Extraction

The California legislature has declared "*the extraction of minerals is essential to the economic well being of the state and to the needs of society...*" The reenacted law mandated counties to incorporate appropriate mineral resource management policies into their general plans within one year upon receipt of data from the State Geologist.

State geological survey geologists are often called to testify by counties in permit hearings for aggregate mining. Most decisions where state geologists give testimony have been decided in favor of aggregate resource protection. The resource classification program allows decisions to be made based on long term local resource needs rather than emotionally based short-term thinking.

Mineral Resources

As California’s population continues to expand, the demand for minerals – especially building construction such as aggregate – will similarly grow. In the San Bernardino City area, the bulk of the construction aggregate is found in the natural sand and gravel deposits of Cajon Wash, Lytle Creek, Warm Creek, City Creek, and the Santa Ana River.

Policies in this section seek to conserve areas identified as containing significant mineral deposits for potential future use, while promoting the reasonable, safe, and orderly operation of mining and extraction activities where environmental, aesthetic, and adjacent land use compatibility impacts can be adequately mitigated.

Mineral deposits are important to many industries, including construction, transportation, and chemical processing. The value of mineral deposits is enhanced by their close proximity to urban areas. However, these mineral deposits are endangered by the same urbanization that enhances their value. The non-renewable characteristic of mineral deposits necessitates careful and efficient development to prevent the unnecessary waste of these deposits due to careless exploitation and uncontrolled urbanization. Management of these mineral resources will protect not only future development of mineral deposit areas, but will also guide the exploitation of mineral deposits so that adverse impacts caused by mineral extraction will be reduced or eliminated.

Mineral extraction is an important component of San Bernardino’s economy. In 1975, the State legislature adopted the Surface Mining and Reclamation Act (SMARA). This designated Mineral Resources Zones that were of State-wide or regional importance. Classification of land within California takes place according to a priority list established by the State Mining and Geology Board (SMGB). The classifications used by the state to define MRZs are as follows:

- ◆ **MRZ-1:** Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.
- ◆ **MRZ-2:** Areas where the available geologic information indicates that there are significant mineral deposits or that there is a likelihood of significant mineral deposits.

- ◆ **MRZ-3a:** Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.
- ◆ **MRZ-4:** Areas where there is not enough information available to determine the presence or absence of mineral deposits.

The MRZs are recognized within the Industrial Extractive (IE) land use designation, which is a refinement of and more limited in area than those depicted on Figure NRC-3.

Several areas within the San Bernardino region have been classified as Mineral Resource Zone 2 (MRZ-2). MRZ-2 areas indicate the existence of a construction aggregate deposit that meets certain State criteria for value and marketability based solely on geologic factors. By statute, the Board does not utilize “existing land uses” as criteria in its classification of Mineral Resource Zones. This may often result in the classification of MRZs that are already developed in a variety of uses and intensities, rendering these areas unsuitable for mineral production. These Mineral Resource areas are mapped in Figure NRC-3.

Goal 12.4 Properly manage designated areas for mineral extraction to meet the needs of the area.

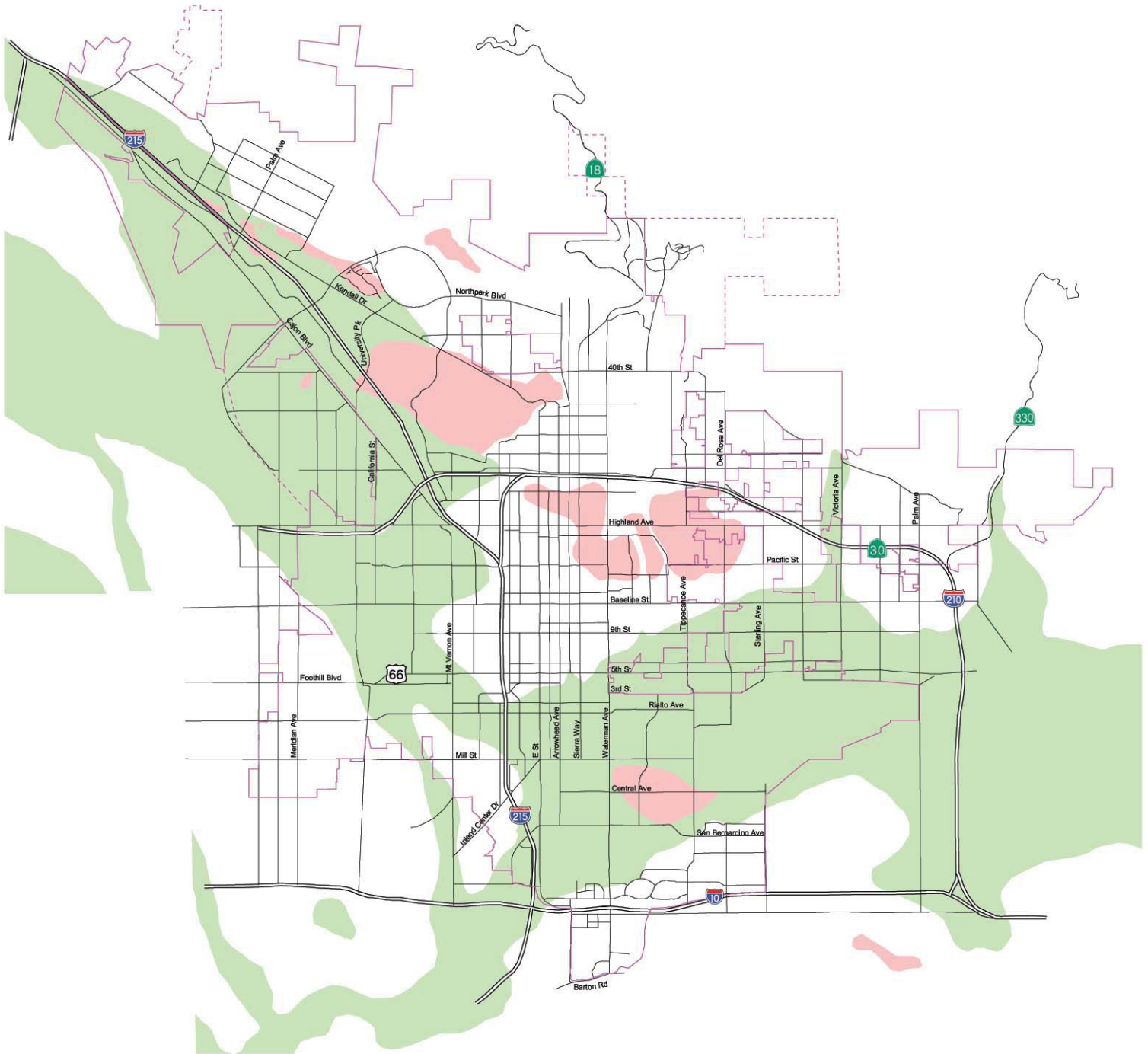
Policies:

- 12.4.1 Continue to document current extraction sites, including sand and gravel quarries, including the status and duration of existing permits and approvals.
- 12.4.2 Impose conditions and enforce mitigation measures on mining operations to reduce dust, noise, and safety hazards associated with removal of construction aggregate and minimize impacts on adjacent properties and environmental resources.
- 12.4.3 Determine and designate approved access routes to and from mineral resource sectors to minimize the impacts to vehicular circulation on City streets.
- 12.4.4 Require that any applications to permit uses other than mineral extraction or the interim uses defined in areas designated IE, Industrial Extractive, include findings to be prepared by the project proponent outlining the reasons why mining is not a feasible use and how the deletion of the area as a potential mineral resource supply impacts the regional supply of aggregate resources.



- 12.4.5 Require that the operation and reclamation of surface mines be consistent with the State Surface Mining and Reclamation Act (SMARA) and the Development Code.
- 12.4.6 Designate post aggregate extraction reclamation procedures to mitigate potential environmental impacts and safety hazards. Long-term monitoring of the effectiveness of the reclamation procedures should be considered as an integral part of the program.
- 12.4.7 Restrict incompatible land uses within the impact area of existing or potential surface mining areas.
- 12.4.8 Require that new, non-mining land uses adjacent to existing mining operations be designed to provide a buffer between the new development and the mining operations. The buffer distance shall be based on an evaluation of noise, aesthetics, drainage, operating conditions, biological resources, topography, lighting, traffic, operating hours, and air quality. (LU-1)

Mineral Resource Zones



- MRZ-1
- MRZ-2
- City Boundary
- Sphere Boundary

Note: MRZs reflected and refined in the Industrial Extractive (IE) designation.





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Air Quality

The quality of air that we breathe directly affects our health, environment, and quality of life. Air pollutants can cause mild to severe health effects and respiratory illnesses. Just as people are affected by air pollution, so too are plants and animals. For instance, plants and trees may absorb air pollutants that can stunt or kill them. Pollutants may also lower visibility and cause property damage, discolor painted surfaces, eat away at stones used in buildings, and dissolve mortar that holds brick structures together.

Our air quality is largely dependent upon climatic conditions. The distinctive climate of the basin is determined by its terrain, latitude, and coastal location. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes. This mild climatic pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The airshed is a scarce, non-renewable resource that has become so polluted in southern California that its conservation is of critical concern. Though the City of San Bernardino is a small part of the total South Coast Air Basin and cannot mitigate the regional problem alone, it can take actions to incrementally reduce its share of emissions and protect its residents.

Pollutant Sources and Types

Pollutants are emitted into the air from stationary and mobile sources.

1. Stationary Sources

Stationary sources can be divided into two major subcategories: point sources and area sources. Point sources consist of one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial processing plants. Area sources produce many small emissions (e.g., residential water heaters, architectural coatings), which are distributed across the region.

2. Mobile Sources

Mobile sources are divided into two subcategories: on-road and off-road sources. On-road sources are a combination of emissions from automobiles, trucks, and indirect sources. Indirect sources are uses that indirectly cause the generation of air pollutants by attracting vehicle trips



or consuming energy (e.g. office complex or commercial center), or are actions proposed by local governments, such as redevelopment districts and private projects involving the development of either large buildings or tracts. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

3. Pollutant Types

Federal and State law regulates the air pollutants emitted into the ambient air by stationary and mobile sources. These regulated air pollutants are known as “criteria air pollutants.” Primary criteria air pollutants are those that are emitted directly from sources. Carbon monoxide (CO); reactive organic gases (ROG); nitrogen oxides (NO_x); sulfur dioxide (SO₂); and most fine particulate matter (PM₁₀, PM_{2.5}), including lead (Pb) and fugitive dust; are primary criteria air pollutants. Secondary criteria air pollutants are those pollutants formed by chemical and photochemical reactions in the atmosphere. Ozone (O₃) and nitrogen dioxide (NO₂) are the principal secondary pollutants. Primary pollutants’ concentrations decrease as they dissipate, but secondary pollutants reach maximum concentrations at a distance downwind from the original source.

California Clean Air Act Requirements

A series of governing bodies monitor air quality as well as enforce and develop policies and standards for the improvement of air quality. The Clean Air Act of 1990 is a federal law that is enforced by the Environmental Protection Agency (EPA). Though the EPA is a part of the federal government, much of the permitting and enforcement for emissions is done at the state and regional level.

In California, regional boards called Air Quality Management Districts have Air Quality Management Plans (AQMPs) that are updated every three years. The City of San Bernardino falls within the South Coast Air Basin (SCAB or Basin), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality conditions in the SCAB are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

In general, the net input of pollutants into the South Coast Air Basin atmosphere from mobile and stationary sources is much the same every day of the year, however, air quality levels in this area are below State and Federal air quality standards. New development is contributing to existing air pollution levels while localized concentrations of pollutants (i.e.,

carbon monoxide) affect sensitive air quality receptors such as schools, hospitals, and residential areas.

In 1990, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA requires regional emissions to be reduced by 5% per year, averaged over a 3-year period, until attainment can be demonstrated. Each region that did not meet a national or state air quality standard was required to prepare a plan that demonstrated how the 5% reductions were to be achieved. In response, the SCAQMD revised their air quality plans to meet CCAA requirements.

The 1997 AQMP was designed to meet both federal and state air quality planning guidelines. Strategies for controlling air pollutant emissions in the AQMP are grouped into three “tiers,” based on their anticipated timing for implementation. Tier 1 consists of the implementation of best available current technology and management practices that can be adopted within five years. Tier II is based on anticipated advancement in current technology and vigorous regulatory action, while Tier III controls consist of implementation measures which first require the development of new technologies.

The SCAQMD Governing Board adopted the 2003 AQMP in August, 2003. The 2003 AQMP updates the attainment demonstration for the federal standards for ozone and particulate matter (PM₁₀); replaces the 1997 attainment demonstration for the federal carbon monoxide (CO) standard and provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the federal nitrogen dioxide (NO₂) standard that the South Coast Air Basin (Basin) has met since 1992.

This revision to the AQMP also addresses several state and federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone SIP for the South Coast Air Basin for the attainment of the federal ozone air quality standard. However, this revision points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/99 Plan) from all sources, specifically those under the jurisdiction of the California Air Resources Board and the U.S. Environmental Protection Agency which account for approximately 80 percent of the ozone precursor emissions in the Basin.

It should be noted that air pollutants are not limited to jurisdictional boundaries. Local land use patterns, emission sources, and airflow



patterns throughout Southern California contribute to the air quality of San Bernardino. While the City can enact policies that limit emissions within its boundaries, it is necessary to support efforts to decrease region-wide pollution emissions as surrounding jurisdictions significantly impact the County's air quality. The following policies are designed to establish a regional basis for improving air quality.

Goal 12.5 Promote air quality that is compatible with the health, well being, and enjoyment of life.

Policies:

- 12.5.1 Reduce the emission of pollutants including carbon monoxide, oxides of nitrogen, photochemical smog, and sulfate in accordance with South Coast Air Quality Management District (SCAQMD) standards.
- 12.5.2 Prohibit the development of land uses (e.g. heavy manufacturing) that will contribute significantly to air quality degradation, unless sufficient mitigation measures are undertaken according SCAQMD standards.
- 12.5.3 Require dust abatement measures during grading and construction operations. (LU-1)
- 12.5.4 Evaluate the air emissions of industrial land uses to ensure that they will not impact adjacent uses.
- 12.5.5 Purchase City vehicles that use energy efficient fuel and minimize air pollution. (NR-2)

Goal 12.6 Reduce the amount of vehicular emissions in San Bernardino.

Policies:

- 12.6.1 Promote a pattern of land uses which locates residential uses in close proximity to employment and commercial services and provides, to the fullest extent possible, local job opportunities and commercial service to minimize vehicular travel and associated air emissions.
- 12.6.2 Disperse urban service centers (libraries, post offices, social services, etc.) throughout the City to minimize

vehicle miles traveled and the concomitant dispersion of air pollutants.

- 12.6.3 Install streetscape improvements and other amenities to encourage pedestrian activity in key City areas and reduce vehicular travel and associated air emissions.
- 12.6.4 Facilitate the development of centralized parking lots and structures in commercial districts to promote walking between individual businesses in lieu of the use of automobiles. (LU-1)
- 12.6.5 Require qualifying development to implement or participate in transportation demand management programs, which provide incentives for car pooling, van pools, and the use of public transit and employ other trip reduction techniques (consistent with the Circulation Element and South Coast Air Quality Management Plan).
- 12.6.6 Continue to cooperate with Omnitrans and the Rapid Transit District to expand as necessary the comprehensive mass transit system for the City to reduce vehicular travel.
- 12.6.7 Promote the use of public transit and alternative travel modes to reduce air emissions.

Goal 12.7 Participate in regional initiatives and programs to improve the South Coast Basin's air quality.

- 12.7.1 Cooperate with the South Coast Air Quality Management District and incorporate pertinent local implementation provisions of the Air Quality Management Plan.
- 12.7.2 Work with the South Coast Air Quality Management District to establish controls and monitor uses in the City that could add to the air basin's degradation (e.g. auto repair, manufacturers).
- 12.7.3 Coordinate with SCAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.
- 12.7.4 Work with the other cities in the South Coast Air Basin to implement regional mechanisms to reduce air emissions and improve air quality.



Examples of the hillsides that characterize much of San Bernardino. Notice the interface of urban and natural in each picture.

- 12.7.5 Support legislation that promotes cleaner industry, clean fuel vehicles, and more efficient burning engines and fuels.
- 12.7.6 Encourage, publicly recognize, and reward innovative approaches to improve air quality.
- 12.7.7 Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that actively reduce airborne pollutants.

Natural Features

Visual resources, such as the hills that establish the dramatic visual backdrop to the City, should be thoughtfully integrated into the ever-developing urban fabric, with particular focus on preserving significant ridgelines and other unique formations to ensure that future generations may enjoy the City’s distinctive vistas. Areas that could benefit from sensitive treatment of the land include: Kendall Hills, San Bernardino Mountains, the hillsides adjacent to Arrowhead Springs, Lytle Creek Wash, East Twin Creeks Wash, the Santa Ana River, Badger Canyon, Bailey Canyon, and Waterman Canyon.

Goal 12.8 Preserve natural features that are characteristic of San Bernardino’s image.

- 12.8.1 Carefully review new projects on properties that:
 - a. Contain sloping topography,
 - b. Provide limited abilities to provide infrastructure to new development based upon severely sloping terrain;
 - c. Provide natural vistas and views enjoyed by the community; or
 - d. Serve as landmark features within the City. (LU-1)
- 12.8.2 Condition and modify plans to preserve the City’s natural features to the greatest extent possible. (LU-1)
- 12.8.3 Review grading, access, and site plans for new projects to ensure that they are sensitively designed to minimize impacts to the City’s natural features. (LU-1)

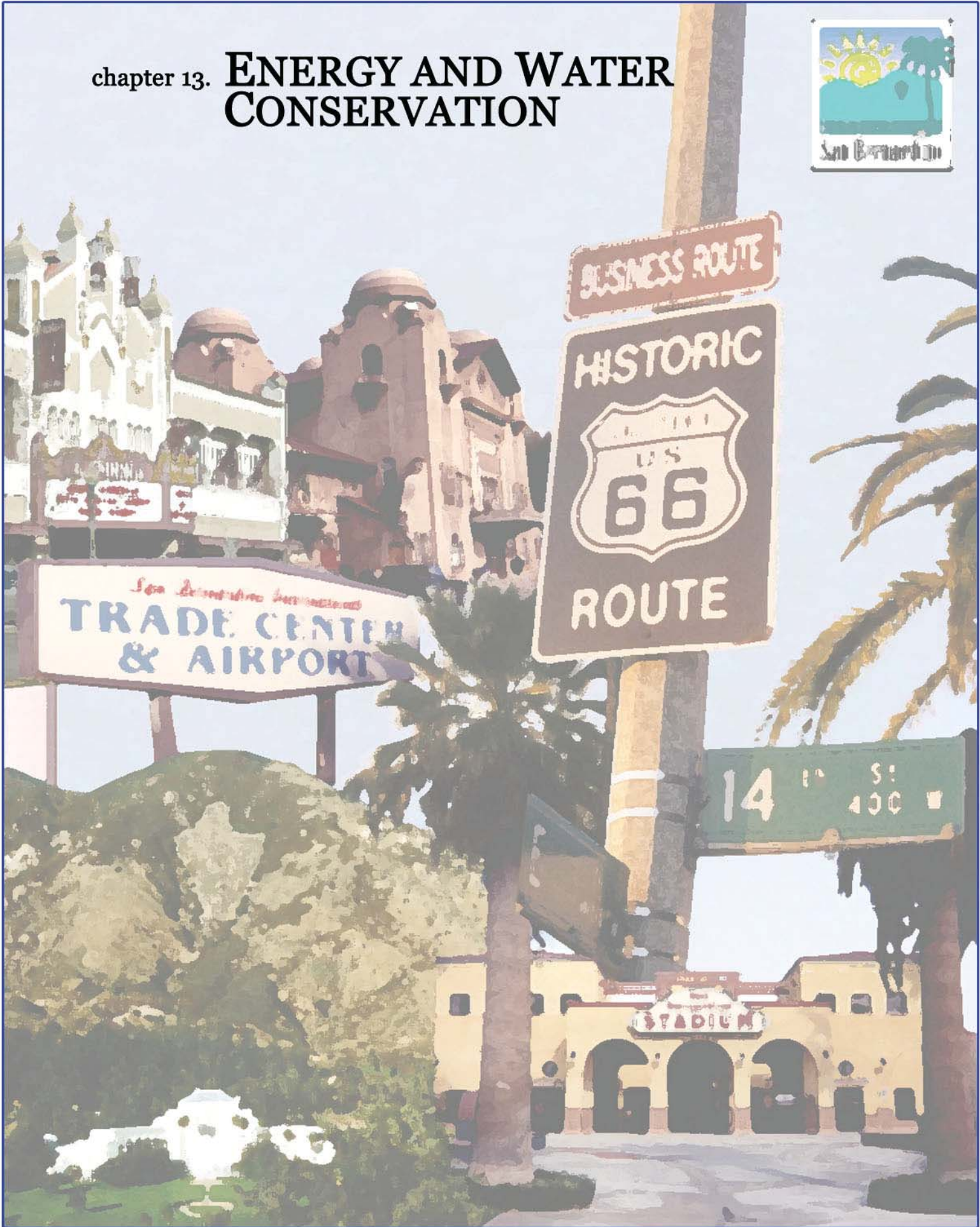
12.8.4 Explore the designation of open space easements to preserve valuable natural features in the City.



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chapter 13.

ENERGY AND WATER CONSERVATION



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Chapter 13. Energy and Water Conservation

INTRODUCTION

San Bernardino imports almost all of its energy resources (natural gas, oil, and electricity) but is blessed by renewable geothermal and water resources. Despite the renewable resources, San Bernardino, like so much of America, is largely dependant on non-renewable energy sources, which result in reliance on unpredictable supplies that are outside of the City's control. In addition, our abundant water supply can be affected by variable periods of rain and drought as well as the demands of the rest of Southern California. Efficient use of these resources can reduce costs, help improve regional conditions, and be an economic benefit to San Bernardino.

Purpose

The Energy and Water Conservation Element provides policy guidance that addresses the efficient use and conservation of our valuable energy and water resources.

Relationship to Other Elements

The Energy and Water Conservation Element is closely linked with the Land Use, Natural Resources, Public Facility, and Utility Elements. Together, these Elements provide direction for the responsible and efficient use of our resources.

ACHIEVING THE VISION

Our continued and future activities are dependent on conservation of existing and development of new water and energy resources. Urban patterns that reduce the reliance upon the automobile, efficient distribution systems, reduced reliance on non-renewable energy resources,



conservation of the resources we currently use, and structural designs that reduce energy use are essential as conservation techniques. More directly, conserving water and energy also reduces costs and saves money.

If used efficiently and developed appropriately, our local resources, such as geothermal, solar, reclaimed water, and water, can be used as commodities to help improve our overall standard of living.

The Energy and Water Conservation Element is responsive to our Vision because it represents our desires to:

- ◆ Create additional water storage facilities to meet the demands of additional growth and accommodate economic development;
- ◆ Capitalize on our water and reclaimed water resources;
- ◆ Be responsible stewards of our energy and water resources; and
- ◆ Discover and implement conservation of our water and energy resources.

GOALS AND POLICIES

The following presents the goals and policies for energy and water conservation related issues in the City of San Bernardino planning area.

Energy Conservation

Most traditional energy resources consumed by San Bernardino are imported. There are no local wells producing oil or natural gas, coal deposits, refineries and processing facilities, or electrical generating stations within the City of San Bernardino planning area. Our natural gas is imported by the Southern California Gas Company and our electrical energy is provided by the Southern California Edison Company. Energy conservation of these non-renewable resources is a comprehensive process, involving efficient use of appliances, new technologies, building design and construction.

Due to its location near several earthquake faults, San Bernardino is fortunate to have access to geothermal wells and springs. This renewable source of energy is currently utilized for space heating in over 35 businesses and offices, including the Civic Center and National Orange Show. The City of San Bernardino Municipal Water Department (SBMWD) operates two geothermal production wells and a distribution system that serves the central portion of the City. Additional discussion and policies are found in the Utilities Element.

Energy efficient building practices and standards are a relatively recent phenomenon, but are becoming widespread nationally. Energy efficient buildings can not only save users on utility bills, but also satisfy several community goals at once by improving air quality and water conservation, and reducing urban runoff and solid waste reduction. The City is committed to reducing its consumption of energy by 10% and encourages local businesses to join in this effort.

Goal 13.1 Conserve scarce energy resources.

Policies:

- 13.1.1 Reduce the City’s ongoing electricity use by 10 percent and set an example for residents and businesses to follow.

Energy Efficiency

Excerpt from "Energy-saving drive gains power" by Lee Hanson. The Business Press June 14, 2004

“According to the Department of Energy, the portion of America’s \$440 billion annual energy bill spent on heating, cooling, and lighting could be cut by 80 percent if off-the-shelf resource-saving products replaced existing stock in buildings. Further gains would come with top-to-bottom design of buildings for energy-efficiency.

To promote such high-performance construction and operation, an organization called the U.S. Green Building Council has developed a rating system called "Leadership in Energy and Environmental Design" (LEED). LEED applies a rigorous 69-point protocol to assess buildings in six areas: siting; water use; energy and atmosphere; materials and resources; indoor environmental quality; and design innovation.

Buildings are ranked in one of four categories reflecting greater efficiency: Certified (26 - 32 points); Silver (33 - 38 points); Gold (39 - 51 points); and Platinum (52+ points). Standards for the lowest LEED rating don't too greatly exceed what's required by California's current building code. But efficiency gains from higher LEED ratings can range from 18 to 40 percent over conventional buildings.

Studies show that upfront costs of energy-efficient features to make LEED-Silver are around two percent of construction costs. For Platinum it's below seven percent. Thus, at the Silver level, \$100,000 spent on energy-efficient features in a \$5 million office building could mean \$1 million in current dollars in energy savings over the building's lifespan.



- 13.1.2 Ensure the incorporation of energy conservation features in the design of all new construction and site development in accordance with State Law. (LU-1)
- 13.1.3 Consider enrollment in the Community Energy Efficiency Program (CEEP), which provides incentives for builders who attain energy savings 30 percent above the National Model Energy Code, the Energy Star Program, which is sponsored by the United States Department of Energy and the Environmental Protection Agency and encourages superior energy efficiency by residents and businesses, or the State's Energy Efficiency and Demand Reduction Program, which offer rebates and incentives to agencies and developers who reduce energy consumption and use energy efficient fixtures and energy-saving design elements. (EWC-1)
- 13.1.4 Require energy audits of existing public structures and encourage audits of private structures, identifying levels of existing energy use and potential conservation measures. (EWC-3)
- 13.1.5 Encourage energy-efficient retrofitting of existing buildings throughout the City. (EWC-1)
- 13.1.6 Consider program that awards incentives to projects that install energy conservation measures, including technical assistance and possible low-interest loans. (EWC-1)
- 13.1.7 Ensure that new development consider the ability of adjacent properties to utilize energy conservation design. (LU-1 and EWC-1)
- 13.1.8 Educate the public regarding the need for energy conservation, environmental stewardship, and sustainability techniques and about systems and standards that are currently available for achieving greater energy and resource efficiency, such as the U.S. Green Building Council's "Leadership in Energy and Environmental Design" (LEED) standards for buildings.
- 13.1.9 Encourage increased use of passive and active solar and wind design in existing and new development (e.g., orienting buildings to maximize exposure to cooling effects of prevailing winds, daylighting design, natural ventilation,

space planning, thermal massing and locating landscaping and landscape structures to shade buildings). (LU-1)

- 13.1.10 Consider adopting an ordinance relating to energy conservation, environmental stewardship, and sustainability for new development that incorporates the LEED standards. (A-1)

Water Conservation

San Bernardino gets 100% of its water from an underground aquifer called the Bunker Hill Basin. The aquifer is filled from rain and snows that filter down through our local mountains. 60 wells, some of which reach as far as 1,200 feet deep, tap into the aquifer and 551 miles of water mains deliver it to more than 40,000 service connections.

Unfortunately, we need to do more to prevent leaks, reduce waste, and use the resources we have more efficiently. We waste a lot of water in our daily lives. For instance, use of our toilets account for almost 30% of our home water use; laundry accounts for roughly 22% of our home water use; and showers account for 20% of our home water use. Simple measures can be taken to reduce the amount of water that is wasted during these activities.

Fortunately, San Bernardino has a head start in water conservation through a reclamation program. The Water Department's Water Reclamation Plant and Rapid Infiltration and Extraction Facility reclaims 30,000 million gallons of water each day that are used for landscaping, commercial, and agricultural purposes. In this manner, our reclaimed water acts as a commodity that is used to our economic benefit.

It is also important that we control discharges into our waterways to protect our water quality and the integrity of our groundwater. As detailed in the Utilities Element, any new construction and development in the City must comply with several regulations aimed at reducing discharges or runoff into our waterways including the National Pollutant Discharge Elimination System (NPDES) and Clean Water Act. New projects must incorporate appropriate Best Management Practices (BMPs) to control the discharge of point source (these are the readily identifiable inputs where waste is discharged to the receiving waters from a pipe or drain) and non-point source (discharges that occur over a wide area and are associated with particular land uses, such as urban and agricultural uses) pollutants both during construction and for the life of the project.



Excess reclaimed water is currently discharged into the Santa Ana River where it contributes to other existing water flows and adds to the habitat for several kinds of fish and birds.

Goal 13.2 **Manage and protect the quality of the City's surface waters and ground water basins.**

Policies:

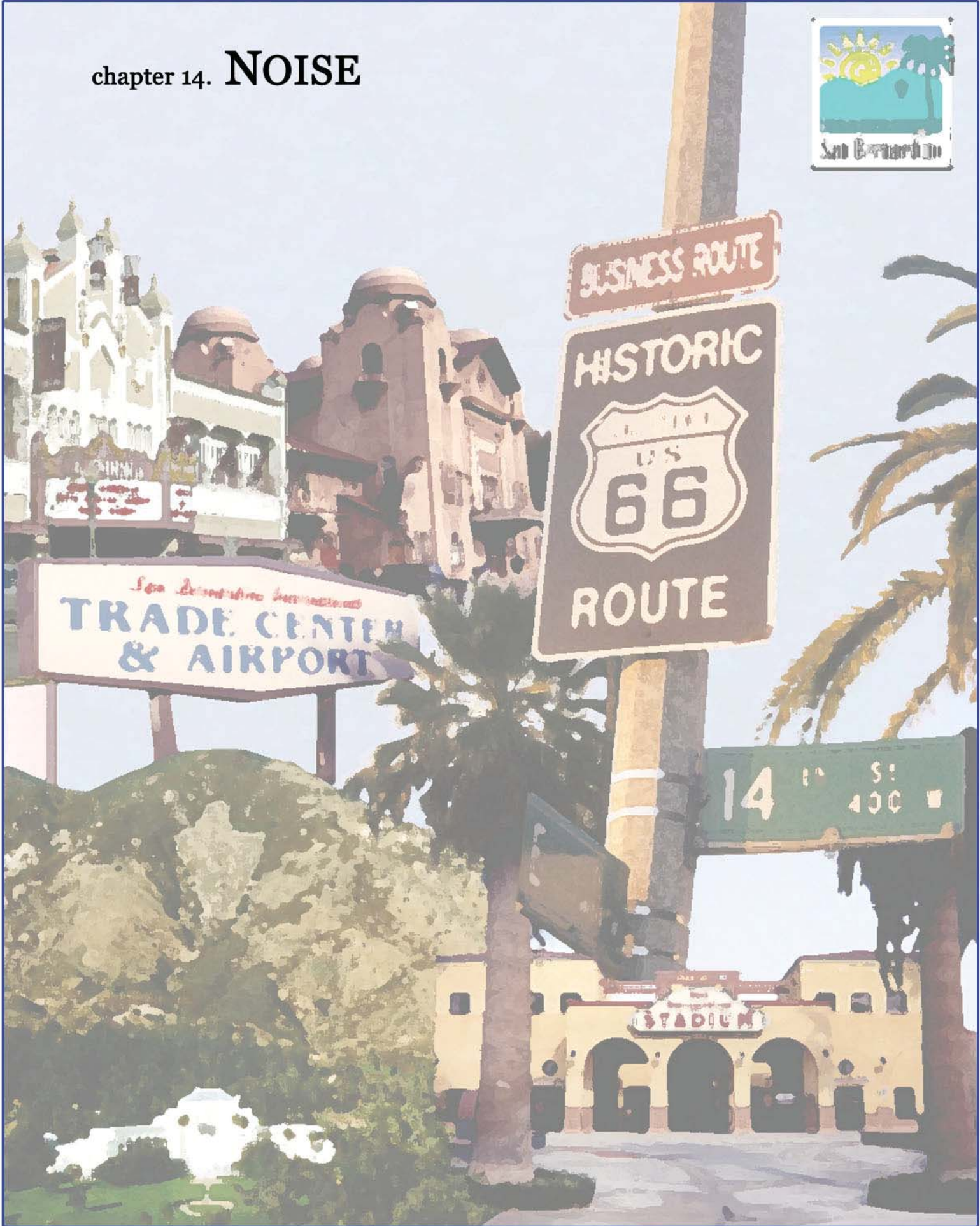
- 13.2.1 Coordinate and monitor the City's water conservation efforts on an annual basis and modify or expand them as necessary to ensure their effectiveness. (EWC-1)
- 13.2.2 Require that development not degrade surface or groundwater, especially in watersheds, or areas with high groundwater tables or highly permeable soils. (LU-1)
- 13.2.3 Consider the establishment of incentives, funding programs, or a rebate program for projects that implement water conservation measures, such as replacing aging, leaking, and/or inefficient plumbing with more efficient, water-saving plumbing. (EWC-1)
- 13.2.4 Require the use of reclaimed water for landscape irrigation and other non-contact uses for industrial projects, golf courses, and freeways. (LU-1)
- 13.2.5 Mitigate degradation of the groundwater basins that may have already occurred by existing commercial, industrial, and other uses.
- 13.2.6 Require the replacement of existing septic systems with connections to a sanitation collection and treatment system as a condition of reconstruction or reuse. (LU-1)
- 13.2.7 Require that new development incorporate improvements to channel storm runoff to public storm drainage systems and prevent discharge of pollutants into the groundwater basins and waterways. (LU-1)
- 13.2.8 Require that Best Management Practices (BMPs) are implemented for each project to control the discharge of point source and non-point source pollutants both during construction and for the life of the projects to protect the City's water quality. (LU-1)

- 13.2.9 Require that new construction on a site that is at least one acre comply with the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit 99-08-DWQ)). (LU-1)
- 13.2.10 Require that development in the City's watersheds incorporate adequate landscape and groundcover to prevent slope erosion and significant sedimentation of canyon drainages. (LU-1)
- 13.2.11 Continue to inform the public about water conservation, techniques and available water conservation programs they can utilize.



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chapter 14. **NOISE**



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Chapter 14. Noise

INTRODUCTION

San Bernardino is affected by several different sources of noise, including automobile, rail, and air traffic, sports events, commercial and industrial activity, and periodic nuisances such as construction. Excessive levels of noise can damage our physical health, psychological stability, social cohesion, property values, and economic productivity. The control of noise, therefore, is an essential component in creating a safe, compatible, and productive environment.

Purpose

The Noise Element provides policy guidance that addresses the generation, mitigation, avoidance, and the control of excessive noise. Specifically, this Element addresses the following issues:

- Land use;
- Transportation related noise generated from roadways, passenger and freight railroad operations, and air flights; and
- Spill over noise from activities such as construction, leaf blowers, and commercial/industrial operations.

Relationship to Other Elements

The Noise Element is closely linked with the Land Use and Circulation Elements as well as the Development Code, which contains the City's noise standards. Together, these guidelines and standards provide for the citywide regulation of excessive noise.

It should be recognized that the City does not have the authority to regulate all sources of noise within the City and various other agencies may supercede City authority. A discussion of these agencies and their roles with respect to regulating noise is provided below. Furthermore, various types of project funding (e.g., State Highway projects, HUD



redevelopment, etc.) could be subject to standards that differ from the City's.

1. Federal Highway Administration

Several major transportation routes traverse the City of San Bernardino: State Routes 18, 30, 330, and 66, as well as Interstates 10 and 215. These routes are subject to federal funding and, as such, are under the purview of the Federal Highway Administration (FHWA), which has its own noise standards. These noise standards are based on L_{eq} and L_{10} values. The FHWA design noise levels are included in Table N-1, FHWA Design Noise Levels.

**Table N-1
FHWA Design Noise Levels**

<i>Activity Category</i>	<i>Design Noise Levels ¹</i>		<i>Description of Activity Category</i>
	<i>L_{eq} (dBA)</i>	<i>L₁₀ (dBA)</i>	
A	57 (exterior)	60 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	70 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (exterior)	75 (exterior)	Developed lands, properties, or activities not included in Categories A or B, above
D	---	---	Undeveloped lands.
E	52 (interior)	55 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

¹ Either L_{eq} or L_{10} (but not both) design noise levels may be used on a project.

2. U.S. Department of Housing and Urban Development

The Department of Housing and Urban Development (HUD) issues formal requirements related specifically to standards for exterior noise levels along with policies for approving HUD-supported or assisted housing projects in high noise areas. In general, these requirements established three zones. These include:

- 65 dBA L_{dn} or less - an acceptable zone where all projects could be approved,

- Exceeding 65 dBA L_{dn} but not exceeding 75 dBA L_{dn} - a normally unacceptable zone where mitigation measures would be required and each project would have to be individually evaluated for approval or denial. These measures must provide 5 dBA of attenuation above the attenuation provided by standard construction required in a 65 to 70 dBA L_{dn} area and 10 dBA of attenuation in a 70 to 75 dBA L_{dn} area, and
- Exceeding 75 dBA L_{dn} - an unacceptable zone in which projects would not, as a rule, be approved.

HUD's regulations do not include interior noise standards. Rather, a goal of 45 dBA L_{dn} is set forth and attenuation requirements are geared towards achieving that goal. HUD assumes that, using standard construction, any building will provide sufficient attenuation so that if the exterior level is 65 dBA L_{dn} or less, the interior level will be 45 dBA L_{dn} or less. It should be noted, however, that HUD regulations were created solely for residential development requiring government funding and are not related to the operation of other sensitive land uses such as schools or churches.

3. Federal Railroad Administration

The Environmental Protection Agency (EPA) is charged with the regulation of railroad noise under the Noise Control Act. No federal regulations specify absolute levels of acceptable noise that apply directly to railroad noise and compatible land uses along rail lines. While these regulations remain in full force, the EPA Office of Noise Abatement and Control was closed in 1982, leaving the enforcement of EPA regulations to the Federal Railroad Administration (FRA). Table N-2, Summary of EPA/FRA Railroad Noise Standards, summarizes the EPA railroad noise standards that set operating noise standards for railroad equipment and set noise limit standards for new equipment.



**Table N-2
Summary of EPA/FRA Railroad Noise Standards**

<i>Noise Sources</i>	<i>Operating Conditions</i>	<i>Noise Metric^{1,2}</i>	<i>Measured Distance (feet)</i>	<i>Standard (dBA)</i>
Non-Switcher Locomotives built on or before 12/31/79	Stationary	L _{max} (Slow)	100	73
	Idle Stationary	L _{max} (Slow)	100	93
	Non-Idle Moving	L _{max} (Fast)	100	95
Switcher Locomotives plus Non-Switcher Locomotives built after 12/31/79	Stationary	L _{max} (Slow)	100	70
	Idle Stationary	L _{max} (Slow)	100	87
	Non-Idle Moving	L _{max} (Fast)	100	90
Rail Cars	Speed ≤ 45 mph	L _{max} (Fast)	100	88
	Speed > 45 mph	L _{max} (Fast)	100	93
	Coupling	Adj. Avg. Max.	50	92

¹ Slow and fast exponential-time-weighting is used.

² Note that these values are in terms of the L_{max}, and can be considerably greater than the Leq typically used in the measurement of obtrusive noise.

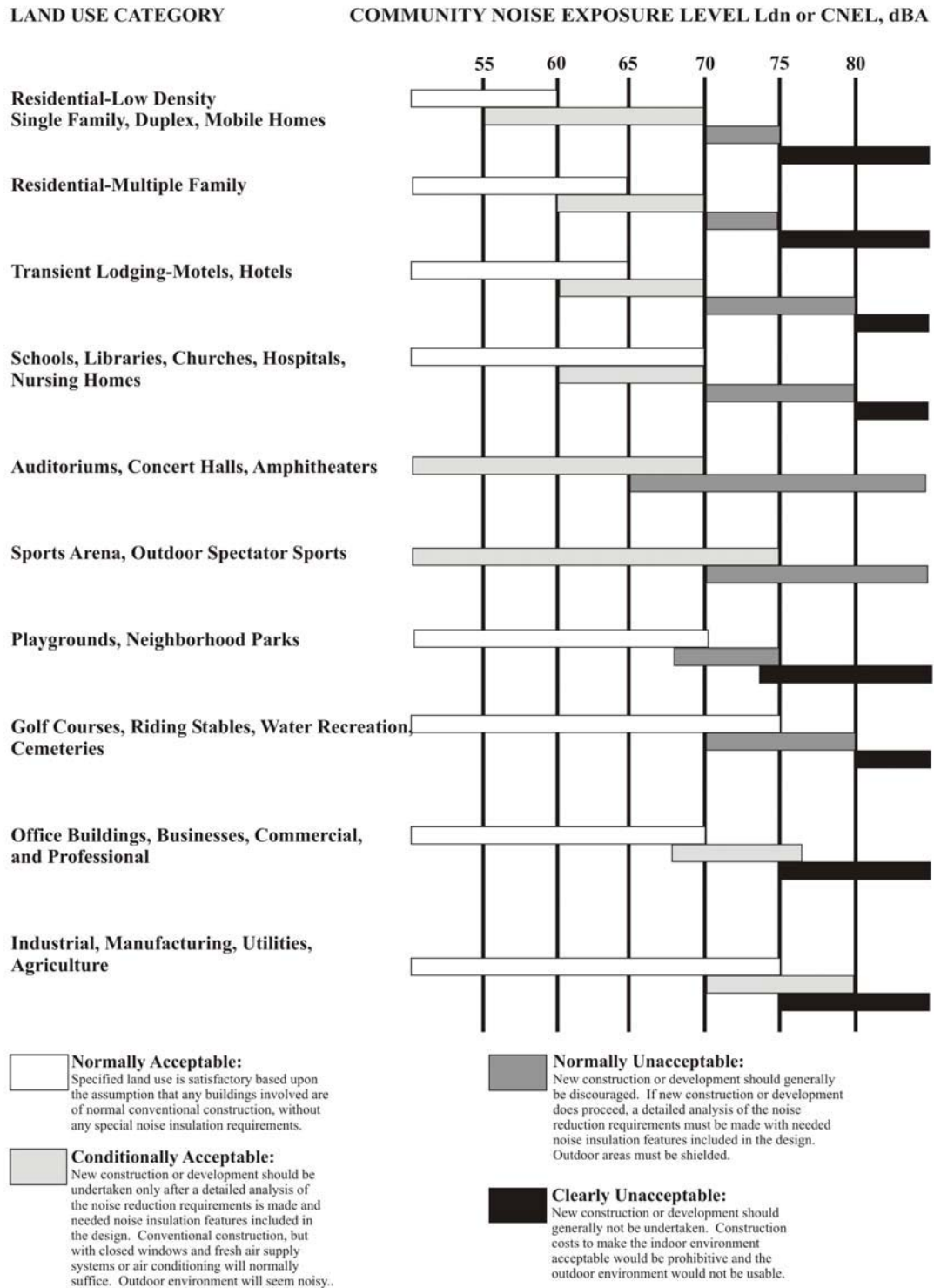
Source: United States Environmental Protection Agency Railroad Noise Emission Standard (40 Code of Federal Regulations Part 201).

4. California Department of Health Services

The California Department of Health Services (DHS) Office of Noise Control studied the correlation of noise levels and their effects on various land uses. As a result, the DHS established four categories for judging the severity of noise intrusion on specified land uses.

Figure N-1, Land Use Compatibility for Community Noise Exposure, presents a land use compatibility chart for community noise prepared by the California Office of Noise Control. It identifies “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” exterior noise levels for various land uses. A “conditionally acceptable” designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a “normally acceptable” designation indicates that standard construction can occur with no special noise reduction requirements.

Figure N-1 Land Use Compatibility for Community Noise Exposure



Source: California Office of Noise Control



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Table N-3, State of California Interior and Exterior Noise Standards, includes the State interior and exterior noise standards for varying land uses. It is important to note that the exterior noise levels are to be attained in “habitable” exterior areas and need not encompass the entirety of a property.

**Table N-3
State of California Interior and Exterior Noise Standards**

<i>Land Use</i>		<i>CNEL (dBA)</i>	
<i>Categories</i>	<i>Uses</i>	<i>Interior</i> ¹	<i>Exterior</i> ²
Residential	Single and multi-family, duplex	45 ³	65
	Mobile homes	----	65 ⁴
Commercial	Hotel, motel, transient housing	45	---
	Commercial retail, bank, restaurant	55	---
	Office building, research and development, professional offices	50	---
	Amphitheater, concert hall, auditorium, movie theater	45	---
	Gymnasium (Multipurpose)	50	---
	Sports Club	55	---
	Manufacturing, warehousing, wholesale, utilities	65	---
	Movie Theaters	45	---
Institutional/ Public	Hospital, school classrooms/playgrounds	45	65
	Church, library	45	---
Open Space	Parks	---	65

¹ Indoor environment excluding: bathrooms, kitchens, toilets, closets, and corridors

² Outdoor environment limited to:

- Private yard of single-family dwellings
- Multi-family private patios or balconies accessed from within the dwelling (Balconies 6 feet deep or less are exempt)
- Mobile home parks
- Park picnic areas
- School playgrounds
- Hospital patios

³ Noise level requirement with closed windows, mechanical ventilation or other means of natural ventilation shall be provided as per Chapter 12, Section 1205 of the Uniform Building Code.

⁴ Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

5. City of San Bernardino Noise Ordinance

The City of San Bernardino Noise Ordinance (Section 19.20.030.15 of the Development Code) specifies the maximum acceptable levels of noise for residential uses in the City. These standards indicate that exterior noise



levels at residential locations should not exceed a CNEL of 65 dB while interior levels shall not exceed an annual CNEL of 45 dB in any habitable room. Chapter 12, Airport Overlay District, of the Development Code provides additional noise standards related to the flight operations of the San Bernardino International Airport and Trade Center within the 65 dB noise contours.

Definitions

The following is a list of commonly used terms and abbreviations that may be found within this element or when discussing the topic of noise. It is important to become familiar with the definitions listed in order to better understand the importance of the Noise Element within the City of San Bernardino General Plan.

- ◆ **Ambient Noise** – The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
- ◆ **Intrusive Noise** – That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency and time of occurrence, and tonal or informational content as well as the prevailing noise level.
- ◆ **dB (Decibel)** – The unit of measure that denotes the ratio between two quantities that are proportional to power; the number of decibels corresponding to the ratio of the two amounts of power is based on a logarithmic scale.
- ◆ **dBA (A-weighted decibel)** – The A-weighted decibel scale discriminates against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals (zero dBA). The scale ranges from zero for the average least perceptible sound to about 130 for the average pain level.
- ◆ **L₅₀** – The A-weighted sound level that is exceeded 50% of the sample time. Alternatively, the A-weighted sound level that is exceeded 30 minutes in a 60-minute period (similarly, L₁₀, L₂₅, etc.). These values are typically used to demonstrate compliance with noise restrictions included in the City noise ordinance.
- ◆ **L_{eq} (Equivalent Energy Level)** – The average acoustic energy content of noise during the time it lasts. The L_{eq} of a time-varying

noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure, no matter what time of day they occur.

- ◆ **L_{dn} (Day-Night Average Level)** – The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of 10 decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m. Note: CNEL and L_{dn} represent daily levels of noise exposure averaged on an annual or daily basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.
- ◆ **CNEL (Community Noise Equivalent Level)** – The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.
- ◆ **Noise Contours** – Lines drawn around a noise source indicating equal levels of noise exposure. CNEL and L_{dn} are the metrics used in this document to describe annoyance due to noise and to establish land use planning criteria for noise.
- ◆ **Vibration** – Another community annoyance related to noise is vibration. As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized by displacement, velocity, and/or acceleration. Typically, particle velocity (measured in inches or millimeters per second) and/or acceleration (measured in gravities) are used to describe vibration.

Vibration can be felt outdoors, but the perceived intensity of vibration impacts are much greater indoors, due to the shaking of the structure. Some of the most common sources of vibration come from trains and/or transit vehicles, construction equipment, airplanes, and large vehicles. Several land uses are especially sensitive to vibration, and therefore have a lower vibration threshold. These uses include, but are not limited to, concert halls, hospitals, libraries, vibration-sensitive research operations, residential areas, schools, and offices.



ACHIEVING THE VISION

As San Bernardino has developed and expanded its boundaries over time, there are numerous areas of the City that are impacted by noise. For instance, many residences are located near industrial areas or adjacent to busy streets or rail lines. The Citizens of San Bernardino are concerned about the effects of noise on their health and serenity and of the need to provide the range of uses needed to maintain a high quality of life.

There are several techniques to deal with noise impacts: applying noise attenuation techniques, limiting certain kinds of development near noise-producing land uses, implementing design and building techniques in site layouts and construction, and setting and enforcing standards for noise-producing land uses.

The Noise Element is responsive to our Vision because it represents our stated desires to:

- ◆ Manage and mitigate the impacts from truck traffic to decrease congestion and noise pollution;
- ◆ Locate future residential uses and other sensitive receptors away from existing noise sources; and
- ◆ Develop and employ measures to decrease the impacts associated with air and rail operations on sensitive receptors such as residences and schools.

GOALS AND POLICIES

The following presents the goals and policies for noise related issues in the City of San Bernardino planning area.

Land Use Planning and Design

As San Bernardino grows, the increases in population, employment, and tourist activity may generate more traffic and attract additional noise producing uses. Additionally, some undeveloped and underdeveloped areas are designated for land uses that may be noise-sensitive and are located in proximity to roadways, railroads, and transit facilities. As a result, land use compatibility in relation to noise is an important consideration in the planning and design process.

To identify potential mitigation to address noise abatement strategies, noise evaluations should be conducted when a proposed project places sensitive land uses and major noise generators within close proximity to each other. The City currently uses the project review process to identify potential noise issues and works with developers or landowners to apply site planning and other strategies to reduce noise impacts. A developer, for example, could take advantage of the natural shape and contours of a site to arrange buildings and other uses in a manner that would reduce, and possibly eliminate, noise impacts. Examples of other site and architectural techniques could include:

- ◆ Increasing the distance between noise source and receiver.
- ◆ Placing non-noise sensitive land uses such as parking lots, maintenance facilities and utility areas between the noise source and receiver.
- ◆ Using non-noise sensitive structures such as garages to shield noise-sensitive areas.
- ◆ Orienting buildings to shield outdoor spaces from a noise source.
- ◆ Locating bedrooms in residential developments on the side of the house facing away from major roads.



Goal 14.1 Ensure that residents are protected from excessive noise through careful land planning.

Policies:

- 14.1.1 Minimize, reduce, or prohibit, as may be required, the new development of housing, health care facilities, schools, libraries, religious facilities, and other noise sensitive uses in areas where existing or future noise levels exceed an Ldn of 65 dB(A) exterior and an Ldn of 45 dB(A) interior if the noise cannot be reduced to these levels. (LU-1)
- 14.1.2 Require that automobile and truck access to commercial properties abutting residential parcels be located at the maximum practical distance from the residential parcel. (LU-1)
- 14.1.3 Require that all parking for commercial uses abutting residential areas be enclosed within a structure, buffered by walls, and/or limited hours of operation. (LU-1)
- 14.1.4 Prohibit the development of new or expansion of existing industrial, commercial, or other uses that generate noise impacts on housing, schools, health care facilities or other sensitive uses above a Ldn of 65 dB(A). (LU-1)

Transportation Related Noise Sources

San Bernardino has long been a hub of transportation and includes several major highways (such as State Routes 18, 30, 330, and 66, as well as Interstates 10 and 215), major arterials, railways, and the San Bernardino International Airport and Trade Center. These transportation facilities, while important components to mobility and economic vitality, are the major contributors of noise in San Bernardino. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

Local government has little direct control of some of the transportation related noise at the source. These levels are set by state and federal agencies. However, the City does have some control over transportation noise that exceeds State and/or federal standards through the enforcement of the Municipal Code.

The most effective method the City has to mitigate transportation noise is through the application of noise barriers and site design review. The effect of a noise barrier is critically dependent on the distance between the noise source and the receiver. A noise barrier effect occurs when the barrier penetrates the “line of sight” between the source and receiver: the greater the penetration or height of the barrier, the greater the noise reduction. Additional attenuation can be achieved depending upon the source of transportation related noise.

1. Roadways

Roadways are a significant source of noise in the City. Sound emanates from vehicle engines and from the tires rolling over the pavement. One way the City can control vehicle noise is through speed reduction. A change of just 5 miles per hour can change the resultant noise by approximately one to two dBA. The difference in noise associated with a reduction of 10 miles per hour reduction could be roughly equivalent to reducing the traffic volume by one-half.

The City also has some control over traffic-generated noise through weight limitations and the designation of truck routes. Medium trucks, (i.e., those with a gross vehicle weight between 5 and 13.25 tons) produce as much acoustical energy as approximately 5 to 16 automobiles depending on the speed, with slower speeds demonstrating greater differential. Similarly, heavy trucks (i.e., those with a gross vehicle weight in excess of 13.25 tons) produce as much acoustical energy as 10 to 60 automobiles.

The City can further reduce traffic-generated noise by ensuring that street paving is maintained and bumps and dips are eliminated. Poor paving causes vehicles to bounce and this bouncing exacerbates the noise due to the rattling of the vehicle. Noise contours for the City’s roadways and freeways are presented in Figure N-2, *Future Roadway Noise Contours*.

2. Aircraft

The San Bernardino International Airport (SBIA) accommodates cargo, airlines, and general aviation with the capacity to provide regional air traffic for domestic and international service, both commercial and cargo along with the necessary support facilities for major and smaller airlines.

Airport operations generate noise nuisances that could negatively impact nearby residences and businesses. The number of people exposed to airport noise should be minimized by limiting the development of sensitive land uses, such as residences, hospitals, and schools, within

Airport Noise Contours

As of the writing of this General Plan, the Airport Master Plan and the Comprehensive Land Use Plan (CLUP) for SBIA were in the process of being prepared. As a consequence, the precise noise contours were not available to include in this Plan. However, relative policies have been included in the General Plan. Upon adoption of the Airport Master Plan and CLUP, the new noise contours will be incorporated into Figure LU-4 of this General Plan.



Airport Related Policies in our General Plan

The San Bernardino International Airport (SBIA) influences many aspects of our community: from land use and economics, to circulation, noise, and safety. Accordingly, see related discussions/policies in the Land Use (Chapter 2) and Noise (Chapter 14) Chapters.

specified noise contours. For planning purposes, federal and state laws have established well-defined regulations for acceptable noise levels with the basic criterion set at a maximum 65 decibel (dB) Community Noise Equivalent Level (CNEL) value. The noise contours for the San Bernardino International Airport are defined in the Comprehensive Land Use Plan (CLUP) for the SBIA and shown in Figure LU-4, San Bernardino International Airport Planning Boundaries. While there are some acceptable mitigation within the noise contours, avoidance by noise sensitive uses is often the best remedy. Conversely, those land uses with the fewest people or those that generate significant noise levels themselves (e.g. industrial uses), are ideally suited to locate within these noise contours.

Overflight creates another noise concern. An overflight is a distinctly visible and audible passage of an aircraft, not necessarily one that is directly overhead. Overflight often extends past the boundary of the defined CNEL contour and creates an annoyance. The SBIA has limited control of overflight impacts but provide policy guidance for minimizing these impacts in the CLUP.

In addition, local helicopter air traffic is commonplace throughout the City. News and other helicopters (e.g., freeway traffic report helicopters) fly through the area. Helicopter use for fire and police and at hospitals is considered as an emergency activity and is addressed by FAA regulations. There are currently five heliports in San Bernardino (National Orange Show, Red Dog Properties, San Bernardino Community Hospital, SCE Eastern Division, and in the Tri-City area).

3. Railways

Another prevalent source of noise in the City is from railroad operations. Within the San Bernardino planning area, trains travel on three different rail lines that include: (1) The Cajon Pass Line; (2) The Main Line-Redlands, which extends eastward to the City of Redlands; and, (3) The Main Line-Colton, which extends westward to the City of Colton.

Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) also operate rail lines within the City. These rail lines include: (1) The Santa Fe Subdivision Two Line; (2) The Santa Fe Subdivision Three Line; and, (3) The Santa Fe Cajon Pass Line. Each route contributes a different level of noise to the City resulting from the different volumes of train traffic that occur on each line.

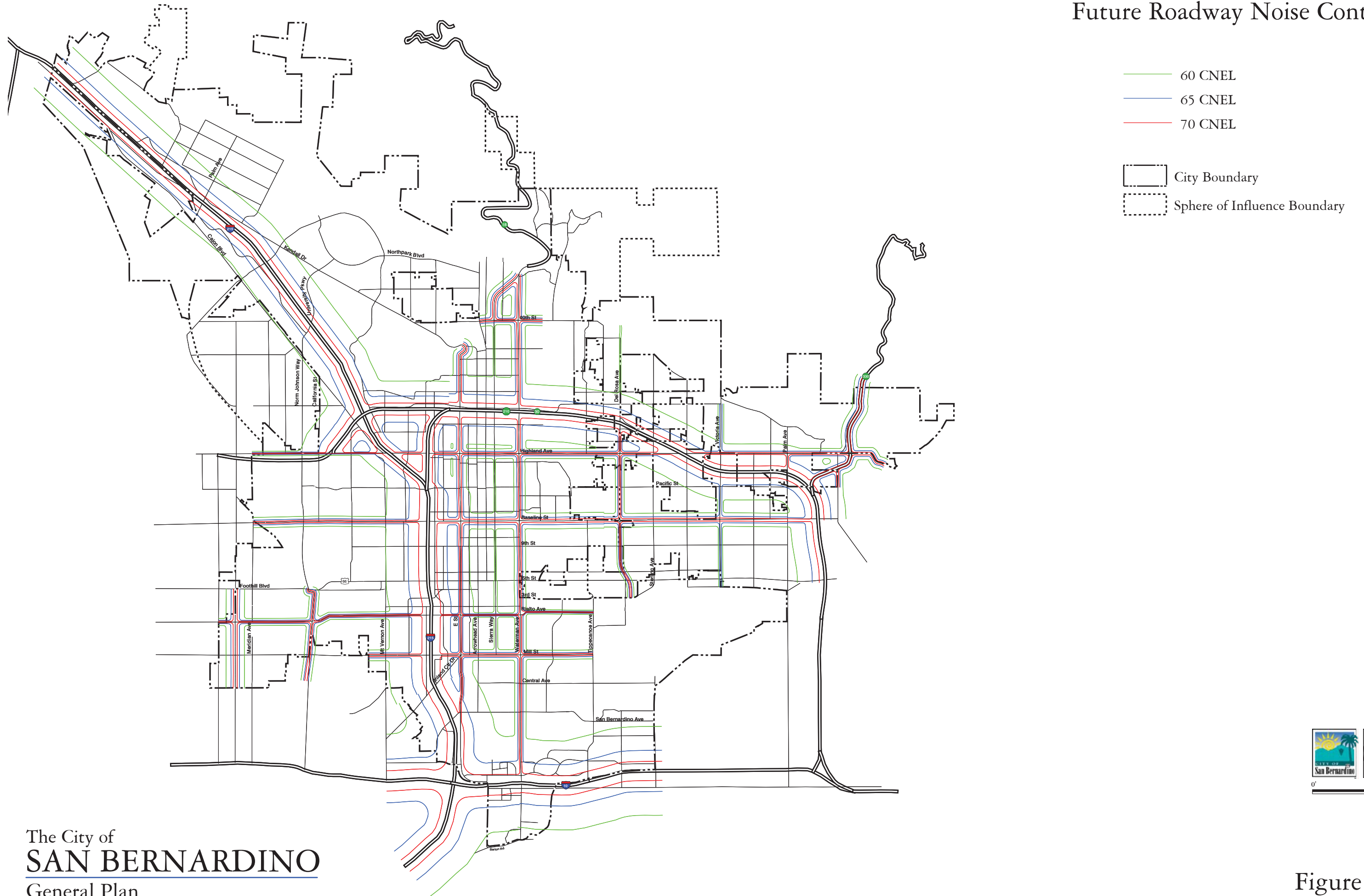
Railroad noise is dependant on a number of factors including the number of operations per day, the times these operations occur, the numbers of

engines and railcars, the speed, the type of rail (i.e., continuous or bolted), and whether at-grade rail crossings exist that require engineers to sound a warning horn. Noise contours for railway operations are presented in Figure N-2, *Future Roadway Noise Contours*.



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Future Roadway Noise Contours





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Goal 14.2 Encourage the reduction of noise from transportation-related noise sources such as motor vehicles, aircraft operations, and railroad movements.

Policies:

- 14.2.1 Work with Caltrans to landscape or install mitigation elements along freeways and highways adjacent to existing residential subdivisions or noise-sensitive uses to reduce noise impacts. (N-1)
- 14.2.2 Employ noise mitigation practices when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas. (N-1)
- 14.2.3 Require that development that increases the ambient noise level adjacent to noise-sensitive land uses provide appropriate mitigation measures. (LU-1)
- 14.2.4 Maintain roadways so that the paving is in good condition and free of cracks, bumps, and potholes. (A-2)
- 14.2.5 Require sound walls, berms, and landscaping along existing and future highways and railroad right-of-ways to beautify the landscape and reduce noise. (N-1)
- 14.2.6 Buffer residential neighborhoods from noise caused by train operations and increasing high traffic volumes along major arterials and freeways. (N-1)
- 14.2.7 Require heliports/helistops to comply with Federal Aviation Administration standards.
- 14.2.8 Minimize noise attributable to vehicular travel in residential neighborhoods by inhibiting through trips by the use of cul-de-sacs, one-way streets, and other traffic controls.
- 14.2.9 Enforce sections of the California Vehicle Code related to mufflers and modified exhaust systems.



- 14.2.10 Provide for the development of alternate transportation modes such as bicycle paths and pedestrian walkways to minimize the number of automobile trips. (LU-1)
- 14.2.11 Require that new equipment and vehicles purchased by the City comply with noise performance standards consistent with the best available noise reduction technology. (A-3)
- 14.2.12 Require that commercial and industrial uses implement transportation demand management programs consistent with the Air Quality Management Plan that provide incentives for car pooling, van pools, and the use of public transit to reduce traffic and associated noise levels in the City. (LU-1)
- 14.2.13 Work with local agencies and businesses to provide public transit services that reduce traffic and associated noise.
- 14.2.14 Work with public transit agencies to ensure that the buses, vans, and other vehicles used do not generate excessive noise levels.
- 14.2.15 Work with all railroad operators in the City to properly maintain lines and establish operational restrictions during the early morning and late evening hours to reduce impacts in residential areas and other noise sensitive areas.
- 14.2.16 Work with all railroad operators to install noise mitigation features where operations impact existing adjacent residential or other noise-sensitive uses.
- 14.2.17 Ensure that new development is compatible with the noise compatibility criteria and noise contours as defined in the Comprehensive Land Use Plan for the SBIA and depicted in Figure LU-4.
- 14.2.18 Limit the development of sensitive land uses located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour, as defined in the Comprehensive Land Use Plan for the SBIA and depicted in Figure LU-4.
- 14.2.19 As may be necessary, require acoustical analysis and ensure the provision of effective noise mitigation measures for sensitive land uses, especially residential uses, in areas significantly impacted by noise.

Non-Transportation Related Noise Sources

The City currently has a diverse collection of land uses, most of which generate their own noise. Industrial facilities generate noise through various processes that involve the use of heavy equipment and machinery. Commercial facilities and residential units can generate noise from the use of heating, ventilating, air conditioning (HVAC) units, pool and spa pumps, as well as landscape maintenance equipment. Additionally, schoolyard activities, barking dogs, and residential parties can also be sources of nuisance noise.

Mixed-use areas that place more sensitive residential uses alongside or above commercial uses can present their own problems. Requiring that the commercial aspect meet a residential standard could make commercial operations difficult and offer an unfair competitive advantage to a similar operation placed in a dedicated commercial zone. Alternatively, applying a commercial standard to a mixed-use project could result in unacceptable noise levels at the residential portion of the structure/site. Still, mixed-use projects offer several advantages from both an air quality and transportation perspective, and should be encouraged.

Another source of noise comes from the operations of trucks and trains within the City. As previously mentioned, the operation of railroad trains and heavy trucks is preempted from local noise regulation while operating on public roads and dedicated right-of-ways. However, noise is also generated by operations (e.g., idling, loading, and unloading) that occur at facilities. Once on private property, these sources are no longer considered preempted and the City has authority to regulate this noise if it “spills” into adjacent areas.

Finally, construction in all land use zones can temporarily elevate noise. The City recognizes that construction is a necessity; still, various measures are available to reduce this nuisance (and potentially hazardous) noise when necessary.

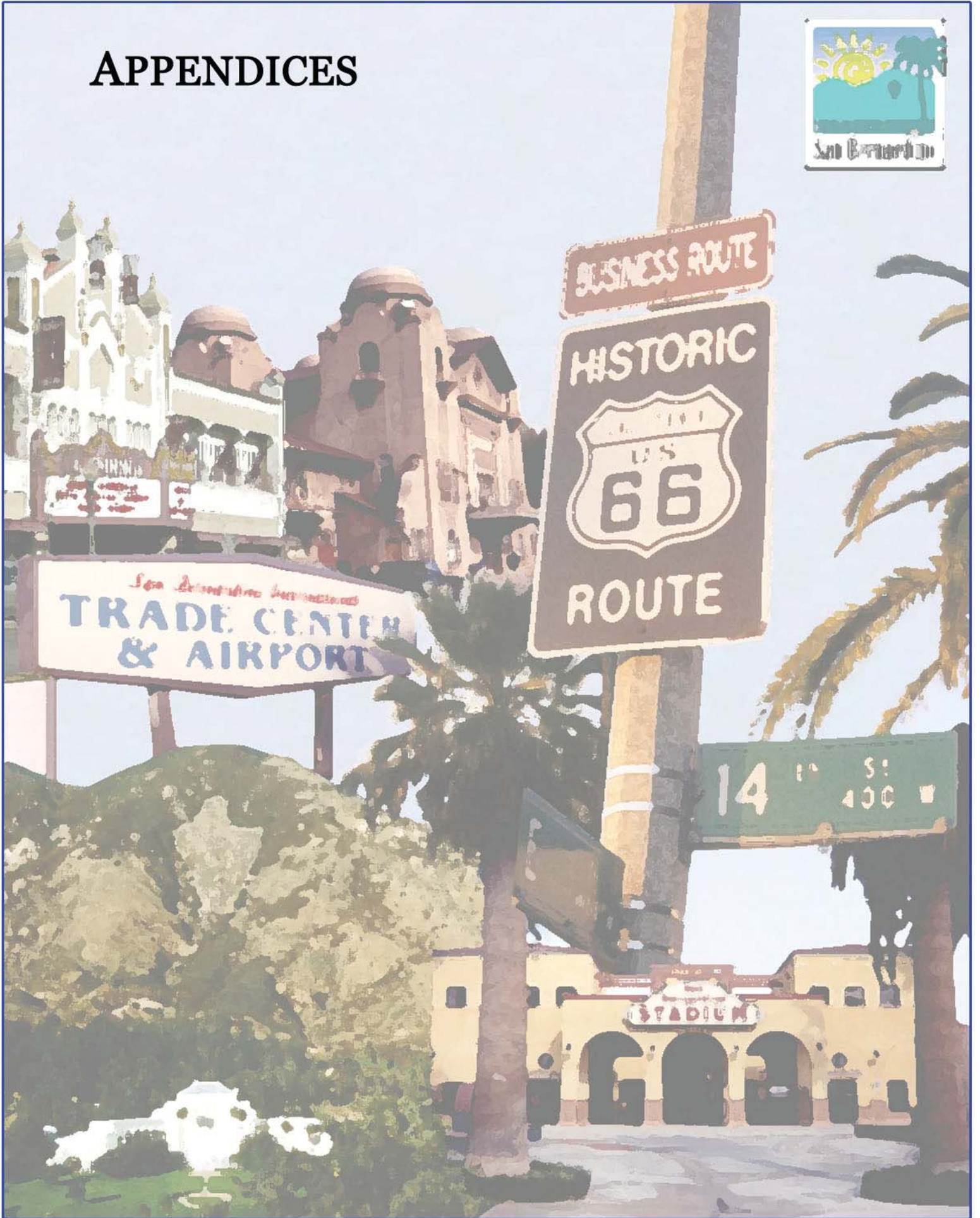


Goal 14.3 Protect residents from the negative effects of “spill over” or nuisance noise.

Policies:

- 14.3.1 Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts. (LU-1)
- 14.3.2 Require that construction activities employ feasible and practical techniques that minimize the noise impacts on adjacent uses. (LU-1)
- 14.3.3 Adopt and enforce a standard for exterior noise levels for all commercial uses that prevents adverse levels of discernible noise on adjoining residential properties. (A-1)
- 14.3.4 Adopt and enforce a standard for exterior noise levels from the use of leaf blowers, motorized lawn mowers, parking lot sweepers, or other high-noise equipment on commercial properties if their activity will result in noise that adversely affects abutting residential parcels. (A-1)
- 14.3.5 Require that the hours of truck deliveries to commercial properties abutting residential uses be limited unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at another hour. (LU-1)
- 14.3.6 Ensure that buildings are constructed soundly to prevent adverse noise transmission between differing uses located in the same structure and individual residences in multi-family buildings. (LU-1)
- 14.3.7 Require that commercial uses in structures containing residences on upper floors not be noise intensive. (LU-1)
- 14.3.8 Require common walls and floors between commercial and residential uses be constructed to minimize the transmission of noise and vibration. (LU-1)

APPENDICES



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Appendix 1 Implementation Measures



Introduction

Because of the scale and complexity of the environments that make up San Bernardino, it is essential to have a clear sense of priorities in deciding what steps to take in carrying out this newly established policy direction. A basic consideration is the limited existing and future institutional and financial resources that can reasonably be devoted to General Plan implementation. Focus will be required to get the most of whatever resources are available.

The primary mechanism for allocating resources to implementation activities is the annual budget process and the Capital Improvement Program. Thus, it is essential to translate initiatives identified in this program into funded budget actions as soon as practicable.

This appendix is divided into several sections that further delineate the commitment to General Plan implementation. A Purpose section outlines what the Implementation Program seeks to accomplish. A further section describes in summary fashion how the Implementation Program is related to the Vision. The final section defines the program scope.

Two points are important to understand regarding the Implementation Measures. The first is that there is not necessarily a one-to-one relationship between implementation measures and policies. Many General Plan policies do not require special initiatives; they are implemented through existing processes, such as development project review procedures. Conversely, some measures implement more than one policy; sometimes an entire cluster of policies related to a particular subject area.

A second point is that the five-year action plan that is mandated as part of the Housing Element appears in this appendix. Because of the unique nature of the Housing Element, the format of this material differs from the rest of the Implementation Program.

Purpose

The main purposes for this Implementation Measures include:

- ◆ Sustaining the momentum achieved by the adoption of the General Plan;
- ◆ Supporting the Vision;
- ◆ Focusing resources where they can most advance the General Plan;
- ◆ Rapidly satisfy legal requirements as specified in the Government Code;
- ◆ Providing robust support for private sector and public sector commitments to the Plan;
- ◆ Providing leverage for other dependent actions; and
- ◆ Responding to the most critical issues in as timely a manner as possible.

These purposes are served largely through two types of implementation measures. The first is the processing of development projects and public facility projects. Most, but not all, of the General Plan policies are carried out through the project review process.

The second type of initiative is a dedicated action that must be designed and taken. It may involve creating a new ordinance, making an organizational change, obtaining new funding, updating current processing procedures or technical standards, or seeking desired legislative changes. These and other initiatives are simply aimed at strengthening the City's capabilities to implement the General Plan.

Achieving the Vision

The General Plan is based on a comprehensive Vision. The Implementation Measures are especially critical to certain aspects of the Vision, as it reflects certain values expressed in the Vision, and through its commitment to selected Vision concepts. Some examples are noted below.

- ◆ Quality management that enables the City to achieve quality results from implementing the General Plan;
- ◆ Sustaining desirable qualities in the living environment over time;
- ◆ Cost containment to achieve the General Plan;
- ◆ Intergovernmental coordination to facilitate collaboration with other governmental entities where that offers mutual benefits.
- ◆ Creation of flexible tools that offer the ability to respond to a variety of physical conditions and circumstances;
- ◆ Availability of public facilities and services when they are needed;
- ◆ Integration of open space into the fabric of community development as well as in larger concentrations and corridors;
- ◆ Building distinctive communities with their own identities and characteristics in response to local conditions;
- ◆ Applying quality development standards that ensure continued value of private and public improvements;
- ◆ Integrating land uses and circulation systems so that multiple modes of transportation are available wherever possible; and
- ◆ Establishing partnerships with other public, quasi-public and private interests where joint action is more effective than independent action.



	Implementation Measure	Responsible Agency
ADMINISTRATION		
A-1	<p>Development Code Update. Incorporate the following new provisions of the General Plan into the Development Code:</p> <ul style="list-style-type: none"> • Necessary provisions to achieve the intent of the Strategic Policy Areas, including: <ul style="list-style-type: none"> ▪ Allow flexibility in the allowable uses and signage in the Redlands Boulevard Strategic Area. ▪ Promote the conversion of apartments in the Residential Conversion/Restoration Strategic Area. ▪ Incorporate applicable portions of the Corridor Improvement Program. • Modify development standards, including parking, setback, landscaping, and road/driveway width, to allow the flexibility accommodate the preservation of historic buildings and the adaptive reuse of structures. • Update and tailor design and development standards to address the hazards posed by high wildfire and wind hazards, especially in the northern portions of the City. The standards should account for local variations in conditions. • Allow for the use of alternative energy systems provided that they meet all public safety, health, and welfare requirements and are proven to be reliable. • Adopt a Preservation Ordinance that authorizes the City to designate any site, building, area or vegetation deemed to be of historical, architectural, or cultural significance as a San Bernardino City Historical landmark or district. Such ordinance shall conform to State and Federal criteria for establishing a preservation ordinance and the Historic and Archeological Element. • Necessary changes in the Noise Ordinance to reflect the adopted CLUP for the SBIA. <p>Explore the desirability for the following potential amendments:</p> <ul style="list-style-type: none"> • A menu of incentives, such as modified development standards (e.g. parking, setback, landscaping, FAR, density, or road/driveway width) and other suitable provisions to act as acceptable trade-offs for: <ul style="list-style-type: none"> ▪ Desirable public amenities ▪ Energy and resource conservation/efficiency ▪ Measures that provide options to automobile travel (e.g. carpool spaces, transit stops, etc..) ▪ The provision of needed parklands and trails, especially in Verdemonst Heights. • Refinements to the list of allowable uses to discourage the proliferation of marginal commercial uses, such as thrift stores and check cashing stores. • Revisions to the Hillside Management Overlay to permit greater design flexibility. • Refinements to the non-conforming provisions to allow a process to utilize non-conforming structures and uses without meeting all of the current requirements for beneficial uses. 	Development Services
A-2	<p>Capital Improvements Program. Propose the following items for incorporation into the CIP on an annual basis:</p> <ul style="list-style-type: none"> • Entries and corridors improvement master plan. • Neighborhood Improvement Plans. • Neighborhood/District Design Improvement Plans. • Strategic Policy Areas. • Parks, trails, and recreational facilities and improvements. • Community facilities and improvements. • City identity generating projects, such as entry signs, landscaping, and gateways, to facilitate continuous progress toward the desired City image. • Circulation and transportation improvements. • Traffic control devises. • Infrastructure improvements and installations. 	Administration All Departments
A-3	<p>Funding.</p> <ul style="list-style-type: none"> • Establish a focused program for funding downtown improvements including, but not limited to grant funding from state, federal and foundation sources. • Appropriate staffing levels. 	Administration All Departments

Implementation Measure	Responsible Agency
<ul style="list-style-type: none"> • Adopt a funding source, priority and implementation program as part of the City’s Parks, Trails and Recreation Master Plan. • Maintain funding programs for library and cultural and arts facilities and programs. • Installation and maintenance of street trees and streetscape along street frontages. • Community services, programs, and staffing. • Art and cultural programs. • Transportation improvements. • City leadership initiatives (e.g. Alternative fueled vehicles, energy efficient buildings). • Explore creative methods, such as deferred fees, as an incentive for the provision of recreational facilities and amenities. 	
LAND USE ELEMENT	
<p>LU-1 Develop a Project Review Checklist to ensure that all development projects are reviewed for their design quality and impacts on immediate surroundings. This comprehensive checklist should include:</p> <ul style="list-style-type: none"> • Use, size, location, aesthetics, and land use compatibility. • Economic and fiscal viability. • Trips generated and circulation impacts. • Infrastructure and service demands. • Environmental analysis (CEQA). • Fire and police demands. • Solid waste capacity. • Flooding, fire, and seismic hazards. • Liquefaction potential. • Geological and geotechnical investigations in areas of potential seismic or geologic hazards. • In the areas susceptible to slope instability, require geotechnical investigations • Emergency access. • Parks, trails, and recreation facilities. • Crime Prevention Through Environmental Design (CPTED) and defensible space techniques. • NPDES requirements. • Noise exposure, generation, and impacts (especially for uses proposed within the 65dBA CNEL contours from rail operations and airports). • Incorporation of public art. • All discretionary projects should include reviews by all relevant City Departments and public agencies that provide infrastructure, facilities or services. 	Development Services
<p>LU-2 Establish and maintain an ongoing liaison with the County of San Bernardino to conform development projects within the City’s sphere of influence to the City’s General Plan. Develop a process to identify, review, and comment on projects within the City’s Sphere of Influence. This process should evaluate:</p> <ul style="list-style-type: none"> • Use, size, location, aesthetics, and land use compatibility. • Trips generated and circulation impacts. • Infrastructure and service provision. • Parks and recreation facilities and services. • Fire and police demands. 	Development Services
<p>LU-3 Strategic Policy Areas. On an annual basis, initiate actions within two of the Strategic Policy Areas. Report progress toward achieving the goals of the Strategic Areas to the Planning Commission and Common Council.</p>	Development Services
<p>LU-4 Neighborhood Improvement Program (See Appendix 2). On an annual basis, identify and initiate actions within two target neighborhoods. Report progress toward achieving the goals of the Neighborhood Improvement Program to the Planning Commission and Common Council.</p>	Development Services Economic Devel.
<p>LU-5 Code Enforcement. Review code enforcement resources and procedures to determine how and to what extent they need strengthening to meet the quality expectations expressed by this</p>	Development Services



Implementation Measure	Responsible Agency
Plan, specifically: <ul style="list-style-type: none"> • Private property and landscape maintenance. • Use of private property. • Enforcement of conditions of approval. • Fire protection, including weed abatement and building inspection. • Public education (Maintenance/Upkeep). 	
HISTORICAL AND ARCHAEOLOGICAL RESOURCES ELEMENT	
HAR-1 Establish a design review process for potential development projects in or adjacent to Historic Preservation Overlay Zones or designated historic resources that will ensure compatible development in terms of scale, massing, building materials and general architectural treatment. Guidelines established for the Main Street program in downtown San Bernardino shall be utilized as the framework to establish an HPOZ in the Main Street district area.	
HAR-2 Adopt the language and intent of the Secretary of Interior Standards for Historic Rehabilitation and standards and guidelines as prescribed by the State Office of Historic Preservation as the architectural and landscape design standards for rehabilitation, alteration, or additions to properties containing historic resources in order to preserve these properties in a manner consistent with their architectural and historical significance.	
HAR-3 Establish a Historic Resources Commission that will review and recommend preservation ordinances and guidelines, recommend designation of sites, structures and buildings, and recommend design standards and review procedures for restoration, adaptive reuse, or alteration. The Historic Resources Commission should have adequate power to protect designated properties.	
HAR-4 Adopt the Mills Act program that provides for a reduction in property taxes for historic properties.	
ECONOMIC DEVELOPMENT ELEMENT	
E-1 Require a fiscal impact report on appropriate zone and general plan amendments and for projects for which the preparation of an EIR is required.	Development Services
E-2 Develop and monitor an equitable impact fee program that ensures that one-time public improvement costs, including all related off-site improvements, are fully covered by the developer.	Administration
E-3 Conduct periodic surveys of business owners and residents about the City's performance in meeting shopping and employment needs.	Economic Devel.
E-4 Inventory and map vacant and underutilized properties in Redevelopment Project Areas and use the City's internet site as an information repository for the real estate sector.	Economic Devel.
E-5 Develop a list of desirable target industries and develop strategies to attract those businesses to the City.	Economic Devel. Administration
E-6 Pursue an aggressive marketing campaign involving mailings, personal contact, or other strategies to establish and maintain an awareness of available business investment opportunities in San Bernardino.	Economic Devel. Administration
E-7 Work with existing property owners and tenants to determine the land, building, and parking requirements needed to update or expand businesses as an alternative to business relocation.	Economic Devel. Administration Development Services
E-8 Develop joint job training and placement programs with CSUSB to educate and retain the City's workforce pool.	Economic Devel. Administration
COMMUNITY DESIGN ELEMENT	
CD-1 Adopt an entries and corridors improvement master plan to strengthen and unify the City's image. The master plan should address: <ul style="list-style-type: none"> • Achievement of the Community Design Plan (Figure CD-1 of the General Plan). • The design and installation of special treatments at identified City gateways. • The incorporation of the City's logo into street furniture, street signs and other signage. • Incorporation of public art into rights-of-way, gateways, and private projects. 	Development Services

Appendix 1. Implementation Measures

Implementation Measure		Responsible Agency
	<ul style="list-style-type: none"> • Incorporation of themed lighting. • Incorporation of streetscape (kiosks, paving, benches, trash receptacles, etc. • The types and spacing of trees street furniture and landscaping along all along major thoroughfares. • The consistent use of landscaping that identifies City streets, residential neighborhoods, commercial districts, and entry points, including species, minimum size, and irrigation requirements. • Private signage. • Screening of utilities and infrastructure. 	
CD-2	Establish a signage program for determining the design, placement and financing responsibilities of City entry/welcome signs per the Community Design Plan (Figure CD-1 of the General Plan).	Development Services
CD-3	Neighborhood/District Design Improvement Plans. Identify 2 neighborhoods or districts each year in which to focus design, landscaping, streetscape, signage, themes, and maintenance efforts.	Development Services
CIRCULATION ELEMENT		
C-1	Work with Caltrans to ensure that construction of new facilities includes attractively designed sound walls or other mitigating noise barriers to reduce noise impacts on adjacent land uses	Development Services
C-2	Prepare neighborhood protection plans for areas of the City where heavy vehicle traffic becomes a significant enforcement problem.	Development Services
C-3	Develop parking and traffic control plans for neighborhoods adversely impacted by parking and traffic.	Development Services
UTILITIES ELEMENT		
U-1	Negotiate an agreement with the County of San Bernardino so that no development projects are approved in the City's Sphere of Influence that cannot be served with adequate wastewater collection and treatment facilities.	Development Services Administration
U-2	Utilize applicable funds to underground existing above-ground utility facilities needed to serve new development, and develop a priority list to determine which facilities should be underground to best serve the public benefit.	Development Services
U-3	Extend the system of geothermal to accommodate future commercial and governmental uses.	Water
U-4	Update the Urban Water Management Plan to reflect the growth projected for the new General Plan.	Water
PUBLIC FACILITIES AND SERVICES		
PFS-1	Establish an education and training consortium among the City, local school, community college districts, University San Bernardino, and local employers. The focus of this consortium should be on: <ul style="list-style-type: none"> • Assessing educational services in the City. • Work related education programs. • Neighborhood improvements. • Marketing San Bernardino. • Community safety. • Funding opportunities. • Maintenance and code enforcement. 	Economic Devel. Administration
PFS-2	Document and report emergency/police response events and services. The effectiveness of the services to adequately respond to emergencies shall be assessed. Specific deficiencies, their contributing causes, and potential means to correct these shall be identified.	Police
PFS-3	Study the feasibility of assessing fees on development for new/expanded fire and police facilities and services as necessitated by that development.	Administration
PFS-4	Develop and implement the master plan of culture and arts. The master plan should address: funding and acquisition, facilities, programs, staffing.	Administration



Implementation Measure	Responsible Agency
PFS-5 Survey the research needs and interests of the community. This could be conducted through door-to-door or mail surveys. Based upon the results of the survey, the library shall attempt to acquire books, periodicals and other forms of information for the residents.	Library
PARKS, RECREATION AND TRAILS ELEMENT	
PRT-1 Prepare a parks and recreation master plan that addresses: <ul style="list-style-type: none"> • Development and design standards (ratio of acreage to population, types, size, function, location, characteristics, relationship to adjacent properties, facility layout, landscape, etc.). • Areas in need of recreational areas, facilities, and programs. • A phased strategy for addressing parkland deficiencies, acquisition of parklands, development of facilities. • Ongoing evaluation of park improvements to test for safety compliance and effective maintenance. • An evaluation of existing and planned school facilities for the potential of joint use/development with the City. • Current and projected recreational needs. • Standards for a defensible space (i.e., physical design characteristics that minimize criminal activity) and coordinate with the Police Department to ensure design review of park development plans. • Lighting, equipment, landscaping, signage, and design. • Staffing and personnel. • Hours of operation. • Bicycle facilities. • Multi-purpose trails and connections (pedestrian, bicycle, equestrian). • Bikeway and trail guidelines (standards, signage) • The locations for acquisition for future parks specified by type (mini, neighborhood, community, and regional). • Fees. • The potential for variation in parkland requirements in Verdemon. • Function, facilities, and programs to be provided at each site. • Acquisition and improvement costs and funding sources. • Maintenance schedules. • Priorities for implementation. 	Parks, Recreation and Community Services
PRT-2 Acquire funding, facilities, equipment, and land for parks and set up a program for land banking for future recreation needs.	Parks, Recreation and Community Services
PRT-3 Initiate discussions with utility providers, United States Army Corps of Engineers, County Flood Control and the City's Public Works Department, the Forest Service, California State University, San Bernardino, Valley College, and other agencies to determine which open space opportunities have potential for public use and negotiate agreements accordingly. In particular, focus on the multiple uses of the Santa Ana River, Cajon Creek, Lytle Creek, canyon drainages, and/or storm water detention channels.	Administration Parks, Recreation and Community Services
PRT-4 Evaluate recreation needs, programs, function, maintenance, and park design through the use of surveys, on-site user evaluations and web-based forms.	Parks, Recreation and Community Services
NATURAL RESOURCES ELEMENT	
NR-1 Evaluate all utility corridors and flood control channels with respect to opportunities for public access and joint recreational uses, and enter into joint use agreements to facilitate such joint uses, where feasible with the utility agencies and the San Bernardino County Flood Control District.	Development Services
NR-2 Conduct a study to determine the feasibility of the City's use of vehicles powered by engines using methanol or other alternative clean-burning energy source. If possible, such non-polluting vehicles should replace the City's fleet, as they are normally retired.	Administration
ENERGY AND WATER CONSERVATION ELEMENT	
EWC-1 Evaluate the means and establish an appropriate program by which water and energy	Water

Appendix 1. Implementation Measures

Implementation Measure		Responsible Agency
	efficient fixtures and water/energy-saving design elements can be installed in existing structures.	Development Services
EWC-2	Develop environmental and water/energy-efficient design guidelines for new construction.	Water Development Services
EWC-3	Perform energy audits on all existing City buildings identifying levels of existing energy use and potential conservation measures.	Facilities Maintenance
SAFETY ELEMENT		
S-1	Use the City's web site to communicate to the City's residents, workers and visitors the hazards specific to the City, and, most importantly, to describe the loss reduction strategies that homeowners and workers can implement at home and the work place to reduce their risk.	Police Fire Development Services
S-2	Actively enforce the City's code requirements for weed abatement, site maintenance and other fire hazard mitigation.	Police Fire Development Services
S-3	Require that all new roofing materials be fire resistant and preferably Class A rated. This applies to both new construction and replacement roofs. Encourage residents with existing wood-shingle or unrated roofing materials to upgrade to fire resistive construction, including fire resistant eaves and awnings.	Development Services
S-4	Install traffic signal pre-emption devices at critical intersections and in all fire apparatus.	Development Services
S-5	Complete and implement a Recycled Water Master Plan to include: <ul style="list-style-type: none"> • A broad customer base. • A supply and distribution system to serve the entire customer base. • A long-term capital improvements financing plan. • Ongoing fee mechanism to recover the City's costs of developing and maintaining a recycled water system. 	Water
NOISE ELEMENT		
N-1	Require that new road projects mitigate noise to within 5 dBA of existing levels if the noise level remains within the goals of the General Plan Noise Element or 3 dBA of existing levels if the noise exceeds or would exceed these goals at any existing sensitive land uses or any vacant areas slated for subsequent sensitive development.	Development Services
N-2	Establish staffing expertise for its code enforcement to respond to mitigate noise violations.	Development Services



Housing Element, Quantified Objectives

State law requires that the Housing Element contain “a statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.” The City’s quantified objectives address:

- ◆ The number of new housing units by income group to be accommodated on vacant land and through sites suitable for redevelopment
- ◆ The number of dwelling units to be rehabilitated
- ◆ The number of new affordable dwelling units for which funding assistance will be provided
- ◆ The number of assisted multifamily rental housing units to be preserved as affordable units between 2000 and 2010

The objectives shown in the following programs for affordable housing are based, in part, on the level of City accomplishments under the 1989 Housing Element and, in part, on the anticipated level of resources that will be available to assist low- and moderate-income households during the period covered by the 2000 Housing Element.

Housing Programs

1. Provision of Adequate Sites

As described in the section entitled “Future Residential Growth Areas,” there are about 4,911 acres of vacant single-family residential land (with allowed densities of one to 12 units per acre), 918 acres of vacant multi-family residential land (with allowed densities of 12 to 47 dwelling units per acre), and 761 acres of commercial/residential land (with allowed densities of 12 to 130 dwelling units per acre). The City will ensure that an appropriate mix of land use districts is maintained to accommodate housing opportunities for all income levels.

Responsible Department:	Development Services Department, Planning Division
Time Frame:	Ongoing implementation of the General Plan and Zoning Code
Funding:	General Fund

2. Development Review Committee (DRC)

Continue weekly meeting of the DRC to review site plans and schematics and to provide developers with coordinated development processing.

Responsible Department: Joint responsibility of all City departments involved in permit processing for development; coordinated by the Planning Division.
 Time Frame: Ongoing
 Funding: General Fund

3. Energy and Water Conservation

Continue to require that all new housing construction meet the standards of energy and water conservation prescribed by Title 24.

Responsible Department: Development Services Department, Building Plan Check and Inspection Divisions
 Time Frame: Ongoing
 Funding: General Fund

4. Infill Housing Program

This program was designed to create high quality housing on unimproved vacant) infill sites within established neighborhoods throughout the City. The City works with local developers and lending institutions interested in joint ventures to create affordable housing opportunities for first-time homebuyers.

Responsible Department: Economic Development Agency
 Time Frame: Ongoing
 Funding: Redevelopment housing funds
 Quantified Objectives:

Year	Units
2001	60
2002	60
2003	60
2004	60
2005	60
Total	300

5. Mortgage Revenue Bond Program

Continue to issue bonds for both single-family and multi-family construction as necessary. This program is currently constrained by new limitations on bonding authority by the State and by changes in Federal tax laws.

Responsible Department: Economic Development Agency
 Time Frame: Ongoing as projects are proposed



Funding: Contingent upon State bonding cap, allocated annually by State Mortgage Bond and Tax Credit Allocation Committee

6. Provision for Mobile Homes

Continue to permit mobile homes on permanent foundations in all residential land use designation permits, including the development of mobile home subdivisions as defined in the Land Use Element.

Responsible Department: Development Services Department, Planning Division
 Time Frame: Ongoing
 Funding: General Fund
 Quantified Objectives:

Year	Units
2001	70
2002	70
2003	70
2004	70
2005	70
Total	350

7. Provision for Special Needs Housing

Continue to permit the development of senior citizen and senior care housing in the CR-2 (located downtown), CO-1, CO-2, CG-2, and the RU-1 and RU-2, RM, RMH and RH zones. In addition, the special needs of identified groups will also continue to be permitted and encouraged, including housing for persons with disabilities, female-headed households, students, large families and persons with AIDS/HIV.

Responsible Department: Development Services Department, Planning Division
 Time Frame: Ongoing
 Funding: General Fund

8. Building and Safety Inspection

Determine the feasibility of contract plan checking and inspection services, to supplement City staff, during peak periods of permit activity.

Responsible Department: Development Services Department, Plan Check Division
 Time Frame: Annually through budget process
 Funding: General Fund

9. Density Bonus

Continue to implement State Government Code Section 65915 requiring local governments to grant a density bonus of at least 25%, and at least one regulatory incentive (if necessary for financial feasibility), to developers who agree to make 25% of units in a new housing development affordable to low-income households (households earning 50% to 80% of County median income) or 10% affordable to very low income households (households at 50% or less of County median income). In addition, the City will continue to implement Development Code provisions, which permit the development of senior citizen and senior congregate-care units up to 50% above the permissible density in all multi-family designated areas and CG-2, up to 150 units per acre in the downtown area, and 54 units per acre in commercial office designated areas.

Responsible Department: Development Services Department, Planning Division – Implementation; Economic Development Agency - Monitoring
Time Frame: Ongoing
Funding: General Fund and Redevelopment housing funds

10. Fees and Development Standards

Investigate the feasibility of reducing or waiving City-imposed building fees and modification of development standards as they relate to infill housing in older, established neighborhoods.

Responsible Department: Development Services Department, Planning Division/Building Plan Check Division
Time Frame: Within 2 years of adoption of the Housing Element
Funding: General Fund

11. Retrofit Program

Continue to respond to complaints about deteriorated or vacant residential buildings by inspecting the buildings and requiring owners to comply with applicable codes.

Responsible Department: Code Compliance Division
Time Frame: Ongoing
Funding: General Fund

12. Neighborhood Housing Rehabilitation Program

Continue the neighborhood housing rehabilitation program, which makes loans at a 3% interest rate to eligible families earning less than 80% of the County median income. Loans are made to single-family homeowners to bring their property into conformity with current UBC (Uniform Building Code) standards. The maximum loan amount is \$35,000 per property and payback periods are worked out on a case-by-case basis.

Responsible Department: Economic Development Agency



Time Frame: Ongoing
 Funding: Redevelopment housing funds
 Quantified Objectives:

Year	Units
2001	20
2002	20
2003	20
2004	20
2005	20
Total	100

13. Acquisition Rehabilitation Resale Program

The City contracts with nonprofit and/or for-profit developers and assist them in acquiring and rehabilitating vacant HUD and VA repossessed properties in designated neighborhoods in the City, for resale at affordable prices to first-time homebuyer families. Non-profit developers include Neighborhood Housing Services, Central City Lutheran Mission and Frazee Community Center. For-profit developers include ANR Industries, Casa de Aleganzia, De Oro Properties, Schechtman Construction, Wall Construction, and AFCOM Park. The City is currently considering the expansion of this program.

Responsible Department: Economic Development Agency
 Time Frame: Ongoing
 Funding: Redevelopment housing funds
 Quantified Objectives:

Year	Units
2001	15
2002	15
2003	15
2004	15
2005	15
Total	75

14. Mobile Home Rental Assistance Program

This program provides financial assistance in paying mobile home space lease costs to eligible low-income seniors, subject to the availability of housing and community development funds.

Responsible Department: Economic Development Agency
 Time Frame: Ongoing
 Funding: Redevelopment housing funds

15. Redevelopment Agency Participation (Housing Activities)

The City helps facilitate the revitalization/development of deteriorated neighborhoods through development entitlements and other predevelopment activities including land assembly, predevelopment loans, financing of public infrastructure, and funding of supportive services for new housing. The Agency actually processes the application and subsidizes the City processing fees. In some cases, the Agency acts as facilitator by providing consultation to a private developer and acts as liaison in the processing of the City permits and will pay City process fees.

Responsible Department: Economic Development Agency, Housing and Community Development Department
Timeframe: Ongoing
Funding: Redevelopment housing funds

16. Senior Housing Programs

The City develops proposals to facilitate housing for seniors in cooperation with the County Housing Authority and other public and private housing providers. As appropriate and as needed, the City offers financial participation in development projects, assist in assembling funding requests, help offset development fee costs, finance infrastructure in support of affordable housing, and/or provide other regulatory incentives.

Responsible Department: Economic Development Agency
Time Frame: Ongoing
Funding: Redevelopment housing funds

17. Nonprofit Housing Development Corporations

The City provides financial and technical assistance to not-for-profit housing development corporations to assist in the development of housing for low and moderate-income households. This assistance includes funding requests, help offsetting development fee costs, finance infrastructure, and other regulatory incentives.

Responsible Department: Economic Development Agency
Time Frame: Ongoing
Funding: Redevelopment housing funds

18. Preservation of Assisted Multifamily Rental Housing

The City will seek to preserve all assisted multi-family rental housing at-risk of conversion to market-rate rental housing between 2000 and 2010 by working with public and/or private housing agencies that have expressed an interest in right-of-first refusal for privately owned assisted housing projects at-risk of conversion to market rate housing. Currently, there are 800 participating units in the program. Mortgage Revenue Bonds and the City's 20% housing set-aside funds are used to fund the program. In exchange, the City requires a covenant to insure the



on-going affordability of the units. The City is committed to maintain at-risk housing, and, by policy, any request to abrogate the terms of a covenant have been, and will continue to be, resisted by the City.

To accomplish the foregoing, The City will establish a monitoring program for local Section 8 contracts including an early warning system for units at risk of conversion to market rate. The program will include provisions to gauge owner interest in Section 8 renewal, to identify units likely to be acquired and managed as Section 8 housing, and respond to federal and state notices.

Responsible Department: Economic Development Agency
Time Frame: Within six months of adoption of this Housing Element
Funding: Redevelopment housing funds

19. Coordination of Homeless Programs

The City will continue to work with regional agencies to coordinate homeless relief programs by tracking the estimates of homeless and the provision of emergency shelters. If necessary, to assist the construction and/or operation of facilities providing emergency and transitional shelter and services, the City will offer appropriate financial assistance.

Responsible Department: Economic Development Agency
Time Frame: Ongoing
Funding: Redevelopment housing funds

20. Single-family Development Design Review

The City will amend its design review process for new single-family homes to permit the design review approval to be made at the staff level. Currently, single-family housing design review occurs before the Planning Commission with staff recommendation. By making single-family housing design review a staff function, the total permit time will be reduced.

Responsible Department: Development Services Department, Planning Division
Time Frame: Within one year of completion of the General Plan Update Program
Funding: General Fund

21. Fast Track Permit Processing

The City will audit its development review process to determine whether a “fast track” process for affordable housing that emphasizes concurrent permit processing, with a single point of contact to manage the process, will substantially reduce overall permit processing time. If, based on the audit, the City determines that a fast track system is feasible and would result in significant time savings, the City will amend its permit review processes to implement such a procedure.

Responsible Department: Development Services Department, Planning Division
Time Frame: Within one year of completion of the General Plan Update Program
Funding: General Fund

22. Coordination of Public Services, Facilities, and Private Utilities

The City will meet regularly with providers of public facilities, services, and private utilities to ensure that planned residential development can be accommodated without delays due to inadequate capacity or a lack of coordination in the extension of facility/utility lines. The City will keep providers informed of planned developments as they become known to the City and will ensure that reasonable fees are charged to cover the actual costs of extending facility/utility lines thus expanding service capacity.

Responsible Department: Development Services Department, Planning and Public Works Divisions
Time Frame: Ongoing
Funding: General Fund

23. Application of Zoning and Building Codes to Existing Housing

The City will periodically examine the application of zoning and building code requirements for nonconforming residential structures in need of rehabilitation to determine whether code enforcement unreasonably impedes the preservation and rehabilitation of these housing units. If appropriate, the City will modify its code enforcement practices to balance the preservation of affordable housing with the impacts of a nonconforming structure.

Responsible Department: Development Services Department, Planning Division
Time Frame: Ongoing
Funding: General Fund

24. Analysis of Impediments to Equal Housing Opportunity

Conduct an analysis of local housing marketing to determine any and all impediments to equal housing opportunities. Future fair housing activities will be targeted toward the findings, conclusions, and recommendations of this analysis. Based on the finding of this analysis, the City will adopt and implement a fair housing plan that seeks to eliminate arbitrary and illegal discrimination in the local housing market.

Responsible Department: Economic Development Agency
Timeframe: Within one year of adoption of the Housing Element
Funding: General Fund



25. Support Local Fair Housing Investigation and Mediation Services

Assist local agencies that investigate housing discrimination complaints and provide mediation services. The City's primary emphasis will be support of the Fair Housing Council and other public agencies and non-profit organizations to which the City can refer housing discrimination complaints or mediation requests.

Responsible Department: Economic Development Agency
Time Frame: Ongoing
Funding: Redevelopment housing funds

26. Homebuyer Education and Maintenance Program

Continue to support non-profit organizations to provide financial counseling, education and maintenance services to low and moderate income households purchasing homes. The City does this by contracting with local non-profit organizations to provide counseling, financial planning and education on how to purchase a home. For those participating in the programs, it is mandatory to attend the classes. Currently, the Agency provides \$80,000 to the "Neighborhood Home Ownership Center" to provide the program to 200 families per year.

Responsible Department: Economic Development Agency
Timeframe: Ongoing
Funding: Redevelopment housing funds

27. Rental Assistance Program

Continue to provide security, first and last months rent deposits to displaced persons and social service organizations.

Responsible Department: Economic Development Agency
Timeframe: Ongoing
Funding: Redevelopment housing funds

28. Section 8 Rental Assistance Certificate and Voucher Programs

These programs, administered by the San Bernardino County Housing Authority, provide City residents with assistance under both the Section 8 Rental Certificate Program and the Section 8 Voucher Program.

Responsible Department: Economic Development Agency
Timeframe: Ongoing
Funding: Redevelopment housing funds

29. Emergency Shelter Grants

The Emergency Shelter Grant Program provides funding to social service agencies to assist homeless individuals and families through services and shelter, coupled with employment, job training, and additional support services to deal with drug and alcohol abuse. The Economic Development Agency distributes funds and processes the grant requests from the community organizations.

Responsible Department: Economic Development Agency
 Timeframe: Ongoing
 Funding: Redevelopment housing funds

30. Transitional Housing

This program consists of partnerships with social service organizations to purchase dwelling units to assist families make the transition from homelessness back into society. The transitional units are interim in nature (up to 24 months) and provide supportive services for the residents. Currently the Economic Development Agency budgets \$200,000 per year for this program.

Responsible Department: Economic Development Agency
 Timeframe: Ongoing
 Funding: Redevelopment housing funds
 Quantified Objectives:

Year	Units
2001	222
2002	222
2003	222
2004	222
2005	222
Total	1,110

31. Battered Women's Shelter Program

This program provides funds to social service organizations for battered women's shelters to assist women and children who are homeless or low income and are in need of special services such as counseling, employment, or financial planning. The funds also provide shelter and a safe environment during case management for individual situations, as required.

Responsible Department: Economic Development Agency
 Timeframe: Ongoing
 Funding: Redevelopment housing funds



32. Mobile Home Inspection/Rehabilitation Program

The State of California has mandated that every mobile home park and mobile home be inspected within appropriate timeframes. The City has established a grant program to assist low to moderate-income households meet the Health and Safety Code requirements.

Responsible Department: Development Services Department, Inspection Division
Timeframe: Ongoing
Funding: Redevelopment housing funds

33. San Bernardino County Homeless Coalition

This cooperative organization is comprised of various local governmental entities, County and State social service departments and non-profit agencies that serve the needs of the homeless within the City and County of San Bernardino. The Coalition seeks to assure that the program components for serving the homeless are adequate and that each participating agency provides its fair share of local resources for the development of homeless shelters, transitional housing, and services to address homelessness. The City provides a pro-rata share in the various studies and activities of the Coalition. Currently, the Coalition is undertaking a study to identify by City the exact number of homeless persons, and the City has contributed \$5,000 to Coalition for the study.

Responsible Department: Economic Development Agency
Timeframe: Ongoing
Funding: Redevelopment housing funds

34. Homeless Resource Directory

In response to requests for information regarding services for the homeless, the City has helped to prepare a Homeless Resource Directory for distribution to all agencies in the City that deal with homelessness.

Responsible Department: Economic Development Agency
Timeframe: Ongoing
Funding: Redevelopment housing funds

35. Housing Opportunities for Persons with AIDS Program (HOPWA)

The City of Riverside administers the HOPWA Program for both Riverside and San Bernardino Counties. Local agencies apply for funding directly to the Department of Health. The grants are either entitlement or competitive, and provide housing assistance and supportive services for low-income persons with AIDS or related diseases and their families.

Responsible Department: Economic Development Agency
Timeframe: Ongoing

Funding: Redevelopment housing funds

36. Supportive Housing for the Elderly (Section 202) Program

To receive a Section 202 award, the City or project sponsor must apply for a Section 202 reservation to the Los Angeles HUD Field Office in response to the Department's annual published invitation. Project rental assistance covers only the difference between the HUD-approved cost per unit and the amount the resident pays (30% of their income). Capital advances can be provided to private, non-profit applicants to finance elderly housing that also offers supportive services. The non-interest bearing advances are based on development cost limits published periodically in the Federal Register. Advances may be used for acquisition of vacant land or an existing structure for elderly housing. The City Economic Development Agency facilitates with two non-profit organizations by assisting in the preparation of the Section 202 application and, in some cases, the Agency will actually prepare the application. Currently, there are four projects consisting of 300 units and \$40 million HUD funds.

Responsible Department: Economic Development Agency
 Timeframe: Ongoing
 Funding: Section 202 Grants

37. Tax-Exempt Bond Financing

This program finances mortgages in the construction of multi-family or senior housing units. At least 20% of these rental units must be made available to low income families at 80% of area median income or below.

Responsible Department: Economic Development Agency
 Timeframe: Ongoing
 Funding: Redevelopment housing funds

38. Single Family Exterior Beautification Grant Program

This program assists homeowners occupying single family dwelling whose incomes do not exceed 80% of median income with up to \$5,000 grants to make improvements to their homes. Improvements may include exterior painting, landscaping, and fencing. The Economic Development Agency budgets \$1,000,000 per year for this program.

Responsible Department: Economic Development Agency
 Timeframe: Ongoing
 Funding: Redevelopment housing funds
 Quantified Objectives:

Year	Units
2001	100
2002	100



2003	100
2004	100
2005	100
Total	500

39. Graffiti, Weed and Trash Removal Program

The City Economic Development Agency provides \$500,000 per year to a non-profit organization to remove graffiti, weeds and trash on private properties.

Responsible Department: Economic Development Agency
Timeframe: Ongoing
Funding: Redevelopment housing funds

40. Neighborhood Initiative Program (NIP)

Grants of up to \$5,000 are made available to homeowners within six target areas throughout the City for the purposes of enhancing and beautifying the exteriors of homes and to improve neighborhood conditions. The Economic Development Agency currently budgets \$1 million per year for this program.

Responsible Department: Economic Development Agency
Timeframe: Ongoing
Funding: Redevelopment housing funds

41. Elimination of Governmental Constraints

As noted in Section III of this Housing Element, the City undertook a major goal to eliminate constraints with respect to land use regulations in the development and adoption of the new Zoning Code that unified and simplified the development regulations and processes. That effort was followed by reorganization of the City to unify the various development-related departments into a single Development Services Department and a one-stop permit counter. The City is committed to continuing the streamlining of development activities and regulations and will continue to analyze potential programs to eliminate land use constraints, particularly as relate to the provision of new housing and rehabilitation of housing. Therefore, the City will consider amendments to the Municipal Code to allow more administrative decisions by staff or Zoning Administrator to grant discretionary approvals to housing projects, administrative relief for lower cost housing and density bonus programs, deviations from the Development Code for lower cost and senior housing projects, and will continue to evaluate fees to identify those that may be waived and/or decreased in order to encourage lower cost and senior citizen housing.

Responsible Department: Development Services Department
Timeframe: Ongoing
Funding: City General Fund

42. Persons with Disabilities

The City will continue to require development requirements and programs associated with handicapped, including enforcement of Title 24 requirements. In addition, the City will evaluate the potential of adopting a “Reasonable Accommodation” ordinance.

Responsible Department: Development Services Department
 Timeframe: Ongoing/Fiscal Year 2002-03 for evaluation of a Reasonable Accommodation Ordinance
 Funding: City General Fund

43. At Risk Housing Program

In coordination with Program 18, the City will establish a formal program to identify all affordable units within the City including Section 8 assisted units as well as any other assisted rental program that will provide for an early warning system for units at risk of conversion to market rate. The program will include the following features:

1. Inventory of all such housing projects;
2. Notice requirement for the sale of any such projects;
3. Right of first refusal for an alternate owner who has been identified as an owner/operator for any such assisted rental housing;
4. Early contact (at least one year in advance) of any Section 8 or other assisted housing due for renewal;
5. Require minimum 12 months notice from any owner wanting to opt-out, and minimum 6 months notice from any owner wanting to prepay;
6. Establish formal response procedures to any federal or state notices;
7. Require owners to pay for tenants moving expenses; and
8. Assist tenants to find alternative rental housing.

Responsible Department: Economic Development Agency
 Timeframe: Program Preparation/Adoption: 2003
 Program Implementation: On-going
 Funding: Redevelopment housing funds

Quantified Objectives Summary (2000-2005)				
<i>Income Group</i>	<i>New Construction</i>	<i>Rehabilitation</i>	<i>Preservation</i>	<i>Total</i>
Very-low	1,148	375	375	1,898
Low	676	100	375	1,151
Moderate	734		200	934
Above-moderate	1,224			1,224
Total	3,782	475	950	5,207



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Appendix 2 Neighborhood Improvement Program



Neighborhood Improvement Program

The following program offers a system of incentives that are intended to stimulate redevelopment of local neighborhoods.

1. Create a neighborhood improvement team comprised to Department Heads, decision makers, and City Staff. The neighborhood improvement team will create a program to prioritize and focus neighborhood improvement efforts. Identify neighborhoods into the following categories:
 - a. Very sound neighborhood experiencing few, if any, quality of life issues. Infrequent requests for Police or code Enforcement services.
 - b. Predominantly stable neighborhoods, but beginning to show signs of decline. Most structures are well maintained and structurally sound, but some structures may have minor problems. The City should focus on these minor issues to maintain the neighborhood and prevent further deterioration.
 - c. Predominantly unstable neighborhood, with many structures in need of rehabilitation, with some well cared for and maintained structures. In single-family areas, many houses have transitioned from owner-occupied to rentals. Neighborhoods showing evidence of social, physical and economic problems. Increasing number of calls for police services. Focus is on revitalizing the neighborhood, upgrading the structures, increasing aesthetics and reducing crime.
 - d. Neighborhood is in severe social, economic and physical decline. Housing structures are severely deteriorated and the entire neighborhood lacks conditions that contribute to a safe overall neighborhood living environment.

The neighborhood improvement team will develop action plans to address each neighborhood based upon the need of the neighborhood. The City will then focus the combined efforts of the police, fire, code enforcement, community development, public works, and other departments as necessary to improve the livability of San Bernardino's neighborhoods. The City will employ incentives and regulations to address the issues of each neighborhood. It is recommended that the program start with the category "B" neighborhoods so that tangible results can be achieved quickly. Prior to City involvement, there should be a determination of a willingness on the part of the residents and property owners to work with the City to improve the neighborhood. Subsequently, the City should work with residents and other stakeholders to create a vision and set of issues to be addressed for the neighborhood.

2. In category “A” neighborhoods, the City should monitor and respond to issues:
 - a. City responses for class “A” neighborhoods includes:
 - i. Police: Respond to calls for public safety services. When residents observe potential problems, the Police department will monitor neighborhood and provide proactive recommendations.
 - ii. Code Enforcement: Respond to code violations as they are reported
 - iii. Community Development: Respond to requests for housing low-interest rehabilitation loans and second mortgages.
 - iv. Public Works: Responds with scheduled public improvements. Increased number of improvements will occur as deficiencies are determined through resident contact or City inter-departmental consensus.
 - v. Utilities: Responds to resident requests for street cleaning
3. In category “B” neighborhoods, the City should focus on spot issues, monitor, and respond:
 - a. City responses for class “B” neighborhoods includes:
 - i. Police: Increased proactive enforcement by patrol officers in a coordinated effort. Varied policing strategies, including bike and foot patrols, are deployed.
 - ii. Code Enforcement: Responds to citizen’s requests for service and devotes additional resources where staff observes more severe code violations. Initiates proactive enforcement efforts to abate spot blight conditions.
 - iii. Community Development: Focuses housing rehabilitation mortgage assistance loans in strategic ways to address housing decline. Utilize CDBG or other funds to pair housing rehabilitation loans with public improvement.
 - iv. Public Works: Response with increase number of public improvements as deficiencies are determined through resident contact or City inter-departmental consensus.
 - v. Utilities: Responds to resident requests for street lighting
 - b. Explore the creation of a Pre-Sale Inspection Ordinance that would require a City inspection of properties to make sure there are no serious structural defects and zoning compliance issues prior to the sale, lease or change of occupancy.
 - c. Reorganize the Single Family Maintenance Grant Program to focus on exterior improvements such as roofing, painting, landscaping. This program currently



provides grants up to \$5,000 to eligible, owner occupants whose income do not exceed 80% of median income to eliminate housing code violations or emergency repairs.

4. In Category “C” neighborhoods, the City should perform neighborhood wide improvement actions, continually monitor, and respond to issues:
 - a. City responses for class “C” neighborhoods includes:
 - i. Neighborhood Improvement Team: Develop 10 to 20 year neighborhood vision. Develop comprehensive Neighborhood Improvement Action Plan. Provide “early warning system” of conditions progressing towards class “D.”
 - ii. Police: Increase proactive enforcement by patrol officers in coordinated effort. Increased varied police strategies are deployed. Work with City departments to create a Neighborhood Improvement Action Plan and assists in the development of a resident and property owner neighborhood organization.
 - iii. Code Enforcement: Responds to citizen’s requests for service and devotes additional resources where staff observes more sever code violations. Initiates proactive enforcement efforts to abate spot blight conditions. Works will all City departments in the development of a Neighborhood Improvement Action Plan and assists in the development of a resident and property owner neighborhood organization.
 - iv. Community Development: Focuses housing rehabilitation mortgage assistance loans in strategic ways to address housing decline. Utilize CDBG or other funds to pair housing rehabilitation loans with public improvement. Work with other City departments to organize homeowners and apartment owners to discuss long-term housing revitalization strategies in the neighborhoods. If warranted, initiate revitalization study in priority neighborhoods areas and select a developer to partner and prepare study.
 - v. Public Works: Responds with specialized public improvements as indicated in Neighborhood Improvement Action Plan.
 - vi. Utilities: Responds with street lighting improvements as indicated in Neighborhood Improvement Action Plan.
 - b. Explore the creation of a Pre-Sale Inspection Ordinance that would require a City inspection of properties to make sure there are no serious structural defects and zoning compliance issues prior to the sale, lease or change of occupancy.

Appendix 2. Neighborhood Improvement Program

- c. Implement Project Curb Appeal using Los Padrinos to assist the City with the removal of weeds, litter, and debris along main thoroughfares.
 - d. Develop a program to create interim uses and improvements, such as pocket parks, art, and landscaping, on vacant lots.
 - e. Reorganize the Single Family Maintenance Grant Program to focus on exterior improvements such as roofing, painting, landscaping. This program currently provides grants up to \$5,000 to eligible, owner occupants whose income do not exceed 80% of median income to eliminate housing code violations or emergency repairs
 - f. Standards would apply to the Tertiary projects but the incentive program would not.
 - g. Utilize state and federal funds to increase homeownership and rehabilitate neighborhood.
 - h. Property manager. Residential projects that provide on-site property management and participate in a training program are provided with Crime Free Multi-Housing signs for display on their property and will be granted the use of the program logo in all advertisements.
 - i. Explore the use of receiverships on selected properties
 - j. Implement Neighborhood Watch programs.
5. In category “D” neighborhoods, the City should perform a neighborhood wide salvage operation, purchase property, demolish unsafe structures, monitor, and respond:
- a. City responses for class “C” neighborhoods include:
 - i. Neighborhood Improvement Team: Develop 10 to 20 year neighborhood vision. Develop comprehensive Neighborhood Redirection Plan.
 - ii. Police: Increase proactive enforcement by patrol officers. Coordinate all efforts within the Police Department in support of the Neighborhood Redirection Plan.
 - iii. Code Enforcement: Responds to citizen’s request for service and increases proactive enforcing activities to abate code violations. Code Enforcement activities should support the Neighborhood Redirection Plan.
 - iv. Community Development: Obtain consensus of Neighborhood Redirection Plan from neighborhood and receive approval and support of Plan from City Council. Implement Plan.



- v. Public Works: Responds with public improvement as indicated in Neighborhood Redirection Plan.
- vi. Utilities: Responds with street lighting improvements as indicated in Neighborhood Redirection Plan.

- b. Create a program whereby the City purchases dilapidated mid-block commercial and residential structures and develops prototypical residential units that could then be resold/leased by the City.
- c. Implement Project Curb Appeal using Los Padrinos to assist the City with the removal of weeds, litter, and debris along main thoroughfares.
- d. Property manager. Residential projects that provide on-site property management and participate in a training program are provided with Crime Free Multi-Housing signs for display on their property and will be granted the use of the program logo in all advertisements.
- e. Explore the use of receiverships on selected properties
- f. Explore the creation of a Pre-Sale Inspection Ordinance that would require a City inspection of properties to make sure there are no serious structural defects and zoning compliance issues prior to the sale, lease or change of occupancy
- g. Implement Project Curb Appeal using Los Padrinos to assist the City with the removal of weeds, litter, and debris along main thoroughfares.
- h. Develop a program to create interim uses and improvements, such as pocket parks, art, and landscaping, on vacant lots
- i. Reorganize the Single Family Maintenance Grant Program to focus on exterior improvements such as roofing, painting, landscaping. This program currently provides grants up to \$5,000 to eligible, owner occupants whose income do not exceed 80% of median income to eliminate housing code violations or emergency repairs
- j. Standards would apply to the Tertiary projects but the incentive program would not.
- k. Utilize state and federal funds to increase homeownership and rehabilitate neighborhood.
- l. Implement the Neighborhood Watch programs.
- m. Purchase parcels, either rehabilitate or demolish existing structures, and sell units. The units should be deed restricted to control maintenance and over crowding.

6. The Crime Free Multi-Housing Program is designed to not only reduce crime rates in multi-family dwelling units, but to create an incentive for the provision of an on-site property manager. The program was first successfully developed at the Mesa Arizona Police Department in 1992 and has since spread to 43 States, 4 Canadian Provinces and 3 additional countries, and is used locally in cities such as Riverside. The Program may also be a benefit to the City of San Bernardino. However, this program should work in conjunction with other incentives for property owners to provide on-site property managers. Such incentives can include a density bonus for projects that will provide on-site managers. The program is designed to be operated through the Police Department and to be attended by property managers and also any interested tenants and owners. The program takes place in three phases described below.
 - a. Phase one – An eight-hour seminar presented by the police department and other city agencies. Topics to be covered can include:
 - i. Methods and benefits of applicant screening
 - ii. Tips to strengthen rental agreements
 - iii. How to become a pro-active manager
 - iv. Crime Prevention through Environmental Design
 - v. Warning signs of drug activity
 - vi. Actions you must take if you discover your tenants or their guests are conducting illegal activities on or about our property
 - vii. The role of the police
 - viii. Crisis resolution and the eviction process
 - b. Phase two – Certifies that the rental property has met the security requirements for the tenants safety.
 - c. Phase three – A tenant Crime prevention meeting will be conducted for full certification. Managers will be granted the use of Crime Free Multi-Housing signs for display on their property. Management will also be granted the use of the program logo in all advertisement.
7. Explore the establishment of a business license for all rental properties. The business license fee would be used to pay for code enforcement, utilized to make property improvements and rehabilitation, and property management training programs.
8. Promote and assist the development of volunteer neighborhood improvement teams.



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Appendix 3 Summary of Community Workshops



Business Representatives Meeting Notes

Opportunity Areas

Job Sectors

- ◆ Growing aerospace industry -- aircraft sales jumped by over 200% last month
- ◆ There are \$9 billion of goods coming into city every year through the BNSF. The City must embrace the BNSF and create a synergy with the Airport area
- ◆ There are opportunities to create niches in the Healthcare industry
- ◆ City is 42% services – mostly in the health and education sectors
- ◆ Government offices are self-sustaining and don't utilize City services or businesses
- ◆ County seat opportunities – County buildings not only include County workers, but County residents who must come into San Bernardino
- ◆ Don't need Fortune 500 companies – “there are a lot of widget makers out there”

CSUSB

- ◆ 80% of CSUSB income is from outside the City
- ◆ The University will be here forever and will improve if Arrowhead can be incorporated – and its closer to the central City than other potential areas of higher end housing
- ◆ The University is on the outer edge of the City. We need to bring parts of CSUSB downtown. This is being accomplished through partnerships with the University such as Arts on the 5th
- ◆ When traveling on the I-10 and crossing the I-15, there is a noticeable decline in the quality of development and landscaping

Lakes and Streams

- ◆ There are two lakes and stream projects. One is a municipal water project and the other was the 20/20 project proposed by a consortium from Texas which was unrealistic
- ◆ The visual appeal of the Lakes and streams project will be good for business
- ◆ Water can be a greater resources than just for the Lakes and Streams
- ◆ Need to improve the impoverished City core – Lakes and Streams will help

Areas within the City

- ◆ The baseball stadium is overlooked, but can be a major asset to the City if areas surrounding it are developed properly
- ◆ Depot is being redeveloped within 2 years. Development Agreements are being pursued with surrounding areas to create compatible uses to the depot.
- ◆ Need to create and capitalize on a downtown historic district

Other opportunities

- ◆ Need to revitalize and take full advantage of the Harris Building
- ◆ Labor costs are 250% lower here
- ◆ The City is a gateway to destination points such as Las Vegas and Palm Springs – we should create a smaller destination within the City for people to stop as they make their way to their final destinations.

Challenges

- ◆ Need to give developers a competitive advantage
- ◆ Don't cost burden the tenant or developer with excessive regulations. Fair share fees are understandable, but don't take away competitive advantage
- ◆ An environment that promotes risk taking should be created
- ◆ The City needs more Class A office space
- ◆ Need to provide a livable wages and increase disposable incomes – will help solve all of the other problems, everything is interconnected
- ◆ If we keep out uses – make sure we bring in other businesses to prevent building from being empty and falling into a dilapidated state
- ◆ Implementation of City's policies is key
- ◆ The City must be flexible in adjusting to market forces. Market needs must be identified and addressed
- ◆ Need to create additional heavy industry jobs
- ◆ Challenge to recruit physicians and nurses
- ◆ There are areas in the City with little or no infrastructure – it costs too much to develop in these areas
- ◆ Need to link activity nodes and areas of opportunity
- ◆ Communication between the City, organizations and the business community must be improved

Housing

- ◆ Housing is the most important issue facing businesses
- ◆ CEO's and companies move to an area for housing
- ◆ Need higher end housing, not just affordable housing
- ◆ Only area for upper end housing is in the northwest but there are environmental constraints such as the harsh winds
- ◆ Arrowhead Farms can be great opportunity for housing
- ◆ Need to slash and burn older, dilapidated housing and neighborhoods
- ◆ The City has rehabilitated the same homes many times – need to raze them and rebuild
- ◆ The hillside ordinance needs to be customized to allow for clustering and housing developments which respond to the environmental sensitivity of the area
- ◆ Eliminate Section 8 – restore homes to original, be creative
- ◆ Jobs and income don't facilitate higher end housing



- ◆ Need high paying industrial jobs so people can afford upscale homes – creating a live-work community

Quality of Life

- ◆ Need quality of life factors to be enhanced – but city lowers regulations, which lowers quality of life
- ◆ Transportation jobs don't increase the quality of life
- ◆ Perception of O.S., greenbelts, parks, youth activities
- ◆ Demolish vacant buildings and create parks and beautify with landscaping
- ◆ Increased housing will lead to more children and more schools which will need to be addressed in the General Plan
- ◆ There are pocket of poverty which the school system can help fix
- ◆ About 80% of babies born in city is poor and indigent (approximate percentage)
- ◆ Need to address social infrastructure
- ◆ The City's high crime rate is a problem

City Image

- ◆ Perception of San Bernardino is negative
- ◆ The grungy look of the City creates a negative City image
- ◆ The high crime rate and label as the arson capitol of the US creates a negative image
- ◆ The Downtown should have a distinct skyline as a symbol for the City and to distinguish the City as the County seat

Westend

- ◆ Have been trying to revitalize Westend for years. The solution is to zone it industrial and create jobs
- ◆ Westside feels neglected
- ◆ The Westside helps bring in grant dollars to the City, but the money never makes its way to that area of the City

Retail Development

- ◆ Development of Arrowhead Farms would help commercial centers on Kendall and retail on 40th Street
- ◆ Big box retailers are corporations headquartered in different cities and states and do not provide many local jobs. The solution is change the zoning to uses which bring more jobs into the area
- ◆ Retail sales have been a problem since 50 years ago. The Radius of sales has declined due to competitors in surrounding cities. Now, something else is needed to draw people from other cities into San Bernardino

Business Friendliness

- ◆ The City staff and Mayor were very active in bringing Kohl's to city
- ◆ The City is not business friendly – paper work and planning process is too time consuming
- ◆ Highest utility tax in the area
- ◆ Give free space to big businesses to move into the area. This will reduce their costs and promote a sense of business friendliness

Code Enforcement

- ◆ The perception of community is that the City does not enforce codes
- ◆ Code restrictions (i.e., downtown) are inhibitive

Signage and Beautification

- ◆ Need directional signs to locate businesses and which will unify areas of the City. These signs will tell you where you are, where you are going and what you will find when you get there
- ◆ Need monuments on medians which identify unique businesses/characteristics of the City (i.e. home of McDonalds, Home of Stamped Stadium)
- ◆ Need logos and monuments and landscaping throughout the City, especially on major corridors
- ◆ Expend mayor's clean-up program
- ◆ Focus on downtown – “make it sparkle”
- ◆ City's parking structure is an embarrassment – guard rails are dirty
- ◆ Landscaping is neglected
- ◆ Trash is everywhere, on freeways and on and off ramps
- ◆ Need to Improve City image and beautify downtown



Workshop Comments

During the month of November 2001, four community workshops were held to identify citywide opportunities and constraints, and visions for the future growth of the City of San Bernardino. Each workshop primarily attracted residents from neighborhoods surrounding the workshop location, however all interested residents were invited to attend each meeting. Participants of Workshop #1 were primarily from the Westside of the City, Workshop #2 was in the University/Verdemont area, the Workshop #3 was located in the Downtown area and Workshop #4 was held in the northern portion of the City.

Each of the four visioning workshops was intended to identify the community's "Likes", "Dislikes" and "Visions" for the future. The three simple, yet effective, group exercises designed to elicit public comments, generated 137 statements of community "Likes," 172 "Dislikes" and 150 "Vision" statements. As the residents of the City have an intimate knowledge of their community and the City, these comments will be used to provide focus and a direction for issues to be addressed in the General Plan update. The following is a listing of the highest priority likes, dislikes and vision statements for each workshop.

In addition to the four community workshops, an additional visioning workshop was conducted with local business owners. The format of this workshop was slightly different than those conducted with the community as conversations focused on specific topics such as opportunity areas, housing, quality of life, city image, retail development, and signage and beautification. A summary of the feedback received from the business stakeholders' workshop is attached.

Community Likes –

What residents enjoy about their community and City and therefore should be retained/enhanced in the future.

1) Workshop #1, Westside

- ◆ There is great potential for economic opportunity in the Westside of the City. The area for example, has no major supermarkets, hotels and upscale restaurants. Public/private partnerships can stimulate the local economy and increase the quality of life in the Westside.
- ◆ Residents are generally pleased with the local schools and in particular, the new Arroyo High School West
- ◆ Residents enjoy the City Parks and the recreational opportunities they provide
- ◆ Safety is an issue in the community and the residents appreciate the services of the Police Department
- ◆ Homework centers at local churches and throughout the City are beneficial in meeting the educational needs of students
- ◆ The location of Arrowhead Credit Union on the Westside provides the area with one of its few financial institutions, and the Credit Union is a good neighbor dedicated to working with the community to provide capital to purchase homes and start businesses

2) Workshop #2, University/Verdemont

- ◆ Residents enjoy and would like to maintain the small town feel of the north end of the City
- ◆ The scenic vistas
- ◆ The location of the City near the mountains, ocean, desert, river and proximity to Las Vegas is a major asset and provides recreation opportunities for residents.
- ◆ City Schools
- ◆ Route 66 Rendezvous
- ◆ Graffiti cleanup programs
- ◆ Fire Department services provided by the City

3) Workshop #3, Downtown

- ◆ The quality of the K-12 schools
- ◆ The architectural style of the buildings within the City
- ◆ Residents appreciate clean and beautified City streets, such as 6th street off of the 215 Freeway
- ◆ The visual appearance of the City has been enhanced through efforts to underground electrical lines
- ◆ Homeowners enjoy the rising values of their homes

4) Workshop #4, Northside

- ◆ The low cost of living in the City
- ◆ Availability and accessibility of City officials
- ◆ Proximity to recreation areas
- ◆ Residents enjoy the location of the City – Close to the mountains, desert, ocean, colleges, hospitals, etc
- ◆ Quality education institutions, particularly the preschools and University
- ◆ Residents see great potential created by the Airport and would like to capitalize on the opportunities for development

Community Dislikes –

What participants would like to change about their community and/or City.

1) Workshop #1, Westside

- ◆ Lack of freeway access
- ◆ The City is not business friendly – there is too much red tape
- ◆ The City Council is not here tonight listening to our concerns
- ◆ The City's overall negative image
- ◆ Lack of greenbelts, shrubbery, and landscaping
- ◆ Messy trees and the lack of tree trimming services provided by the City
- ◆ Streets fell into disrepair due to a lack of attention paid to and lack of services allocated to the Westside



2) Workshop #2, University/Verdemont

- ◆ Kendall Hills should not be developed
- ◆ Code enforcement is weak (semi-trucks parking on street)
- ◆ High-density housing
- ◆ Empty/commercial properties create an image of blight
- ◆ Politically bad decisions and the lack of community input in development decisions, such as in the ball park, cinema star, loss of federal courts to Riverside and the lakes and streams project
- ◆ Rapid growth without community input
- ◆ Lack of places/activities for teens (youth center is needed)
- ◆ Lack of landscaping on freeways
- ◆ The City's negative reputation
- ◆ University commuter traffic

3) Workshop #3, Downtown

- ◆ Automobiles parked in front yards
- ◆ Deteriorated play equipment in parks
- ◆ Existing design of some high-density housing which facilitates criminal activity
- ◆ The importance of historical structures is not recognized and capitalized upon
- ◆ Large sections of housing do not meet current code requirements
- ◆ Vacant properties are unkempt and littered with trash
- ◆ Renters do not take care of their homes (deteriorated apartments)

4) Workshop #4, Northside

- ◆ Lack of free activities for youth
- ◆ Residents need more pride in the City
- ◆ Development of the hillsides should be prevented
- ◆ Lack of code enforcement that is consistently applied to all areas of the City
- ◆ The City's lack of ambience and negative City image
- ◆ Political in-fighting within City Council
- ◆ Unnecessary utility tax
- ◆ City streets and freeway off-ramps that don't look clean

Community Vision –

What residents desire to achieve within the next twenty-five years.

1) Workshop #1, Westside

- ◆ Increased community participation
- ◆ The construction of a complete recreation center for family park and recreation use
- ◆ Increased home improvement and rehabilitation spending by City
- ◆ Elimination of blight in the City

Appendix 3. Summary of Community Workshops

- ◆ A "green" community with more trees, parks, trails and streetscapes
 - ◆ Greater recognition and appreciation of historic, cultural, etc background
 - ◆ Active youth programs and centers
- 2) Workshop #2, University/Verdemont
- ◆ Views are clean, landscaped and preserved
 - ◆ Better government
 - ◆ Better development of downtown
 - ◆ Commercial development at Norton AFB
 - ◆ No low income housing
 - ◆ Accessible community centers
 - ◆ The City has a good reputation and positive image
 - ◆ Infrastructure in the City is adequate to meet demand
- 3) Workshop #3, Downtown
- ◆ San Bernardino is competitive with other counties and communities (amenities, services, etc.)
 - ◆ Deteriorating commercial is revitalized
 - ◆ Streets are green and landscaped
 - ◆ There is an improved image along the main arterials
 - ◆ Baseline & Highland are revitalized
 - ◆ Attractive architecture and unique neighborhood themes are prevalent throughout the City
 - ◆ The development of additional community shopping centers such as Terra Vista in Rancho Cucamonga in appropriate locations to replace deteriorating strip centers
 - ◆ Use of water elements that connect commercial, residential, and open space and create exciting features for the City
 - ◆ There are residential opportunities near employment opportunities
- 4) Workshop #4, Northside
- ◆ Each area of the City is visually attractive
 - ◆ Rail lines connect Norton to Old Santa Fe Station
 - ◆ The Lakes and Streams project is in place
 - ◆ There are more parks and youth activities
 - ◆ The City is clean and beautified
 - ◆ Light Rail is a transportation alternative in the City
 - ◆ Old commercial areas such as Baseline, E. Highland, Route 66 and Mt. Vernon are revitalized
 - ◆ Residents are unified
 - ◆ Shopping areas and opportunities are expanded



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Appendix 4 Common Council Interviews



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Appendix 4. Common Council Interviews

Ward	Topic	Input	Recommendation	Resolution
Seventh Ward Wendy McCammack December 11, 2002				
	Overall Goals	<ul style="list-style-type: none"> Ease traffic (where possible) Bring positive change to opportunity areas Help City to economically revive itself Provide creativity on paper to stimulate master developments (residential and commercial) 	Reflect in the GP	Input reflected throughout the General Plan.
	7.1 Background	The Seventh Ward is mostly built out. Development opportunities lie mainly in infill and recycling of existing projects.	Policies in the GP should focus on the recycling of existing uses.	See Baseline, Highland, E Street, Eastern Recreation Village, and Residential Conversion/Restoration Strategic Areas.
	7.2 Background	There are two redevelopment areas in the Seventh Ward that provide the opportunity to help enhance and improve the area.	None required	None required.
	7.3 Arden-Guthrie	<p>The Arden-Guthrie area is a major opportunity for rejuvenation in the Seventh Ward.</p> <ul style="list-style-type: none"> Maintain the PCR designated area. Explore the feasibility of changing the RMH designated area, located generally between 18th and 19th Streets, to RS, and creating incentives to help revitalize the area and increase home ownership, such as using the Housing Authority to assemble land, infusing single family residential uses, converting the 4-plexes to townhomes, public-private partnerships, variable lot sizes. Explore methods to help enhance the existing residential areas with the area through such methods as adding security gates and security guards. The Emmerton Elementary School is expanding north and west. Help turn renters into owners/minimize the number of “absentee landlords” 	<ul style="list-style-type: none"> Leave GP map unchanged. City to set up a roundtable discussion to determine the appropriate land use and feasibility of redevelopment. TPC to provide list of potential developers. Potential policy in the GP. Explore relocation assistance that provides incentives for people to own vs. rent Question to Staff - Change the land use designation on the GP? 	See the Residential Conversion/Restoration Strategic Area.
	7.4 Incentives	Acceptable incentives may include a waiver or reduction of processing fees. Additional density is not a desired incentive due to the historic issues with multiple family uses.	<ul style="list-style-type: none"> Potential to revise opportunity areas to eliminate the use of density as an incentive for redevelopment. 	See the Corridor and Neighborhood Improvement Programs.
	7.5 Strip Commercial to	Would not support policies that encourage a change in commercially designated property (strip commercial) to	See above	See the Corridor Improvement Program.



Ward	Topic	Input	Recommendation	Resolution
	Housing	residential uses due to low housing process and quality of housing currently in the City.		
	7.6 Highland Avenue	Desires Highland Avenue to become like State Street in Santa Barbara or the northern Hospitality Lane. Prior to the 30 Freeway, Highland used to be the “uptown shopping” district. Along Highland, west of Golden Ave. is generally a newer and higher quality commercial uses. Safety is a concern related to parking areas behind businesses that are not highly visible or well lighted.	Focus policies in the GP and Opportunity Area to encourage revitalization.	See the Highland Strategic Area.
	7.7 Traffic	Traffic is a significant issue in the Seventh Ward. The growth in the mountains is impacting City streets. <ul style="list-style-type: none"> • Semi-trucks are parking in local streets overnight. • Truck traffic is using local streets as shortcut to the mountains (by-pass traffic avoiding Waterman to get to the mountains). • Explore changing the designation of Valencia, Sierra Way, Mountain View, and Arrowhead Avenue from arterials. The goal is to be able to reduce pass through traffic on these streets through the use of traffic calming devices and stop signs. 	<ul style="list-style-type: none"> • Potential policy in GP • Potential direction of GP. 	<ul style="list-style-type: none"> • See Circulation Element. • See Circulation Element.
	7.8 Opportunity Area Concept	The Opportunity Areas concept is a good idea to help stimulate rejuvenation.	Maintain this concept in the GP update.	See Strategic Areas in Land Use Element.
	7.9 Multifamily residential	Due to the problems City has had with crime, lack of maintenance, and poverty, there is no desire to support additional multifamily uses for fear of exasperating the problem. The focus is on enhancing and improving existing neighborhoods and not on providing more affordable housing as SB already is one of the most affordable areas in the State.	Incorporate methods to improve housing stock/values in City.	See Neighborhood Improvement Plan.
	7.10 Verdemon Village (James)	The village concept should be for a focused area but for the entire Verdemon Heights. Should not include mixed use with residential as a concept. Maintain the existing commercial land use designation.	Maintain the existing commercial land use designation. And eliminate the mixed-use village concepts.	See Verdemon Area Plan in the Land Use Element.
	7.11 Trend	Housing stock is slowly improving as people move to San Bernardino from outlying areas.	None required.	None required.
	7.12 Goals for GP	<ul style="list-style-type: none"> • Ease traffic congestion • Create positive change in the Opportunity Areas • Outline creative methods for residential and commercial developments. 	<ul style="list-style-type: none"> • See topic 7.7 • Maintain concept • Add policies in Opportunity Areas to encourage and attract 	<ul style="list-style-type: none"> • See Strategic Areas in the Land Use Element. • See Strategic Areas in the

Appendix 4. Common Council Interviews

Ward	Topic	Input	Recommendation	Resolution
			creative developments.	Land Use Element.
	7.13 Quality of Commercial uses	Commercial uses in area are of marginal quality.	<ul style="list-style-type: none"> Explore limiting the list of allowable uses to discourage the proliferation of marginal commercial uses, such as thrift stores and check cashing stores. Encourage the development of businesses that cater to the local residents' needs (such as gas stations, etc.) that are currently missing in the Corridor. 	<ul style="list-style-type: none"> See the Implementation Program. See Strategic Areas in the Land Use Element.
	7.14 Seniors	Many seniors live north of Highland; many do not want to get on freeway to do shopping. Tend to shop at businesses they are familiar with such as the local bakery, shoe store, tax business, etc.	Allow commercial development and neighborhood serving uses throughout City.	See the Land Use Map.
Oct. 19, 2004 with Commissioner Sauerbrun.		<ul style="list-style-type: none"> Are all land use map changes necessary? Planning Commissioner Sauerbrun: We need more flexibility in zoning standards and provisions for administrative review & approvals. 	<ul style="list-style-type: none"> Explanation required. 	<ul style="list-style-type: none"> Explanation required. See the Implementation Measures (Appendix 1 of the GP).
Sixth Ward Betty Dean Anderson December 12, 2002				
	6.1 Background	Density (residential) "doomed it (6 th ward) to failure"	None required	None required
	6.2 Background	<ul style="list-style-type: none"> 6th Ward benefits from the "best air quality within the City" 	None required	None required
	6.3 Circulation	<ul style="list-style-type: none"> Streets in 6th ward dead end and do not go anywhere Accessibility and ingress/egress in 6th ward does not streamline circulation/difficult to navigate through community Freeway on-ramp dangerous/ enter in "suicide lane" 	Evaluate the circulation plan to determine if there are additional ways to facilitate movement throughout the 6 th Ward	See the Circulation Element
	6.4 Catalysts for Change	<ul style="list-style-type: none"> Arroyo High school Community Hospital and Rehabilitation Center 	Explore the creation of opportunity areas in the GP for these areas.	See the Community Hospital Strategic Area
	6.5 Commercial Uses	<ul style="list-style-type: none"> Marginal uses not desired (99 cent store discouraged from locating in 6th ward) Many commercial uses with high visibility are permitting vehicle parking, furniture display, etc. that do not positively contribute to the appearance of the commercial 	Language in the GP should encourage code enforcement to proactively address code violations.	<ul style="list-style-type: none"> See Implementation Measures See the Land Use Element



Ward	Topic	Input	Recommendation	Resolution
		areas		
	6.6 Incentives	“Deferred fee zone”. Deferred collection of development fees in trade off for an investment in a new park or improvements to an existing park facility. Help to facilitate infill housing and generate developer interest.	Add to an incentive menu in the GP	See the Implementation Program and Neighborhood Improvement Program.
	6.7 Community Programs	<ul style="list-style-type: none"> Boys and Girls Club on 9th Street Young Marines Pace Setters Temple Missionary Baptist Church – Community Center on Baseline 28 different Churches within 6th Ward 	The GP should include language to promote and encourage local programs such as these.	See the Public Facilities and Services and the Parks, Recreation, and Trails Elements.
	6.8 Residential Areas	<ul style="list-style-type: none"> Vehicles parking on lawns has become a problem Upkeep of properties not as prevalent as it has been in previous years 	The GP should include direction to encourage the implementation of neighborhood pride programs providing education about property maintenance and upkeep, landscape programs, and increased code enforcement to minimize abandoned and non-operational vehicles and to prevent properties from falling into disrepair.	See the Neighborhood Improvement Program.
	6.9 Route 66 Corridor Improvement	<ul style="list-style-type: none"> Reinforce the importance and visibility of Route 66 as a ceremonial thoroughfare throughout the City. 	The GP should provide direction to develop design guidelines and other tools to establish a “themed” corridor. Can include trash receptacles, street signage, stamped sidewalks, bus shelters, etc. Median treatments and monument signage can be used to help calm traffic in strategic areas.	See the Mount Vernon Strategic Area and the Land Use Element.
	6.10 State Street	The development of the State Street alignment. Highest priority for 6 th Ward.	<ul style="list-style-type: none"> Identify State Street on the GP Create an opportunity area to identify potential commercial opportunities near the 215 and State Street interchange. 	See the Circulation Element.
	6.11 Recreation	The 6 th Ward is in need of active recreational facilities (e.g. tennis and handball courts)	Ensure the GP includes direction to acquire/improve recreational facilities.	See the Parks, Recreation, and Trails Element
Oct. 6, 2004. Councilman		<ul style="list-style-type: none"> Concerned about 6th Ward having opportunities equal to other areas of the City 	<ul style="list-style-type: none"> Address opportunities for the sixth ward in the General Plan 	See the Community Hospital, Mount Vernon, and Urban

Appendix 4. Common Council Interviews

Ward	Topic	Input	Recommendation	Resolution
Johnson & Commissioner Brown:		<ul style="list-style-type: none"> • Time to focus on improving the 6th Ward. • Discussed mixed use development opportunities for vacant properties on Mt. Vernon Ave. and planned a field trip with James Funk and Watson to identify particular sites. 		Conservation and Enhancement Strategic Areas, the Neighborhood and Corridor Improvement Plans, and the University District SP.
Fourth Ward Neil Derry December 15, 2002				
	4.1 Annexation	The City should submit the paperwork to annex the four unincorporated pockets, which are less than 75 acres, early 2003.	Track and adjust GP accordingly.	Annexed areas reflected in the land use plan.
	4.2 City Boundaries	The City's boundaries may have been changed by federalization of Indian lands northwest of the casino.	Investigate and adjust the GP map accordingly.	No official boundary changes to City have occurred.
	4.3 Arrowhead Springs	The boundaries and surrounding land use designations are unclear	Verify the boundaries and surrounding land use designations.	Ward boundaries not reflected in the General Plan.
	4.4 Hillside Management Overlay	The Hillside Management Overlay includes density limitations, ridgeline prohibitions, and lot size standards that impede development of the hillsides. While the protection of the hillsides from poor construction and development (e.g. Amber Hill) is necessary (via preservation/planting of mature trees and grading techniques), some flexibility in the provisions and application to allow creative solutions is necessary to attract upscale development.	Explore changes in the HMO to allow clustering, variations in lot size dimensions, various minimum lot sizes, flag lots, and the use of an average density instead of a maximum density while maintaining the overall density requirements.	See the Implementation Measure.
	4.5 Wind Load	The wind load requirement may be based upon the wind factors near the University, which are very different from the wind forces in the Fourth Ward. This may result in greater construction costs than necessary if more than what is required for seismic safety.	The GP should include language the direct the City explore the refinement of the wind load factors based on local conditions.	See the Implementation Measure.
	4.6 Multiple-Use Site	Expressed desire to allow multiple uses (Commercial and garden-type, senior residential) on the Stater Brothers site (on 40 th).	Explore the potential creation of an overlay to allow the multiple uses on the site.	Not Addressed in the General Plan
	4.7 LU Map	Land use change	Change the land use designation on the property on Waterman Avenue north of 40 th to R-1.	Not addressed in the General Plan.
Oct. 5, 2004 with Commissioner Coute		No comments noted, just general discussion during presentation of the screencheck document	None required.	None required.



Ward	Topic	Input	Recommendation	Resolution
Second Ward Susan Longville December 17, 2002				
	2.1 Incentives	Supports incentives to attract development such as deferred fees, adaptive reuse of structures, reduced parking requirements and a refinement of the non-conforming use requirements for adaptive reuse that benefit the surrounding area. Also supports a mixture of uses in the 2 nd Ward.	Add to an incentive menu in the GP and tailor the opportunity areas in the 2 nd Ward to allow a mixture of uses on a site/project.	See the Corridor Improvement and Neighborhood Improvement Programs and the Strategic Policy Areas
	2.2 E Street	Explore the creation of an opportunity area that addresses the commercial corridor conditions along E Street and encourages the adaptive reuse of structures.	Explore the creation of an opportunity area on E Street.	See the E Street Strategic Area in the Land Use Element
	2.3 Shared Parking	Shared parking is an efficient use of land and should be encouraged. Policies exist and should be enhanced.	Package and enhance the shared parking policies in the GP.	See the Corridor Improvement Program
	2.4 Issues Document and Vision	Refinements to the documents broadened to address urban lifestyles, not just suburban and rural.	Refine the documents accordingly.	GP addresses each land use designation.
	2.5 Non-Conforming Uses	Currently, if a non-conforming uses is vacant for one year or more, the use must convert to the new use and building requirements. Explore refining this provision to allow a process to utilize non-conforming structures and uses without meeting all of the current requirements for beneficial uses.	Provide direction in the GP to refine the non-conforming use requirements accordingly.	See the Implementation Program.
	2.6 Flood	The GP should reflect the latest un-adopted State GP Guidelines regarding flooding on alluvial fans.	Include language in the appropriate elements of the GP.	See the Safety and Land Use Elements
	2.7 Trucks	Semi-trucks are currently parking on residential streets. This may only get worse with the anticipated increase in activity associated with the Alameda corridor. City reacts on a complaint basis and tailors the response based upon the particulars of each case.	Ensure the issue is addressed in the GP and policy direction is included to strengthen the City's ability to react and create tailored solutions.	See the Circulation Element.
Oct. 11, 2004		<ul style="list-style-type: none"> How/when will mixed use policies be implemented? Concerned about opportunity area policies not being adequate or useful without new development standards for implementation. Wants amendments to the Development Code to be processed concurrently with the GPU, to allow immediate implementation of mixed-use development and smart growth concepts. Likes the Highland, Baseline, E Street Opportunity area concepts and might like to see the same policies for most 	<ul style="list-style-type: none"> Council set priority. Council discretion Council discretion. 	<ul style="list-style-type: none"> See Implement. Measures. None required. Council discretion.

Appendix 4. Common Council Interviews

Ward	Topic	Input	Recommendation	Resolution
		<p>of the major North-South streets.</p> <ul style="list-style-type: none"> Likes the simplification/combination of commercial land use districts Major priority is to promote adaptive re-use opportunities with flexible development standards to allow redevelopment without extensive land assembly Disappointed that the GP doesn't seem to reflect Local Govt. Commission development guidelines. She has submitted sample documents for reference & use in the update. 	<ul style="list-style-type: none"> Noted. See Land Use and Historical and Archaeological Elements. See the Corridor Improvement Program, and the Land Use and Community Design Elements. 	<ul style="list-style-type: none"> None required. See Land Use and Historical and Archaeological Elements. See the Corridor Improvement Program, and the Land Use and Community Design Elements.
Fifth Ward Joe Suarez December 18, 2002				
	5.1 Opportunity Area Concept	The concept of the opportunity areas is sound but keep the entire City in mind when planning for the individual opportunity areas and wards.	Maintain Opportunity Area concept in the GP	See the Strategic Policy Areas in the Land Use Element.
	5.2 Multiple family housing	There is a perception that multiple family housing is bad and attracts the wrong element.	None required in GP	None required.
	5.3 Permit processing	There is a perception that the City is slow to process permits so people avoid getting permits and City does not catch illegal construction.	None required in GP	None required.
	5.4 General Plan	Make the general plan a tool and not an impediment.	Create an action oriented and clear GP	Review the General Plan.
	5.5 Park	James provided a tract map with a new park to be located on Magnolia.	Reflect the park in the GP	See the Verdemon Heights Area Plan and the Parks, Recreation, and Trails Element.
	5.6 Lot Size	<p>The larger lots (10,800 square feet) are more acceptable in the Verdemon Heights area. However, it would be desirable to explore allowing variations in development standards to act as an incentive for desirable development. The current standards are tailored to flat land development and may not be appropriate for development in hillsides. The intent is to allow more creativity in design options to allow desirable development in the hillsides. The types of incentives that are desirable include:</p> <ul style="list-style-type: none"> If a conventional subdivision, then the existing standards of the RE and RL would apply. 	Create policies in the GP to allow variations in the lot sizes and lot dimensions in the RE and RL land use designation.	See the Implementation Measures.



Ward	Topic	Input	Recommendation	Resolution
		<ul style="list-style-type: none"> If the development is planned and offers a high quality and unique design, then the use of an average lot size in the RE and RL land use designations would be appropriate. A minimum 7,200 square foot lot is suggested as the minimum. If the development is planned and offers a high quality and unique design then variations in width and depth dimensions in the RE and RL land use categories would be appropriate. Deferred fees would also be an appropriate incentive for a planned and high quality and unique design. 		
	5.7 Open Space	There is an expressed desire for more open space and green belts.	Explore opportunities to create more parks and open space areas.	See the Parks, Recreation, and Trails Element and the Verdemont Area Plan.
	5.8 Assessment Districts	The use of assessment districts is more acceptable for the maintenance of landscaping and greenbelts.	None required	None required.
	5.9 Verdemont Shopping	There is an expressed desire to attract an upscale super market in Verdemont Heights.	Reflect this desire in the Verdemont Heights Area Plan and maintain the current land use designations	See the Verdemont Area Plan.
	5.10 Youth Opportunities	Maintain the current youth oriented recreational opportunities in Verdemont Heights.	Reflect this desire in the Verdemont Heights Area Plan	See the Verdemont Area Plan.
	5.11 Trails	Citizens in Verdemont Heights want an equestrian and rural trail system.	Reflect this desire in the Verdemont Heights Area Plan	See the Verdemont Area Plan and the Parks, Recreation, and Trails Element.
	5.12 Verdemont	Desire for an overall rural character in Verdemont Heights.	Reflect this desire in the Verdemont Heights Area Plan	See the Verdemont Area Plan.
Oct. 14, 2004		<ul style="list-style-type: none"> Concerned about finalizing the backbone trail system for Verdemont before development progresses any further. Wants to make sure there is a complete loop system Concerned about making provisions for another community park in Verdemont 25+ ac. Would like to see a new elementary school in Verdemont also (maybe co-located w/park). 	Reflect in the General Plan and Verdemont Heights Area Plan.	<ul style="list-style-type: none"> See the Verdemont Heights Area Plan. See the Parks, Recreation, and Trails Element See the Public Facilities and Services Element
First Ward Esther Estrada February 3, 2003				
	1.1 General Plan	Wants flexibility in the General Plan but with clear direction addressing issues of compatibility and design.	Update the General Plan accordingly	See the Land Use and Community Design Elements.

Appendix 4. Common Council Interviews

Ward	Topic	Input	Recommendation	Resolution
	1.2 Potential Light Industrial expansion	On the west side of the First Ward along 4 th Street are growing light industrial uses. There are potential compatibility issues with adjacent residential (trucks, noise, etc...). There may be an opportunity to increase the light industrial designated lands around Kingman.	Expand the light industrial designated area around Kingman.	See the land Use Map
	1.3 Mount Vernon	Mount Vernon Avenue may be an ideal opportunity to allow vertically mixed-use projects.	Allow mixed-use projects in the Mount Vernon Opportunity Area.	See the Mount Vernon Strategic Area.
	1.4 Downtown	Improved residential opportunities around the periphery of the core office/business area will enhance the area. Seccombe Lake and Meadowbrook parks offer ideal settings around which to focus new or rehabilitated housing projects. Projects that include a mixture of uses are desirable to provide neighborhood-serving uses such as cafes and delis near the parks.	<ul style="list-style-type: none"> • A stated goal for the City should be to attract and help make possible high-end housing in the City. • Allow a mixture of uses in the Downtown Opportunity Area. • Include policies in the Downtown Opportunity Area to develop high-end housing around the periphery of the core area and parks. 	See the Downtown Strategic Area and the CR-2 Land Use Designation.
	1.5 Code Enforcement	Code enforcement is necessary for both residential and non-residential uses	Ensure there are strong code enforcement policies in the general plan.	See the Land Use Element.
	1.6 Residential Rehabilitation	Rehabilitation and revitalization programs are necessary for residential uses	Policies in the General Plan should encourage the creative use of existing programs and the development of new programs to rehabilitate residences.	See the Land Use and Historical and Archaeological Elements.
	1.7 Land Use Designations	Waterman and 4 th Street Commercial designation should now be residential (RS)	Update General Plan Land Use Map to reflect new designation	Land Use Map updated to reflect previous amendments.
Oct. 18, 2004		<ul style="list-style-type: none"> • Verify consistency with Redevelopment Plans • Would like ward boundaries to be shown on the land use map (maybe an overlay) • Wants to see policies that favor job creation • Concerned about truck traffic – maybe there should be an impact fee 		<ul style="list-style-type: none"> • See the Economic Development Element. • Not addressed in the GP. • See the Economic Development Element. • See the Circulation Element.
Third Ward Gordon McGinnis February 3, 2003				
	3.1 The Rock	A new 3,000-seat church in the Redlands Opportunity Area.	Ensure the Redlands Opportunity Area permits religious facilities as an	See the Redlands Boulevard Strategic Area.



Ward	Topic	Input	Recommendation	Resolution
			allowable use.	
	3.2 Redlands Opportunity Area	There have been inquiries about the adaptive reuse of the old Costco building for light industrial uses.	Ensure the Redlands Opportunity Area permits light industrial as an allowable use.	See the Redlands Boulevard Strategic Area and Land Use Map.
	3.3 Auto Center and the Flood Control Channel	The flood control channel west of the auto center may be excess and may be able to be used for auto center related uses, such as parking.	Explore creating either a policy directing or a map change to designated the excess lands as CR.	See the Land Use Map.
	3.4 Code Enforcement	Code enforcement is necessary to restrict off-site sales in vacant lots.	Ensure there are strong code enforcement policies in the general plan.	See the Land Use Element.
	3.5 Circulation Changes	There have been changes in the circulation system that are not reflected in the current General Plan maps (Orange Show Road, Laurel wood, and Tippecanoe)	Update the General Plan maps accordingly.	See the Circulation Element.
	3.6 Santa Ana River	The Santa Ana River does not come up as an issue in the Third Ward.	None required	None required.
	3.7 Background	The Third Ward is mostly built out except for the vacant light industrial designated lands	None required	None required.
	3.8 Convenience Shopping	There are no supermarkets in the Third Ward.	Ensure the commercial General Plan land use designations accommodate this use.	See the Land Use Element.
	3.9 Southeast Opportunity Area	The Children's Hospital is expanding	None required	None required.
	3.10 Southeast Industrial Opportunity Area	City owns a parking lot under the power line easement	Provide direction to explore creative uses for the site, such as self-storage.	See the Land Use Element.
	3.11 Truck Traffic	Increased truck traffic on Tippecanoe may be an issue at unimproved freeway on-ramps, such as Tippecanoe. There may be designated truck lanes on certain streets (Mountain view, Orange Show, 5 th Street, and Waterman)	Address issue and potential truck lanes in the Circulation Element policies and maps.	See the Circulation Element.
	3.12 Hillside Development	Development in the hillsides should be upscale, high-end housing.	The Hillside Management Overlay and Land Use Designations dictate larger lots.	See the Land Use Element.
Oct. 18, 2004		<ul style="list-style-type: none"> • Would like to see improvements in the Redlands Blvd. Opportunity Area • Concerned about traffic congestion at I-10 freeway ramp 		<ul style="list-style-type: none"> • See the Redlands Boulevard Strategic Area. • See the Circulation Element.

Appendix 4. Common Council Interviews

Ward	Topic	Input	Recommendation	Resolution
		design at Tippecanoe • Concerned about truck traffic in residential areas, especially around UPS facility on Victoria		• See the Southeast and Southeast Industrial Strategic Areas.
Mayor Valles November 1, 2004				
	Questions about the Circulation Element	• Does it identify the access road alignment for Arrowhead Springs? • Does it address the issue of 210 on/off ramps at Victoria? Does it show the realignment of 3rd & transition to 5th?		• See the Arrowhead Springs Specific Plan. • Separate action • See the Circulation Element.
	Comments concerning opportunity areas:	Will North & South Lake areas be identified as opportunity areas? If so, use general symbols (not precise delineation) to minimize the potential for controversy.	Not identified as a Strategic Area in the GP. Council discretion to include.	Not identified as a Strategic Area in the GP.



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Appendix 5 Methodology Report



The following provides a description of the assumptions and methods used to determine population, housing, and employment projections for the City of San Bernardino General Plan.

Assumptions & Methodology

The projections developed represent a range of estimates for potential population, dwelling units, and employment for the City of San Bernardino. The General Plan land uses serve as the basis for these projections. A key assumption in understanding the magnitude of these projections is that the projections reflect a theoretical build-out of the entire City, rather than what is likely to appear on the ground over the next 20 years.

There are no industry standards for population density or building intensity that can be applied to the land use designations created for the City of San Bernardino General Plan. ULI Handbooks, SCAG data, and contemporary planning experience have been used to define the factors below to estimate City of San Bernardino's future socioeconomic environment.

Residential: Population and Dwelling Units

Acres: Land use designation acreages were derived from GIS-based calculations for each land use category. It is important to note that the right-of-way for public roads, railroads, and flood control facilities were not included in the acreages used to determine residential buildout and are instead accounted separately.

Density (units per acre): Taken from the General Plan, the maximum allowable dwelling units per acre are identified by land use category for all designations that allow for residential uses.

Units: Dwelling unit projections are estimated by multiplying the number of acres by the Units Per Acre factor for each land use designation. This is then multiplied by a buildout assumption factor of 85%¹. This is to account for the fact that residential buildout, on average, typically occurs at less than the maximum density. This adjustment represents a realistic square footage buildout scenario as it accounts for typical development patterns, parking, roads, rights-of ways, easements, open space, and public facilities.

In a few categories (RL, RS, and RM), there was an adjustment to account for the Arrowhead Springs Specific Plan. In this Plan, a straight multiplication of acres and units per acre was not applicable. Instead, the actual numbers of units proposed in the Plan were factored into the buildout statistics and the total remaining units outside of the Specific Plan adjusted accordingly.

Average Household Size: As of November 2004 was 3.340 persons per household, which is based upon the Department of Finance E-5 City/County Population and Housing Estimates Report (1/1/2004).

¹ Buildout adjustment factors were based upon an analysis of recent development approvals as well as consideration of existing development.

Population: Population is determined by multiplying the projected number of dwelling units by the average persons per household factor. For example, 1,000 dwelling units with average persons per household size of 3.302 would yield 3,302 residents.

Non-Residential: Building Square Footage & Employment

Employment generation for the business related land use designations, such as commercial, industrial, and business park, was calculated using the following method:

Floor Area Ratio (FAR): Floor Area Ratio, or FAR, indicates the ratio of gross building square footage permitted on a parcel to square footage of the parcel.

Non-Residential Square Footage: Building square footage for the non-residential land use designations are calculated by multiplying the acres for each land use designation by the corresponding FAR and by 43,560. This is then multiplied by a buildout assumption factor of 60% for commercial land uses and 70% for industrial land uses¹. This accounts for the fact that non-residential buildout, on average, typically occurs at less than the maximum density. This adjustment represents a realistic square footage buildout scenario as it accounts for typical development patterns, parking, roads, rights-of ways, easements, open space, and public facilities.

In a few categories (CO, CG-1, and PCR), there was an adjustment to account for the Arrowhead Springs Specific Plan. In this Plan, the straight multiplication of acres to FAR was not applicable. Instead, the actual square feet proposed in the Plan were factored into the buildout statistics and the total remaining square footage outside of the Specific Plan adjusted accordingly.

Square Feet (SF)/Employee factor: This factor indicates the number of square feet of building space per employee and is used to estimate the number of jobs for a given land use designation. These factors were derived from Stanley R. Hoffman Associates. These factors for the non-residential land use designations are listed in the following table:

Land Use Designation	Sq. Ft. per Employee Factor	Land Use Designation	Sq. Ft. per Employee Factor
CO	300	CG-1	300
CG-2	500	CG-3	500
CCS-1	500	UBP-2	300
UPB-3	300	CR-1	500
CR-2	500	CR-3	500
CR-4	500	CH	500
OIP	600	IL	1,030
IH	1,500	IE	1,500
UBP-1	600	CCS-2	1,030
PF	1,000	PCR	1,500



Employment: Employment for commercial, industrial, and office land uses are calculated by dividing the total number of building square feet by the SF/Employee factor. For example, 300,000 square feet of commercial office building space would yield 1,000 employees.

Jobs-to-Housing Ratio: The jobs-to-housing ratio identifies potential imbalances between housing and employment opportunities. The ratio of jobs to housing is estimated by dividing the number of total number of projected jobs by the total number of projected dwelling units.

Appendix 6 Glossary



The terms in this glossary are adapted from the California General Plan Glossary, 1997, published by the California Planning Roundtable, Naphtali H. Knox, AICP, and Charles E. Knox, Editors.

ADA:	Americans with Disabilities Act
ADT:	Average daily trips made by vehicles or persons in a 24-hour period
AQMD:	Air Quality Management District
BMR:	Below-market-rate dwelling unit
CC&Rs:	Covenants, Conditions, and Restrictions
CDBG:	Community Development Block Grant
CEQA:	California Environmental Quality Act
CHFA:	California Housing Finance Agency
CIP:	Capital Improvements Program
CMP:	Congestion Management Plan
CNEL:	Community Noise Equivalent Level
COG:	Council of Governments
dB:	Decibel
EIR:	Environmental Impact Report (State)
FAR:	Floor Area Ratio
FEMA:	Federal Emergency Management Agency
FHWA:	Federal Highway Administration
FIRM:	Flood Insurance Rate Map
HAP:	Housing Assistance Plan
HCD:	Housing and Community Development Department of the State of California
HOV:	High Occupancy Vehicle
HUD:	U.S. Department of Housing and Urban Development
JPA:	Joint Powers Authority
LAFCO:	Local Agency Formation Commission
LHA:	Local Housing Authority
LOS:	Level of Service
NEPA:	National Environmental Policy Act
NPDES:	National Pollutant Discharge Elimination System
PUD:	Planned Unit Development
RTP:	Regional Transportation Plan
SCAG:	Southern California Association of Governments
SOI:	Sphere of Influence
UBC:	Uniform Building Code
UHC:	Uniform Housing Code
TDM:	Transportation Demand Management
TSM:	Transportation Systems Management
TDR:	Transfer of Development Rights
TIP:	Transportation Improvement Program
TLMA:	Transportation and Land Management Agency

TSM: Transportation Systems Management
VMT: Vehicle Miles Traveled

DEFINITIONS

Acceptable Risk: A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open-space, ranches and low-intensity warehouse uses.

Acres, Gross: The entire acreage of a site. Gross acreage is calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net: The portion of a site that can actually be built upon. The following are not included in the net acreage of a site: public or private road rights-of-way, public open-space, and flood ways.

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. "Affordable to low-and moderate-income households" means that at least 20 percent of the units in a development will be sold or rented to lower income households, and the remaining units to either lower or moderate income households. Housing units for lower income households must sell or rent for a monthly cost not greater than 30 percent of 60 percent of area median income as periodically established by HCD. Housing units for moderate income must sell or rent for a monthly cost not greater than 30 percent of area median income.

Air Rights: The right granted by a property owner to a buyer to use space above an existing right-of-way or other site, usually for development.

Alley: A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Ambient Noise: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.



Annex: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Architectural Control; Architectural Review: Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review")

Area; Area Median Income: As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Arterial Highway: Medium to higher speeds (30-55 mph), medium to higher capacity (10,000-50,000 average daily trips) roadway that provides intra- and inter-community travel and access to the regional highway and freeway system. Access to community arterials should be provided at collector roads and local streets, discouraging direct access from parcels to existing arterials.

Assessment District: See "Benefit Assessment District."

Assisted Housing: Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal §8 (new construction, substantial rehabilitation, and loan management set-asides), Federal §§ 213, 236, and 202, Federal §221(d)(3) (below-market interest rate program), Federal §101 (rent supplement assistance), CDBG, FmHA §515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Attainment: Compliance with State and federal ambient air quality standards within an air basin. (See "Non-attainment")

Base Flood: In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Below-market-rate (BMR): (1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set

standards for determining which households qualify as "low income" or "moderate income." (2)
The financing of housing at less than prevailing interest rates.

Benefit Assessment District: An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no independent life; it is strictly a financing mechanism for providing public infrastructure as allowed under various statutes. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Blueline Stream: A watercourse shown as a blue line on a U.S. Geological Service topographic quadrangle map.

Bond: An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Buildout; Build-out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity (3)")

California Air Resources Board: The State of California Agency responsible for air pollution control.

California Clean Air Act: Legislation enacted in 1988 and amended in 1992 and 1996, mandating a planning process to attain state ambient air quality standards



California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Monoxide: A colorless, odorless, toxic gas produced through the incomplete combustion of fossil fuels.

Carrying Capacity: Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout")

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open-space area.

Collector: Relatively low speed (25-30 mph), relatively low volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Community Care Facility: Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a

full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care")

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Redevelopment Agency (CRA): A local agency created under California Redevelopment Law (Health & Safety Code §33000, et. seq.), or a local legislative body that has been elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Condominium: A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/ housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.



Congregate Care: Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

Consistency; Consistent With: Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term "consistent with" is used interchangeably with "conformity with." The courts have held that the phrase "consistent with" means "agreement with; harmonious with." Webster defines "conformity with" as meaning harmony, agreement when used with "with." The term "conformity" means in harmony therewith or agreeable to (Sec 58 Ops.Cal.Atty.Gen. 21, 25 [1975]). California State law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

Covenants, Conditions, and Restrictions (CC&Rs): A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Critical Facility: Facilities housing or serving many people, that are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear. See the noise element guidelines in Appendix A for a technical definition.

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of: Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space: Open-spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Density, Residential: The number of permanent residential dwelling units per gross acre of land.

Density Bonus: The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned. Under Government Code Section 65915, a housing development that provides 20 percent of its units for lower income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus and other concessions.

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre).

Density Transfer: A way of retaining open space by concentrating densities usually in compact areas adjacent to existing urbanization and utilities while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Design Review; Design Control: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control")

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Development Agreement: A legislatively approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code §65865 et. seq.) that "freezes" certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

Development Fee: See "Impact Fee"



Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation: A tool for acquiring open-space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Elderly: Persons age 62 and older. (See "Seniors")

Elderly Housing: Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them.

Emergency Shelter: A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Transitional Housing")

Eminent Domain: The right of a public entity to acquire private property for public use by condemnation and the payment of just compensation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment: CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act which assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See "California Environmental Quality Act")

Erosion: (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils: Soils that swell when they absorb water and shrink as they dry.

Fair Market Rent: The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family: (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible: Capable of being accomplished in a successful manner within a reasonable time taking into account economic, environmental, social, and technological factors.

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodplain Fringe: All land between the floodway and the upper elevation of the 100-year flood.



Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR): A term utilized to measure the allowable building intensity of nonresidential structures on a site, calculated by dividing the gross floor area by the total net acres of the site. For example, on a site with 40,000 square feet of net land area, a Floor Area Ratio (FAR) of 1.0 will allow a maximum of 40,000 square feet of gross floor area to be built, whereas a FAR of 1.5 would allow 60,000 square feet of gross floor area, and a FAR of 0.5 would allow 20,000 square feet of gross floor area.

Fossil Fuel: Coal, oil and natural gas; so called because they are the remains of ancient plant and animal life.

Freeway: A high-speed, high-capacity, limited-access road serving regional and citywide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" now being introduced into Southern California. Freeways generally are used for long trips between major land use generators.

Fugitive Dust: Dust particles that are introduced into the air through certain activities such as soil cultivation, off-road vehicles, or any vehicles operating on open fields or dirt roadways.

Granny Flat: See "Second Unit"

Ground Failure: Ground movement or rupture caused by strong shaking during an earthquake. Includes landslide, lateral spreading, liquefaction, and subsidence.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Growth Management: The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan")

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped: A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Historic Preservation: The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Homeless: Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")

Hotel: A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite. (See "Motel.")

Household: All those persons (related or unrelated), who occupy a single housing unit. (See "Family")

Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department (HCD): The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government that administers housing and community development programs.



Housing Authority, Local (LHA): Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit" "Family" and "Household")

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. Section 66000, et seq., specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee: (See "Dedication, In lieu of")

Institutional Uses: (1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; (2) churches and other religious organizations; and (3) other non-profit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial. (See "Public and Quasi-public Facilities")

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per acre (per gross acre, as used in this General Plan). For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Inter-agency: Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing noise level.

Inversion Layer: A layer of warm air that traps the cooler air and any pollutants it carries, below.

Jobs/Housing Balance; Jobs/Housing Ratio: The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA): A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

L₁₀: The A-weighted sound level exceeded ten percent of the sample time. Similarly, L₅₀, L₉₀ etc.

Landmark: (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Land Use Classification: A system for classifying and designating the appropriate use of properties.

Lateral Spreading: Lateral movement of soil, often as a result of liquefaction during an earthquake.

L_{dn}: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The L_{dn} is approximately numerically equal to the CNEL for most environmental settings.

L_{eq}: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{eq} is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS) Standard: A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.



Level of Service (Traffic): A scale from A to F, with A being best, that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Linkage: With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction: The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Live-work Quarters: Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Local Agency Formation Commission (LAFCO): A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Low-income Household: A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Low-income Housing Tax Credits: Tax reductions provided by the federal and State governments for investors in housing for low-income households.

Manufactured Housing: Residential structures that are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit")

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mercalli Intensity Scale: A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Microclimate: The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Minipark: Small neighborhood park of approximately one acre or less.

Mixed-use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home: A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See "Manufactured Housing" and "Modular Unit")

Moderate-income Household: A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household")

Modular Unit: A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called Factory-built Housing and regulated by State law of that title. (See "Mobile Home" and "Manufactured Housing")

Motel: (1) A hotel for motorists. (2) A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where guest parking is provided in proximity to guest rooms. Quite often, provision is made for cooking in individual guest rooms or suites. (See "Hotel.")

Multiple Family Building: A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Municipal Services: Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.



National Environmental Policy Act (NEPA): An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State: The condition existing prior to development.

Neighborhood: A planning area commonly identified as such in a community's planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Neighborhood Park: City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Nitrogen Oxide: Primarily consists of nitric oxides (colorless, odorless gas formed from atmospheric nitrogen and oxygen when petroleum combustion takes place under high temperatures and/or pressure) and nitrogen dioxide (a reddish-brown irritating gas formed by the combination of nitric oxide with oxygen).

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See "Attainment")

Non-conforming Use: A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes

(1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended general plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the general plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Open-Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Recreation Use: A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Overlay: A land use designation on the General Plan Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone: A pungent, colorless, toxic gas. Close to the earth's surface, it is produced photochemically from hydrocarbons, oxides of nitrogen and sunlight and is a major component of smog. At very high altitudes it protects the earth from harmful ultraviolet radiation.

Parcel: A lot in single ownership or under single control, usually considered a unit for purposes of development.

Park Land; Parkland: Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open-space for public use.

Parking, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management: An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management")

Parking Ratio: The number of parking spaces provided per 1,000 square of floor area (e.g., 2:1 or "two per thousand.")



Parks: Open-space lands whose primary purpose is recreation. (See "Open-Space Land," "Community Park," and "Neighborhood Park")

Parkway: An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Parkway Strip: A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as "planter strip."

Particulate Matter (PM): Atmospheric particulate made up of finely divided solids or liquids such as soot, dust, aerosols, fumes and mists. Commonly classified into two categories, PM₁₀ (particles between 2.5 and 10 micrometers in length) and PM_{2.5} (particles less than 2.5 micrometers in length).

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planned Unit Development (PUD): A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Area: The area directly addressed by the general plan. A city's planning area typically encompasses the city limits and potentially annexable land within its sphere of influence.

Planning Commission: The City of San Bernardino Planning Commission, a eight-member body appointed by the Common Council to perform various development review and planning functions and make recommendations to the Council.

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level: As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Private Road/Private Street: Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion. For density calculation purposes, some jurisdictions exclude private roads when establishing the total acreage of the site; however, aisles within and driveways serving private parking lots are not considered private roads.

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

Reclamation: The reuse of resources, usually those present in solid wastes or sewage.

Reconstruction: As used in historic preservation, the process of reproducing by new construction the exact form and detail of a vanished structure, or part thereof, as it appeared during a specific period of time. Reconstruction is often undertaken when the property to be reconstructed is essential for understanding and interpreting the value of an historic district and sufficient documentation exists to insure an exact reproduction of the original.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan/Share: A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Rehabilitation: The repair, preservation, and/or improvement of substandard housing.

Residential, Multiple Family: Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family: A single dwelling unit on a building site.

Retrofit: To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.



Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Right-of-way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Sanitary Landfill: The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Septic System")

Santa Ana Winds: Warm, dry winds that blow from the east or northeast (offshore) occurring predominantly between the months of December and February. The winds develop when a region of high pressure builds over the Great Basin (the high plateau east of the Sierra Mountains and west of the Rocky Mountains including most of Nevada and Utah) and move locally across the Mojave Desert and then over and through passes in the San Gabriel, San Bernardino and San Jacinto Mountains.

Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. "Granny Flat" is one type of second unit intended for the elderly.

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Seniors: Persons age 62 and older. (See "Elderly")

Senior Housing: See "Elderly Housing"

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer")

Shared Living: The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Single-family Dwelling, Attached: A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached: A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO): A single room, typically 80-250 square feet, with a sink and closet, but that requires the occupant to share a communal bathroom, shower, and kitchen.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Smog: A combination of smoke, ozone, hydrocarbons, nitrogen oxides, and other chemically reactive compounds which, under certain conditions of weather and sunlight, may result in a murky brown haze that causes adverse health effects. The primary source of smog in California is motor vehicles.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan: A tool authorized by Government Code §65450 et seq. for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence: The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government Code §65302 requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of parkland per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as



distinguished from use restrictions - for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Streets, Local: See "Streets, Minor"

Streets, Major: The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor: Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through: Streets that extend continuously between other major streets in the community.

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in §1350 of the California Civil Code and a community apartment project as defined in §11004 of the Business and Professions Code.

Subdivision Map Act: Section 66410 et seq. of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Subregional: Pertaining to a portion of a region.

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes. (See "Settlement")

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing: Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Sulfur Dioxide: A colorless, odorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels.

Sustainable Development: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which

people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. (Source: Minnesota State Legislature)

Tax Increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low- and low-income housing.

Townhouse; Townhome: A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip")

Transfer of Development Rights: Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit-oriented Development (TOD): A mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car.

Transitional Housing: Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter")

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).



Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Street: Trees strategically planted - usually in parkway strips, medians, or along streets to enhance the visual quality of a street.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin - often from home, but not always), and one "attraction end" (destination). (See "Traffic Model")

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC): State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be "non-urban" or "rural" (See "Urban Land Use") CEQA defines "urbanized area" as an area that has a population density of at least 1,000 persons per square mile - (Public Resources Code 21080.14(b)).

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Land Use: Residential, commercial, or industrial land use in areas where urban services are available.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Utility Corridors: Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement")

Vehicle-Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household: A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the 8 housing program.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as V/C. At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Level of Service")

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Zero Lot Line: A detached single-family unit distinguished by the location of one exterior wall on a side property line.

Zone, Interim: A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during general plan preparation to provide a basis for permanent zoning.

Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.



Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits (such as preservation of greater than the minimum required open-space; provision for low- and moderate-income housing; or plans for public plazas and courts at ground level) are included in a project.

Appendix 7 Issues Report

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CITY OF SAN BERNARDINO

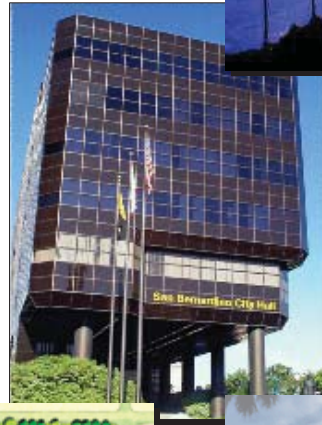
Draft Issues Report



Prepared by:

The Planning Center

October 21, 2002



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INTRODUCTION

The following report provides a brief and general background discussion of the various growth and development issues facing the City of San Bernardino in the next 25 years. The purpose of this report is to take the important step of identifying issues of local and regional importance within the context of the San Bernardino General Plan update. This step will serve as the basis for prioritizing issues, preparing policies and implementation measures addressing these issues, and organizing these issues and accompanying policies within the General Plan and Specific Plan documents.

The report is divided into the following major topics: Circulation, Community Character/Image, Conservation, Economic Development, Education, Housing, Land Use, Parks and Recreation, Public Facilities and Services, and Public Safety. The topics are then subdivided into more specific issues and subcategories that may need to be addressed in the General Plan. Each subcategory then contains an issue statement briefly describing the impact of the given issue on the General Plan update process, followed by a more descriptive synopsis of the subtopic. The topics included in this report are intended to closely mirror the City of San Bernardino General Plan Elements as they presently exist and are anticipated to evolve in the near future as more is learned from the development of the economic and traffic studies, the Tippecanoe Area Plan, the University Specific Plan and other program tasks.

Each section contains a brief description of the issues related to the relevant topic and includes input from policy documents, studies and reports prepared for the various City Departments, the Economic Conditions and Trends report prepared for the General Plan update, City Staff, residents, the business community and other stakeholders. Input from community members was obtained through five community visioning workshops held throughout the City in November 2001. The workshops were specifically designed to allow residents the opportunity to discuss issues that need to be addressed in the General Plan update as well as providing input to ultimately create a vision for the City's future.



CIRCULATION

C-1: Multi-Modal Transit

Issue Statement: Creating a range of transit opportunities for residents can decrease traffic congestion and commute times.

Existing land use patterns have resulted in an increasing dependence on the automobile. Even with innovative land use planning, the supply of roadway capacity in relation to vehicle trip demand will likely diminish, further exacerbating congestion and poor air quality. However, there exist a number of transportation alternatives that can aid in reducing automobile trips and associated consequences. The City has the opportunity to link a number of forms of transportation into a cohesive system. Examples of multi-modal transit include a linking of rail and bus systems, park and ride facilities with bike routes, buses, and car/van pool opportunities. The following specific issues were identified as needing special attention in the General Plan update.

- The development of a multi-modal transportation plan (especially connections to the airport) can lead to increased efficiency and reduced automobile congestion.
- Air transportation will be of increasing importance in the region. San Bernardino has the opportunity to capitalize on its airport to meet the growing need for air transport.
- Grade separations between railroads and roads are needed to promote safety, efficiency and emergency access.

C-2: Roadway Congestion

Issue Statement: Improved transportation facilities and systems, and alternative modes of travel are needed to reduce roadway congestion.

San Bernardino contains a number of freeways, highways and arterial roads, which serve as vital inter- and intra-regional linkages for the movement of people and goods. Internal growth and commutes from San Bernardino to other cities and counties have led to increasing commute times and roadway congestion. Continued urban growth is expected, further exacerbating the situation. Methods generally used to deal with congestion include improved transportation facilities and systems, the provision of alternative means of travel, altered work schedules and patterns, and land use patterns that allow employment, service and housing opportunities in close proximity.

Transportation Management is a potential mitigation measure for project-related traffic impacts. Transportation Management provides the opportunity to manage transportation systems (TSM) or manage the demand on transportation systems (TDM) in order to make the most efficient use of existing facilities. Examples of this include reducing the number of single occupant motor vehicle trips or increasing the use of alternative modes of transportation.



- A system of roadways must be implemented that provides adequate capacity to accommodate traffic generated by approved land uses in the City at an acceptable level of service.
- Traffic is especially congested in the University area during certain parts of the school year. There should be multiple access streets to the University to relieve congestion off of University Parkway and decrease the back-up caused on the I-215.

C-3: Connectivity

Issue Statement: Linking roads with trails, bike lanes and transit systems can relieve road congestion and interconnect all parts of the City.

The City has the opportunity to create an integrated circulation plan that will not only connect roads with trails, bike lanes and multi-modal transit systems, but that will utilize the entire circulation system to connect all parts of the City to each other.

- Relating the master plan for parks to the circulation plan may identify opportunities to create linkages and improve connections.
- Linking the several major centers (Downtown, Tri-city/Commercenter, Inland Center and Central City Malls, CSUSB, and San Bernardino International Airport) can create a greater sense of community.
- San Bernardino has evolved over time without adequate organization of land uses, building forms, open spaces and linkages. Consequently, a number of districts are poorly defined or incompletely linked to adjacent ones.

C-4: Roadway Improvements, Safety & Maintenance

Issue Statement: Roadway improvements are needed to maintain a safe and efficient road network.

Due to residents', travelers' and businesses' reliance on the roadway system, the necessity of maintaining an efficient and safe network while minimizing impacts on adjacent land uses will remain a top priority. Roadway improvements may also accommodate multiple forms of transportation such as transit lines or multi-purpose trails in order to maximize corridor efficiency.

- A special level of effort is needed to ensure sufficient financial support for maintaining the City's roadway system.
- There is an opportunity to coordinate with Caltrans to improve state controlled streets, taking advantage of their new policy of "context" sensitive solutions.

C-5: Trails

Issue Statement: Trails provide an opportunity to interconnect the city, provide recreational opportunities and maintain a suburban lifestyle.

Multi-use trails for hikers and bicyclists can serve both as a means of recreation and leisure and as an alternate mode of transportation. The rural



nature of many City areas along with its tremendous scenic qualities make trails a particularly attractive community amenity. Additionally, trails and greenbelts can connect open spaces and parks with activity centers throughout the City and offer the potential to increase tourism, land values and recreational opportunities.

- The General Plan should address trail linkages and strategies for timely implementation.

C-6: Truck Routes/Traffic

Issue Statement: Truck traffic needs to be managed to reduce road congestion and improve air quality.

Truck transportation plays a prominent role within the intermodal freight system for the City. Truck traffic, particularly on freeways and arterial roads within large industrial and manufacturing/warehousing districts, can contribute significantly to congestion and poor air quality. Their presence on local streets is often seen as an unsafe nuisance to residential and public uses. The challenge in a rapidly urbanizing City is to balance the objectives of continued economic growth with quality of life objectives such as safe streets, good air quality and decreased roadway congestion.

- Efforts to better manage truck traffic can lead to a decrease in congestion and noise pollution.
- Impacts of traffic on sensitive receptors, such as residential neighborhoods and schools should be minimized.

COMMUNITY CHARACTER/CITY IMAGE

From its early beginnings as a home to Spanish Missionaries, to its incorporation in 1854 when the City was inhabited predominantly by those of the Mormon faith, to today, San Bernardino has been a community proud of its pioneer spirit, optimism and innovation.

CCCI-1: City “Personality”

Issue Statement: Opportunity exists to link isolated districts of the City, create a distinct personality for San Bernardino and enhance the City’s image.

There was consensus among City Staff and residents that the City’s diversity, large tracts of undeveloped land, physically isolated communities, and high growth rate in the early 1990s, have caused San Bernardino’s historic character, distinct personality and buildings to gradually disappear. Community members in particular believe the City needs to recreate and capture its distinct personality, perhaps creating a greater sense of community through the select preservation of historic buildings and the development of separate theme identities for the City’s various districts.

- A cohesive identity and personality is lacking in the City. It is difficult to identify when you have entered or left the City, which is

partly due to confusing jurisdictional boundaries and unincorporated islands, as well as to the lack of a unifying theme.

- Entries into the City should be well defined or highlighted to help define boundaries and act as landmarks.
- There is a desire to develop and implement a cohesive theme for the entire City as well as sub-themes for neighborhoods to provide identity, help create a sense of community, and add to the City's personality.
- Route 66 Rendezvous and other cultural activities can be utilized to build a distinct identity for the City.
- San Bernardino has evolved over time without a defined strategy for organization of land uses, building forms, open spaces and linkages. Consequently, a number of districts are poorly defined or inadequately linked to adjacent ones. A goal of the General Plan should be to define districts and create linkages between them.
- Man made "edges" (Santa Fe Railroad, rail yards, I-10) tend to isolate different districts from one another. These edges deserve special attention in creating clear linkages.
- The City's personality and image are negatively affected by its landscaping and general level of attractiveness. A major component of residents' view of the City's future is the creation of a clean and attractive San Bernardino, which is well-landscaped, especially in street medians.
- The high crime rate and label as the arson capitol of the US creates a negative image. Policies in the Public Safety Element should be created to enhance the real and perceived level of safety within the City.
- The City's image could benefit from a distinct downtown skyline, which would act as a symbol for the City and to distinguish the City as the County seat. The General Plan should create a height and FAR ratio, which promotes the continued development of a distinct skyline downtown.



CCCI-2: Historic Structures, Districts and the Depot

Issue Statement: The General Plan update process should consider the preservation and relocation of historic structures to accentuate the City's image and character. The City is committed to the renovation and reuse of the historic Santa Fe Depot and making physical and functional improvements to the surrounding neighborhoods.

Due to the City's long history, cultural, historic, and paleontological resources are important assets for City residents. They provide a sense of orientation and civic identity, and are fundamentally connected to the quality of life residents currently enjoy. Historic and prehistoric resources give character and distinction to communities, offer educational and inspirational benefits for present and future generations, and can produce economic benefits to the City. As such, the City may consider identifying and establishing additional historic buildings or districts.



- Historical resources and architecturally significant buildings can be capitalized on to help create character and identity for the City.
- The City should consider relocating historic homes to the Historic Santa Fe Depot District. This may include the acquisition and relocation of architecturally significant historic homes from the Lakes and Streams project area (and other areas intended for clearance) to vacant residential lots in the Historic Depot District. These homes could then be restored and sold to their former and/or a new owner.
- New industrial, office, retail and business park buildings in the Depot District should be required to have architectural styles consistent with the historic Santa Fe Depot or "classic" styles of the era and should be consistent with the Historic Depot District Concept Improvement Plan.
- Any efforts to preserve historic buildings should be balanced with property rights and the structural integrity/safety of the buildings.

CCCI-3: City Leadership

Issue Statement: While the City's strong leadership is recognized by its residents, opportunity exists for increased responsiveness to resident's concerns at all levels of government.

With its strong leadership and commitment to collaboration, the City is well poised to address issues of concern in San Bernardino. Through their cooperative efforts, the Mayor, and Common Council have prioritized a list of six shared goals, consisting of the following:

- Priority 1: Maintain City Economic Development Agency financial stability.
- Priority 2: Take steps to enhance the City's Image.
- Priority 3: Provide adequate staffing levels to meet service demands.
- Priority 4: Create the "lakes and streams" project as the City's signature development.
- Priority 5: Develop more effective blight abatement (beautification).

- Priority 6: Increase efforts to become more streamlined and less bureaucratic in processing development projects.

The ability of the Mayor and Common Council to cooperate in their efforts to address vital community issues is a great source of strength for San Bernardino and will prove invaluable in minimizing constraints and maximizing opportunities raised in this report. Most residents are also pleased with the City government. However some residents, especially those in the Westside and Verdemon would like for the City to be more responsive to their needs and create additional methods of obtaining input from residents.

Leadership is also present at the staff level. For instance, the newly formed Beautification Advisory Team (BAT), a City Department Head level working group, is currently developing and implementing strategies to improve the aesthetic qualities of the City. Programs suggested by BAT, in addition to other strategies for creating a “cleaner and greener” San Bernardino may need to be codified in the General Plan and Zoning Code.

- Utilize the shared goals of the City as a foundation of the General Plan and vision for the future.
- Utilize the BAT Team’s authority and structure to implement concepts of the General Plan.
- Incorporate the goals and concepts of the BAT Team into the policies of the General Plan.

CONSERVATION



CO-1: Minimizing Impacts and Preserving Habitats

Issue Statement: The conservation of certain lands and ecological habitats within the City should be considered as part of the General Plan.

There is a strong desire to minimize the environmental impact of future development, especially in hillside, mountainous and habitat areas. Conserving land can enhance the City’s quality of life, maintain a rural feeling within San Bernardino and balance the need for development with related environmental impacts.

- Establishing environmental programs can minimize the impacts of future developments, especially in the hillsides.
- Balancing the preservation of plant and wildlife habitats with the need for new development will be essential as growth continues.
- Coordination with regional multi-species habitat conservation planning efforts will help ensure that the City’s interests are considered.
- The environmental resources offered by the Santa Ana River and Cajon Wash should be explored in terms of assets to the City.



ECONOMY

The City of San Bernardino is an economic giant ready to be awakened. The City benefits greatly from its location, serving as a trucking and railroad hub, with its commitment to redeveloping blighted areas and from its large amounts of undeveloped land. Despite these and other positive economic factors, the City suffers from a relatively high unemployment rate, a high percentage of residents receiving public assistance, high office vacancy rates and a generally depressed market. In addressing these issues, the City should continue efforts to expand employment opportunities for residents and partner with the business community to create and maintain competitive advantages. Additionally, while participants in the Business Representatives focus group meeting conducted as part of the General Plan update, view San Bernardino as slightly businesses unfriendly, particularly due to excessive “red tape” and high tax rates, the City has recently undertaken extraordinary efforts to retain and attract small and large companies,

EC-1: Growth Sectors

Issue Statement: Opportunities for growth abound in San Bernardino in a multitude of job sectors across all skill and income levels.

Potential for economic growth lies with the City’s competitive advantage in several key sectors. In the coming years, San Bernardino must work with the business community to promote and facilitate growth in these industries while also developing competitive advantages in additional sectors. As part of the General Plan update, an Existing Economic Conditions and Trends Report was created to provide direction on key growth areas in the City. The following provides a summary of the study’s key findings, which will be used to create policies in the Economic Development Element and other sections of the General Plan, as appropriate.

- According to economic projections, opportunities exist for the City to capture a greater percentage of jobs in the light industrial and manufacturing sectors and special food preparation.
- The health services sector has a larger proportion of high value jobs and according to economic projections, provides tremendous opportunity to San Bernardino due to the proximity of Loma Linda Hospital and the City’s relatively inexpensive land.
- Partnerships and alliances with the Educational Services sector will be very important in not only creating a competitive labor pool, but also in providing a regional amenity.
- Opportunities for Wholesale Trade related uses with frontage to the I-215 should be explored. Eventual completion of the I-210/Route 30 connection will provide significant locational advantages.
- The new and fast growing Burlington Northern Santa Fe (BNSF) inter-modal hub can be capitalized on to provide local businesses with a competitive advantage with low transportation costs.
- Development potential exists along rail lines, for rail related and dependant uses.

- There is a moderate demand for mid-priced, business quality hotel rooms.

EC-2: Retail/Commercial

Issue Statement: Retail sales in the City are in a state of decline due primarily to competition from surrounding cities. However, revitalizing and accentuating existing retail centers can reverse this trend.

The City's total taxable sales declined at an average rate of 1.3 percent annually from 1990 to 1999, while the County's taxable sales grew at an average annual rate of 1.7 percent in constant 2000 dollars. In addition, many of the City's multi-tenant centers have vacancies ranging from 15 to 40 percent. However, while the City currently contains excess retail space, there is opportunity for growth. However, current retail/commercial centers, including the Carousal Mall and Inland Center should be rehabilitated to ensure continued shopping opportunities and sales growth.

- The provision of adequate retail sites is necessary to prevent residents from spending dollars outside of the City as well as enticing non-residents to shop within the City.
- The Carousel and the Inland Center Malls should be reviewed for potential new uses including the addition of mixed use developments, long term hotels and community open space.
- A surplus of commercial strip malls exists in the City, many of which are deteriorating. The City may consider redeveloping these areas or modifying their land use designations.
- Creating "ethnic-themed" commercial centers has the potential to create a sense of place and increase the capture area of shopping centers.

EC-3: Office

Issue Statement: Office space in the City is marginally overbuilt, but room for growth and expansion exists.

The demand for office space in the Inland Empire, particularly east of Ontario, is forecast to increase in the next five to ten years. According to an economic analysis prepared by Economics Research Associates (ERA), while the City's office market is currently overbuilt, projected employment growth estimates show that the City could capture as much as 170,000 square feet annually over the next five years. Most of the oncoming office demand in San Bernardino is likely to be fulfilled by infill development in the downtown area. Market conditions which permit some lower-density office park development can be accommodated in the northern part of the City, either along the I-215 corridor or adjacent to the University.

- Redesignating vacant industrial land along the I-215 may create an opportunity for University related businesses to locate in the City.



EC-4: Industrial

Issue Statement: Industrial space in the City is marginally overbuilt, but there is room for short-term and particularly long-term growth.

According to the ERA study, industrial vacancies in the City (4.8%) are significantly lower than the regional market as a whole (7.1%). Industrial rents are still lower than the regional average and demand factors indicate that the industrial market in the City is marginally overbuilt. However, the City could absorb approximately 400,000 square feet annually over the next four years, with the capacity to accommodate approximately two million square feet (on approximately 151 acres) by the end of the 2025. In the short term, most of the industrial growth is expected to be in the warehouse distribution sector due to the availability of prime locations with access to regional interstate highway system. This could be expanded to include key manufacturing and R&D sectors if the City is able to establish pro-active alliances with existing educational and professional institutions.

- Land use designations may be in need of adjustment to account for projected increase in demand for industrial space.
- Large tracts of undeveloped land lie along the I-215 corridor between downtown and the Tri-City area and east of the corridor extending to the San Bernardino International Airport. This is an opportunity for future growth, but at present there is insufficient economic demand or marketing efforts to result in the infill of these areas for commercial or industrial uses.

EC-5: Downtown

Issue Statement: The Downtown should be revitalized and intensified, particularly with mixed-use and cultural activities.

The City's Downtown is a primary activity and economic center. As with the rest of San Bernardino, there is excess office space in the Downtown area, but due to its competitive advantages, growth can occur in specific economic sectors and office space designed for particular uses may be needed.

- Intensifying the downtown with government and professional offices, convention facilities, hotels, cultural facilities, supporting retail and restaurants, and high-density residential can create a regional recreational, employment and retail center with local live/work communities (the provision of housing and employment within the same parcel of land) in San Bernardino.
- Arts on 5th, which will be located on 5th Street between D and E, will provide instruction in the areas of theater, dance, music, visual arts and creative writing with a mix of classroom and studio work. Policies may need to be refined or added to the General Plan, which allow for compatible uses to create a synergy with the arts program.
- According to economic projections, the City may be able to capture as much as 170,000 square feet of office annually over the next five

years in the Downtown. The General Plan Land Use Element should ensure the City's ability to capture this anticipated growth.

EC-6: Employment Opportunities

Issue Statement: Employment opportunities, especially high paying jobs, should be increased in the City to promote a jobs to housing balance.

San Bernardino currently experiences an imbalanced job to housing ratio. However, unlike many cities, San Bernardino supplies a relatively high number of housing units when compared to the amount of jobs provided in the City. The solution is not to demolish existing units or prevent new construction, but to develop economically and provide more amenities for residents. This will allow an increased number of resident an opportunity to work in the City and encourage our current and future labor force to live in San Bernardino and not in surrounding cities.

- Securing additional employment opportunities, especially those jobs paying higher wages, may provide residents with an opportunity to live and work within San Bernardino, reducing the need to commute to other cities and counties.
- General Plan policies encouraging coordination with the County would be beneficial to ensure any future expansion of County buildings results in growth opportunities for the City.

EC-7: Westside Development

Issue Statement: While the Westside is impoverished, opportunities for growth can be recognized to revitalize this area of the City.

San Bernardino's Westside is its most impoverished area. There is a strong desire on the part of both residents and business owners to revitalize the area and there is also agreement that the Westside contains many resources (human and natural resources) that may benefit the entire City. A challenge in the General Plan will be to develop this area economically, taking advantage of its many resources and providing job training and other professional enhancement services to its residents.

- According to residents, the City has been attempting to revitalize the Westside for many years. A possible solution posed by a member of the business community to increase the rate of economic growth in the area is to redesignate suitable land in the Westside as industrial in order to create additional jobs. The reevaluation of land uses in the Westside should be considered in the economic studies prepared for the General Plan update.
- The Westside helps bring in grant dollars to the City, but according to residents, the money never makes its way to that area of the City. A General Plan policy stating the City's commitment to spending grant monies in the areas of the City for which they were received, should be considered.
- Residents of the Westside believe there is a need for additional financial service providers, and higher quality services in general, such as restaurants and hotels in their area of the City. Long-term



policy solutions for the proper provision of good and services and the overall economic development of the Westside should be incorporated into the Economic Development Element.

EDUCATION

E-1: Expanding Educational Opportunities

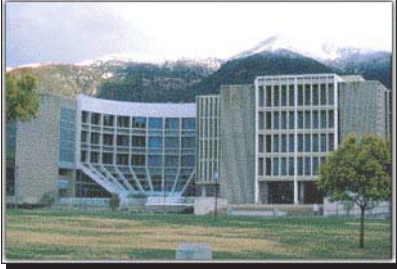
Issue Statement: The City is dedicated to collaborating with local school districts to ensure the best possible education for residents of all ages.

The City is home to two major educational institutions: the California State University at San Bernardino (CSUSB), which is addressed further in the University District subsection, and the San Bernardino Valley College (SBVC). While it is generally believed that the relationship with these schools has been underutilized in the past, there is general agreement that they should now become fully integrated with the rest of the City. This may be accomplished by creating additional physical linkages to, and increasing interactions with, these institutions. Creating such connections and opportunities for partnership will provide the institutions with an opportunity to shape the community, and its role therein, for the mutual benefit students, faculty, residents and the business community.

- The City should work with CSUSB and SBVC to integrate and link the schools, physically and socially, to their surrounding communities so they become an integral part of the City and its future. Land adjacent to SBVC in particular should be explored to help integrate the college with the surrounding area.
- Economic and social partnerships with CSUSB and SBVC can potentially enhance the quality of life in the City and provide real-world experience for students.
- Coordination with the local school districts, to ensure continued development of quality K-12 schools throughout the City to meet growing demands may be necessary, according to some City Staff. The provision of quality schools will have the additional benefit of providing a valuable amenity to attract new residents and businesses into the City and can potentially lead to an increase in property values.
- High School and Jr. High School students can benefit from and capitalize on interaction and partnerships with institutions of higher learning.

E-2: The University District

Issue Statement: CSUSB is a great asset to the City and as such, physical and social linkages between the two should be expanded.



California State University at San Bernardino is located on 430 acres in the northern portion of the community against the San Bernardino Mountains. The University educates over 16,000 and is project to house just under 3,000 students. The University offers 42 baccalaureate degree programs, 15 teaching credentials, and 21 master's degree programs through five colleges: Arts and Letters, Business and Public Administration, Education, Natural Sciences and Social and Behavioral Sciences. The University emphasizes the liberal arts but offers a number of career-oriented programs, both at the undergraduate and at the graduate levels. The University is growing and has added 10 new buildings in the last 10 years.

As was mentioned in E-1, it is a goal of the City to collaborate with the University to fully integrate it with the surrounding community. Creating a physical connection and linkages between the City and the University's students and faculty, will foster additional partnerships and social relations. A Design Charette including participants from the University and City has been conducted to address these issues, the results of which will be included in the University District Area Plan.

- The University is not currently physically integrated with the surrounding community. The surrounding land uses are not oriented toward the University, the circulation access is not clearly delineated, and there is a lack of clear entry and signage into the area.
- The University is not oriented toward the surrounding land uses. In some areas, parking lots are placed between the community and the University.
- There is an opportunity for the City to capitalize on the presence of the University through the surrounding land uses, circulation connections, social integration, and marketing.
- There is an opportunity to utilize vacant land to the west of the University to integrate with the community.
- The University can be a resource to help build the community and improve the City of San Bernardino's identity.
- Improvements in the housing stock in the City of San Bernardino can help attract faculty and staff to locate within and become a part of the community.
- There is an opportunity to link surrounding uses with programs at the University. For instance, the future engineering program can be connected with adjacent industrial/research area.
- An opportunity exists to link the University with its surrounding areas through themed landscaping, streetscape, signage, art and street naming.
- The Arrowhead Credit Union proposal is an example of a project, which can be a catalyst for creating physical linkages with the University. Vacant land surrounding the CSUSB should physically



or socially link to the University and complement existing University related developments in the vicinity.

HOUSING ISSUES

As is the case in nearly all cities within California, developing an adequate and diverse supply of quality housing is a prime concern in San Bernardino. Generally, there is support for promoting residential infill development in the downtown area, rehabilitating the older housing stock, limiting the development of multi-family housing and providing a housing supply that allows people to live and work within the community. There is also a desire to provide housing development with additional amenities in new developments to appeal to high-income residents.

H-1: Preservation & Rehabilitation

Issue Statement: Many older homes are deteriorated and are in need of revitalization.

As residential neighborhoods age, special attention must be paid to the preservation and rehabilitation of older homes. Without sufficient restoration efforts, entire neighborhoods can become deteriorated and run-down.

- Some older housing units in the City are in need of rehabilitation.
- Pockets of deteriorating residential neighborhoods and mixed density areas in need to be revitalized.
- The City has rehabilitated many of the same properties multiple times. A different strategy may be needed for these properties.
- Deteriorating buildings near the Santa Fe Railroad Yards and Depot are in need of rehabilitation or beyond feasible repair and demolition and replacement with compatible “historic/classic” architectural styles is necessary.
- Preventing the deterioration of multi-family units can be accomplished by requiring owners to obtain annual permits that mandate standards for upkeep.



H-2: A Range of Housing Choices

Issue Statement: A range of housing opportunities from affordable to high-income units should be provided to allow residents of all income levels to live in San Bernardino.

The City currently provides a disproportionate number of units for lower and middle-income residents. Increasing the range of housing supplied in the City, from starter homes for first time homebuyers to executive style housing, has the potential to enhance the City’s image, increase property tax revenues, and increase opportunities for higher income residents, and improve the attractiveness of San Bernardino to new businesses.

- CSUSB employs approximately 3,600 individuals. Many of these positions provide incomes above the regional average, creating the opportunity and demand for a higher end housing stock. The

General Plan should help ensure the development of high quality, single family housing with additional amenities to attract the CSUSB faculty and staff into moving to San Bernardino.

- Many multifamily units in the City suffer from poor design and a lack of quality construction. Incentives may be provided to improve older existing units, and standards can be updated for the construction of new units.
- Upscale single-family residential units are lacking in the City. Construction of such units could attract corporate executives and other higher income individuals and families.
- The City is reconsidering its housing strategy. The percentage of rental units may be in excess and the City is contemplating strategies to increase the ratio of single-family homes to multi-family units. While the Housing Element is not a part of this General Plan Update process, these issues should be considered, particularly in light of their impacts on the Land Use Element.
- Expanding high quality residential development into the City's hillsides and periphery within the constraints of environmental, aesthetic, and infrastructure resources should be considered to provide additional housing opportunities.
- It has been suggested that assessment districts in the Verdemon community inhibit the development of housing in the area. Further research is needed to determine the extent of the situation and develop appropriate policies to address the issue in the General Plan.

LAND USE

The effective development of land is considered a priority. The development of land is a major force in linking neighborhoods to the entire City, balancing the jobs to housing ratio, interconnecting isolated areas within the City, and promoting economic development by capitalizing on existing assets that can attract development such as educational institutions, railroads, or industrial uses. A necessary foundation for this is the appropriate pattern and range of General Plan Land Use designations. In addition, creating opportunities for major market-transforming projects such as the Vision 2020 Lakes and Streams project can be a significant catalyst for future improvements. At the same time, the City must ensure the separation of incompatible land uses where buffers are not adequate so as to create/maintain a sense of community and identity.

LU-1: Unincorporated Islands

Issue Statement: The City should work with the County to coordinate development of unincorporated islands to reduce land use conflicts and incompatible uses.

Unincorporated "islands" or pockets of County governed land near the City of San Bernardino may have widely different development and infrastructure standards than the City. Many of these areas, such as Arrowhead Suburban Farms, are within the City's "sphere of influence." A sphere of influence is the physical boundary and service area outside of and adjacent to a city's border that has been identified by the Local Agency Formation Commission (LAFCO) as a future logical extension of the City's jurisdiction. While the



County of San Bernardino has land use jurisdiction over areas that are within its sphere of influence, development in these areas directly affects circulation, service provisions and community character within the City. A coordinated planning effort between the City and county in these areas is essential to reduce conflicts, especially if these areas are to be eventually annexed into the City's boundaries.

LU-2: Commercial Land Uses

Issue Statement: Isolated commercial centers in the City should be linked to their surrounding developments and excess commercial land needs to be reexamined for potential rezoning.

Commercial land helps provide jobs for local residents, enhances and balances communities economically, and contributes to a tax base which aids in providing needed public facilities and services. Issues related to San Bernardino's commercial land are not general in nature, but refer to specific areas within the City, which may be enhanced to reach their full potential.

- The National Orange Show provides a regional opportunity for the City. At the moment, the National Orange Show property is physically and functionally an isolated island, but can be enhanced with year-round commercial and recreational uses and should be better integrated into surrounding development.
- Many of the city's commercial districts are characterized by patterns of use and intensities of development that are inconsistent with the intended function and/or do not adequately serve adjacent residential communities. These problems are particularly evident in the downtown area and along Mount Vernon Avenue and Base Line Street and need to be addressed in the General Plan.
- Potential exists for redeveloping the corridor flanking "E" Street and linking downtown San Bernardino with the Tri-City/Commercenter with new major regional serving uses to increase retail/commercial opportunities and should be further examined as part of the General Plan update process.
- Limiting the amount of commercially designated land along suburban strips should be considered in the General Plan to focus commercial uses and improve their viability.
- Rezoning excess commercial land in older strips may encourage reinvestment and improve the quality of the remaining existing retail.
- A set of enforceable design guidelines could be developed for each street or community to enhance visual aesthetics.

LU-3: Jobs-Housing

Issue Statement: Increasing the number of jobs should be a priority in the City to create a more balanced jobs/housing ratio.

Quality urban development dictates a balance between jobs and affordable housing in close proximity. San Bernardino's jobs/housing ratio is considered imbalanced due to the high number of housing units provided relative to employment opportunities. This is reflected in the clogged freeway corridors and arterials linking the City with jobs-rich regions in Orange and Los Angeles counties.

The availability of large areas of flat, inexpensive land along with the location of employment growth in eastern Orange and Los Angeles counties has, since the late 1970s, been a major factor in the residential growth of the Inland Empire. This scenario has resulted in stressed circulation and environmental systems. As stated in the Economic Development section of this report, the primary answer to improving the jobs/housing ratio is to provide additional employment opportunities. Therefore, as the City implements its economic strategies, the jobs/housing ratio should improve. Additionally, ensuring a balance and proximity between residential and job-producing land uses will minimize the impacts of future growth.

LU-4: Land Use Compatibility

Issue Statement: Compatibility of adjacent land uses should be ensured to reduce any negative impacts, particularly on sensitive receptors.

One of the primary purposes of land use planning is to minimize the impacts land uses have on adjacent areas. A number of land uses, including industrial and commercial, can have potentially adverse effects upon more sensitive uses such as residential neighborhoods, schools and offices.

- Impacts to properties adjacent to the airport should be considered and the General Plan updated to address any land use conflicts or improve compatibility with the airport.
- Land use regulations in the City should be developed to physically protect sensitive facilities such as schools and hospitals from incompatible land uses such as areas where hazardous waste materials are stored, treated and transported in the City.
- Future residential uses and other sensitive receptors should not be located near loud noise sources.
- Residents are in favor of placing land uses such as rehabilitation clinics in appropriate locations away from residential areas.

LU-5: Mixed Use

Issue Statement: Mixed-use development should be considered to promote the development of more intense and lively urban centers, and transit oriented development.

Mixed-use areas allow for flexibility in land use design by allowing a mix of either horizontal or vertical uses on one or more parcels. An example of vertical mixed use is to place residential housing units above compatible commercial/retail or office units. Horizontal mixed use, instead of



intentionally separating these uses, allows for residential, commercial/retail and /or office space to be intentionally integrated into a tight, walkable cluster. Mixed-use areas can serve to provide a civic focus, promote more intense and lively urban activity, promote the use of transit, and establish a more efficient use of services and infrastructure than traditional land use planning currently allows.

- Potential exists for implementing mixed-use development at strategic locations throughout the City and especially in the Downtown area.
- The Santa Fe railroad depot and adjacent properties can be intensified as a mixed-use center. However, desirable land uses adjacent to the Depot need to be determined, such as are contained in the Historic Depot District Concept Improvement Plan.
- Cores of intensified land uses and mixed uses at strategic locations, such as key intersections, can help provide a focus, landmark, and act as an area in which to consolidate strip commercial uses.

LU-6: Hillside Development

Issue Statement: Hillside development is controversial but the issue needs to be revisited as part of the General Plan update.

Development of San Bernardino's hillsides can provide a variety of opportunities for the City, but at the same time raises a variety of concerns, such as protection of the environment, loss of open space, the character and image of the new developments and linkages with the entire City. While San Bernardino currently applies strict development standards for hillside construction and protection, these standards may need to be reassessed. This may prove to be a very controversial issue, however, with many residents opposing hillside development (especially on Kendall Hill) and many others supporting their development with up-scale housing.



LU-7: Suburban Lifestyle

Issue Statement: Residents of certain communities within the City enjoy and would like to retain their current suburban lifestyle.

There is a desire from residents of suburban areas to maintain the established lifestyle associated with large lots, lower densities and a mix of non-residential uses. Over the next twenty years, the challenge will focus on preserving the character of established suburban areas while accommodating future growth and the preservation of open space.

- In the General Plan, the City must balance growth and development pressures with the need to preserve positive residential character. For instance, there are growth pressures in Verdemon to extend suburban residential development and higher densities to the area, but increasing the density would change the feel and character of the area.

- The City can enhance its suburban lifestyle by focusing future growth away from rural/suburban areas.
- Areas intended for rural/suburban lifestyles must be identified and protected in the General Plan.

LU-8: Indian Lands

Issue Statement: Coordination of land uses with Native Americans can be beneficial to the City and the Indian Tribes in creating compatible developments.



While the City does not have land use jurisdiction over Indian lands, their location within the framework of the Citywide land use network requires a coordinated planning effort.

- Policies in the General Plan encouraging the coordination with the San Manuel Indians regarding potential development plans are needed to ensure land use compatibility.
- Partnerships with Indian Tribes to jointly promote and address the needs of future developments in areas surrounding tribal lands should be encouraged in the General Plan.

LU-9: Airport

Issue Statement: The San Bernardino International Airport presents an outstanding resource for economic development, while creating the challenge of ensuring a compatibility with surrounding land uses.



The importance of air transportation has grown over the years due to the time savings it provides in the movement of people and freight. It has opened up many areas that were not economically feasible when served by other modes of transportation, and allows businesses to locate in the optimum location in terms of labor supply, natural resources, and product market. In addition to the increased demand for air transportation by businesses, the rapid population increase expected for the Inland Empire will also likely require the expansion of existing aviation facilities and the addition of new facilities.

Providing air transportation services for the region can potentially accelerate economic growth in the City and create competitive advantages for its businesses. However, as stated earlier, the nature of airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent lands.

- The airport represents a great potential for economic development in San Bernardino. The General Plan should do what is necessary and desirable to promote the airport and provide support facilities and improved access.
- Potential may exist for establishing airport related industrial uses in the areas southwest of the San Bernardino International Airport and northwest along I-215 with limited possibilities in the Westside.
- Expansion of industrial/airport related /office space uses should be considered in and around the airport.



- Consistency between the Airport Master Plan, Airport Layout Plan and the General Plan should be established and maintained.

LU-10: Noise

Issue Statement: Certain areas in the City may experience substantial noise levels which need to be further analyzed as part of the General Plan and EIR.

Several residential communities near industrial areas of the City are adversely impacted by noise pollution. As noise conflicts between urban land uses, particularly incompatible uses, are inevitable in the face of continually expanding urban uses, it is becoming increasingly important to apply mitigating solutions to these noise conflicts. Noise attenuation techniques include those associated with proper land use and transportation planning, which may include limiting certain kinds of development near noise-producing land uses, implementing design and building techniques in existing and future site layouts and construction, and setting and enforcing standards for noise-producing land uses.

- Residential areas surrounding the San Bernardino International Airport may be adversely impacted by noise levels exceeding 65 and even 75 db, according to City Staff. A further detailed examination may be necessary to determine the exact areas negatively impacted by these high noise levels and if they are currently classified as nonconforming uses.
- Residential neighborhoods surrounding the Atchison, Topeka and Santa Fe rail yards are generally subjected to noise levels of 61 dB, with one-time noise events exceeding 74dB.
- Residential areas within the city are impacted by vehicular and aircraft noise levels exceeding State guidelines. This impact is magnified adjacent to high volume roadways and freeways in the City and should be addressed in the Noise Element.
- Among the impacts of noise pollution are a decline in property values, lower academic performance among children and a general decay in the quality of life.

PARKS, RECREATION, AND CULTURE

PRC-1: Park and Recreation Facilities

Issue Statement: Creative methods of securing park space are needed to offset deficits in neighborhood and community parklands.

Park and recreation facilities are in short supply in the City. Based on the 5 acres of park space per 1,000 residents standard, there is approximately a 500-acre deficit within the City. In addition, the situation will increase in importance as the youth age cohorts continue to grow and place increased demand on recreational facilities.



- Based on the park standard of 5 acres per 1,000 residents, there is a deficit in park space. These deficiencies exist primarily at the neighborhood and community park level.
- Quimby funds and general revenues will be insufficient to acquire, develop, maintain and operate the additional recreational facilities needed. The City must, therefore, employ creative techniques such as land banking to secure additional land for parks.
- Available school site facilities and the San Bernardino National Forest can offset some of the shortfall in parks space.
- Increases in the child age population will require the City to begin planning for the provision of land for youth sports and activities.
- Play equipment in many of the older parks is deteriorating and in need of the City's attention.
- Additional activities for youth are needed, especially on the Westside.

PRC-2: Open Space

Issue Statement: Open spaces throughout the City have the potential to be utilized as recreational areas and for other purposes, however, residents need to be made aware of their existence.



Appreciation of open space, undeveloped lands, and natural areas has increased in an era of growing urbanization and environmental degradation. Formerly considered in abundance, open space is a resource that is now recognized as significant and diminishing. Open space preservation can serve many purposes, including the preservation and enhancement of environmental resources and the proper management of environmental hazards. Open space areas provide a diversity of benefits to City residents.

- There are significant opportunities to use non-developable open spaces for recreational uses (e.g. Cajon-Lytle creek washes, Santa Ana River and various flood control areas). In addition, one of Southern California's extraordinary watershed features in the Santa Ana River: the City should consider coordinating with current federal, state, regional and local efforts to better manage the watershed.
- Open space areas are currently not well used. Providing greater access and educating the public as to the location of these areas may lead to additional usage. Facility improvements and recreation programs coordinated with educational institutions may also stimulate use and conservation of these resources.

PRC-3: Cultural Resources

Issue Statement: Opportunities exist in the City to provide additional cultural centers and enhance existing resources.



The City of San Bernardino attempts to provide a diverse range of recreation and community events for residents. Many of the cultural activities, such as the Route 66 Rendezvous, are based upon the City's long and distinguished history.



- While the City enjoys the California Theatre and the several touring companies it hosts, and will soon benefit from Arts on 5th (please see EC-5 Downtown), residents believe additional prestigious cultural resources such as theatres and art centers, which could be supported in the City, are lacking. The issue may stem from a lack of promotion of existing cultural facilities or their concentration in the downtown area.
- Increasing the availability of cultural activities can improve the City's image, increase property values and create a greater sense of community by means of theme areas and activity nodes.
- The General Plan should focus on policies that promote linkages and promoting existing cultural resources, such as the San Bernardino Stadium and National Orange Show.

PRC-4: Libraries

Issue Statement: Library services should expand in conjunction with increases in population.

Libraries are important community facilities that provide a focal point of education and community awareness. They are becoming overburdened due to a growing population, growth in leisure time, higher educational goals and attainment, and the increasing use of computer technology in accessing information.

- Projected increases in library usage generated by new development may overload the library system.
- Additional land for library facilities and funding sources should be secured in the future.
- Diversification of library access modes needs to be expanded.

PUBLIC FACILITIES & SERVICES ISSUES

PFS-1: Capital Improvements & Public Facilities

Issue Statement: Infrastructure improvements must keep pace with growth, especially in the Tippecanoe area.

With population growth and urban activity continuing to increase in the City, developments will require further investments in the provision of capital improvements such as new and improved roads, utilities, law enforcement and fire services, parks, libraries, community centers, schools and other public uses and services necessary to support urban life.

- Water transmission facilities feeding the south part of the City are undersized and in need of upgrading, predominantly in the Tippecanoe and International Airport areas.
- Infrastructure improvements along Tippecanoe need to be addressed in the Tippecanoe Infrastructure study.

- Wastewater facilities need to be enhanced and possibly expanded concurrent with development.
- Financial resources for infrastructure management and capital costs must be ensured prior to further development in the City.

PFS-2: Code Enforcement

Issue Statement: Residents favor stricter code enforcement as a method of removing blight in the City.

Code Enforcement ensures compliance with city regulations and requirements addressing the health, safety and welfare of the community. Neglecting or overburdening code enforcement operations can lessen the effectiveness of City policies and programs, can affect the quality of life within the community, and can negatively impact the City's image.

- According to residents, lack of code enforcement has allowed illegal signage and property maintenance conditions to persist.



PFS-3: Water Supply

Issue Statement: Unlike most Cities in Southern California, San Bernardino has an overabundance of water, which however, needs to be contained and utilized as a resource to enhance the quality of life within the City.

Urban activity is highly dependent upon the availability of adequate water supplies. Water supplies are generally divided into three categories: surface waters and the impoundment of surface waters within the local drainage basin; local groundwater supplies; and waters imported to a locality through inter-basin transfers. Within a given area, distribution systems are generally devised to eliminate the need for individual wells or riparian diversion facilities.



While many cities in Southern California are in short supply of water resources, such is not the case in San Bernardino. Due to large levels of underground water, the City has an adequate water supply. However, the City is in need of additional water storage facilities and must address the contamination of its ground water.

- The water supply is sufficient but according to City Staff, San Bernardino may require additional storage facilities, especially in the Verdemon area as growth continues.
- Opportunities to financially capitalize on water resources and enhance the City's image through developing water themes in new developments should be explored.
- The Lakes and Streams and related projects designed to manage the City's high water tables will need to be incorporated into the appropriate General Plan Elements.

SAFETY ISSUES

S-1: Police Services

Issue Statement: The City has been successful in reducing the crime rate within the City; however, public safety remains an issue in unincorporated areas that may eventually be annexed into San Bernardino's jurisdiction.

The City has experienced a relatively high crime rate in the past, which resulted in severely negative economic, image and social impacts. However, between 1993 and 1999 the crime rate dropped by 50.5%. This was accomplished through community policing, creating safescapes and proactive efforts. In addition, a major effort of the Police Department has been to identify the 10% of the population that commits 60% of all crimes.

With the annexation of County unincorporated areas, the City's crime rate is expected to increase. Areas within the City's Sphere of Influence have a higher crime rate and do not employ the same proactive techniques as the City. The end result will be that areas within the current City's boundaries will be no less safe, however, overall crime rates may increase with the addition of the annexed areas.

- Annexation of certain properties has the potential to increase the City's crime rate. Calls for service will increase and free patrol time will shrink
- San Bernardino relies on community policing, which is not done in unincorporated areas, an issue which will have to be addressed if these areas are to be annexed.
- As population continues to grow, of concern are the means to expand police facilities and services, reduce the rates of crime and enhance the reality and perception of safety in all areas of the City.
- Implementing Crime Prevention Through Environmental Design (CPTED) and defensible space techniques for new developments in the City can lead to lower crime rates.

S-2: Fire Services

Issue Statement: Fire Services must keep pace with development, especially in the hillsides.

Fire services within the City are adequate and are highly rated by residents. The City must, however, work closely with the Fire Department when considering new developments in the hillsides, especially those areas identified as posing either an extreme or moderate fire hazard. Adequate personnel and response times must be ensured prior to any developments in these areas.

S-3: Fire Hazards

Issue Statement: The threat of wildland fires is a concern in the hillsides, with the situation aggravated by high winds in the area.

Fires in undeveloped areas result from the ignition of accumulated brush and woody materials, and are appropriately termed "wildland fires". Such fires can burn large areas and cause a great deal of damage to both structures and valuable open space land. Urban fires usually result from sources within the structures themselves. Fire hazards of this type are related to specific sites and structures, and availability of fire fighting services is essential to minimize losses.

- Northern portions of the City are impacted by a high wildfire and wind hazard. Development and design standards should be updated to ensure the protection of residents from these hazards.

S-4: Seismic

Issue Statement: San Bernardino is crisscrossed by major earthquake fault lines, which must be considered in land use designations and design standards.

Several active and potentially active fault zones traverse the City of San Bernardino. These include the San Andreas Fault system the Glen Helen Fault, the Loma Linda Fault and the San Jacinto Fault system. Certain of these faults have also been designated as Alquist-Priolo Earthquake Fault Zones, prohibiting the construction of most types of habitable structures within 50 feet of the fault.



With the occurrence of an earthquake along the San Andreas, San Jacinto or Cucamonga faults, much of the City is susceptible to liquefaction, particularly due to the City's high water tables. Liquefaction occurs when saturated sand or coarse silt is vibrated or comes under extreme pressure, changing the properties of the soil to heavy liquid. When this occurs, the strength of the soil decreases and, the ability of a soil deposit to support foundations for buildings and bridges is reduced. Liquefied soil also exerts higher pressure on retaining walls, which can cause them to tilt or slide. This movement can cause settlement of the retained soil and destruction of structures on the ground. As areas in the City susceptible to liquefaction are considered for development, the City must factor in the potential threat to the health, safety and welfare of future residents. This issue will also need to be addressed in the General Plan update Environmental Impact Report.

- Local, state and federal disaster preparedness resources and mobilization need to be coordinated to assure adequate preparedness in the event of a major seismic event.
- Continued efforts to identify seismic hazards in the land use plan and assurance that all structures comply with the building codes will help to ensure the public safety.

Appendix 8 Zoning Consistency Matrix



The following table describes the existing zoning categories and their relative General Plan land use designations in the General Plan. The italicized text indicates those designations where changes have occurred.

Existing Zoning Designations	Relative General Plan Land Use Designation
Residential Designations	
Residential Estate (RE)	Residential Estate (RE)
Residential Low (RL)	Residential Low (RL)
Residential Low-3.5 (RL-3.5)	Residential Low-3.5 (RL-3.5)
Residential Suburban (RS)	Residential Suburban (RS)
Residential Urban-1 (RU-1)	Residential Urban (RU)
<i>Residential Urban-2 (RU-2)</i>	<i>Residential Urban (RU)</i>
Residential Medium (RM)	Residential Medium (RM)
Residential Medium High (RMH)	Residential Medium High (RMH)
Residential Medium High/20 (RMH/20)	Residential Medium High/20 (RMH/20)
Residential High (RH)	Residential High (RH)
Commercial Designations	
Commercial Office-1 (CO-1)	Commercial Office (CO)
Commercial Office-2 (CO-2)	Commercial Office (CO)
Commercial Neighborhood (CN)	Commercial General (CG-1)
Commercial General-1 (CG-1)	Commercial General (CG-1)
Commercial General-2 (CG-2)	Commercial General (CG-1). Mt Vernon and Baseline Opportunity Area Overlays address unique policies.
Commercial General-3 (CG-3) University. Student serving uses	Commercial General (CG-1). University District Specific Plan addresses unique policies.
Commercial General-4 (CG-4) Mt. Vernon – theme district	Commercial General-2 (CG-2)
Commercial General-4SP (CG-4SP) Paseo Las Placitas	Commercial General-3 (CG-3)
Commercial General-5 (CG-5) Verdemon	Commercial General (CG-1)
Central City South-1 (CCS-1)	Central City South-1 (CCS-1)
University Business Park-2 (UBP-2)	University Business Park-2 (UBP-2)
University Business Park-3 (UBP-3)	University Business Park-3 (UBP-3)
Commercial Regional-1 (CR-1) Regional Malls	Commercial Regional-1 (CR-1) Regional Malls
Commercial Regional-2 (CR-2) Downtown	Commercial Regional-2 (CR-2) Downtown
Commercial Regional-3 (CR-3)	Commercial Regional-3 (CR-3)
Commercial Regional-4 (CR-4)	Commercial Regional-4 (CR-4)
Commercial Heavy (CH)	Commercial Heavy (CH)
Industrial Designations	
Office Industrial Park (OIP)	Office Industrial Park (OIP)
Industrial Light (IL)	Industrial Light (IL)
Industrial Heavy (IH)	Industrial Heavy (IH)
Industrial Extractive (IE)	Industrial Extractive (IE)
University Business Park-1 (UBP-1)	University Business Park-1 (UBP-1)
Central City South-2 (CCS-2)	Central City South-2 (CCS-2)
Other Designations	
Publicly owned Flood Control (PFC)	Publicly owned Flood Control (PFC)
Public Facilities (PF)	Public Facilities (PF)
Central City South-3 (CCS-3)	Central City South-3 (CCS-3)
Railroad (RR)	Railroad (RR)
Public Parks (PP)	Public Parks (PP)
	<i>Open Space (OS)</i>
Public/Commercial Recreation (PCR)	Public/Commercial Recreation (PCR)

Appendix 8. Zoning Consistency Matrix

Existing Zoning Designations	Relative General Plan Land Use Designation
Overlays	
Hillside Management Overlay	Hillside Management Overlay
Foothill Fire Zone Overlay (FF)	Foothill Fire Zone Overlay (FF)
	<i>Residential Student Housing Overlay (RSH)</i>
	<i>Baseline Opportunity Area</i>
	<i>Community Hospital Opportunity Area</i>
	<i>Downtown Opportunity Area</i>
	<i>E Street Opportunity Area</i>
	<i>Eastern Recreation Village Opportunity Area</i>
	<i>Highland Avenue Opportunity Area</i>
	<i>Mount Vernon Opportunity Area</i>
	<i>Redlands Boulevard Opportunity Area</i>
	<i>Residential Conversion/Restoration Opportunity Area</i>
	<i>San Bernardino International Airport (SBIA) Opportunity Area</i>
	<i>San Bernardino Valley College Opportunity Area</i>
	<i>Santa Fe Depot Opportunity Area</i>
	<i>Southeast Opportunity Area</i>
	<i>Southeast Industrial Opportunity Area</i>
	<i>Tippecanoe Opportunity Area</i>
	<i>Verdemon Area Plan</i>
	<i>Urban Conservation and Enhancement Area</i>



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Appendix 9 Circulation Plan Changes



CIRCULATION PLAN CHANGES FROM THE 1989 CIRCULATION PLAN

- 1) Mt. View Avenue: (joint jurisdiction with Redlands): I-10 Freeway to San Bernardino Avenue; Upgrade from Secondary to Major Arterial. This classification upgrade is consistent with the City of Redlands' General Plan Circulation Element and current intentions to construct the northbound lane portion of a proposed six-lane major arterial. This proposed roadway will accommodate projected growth and provide convenient freeway access in the Redlands designated East Valley Corridor Specific Plan area. City Development Services staff have held recent meetings with the City of Redlands consultants to discuss/determine the ultimate roadway street width and right-of-way for this roadway widening project. (per attached cross-section)
- 2) Mt. View Avenue: (joint jurisdiction with Redlands): Add a new Secondary Arterial; between San Bernardino Avenue and Central Avenue. This roadway request is a continuation from Item #1. The City of San Bernardino at the request of SANBAG, hopes to develop a secondary roadway to alleviate traffic demand on Tippecanoe Avenue en route to the I-10 freeway from the proposed IVDA/ Hillwood development of the former Norton AFB complex. The cooperative project with the City of Redlands will include a proposed four-lane arterial with a bridge over the Santa Ana River. Funding for this project is pending
- 3) Central Avenue: Add Secondary Arterial between Mt. View Avenue and Tippecanoe Avenue. Also, add Secondary Arterial between Mt. View Avenue and Arrowhead Avenue. The intent of this request is to make the Central Avenue roadway segment between Arrowhead Avenue and the proposed Mt. View Avenue extension uniform and consistent with the General Plan update. This roadway is proposed to be the primary access to the IVDA/ Southgate Development and is an important east/west link between Tippecanoe Avenue and Waterman Avenue.
- 4) Richardson Street: Add Collector Arterial between Riverview Drive and the I-10 freeway. This roadway was previously designated as a local street, but should be upgraded to a local collector since it connects the Riverview Industrial Park to Redlands Boulevard with a bridge over the I-10 freeway. Richardson Elementary School is located on this street so this roadway is used as the primary route to/from school by students, parents, and school buses.
- 5) Harriman/Rosewood Alignment: Delete the easterly half of Harriman (Rosewood Drive) Orchid to Tippecanoe. Since Harriman Drive is presently being realigned to Laurelwood Drive, the existing roadway segment connection to Tippecanoe Avenue needs to be vacated/deleted to accommodate the proposed Hub development.
- 6) New Harriman/Laurelwood Dr. Alignment: Plot the new Laurelwood alignment from Harriman to Tippecanoe Avenue, designate as a Secondary Arterial. As indicated in Item

- #5, Harriman is being realigned to Laurelwood Drive to accommodate the Hub commercial development that is to be located south of the Harriman realignment between the I-10 freeway and Tippecanoe Avenue. The secondary arterial designation is compatible with the previous road way classification for the Tri-City Center Specific Plan.
- 7) Carnegie Drive: Upgrade easterly segment between Brier and Hospitality to Major Arterial designation. The requested classification upgrade will make the Carnegie Drive uniform and consistent with the Tri-City Center Specific Plan for the full built-out scenario.
 - 8) Victoria Avenue: Add Secondary Arterial between Tippecanoe Avenue and Mt. View Avenue. This roadway was previously designated as a local street but has since gained importance due to the northerly realignment of Lugonia Street by the City of Redlands to intersect Victoria Avenue at Mt. View Avenue. Victoria Avenue has industrial/commercial development between Tippecanoe and Richardson and residential development between Richardson and Mt. View Avenue.
 - 9) Coulston Street: Add Secondary Arterial between Tippecanoe Avenue and Mt. View Avenue. This proposed roadway will provide a convenient east/west access to patrons who frequent businesses on Hospitality Lane (Costco, Staples, etc) from the Redlands area via Mt. View Avenue. The proposed roadway classification is compatible with the major Arterial classification that is assigned to Hospitality Lane. Hospitality Lane becomes Coulston Street after it crosses Tippecanoe Avenue in an easterly direction.
 - 10) Lena Road Extension: Delete roadway segment between Orange Show Road and Carnegie Drive. The Lena Road extension as presently proposed will terminate at Orange Show Road and will not cross the Santa Ana River. The City is proposing to extend Mt. View Avenue across the Santa Ana River to the east and is proposing to designate Mt. View Avenue as the secondary access to the IVDA/Hillwood Development of the airport.
 - 11) Tippecanoe Avenue: Add Major Arterial between Central Avenue and 3rd Street. Tippecanoe Avenue was mistakenly designated as a local street between Rialto Avenue and Central Avenue in the General Plan. This roadway request will make Tippecanoe Avenue more uniform between 3rd Street and the I-10 freeway and more compatible with the development proposed for the former air force base
 - 12) Mill Street: Confirm the upgrade of Mill Street between Lena Road and Tippecanoe Avenue as a Major Arterial. This request is similar to Item #12. This referenced segment of Mill Street was mistakenly depicted as a local street when in fact to be uniformly consistent with the General Plan classification, it needs to be shown as a Major Arterial.
 - 13) Vanderbilt Way: Upgrade Vanderbilt Way between Waterman and Carnegie to a secondary arterial. This roadway was designated as a local street in the 1989 Circulation



- Element. To be consistent with the Tri-City Center Specific Plan, this roadway should be upgraded to a secondary arterial that connects Waterman Avenue to Carnegie Drive.
- 14) Riverview Drive: Add Collector Arterial between San Bernardino Avenue and Mt. View Avenue. This roadway was initially shown as a local street in the 1989 Circulation Element. However, since this roadway provides indirect secondary access to the I-10 freeway and direct access to Redlands Blvd. from the Riverview Industrial Park, staff would like the roadway to be upgraded to a secondary arterial.
 - 15) Fairway Drive: Extend roadway easterly from Camino Real to intersect S. "E" Street, and designate as a Secondary Arterial. Similar to several previous items, this roadway was listed as a local street in the 1989 Circulation Element. However, since this roadway is a major southerly east/west link between our City and Colton, staff is requesting that the referenced street segment be upgraded to a Secondary Collector.
 - 16) Commercenter Drive East, Commercenter Drive West, and Business Center Drive: Upgrade roadway segments off Hospitality Lane and designate all as Collector Arterials. Similar to several previous items, these roadways are listed as local streets in the 1989 Circulation Element.
 - 17) Caroline Street, Club Way, Club Center Drive, Commercial Road, and Wier Road: Add roadway segments between Hunts Lane and Waterman Avenue and designate as Collector Arterials. Similar to several previous items, these roadways should be upgraded to Collector Arterials since the area has not fully reached its ultimate growth potential and the referenced roadways do function as collectors to adjacent local residential streets.
 - 18) Harry Sheppard Blvd.: Add roadway segment between Tippecanoe Avenue and Del Rosa Avenue, and designate as a Secondary Arterial. This roadway is shown as a local street in the 1989 Circulation Element. To be consistent with the goals and infrastructure plan for the IVDA/ Hillwood Northgate Development of the former air force base property, this roadway should be upgraded to a Secondary Arterial.
 - 19) Del Rosa Avenue: Show roadway to Harry Sheppard Blvd. and designate as a Major Arterial. Similar to Item # 18, this roadway was shown as a local street in the 1989 Circulation Element. Using the same rationale as Item #18 and to be uniformly consistent with the existing roadway classification of Del Rosa Avenue, staff is recommending that this roadway segment be upgraded to a Major Arterial.
 - 20) Sierra Way: Downgrade roadway classification between 5th Street and Mill Street from Major to Secondary Arterial. Staff is requesting this downgrade for purposes of roadway classification consistency along the entire length of Sierra Way. Waterman Avenue, which is less than ¼ mile easterly of Sierra Way functions as a Major north/south Arterial through the center of our City.

- 21) “D” Street: Downgrade roadway classification between Rialto Avenue and Mill Street from Secondary to Collector Arterial. Staff is requesting this downgrade due to the significant decrease in traffic along “D” Street south of Rialto Avenue. There is also no direct access along “D” Street between Rialto Avenue and Mill Street since “D” Street is a “T” intersection at Valley Street and Oak Street with a missing segment in between.
- 22) “I” Street: Delete Secondary Arterial segment between 2nd and 3rd Streets. The reconfiguration of the I-215 freeway off ramps at 2nd Street will necessitate the need for a cul-de-sac of “I” Street at 3rd Street, therefore the need to delete the referenced street segment.
- 23) 3rd Street: Delete Secondary Arterial segment between Viaduct/“K” Street and Mt. Vernon Avenue. This segment of 3rd Street will become the access roadway for the parking lot area of the Santa Fe Depot/ Metrolink multi-modal complex.
- 24) 2nd Street: Delete the Major Arterial connection between Mt. Vernon Avenue and Rialto Avenue. 2nd Street west of Mt. Vernon Avenue is of no major significance and should be downgraded to a local street since it serves a few adjacent residences nearby and provides secondary access to Rialto Avenue.
- 25) 4th Street: Designate 4th Street as a collector arterial between Arrowhead Ave and “G” St. Staff has agreed to designate this segment of 4th Street as a collector arterial because of the limited linkage between the Santa Fe Depot, various governmental agencies, and the CBD.
- 26) Medical Center Drive: Delete this Secondary Arterial segment between Rialto Avenue and 5th Street. This roadway segment has never existed as other than a “paper street”. The BNSF multi-modal facility complex will prevent this roadway from ever being constructed. Medical Center Drive was initially named Muscott Street and is known by that name, south of Rialto Avenue.
 - 26a) Eastbound 4thSt. will be diverted to 5th St. due to new Mt. Vernon bridge alignment. Staff reached a consensus on this item at the last General Plan meeting. The northerly alignment is still pending.
- 27) Crestview Avenue: Delete this Collector segment between 21st St. and Highland Avenue. Crestview Avenue forms a “T” intersection at 21st Street. The expansion of the Saint Bernardine’s Hospital complex would prevent any possible extension of Crestview Avenue to Highland Avenue.
- 28) Piedmont Drive: Delete this segment between Victoria Avenue and Arden Avenue. Piedmont Drive existed as a “paper street” for the past several decades. The development of the San Manuel casino complex will prevent the roadway from ever being constructed and street vacation proceedings are pending. Piedmont Drive is presently a cul-de-sac on



the east side of Victoria Avenue. Piedmont drive between Highland Avenue and the cul-de-sac easterly of Victoria Avenue shall be designated as a collector arterial.

- 29) Meridian Avenue: Show Collector roadway segment break between Mill St. and Rialto Ave. Meridian Avenue is not a through street between Mill Street and Rialto Avenue. There are Metrolink railroad tracks that currently are a barrier to this roadway segment. The roadway will probably never be extended northerly due to the close proximity of Pepper Avenue which is a major north/south arterial.
- 30) 16th Street: Downgrade all roadway segments between Waterman and State Street from Secondary to Collector Arterial. 16th Street is basically an excellent east/west collector arterial being strategically located half way between the major arterials of Base Line and Highland Avenue. 16th Street also runs predominantly through residential neighborhoods.
- 31) Sepulveda Avenue: Downgrade roadway segment from 40th Street north to Collector Arterial. Sepulveda Avenue will function as an excellent residential neighborhood collector roadway that provides convenient north/south access to commercial development along 40th Street. Sierra Way, which is one block westerly of Sepulveda, is designated as a secondary arterial due to its 4-lane configuration and its access to highway 18 and the southerly limits of the City where it essentially terminates at Mill Street,
- 32) “H” Street Downgrade roadway segment between Kendall Dr. and Northpark Blvd. To a collector. “H” Street makes an excellent collector roadway that provides local neighborhood access to 40th Street / Kendall Drive commercial development. Nearby Mountain Street and Little Mountain Drive are both designated as north/south secondary arterial roadways. A major portion of this roadway is in unincorporated (County) areas.
 - 32a) show a break (cul-de-sac) between N. Arrowhead Avenue at N. “E” Street. When “E” Street was widened to a four-lane roadway ten years ago, Arrowhead Avenue became a cul-de-sac for safety and access reasons. Hence there is no longer access to “E” Street off Arrowhead Avenue.
- 33) Marshall Blvd.: Show roadway break between Arden Avenue and Victoria Avenue. Marshall Blvd has been vacated between Rockford Drive and Victoria Avenue to accommodate the San Manuel casino expansion program. Marshall Blvd. is scheduled to become a cul-de-sac at Rockford Drive.
- 34) 48th Street: Extend roadway segment to Kendall Drive with same classification (Secondary). 48th Street is a major east/west arterial roadway between 40th Street and Northpark Blvd. that connects Electric Avenue to Kendall Drive. The roadway runs partially through an unincorporated County neighborhood.
- 35) 30/210: Show freeway expansion to the west. The Rte 30/210 Freeway project appears to be under construction so it should be shown on the circulation element along its westerly

right-of-way path. Completion of this major east/west freeway will probably alter nearby adjacent local street traffic patterns in the future

- 36) Campus Way: Show perimeter roadway segment on north side of CSUSB campus, designate as a Secondary Arterial. A consensus was reached that this roadway segment should function as a collector roadway due to limited peripheral traffic demand. Future residential development (Paradise Hills) will not contribute significant volumes of traffic to warrant any additional upgrade to this proposed classification.
- 37) Irvington Avenue: Add Collector Arterial segment between Pine Avenue and Magnolia Ave (extended). Residential development in the Verdemon community and the proposed construction of the Cesar Chavez Middle School on Belmont Avenue has created a need for this upgrade from a local street to collector roadway.
- 38) Magnolia Avenue: Add Collector Arterial segment between Ohio and Irvington Avenue. The proposed construction of the Cesar Chavez Middle School at the intersection of Belmont Avenue at Magnolia Street necessitates the upgrade of Magnolia Street to collector arterial status.
- 39) Little League Drive (?): delete this misidentified roadway segment as shown. This item is pending and is shown as Item #60.
- 40) Harrison Street: Add Collector Arterial segment between Lynwood Drive and 40th Street. Needs to be upgraded to a collector roadway since it carries unimpeded local residential traffic between Lynwood Drive and 40th Street.
- 41) 21st Street: Extend roadway segment between Waterman Avenue and “H St., and designate as a Collector Arterial. After reconsideration, should remain a local street segment due to narrow street width and residential status, one block south of Highland Avenue, which is a major arterial.
- 42) Marshall Blvd.: Extend this roadway segment to Little Mountain Drive, and designate as a Collector Arterial. This roadway carries local neighborhood traffic north of 30th Street/ Rte 30 between Little Mountain Drive and “E” Street.
- 43) 30th Street: Upgrade roadway segment designation between Little Mountain Drive and Valencia Avenue to a Secondary Arterial. The entire length of 30th Street/Lynwood Drive should be designated as a secondary arterial since it is the major east/west roadway north of the Rte. 30/210 freeway.
 - 43a) Downgrade Arrowhead Ave. to a collector between 30th Street and north terminus cul-de-sac. Since there is no longer direct access to “E” Street from Arrowhead Avenue, this roadway north of 30th Street essentially serves local surrounding residences.



- 44) Valencia Drive: Designated to remain as a Secondary Arterial. No change required
- 45) 28th Street: The roadway segment between Valencia Avenue and Golden Avenue should be broken. An existing flood control channel prevents this roadway connection from becoming economically feasible.
- 46) Orange Street: Designate as a Collector Arterial segment between Piedmont Drive and Base Line. A portion of this roadway is in the City of Highland. The local street patterns are fragmented between Orange Street and Palm Avenue and Patton State Hospital is an obstacle to the west so most north/south residential traffic in that area travels along Orange Street.
- 47) Pumalo Street: Show roadway segment ending at Arden Avenue with no connection to Victoria Avenue. There is an existing substantial flood control area adjacent to the west side of Victoria Avenue between Lynwood Drive and Highland Avenue that would make this roadway extension economically unfeasible.
- 48) Date Street: Show roadway segment ending at Arden Avenue with no connection to Victoria Avenue. Same rationale as Item # 47.
- 49) H Street: Add Collector Arterial between Inland Center Drive to terminate as a cul-de-sac S/O Mill St. The I-215 expansion project and off-ramp reconfiguration will alter local street traffic patterns in the area adjacent to the proposed Mill Street/I-215 ramps. Traffic on "H" Street will be diverted along Huff Street and Crescent Street.
- 50) Huff Street & Crescent Avenue: Add roadways as Local Collectors between "H" Street and Mill Street. See item # 49.
- 51) 10th Street: Downgrade roadway between I-215 freeway and Waterman Avenue to a local street. 9th Street is designated as a secondary east/west arterial and should relieve 10th Street of anything but local traffic.
- 52) Miramonte Drive: Add Collector Arterial between 27th Street and Marshall Blvd. Reconsideration: Miramonte should remain a local street due to its close proximity to Little Mountain Drive, which is designated a secondary arterial.
- 53) 6th Street: Downgrade roadway between Waterman Avenue and Victoria Avenue to a Collector Arterial. This item should be deleted based on further review, which suggests that most of this roadway segment runs through unincorporated County and City of Highland jurisdictions. Our City has only minor centerline segments of this roadway.
- 54) Arden Avenue: Leave roadway segment between Base Line and 3rd Street. This segment lies entirely within the City of Highland so this item is not pertinent to the General plan update.

- 55) Darby Street: Downgrade segment between Pepper Avenue and Cajon Blvd. to a Collector Arterial. This area is strictly residential (a major portion lies within unincorporated County jurisdiction) with insignificant traffic volumes, but with future development potential.
- 56) Meyers Road: Add roadway (loop) Between Little League Drive and freeway frontage road and designate as a Collector Arterial. The exact location of this roadway(s) is pending.
 - 56a) Add Pennsylvania Avenue between Pine Avenue and Little League Drive and designate as a collector arterial. The westerly extension of Pennsylvania Avenue shall be designated (Cable Canyon Road?) and shall meander through the foothills to eventually intersect the north terminus of Paso Robles Rd.
- 57) Central Avenue: Extend roadway segment southerly to 3rd Street and reclassify as a Collector Arterial (3rd Street to Highland Avenue. (City portion is Highland Ave. to Pacific Street only) The City of Highland has also classified Central Avenue in their General Plan Circulation Element.
- 58) Golden Avenue: Downgrade roadway segment between Lynwood Drive and 40th Street from a secondary arterial to a Collector Arterial due to proximity to Harrison Street and Mountain Avenue which are also designated as collector arterials. Golden Avenue becomes a two-lane roadway, meanders through local residential neighborhoods between Marshall Blvd. and 40th Street, and is not suited as a secondary arterial.
- 59) Evans Street (future): Delete: Not practical due to Hub development.
- 60) Show new (collector arterial) frontage road from Little League Drive to Devore Road (pending)
- 61) 6th Street: Delete roadway segment west of “H” Street Future I-215 freeway ramp modifications will eliminate this roadway segment.
- 62) Sterling Avenue Extension: Designate (and plot) roadway extension (loop) as a collector arterial to connect all proposed residential cul-se-sacs that might comprise a residential development once known as Sterling Heights.
- 63) North Lake Project: Delete portions of “G” Street between 9th Street and Base Line; and 10th Street between “H” Street and “E” Street



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Appendix 10 Economic Report



**ECONOMIC DEVELOPMENT EXISTING CONDITIONS AND TRENDS CITY OF
SAN BERNARDINO GENERAL PLAN UPDATE**

Presented to:

The City of San Bernardino
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San Bernardino, CA 92418-0001
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Revised June 2003

CHAPTER 1: INTRODUCTION

Purpose of the Report

The purpose of this report is to provide an understanding of San Bernardino's existing demographic and economic conditions and trends. This provides the base for evaluating significant economic issues and planning implications for the City's General Plan vision. This report includes data and trends related to population, housing, employment, taxable sales and market conditions, and will provide the framework for preparing the Economic Development Element of the General Plan. The Economic Development Element defines broad goals and policies and sets priorities for future economic actions.

Key Economic Issues

The City of San Bernardino is located in a prime geographic location, allowing it to serve as a trucking and railroad hub. In addition, the City has large amounts of under-developed and undeveloped land. Despite these advantages as well as other positive economic factors in the region, the City is recovering more slowly from the recession of the early nineties than the region. The following are key economic issues for the City.

Recovery from Closure of Norton Air Force Base. The City has faced difficulties in recovering from the recession of the early nineties due to the closure of the Norton Air Force Base and defense-service related establishments. As a major economic engine, the closing of the Norton Air Force base has had a major economic impact on the City. The loss of approximately 10,000 jobs trickled through the local economy, resulting in a sharp drop in retail sales and increased retail vacancies. The City has since been unable to attract significant concentrations of higher wage jobs and corresponding residential development.

Declining Retail Position in Region. Although San Bernardino continues to attract retail dollars, its position as a regional retail center has been declining. This is primarily due to the development of value-oriented retailers on the periphery of the region, and the emergence of newer and higher quality shopping facilities in the region. The City's two regional centers, the Carousel Mall and the Inland Center are both outdated and in need of revitalization. The City's total taxable sales declined from 1990 to 1999 in constant dollars, while the County's taxable sales grew during this same time period. In addition, many of the City's multi-tenant centers have high vacancy rates.

Loss of Regional Employment Market Share. The City has had difficulty maintaining a strong share of the regional employment market due to strong competition from nearby Ontario, with its transportation connections and readily available floor space, and from Riverside with its competitive labor force. Capturing a share of growing markets and identification and marketing of existing and emerging clusters is critical to attracting potential businesses as well as retaining and expanding certain key employment sectors that have traditionally located in the region and City.



Limited Range of Housing Types for Higher Wage Workers. The higher cost of housing in Los Angeles and Orange Counties is making the Inland Empire an attractive location for new residential development. However, in the City of San Bernardino the residential development has not generally been at the level commensurate with a higher wage labor force except in a few selected areas. The ability to capture a labor force with higher skill and higher wage jobs will depend on the City's image as an attractive community in which to live.

Key Economic Opportunities

Economic development is a dynamic process that increases the wealth of the community and allows it to provide a high quality of life for its residents, businesses and organizations. The intent is to promote and maintain a sound economic base by encouraging land uses that will attract and retain specific economic segments of the market and concurrently enhance the economic position of the community. The primary purpose of the economic development process should be to identify target economic opportunities that are both realistic and compatible with the City's long-term vision and goals. These opportunities will form the foundation for policy consideration and priority setting when developing the Economic Development Element of the General Plan. Listed below are key economic opportunities for the City:

- Building Upon Location and Transportation Advantages
- Expanding San Bernardino International Airport and Trade Center
- Partnering and Collaborating with Local Institutions
- Labor Force Training to Promote Economic Development
- Collaboration with CSUSB and SB Valley College to Promote Economic Development
- Capturing a Share of Growing Markets
- Expansion of Industrial Base
- Expansion of Office Development
- Expansion and Revitalization of Retail Development
- Downtown Revitalization (including Lakes and Streams project)
- Redeveloping the Orange Show as a major recreational and cultural attraction
- Business and Visitor-Serving Hotel Development
- Providing Housing Supply Commensurate with Increasing Labor Force
- Enhancing City as Gateway to Mountains and Desert

The Economic Development Element

The Economic Development Element defines broad goals and policies that help guide development to achieve the City's economic goals. It also sets an economic vision for the City.

The Economic Development Element is closely linked to other elements of the General Plan, such as Land Use, Circulation and Housing. Economic development is impacted by almost everything the City does toward maintaining and influencing a high quality of life. This includes improving parks and recreation, enhancing public safety and improving physical infrastructure. The Element is intimately connected to activities of other agencies, organizations and institutions. Quality of life is also a key consideration in maintaining a strong economic base.

The Economic Development Element builds upon ongoing programs and provides a framework within the context of the General Plan to insure that the City of San Bernardino is able to take advantage of future economic opportunities. Recognizing that economic development is not a static process, the goals and policies will allow for flexibility in order to respond to changing economic trends and local market conditions. Additionally, the Economic Development Element will suggest implementation actions and economic performance measures that can be monitored and evaluated on a regular basis to gauge effectiveness of the City's economic development strategy and programs.

Information Resources

In preparing this economic conditions and trends analysis, information has been obtained from the following sources:

- Economic Analysis for an Update of the Land Use Element of the General Plan, City of San Bernardino, Economic Research Associates, September 2001;
- Economic, Demographic & Life Style Information, Economics & Politics, Inc., September, 2000;
- San Bernardino Economic and Community Profile, John Husing, Ph.D., 2000;
- More than Education: the Annual Impact of California State University, San Bernardino on the Inland Southern California Economy, CSUSB Department of Economics, Thomas J. Pierce, January 2001;
- Demographic data from the 1990 and 2000 U.S. Censuses;
- Population, housing and employment projections for San Bernardino County 1997 to 2025, from Southern California Association of Governments (SCAG);
- Meetings and community workshops with City staff, key officials and business representatives;
- Discussions with California State University, San Bernardino (CSUSB) staff from the Office of Academic Affairs and the Office of Institutional Research; and
- A field survey of the City's existing and proposed development areas.



Overview of Report

The following sections of the report address the existing demographics and market conditions in the City of San Bernardino, as well as growth from 1990 to 2000. Chapter 2 discusses the existing socio-economic characteristics of the City, including population and households, household income, housing characteristics and housing value. Chapter 3 addresses the employment base of the region and the City, including employment and wage trends as well as emerging employment opportunities. Chapter 4 provides an assessment of the marketplace including taxable retail and non-retail sales, and the industrial and office real estate market. Chapter 5 concludes with a discussion of economic opportunities for the City, and describes a variety of programs and incentives currently in use to facilitate economic development.

CHAPTER 2: SOCIO-ECONOMIC CONDITIONS

Population and Households

While the population of the City has experienced steady growth over the last decade, it has not kept pace with the County’s growth. As shown in Table 2-1, from 1990-2000, San Bernardino’s population increased from 164,164 to 185,401 or a population gain of about 21,000. This is an increase of 12.9 percent from 1990 to 2000, significantly less than the increase for San Bernardino County (20.5 percent) during the same time period. In terms of average annual population growth, the City grew at a slower rate (1.2 percent) from 1990 to 2000 compared to the County (1.9 percent). The City comprised 10.8 percent of the County’s population in 2000, a slight decrease compared to 11.6 percent in 1990.

As shown in Table 2-1, from 1990 to 2000 households (i.e., occupied housing units) in the City increased by 3.4 percent while the County’s households increased by 13.7 percent. The number of households grew at a slower rate annually than in the County. Households increased at an average annual rate of only 0.3 percent in the City compared to 1.3 percent for the County. The average household size for occupied housing units in 2000 for the City of San Bernardino was about 3.01 persons per household, a little less than the County’s 3.05 persons per household.

**Table 2-1
City of San Bernardino
Economic Development Existing Conditions and Trends
Population and Household Growth: 1990 - 2000**

Jurisdiction	1990	2000	Numerical Change	% Increase	1990 - 2000	Avg. HH Size
					Avg Annual Growth	
Population						
City of San Bernardino	164,164	185,401	21,237	12.9%	1.2%	
San Bernardino County	1,418,380	1,709,434	291,054	20.5%	1.9%	
City as % of County	11.6%	10.8%	-0.7%			
Households						
City of San Bernardino	54,482	56,330	1,848	3.4%	0.3%	3.01
San Bernardino County	464,737	528,594	63,857	13.7%	1.3%	3.05
City as % of County	11.7%	10.7%	-1.1%			

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Census Bureau, 1990 and 2000.

Ethnicity

The ethnic diversity of the City of San Bernardino’s population is shown in Table 2-2. The City is an ethnically diverse community, with a larger portion of Hispanics (47.5 percent) in 2000 than San Bernardino County (39.2 percent). The proportion of White residents in the City of San



Bernardino (28.9 percent) is less than that for San Bernardino County (44.0 percent). There is a larger Black population in the City (16.0 percent) than in the County (8.8 percent). The Asian population comprises slightly less of the population in the City (4.1 percent) than it does in the

**Table 2-2
Economic Development Existing Conditions and Trends
Population by Ethnicity in San Bernardino: 2000**

Race	San Bernardino	% of Total	San Bernardino County	% of Total
White	53,630	28.9%	752,222	44.0%
Black	29,654	16.0%	150,201	8.8%
Hispanic	88,022	47.5%	669,387	39.2%
Asian	7,594	4.1%	78,154	4.6%
Other ¹	1,999	1.1%	17,230	1.0%
Two or more races ²	<u>4,502</u>	<u>2.4%</u>	<u>42,240</u>	<u>2.5%</u>
Total	185,401	100%	1,709,434	100.0%

1. "Other" category includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, and some other race as classified in the 2000 Census.
2. The new Classification system in the 2000 Census includes an additional category for origin of two or more races.

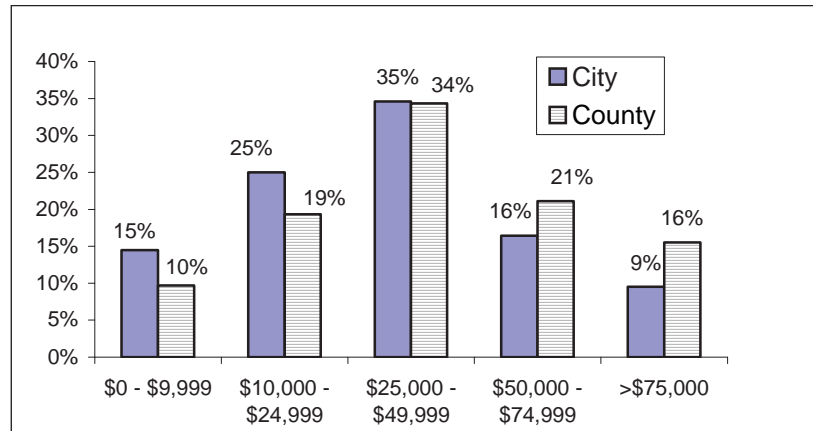
Source: Stanley R. Hoffman Associates, Inc.
U.S. Census Bureau, 2000.

County (4.6 percent).

Household Income

The City's population has a larger proportion of households that earn lower levels of income than the County average. As shown in Figure 2-1 in 1999 dollars, about 40 percent of the City's households earned less than \$25,000 compared to about 29 percent for the County. About 25 percent of the City's households earned \$50,000 or more compared to about 37 percent for the County. Slightly over one-third of the households in both the City of San Bernardino (35 percent) and the County (34 percent) earned from \$25,000 to \$49,999.

Figure 2-1
Economic Development Existing Conditions and Trends
San Bernardino City and County Average Household Income Distribution: 1999
(in 1999 dollars)



Source: *Economic, Demographic & Life Style Information*, Economics & Politics, Inc., September 2000.

Table 2-3 shows a detailed breakdown of San Bernardino’s household income by category during 1999 in current dollars. The City’s estimated median household income in 1999 was about \$32,600, lower than the County median of about \$40,900. Similarly, San Bernardino households had a lower average household income (\$39,200) than did County households (\$49,200).

Table 2-3
Economic Development Existing Conditions and Trends
Household Income Distribution in San Bernardino and San Bernardino County: 1999
(in 1999 dollars)

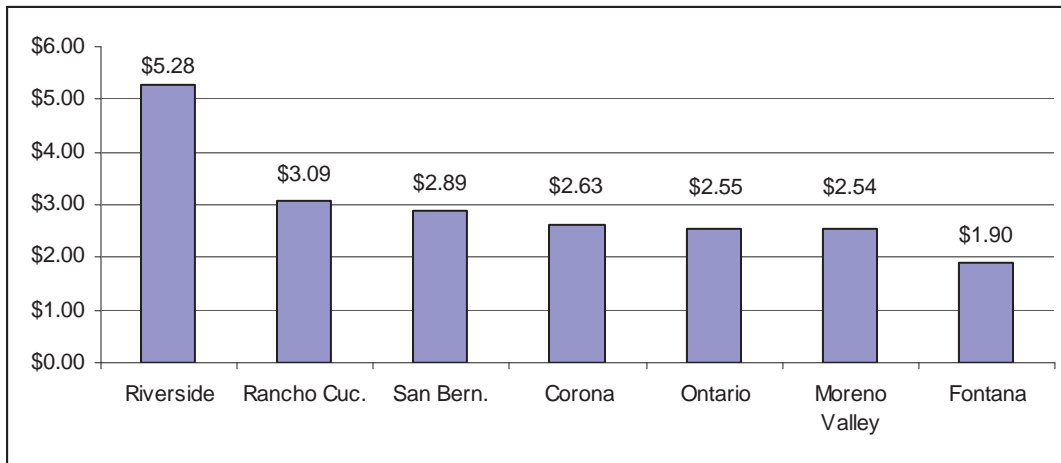
Income Range	City		County	
	No. of HHs	% of Total	No. of HHs	% of Total
\$0 - \$9,999	9,517	14.5%	52,087	9.7%
\$10,000 - \$24,999	16,405	25.0%	103,744	19.3%
\$25,000 - \$49,999	22,684	34.6%	184,486	34.4%
\$50,000 - \$74,999	10,767	16.4%	113,446	21.1%
\$75,000 or More	<u>6,228</u>	<u>9.5%</u>	<u>83,313</u>	<u>15.5%</u>
	65,601	100.0%	537,076	100.0%
	City		County	
Median Household Income	\$32,573		\$40,865	
Average Household Income	\$39,196		\$49,222	

Sources: Stanley R. Hoffman Associates, Inc.
CACI Inc. and Economic Research Associates



Figure 2-2 shows the estimated 1999 personal income for San Bernardino along with other Inland Empire cities that have populations over 100,000. As shown in Figure 2-2, San Bernardino had an estimated 1999 total personal income of about \$2.89 billion dollars, the third highest of these cities. This was higher than Corona (\$2.63 billion) but less than Rancho Cucamonga (\$3.09 billion).

Figure 2-2
Economic Development Existing Conditions and Trends
Total Personal Income: 1999
San Bernardino and Inland Empire Cities with Population over 100,000
(in billions of 1999 dollars)



Source: Economic, Demographic & Life Style Information, Economics & Politics, Inc., September 2000.

Housing Characteristics

The City's increase in housing units compared to that of the County is shown in Table 2-4. While the distribution of San Bernardino's housing stock has remained about the same from 1990 to 2000, the number of dwelling units in the City has increased by about 9 percent from 58,969 to 64,376 units. In comparison, the total number of housing units in San Bernardino County increased by about 12.5 percent.

In year 2000, San Bernardino's housing stock consisted primarily of single-family units (60.6 percent), lower than the percentage of single-family units in the County (72.4 percent). About one third (32.2 percent) of the City's housing stock is comprised of multi-family units, and a small percentage (7.2 percent) consists of mobile homes. The County has a smaller percentage of multi-family homes (20.2 percent) and about the same percentage of mobile homes (7.3 percent) as the City.

**Table 2-4
City of San Bernardino
Economic Development Existing Conditions and Trends
Dwelling Units: 1990 - 2000**

Dwelling Unit Type	San Bernardino		San Bernardino County	
	1990	2000	1990	2000
Single Family	35,198	38,999	383,882	441,913
% of Total	59.7%	60.6%	70.8%	72.4%
Multi-Family	19,362	20,722	115,468	123,576
% of Total	32.8%	32.2%	21.3%	20.2%
Mobile Homes/Other	4,409	4,655	42,982	44,828
% of Total	7.5%	7.2%	7.9%	7.3%
Total Units	58,969	64,376	542,332	610,317
1990 - 2000: % Increase		9.2%		12.5%

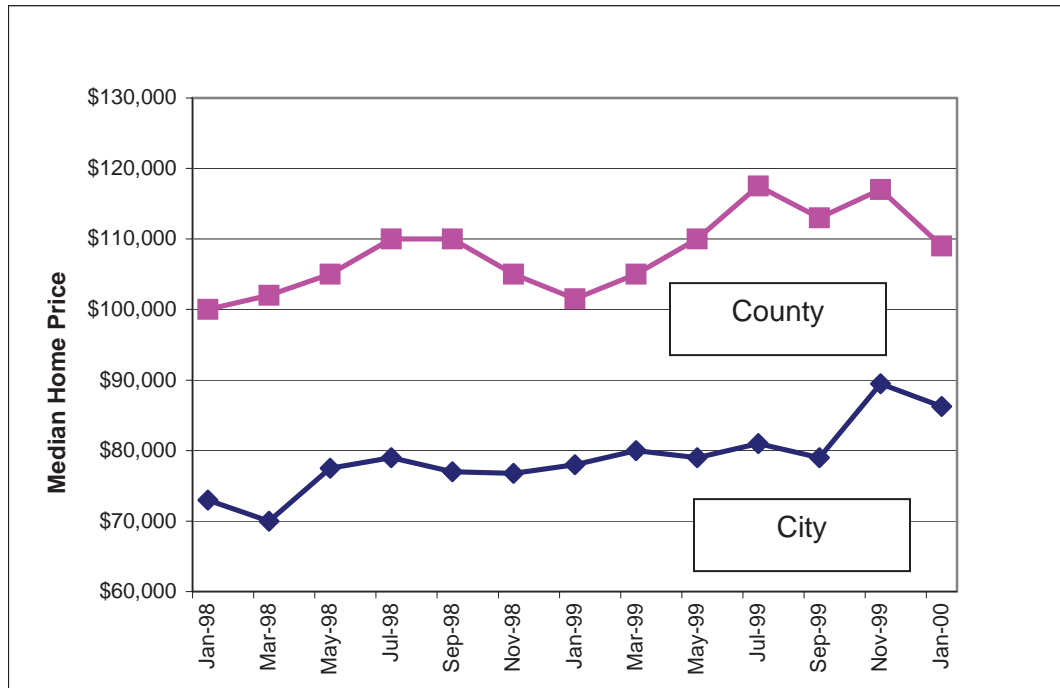
Sources: Stanley R. Hoffman Associates, Inc.
California Department of Finance, E-5 Reports, 2000.
1990 U.S. Census.

Housing Value

Figure 2-3 presents median home prices in current dollars in the City of San Bernardino compared to the County as a whole during the January 1998 – January 2000 period. Trends in median home prices have been upward for the City and the County during this time period. However, the City of San Bernardino provides more affordable housing with the median at about \$86,000 in 2000 when compared to the County at about \$109,000, as shown in Figure 2-3.



Figure 2-3
Economic Development Existing Conditions and Trends
City of San Bernardino and San Bernardino County
Median Home Prices: 1998 – 2000
(in current dollars)



Source: Economics Research Associates and the California Association of Realtors

CHAPTER 3: EMPLOYMENT AND SALARIES

Employment

This chapter reviews employment trends in both the Riverside-San Bernardino Primary Metropolitan Statistical Area (PMSA) and the City of San Bernardino. The City's share of the County employment is also discussed. Although the region has been able to recover relatively fast from the recession of the early nineties, the City of San Bernardino is recovering more slowly due to the closure in 1994 of the Norton Air Force Base and allied industries. The September 2001 study by Economic Research Associates (ERA) identified key employment sectors that have traditionally clustered in San Bernardino, and could present opportunities for long-term employment growth and stability in the City. Trends that have important implications for the City of San Bernardino include the following:

- While total employment for the Riverside–San Bernardino PMSA (Primary Metropolitan Statistical Area) grew at an average annual rate of 3.3 percent from 1990 to 2000, total employment in the City grew relatively less rapidly at an annual average rate of 2.1 percent;
- The Services sector was the fastest growing non-farm sector in the PMSA from 1990 to 2000, averaging 4.5 percent employment growth over this time period. This sector also showed the most growth, increasing by about 34 percent over the 10-year period;
- The region's continued expansion of rail, trucking and air transportation facilities resulted in increased employment in Transportation and Wholesale Trade related jobs, each sector growing at average annual rate of 4.0 percent from 1990 to 2000;
- 1999 estimates indicate that the City of San Bernardino had a total of approximately 74,100 jobs, or about 13.9 percent of the total countywide jobs. The City's strongest share was in the Public Administration (Government), Finance, Insurance and Real Estate, Services and Retail sectors which together comprised over 77.0 percent of total County employment;
- The major share of San Bernardino County's governmental resources are concentrated in the City of San Bernardino (29.3 percent of the total County government employment in 1999). This large cluster provides sustained demand for business, retail and professional services;
- In 1999, the City's employment was comprised primarily of jobs in the Services (42.4 percent), Retail (23.1 percent) and Public Administration (10.1 percent) sectors. Over half (58 percent) of the Services employment was in the Health and Educational Services sectors.
- Although Services is a key sector for the City, the Manufacturing, Wholesale Trade and Transportation sectors represent target areas for expansion. These sectors represented only 5.4 percent, 4.4 percent and 3.5 percent respectively, of the City's total employment in 1999.



City and Regional Employment Trends: 1990 to 2000

Table 3-1 displays employment trends in the City of San Bernardino and the Riverside-San Bernardino Primary Metropolitan Statistical Area (PMSA) from 1990 to 2000. The City of San Bernardino experienced a slower rate of employment growth compared to the PMSA as a whole. While total employment for the PMSA grew at an average annual rate of 3.3 percent from 1990 to 2000, the City’s total employment grew at an annual average rate of 2.1 percent. The City’s share of the PMSA employment has also been decreasing steadily from 8.7 percent of the regional employment in 1990 to 7.8 percent in 2000.

**Table 3-1
City of San Bernardino
Economic Development Existing Conditions and Trends
Total Employment: 1990 - 2000**

Year	San Bernardino City	Riverside-San Bernardino PMSA¹	City % of Total
1990	63,930	735,300	8.7%
1991	62,830	741,500	8.5%
1992	64,370	751,500	8.6%
1993	62,870	755,700	8.3%
1994	64,230	772,800	8.3%
1995	65,030	801,700	8.1%
1996	66,040	824,700	8.0%
1997	68,860	863,200	8.0%
1998	70,950	903,900	7.8%
1999	73,700	960,200	7.7%
2000	78,920	1,012,600	7.8%
Avg. Annual Growth	2.1%	3.3%	

1. PMSA = Primary Metropolitan Statistical Area.

Sources: Stanley R. Hoffman Associates, Inc.
Economic Research Associates.

Non-Farm Employment Trends in the Region: 1990 to 2000

Table 3-2 displays historical non-farm employment in the Riverside-San Bernardino Primary Metropolitan Statistical Area (PMSA) by major industry groups from 1990 to 2000. As shown, historically the region has experienced the strongest growth in the Services, Transportation, Communications & Public Utilities (TCU) and the Wholesale Trade sectors. The Services sector grew the fastest over this time period at an average annual rate of 4.5 percent, followed by the TCU and Wholesale Trade sectors which each grew at an average annual rate of 4.0 percent. The Construction and Manufacturing sectors grew slightly slower, each averaging 3.8 percent annual growth over the 1990 – 2000 period, while the Finance, Insurance and Real Estate (FIRE)

sector grew at an annual rate of only 0.4 percent. Overall, non-farm employment grew at an average annual rate of about 3.4 percent.

In terms of total non-farm employment growth, as shown in Table 3-3 and Figure 3-1, the Services sector increased by about 95,000 jobs from 1990 to 2000, representing about 34 percent of the job growth in the PMSA during this time period. The Retail Trade sector also showed a large increase in jobs (46,800) from 1990 to 2000, and comprised the second largest share of the total job growth (16.8 percent). The Government sector comprised about 14.8 percent of the total growth in the PMSA, while Manufacturing comprised about 13.8 percent of the growth. Only the Mining sector had a decrease in employment, losing an estimated 300 jobs. The Services sector includes a diverse range of job types such as the higher wage Health, Educational and other professional services as well as the lower average wage personal services and hotel services workers.



**Table 3-2
City of San Bernardino
Economic Development Existing Conditions and Trends
Non-Farm Employment Trends in Riverside-San Bernardino PMSA, 1990-2000**

Industry Sectors	1990	1991	1992	1993	1994	1995
Mining	1,300	1,300	1,300	1,200	1,200	1,100
Construction	54,100	43,700	40,400	37,500	40,300	43,100
Manufacturing	85,800	81,700	86,800	86,100	88,400	94,400
Transportation, Comm. & Utilities	34,300	34,500	36,400	37,200	39,100	40,800
Wholesale Trade	32,800	32,100	31,500	31,900	33,700	35,900
Retail Trade	151,600	156,700	157,700	162,700	164,500	170,000
Finance, Insurance & Real Estate	30,500	31,000	31,500	32,000	31,100	29,400
Services	172,100	182,700	186,500	189,600	195,200	202,600
Government	<u>150,200</u>	<u>155,100</u>	<u>157,500</u>	<u>155,600</u>	<u>157,800</u>	<u>162,600</u>
Total Non-Farm Employment	712,700	718,800	729,600	733,800	751,300	779,900
Total Farm Employment	22,600	22,700	21,900	21,900	21,500	21,800
Total Employment	735,300	741,500	751,500	755,700	772,800	801,700

Industry Sectors	1996	1997	1998	1999	2000	Average Annual Growth Rate
Mining	1,200	1,200	1,000	1,000	1,000	-2.6%
Construction	46,200	52,100	60,800	70,800	78,300	3.8%
Manufacturing	99,200	104,800	111,400	117,800	124,400	3.8%
Transportation, Comm. & Utilities	41,100	42,500	45,700	49,100	51,000	4.0%
Wholesale Trade	37,500	40,200	42,200	45,200	48,500	4.0%
Retail Trade	172,600	177,800	181,000	188,500	198,400	2.7%
Finance, Insurance & Real Estate	29,600	29,800	30,600	31,900	31,700	0.4%
Services	208,700	221,500	234,900	251,500	266,800	4.5%
Government	167,300	171,600	174,700	183,100	191,600	2.5%
Total Non-Farm Employment	<u>803,400</u>	<u>841,500</u>	<u>882,300</u>	<u>938,900</u>	<u>991,700</u>	3.4%
Total Farm Employment	21,300	21,700	21,600	21,300	20,900	-0.8%
Total Employment	824,700	863,200	903,900	960,200	1,012,600	3.3%

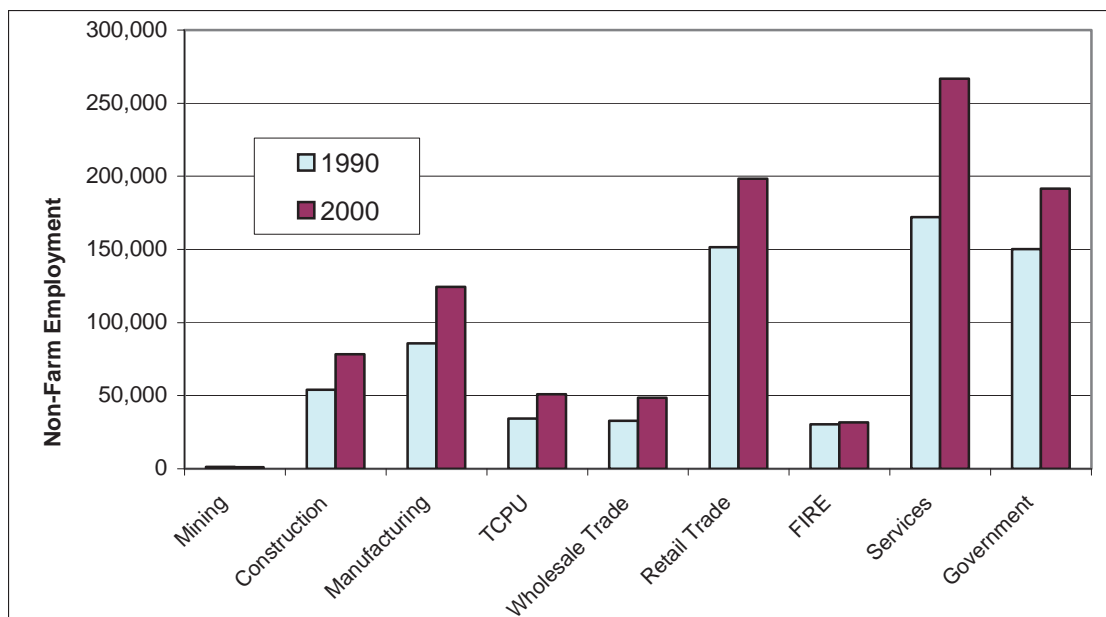
Source: Stanley R. Hoffman Associates, Inc.
Economic Research Associates, Inc., *Economic Analysis for an Update of the Land Use Element of the General Plan, September, 2001.*

Table 3-3
City of San Bernardino
Economic Development Existing Conditions and Trends
Non-Farm Employment in Riverside-San Bernardino PMSA: 1990 and 2000

Employment Sector	Year		Numerical Change	% of Total Growth
	1990	2000		
Mining	1,300	1,000	-300	-0.1%
Construction	54,100	78,300	24,200	8.7%
Manufacturing	85,800	124,400	38,600	13.8%
Transportation, Comm. & Utilities	34,300	51,000	16,700	6.0%
Wholesale Trade	32,800	48,500	15,700	5.6%
Retail Trade	151,600	198,400	46,800	16.8%
Finance, Insurance, Real Estate	30,500	31,700	1,200	0.4%
Services	172,100	266,800	94,700	33.9%
Government	<u>150,200</u>	<u>191,600</u>	<u>41,400</u>	<u>14.8%</u>
Total Non-Farm Employment	712,700	991,700	279,000	100.0%
Total Employment	735,300	1,012,600	277,300	

Sources: Stanley R. Hoffman Associates, Inc.
 Economic Research Associates, September 2001.

Figure 3-1
Economic Development Existing Conditions and Trends
Non-Farm Employment Riverside-San Bernardino PMSA: 1990 and 2000





Regional Labor Force Characteristics: 1990 to 2000

Labor force refers to those residents of the region who are available to work, while employment refers to the number of jobs in the region. Civilian employment by place of residence is shown in Table 3-4 for the Riverside-San Bernardino PMSA from 1990 to 2000. This shows that the region had a labor force of about 1.2 million in 1990, increasing to about 1.5 million in 2000. These trends indicate that beginning in 1994 unemployment began to decrease, from 9.5 percent in 1994 to 5.1 percent in 2000. Year 2000 estimates show that the region has a labor force of about 1.5 million residents of whom about 1.4 million are employed, resulting in an unemployment rate of 5.1 percent, the lowest over the 10-year period.

**Table 3-4
City of San Bernardino
Economic Development Existing Conditions and Trends
Civilian Labor Force Characteristics in Riverside-San Bernardino PMSA: 1990 - 2000**

Year	Labor Force	Employment	Unemployment	Unemployment Rate
1990	1,176,500	1,102,300	74,200	6.3%
1991	1,184,800	1,080,900	103,900	8.8%
1992	1,235,200	1,106,800	128,400	10.4%
1993	1,250,300	1,117,200	133,000	10.6%
1994	1,279,600	1,158,100	121,500	9.5%
1995	1,292,800	1,180,800	112,000	8.7%
1996	1,302,100	1,201,900	100,200	7.7%
1997	1,352,300	1,259,200	93,100	6.9%
1998	1,388,700	1,303,800	84,900	6.1%
1999	1,450,600	1,376,500	74,100	5.1%
2000	1,522,900	1,445,300	77,600	5.1%

Sources: Stanley R. Hoffman Associates, Inc.
California Employment Development Department

City's Share of County Employment: 1999

As shown in Table 3-5, according to 1999 estimates, the City of San Bernardino had a total of approximately 74,100 jobs, or about 13.9 percent of the total countywide jobs. The strongest representation was in the Public Administration (Government) sector, where the City comprised 29.3 percent of the total County government jobs. This sector was followed by FIRE (18.2 percent), Services (16.0 percent) and Retail Trade (13.7 percent), each representing sizable shares of the total County employment. Together, these four sectors comprised over 77.0 percent of total County employment.

In Manufacturing, TCU, and Wholesale Trade, the City had a smaller share of the County employment (6.9, 7.9 percent and 8.3 percent respectively) than the previously described sectors. It will be important for the City to increase its share of employment in sectors such as these that can drive the economy and that are growing within the larger market area. For example, Transportation is emerging as a core employment sector in the region and opportunities exist for continued capture of Transportation related jobs as the City focuses on its role as a multi-modal transportation “hub.”

The City had a large representation of the total County employment in several sub-categories. As shown in Table 3-5, within the Manufacturing sector, the City had a large share of the County’s Printing & Publishing employment, or about 28.2 percent of the total County employment. In FIRE, the City is also strong in Insurance Carriers (37.2 percent). In the Services Category, the City shows strength in Social Services (24.8 percent), Educational Services (19.5 percent), Membership Organizations (17.6 percent) and Health Services (16.9 percent).



**Table 3-5
City of San Bernardino
Economic Development Existing Conditions and Trends
Employment by Sector for City and County: 1999**

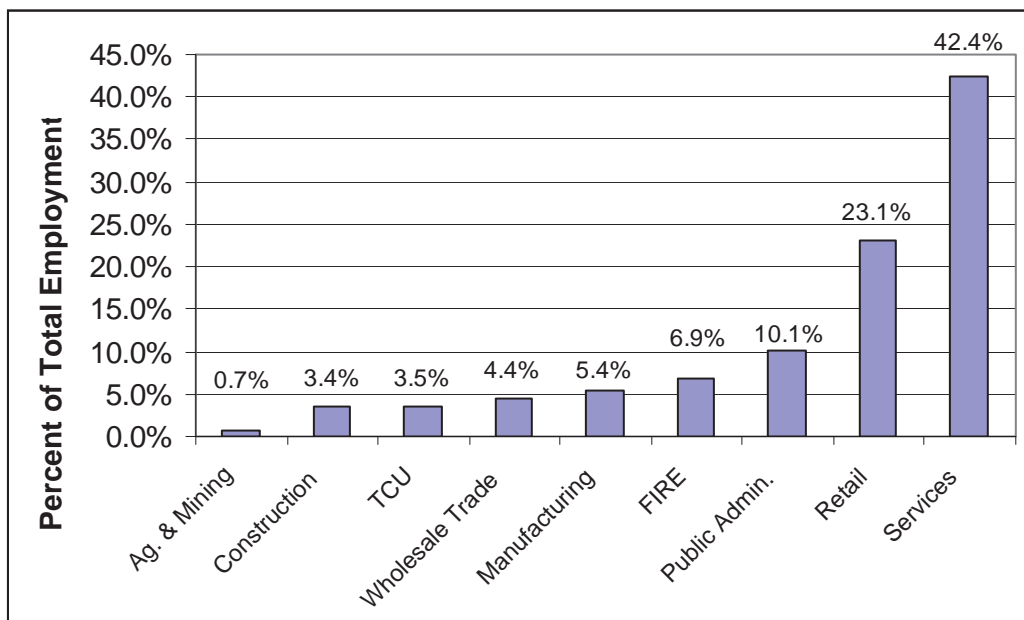
Category	Number of Employees		City as % of County
	City	County	
Agriculture	481	4,703	10.2%
Mining	6	472	1.3%
Construction	2,542	24,784	10.3%
Special Trade Contractors	1,633	15,921	10.3%
Other	909	8,863	10.3%
Manufacturing	3,982	57,500	6.9%
Fabricated Metal Products	257	7,381	3.5%
Industrial Machinery & Equipment	170	6,421	2.6%
Rubber & Plastics	347	5,552	6.3%
Printing & Publishing	1,536	5,440	28.2%
Transportation Equipment	218	4,744	4.6%
Furniture & Fixtures	280	3,847	7.3%
Food & Kindred Products	276	3,644	7.6%
Primary Metal Products	36	3,393	1.1%
Misc. Manufacturing	139	2,846	4.9%
Electric & Electronic Equipment	51	2,810	1.8%
Other	672	11,422	5.9%
Transportation, Comm. & Utilities	2,592	32,730	7.9%
Wholesale Trade	3,274	39,278	8.3%
Wholesale Trade-- Durable Goods	2,447	28,181	8.7%
Wholesale Trade-- Non-durable Goods	827	11,097	7.5%
Retail Trade	17,130	124,662	13.7%
Finance, Insurance & Real Estate	5,107	28,116	18.2%
Real Estate	2,251	12,372	18.2%
Insurance Agents	806	4,910	16.4%
Banks	705	4,424	15.9%
Non-depository Credit	824	4,296	19.2%
Insurance Carriers	308	827	37.2%
Other	213	1,287	16.6%
Services	31,450	195,990	16.0%
Health Services	9,771	57,671	16.9%
Educational Services	8,498	43,638	19.5%
Business Services	2,084	21,574	9.7%
Social Services	2,924	11,776	24.8%
Hotels & Other Lodgings	602	11,104	5.4%
Engineering & Management Services	1,272	8,703	14.6%
Membership Organizations	1,355	7,690	17.6%
Amusement & Recreations Services	739	6,509	11.4%
Other	4,205	27,325	15.4%
Public Administration	7,510	25,606	29.3%
Non-classified Establishments	29	358	8.1%
Total Employment	74,103	534,199	13.9%

Source: Stanley R. Hoffman Associates.
Claritas and Economic Research Associates.

City of San Bernardino Employment Distribution: 1999

Figure 3-2 shows the distribution of the City’s employment by sector in 1999. The largest employment sector was Services at 42.4 percent of the total City employment followed by Retail at 23.1 percent of the total, then Public Administration at 10.1 percent of the total. The FIRE, Manufacturing, Wholesale Trade and TCU sectors comprised 6.9 percent, 5.4 percent, 4.4 percent and 3.5 percent of the total City employment respectively.

**Figure 3-2
Economic Development Existing Conditions and Trends**



City of San Bernardino Employment Distribution: 1999

Source: Economic Research Associates, September 2001.

Key Employment Sectors in San Bernardino

As shown above, the TCU, Wholesale Trade and Manufacturing sectors comprised a small portion of the City’s total employment in 1999. These sectors were identified in the ERA study as key sectors that should be targeted by the City. In particular, the ERA study stated that the TCU sector will continue to be one of the City’s stable employers, especially in terms of locational advantages in rail transportation. This indicates that the focus needs to be on expansion of these sectors to increase the City’s share of growing employment markets in the region. Other expanding sectors include the Services sector. The higher quality level and wages associated with jobs in the Services and Manufacturing sectors, in particular, will be important in



shaping the long-term economic sustainability of the region. A detailed breakdown of key sectors is shown in Table 3-6.

Transportation, Communications and Utilities (TCU). The majority of employment in this sector was in the Local Passenger Transportation group (46.6 percent) followed by Trucking and Warehousing (19.4 percent). Transportation is emerging as a core employment sector in the region and opportunities exist for continued capture of Transportation related jobs. The San Bernardino International Airport and Trade Center (SBIATC) is a key focus for providing jobs in this sector. Preservation of the airport facility and the promotion of commercial/industrial land uses around it, are also key to expanding other sectors such as Manufacturing, which could provide high-technology jobs. Additionally, the access to rail and inter-modal facilities of the BNSF Railroad yard is significant for long-term expansion of the Transportation sector.

Wholesale Trade and Manufacturing. Specialty food preparation and packaging (Food and Kindred Products) was identified in the ERA study as an expanding Manufacturing sector group. About 6.9 percent of the City's total Manufacturing employment was in this group during 1999. The majority of the Wholesale Trade sector employment was comprised of Durable Goods (74.7 percent), indicating that there are opportunities for expansion in the Non-Durable Goods area. As previously indicated, the City should explore other areas of Manufacturing that can support high-technology as well as bio-technology industries.

Finance, Insurance & Real Estate (FIRE). The ERA study noted that employment in this sector may tend to cluster around government administrative offices. Therefore, this sector could be expanded by preserving and enhancing the presence of the public administration sector in the City. Most of the employment in this sector was in the Real Estate group, at 44.1 percent of the total employment.

**Table 3-6
City of San Bernardino
Economic Development Existing Conditions and Trends
Employment Clusters for the City: 1999**

Category	City	% of Total Category
Transportation, Comm. & Utilities	2,592	100.0%
Local Passenger Transportation	1,209	46.6%
Trucking & Warehousing	503	19.4%
U.S. Postal Service	216	8.3%
Communications	197	7.6%
Electrical, Gas & Sanitary Services	193	7.4%
Transportation Services	189	7.3%
Other	85	3.3%
Manufacturing	3,982	100.0%
Printing & Publishing	1,536	38.6%
Rubber & Plastics	347	8.7%
Furniture & Fixtures	280	7.0%
Food & Kindred Products	276	6.9%
Fabricated Metal Products	257	6.5%
Transportation Equipment	218	5.5%
Industrial Machinery & Equipment	170	4.3%
Misc. Manufacturing	139	3.5%
Electric & Electronic Equipment	51	1.3%
Primary Metal Products	36	0.9%
Other	672	16.9%
Wholesale Trade	3,274	100.0%
Wholesale Trade-- Durable Goods	2,447	74.7%
Wholesale Trade-- Non-durable Goods	827	25.3%
Finance, Insurance & Real Estate	5,107	100.0%
Real Estate	2,251	44.1%
Non-depository Credit	824	16.1%
Insurance Agents	806	15.8%
Banks	705	13.8%
Insurance Carriers	308	6.0%
Other	213	4.2%
Services	31,450	100.0%
Health Services	9,771	31.1%
Educational Services	8,498	27.0%
Social Services	2,924	9.3%
Business Services	2,084	6.6%
Membership Organizations	1,355	4.3%
Engineering & Management Services	1,272	4.0%
Amusement & Recreation Services	739	2.3%
Hotels & Other Lodgings	602	1.9%
Other	4,205	13.4%
Total City Employment	74,103	

Source: Stanley R. Hoffman Associates.
Claritas and Economic Research Associates.



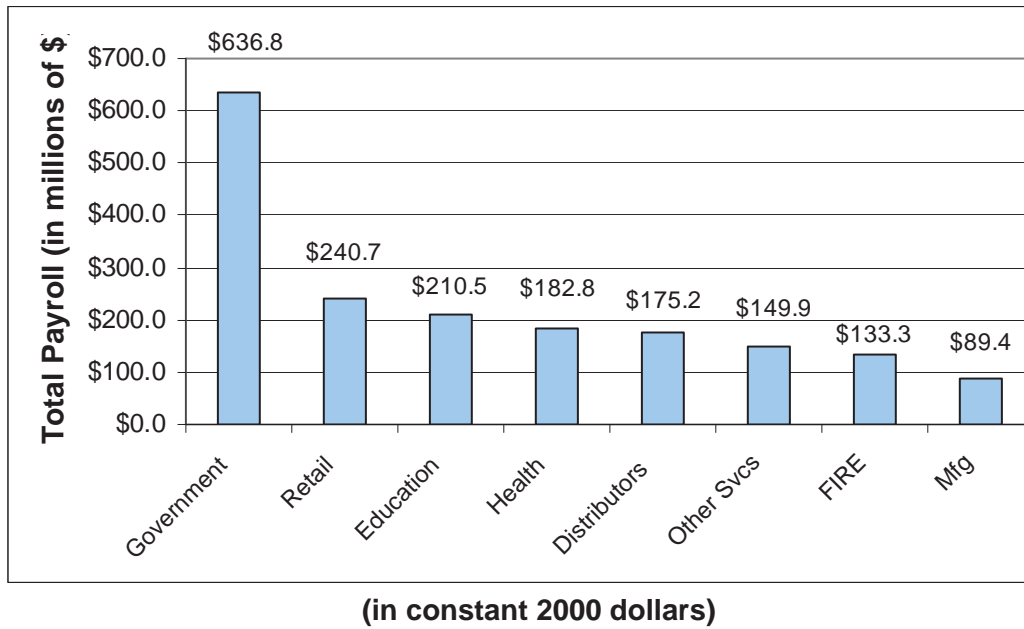
Services. Within the Services category, Health Services comprised 31.1 percent of the total Services employment, while Educational Services comprises about 27.0 percent. Partnerships and alliances with the City and institutions in both the Health Services and Educational Services sectors are a key economic development tool for the City. The Health Services cluster has a larger proportion of higher skilled and wage jobs than other sectors, and will provide opportunities for linkages with the adjacent Loma Linda medical cluster as well as other medical facilities and health-related companies. Educational alliances with California State University at San Bernardino (CSUSB) and San Bernardino Valley College also present opportunities. The impact of the University is significant and growing. Its labor force alone exceeds 3,600, which makes it one of the Inland Empire's largest employers. The annual economic impact of the University was recently estimated to increase regional output by approximately \$212 million and regional earnings by almost \$91 million in 1998-99. Also, the University has plans to expand, including the addition of an engineering program.

The Engineering and Management group, as well as other professional services and legal services (Other), represent only a small portion of the total Services employment. Expansion into these key areas could provide an opportunity for the City to increase its share of higher skill and wage jobs.

Payroll and Salaries

The City's payroll increased from about \$1.6 billion in 1991 to about \$2.0 billion in 1998, or about \$336.0 million in nominal dollars. When the City's payroll is adjusted for inflation, the purchasing power of payroll in the City has increased by about \$97.6 million in constant 2000 dollars or 5.0 percent from 1991 to 1998. Government had the biggest payroll, followed by Retail and Educational Institutions. As shown in Figure 3-3, in constant 2000 dollars the payroll for Governmental Agencies was the largest of all sectors in 1998, or a total of about \$636.8 million. This was followed by the Retail sector at about \$240.7 million. Manufacturing had a total payroll of about \$89.4 million.

Figure 3-3
Economic Development Existing Conditions and Trends
Total Payroll in San Bernardino: 1998



Note: The sectors shown in Figure 3-3 represent the top eight sectors in total payroll.
 Source: CA Employment Development Department

As shown in Figure 3-4, in constant 2000 dollars the average annual salary per worker has increased only slightly, from \$28,590 in 1991 to \$30,218 in 1998.



Figure 3-4
Economic Development Existing Conditions and Trends
Average Salary per Worker in San Bernardino: 1991 to 1998

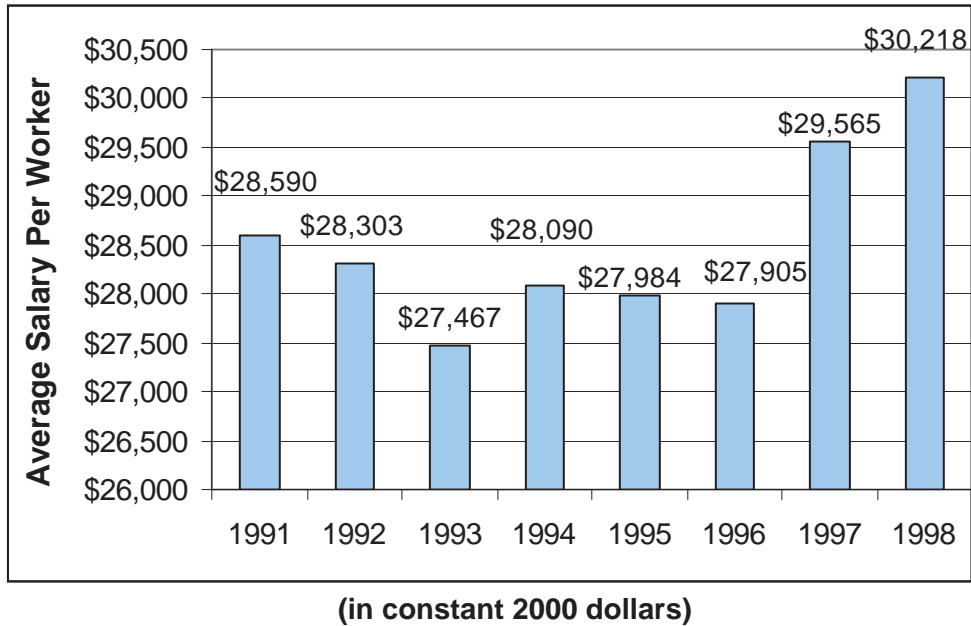
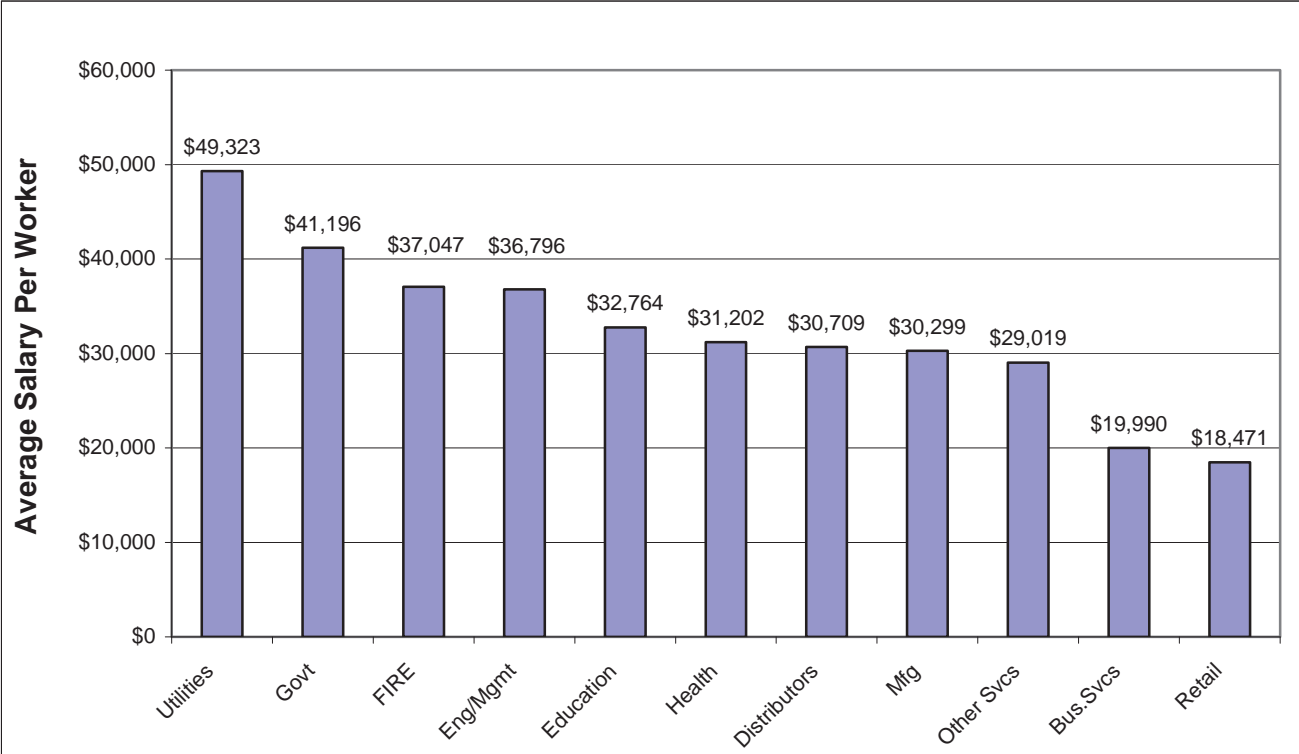


Figure 3-5 shows the average annual salary for selected sectors during 1998 in 2000 constant dollars. The highest salary was in the Utilities sector at an average \$49,323 annually, followed by the Government sector at \$41,196. Other Services and Business Services have lower average salaries, with Retail salaries the lowest, at an average \$18,471 annually. Another economic consideration is the relative salaries generated by the different industries. Although the Retail sector had the second highest payroll during 1998, retail salaries are among the lowest salaries of all sectors. Selected categories within the Services sector, such as Education, Health and Engineering and Management, can have higher average salaries than the Service sector as a whole as shown in Figure 3-5. This suggests that if the right mix of basic industries can be expanded or attracted to the city, there is the potential to increase average incomes in the local area.

Figure 3-5
Economic Development Existing Conditions and Trends
Average Salary by Sector in San Bernardino: 1998
(in constant 2000 dollars)



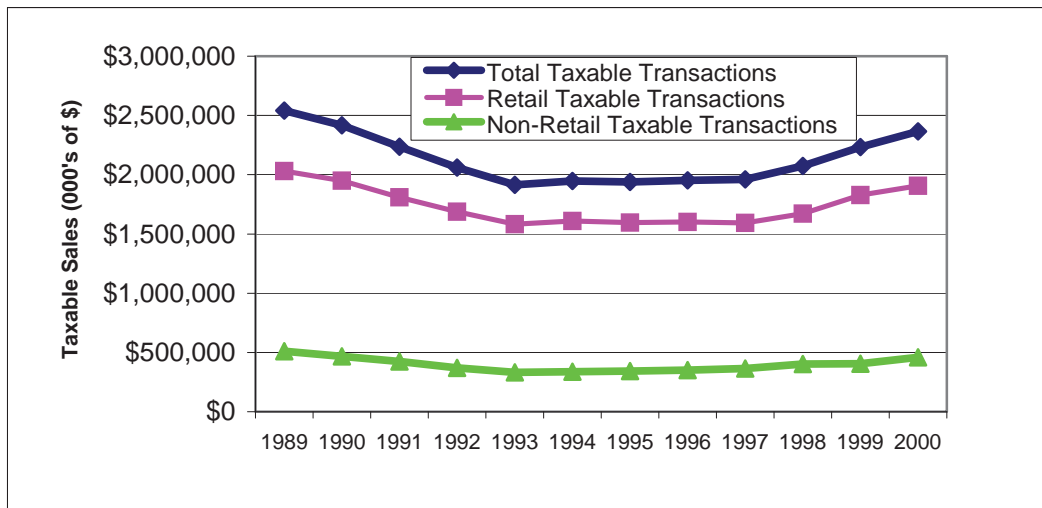


Chapter 4: MARKET TRENDS

Taxable Sales Trends

Figure 4-1 and Table 4-1 present taxable sales in the City of San Bernardino from 1989 to 2000 in constant 2000 dollars. Year 1989 was chosen as a benchmark because it was the peak year before the decline in the early to mid-1990s. As shown, total taxable sales have decreased about 7 percent during this time period from about \$2.54 billion to \$2.36 billion, or about \$175.3 million. Taxable retail sales transactions represented about 80 to 83 percent of the total, decreasing from about \$2.03 billion to about \$1.91 billion over this same period, or about 6 percent. Taxable retail sales decreased by about \$124.4 million over this time period. The largest losses occurred in General Merchandise and Furniture and Appliances, while the largest increase was experienced by Auto Dealers and Supplies. Retail transactions from All Other Outlets (i.e., non-retail), primarily business-to-business, declined about 10 percent in real dollars, decreasing from about \$510.2 million in 1989 to about \$459.2 million in 2000.

Figure 4-1
Economic Development Existing Conditions and Trends
Total Taxable Sales Transactions: 1989 to 2000
(in 000's of constant 2000 dollars)



Source: California State Board of Equalization

Table 4-1
City of San Bernardino
Economic Development Existing Conditions and Trends
Taxable Transactions (in Thousands) by Retail Group: 1989-2000
(in constant 2000 dollars)

Sales Category	1989	1990	1991	1992	1993	1994	1995
Apparel Stores	\$92,824	\$90,567	\$82,523	\$72,975	\$65,122	\$59,932	\$56,012
Auto Dealers and Supplies	363,781	350,944	301,346	298,523	282,329	298,413	301,106
Building Materials	197,097	184,102	183,874	184,717	177,831	171,333	156,257
Eating and Drinking Places	205,496	205,707	195,335	181,528	172,965	169,470	171,206
Food Stores	129,761	126,555	126,096	116,200	94,630	92,578	92,079
Furniture & Appliance	170,987	156,051	130,634	116,162	100,118	96,997	96,976
General Merchandise & Drug Stores	467,492	457,478	430,206	392,251	360,193	362,289	354,394
Other Retail & Packaged Liquor	280,128	252,627	236,236	202,982	205,071	239,430	253,587
Service Stations	<u>121,954</u>	<u>126,460</u>	<u>123,118</u>	<u>122,596</u>	<u>124,398</u>	<u>118,672</u>	<u>115,324</u>
Retail Subtotal	\$2,029,520	\$1,950,490	\$1,809,369	\$1,687,934	\$1,582,659	\$1,609,114	\$1,596,941
All Other Outlets (Non-Retail)	\$510,170	\$466,973	\$425,205	\$371,273	\$333,116	\$337,638	\$342,515
Total All Outlets	\$2,539,689	\$2,417,463	\$2,234,574	\$2,059,207	\$1,915,775	\$1,946,753	\$1,939,456
Retail as % of Total	79.9%	80.7%	81.0%	82.0%	82.6%	82.7%	82.3%

Sales Category	1996	1997	1998	1999	2000	1989 - 2000	
						Change	Percent Change
Apparel Stores							
Auto Dealers and Supplies	\$52,049	\$50,601	\$49,979	\$49,315	\$54,338	-\$38,487	-41.5%
Building Materials	308,177	302,535	336,950	385,052	437,472	\$73,691	20.3%
Eating and Drinking Places	153,657	161,534	173,282	234,287	227,248	\$30,152	15.3%
Food Stores	168,559	171,063	177,083	184,417	197,426	-\$8,070	-3.9%
Furniture & Appliance	91,249	92,392	89,012	92,979	102,185	-\$27,576	-21.3%
General Merchandise & Drug Stores	72,697	72,415	82,342	89,507	90,421	-\$80,566	-47.1%
Other Retail & Packaged Liquor	354,710	349,278	369,932	385,982	378,454	-\$89,038	-19.0%
Service Stations	285,279	283,392	294,709	300,124	297,480	\$17,352	6.2%
Retail Subtotal	<u>114,748</u>	<u>110,828</u>	<u>97,762</u>	<u>105,086</u>	<u>120,131</u>	<u>-\$1,823</u>	<u>-1.5%</u>
	\$1,601,124	\$1,594,036	\$1,671,051	\$1,826,750	\$1,905,154	-\$124,365	-6.1%
All Other Outlets (Non-Retail)							
Total All Outlets	\$351,812	\$365,671	\$403,022	\$406,370	\$459,231	-\$50,938	-10.0%
	\$1,952,935	\$1,959,707	\$2,074,073	\$2,233,119	\$2,364,386	-\$175,304	-6.9%
Retail as % of Total	82.0%	81.3%	80.6%	81.8%	80.6%		

Sources: Stanley R. Hoffman Associates, Inc.
California State Board of Equalization: Taxable Transactions, 1989-2000.



Per Capita Taxable Retail Sales

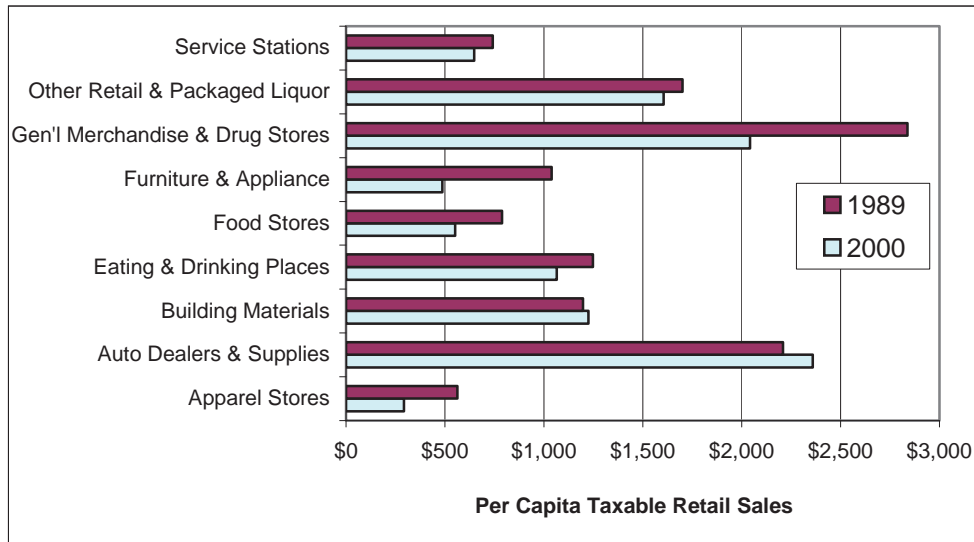
Per capita taxable retail sales are a rough estimate of the retail sales performance in San Bernardino, and are calculated by dividing the total retail sales by the City’s total population for a particular year. As shown in Table 4-2, from 1989 to 2000, the City’s per capita taxable retail sales decreased from \$12,324 to \$10,276 in 2000 inflation-adjusted dollars. All categories except for Auto Dealers and Supplies and Building Materials showed a decrease in per capita taxable retail sales. General Merchandise and Drug Stores decreased significantly from \$2,839 in 1989 to \$2,041 in 2000, or \$798. Furniture and Appliance also showed a significant decrease from \$1,038 in 1989 to \$488 in 2000, or \$550. Figure 4-2 shows the changes in per capita taxable retail sales from 1989 to 2000 by retail category for the City of San Bernardino.

**Table 4-2
City of San Bernardino
Economic Development Existing Conditions and Trends
Per Capita Taxable Retail Sales: 1989 and 2000
(in constant 2000 dollars)**

Retail Group	1989		2000	
	Taxable Retail Sales (in 000s)	Per Capita	Taxable Retail Sales (in 000s)	Per Capita
Apparel Stores	\$92,824	\$564	\$54,338	\$293
Auto Dealers and Supplies	363,781	2,209	437,472	2,360
Building Materials	197,097	1,197	227,248	1,226
Eating and Drinking Places	205,496	1,248	197,426	1,065
Food Stores	129,761	788	102,185	551
Furniture & Appliance	170,987	1,038	90,421	488
General Merchandise & Drug Stores	467,492	2,839	378,454	2,041
Other Retail & Packaged Liquor	280,128	1,701	297,480	1,605
Service Stations	<u>121,954</u>	<u>741</u>	<u>\$120,131</u>	<u>648</u>
Retail Subtotal	\$2,029,520	\$12,324	\$1,905,154	\$10,276

Source: Stanley R. Hoffman Associates, Inc.
California State Board of Equalization, Taxable Retail Sales, 1989 and 2000.

**Figure 4-2
Economic Development Existing Conditions and Trends
Per Capita Taxable Retail Sales: 1989 to 2000**



(in constant 2000 dollars)

Source: California State Board of Equalization

Comparative Per Capita Taxable Retail Sales

Table 4-3 shows year 1999 per capita taxable retail sales for the City of San Bernardino compared to the County and nearby communities in constant 2000 dollars. Year 1999 was chosen because this was the latest year with published retail sales data for the other communities. During 1999, the City of San Bernardino had higher per capita taxable retail sales overall (\$9,844) than the County (\$7,054), and had the highest among nearby communities. Colton (\$8,451) and Redlands (\$7,360) had the second and third highest per capita taxable retail sales among the communities.



Table 4-3
City of San Bernardino
Economic Development Existing Conditions and Trends
Comparative Per Capita Taxable Retail Sales: 1999
(in constant 2000 dollars)

Jurisdiction	Retail Sales (in 000's)	Population	Retail Sales Per Capita
San Bernardino	\$1,826,750	185,561	\$9,844
Redlands	509,999	67,073	7,604
Colton	408,463	46,782	8,731
Rialto	325,740	82,857	3,931
Highland	77,115	42,968	1,795
Grand Terrace	27,463	13,419	2,047
Loma Linda	\$131,941	21,609	\$6,106
 San Bernardino County	 \$11,711,182	 1,660,245	 \$7,054

Sources: Stanley R. Hoffman Associates, Inc.
 California State Board of Equalization: Taxable Sales in California during 1999.

The Non-Residential Marketplace

The Inland Empire as a whole has undergone a tremendous transformation over the last 15 to 20 years and has become a major industrial center for Southern California. With much of the development along the I-10 freeway now a mature market, commercial and industrial development are seeking locations farther east. San Bernardino is in a good position to take advantage of these market conditions with the City's access to the I-10, I-215 and I-15 freeways. Also, the extension of the Foothill Freeway from San Bernardino to La Verne will be completed within 5 years, providing significant east-west connections. This section addresses the trends in the retail, office and industrial markets and their implications for San Bernardino.

Retail Trends

Although the City continues to attract retail dollars from neighboring communities, as previously discussed its position as a retail center has been declining. The loss of a large share of the City's employment base and corresponding disposable income due to the Norton Air Force base closure was a significant contributor to this decline. Increasing retail competition from newer regional centers, such as Ontario Mills, is also contributing to the erosion of San Bernardino's regional retail market base. Most of the City's centers were built from 1956 to 1989 and are in need of revitalization.

Inventory. As of mid-year 2000, the City had a total inventory of about 4.1 million square feet of leasable retail space. About 43 percent of this total inventory was comprised of community

serving centers and neighborhood centers. The 29-year old Carousel Mall has over 1.0 million square feet and is the largest regional center in the City, followed by the 35-year old Inland Center at about 1.0 million square feet. Carousel Mall has lease rates ranging from \$18 to \$40 per square foot per year, while smaller centers have lease rates in the range of \$16 to \$25 per square foot per year.

Occupancy. Occupancy rates for properties larger than 85,000 square feet vary from 60 to 85 percent. Only the Tri-City Shopping Center and the University Valley Center reported occupancy greater than 87 percent.

Opportunities. ERA's preliminary analysis indicates that the existing retail stock is over-built by about 400,000 square feet. However, according to the ERA study, the City is likely to be the focus of continuing interest by large value-oriented retailers such as Wal-Mart, Kohl's and home stores such as Lowe's or Home Depot. There are current plans for both a Wal-Mart and Sam's Club. The planned Sam's Club at Harriman Avenue and the I-215 would add about 250,000 square feet of additional retail space to the City. Stores such as these would allow the City to strengthen its General Merchandise taxable sales, which declined by 19 percent from 1989 to 2000 in constant dollars as shown previously in Table 4-1.

As a result of larger value-oriented stores, the existing retail developments will be highly vulnerable to new competition. Therefore, only marginal increases will occur in the total net volume of occupied retail space in the City of San Bernardino. Net new demand in retail growth is estimated to be about 10,000 square feet according to the ERA study.

Office Trends

In the last few years the Inland Empire has started to emerge as a desirable location for office development. The primary impetus behind the region's growth has been the affordability of housing relative to Los Angeles and Orange Counties. In addition, continuing expansion of Ontario airport passenger traffic makes the area more attractive for office use, which generates and attracts business travel. Supportable space estimates by ERA indicate that the City of San Bernardino's office market is currently overbuilt. However, according to ERA, projected employment growth shows that the City could capture as much as 170,000 square feet annually over the next 5 years, particularly in the downtown. Characteristics of the Inland Empire and San Bernardino area markets as of 3rd quarter 2000 include the following.

- The Inland Empire market has added approximately 1.48 million square feet of space during 1995-2000 to reach a total rentable inventory about 13.5 million square feet;
- The San Bernardino sub-market¹ had about 3.73 million rentable square feet as of the 3rd quarter 2000, and the City had about 3.03 million square feet;

¹ The San Bernardino Sub-market consists of San Bernardino, Colton, Redlands and Loma Linda.



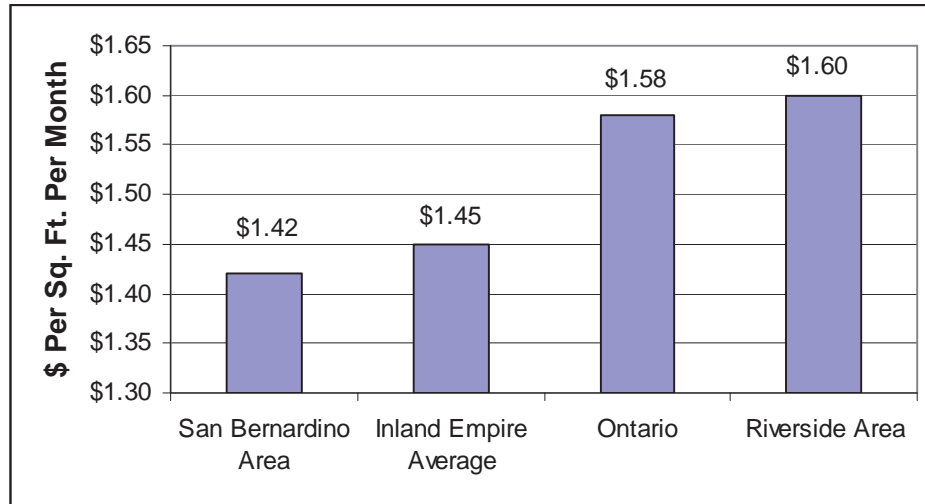
- The largest share of the City's office inventory is Class B space at 42 percent of the total, followed by Class A at 36 percent. The remaining 22 percent of the inventory is comprised of Class C space; and
- Average asking rent in the Inland Empire region is approximately \$1.45 per square foot per month as of the third quarter of 2000, compared to the San Bernardino sub-market, at \$1.42 per square foot.

Inventory and Absorption. The approximate volume of multi-tenant space located in the City of San Bernardino is about 3.03 million square feet. This does not include single use governmental space. About 551,300 square feet of this total is vacant resulting in an overall vacancy rate of 18.2 percent. As of the 3rd quarter 2000, about 530,000 square feet of office space was under construction, all of which was in the Airport area and the Riverside area.

Recent Grubb & Ellis and CB Richard Ellis data indicate that the demand for office space in the Inland Empire is expected to remain strong as the neighboring office markets of Los Angeles and Orange Counties continue to tighten. As of the 3rd quarter of 2000, the San Bernardino sub-market had absorbed about 268,000 square feet of the 550,000 total square feet absorbed in the Inland Empire region, or about 49 percent of the total.

Lease Rates. Average rents have been increasing steadily since 1996 in the Inland Empire. As shown in Figure 4-3, average asking rent in the region is approximately \$1.45 per square foot per month as of the third quarter of 2000, compared to about \$1.33 in 1996. The average rate per square foot is slightly lower in the San Bernardino sub-market, at \$1.42 per square foot. As shown, the San Bernardino area is still below the rate of Ontario, another Inland Empire community that is well situated along major thoroughfares, and the Riverside area.

Figure 4-3
Economic Development Existing Conditions and Trends



Average Office Space Lease Rates Inland Empire: 3rd Quarter 2000

Opportunities. ERA forecasts net new demand of about 850,000 square feet of new office space in the City, which would require about 27 acres to accommodate. Opportunities for office development will be primarily in the downtown area with infill and mixed commercial development, as well as lower-density office park type development in the northern part of the City along the I-215 corridor or adjacent to CSUSB. The planned Arrowhead Credit Union Project in the northern end of the City along I-215 is proposed for mixed-use, including 550,000 square feet of office/technology park and residential uses.

Industrial Trends

As a shortage of industrial space is occurring in Orange County, the Inland Empire has experienced a large number of firms taking advantage of available land at affordable prices relative to other markets. Industrial space absorption in the Inland Empire has therefore remained strong. The area around the junction of the I-15 with the I-10 and Route 60 freeways is now reaching capacity and space costs are beginning to rise. As a result, industrial developers and manufacturing clients are now increasing their activity further east. The City of San Bernardino is benefiting from this trend.

- About 49 firms and agencies have located in the City from 1994 to 1999, bringing 5,500 new jobs into the economic base (San Bernardino Economic and Community Profile);
- As of 3rd quarter 2000, there was about 9.5 million square feet of industrial space, or about 80.1 percent of the total San Bernardino/Redlands market, located in the City of San Bernardino;



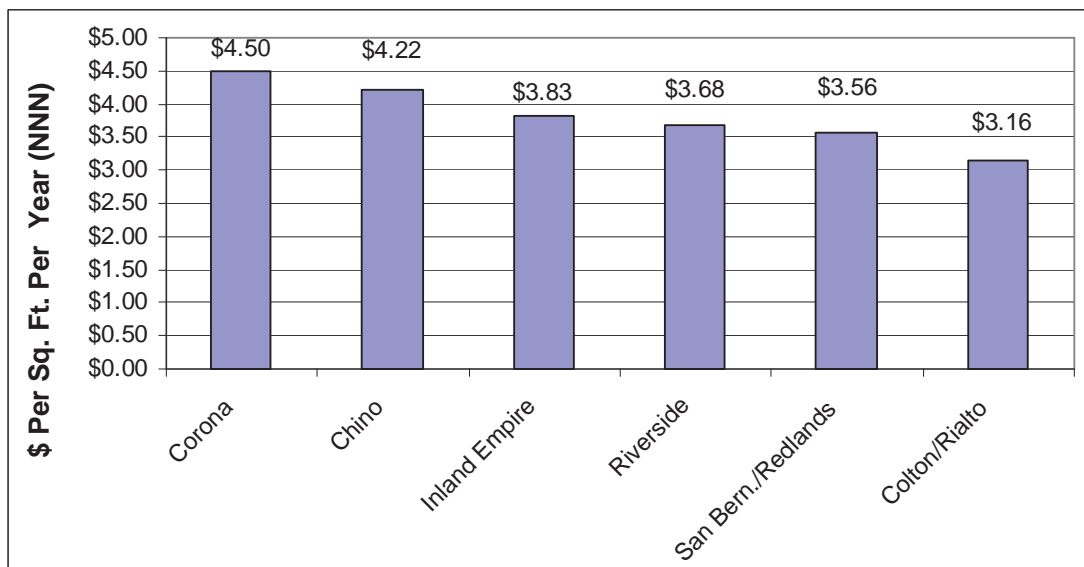
- The City has a low vacancy rate of 4.8 percent when compared to the sub-market area's 6.0 percent, as well as to the Inland Empire average of 7.1 percent; and
- Industrial rents are about \$3.56 per square foot per year (NNN) and are slightly lower than the regional average of \$3.83 per square foot per year (NNN). Triple net (NNN) refers to a lease requiring the tenant to pay, in addition to a fixed rent, the expenses of the property such as taxes, insurance and maintenance.

Inventory and Absorption. The total Inland Empire market inventory was approximately 215.9 million square feet as of the third quarter of 2000. The San Bernardino/Redlands submarket contained about 11.8 million square feet or about 5 percent of the regional total. About 9.5 million square feet of the San Bernardino/Redlands submarket was located in the City of San Bernardino. The City of San Bernardino had a vacancy rate of about 4.8 percent, lower than the San Bernardino/Redlands submarket of 6.0 percent and the region's 7.1 percent.

The majority of the new industrial space constructed in the Inland Empire during the year 2000 was comprised of speculative projects, which accounted for about 63 percent of the total new buildings. As of the 3rd quarter of 2000, about 6 million square feet was pre-leased, and about 40 percent of the new tenants were from outside the Inland Empire.

Lease Rates. Lease rates in the San Bernardino sub-market are about \$3.56 per square foot per year (NNN) and are slightly lower than the Inland Empire average of \$3.83 per square foot per year (NNN). Comparatively, Corona and Chino have the highest lease rates at \$4.50 per square foot per year and \$4.22 per square foot per year. Triple net (NNN) refers to a lease requiring the tenant to pay, in addition to a fixed rent, the expenses of the property such as taxes, insurance and maintenance.

Figure 4-4
Economic Development Existing Conditions and Trends
Average Industrial Space Lease Rates Inland Empire: 3rd Quarter 2000



Opportunities. ERA's preliminary demand estimates show that the City could absorb about 400,000 square feet of industrial space annually over the next four years, with the capacity to accommodate about 2.0 million square feet by the end of the planning period. Kohl's, a large-format retailer, has plans for a 650,000 square foot warehouse distribution center near the airport. The larger parcels of land in northwest part of the city that have frontage along the I-215 freeway could attract warehouse-distribution and light manufacturing firms. Both the Southeast Industrial Park (265,000 square feet) and Tri-City redevelopment project areas also have space for infill development.

Alliances between the City, and educational and health institutions will be an effective tool to attract high technology and medical manufacturing firms to the City. In addition, The San Bernardino International Airport presents a prime opportunity for industrial use. The legal title to the 2,000-acre former site of Norton Air Force Base has passed to local authorities, and is being developed as a multi-modal global logistics center. The City should continue to work closely with the Inland Valley Development Agency (IVDA) and the SBIA Authority in order to promote the commercial viability of the airport.



CHAPTER 5: ECONOMIC OPPORTUNITIES AND INCENTIVES

Economic Opportunities

The primary purpose of the economic development process is to identify target economic opportunities that are both realistic and compatible with the City's long-term vision and goals. This section summarizes key economic opportunities for the City that will be the foundation for policy consideration and priority setting in the next steps of this process. This process will result in the Economic Development Element of the General Plan, which presents economic goals and their corresponding objectives, policies and programs for future implementation.

Building Upon Location and Transportation Advantages. One of the City's most important assets is its geographic location relative to the regional road and rail transportation network. Automobiles, trucks and trains entering Southern California from most of the U.S. must go through the Cajon Pass to the north or the Banning Pass to the east. As a result, the area in and around the City has been a center of southland goods movement since Southern Pacific and Santa Fe railroads reached the region in 1875 and 1885 respectively.

Rail access via the Burlington Northern Santa Fe (BNSF) Railroad inter-modal yard in San Bernardino, as well as several major truck terminals, position the City as a gateway and transcontinental hub for transportation and warehousing activity.

The City's location within the "Freeway Ring," consisting of Interstate-10, Interstate-215 and State Route 30 highways, as well as eventual completion of the I-210 and Route 30 connection in 2005/2006 provide advantages. Visible parcels along freeway frontage could attract larger R & D and high-value manufacturing firms to the City.

Expanding San Bernardino International Airport and Trade Center. The San Bernardino International Airport and Trade Center (SBIATC) located at the former Norton AFB offers office, industrial and aviation related space with access to rail and inter-modal facilities of the BNSF Railroad yard. The SBIATC encompasses 14,000 acres within 3.5 miles of airport facilities, including 3.0 million square feet of warehouse, industrial and office space available for conversion. To date there are some 70 companies in place, including TRW, Kelly Space & Technology and the Defense Finance & Accounting Service. In addition, about 14,000 acres are also marked for redevelopment in adjacent project areas. GTE has an on-site central office, providing a metropolitan fiber ring that can support sophisticated advanced telecommunications.

The area is designated as a Local Agency Military Base Recovery Area (LAMBRA) and as such is authorized to provide companies with the full package of California Enterprise Zone incentives, extending California tax credits to companies that locate within the zone. This incentive could be useful in attracting the right mix of manufacturing and related firms to the area, and expanding jobs in the Transportation sector.

Partnering and Collaborating with Local Institutions. Opportunities for the City exist in partnering with CSUSB to start new programs. CSUSB is in the process of beginning an academic program in engineering on its campus, as well as facilitating an extension of Pepper-Linden to make the northern campus more accessible. The new engineering program could attract industry sectors that require a highly skilled labor force. For Research & Development companies, access to the University could be important in providing skilled labor in areas such as Computer Science and Chemistry. An Engineering program may also increase the potential for business spin-offs, if the school promotes commercial-oriented research as one of its goals. The university should be viewed as a prime asset, as partnerships with potential employers and alliances could be a key economic development tool for the City. Other opportunities in the biotechnology and R & D sectors are possible with alliances with Loma Linda University Medical Center, University of Redlands and University of California, Riverside.

Labor Force Training to Promote Economic Development. Both the University and San Bernardino Valley Community College provide the opportunity to leverage the College's traditional educational role for workforce training. The importance of workforce education and training is increasingly influenced by ongoing economic restructuring and technology changes. The coordination between the institutions and local and regional business organizations would increase communication and responsiveness to area labor needs. Labor force training opportunities also become increasingly attractive to local businesses as the trend towards research and specialized skills continues.

Collaboration with CSUSB to Promote Economic Development. The service area for CSUSB is large, encompassing the two counties of San Bernardino and Riverside. About 15,000 students attend Cal State University San Bernardino (CSUSB), and its labor force alone exceeds 3,600, making it one of the Inland Empire's largest employers. The annual economic impact of the University was recently estimated to increase regional output by approximately \$212 million and regional earnings by almost \$91 million in 1998-99. Partnerships and alliances with the university should be utilized to promote a more competitive labor pool, as well as a regional stimulus to economic development. Incubator firms formed by faculty, research staff, and graduate students could provide additional jobs as well as technologies and expertise.

CSUSB identifies among its strategies, involving the community in assessing regional needs to identify opportunities for collaborative partnerships. CSUSB is already in the process of beginning an academic program in engineering on its campus, as well as facilitating an extension of Pepper-Linden to make the campus more accessible. The planned Engineering program for the University could eventually attract industry sectors that require a highly skilled labor force, and increase the potential for business spin-offs. Additionally, significant expansion plans for CSUSB are in process that will further add to the university's economic impact.

Capturing a Share of Growing Markets. A key opportunity is potentially attracting industries that can drive the economy and that are growing within the larger market area. With continued expansion of rail, trucking and air transportation facilities the City could develop further as a "hub", which will result in increased Transportation and Wholesale trade related employment.



Transportation is emerging as a core employment sector in the region and opportunities exist for continued capture of Transportation related jobs. The identification and marketing of existing and emerging clusters is critical to attracting potential businesses as well as retaining and expanding certain key employment sectors that have traditionally located there. In addition to Transportation and Wholesale trade, other expanding sectors include:

- Health services, with opportunities for linkages with Loma Linda Research Hospital
- Educational services, with partnerships and alliances with CSUSB
- Specialty food preparation and packaging
- Light industrial and manufacturing, especially non-durable goods and services

There may be opportunities for key manufacturing and R&D facilities, such as technology, instruments, communications equipment and medical manufacturing at a future CSUSB business park. While there may be informal interest in a future business park at or near the campus, no commitment to such a facility has been made thus far.

The City should also continue to work closely with the Inland Valley Development Agency (IVDA) and San Bernardino International Airport Authority (SBIAA) in order to preserve the airport facility and promote commercial/industrial land uses around it. The San Bernardino International Airport and Trade Center (SBIATC) located at the former Norton AFB offers office, industrial and aviation related space with access to rail and inter-modal facilities of the BNSF Railroad yard. The SBIATC encompasses 14,000 acres within 3.5 miles of airport facilities, including 3.0 million square feet of warehouse, industrial and office space available for conversion. To date there are some 70 companies in place, including TRW, Kelly Space & Technology and the Defense Finance & Accounting Service. There are about 991 full-time and 280 part-time jobs located at SBIATC. About 1.5 million square feet of corporate, government, educational and research & development space is proposed for the campus.

Expansion of Industrial Base. The strengths of the industrial market in San Bernardino are similar to those of other Inland Empire communities, including access to multi-modal transportation systems and the availability of large parcels of land at competitive prices with access to service and utility infrastructure. Opportunities for industrial growth exist in the warehouse and distribution sector, due to availability of some prime locations along the I-215 and I-10 highways. Large assemblages of land exist in the northwest redevelopment project area, some with frontage along the I-215 that could be ideal for warehouse-distribution and light industrial/manufacturing centers. In the long-term, there are opportunities for key manufacturing and R&D facilities, such as technology, instruments, communications equipment and medical manufacturing at future business parks in San Bernardino.

CSUSB is currently participating in a consortium (CORE-21) with the University of California, Riverside (UCR), Redlands University, and the Claremont Colleges to encourage technology transfer and high-technology business growth. CORE-21, which stands for “Connecting Research and Economic Development for the 21st Century,” is a consortium of most of the

higher educational institutions in the two-county area including community colleges. The efforts UCR research park is a separate though related project that will have long-term benefits for San Bernardino if it stimulates high-technology industry growth.

Expansion of Office Development. Recent data on office development activity in the Inland Empire indicate an expanding office market. In addition to downtown infill opportunities, there are also opportunities along Hospitality Lane at the southern end paralleling the I-10 freeway. Some lower density office park type development could be accommodated in the northern part of the City along the I-215 corridor or adjacent to CSUSB, which could be supplied with some labor force by residential development in the northern part of the City. This type of development could also be an effective buffer between the planned residential development to the north and industrial uses that might locate along the I-215.

Expansion and Revitalization of Retail Development. The City's position as a regional retail center has declined due to competitive factors in the region. While the City should look to expand regional retail opportunities, the market for new retail centers is not strong at this time. Existing shopping centers, such as the Carousel Mall and the Inland Center, should be the focus of revitalization efforts. As office development increases in the downtown and along Hospitality Lane, there will be opportunities for infill retail development in these locations. In the downtown area, the most promising retail opportunities are mixed-use projects, which could provide strong support for both daytime and nighttime activities. There are also long-term opportunities on the City's periphery with the eventual addition of the I-210/I-215 intersection, as well as in the Northern part of the City near CSUSB.

Downtown Revitalization (including Lakes and Streams project). Some of the office demand in the City is likely to be met by infill development in the downtown area that is compatible with the City's long-term Downtown Revitalization strategy and the government center. This will help reinforce the image of downtown as the center of the City. Increased employment downtown will also provide support for retail and pedestrian oriented retail development in the downtown. The best opportunities for downtown revitalization are mixed use residential and/or office development projects, which will justify the addition of new retail space in the area.

Also, realization of the City's Vision 2020 project (lakes and streams) as a regional "town center" and recreation attraction could be a significant catalyst in helping San Bernardino to retain its regional retail position. Because of its underground lake, San Bernardino has a high water table, which is believed to pose a danger of soil liquefaction and extreme damage and even collapse of buildings in the event of a major earthquake. In addition, future population growth projected for the area served by the San Bernardino Valley Municipal Water District will eventually require construction of new water storage facilities. To address both of these problems, the "Lakes and Streams" plan emerged to construct a surface lake or lakes to store water. Eventually, City officials came to agree that this plan had the potential to revitalize the greater downtown area by clearing blighted development for a system of urban lakes and streams surrounded by new housing, commercial uses and amenities. Two lakes would anchor it at either end, with a variety of water amenities spread throughout. The project is being driven by a Joint



Powers Authority consisting of the City and the Municipal Water District, and a \$1.2 million jointly funded detailed development plan has been approved.

National Orange Show and Other Annual Events. The remarkable success the City has enjoyed as host to the annual National Orange Show Citrus Fair and the annual Route 66 Rendezvous has steadily attracted positive attention to the City. The consistency of these events, along with the cultural and recreational events provided, reflect the hosting capacities of the City. The Orange Show is a 170-acre State facility that holds the annual citrus fair and is also available for concerts, sporting events, trade shows and exhibits.

Business and Visitor-Serving Hotel Development. The existing clusters of multi-level government and professional offices will continue to demand a certain level of moderately priced business hotels in the City. Although there is not strong demand for tourist type lodging, there may be opportunities for some new modern business-serving hotels. This could be an important fiscal benefit as hotels are a generator of transient occupancy tax (TOT), an important source of City General Fund revenues.

Housing Supply Commensurate with Increasing Labor Force. The higher cost of housing in Orange County is making the Inland Empire an attractive location for new residential development. However, in the City of San Bernardino the residential development has not generally been at the level commensurate with a higher wage labor force except in a few selected areas. The ability to capture a labor force with higher skill and higher wage jobs will depend on the City's image as an attractive community in which to live.

Enhancing City as Gateway to Mountains and Desert. The City's access to nearby mountains and deserts is a key attribute. Many travelers pass through the City on the way to the San Bernardino Mountains and to the Coachella Valley desert resort communities. In addition, the City of San Bernardino is located along the primary route to Las Vegas. If the City was able to develop a destination attraction of some sort, this drive-by traffic could be captured along the way to these destinations. The City is immediately surrounded by Southern California mountain recreation locations, which provide year-round activities such as boating, hiking, camping and skiing. Many families see the local mountains as a less expensive alternative to outdoor vacations elsewhere. Supplying retail goods and services to these travelers could be enhanced. Being near regional recreational attractions, the City could regain a share of the regional retail market as well.

Economic Incentives

The Economic Development Element builds upon ongoing programs and provides a framework to ensure that the City of San Bernardino is able to maintain a strong economic base and to take advantage of new economic opportunities in the future. In order to expand its economic base, the City offers a variety of programs designed to make it less expensive for firms to operate within its boundaries. Among these incentives described below are those targeted at lowering business costs, providing access to capital, work force preparation, and entrepreneurial assistance.

Lowering Business Costs

Redevelopment Agencies. In California, cities can designate specific zones as redevelopment areas (RDA). San Bernardino has several. The tax revenue in these areas generated by increases in assessed valuation goes to the RDA agency, which uses the money to float and amortize bonds. The proceeds of the bond sales are used to fund infrastructure work in the zone and provide assistance to firms locating there. The new firms add to the RDA area's assessed valuation, generating additional taxes. In San Bernardino, companies locating in RDA zones can obtain infrastructure development assistance as well as receive help with traffic impact, storm drain, and sewer connection fees.

Facade Improvements. Companies locating in existing structures in San Bernardino can obtain grants of up to \$10,000 to help with facade improvements in designated areas.

Local Agency Military Base Recovery Area. San Bernardino International Airport has been designated a Local Area Military Base recovery area under California law. Firms locating at the facility are this eligible for a wide variety of state Enterprise Zone incentives, including: deductions of equipment purchased; federal & state tax credits per eligible employee in a 5-year period, sales tax credits for new machinery purchased by manufacturers, and California income tax exemptions from interest earned on investments in the zone.

Foreign Trade Zones. The San Bernardino International Airport is also a designated Foreign Trade Zone. Firms locating within its boundaries are technically outside U.S. Customs territory. This offers unique advantages for firms handling international cargo:

- Cash flow is improved as U.S. duty, excise taxes and customs bonds are not paid on goods unless they leave the zone.
- An imported product may qualify for "Made in the USA" label if the value added within the zone exceeds 50% of its value. Goods subject to U.S. import quotas can be imported and fabricated into a product not subject to import limits.
- Goods may be processed or altered to qualify for the lowest duties or freight charges.
- Imports can be landed and stored without full customs formalities. Buyers can inspect goods in a zone show room before purchase and payment of duties.

Access to Capital

San Bernardino County Economic & Community Development Agency Loans (ECD). San Bernardino County ECD provides loans of \$50,000 to \$500,000, to expanding business via its Business Expansion Revolving Loan Program. Funds can be used for land and building acquisition or construction, equipment purchases and sometimes for working capital.

The Small Business Enhancement Program. This is a San Bernardino County ECD program that provides \$5,000 to \$50,000 to small firms needing loans for building improvements, capital



purchases, inventory or related working capital. Companies must be over two years old, have under \$1.0 million in sales, or have five or less workers including the owner.

SBA Lending. The San Bernardino Economic Development Agency can place firms in contact with organizations offering one-stop shopping for low-interest loans available through the Small Business Administration. These include loan guarantees, contract financing, R&D financing and other types of loans.

Work Force Preparation

Regional Occupational Programs. San Bernardino County has created three Regional Occupational Programs, one of which has headquarters in the City of San Bernardino. These programs are designed to provide access to specific training leading directly to work. Each course offering has an industry advisory group that certifies that there is a demand for the skill set, and works with instructors to ensure that the course content meets industry standards.

Community College Specialized Training. San Bernardino Valley College, located in San Bernardino, is acutely aware of the need to bridge the gap between local companies and their employees. The school is thus willing to create specialized training courses tailored to the specific needs of individual firms. These can be conducted at the job site, in nearby facilities, or on the college campus.

San Bernardino County Jobs and Employment Services. San Bernardino County conducts a sophisticated search and employment training program to assist area citizens in entering the work force and area companies in finding trained workers. A staff of job developers works in the field contacting employers to both identify open jobs and to understand the employee training requirements of the county's companies. Efforts are then made to assist companies in finding workers and filling training needs.

San Bernardino Employment & Training Agency (SBETA). SBETA is a city agency, funded by federal, state and grant funds that trains and finds jobs for unskilled adults and workers laid off by downsizing and closures. The agency works closely with the local business community to find new sources of employment, contracting with local schools, business and community based organizations.

Entrepreneurial Assistance

One key to a growing region is the creation of new and growing companies by local entrepreneurs. Historically, San Bernardino has produced entrepreneurs like Chester Arthur, the man who invented the Xerox machine, and Richard and Maurice McDonald, brothers who invented the modern fast food industry with their McDonald's Hamburger chain.

Inland Empire Small Business Development Center (SBDC). To assist local entrepreneurs, the City of San Bernardino is a sponsor of the Inland Empire SBDC. This Inland Empire Economic

Partnership affiliated organization provides a large range of services to local small firms, including basic consulting, entrepreneurial classes, and specialized help.

Business Incubators. Under contract with the Inland Valley Development Agency, the SBDC runs the business incubator program next to the San Bernardino International Airport. Start-up and growing firms locating at the site pay market rents. However, they save money as access to computer time, office equipment, conference rooms and some staff support is provided.

BIZ Net (Business Support Networks) The City's Biz Net program provides "Economic Gardening" information and technical assistance to select businesses in the community that have or may possess significant growth potential. Biz Net is the City's primary program for supporting entrepreneurial growth.



ECONOMIC GOALS AND POLICIES

I. Introduction

The following set of key goals and policy statements for the City of San Bernardino are outlined in view of the current and anticipated market trends in the City of San Bernardino. These goals and policies are intended to set a planning framework for the City's Commercial and Industrial land uses in the context of market forces and draw upon the 2003-2004 Comprehensive Economic Development Strategy (CEDS). Though these strategic initiatives are not a part of any formal policy document, they are intended to form the basis for the economic development component of the City's General Planning efforts and could be incorporated into the Economic Development Element of the General Plan.

II. Summary of Issues

A combination of factors including the national recession of the early 1990s, the closure of the Norton Air Force Base and increasing regional competitive forces in the commercial/industrial sectors, have continued to challenge the City of San Bernardino during the last decade. The present economic downturn, acknowledged to have begun in early 2001, is also an evolving challenge. Among the above, the closure of Norton Air Force Base had the most adverse effect on the City's economy. San Bernardino instantly lost the multiple levels of economic activity generated by Norton Air Force Base during the last 50+ years of its presence.

Owing in significant part to loss of a number of major employers, San Bernardino has been an economically distressed community for the better part of two decades. Deprived of these longstanding employers and many of the ancillary businesses they supported, the community has suffered a variety of economic and social problems. These include chronic unemployment and concomitant need for public assistance, disinvestments in housing stock and consequent blight and poor health conditions among many poorer residents.

Since the closure of the base that resulted in the loss of 10,000± jobs, the City has been unable to attract significant concentrations of higher quality jobs. The massive loss of jobs also affected the reputation of the City, which is often being identified with concentrated welfare dependent populations. There was a sudden drop in taxable retail sales, resulting in escalating retail vacancies, loss of regional market shares and a decline in fiscal revenues. These issues have also resulted in the City's inability to attract significant higher value residential developments or significant improvements in existing residential sales values.

During the second half of the 1990s, the City's circumstances began to take a turn for the better. In part, reinvigoration stemmed from strong growth in the state and national economies. Additionally, a new mayor has helped initiate or has endorsed a number of major economic and community revitalization efforts over the past five years.

III. Summary of Opportunities

Economic development is a dynamic process that increases the wealth of the community and allows it to provide a high quality of life for its residents, businesses and organizations. The intent is to promote and maintain a sound economic base by encouraging land uses that will attract and retain specific economic segments of the market and concurrently enhance the economic position of the community. The primary purpose of the economic development process should be to identify target economic opportunities that are both realistic and compatible with the City's long-term vision and goals. Listed below are key economic opportunities for the City.

- Building Upon Location and Transportation Advantages
- San Bernardino International Airport and Trade Center
- Partnering and Collaborating with Local Institutions
- Labor Force Training to Promote Economic Development
- Collaboration with CSUSB to Promote Economic Development
- Capturing a Share of Growing Markets
- Expansion of Industrial Market
- Expansion of Office Development
- Expansion and Revitalization of Retail Development
- Downtown Revitalization (including Lakes and Streams project)
- Business-Serving Hotel Development
- Gateway to Mountains and Desert
- Housing supply commensurate with labor force

IV. Summary of Major Economic Goals and Policies

The major economic goals of the Economic Element include the following:

- Goal 1: Encourage economic activity expanding upon the locational strengths of San Bernardino
- Goal 2: Identify and attract new employment types/land uses that complement the existing employment clusters and foster long-term economic growth
- Goal 3: Prevent retail sales leakage and recapture regional retail expenditure through key sectors
- Goal 4: Prepare for oncoming economic activities through adequate infrastructure improvements, sensible planning and a business friendly environment



- Goal 5: Clearly signal the multiple opportunity locations in San Bernardino for retail, office, and industrial development
- Goal 6: Address blighted conditions within the City in order to attract investment in reinvigorating the economy, and attract high-wage industry to the City
- Goal 7: Ensure fiscal viability in order to provide a high level of services to the community and finance capital projects

GOAL 1: ENCOURAGE ECONOMIC ACTIVITY EXPANDING UPON THE EXISTING AND ONCOMING LOCATIONAL STRENGTHS OF SAN BERNARDINO

Expand on the concept of a "Transcontinental Hub"

- Policy 1.1.1: Retain and expand trucking, warehousing and distribution opportunities.
- Policy 1.1.2: Attract warehousing/distribution centers, while addressing long-term impacts of intermodal and related transportation activities (i.e., increased truck traffic, street maintenance, and noise).
- Policy 1.1.3: Attract industrial users with "multi-modal" needs.

Integrate long-range plans as outlined in the 2002 ten-year master-development agreement for the San Bernardino International Airport (SBIATC) as part of the City's overall revitalization efforts

- Policy 1.2.1: Pursue airport development with a focus on transforming the area into a commercial aviation center with ancillary industrial and warehouse facilities.
- Policy 1.2.2: Attract commercial passenger and air cargo business

Capitalize on the frontages and properties visibility along the 1-215, 1-10 and SR-30 to attract larger high value employers

- Policy 1.3.1: Discourage subdivision of larger industrial land parcels with freeway frontage.
- Policy 1.3.2: Protect some large parcels with frontage along the I-10 and I-215 for high value manufacturing/R&D establishments.

Optimize existing redevelopment project areas to identify and prioritize development opportunities

- Policy 1.4.1: Concentrate on the Southeast Industrial Park in the near term to attract high value employers.
- Policy 1.4.2: Develop the Northwest and the State College (west of 1-215) redevelopment areas as high value industrial/R&D uses.
- Policy 1.4.3: Enhance Downtown as a Public/Government sector core.
- Policy 1.4.4: Seek development opportunities to the west of I-215 in the vicinity of the Santa Fe rail depot.
- Policy 1.4.5: Promote revitalization of the Carousel Mall Downtown through a mixture of land uses, such as additional office and mixed-use space that may not necessarily include retail.
- Policy 1.4.6: Expand minor league baseball stadium by building a three-story Stadium Business Park office complex and parking structure.

Consistently market industrial vacancies and new opportunity sites in the City in order to maintain occupancies at higher than the regional average

- Policy 1.5.1: Diversify industrial use mix with a balance of warehousing/ distribution, manufacturing and R&D uses.
- Policy 1.5.2: Attract non-polluting light manufacturing and assembly uses to industrial infill and buffer sites. Examples include high value printing and publishing, light packaging etc.
- Policy 1.5.3: Expand/Invest in high-speed communications infrastructure to attract technology oriented users.

Retain and expand the Government/Public Office cluster

- Policy 1.6.1: Maintain strong intergovernmental relations with public sector agencies to be up to date with their needs.
- Policy 1.6.2: Attract public sector tenants to occupy historic/adaptive reuse projects.
- Policy 1.6.3: Continue to specialize in regional/district offices focused on very large Federal/State assets and environmental protection (e.g. USFS; CALTRANS; etc.).



Positively define and capitalize on available workforce skill capabilities to attract new employers

- Policy 1.7.1: Define and market the regional labor force, within commuting distance from San Bernardino. (30 minutes, or 30 miles radius.)
- Policy 1.7.2: Attract large employers with bilingual labor force needs and modest skills. Examples include Call Centers and Billing Centers.
- Policy 1.7.3: Provide tax incentives and technical assistance to encourage home based businesses/offices.
- Policy 1.7.4: Promote bilingual capacities of the resident labor force as an asset.

Partner with the existing educational institutions to effectively deliver job-training programs to residents

- Policy 1.8.1: Identify training and labor force needs of oncoming employment sectors to successfully forge partnerships with both employers and educational institutions and produce results.
- Policy 1.8.2: Provide vocational training opportunities to the resident labor force in conjunction with the Community College and CSUSB.
- Policy 1.8.3: Pursue development of joint incubator projects sponsored/ fostered by CSUSB and private entities.
- Policy 1.8.4: Partner with CSUSB to create an endowment and attract funds towards the formation of an engineering school.

Expand on historic and the natural (Gateway to the mountains and deserts) assets to attract recreational visitors. Stimulate hotel occupancies to achieve performance consistent with the regional market.

- Policy 1.9.1: Continue to promote 'identity-building' events. Examples include 'Route 66', 'Citrus' etc.
- Policy 1.9.2: Promote the Santa Fe Depot District with mixed-use potential and as the primary historic preservation district in the City with connection to downtown. Market the Santa Fe Depot as a destination with easy connections via the Metrolink.
- Policy 1.9.3: Develop Arrowhead Springs conference center, as an attractive hotel, conference and residential development.
- Policy 1.9.4: Build on the 'Gateway to the Mountains' theme to attract overnight visitors.

- Policy 1.9.5: Enhance and intensify recreational uses at The National Orange Show, connecting it with the surrounding area and expanding allowable uses on the site (e.g. conference center, water feature).
- Policy 1.9.6: Seek collection of unique differentiated retailers/"ouffitters" and related services providers as a cluster of specialties which can maintain market draw and sustain regional reputation (e.g. "mountain stores"; trucking training; information centers; etc.).

GOAL 2: IDENTIFY AND ATTRACT NEW EMPLOYMENT TYPES/LAND USES THAT COMPLEMENT THE EXISTING EMPLOYMENT CLUSTERS AND FOSTER LONG-TERM ECONOMIC GROWTH

Focus on developing the export-oriented economic capacity of the City. Cultivate the growth of ‘production businesses’ (i.e., manufacturing and service firms), which export output to state, national and global markets, as well as ‘clustering’ or concentration of a specific industry or industries in San Bernardino.

- Policy 2.1.1: Expand the City’s industrial base and manufacturing-related employment.
- Policy 2.1.2: Expand through business attraction and local business development, private sector export activity whether manufacturing, high-value services, transportation and logistics, high-tech, or similar higher-paying industry clusters.
- Policy 2.1.3: Attract high-technology businesses to the City, focusing on Loma Linda University Medical Center, a research university with some interest in technology and transfer and commercialization.
- Policy 2.1.4: Encourage and facilitate growth of technology businesses and related industry around the campus, working in cooperation with the University Administration. This would include the potential business/tech park that would abut CSUSB. This facility would serve as a new economic and employment hub in the north end of the City, capitalizing on the unique educational and research assets of the campus.

Build on the Government/Public sector cluster to attract and retain dependent employment sectors.

- Policy 2.2.1: Identify specific clusters of economic activity to target for recruitment (e.g. seek additional public and proprietary educational institutions and technology education).
- Policy 2.2.2: Explore potential for attracting next generation of public and private land resorts technologies and information center functions.



- Policy 2.2.3: Attract Federal and private training center functions for SBIA, including aerial forest fire suppression, regional air marshals training; airlines flight crew training; law enforcement aircraft operations training; etc.
- Policy 2.2.4: Define the evolution of upcoming services clusters which interact with governments, and their continuing likelihood of locating adjacent to governments in the downtown (e.g. legal offices; accounting/auditing firms; design and engineering firms; finance-insurance, real estate services firms; etc.). Develop a program to retain and attract such firms and employment.
- Policy 2.2.5: Market hosting capacities for business/public events. Develop hotel/motor inn capacities - thematically different from Ontario cluster.

Build on the Health Care clusters to attract and retain related employment sectors

- Policy 2.3.1: Work with area educational institutions to expand medical technology education and training programs. Identify programs and facilities funding sources to commit to such training
- Policy 2.3.2: Explore medical specialties (biomed; biotech; medical devices; etc.) as part of any research park proposal. This venture should also include needs being identified adjacent to the Loma Linda Medical Center
- Policy 2.3.3: Consider medical office opportunities as compatible land uses adjacent to existing health and educational institutions
- Policy 2.3.4: Examine opportunities for concentrating regional forensics laboratories.

Build on the Transportation/Communication clusters to attract and retain dependent employment sectors

- Policy 2.4.1: Trucking and warehousing opportunities should be allowed by defining potentially compatible land uses adjacent to prime industrial sites, especially those with freeway frontages.
- Policy 2.4.2: Fund key surface transportation improvements including new interchanges along 1-215 in the northwest.
- Policy 2.4.3: Improve access from the 1-10 to the Airport Industrial complex along Waterman, Tippecanoe and Mill.

GOAL 3: PREVENT RETAIL SALES LEAKAGE AND RECAPTURE REGIONAL RETAIL EXPENDITURE THROUGH KEY SECTORS

Capture an increasing percentage of the day-to-day shopping needs of the resident population

- Policy 3.1.1: Allow for mixed-use retail residential projects where appropriate, with a focus on providing community oriented retail on site. Explore co-development (with lands, advocacy, or marketing efforts) with CSUSB
- Policy 3.1.2: Promote downtown revitalization with mixed-use residential and/or office development projects, which will justify the addition of new retail space in this area.

Increase regional retail capture levels commensurate with market area disposable income

- Policy 3.2.1: Look favorably upon, and incentivize developers and tenants who will draw retail sales from the broader region (without the liability of state imposed sales tax sharing).
- Policy 3.2.2: Place major retail 'name' stores along visible transportation routes to expand retail sales capture from the larger market area.

GOAL 4: PREPARE FOR ONCOMING ECONOMIC ACTIVITIES THROUGH ADEQUATE INFRASTRUCTURE IMPROVEMENTS, SENSIBLE PLANNING AND A BUSINESS FRIENDLY ENVIRONMENT

Identify and prioritize infrastructure investments

- Policy 4.1.1: Undertake strategic capital improvements planning and prioritize investments. This will allow development to anticipate the location and timing of infrastructure improvements.
- Policy 4.1.2: Identify and mitigate flood and groundwater up-swell risks to maximize development opportunities.

Capitalize on the underground lake owned by the San Bernardino Valley Municipal Water District

- Policy 4.2.1: Undertake strategic planning that will allow the City to take advantage of this asset through potential sale of water to Southern California.



GOAL 5: CLEARLY SIGNAL THE MULTIPLE OPPORTUNITY LOCATIONS IN SAN BERNARDINO FOR RETAIL, OFFICE, AND INDUSTRIAL DEVELOPMENT

Strongly identify the corridors and nodes as development (not "redevelopment") locations

- Policy 5.1.1: Designate "Prime Properties, Clusters and Corridors" (e.g. SBIA, Southeast Industrial Park, Hospitality Lane, "College Park," "Downtown," "Foothill/Northwest," etc.).
- Policy 5.1.2: Define the property and entitlement opportunities for each Prime Property Cluster and Corridor via Internet web page marketing (with private property owner/developer partners).

GOAL 6: ADDRESS BLIGHTED CONDITIONS WITHIN THE CITY IN ORDER TO ATTRACT INVESTMENT IN REINVIGORATING THE ECONOMY, AND ATTRACT HIGH-WAGE INDUSTRY TO THE CITY

- Policy 6.1.1: Incorporate the "Lakes and Streams" Downtown Revitalization Project as a long-term, strategic solution to blight. This project would include two lakes and residential developments with water amenities spread throughout.
- Policy 6.1.2: Focus on obtaining the necessary resources to implement a long-term strategy for containing and eliminating blight, as prepared by the Beautification Action Team (BAT), a cross-departmental city unit.

GOAL 7: ENSURE FISCAL VIABILITY IN ORDER TO PROVIDE A HIGH LEVEL OF SERVICES TO THE COMMUNITY AND FINANCE CAPITAL PROJECTS

- Policy 7.1.1: Address the availability of new financing sources to supplement the primary revenues for both capital facility costs and ongoing operations and maintenance costs.
- Policy 7.1.2: Expand opportunities by encouraging an appropriate mix of revenue-generating land uses to maintain a competitive edge and a strong sales tax base.
- Policy 7.1.3: Continue to maximize opportunities that generate taxable sales in targeted growth areas.
- Policy 7.1.4: Promote and encourage mixed-use commercial-residential projects where appropriate.

Policy 7.1.5: Annually evaluate the City’s overall fiscal performance through a monitoring program that tracks the City’s annual retail and non-retail taxable sales performance.



Stanley R. Hoffman Associates

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Appendix 11 Tippecanoe Baseline Infrastructure Plan

Under a Separate Cover. Contact the City of San Bernardino Development Services Department to obtain a copy.



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Appendix 12 Environmental Impact Report (EIR)

**Under a Separate Cover. Contact the City of San Bernardino
Development Services Department to obtain a copy.**



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Appendix 13 Historic Context



The following report was prepared by San Buenaventura Research Associates as background and context for Chapter 11, Historical and Archaeological Resources, of the General Plan.

Historic Context

The seven prehistoric and historic periods described below correspond to the broad developmental themes encountered in California as a whole. These themes were refined and localized with specific brackets of years reflecting the defining historical events, which marked major changes in the physical and cultural landscape. Examples of the types of historic properties which were typically produced by the historic periods are listed as potential property types, meaning that the likelihood for encountering these types of resources within the City of San Bernardino is substantial.

Prehistoric

The first inhabitants of the San Bernardino Valley were Native Americans who may have settled along the Santa Ana River as early as 8000 BC. Natives living in the valley when the Spanish arrived were Uto-Aztecan, Tadic speakers, possibly including groups known as Serrano, Luiseño and Gabrieleño. Later, a Mountain Cahuilla group, under the leadership of Juan Antonio, was brought to the valley by the local Spanish family to work their rancho. The only local Native American community in existence at present is the San Manuel Indian Reservation on the northern city boundary.

Prehistoric sites within the planning area represent at least three periods of Native American occupation: The Milling Stone, Late Prehistoric and Protohistoric periods, dating from ca. 3000 BC to the mid-nineteenth century AD. These prehistoric sites include food procurement sites, specialized lithic technology sites and seasonal habitation sites. Archeological remains of those villages have been discovered throughout the county and some of the sites have been recognized as Points of Interest and as Historical Landmarks.

Mission (1769-1822)

This historical period constitutes the first organized attempt on the part of Europeans to colonize the remote western extent of the New World. The Mission/Pueblo/Presidio triad, a settlement strategy representing the clerical, civilian and military authority of the Spanish Crown, was implemented during the decades following the overland exploratory expeditions of Alta California conducted by Gaspar de Portolá in 1769-70. Although the Missions are the most obvious surviving evidence of the period, other artifacts related to this period are known to remain in some areas.

The first documented Spanish settlement within the San Bernardino valley was established in 1810. The site of this settlement was dedicated by Fray Francisco Dumetz as the Rancho de San Bernardino of Mission San Gabriel. Its location is regarded by some historians to have been near the confluence of Lytle Creek, Warm Creek, and the Santa Ana River, a location within the present-day City of San Bernardino. In 1812, after a severe earthquake, a new hot mud spring appeared near the settlement, at what later became known as De Sienna hot springs. This event created apprehension among the non-Christian native population, who subsequently attacked the settlement, killed Christian neophytes and destroyed buildings. The Spanish padres abandoned their capilla, or chapel, and returned to Mission San Gabriel. For the next six years, only native settlements appear to have existed within the valley.

In 1819, in response to raids from hostile natives, local Indians requested the return of Spanish padres. A second Rancho de San Bernardino was established at a site known as the Guachama rancheria, located a few miles east of the possible original settlement in what is now the City of Loma Linda. Two years later, in 1821, a branch of Mission San Gabriel, known as the San Bernardino Asistencia, was established one and a half miles to the east of the Guachama rancheria within the present boundaries of the City of Redlands. From this branch mission, the development of agriculture within the valley began. Water was transported via a ten-mile ditch, known as the Zanja, from Mill Creek to irrigate olive trees and vineyards. With the transition of political power from Spanish authority to Mexican control in 1822, attitudes toward land ownership and use underwent a major shift. From the period of initial settlement in 1810 to 1839, sole control over lands in the valley was in the hands of the church.

Potential property types:

- | | |
|-----------------------|------------------------|
| adobes | aboriginal villages |
| mission outbuildings | water systems, ditches |
| transportation routes | tanneries |

Rancho (1822-1847)

Mexico's independence from Spain, and the political disarray which followed, resulted in the Mexican government's diminished will to retain active interests in Alta California. The Mission system was abandoned, and the lands granted to Mexican loyalists, and to a lesser extent, Anglo settlers. Land use during this period was characterized primarily by extensive cattle ranching and limited dry farming conducted over a wide expanse of Southern California.

In 1839 Don Antonio Mario Lugo petitioned Perfecto Peña of Los Angeles to request Governor Juan Bautista Alvarado for approval of an application to colonize land between present-day San Bernardino and Yucaipa. The grant was approved in 1842, and the property was named the



Rancho San Bernardino. The Lugo family began developing their new land grant, relocating approximately 4,000 cattle and horses from their San Antonio Rancho in Los Angeles. They erected an adobe house at Agua Caliente, near the present-day San Bernardino County Courthouse in downtown San Bernardino; and Vicente Lugo built a second home near the site of the De Sienna hot springs.

In 1843 Governor Manuel Micheltorena was petitioned to grant approximately 30,000 acres to Michael White (Miguel Blanco). The new land grant was approved and named Rancho Muscupiabe, occupying most of the northwestern portion of the present-day City of San Bernardino. Blanco built a “fortress-like adobe” near the mouth of Cajon canyon. Nine months after moving to this new home, an attack forced him to abandon the rancho.

Fortunately for the valley, eastern emigrants traveling overland through the Mojave Desert first glimpsed the western plains of Southern California as they emerged from Cajon Canyon. Some were greeted by the Lugo’s at the San Bernardino Rancho, and some undoubtedly returned to establish permanent residences. The gold rush also provided the ranchos with opportunities to provision emigrants and northern settlements with livestock and other agricultural commodities.

Potential property types:

- | | |
|-----------------------|---------------------------|
| adobes/ranchos | water systems |
| transportation routes | mines |
| aboriginal villages | agricultural outbuildings |
| walls and fences | |

Anglo-Mexican (1851-1882)

Mexico’s tenuous hold on Alta California came to an end with the Mexican-American War of 1846-48. The influx of Euro-Americans during the decades immediately thereafter rapidly overwhelmed Hispanic cultural influences in Northern California; however, the far less frenzied migration of Euro-Americans to Southern California during this period produced a polyglot Anglo-Hispanic culture. Urban settlements tended to coalesce around the previous centers of Spanish colonial life and commerce: the mission, pueblos and presidios. Rancho life dwindled as disputes erupted over rancho land titles, and a series of drought years drained the profitability from cattle and sheep ranching.

In 1851 the western portion of the San Bernardino Rancho, including some 37,700 acres, was sold to a group of 500 newly arrived settlers from the Mormon Battalion. Near the site of the Lugo family adobe, the Mormons erected a stockaded settlement called Fort San Bernardino composed of over 50 buildings, located near the present-day site of the San Bernardino County

Courthouse. In 1852, Mormon brothers Amasa Lyman and Charles Rich staked the center of a new urban settlement, which was to become the City of San Bernardino.

The town-site of San Bernardino was surveyed by Henry G. Sherwood in 1853, the same engineer who laid out Salt Lake City. The city was one mile square, with a grid of wide streets forming the boundaries of eight-acre blocks. One block was designated as the Mormon Plaza, now known as Pioneer Park. The east-west streets were numbered one to ten from south to north, as they remain designated today, while the north-south streets received names, all of which were subsequently changed.

In 1854 San Bernardino became incorporated as a city, one year after the County of San Bernardino was split from the counties of San Diego and Los Angeles. Its population consisted of approximately 1,200 inhabitants, 75 percent of whom were Mormon. Over the next few years, the character of the city reflected the values of its chief inhabitants; but in 1857, Mormons from across the country were recalled to Utah. Approximately 75 percent of the Mormons in San Bernardino returned to Utah, with approximately 30-50 families deciding to remain.

Unsettled and unclaimed property of approximately 8,000 acres was purchased by William Conn and Associates who subdivided the land and sold it to the settlers. The agricultural character of the valley, established during the Mexican and Mormon periods, continued to dominate the local economy. However, with continued development of the timber and mineral resources of the mountains and desert, the character of the city slowly emerged as a regional commercial center.

During the 1860s and 1870s the community grew slowly with a number of groups forming including the drama, library and temperance associations. The Methodist Church was established in 1863 followed by the Congregational Church in 1867. The small nucleus of the town included two hotels and several large businesses. A stagecoach ran regularly between San Bernardino and Los Angeles with mule-drawn freight wagons arriving from Salt Lake and other eastern cities. San Bernardino's early routes as a transportation and freight center began at this time and escalated with the arrival of the railroad. The mining trade served as a modest stimulus to the growth of the city as a supply center and staging area.

Potential property types:

adobes
commercial buildings
water systems
town-sites
agricultural outbuildings

wood frame and brick dwellings
mills
transportation routes
public buildings
churches



Euro-Americanization (1883-1916)

The connection of Southern California to the national railroad network in 1876 gave rise to a period of unprecedented regional growth and development. A mass migration from the Eastern United States and Europe beginning in 1885 was precipitated by a rate war between the Southern Pacific and Santa Fe railroads, and by the heavy promotion of the Southern California climate, agricultural potential and arcadian image—frequently by the railroads themselves. The real estate speculative bubble deflated abruptly in 1888, but not before scores of town-sites had been platted along the Southern Pacific rail lines. By the close of this period, the rail system in Southern California would be completed and the economic foundation for future growth firmly established.

The arrival of the railroad provided better and faster access for the farmers to bring crops to market. Packing houses and warehouses were built along the railroad corridors. The railroads also provided access to the county for tourists and immigrants alike. With the completion of rail connections between the desert and Los Angeles in 1887 by the Santa Fe Railroad, San Bernardino soon developed into a railhead boom town. Commercial enterprises dominated the urban landscape, with emphasis upon service and retail establishment, while industrial enterprises supported agricultural development. In 1890 a horse-drawn streetcar was established to bring visitors to the health resort at the Arrowhead Springs Hotel where visitors partook of the hot mineral water and mud baths.

The city's development has been closely linked with that of the Santa Fe Railroad and its important railroad shops and yards. By 1900 more than 85% of the city's population was directly employed by the railroad, despite increased industrial and agricultural development in the following decades.

With the center of the city established near the location of the Lugo's Agua Caliente rancho adobe, the commercial core of the City of San Bernardino grew slowly to the east, west, and north. Downtown businesses included hotels, restaurants, saloons, retail shops, and small service-oriented businesses. Property to the south, closer to the Santa Ana River, appears to have remained primarily agricultural. To the west of the core, transportation related industries developed around the Santa Fe rail yard. To the north and east of the core, relatively small agricultural farms and ranches dominated the landscape. Service industries slowly intermingled with the eastern farms, while farms to the north developed into the primary residential district of the city.

San Bernardino residents enjoyed cultural activities especially the Opera House first built to seat 900 in 1883 and enlarged to 1400 seats in 1912. Playing to sold-out audiences were such notable

performers as Lillian Russell, Al Jolson, George M. Cohan and Sara Bernhardt. By 1926 the Opera House, no longer in vogue, was replaced by movie theaters.

Between 1900 and 1910 the population doubled from 6,150 to 12,799. During this time a City Hall was constructed in 1901 on the corner of Third and D streets and a public library was built on Fourth and D streets. The San Bernardino High School was also built around this time. In 1910 the San Bernardino Chamber of Commerce was organized followed by the first National Orange Show in 1911. This popular show was held every year at the fairgrounds.

Potential property types:

wood frame and brick dwellings	roads
commercial blocks	town-sites
churches	mills
agricultural outbuildings	rail-related buildings, structures,
objects	
railroad rights-of-way	railroad depots
public buildings	bridges
industrial buildings	warehouses
packing houses	stables
street car lines	

Regional Culture (1917-1945)

This period is characterized by the establishment of a well-defined regional image in economic, social and cultural terms. Between 1920 and 1930 the population grew from 18,000 to 50,000. The city expanded outward from the center core to accommodate this growth. In some cases older buildings in the downtown were remodeled or replaced with new commercial buildings, including the Garner Block on W. Court Street, the Anderson Building and a new Harris Company Department Store both built in 1927. A new San Bernardino County Courthouse was constructed in 1927 as well. In 1929 the Heritage Building was constructed. The California Theater was built in 1928 followed by the Ritz Theater around 1930. Many of these new buildings took on the prevalent styles of the period: Spanish Colonial Revival, Mediterranean and Classical Revival. New schools were built including the Casa Ramona School in 1925 and San Bernardino College in 1927.

During the Depression era of the 1930s new construction slowed. However, several public buildings were constructed at this time, some with New Deal funding. Works Progress Administration (WPA) funds were used to build the auditoriums at San Bernardino High School and Valley College and to restore the Asistencia Mission. Other public buildings constructed



during this period were the Department of Public Health and the Public Defendant Building, both built around 1935 on Mountain View Avenue, and the San Bernardino Cultural Center and Fire Hall on E Street, built around 1933.

At the end of the 1930s, the Arrowhead Springs Resort Hotel burned for the second time. In 1939 a new hotel was built. Maurice and Richard McDonald opened the first McDonalds' hamburger restaurant in San Bernardino in 1940. By the 1940s, one-quarter of the City's population of 40,000 was employed by the Santa Fe Railroad. However, with the advent of World War II, the development and expansion of Norton Air Force Base on the grounds of the San Bernardino Municipal Airport rapidly replaced the railroad as the city's leading economic contributor.

San Bernardino continued to serve as a regional transportation center from the early days of the wagon trains and railroads through the 20th century development of the automobile and truck routes. Route 66 was built through the city following the completion of the highway from Chicago to Santa Monica between 1926 and 1937. In San Bernardino the route roughly traveled over the Cajon Pass and down Mt. Vernon Street to Fifth Street where it headed west. Today, most of Route 66 has been replaced by the I-15 in San Bernardino.

Potential property types:

- | | |
|--------------------------------|---------------------------------------|
| wood frame and brick dwellings | warehouses |
| commercial blocks | railroad depots, associated buildings |
| churches | industrial & manufacturing buildings |
| roads, highways | movie theaters |
| airports | public buildings |
| military facilities | roadside commercial buildings |

Postwar Suburbanization and Cold War (1946-present)

Following the Second World War, the military presence in San Bernardino continued, as the Army Air Field/San Bernardino Air Force Base became one of three major maintenance facilities for jet engines. The base was transferred to the US Air Force in 1948 and was renamed Norton Air Force Base in 1950. Operations expanded to provide maintenance, storage, and logistics support for various missile programs. In 1966 the base became home to the 63rd Military Airlift Wing and Headquarters for the Aerospace Audiovisual Services. The base was selected for closure in 1988 and closed in 1994.

Commercial growth continued throughout the city. Kaiser Steel opened a plant in nearby Fontana in the early 1940s. With continuing development, agriculture began to disappear from the San

Bernardino Valley. The completion of the interstate highway (original Route 66) through San Bernardino, and the new state freeways provided opportunities for development and enabled commuting.

During the 1960s, the population of San Bernardino reached nearly 100,000. The city continued its expansion to the north and east. New shopping malls, churches and schools were built. A new public library building was constructed on 4th Street and Arrowhead, and the California Theater became the Civic Light Opera. California State College at San Bernardino was created in 1965.

With the decline of the Central Business District in the 1950s, the Redevelopment Agency was established in 1952 in order to revitalize the city. Redevelopment projects occurred near Meadowbrook Park and in the downtown business district with the opening of the Central City Mall in the early 1970s. A new city hall and convention center were completed in 1973. In 1984 the San Bernardino County building was constructed.

In 1977 the City of San Bernardino Historical Society was founded for the preservation of historical landmarks and artifacts, and in 1981 the organization moved into the historic Judge George E. Otis residence built in 1891 and donated to the organization by the Santa Fe Federal Savings and Loan and the Pacific Savings and Loan. The building was restored as the “Heritage House” and is now run by the City of San Bernardino Historical and Pioneer Society, the two groups having merged in 1982. In 1985 a new Central City Library opened, called the Feldheim Library in honor of longtime library board member Rabbi Norman Feldheim. The population in 1985 was 185,000. In 1990-91 the Santa Fe Railroad relocated its offices and the city lost a major employer. In 1994 the closure of the Norton Air Force Base brought further economic downturn to the community.

Potential property types:

wood frame dwellings
commercial blocks
freeways
aerospace buildings
multiple unit dwellings

public buildings
bridges
industrial & manufacturing buildings
subdivisions
shopping malls, strip malls



Historic Preservation Incentives

The various direct economic incentives available to promote historic preservation activities vary depending on the types of historic designations applied to a property. The following is a list of those incentives and which designations apply.

- a. City Historic landmark/district or listed in an historic survey*
- b. State historic landmark, California Register of Historical Resources*
- c. National Register of Historic Places listed property or district*

State Historic Building Code (a, b and c)

The State Historical Building Code of 1979 with amendments 1988 and 1990 (SHBC) located in Part 8 of Title 24 of the California Administrative Code is an alternative building code providing equivalent life safety standards for repairs, alterations and additions necessary for the preservation of historic buildings. The renovation of historic buildings is often complicated by the requirements for older buildings to meet the standards of modern building codes whose regulations are designed for state-of-the-art construction technologies.

The SHBC allows building officials considerable latitude in applying the Uniform Building Code to historic buildings, and permits the building official to recognize the structural values of archaic building materials and techniques. This flexibility can reduce the costs of rehabilitation and insure that the process of achieving code compliance does not unnecessarily compromise a building's historic character.

The SHBC is one of the most broadly available tools, and is applicable to buildings that have been recognized locally as being of historic importance, though not necessarily listed as landmarks.

Federal Rehabilitation Tax Credits (c only)

The Economic Recovery Act of 1981 created major new incentives to encourage the rehabilitation of Federally certified historic buildings. The Tax Reform Act of 1986 revised the tax incentives for preservation. The currently available tax credits amount to ten percent of rehabilitation expenditures for commercial buildings over 50 years in age, or 20 percent for certified historic structures. At least 20 percent of the property must be used for income-producing purposes, either residential-rental, commercial, or industrial.

Historic Preservation Easements (a, b and c)

One of the most time-tested strategies for historic preservation is the historic preservation easement. An easement insures the preservation of a property's significant architectural and natural (if any) features while allowing the owner to continue to occupy and use the property subject to the provisions of the easement. A preservation easement is created by deed and is typically donated or sold to a public or private preservation organization. Either the agency or a qualified preservation group can hold title to the easement, which allows the property owner a one-time tax deduction and the owner the right to review any changes to features covered by the easement.

Property Tax Reductions (a, b and c)

The Mills Act, adopted in 1972 and amended in 1984, provides for a reduction in property taxes on an historic property when certain conditions are met. Owners of designated historic properties must enter into a preservation contract directly with the local government in which the owners agree to restore the property if necessary, maintain its historic character, and use it in a manner compatible with the historic character. Use of the Mills Act requires that this contract be professionally prepared.

Local governments have the option to choose which properties are suitable for the incentive by evaluating various factors including the significance of the building to the community, development pressure on the site, or the need for rehabilitation.

Preservation grants (c only)

The National Historic Preservation Act (NHPA) provides for the State of California and the Federal Government to appropriate funds for the rehabilitation of historic buildings listed on the National Register of Historic Places. These are distributed on a competitive basis and require a 50/50 match. Other grants are available from time to time directly to National Register properties. The availability of these grants depends upon the level of available Federal funding. Two NHPA grant programs are available for preservation purposes through local governments: the Historic Preservation Fund and the Certified Local Government Programs. These grants are mainly used for conducting surveys, National Register applications and architectural drawings.

California Heritage Fund

The California Heritage Fund was established by act of the California Legislature in 1993 as a vehicle for the acceptance and dispersal of historic preservation funds statewide. The Fund, administered by the Office of Historic Preservation, is mandated to support a wide range of



historic preservation activities through competitive grant applications. At present, however, eligibility criteria have not been developed and stable funding sources have not been established.

Marks Historical Rehabilitation Act (a, b and c)

This act provides authority for cities, counties and redevelopment agencies in California to issue tax-exempt revenue bonds for the purpose of financing historical rehabilitation of buildings of local, state or national significance. The act specifies the conditions and criteria under which the bonds can be issued.

Transfer of Development Rights (TDR) (a, b and c)

The purpose of Transfer of Development Rights, broadly defined, is:

...to relieve the market pressure that threatens low density uses, such as landmarks, with construction of high-density buildings that provide a greater economic return. The concept is similar to “urban amenity” bonus programs that permit greater densities when certain open space or public places are provided with the development. Development Rights Transfer considers the historic building the “urban amenity” and, using an enlarged area around the immediate development parcel, allows density or development transfer to other parcels within a designated district in return for preservation of the historic building. (California Office of Planning and Research, 1976: 48)

Transfer of development rights programs can be utilized in San Bernardino as a tool for partially relieving the pressure to develop historic areas by transferring the rights to increase densities in historic areas to non-historic areas.

Zoning Incentives (a, b and c)

Zoning can serve as either an important preservation tool or a detriment to historic preservation activities. This universally employed mechanism for directing land use patterns can be used to promote the preservation of historic landmarks and districts. Downzoning in an area where a potential historic district exists, for example, may assist in the preservation and stabilization of single-family residences, whereas higher land use densities may lead to the replacement of single-family residences with multifamily developments.

Typical adjuncts to traditional zoning are intermediate plans and adopted development standards. Intermediate plans, such as specific plans, are commonly adopted to direct development within relatively small portions of a jurisdiction, such as a neighborhood or commercial development, and amplify and enhance the basic underlying zoning requirements. Development standards, on

the other hand, tend to apply to an entire jurisdiction, and may or may not be adopted by ordinance.

In the City of San Bernardino, zoning ordinance regulations, intermediate plans and development standards can be designed to promote historic preservation activities by providing relief from regulations that create disincentives for the preservation of historic properties. Areas where these disincentives may now occur are in non-conforming use and building regulations, onsite parking, landscaping, signage, lot coverage and second-unit standards.

Community Development Block Grants (a, b and c)

These federal funds are used primarily by communities for housing and commercial facade rehabilitation. They may also be used for historic preservation projects, such as the rehabilitation of a local public landmark or National Register property, and conducting historic resources surveys. The City should consider including historic preservation projects as part of their CDBG program. Federally funded projects are subject to Section 106 Review and must utilize the Secretary of the Interior's Guidelines for rehabilitating buildings listed on the National Register or determined potentially eligible for listing on the National Register.



Glossary of Historic Preservation Terminology

Archaeological District. An area defined by a significant concentration, linkage, or continuity of sites.

Archaeological Site. A bounded area of real property containing archeological deposits or features, defined in part by the character and location of such deposits or features.

Building. A building, such as a house, barn, church, hotel, or similar construction, which is created principally to shelter any form of human activity.

Certified Local Government (CLG). A local government officially certified to carry out some of the purposes of the National Historic Preservation Act, as amended.

Culture. A linkage of people possessing shared values, beliefs, and historical associations, coupling social institutions and physical materials necessary for collective survival.

Cultural Resources. See historical resources.

Conservation. The act of preserving, guarding or protecting. The official care and protection of natural resources, such as forests.

District. A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Historic Context. An organizing structure for interpreting history that groups information about historical resources sharing a common theme, common geographical area, or a common chronology. The development of historic context is a foundation for decisions about the planning, identification, evaluation, registration, and treatment of historical resources, based upon comparative historic significance.

Historical Resource. Any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or which is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California.

Integrity. Authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic or prehistoric period.

National Register of Historic Places, The National Register. The official inventory of districts, sites, buildings, structures and objects significant in American history, architecture, archeology and culture, maintained by the Secretary of the Interior under the authority of the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966 (amended). (16 USC 470-470t. 36 CFR Secs. 60-63).

National Register Criteria. The federally established standards for evaluating the eligibility of properties for inclusion on the National Register of Historic Places.

Object. The term “object” is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed, such as a sculpture or fountain.

Preservation (treatment). The act or process of applying measures to sustain the existing form, integrity, or historic fabric of an historical building or structure or the existing form and vegetative cover of a site. It may include stabilization work, as well as ongoing maintenance of the historic fabric.

Protection (treatment). The act or process of applying measures to affect the physical condition of an historical resource by guarding it from deterioration, loss or attack by natural causes or to cover or shield it from threat of danger or harm. In the case of buildings or structures these measures are usually temporary, while in the case of archeological resources, protective measures may be temporary or permanent.

Preservation Commission. A city or county board of appointed citizens with assigned responsibilities for surveying, designating and protecting historical resources. May also be called a historic review board, design review board, landmarks commission or cultural heritage commission.

Reconstruction (treatment). The act or process of reproducing through construction the exact form and detail of a vanished building, structure, or object, or any part thereof, as it appeared at a specified period of time.

Rehabilitation (treatment). The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

Site. A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself



possesses historic, cultural, or archeological value regardless of the value of any existing structures.

State Historic Resources Inventory. Compilation of all identified and evaluated historical resources maintained by the State Office of Historic Preservation. It includes all those historical resources evaluated in surveys that were conducted in accordance with criteria established by the Office, and were thereafter determined eligible for, or listed in the National Register of Historic Places, or designated as California Registered Historical Landmarks, California Points of Historical Interest, or the California Register of Historical Resources.

State Historical Building Code (SHBC). The State Historical Building Code is contained in Part 8 of Title 24 (State Building Standards Code) and applies to all qualified historic structures, districts and sites, designated under federal, state or local authority. It provides alternatives to the Uniform Building Code in cases consistent with building regulations for the rehabilitation, preservation, restoration or relocation of qualified historic structures designated as historic buildings.

Stabilization (treatment). The act or process of applying measures designed to establish a weather resistant enclosure and the structural stability of an unsafe or deteriorated property or one which has the potential to deteriorate or to become unsafe while maintaining the essential form as it exists at present.

Structure. A functional construction made for purposes other than creating shelter, such as a bridge or a dam.

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Appendix 14 Traffic Analysis Summary



The following report was prepared by Transtech Engineers as background and context for Chapter 6, Circulation, of the General Plan.

Existing Traffic Conditions

Existing traffic counts were conducted at various roadway segments and major intersections in 2003 to determine existing V/C and LOS at these facilities. The LOS of roadway segments is based on average daily traffic (ADT) volumes and their traffic handling capacities on a daily basis. The LOS of intersections is based on traffic volumes at the intersections during the AM and PM peak hours and the traffic handling capacity of the intersection's critical lane. The results are shown in Table 1 for intersections and Table 2 for roadway segments.

The following is a list of roadway capacity for various types of facilities, used in roadway capacity analysis:

- ◆ 4-lane Major Arterial: 40,000 vehicles per day
- ◆ 2-lane Major Arterial: 15,000 vehicles per day
- ◆ 4-lane Secondary Arterial: 30,000 vehicles per day
- ◆ 2-lane Secondary Arterial: 12,000 vehicles per day
- ◆ 4-lane Collector Street: 25,000 vehicles per day
- ◆ 2-lane Collector Street: 10,000 vehicles per day

Also, in determining passenger car equivalent (PCE) factors for various trucks, the following factors were used:

- ◆ 3-axle Trucks: Equivalent to 2.0 passenger cars
- ◆ 4-axle Trucks: Equivalent to 2.5 passenger cars
- ◆ 5- or more axle Trucks: Equivalent to 3.0 passenger cars

TABLE 1

**INTERSECTION LEVEL OF SERVICE SUMMARY
EXISTING (2003) CONDITIONS**

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
1	30th Street @ Lynwood Drive	AM	B	11.3	-	
		PM	A	7.2	-	
2	Arden Avenue @ Highland Avenue	AM	D	39.1	0.687	
		PM	C	34.2	0.633	
3	Arden Avenue @ SR-30 EB Ramps	AM	B	16.5	0.339	
		PM	B	14.2	0.345	
4	Arden Avenue @ SR-30 WB Ramps	AM	A	0	-	
		PM	A	-	-	
5	Arrowhead Avenue @ Baseline Street	AM	B	14.7	0.724	
		PM	D	38.3	1.043	
6	Belmont Avenue @ Palm Avenue	AM	B	10.1	0.354	
		PM	A	8.5	0.232	
7	Boulder Avenue @ Highland Avenue	AM	C	33.8	0.245	
		PM	C	34.6	0.49	
8	Del Rosa Avenue @ Baseline Street	AM	C	21.4	0.395	
		PM	C	24.7	0.396	
9	Del Rosa Avenue @ Date Street	AM	B	20	0.38	
		PM	C	23	0.527	
10	Del Rosa Avenue @ Foothill Drive	AM	B	11.2	-	
		PM	B	11.5	-	
11	Del Rosa Avenue @ Lynwood Drive	AM	B	14.8	0.27	
		PM	B	13.9	0.339	
12	Del Rosa Avenue @ SR-30 EB Ramp	AM	C	24.4	0.579	
		PM	C	29	0.81	
13	Del Rosa Avenue @ SR-30 WB Ramp	AM	C	22.8	0.795	
		PM	C	27.4	0.855	
14	Del Rosa Avenue @ Third Street	AM	C	27.5	0.398	
		PM	C	31.1	0.469	
15	E Street @ 2nd Street	AM	C	24.3	0.505	
		PM	C	34.2	0.576	
16	E Street @ 30th Street	AM	B	14.8	0.476	
		PM	B	12.6	0.562	
17	E Street @ Baseline Street	AM	B	18	0.407	
		PM	B	19.4	0.566	
18	E Street @ Highland Avenue	AM	B	18.6	0.765	
		PM	C	21.7	0.4	



TABLE 1

**INTERSECTION LEVEL OF SERVICE SUMMARY
EXISTING (2003) CONDITIONS**

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
19	E Street @ Orange Show Road	AM	C	27.2	0.423	
		PM	D	37.5	0.631	
20	Harrison Street @ 40th Street	AM	B	12.1	-	
		PM	B	13.3	-	
21	Hospitality Lane @ Carnegie Drive	AM	C	27	0.536	
		PM	D	41.1	0.906	
22	Hunts Lane @ E Street	AM	F	OVL	-	Yes
		PM	F	OVL	-	Yes
23	I Street @ 2nd Street	AM	B	14.1	0.189	
		PM	B	13.6	0.221	
24	K Street @ 3rd Street	AM	A	9.8	-	
		PM	A	9.3	-	
25	Kendall Drive @ 40th Street	AM	C	21.7	0.169	
		PM	C	25.9	0.436	
26	Kendall Drive @ Palm Avenue	AM	C	26.2	0.572	
		PM	C	23.9	0.48	
27	Kendall Drive @ University Parkway	AM	C	32.2	0.49	
		PM	C	28.6	0.595	
28	Lena Road @ Mill Street	AM	B	18.1	0.178	
		PM	B	18	0.206	
29	Leroy/SR-30 WB ON Ramp @ 30th	AM	B	17.2	0.598	
		PM	B	17.4	0.401	
30	Meridian Avenue @ Rialto Avenue	AM	E	36.3	-	Yes
		PM	F	75.1	-	Yes
31	Mount Vernon Avenue @ Baseline	AM	C	20.1	0.458	
		PM	C	23.3	0.532	
32	Mount Vernon Avenue @ 2nd Street	AM	B	19.8	0.454	
		PM	C	30	0.643	
33	Mount Vernon Avenue @ 5th Street	AM	C	22.5	0.405	
		PM	C	22.5	0.489	
34	Mount Vernon Avenue @ Highland Ave	AM	C	27.8	0.617	
		PM	C	27.5	0.679	
35	Mount Vernon Avenue @ Mill Street	AM	C	30.4	0.52	
		PM	C	31.7	0.677	
36	Mount Vernon Avenue @ Rialto Avenue	AM	B	14.5	0.292	
		PM	B	14	0.384	
37	Mountain View Avenue @ San Bernardino	AM	B	12.9	0.535	
		PM	F	90.2	1.36	Yes

TABLE 1

**INTERSECTION LEVEL OF SERVICE SUMMARY
EXISTING (2003) CONDITIONS**

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
38	Northpark Boulevard @ Fairview Drive	AM	A	9	-	
		PM	A	9.6	-	
39	Northpark Boulevard @ Sierra Way	AM	B	10.4	-	
		PM	C	16.1	-	
40	Northpark Boulevard @ University Parkway	AM	C	21.4	0.284	
		PM	D	39.6	0.689	
41	Ohio Avenue @ Palm Avenue	AM	A	9.9		
		PM	A	9.6	-	
42	Palm Avenue @ Highland Avenue	AM	D	35.8	2.88	
		PM	C	32.4	0.52	
43	Pepper Avenue @ Mill Street	AM	C	33.1	0.465	
		PM	C	30.4	0.45	
44	Pepper Avenue @ Rialto Avenue	AM	B	14.6	0.366	
		PM	B	16.4	0.496	
45	Pepper Avenue @ Valley Boulevard	AM	C	31.2	0.746	
		PM	C	31.7	0.755	
46	Rancho Avenue @ 5th St/Foothill	AM	F	119.6	-	Yes
		PM	F	OVL	-	Yes
47	Sierra Way @ 30th Street	AM	B	15	0.255	
		PM	B	15	0.361	
48	Sierra Way @ 40th Street	AM	B	19	0.27	
		PM	C	21.3	0.432	
49	SR-30 EB Ramps @ Highland Avenue	AM	D	35.8	0.288	
		PM	B	18.5	0.464	
50	SR-30 WB Off Ramp @ 30th Street	AM	F	298.3	-	Yes
		PM	F	946.1	-	Yes
51	SR-30 WB Ramps @ Highland Avenue	AM	B	15.7	0.385	
		PM	B	14.2	0.469	
52	State Street @ Baseline Street	AM	B	15.4	0.48	
		PM	A	5.5	0.335	
53	State Street @ Highland Avenue	AM	A	8.7	0.499	
		PM	A	9.3	0.594	
54	Sterling Avenue @ Foothill Drive	AM	A	7.8	0.156	
		PM	A	7.9	0.131	
55	Sterling Avenue @ Highland Avenue	AM	C	29.6	0.328	
		PM	A	7.9	0.131	
56	Sterling Avenue @ Lynwood Drive	AM	B	12.5	0.463	
		PM	B	12.6	0.437	



TABLE 1

**INTERSECTION LEVEL OF SERVICE SUMMARY
EXISTING (2003) CONDITIONS**

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
57	Tippecanoe Avenue @ 3rd Street	AM	C	26.5	0.464	
		PM	C	32.5	0.698	
58	Tippecanoe Avenue @ Harry Shepard	AM	C	22.7	0.482	
		PM	C	20.2	0.828	
59	Tippecanoe Avenue @ Hospitality Lane	AM	B	12.2	-	
		PM	C	25.3	0.621	
60	Tippecanoe Avenue @ Mill Street	AM	B	13.4	0.454	
		PM	C	22.2	0.79	
61	Tippecanoe Avenue @ Rialto Avenue	AM	D	25.6	-	
		PM	F	102.6	-	Yes
62	Tippecanoe Avenue @ San Bernardino	AM	C	33.1	0.421	
		PM	D	42.1	0.828	
63	Valencia Avenue @ 30th Street	AM	B	14.7	0.233	
		PM	B	14.8	0.257	
64	Valencia Avenue @ 40th Street	AM	A	9.9	0.305	
		PM	B	11.5	0.412	
65	Victoria Avenue @ Highland Avenue	AM	D	36.1	0.602	
		PM	D	39.9	0.683	
66	Waterman Avenue @ 30th Street	AM	C	27.1	0.801	
		PM	C	23.4	0.654	
67	Waterman Avenue @ 34th Street	AM	D	26.2	-	
		PM	D	29.9	-	
68	Waterman Avenue @ 36th Street	AM	E	37.9	-	Yes
		PM	C	23.8	-	
69	Waterman Avenue @ 3rd Street	AM	D	35.3	0.841	
		PM	-	-	-	
70	Waterman Avenue @ 40th Street	AM	C	26.1	0.637	
		PM	C	24.8	0.506	
71	Waterman Avenue @ Barton Road	AM	C	25.7	0.663	
		PM	D	40.3	0.944	
72	Waterman Avenue @ Fifth Street	AM	E	63	1.081	Yes
		PM	F	256.2	1.593	Yes
73	Waterman Avenue @ Highland Avenue	AM	D	36.4	0.482	
		PM	D	39.2	0.65	
74	Waterman Avenue @ Hospitality Lane	AM	C	30.5	0.715	
		PM	D	46.8	0.984	
75	Waterman Avenue @ Marshall Blvd	AM	A	3.2	0.507	
		PM	A	4	0.451	

TABLE 1

**INTERSECTION LEVEL OF SERVICE SUMMARY
EXISTING (2003) CONDITIONS**

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
76	Waterman Avenue @ Mill Street	AM	C	29.8	0.354	
		PM	D	35.2	0.54	
77	Waterman Avenue @ Orange Show Rd	AM	C	38	0.425	
		PM	D	35.7	0.652	
78	Waterman Avenue @ Parkdale Avenue	AM	B	10.4	0.592	
		PM	B	11.1	0.501	
79	Waterman Avenue @ SR-30 EB Ramp	AM	C	32.3	0.852	
		PM	F	90.4	1.171	Yes
80	Waterman Avenue @ Vanderbilt Way	AM	B	19.6	0.358	
		PM	C	23.3		



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**TABLE 2
EXISTING 24 HOUR VOLUMES AND LOS ON ROADWAY SEGMENTS**

No.	Location	Date	Dir	2 axle	3 axle	4 axle	5 or more	Total Vol with PCE	No. of Lanes	Facility Type	V/C	LOS	
1	Alabama St: S/O San Bernardino Ave	1/22/2002	NB	4569	70	2	322	12,133	4				
		1/22/2002	SB	5174	97	5	528						
2	Highland Ave: W/O 215 Freeway	1/24/2002	EB	12137	198	20	400	26,028	4	1	Major	0.65	B
		1/24/2002	WB	10869	201	49	514						
3	Baseline St: W/O Waterman Ave	1/24/2002	EB	10647	139	10	353	24,141	4	1	Major	0.60	A
		1/24/2002	WB	10886	227	28	440						
4	5th Street: W/O Mt. Vernon Ave	1/24/2002	EB	7626	180	19	130	16,500	4	1	Major	0.41	A
		1/24/2002	WB	7459	143	16	214						
5	3rd Street: W/O Tippecanoe Ave	1/22/2002	EB	4008	65	9	65	8,773	4	1	Major	0.22	A
		1/22/2002	WB	4132	43	10	108						
6	2nd Street: E/O 215 NB On Ramp	1/22/2002	EB	11324	182	16	336	25,136	4	1	Major	0.63	B
		1/22/2002	WB	10425	218	45	730						
7	Mill Street: E/O 215 NB On Ramp	1/22/2002	EB	7207	108	12	403	16,179	4	1	Major	0.40	A
		1/22/2002	WB	6679	169	18	324						
8	San Bernardino Ave: E/O Tippecanoe	1/22/2002	EB	4864	65	5	227	11,200	4	1	Major	0.28	A
		1/22/2002	WB	5104	75	1	177						
9	Redlands Blvd: E/O I-10 Frwy Ramp	1/22/2002	EB	4151	135	18	238	14,554	4	1	Major	0.36	A
		1/22/2002	WB	8071	246	12	442						
10	40th Street: W/O Waterman Ave	1/22/2002	EB	9331	193	23	209	18,879	4	1	Major	0.47	A
		1/22/2002	WB	7673	119	8	329						
11	Inland Center Dr: E/O I-215 Ramps	1/22/2002	EB	6015	193	6	236	13,826	4	1	Major	0.35	A
		1/22/2002	WB	6277	97	11	190						
12	Del Rosa Ave: N/O Highland Ave	1/22/2002	NB	9595	135	15	362	21,158	4	2	Scndry	0.71	C
		1/22/2002	SB	9067	148	12	445						



**TABLE 2
EXISTING 24 HOUR VOLUMES AND LOS ON ROADWAY SEGMENTS**

No.	Location	Date	Dir	2 axle	3 axle	4 axle	5 or more	Total Vol with PCE	No. of Lanes	Facility Type	V/C	LOS
13	Kendall Drive: S/O University Prkwy	1/22/2002	NB	9295	79	5	113	18,752	4	1 Major	0.47	A
		1/22/2002	SB	8325	111	7	216					
14	Rancho Ave: S/O Mill Street	1/24/2002	NB	5096	42	3	71	10,566	4	1 Major	0.26	A
		1/24/2002	SB	4829	39	4	131					
15	E Street: S/O Orange Show Rd	1/22/2002	NB	8217	117	9	326	18,134	4	1 Major	0.45	A
		1/22/2002	SB	7912	131	10	312					
16	Waterman Ave: N/O I-10 Frwy	1/22/2002	NB	8792	355	80	310	22,144	4	1 Major	0.55	A
		1/22/2002	SB	10006	200	48	593					
17	Tippecanoe Ave: S/O Hospitality Ln	1/22/2002	NB	14949	351	38	535	33,387	4	1 Major	0.83	D
		1/22/2002	SB	13450	523	48	867					
18	Mountain View Ave: S/O Lugonia Ave	1/22/2002	NB	4369	47	0	74	8,313	4	1 Major	0.21	A
		1/22/2002	SB	3447	65	2	56					
19	California St: S/O Lugonia Ave	1/22/2002	NB	2405	23	2	71	5,073	4	2 Scndry	0.17	A
		1/22/2002	SB	2309	46	2	28					
20	Mount Vernon Ave: N/O 2nd Street	1/24/2002	NB	8719	468	79	509	18,026	4	1 Major	0.45	A
		1/24/2002	SB	6069	262	20	269					
21	Kendall Drive: N/O Revere Ave	2/4/2003	NB	8372				16,967	4	1 Major	0.42	A
		2/4/2003	SB	8595								
22	Northpark Blvd: N/O University Prkwy	2/4/2003	NB	4221				8,327	4	1 Major	0.21	A
		2/4/2003	SB	4106								
23	University Prkwy: W/O Northpark Blvd	2/4/2003	EB	13761				28,400	4	1 Major	0.71	C
		2/4/2003	WB	14639								

Future Traffic Conditions

As part of the analysis of the capabilities of the circulation system at the theoretical buildout of the land use plan, a focused travel demand model was developed. The latest version of the RIVSAN CTP Model was obtained from SCAG's Inland Empire Office. This model currently uses a year 2000 base-year and year 2030 for the future regional horizon year. Approximately 564 traffic analysis zones (TAZs) in this model constitute the City of San Bernardino and the Sphere of Influence (study) area. These zones are disaggregated into approximately 1,450 TAZs to develop the East Valley Transportation Model (EVTM). Approximately 1,249 of these EVTM zones are within the City of San Bernardino and include Arrowhead Springs, which is anticipated to be incorporated within the City of San Bernardino.

For the purpose of its General Plan Update, there are 14 areas that are proposed for land use changes from the City's 1989 General Plan, including Arrowhead Springs. The new land use designations are expected to cause a change in the socioeconomic data currently established for the respective TAZs.

In coordination with the General Plan team and City staff, land use quantities (in acres) were estimated for the Build-out conditions of the study area for each of the TAZs. These land use quantities were then converted to socio-economic data compatible with inputs to the CTP Model using sub-regionally acceptable average factors and mid-point densities for each land use type. These model input data include the number of single and multiple dwelling units, population, retail, and total employment. The CTP model highway network was also obtained from SCAG and refined by adding secondary and collector streets and zonal connectors (per the City's recommended network modification/improvement list) to represent a more detailed network consistent with the finer zone system.

The model input data for the disaggregated TAZs were submitted to the SCAG Inland Empire Office. From this data, SCAG generated trips for all the study area zones and substituted that for the original study area TAZs. The EVTM model was run using these new build-out trips in the project area. Trip generation, distribution, and mode choice functions for the model were carried out and the four-period trip tables (AM, PM peak, mid-day and night-time) were provided to the General Plan team. The team performed traffic assignments for all four periods and combined them to generate total daily volumes. These daily volumes were assigned to the City of San Bernardino's future planned circulation network.

A comparison of total daily trips produced by and attracted to the San Bernardino TAZs were performed to assess whether the proposed General Plan and recommended network improvements would result in decreased or increased traffic. The comparison shows a significant decrease in San Bernardino's traffic generation under the proposed General Plan compared to the existing General Plan adopted in 1989. Table 3 shows the results of this comparison.



TABLE 3

1989 and 2005 General Plan Comparison

	Existing (1989) General Plan	Proposed General Plan	Proposed GP - Existing GP
Build-out Trips from San Bernardino TAZs to All SCAG TAZs	822,375	793,557	-28,818
Build-out Trips to San Bernardino TAZs from All SCAG TAZs	826,451	797,888	-28,563
Total San Bernardino Build-out Trips Per Day	1,648,826	1,591,445	-57,381

Based on the traffic volume data obtained from EVTm runs the future build-out traffic conditions within the City were analyzed. The traffic volume data were post-processed using the “B-Turns” program per SanBAG’s requirement. Both build-out conditions under existing General Plan and the proposed General Plan were analyzed for comparison purposes.

The results were entered into Table 4 (for intersections) and Table 5 (for roadway segments) in a format similar to the existing conditions analysis. The projected volumes were divided by the assumed future capacities to identify the future volume/capacity ratios, LOS, potential future capacity deficiencies and expected congestion problems.

TABLE 4

**INTERSECTION LEVEL OF SERVICE SUMMARY
FUTURE (2030) CONDITIONS**

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
1	Pepper Avenue @ Rialto Avenue	AM	B	17.5	0.574	
		PM	C	20.6	0.728	
2	Pepper Avenue @ Mill Street	AM	D	37.1	0.525	
		PM	D	37.2	0.730	
3	Meridian Avenue @ Rialto Avenue	AM	C	16.5	0.000	
		PM	F	65.6	0.000	Yes
4	Northpark Boulevard @ University Parkway	AM	C	28.0	0.091	
		PM	C	26.0	0.142	
5	Kendall Drive @ University Parkway	AM	C	30.5	0.513	
		PM	C	30.6	0.501	
6	E Street @ Highland Avenue	AM	B	16.6	0.428	
		PM	B	16.5	0.475	
7	Hunts Lane @ E Street	AM	F	744.5	0.000	Yes
		PM	F	OF	0.000	Yes

TABLE 4

**INTERSECTION LEVEL OF SERVICE SUMMARY
FUTURE (2030) CONDITIONS**

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
8	Waterman Avenue @ 3rd Street	AM	C	28.6	0.732	
		PM				
9	Waterman Avenue @ 5th Street	AM	D	36.6	0.797	
		PM	D	40.2	0.811	
10	E Street @ Base Line Street	AM	C	23.1	0.593	
		PM	C	24.9	0.686	
11	Arrowhead Avenue @ Base Line Street	AM	B	12.6	0.430	
		PM	B	16.5	0.531	
12	Mt. Vernon Avenue @ 2nd Street	AM	B	17.6	0.325	
		PM	C	31.2	0.682	
13	Mt Vernon Avenue @ Rialto Avenue	AM	B	16.6	0.355	
		PM	B	17.0	0.502	
14	Mount Vernon Avenue @ 5th Street	AM	C	25.4	0.486	
		PM	C	24.7	0.611	
15	Waterman Avenue @ 30th Street	AM	F	138.9	1.215	Yes
		PM	F	96.5	1.180	Yes
16	Kendall Drive @ Palm Avenue	AM	B	177.0	0.071	
		PM	B	17.7	0.072	
17	Belmont Avenue @ Palm Avenue	AM	A	8.1	0.178	
		PM	A	7.9	0.147	
18	Sierra Way @ 30th Street	AM	B	13.9	0.530	
		PM	B	17.6	0.764	
19	Del Rosa Avenue @ Base Line Street	AM	D	36.2	0.869	
		PM	C	33.0	0.823	
20	Waterman Avenue @ SR-30 EB Ramps	AM	E	60.9	1.053	Yes
		PM	F	127.9	1.288	Yes
21	Leroy Street/SR-30 WB On-ramp @ 30th Street	AM	B	10.2	0.520	
		PM	B	17.5	0.594	
22	SR-30 WB Off-ramp @ 30th Street	AM	F	465.7	0.000	Yes
		PM	F	OF	0.000	Yes
23	Del Rosa Avenue @ Lynwood Drive	AM	B	16.6	0.558	
		PM	B	12.7	0.612	
24	Harrison Street @ 40th Street	AM	D	26.6	0.000	
		PM	F	OF	0.000	Yes
25	Sterling Avenue @ Highland Avenue	AM	C	28.8	0.580	
		PM	C	31.8	0.606	
26	Waterman Avenue @ Marshall Boulevard	AM	A	4.6	0.626	
		PM	A	5.0	0.633	
27	Waterman Avenue @ 36th Street	AM	F	54.8	0.000	Yes
		PM	F	87.5	0.000	Yes



TABLE 4

**INTERSECTION LEVEL OF SERVICE SUMMARY
FUTURE (2030) CONDITIONS**

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
28	Sterling Avenue @ Lynwood Drive	AM	B	11.2	0.366	
		PM	C	20.0	0.775	
29	Sterling Avenue @ Foothill Drive	AM	A	8.1	0.245	
		PM	B	10.2	0.419	
30	Del Rosa Avenue @ Foothill Drive	AM	B	14.8	0.000	
		PM	C	17.5	0.000	
31	30th Street @ Lynwood Drive	AM	A	9.7	0.000	
		PM	B	11.5	0.000	
32	Waterman Avenue @ 40th Street	AM	C	28.5	0.820	
		PM	D	42.9	0.982	
33	Waterman Avenue @ 34th Street	AM	D	26.7	0.000	
		PM	F	110.6	0.000	Yes
34	Waterman Avenue @ Parkdale Avenue	AM	A	3.7	0.553	
		PM	A	5.3	0.651	
35	Valencia Avenue @ 30th Street	AM	A	1.0	0.137	
		PM	B	12.7	0.304	
36	Valencia Avenue @ 40th Street	AM	C	15.0	0.667	
		PM	F	72.4	1.129	Yes
37	Del Rosa Avenue @ SR-30 EB Ramps	AM	C	26.5	0.695	
		PM	C	28.5	0.748	
38	Del Rosa Avenue @ SR-30 WB Ramps	AM	B	18.9	0.740	
		PM	E	57.0	1.088	
39	Sierra Way @ 40th Street	AM	C	26.0	0.626	
		PM	C	34.6	0.920	
40	Waterman Avenue @ Hospitality Lane	AM	C	30.7	0.637	
		PM	C	33.4	0.762	
41	Hospitality Lane @ Carnegie Drive	AM	C	28.9	0.565	
		PM	C	30.7	0.649	
42	Tippecanoe Avenue @ Rialto Avenue	AM	F	91.7	0.000	Yes
		PM	F	242.1	0.000	Yes
43	Tippecanoe Avenue @ Harry Sheppard Boulevard	AM	A	6.7	0.516	
		PM	B	11.6	0.683	
44	Tippecanoe Avenue @ 3rd Street	AM	C	30.8	0.573	
		PM	D	49.0	0.882	
45	Tippecanoe Avenue @ Mill Street	AM	C	24.0	0.629	
		PM	B	19.5	0.747	
46	Rancho Avenue @ 5th Street/Foothill Boulevard	AM	F	OF	0.000	Yes
		PM	F	OF	0.000	Yes

TABLE 4

**INTERSECTION LEVEL OF SERVICE SUMMARY
FUTURE (2030) CONDITIONS**

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
47	Mt Vernon Avenue @ Mill Street	AM	C	34.7	0.673	
		PM	D	35.1	0.799	
48	Mountain View Avenue @ San Bernardino Road	AM	F	107.1	1.372	Yes
		PM	F	308.8	2.440	Yes
49	Mt Vernon Avenue @ Highland Avenue	AM	C	22.0	0.488	
		PM	C	31.7	0.598	
50	State Street @ Highland Avenue	AM	B	15.2	0.539	
		PM	B	16.3	0.510	
51	Tippecanoe Avenue @ Hospitality Lane	AM	B	17.9	0.432	
		PM	C	24.5	0.505	
52	Tippecanoe Avenue @ San Bernardino Road	AM	D	37.6	0.698	
		PM	D	48.1	0.863	
53	Lena Road @ Mill Street	AM	C	22.2	0.377	
		PM	C	22.6	0.502	
54	Waterman Avenue @ Barton Road	AM	C	27.7	0.885	
		PM	C	31.7	0.972	
55	Boulder Avenue @ Highland Avenue	AM	C	25.0	0.320	
		PM	C	29.3	0.658	
56	Waterman Avenue @ Orange Show Road	AM	D	35.1	0.648	
		PM	D	40.1	0.832	
57	Del Rosa Avenue @ 3rd Street	AM	D	39.5	0.679	
		PM	D	47.4	0.839	
58	Waterman Avenue @ Vanderbilt Way	AM	B	10.3	0.391	
		PM	B	13.7	0.641	
59	Waterman Avenue @ Highland Avenue	AM	D	37.3	0.628	
		PM	D	40.0	0.707	
60	E Street @ Orange Show Road	AM	C	33.4	0.660	
		PM	D	49.7	0.945	
61	E Street @ 2nd Street	AM	C	29.5	0.654	
		PM	D	40.3	0.816	
62	State Street @ Base Line Street	AM	B	19.3	0.516	
		PM	B	19.2	0.560	
63	Kendall Drive @ 40th Street	AM	B	12.8	0.285	
		PM	B	18.2	0.542	
64	Mt Vernon Avenue @ Base Line Street	AM	C	22.0	0.527	
		PM	C	22.8	0.531	
65	Waterman Avenue @ Mill Street	AM	D	38.6	0.533	
		PM	D	47.2	0.889	
66	E Street @ 30th Street	AM	B	15.3	0.449	
		PM	B	14.8	0.754	



TABLE 4

**INTERSECTION LEVEL OF SERVICE SUMMARY
FUTURE (2030) CONDITIONS**

No.	Intersection	Peak Hour	LOS	Delay, sec/veh	V/C Ratio	Mitigation Required?
67	Ohio Avenue @ Palm Avenue	AM	A	9.3	0.000	
		PM	A	9.3	0.000	
68	Victoria Avenue @ Highland Avenue	AM	C	26.0	0.382	
		PM	C	31.6	0.610	
69	Palm Avenue @ Highland Avenue	AM	D	39.7	0.725	
		PM	D	42.0	0.665	
70	SR-30 EB Ramps @ Highland Avenue	AM	C	20.3	0.600	
		PM	C	20.8	0.625	
71	SR-30 WB ramps @ Highland Avenue	AM	B	13.5	0.317	
		PM	B	14.5	0.562	
72	Arden Avenue @ Highland Avenue	AM	C	34.9	0.707	
		PM	D	46.1	0.892	
73	Arden Avenue @ SR-30 WB Ramps	AM	A	0.0	0.000	
		PM	A	0.0	0.000	
74	Arden Avenue @ SR-30 EB Ramps	AM	B	15.7	0.417	
		PM	B	18.2	0.583	
75	I Street @ 2nd Street	AM	A	5.1	0.238	
		PM				

**TABLE 5
FUTURE ROADWAY LOS WITH EXISTING AND PROPOSED GENERAL PLAN VOLUMES**

No.	Roadway	Segment	CMP Street (Y/N)?	FUTURE CONDITIONS WITH EXISTING GP						FUTURE CONDITIONS WITH PROPOSED GP						
				Facility Type	No. of Lanes	Capacity (C)	Build-out ADT (V)	V/C	LOS	Facility Type	No. of Lanes	Capacity (C)	Build-out ADT (V)	V/C	LOS	Mitigation Required?
EAST-WEST STREETS																
1	4TH ST	I-215 - Arrowhead	N	Major	4	40,000	-	0.000	A	Major	4	40,000	24,633	0.616	B	
2	5TH ST	Pepper - I-215	N	Major	4	40,000	25,746	0.644	B	Major	4	40,000	19,238	0.481	A	
3	5TH ST	I-215 - Waterman	N	Major	4	40,000	21,537	0.538	A	Major	4	40,000	24,007	0.600	A	
4	5TH ST	Waterman - Victoria	Y	Major	2	15,000	15,332	1.022	E	Major	4	40,000	17,878	0.447	A	
5	5TH ST	Victoria - Palm	Y	Major	4	40,000	9,150	0.229	A	Major	4	40,000	14,370	0.359	A	
6	9TH ST	Medical Center - I-215	N	Secndry	2	12,000	3,700	0.308	A	Secndry	4	30,000	5,219	0.174	A	
7	9TH ST	I-215 - Waterman	N	Secndry	4	30,000	6,757	0.225	A	Secndry	4	30,000	8,367	0.279	A	
8	9TH ST	Waterman - Tippecanoe	N	Secndry	4	30,000	6,690	0.223	A	Secndry	4	30,000	5,927	0.198	A	
9	9TH ST	Tippecanoe - Del Rosa	N	Secndry	2	12,000	3,960	0.330	A	Secndry	2	12,000	5,712	0.476	A	
10	40TH ST	Valencia - Waterman	N	Major	4	40,000	16,897	0.422	A	Major	4	40,000	17,908	0.448	A	
11	40TH ST	Waterman - Sierra	Y	Major	4	40,000	24,721	0.618	B	Major	4	40,000	22,625	0.566	A	
12	40TH ST	Sierra - Mountain View	Y	Major	2	15,000	19,439	1.296	F	Major	4	40,000	31,279	0.782	C	
13	BASELINE ST	SR-30 - Palm	Y	Major	2	15,000	19,232	1.282	F	Major	4	40,000	25,185	0.630	B	
14	BASELINE ST	Palm - Valencia	Y	Major	4	40,000	19,071	0.477	A	Major	4	40,000	34,286	0.857	D	Yes
15	BASELINE ST	Valencia - I-215	Y	Major	4	40,000	26,303	0.658	B	Major	4	40,000	23,585	0.590	A	
16	BASELINE ST	I-215 - Riverside	Y	Major	4	40,000	18,615	0.465	A	Major	4	40,000	18,194	0.455	A	
17	HIGHLAND AVE	Riverside - I-215	Y	Major	4	40,000	-	0.000	A	Major	4	40,000	8,447	0.211	A	
18	HIGHLAND AVE	I-215 - Victoria	Y	Major	4	40,000	18,473	0.462	A	Major	4	40,000	26,775	0.669	B	
19	HIGHLAND AVE	Victoria - SR-30	Y	Major	4	40,000	17,799	0.445	A	Major	4	40,000	27,788	0.695	B	
20	HIGHLAND AVE	SR-30 - E. City Limit	N	Major	2	15,000	10,288	0.686	B	Major	4	40,000	23,666	0.592	A	
21	HOSPITALITY LN	E St - Hunts	N	Secndry	4	30,000	15,474	0.516	A	Secndry	4	30,000	13,972	0.466	A	
22	HOSPITALITY LN	Hunts - Waterman	N	Secndry	4	30,000	25,082	0.836	D	Secndry	4	30,000	18,460	0.615	B	



**TABLE 5
FUTURE ROADWAY LOS WITH EXISTING AND PROPOSED GENERAL PLAN VOLUMES**

No.	Roadway	Segment	CMP Street (Y/N)?	FUTURE CONDITIONS WITH EXISTING GP						FUTURE CONDITIONS WITH PROPOSED GP						
				Facility Type	No. of Lanes	Capacity (C)	Build-out ADT (V)	V/C	LOS	Facility Type	No. of Lanes	Capacity (C)	Build-out ADT (V)	V/C	LOS	Mitigation Required?
23	MILL ST	Tippecanoe - Waterman	N	Major	2	15,000	11,025	0.735	C	Major	4	40,000	19,150	0.479	A	
24	MILL ST	Waterman - Mt Vernon	Y	Major	4	40,000	29,653	0.741	C	Major	4	40,000	30,155	0.754	C	
25	MILL ST	Mt Vernon - Bordwell	Y	Major	4	40,000	20,697	0.517	A	Major	4	40,000	31,126	0.778	C	
26	REDLANDS BLVD	I-215 - Waterman	Y	Secndry	4	30,000	13,852	0.462	A	Secndry	4	30,000	18,011	0.600	A	
27	RIALTO AVE	Riverside - Rancho	N	Major	2	15,000	15,962	1.064	F	Major	4	40,000	16,287	0.407	A	
28	RIALTO AVE	Rancho - I St	N	Major	4	40,000	20,988	0.525	A	Major	4	40,000	16,970	0.424	A	
29	RIALTO AVE	I St - Sierra	N	Major	4	40,000	13,899	0.347	A	Major	4	40,000	8,628	0.216	A	
30	RIALTO AVE	Sierra - Tippecanoe	N	Major	2	15,000	8,131	0.542	A	Major	4	40,000	7,688	0.192	A	
NORTH-SOUTH STREETS																
31	BOULDER AVE	Atlantic -Pacific	N	Major	2	15,000	12,653	0.844	D	Major	4	40,000	14,853	0.371	A	
32	DEL ROSA DR	3rd St - Paloma	Y	Secndry	4	30,000	6,996	0.233	A	Secndry	4	30,000	14,877	0.496	A	
33	DEL ROSA DR	Baseline - SR-30	Y	Secndry	4	30,000	12,875	0.429	A	Secndry	4	30,000	21,995	0.733	C	
34	DEL ROSA DR	SR-30 - Quail Cyn	N	Secndry	4	30,000	9,792	0.326	A	Secndry	4	30,000	1,445	0.048	A	
35	E ST	I-10- Fairway	Y	Major	2	15,000	18,446	1.230	F	Major	4	40,000	23,208	0.580	A	
36	E ST	Fairway - 9th St	Y	Major	4	40,000	19,240	0.481	A	Major	4	40,000	18,814	0.470	A	
37	E ST	9th St - Kendall	Y	Major	4	40,000	14,376	0.359	A	Major	4	40,000	35,103	0.878	D	Yes
38	PALM AVE	Pacific - Highland	Y	Major	2	15,000	12,472	0.831	D	Major	4	40,000	19,826	0.496	A	
39	PEPPER AVE	I-10 - Foothill	Y	Major	4	40,000	24,627	0.616	B	Major	4	40,000	44,034	1.101	F	Yes
40	RANCHO AVE	I-10 - Mill	Y	Major	4	40,000	24,344	0.609	B	Major	4	40,000	21,870	0.547	A	
41	RANCHO AVE	Mill - Rialto	Y	Major	2	15,000	25,897	1.726	F	Major	4	40,000	23,685	0.592	A	
42	RANCHO AVE	Rialto - Foothill	Y	Major	4	40,000	19,788	0.495	A	Major	4	40,000	20,783	0.520	A	
43	SIERRA WAY	Waterman - 40th St	N	Major	4	40,000	36,324	0.908	E	Major	4	40,000	37,828	0.946	E	Yes
44	SIERRA WAY	40th St - 5th St	N	Major	2	15,000	5,720	0.381	A	Major	2	15,000	2,112	0.141	A	
45	SIERRA WAY	5th St - 2nd St	N	Major	4	40,000	7,290	0.182	A	Major	4	40,000	5,505	0.138	A	
46	SIERRA WAY	2nd St - Mill	N	Major	2	15,000	5,024	0.335	A	Major	4	40,000	5,789	0.145	A	

**TABLE 5
FUTURE ROADWAY LOS WITH EXISTING AND PROPOSED GENERAL PLAN VOLUMES**

No.	Roadway	Segment	CMP Street (Y/N)?	FUTURE CONDITIONS WITH EXISTING GP						FUTURE CONDITIONS WITH PROPOSED GP						
				Facility Type	No. of Lanes	Capacity (C)	Build-out ADT (V)	V/C	LOS	Facility Type	No. of Lanes	Capacity (C)	Build-out ADT (V)	V/C	LOS	Mitigation Required?
47	VICTORIA AVE	Lynwood - Baseline	N	Secndry	2	12,000	11,313	0.943	E	Secndry	4	30,000	9,412	0.314	A	
48	VICTORIA AVE	Baseline - 3rd St	Y	Secndry	4	30,000	8,942	0.298	A	Secndry	4	30,000	6,158	0.205	A	
49	WATERMAN AVE	I-10 - Highland	Y	Major	4	40,000	31,911	0.798	C	Major	6	60,000	26,590	0.443	A	
50	WATERMAN AVE	Highland - Sierra	Y/N	Major	4	40,000	41,634	1.041	E	Major	4	40,000	24,062	0.602	A	



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Appendix 15 General Plan Index

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