

Section 2

Land Use and Urban Form





SAN BERNARDINO

Introduction

Careful attention to land use planning and urban form is important. San Bernardino's quality of life is defined, in part, by its pattern and design of land uses that determine where people live, work, shop, and socialize. Quality of life depends on how these land uses are arranged and distributed; how well they fit together in a coherent pattern and create a sense of place; how they respect the natural environment; and how they address the needs of the community.

In this context, the Land Use and Urban Form Element addresses the type, location, and extent of land uses in the community. This element also addresses the community's urban form and design, which is a broader perspective than the land uses of individual parcels. This element provides guidance for shaping the City's form and character by encouraging well-designed housing, commercial, industry, and open space uses that benefit the community.

This element comprises more than simply land uses and regulations. The built environment reflects the City's commitment to quality of life. Thoughtful planning about the community's structure, distribution of land uses, public infrastructure, and the appearance of buildings—these features affect how residents perceive quality of life and how businesses view San Bernardino as a desirable place for commerce.





Regulatory Framework

The California Government Code Section 65302 requires each city to adopt a land use element that designates the general distribution, general location, and extent of the uses of the land for housing, business, industry, open space, natural resources, recreation, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of uses of land. This chapter is specifically designed to meet this requirement in state law, consistent with all other elements in the general plan.

Element Organization

The Land Use and Urban Form Element is organized like all other elements in this general plan, with an introduction, planning context, and series of goals and policies to achieve the 2050 General Plan vision. Uniquely, it is structured in three sections:

- Goals and policies universally applicable to all land use districts, activity centers, corridors, and natural features of the community regardless of their specific location.
- Policies and standards that uniquely apply to each type of land use permitted by the Land Use Plan, including residential, commercial, industrial, open space, and other uses.
- Targeted guidance for the conservation and vitalization of the uniquely distinct districts and places that provide identity and contribute to the quality of life for San Bernardino's residents.

Relationship to Other Elements

The land use element is considered a blueprint for the development, improvement, and preservation of San Bernardino. This blueprint is related to and implemented by many plans, ordinances, and tools. These include 12 specific plans that provide focused land use guidance, zoning districts and associated development regulations, and multiple overlay districts that guide development in focus areas. The land use element is also related to other elements in that it sets forth the location of housing, parks, open space, public facilities and services, and other land uses that affect community quality of life.

Achieving the City's Vision

The 2050 General Plan Vision for San Bernardino is to be the community of choice, recognized as an excellent city for people to live, work, and enjoy their lives. The City's land use pattern and urban form are the foundation for achieving this vision. The following objectives and principles serve as the framework for the Land Use Plan diagram and its corollary goals, policies, and implementation measures and how that will help achieve the vision.

- Accommodation of well-planned development that provides for the needs of residents and business, efficiently uses land and infrastructure, and maintains the City's unique character.
- Enhancement of San Bernardino's land use pattern and urban form, including residential neighborhoods, commercial and employment centers, and a vital and active downtown.
- A fair and equitable distribution of land uses (e.g., housing, parks, services, infrastructure, etc.) so that all residents have equal opportunities to benefit from community amenities.
- Healthy, safe, and livable neighborhoods where all residents, regardless of the location and type of neighborhoods in which they live or work, can thrive and meet their basic needs.
- Economically viable and prosperous businesses and industries that can finance local community services and needs as well as provide living wage employment opportunities for residents.
- A sustainable, healthy, and resilient built environment with the need to respect urban land resources, preserve and enhance natural resources, and provide needed services.





Planning Context

San Bernardino's built environment has been shaped by the development patterns over its 175-year history. This section discusses the City's land use plan, the type and distribution of land uses, and its implications for future growth through 2050.

Land Use Designations

Land uses in any community are governed by a series of land use designations—housing, commercial, industrial and so forth—that determine the type of land uses permitted. These designations establish the type, density, and intensity of land uses that are permitted in the city, consistent with the requirements of the Government Code Section 65324(a) and implemented by the City's Municipal Code and specific regulations in the Development Code. **Table LU-1**, Land Use Designations, describes the general uses and densities/intensities permitted for each land use designation.

The location of specific land uses allowed is governed by the General Plan Land Use Diagram. This diagram shows where specific land uses (e.g., housing, commercial, industrial, open space, and so forth) are allowed in the community. These land use designations are illustrated with colors on the Land Use Diagram. The Land Use Diagram also denotes the location of the City's 12 specific plans, each of which includes more specific land use designations and regulations that are more restrictive than the General Plan. **Figure LU-1**, Land Use Diagram, serves as San Bernardino land use plan.

Residential uses are also subject to development regulations that are in addition to those in the general plan land designations. The Housing Element has identified specific sites (locations) for the development of housing and associated densities that must be followed to accommodate the City's share of the regional housing needs allocation (RHNA) and maintain certification of the Housing Element by the California Department of Housing and Community Development. In addition, the Land Use Diagram must maintain a development capacity for housing per general plan law.

Table LU-1 General Plan Land Designations

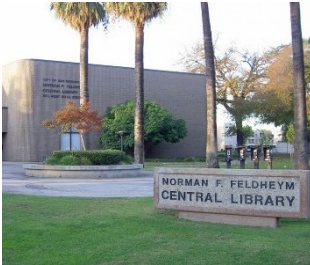
Land Use Designations	Examples	Maximum Density
RESIDENTIAL LAND USES		
RE: Estate Residential Provides for the development of housing on estate residential lots of minimum one acre or through clustering techniques for areas that have significant site constraints or important visual and natural resources.		1.0 du/ac
RL: Residential Low Allows for the development of housing on minimum 1/4-acre lots, which may include estates in residential subdivisions with trails and open spaces, which are typically on the northern and lower density edges of the city.		4.0 du/ac
RS: Suburban Residential Allows for the development of single-family homes to protect existing single-family areas and comparable infill development. Also allows new single-family subdivisions that are comparable in scale with neighborhoods.		7.2 du/ac
MDR: Med Density Residential Allows for predominantly lower-scaled attached and detached multi-family homes, including duplexes, triplexes, fourplexes, townhomes, courtyard housing, and apartments along with limited local-serving commercial and professional office uses.		16 du/ac.
HDR: High Density Residential Allows for predominantly multiple-family residential uses, including apartment buildings, townhomes, row houses, stacked residential flats, and other high density residential uses along with local-serving commercial and professional office uses.		32 du/ac



Land Use Designations	Examples	Intensity Range
COMMERCIAL DESIGNATIONS		
CO: Office Commercial Allows the continued use, expansion, and development of administrative and professional offices (such as financial, insurance, legal), hospitals, and supporting retail in proximity to major transportation corridors.		1.5 FAR
CN: Neighborhood Commercial Allows convenience retail, neighbor-hood offices, and service activities predominantly in single-story buildings that serve adjacent neighborhoods. Allows mixed uses in varying configurations at a density for MDR.		0.5-1.5 FAR 16 du/ac
CC: Commercial Corridor Predominantly oriented for major thoroughfares and shallow lots, allows small scale, neighborhood-serving commercial, professional offices, and services, along with the potential for mixed uses, built in varying configurations, at a density similar to MDR.		0.7-2.0 FAR 16 du/ac
CR: Regional Commercial Allows predominantly regional-serving commercial uses of the highest intensity, including corporate and professional offices, large-scale retail commercial, entertainment, financial, hospitality, supporting retail and services, etc.		0.7-3.0 FAR 0.7 Commercial 1.5 Research/Dev 3.0 Office/Hotel 16 du/ac
MX-NBD: Mixed Use Neighborhood Allows for commercial uses such as convenience, grocery, and drug stores, service businesses, restaurants, and similar uses near neighborhoods. Also allows for mixed-use buildings, both vertical and horizontal, or for a single use.		0-1.5 FAR 32 du/ac

Land Use Designations	Examples	Intensity Range
COMMERCIAL DESIGNATIONS		
MX-COR: Mixed Use Corridors Applies to parcels fronting major roadways or corridors. A site may be developed as free-standing commercial or high density residential or one in which uses are vertically integrated in the same building or horizontally on the site.		0.7-2.0 FAR 40 du/ac
MX-CTR: Mixed Use Centers Allows for a mix of uses with amenities to enhance pedestrian experience. Allows retail, restaurants, offices, commerce, housing, hotels, and community facilities. Buildings may have a mix of uses, either stand alone, vertical or horizontal configurations		0.7-3.0 FAR 60 du/ac
IF: Industrial Flex This designation allows for smaller-scale manufacturing and limited warehousing and distribution, typically less than 50,000 square feet, with limited supporting commercial and professional office uses for the industrial uses.		1.0 FAR
I: Industrial Allows for development of large-scale manufacturing and processing of goods and materials, warehousing, distribution centers, and similar truck- or logistics-focused land uses, along with limited supporting commercial and professional office uses.		0.75 FAR
E: Industrial Extractive Allows for existing mineral, sand and gravel operations that have received a Mining Permit/Mineral Reclamation Plan in accordance with SMRA (State Mining and Reclamation Act). Also allows for interim uses that do not preclude mineral extraction and processing.		0.05 FAR



Land Use Designations	Examples	Intensity Ranges
PUBLIC AND OTHER USES		
PF: Public Facilities Allows for a range of public facilities, including governmental agencies, police and fire stations, transportation facilities, water and wastewater treatment, public and private schools, colleges and universities, museums, and public libraries.		Case-by-Case
PP: Public Parks Applies to properties that are primarily developed with public parks and recreational facilities. This designation also allows for existing and future community centers, senior centers, recreation facilities, and other similar public use recreation centers.		N/A
OS: Open Space Allows land for permanent open space, including washes; steep hillsides where development is not feasible; publicly owned landscaped areas; and other lands intentionally reserved as undeveloped areas, particularly in north San Bernardino.		N/A
PCR: Public/Commercial Recreation Allows for existing and future public and private commercial recreation facilities, including but not limited to the National Orange Show Grounds, public and private golf courses, and similar public and commercial recreational opportunities.		Case-by case
Airport Allows for the expansion of the San Bernardino International Airport and related facilities, manufacturing, warehousing, and distribution centers. Land uses are determined by the San Bernardino International Airport per the Land Use Compatibility Plan.		0.5 FAR
Flood Control Tribal Land		Case by case

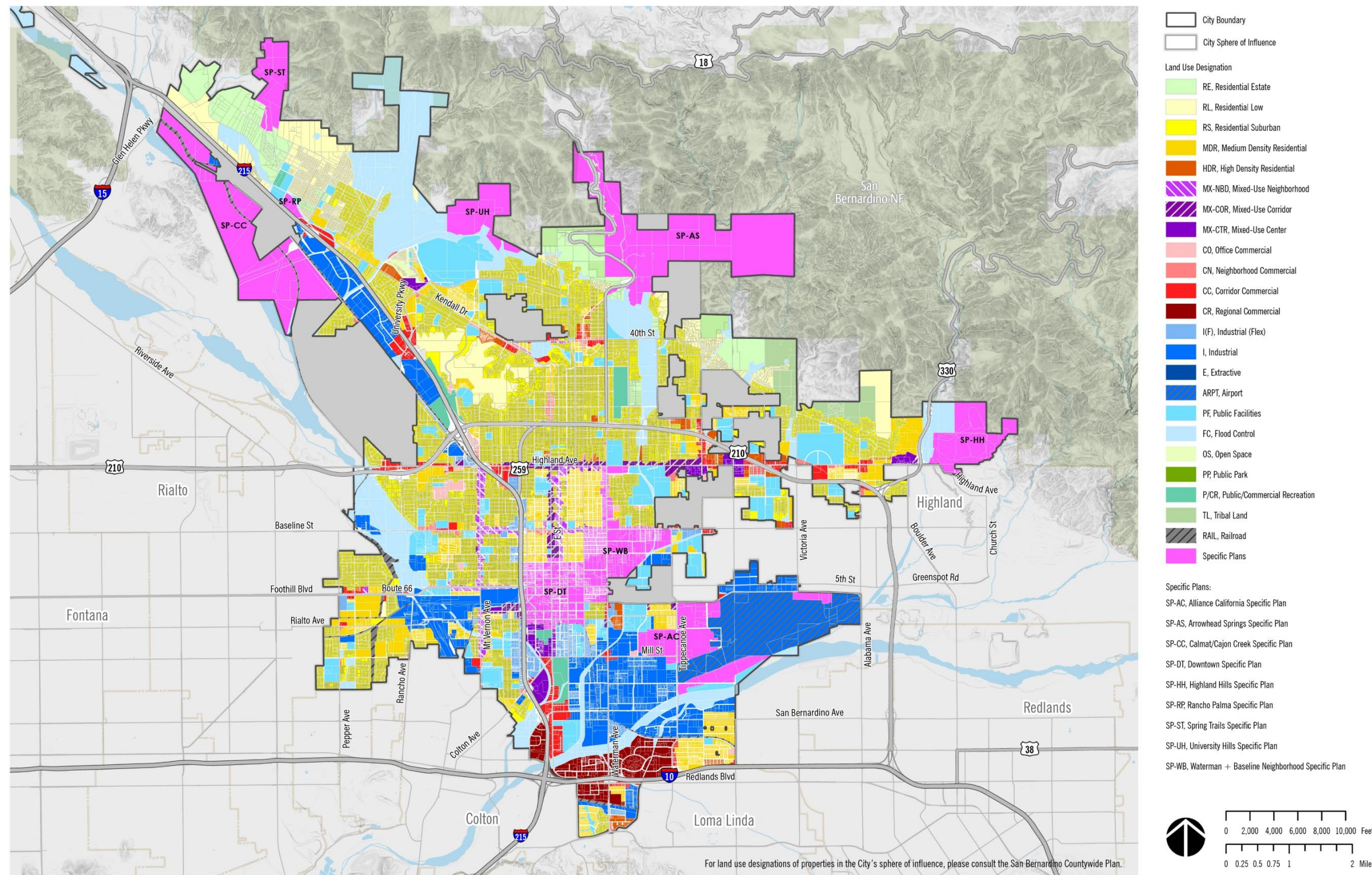


Figure LU-01 San Bernardino Land Use Diagram

Figure LU-1 San Bernardino Land Use Plan



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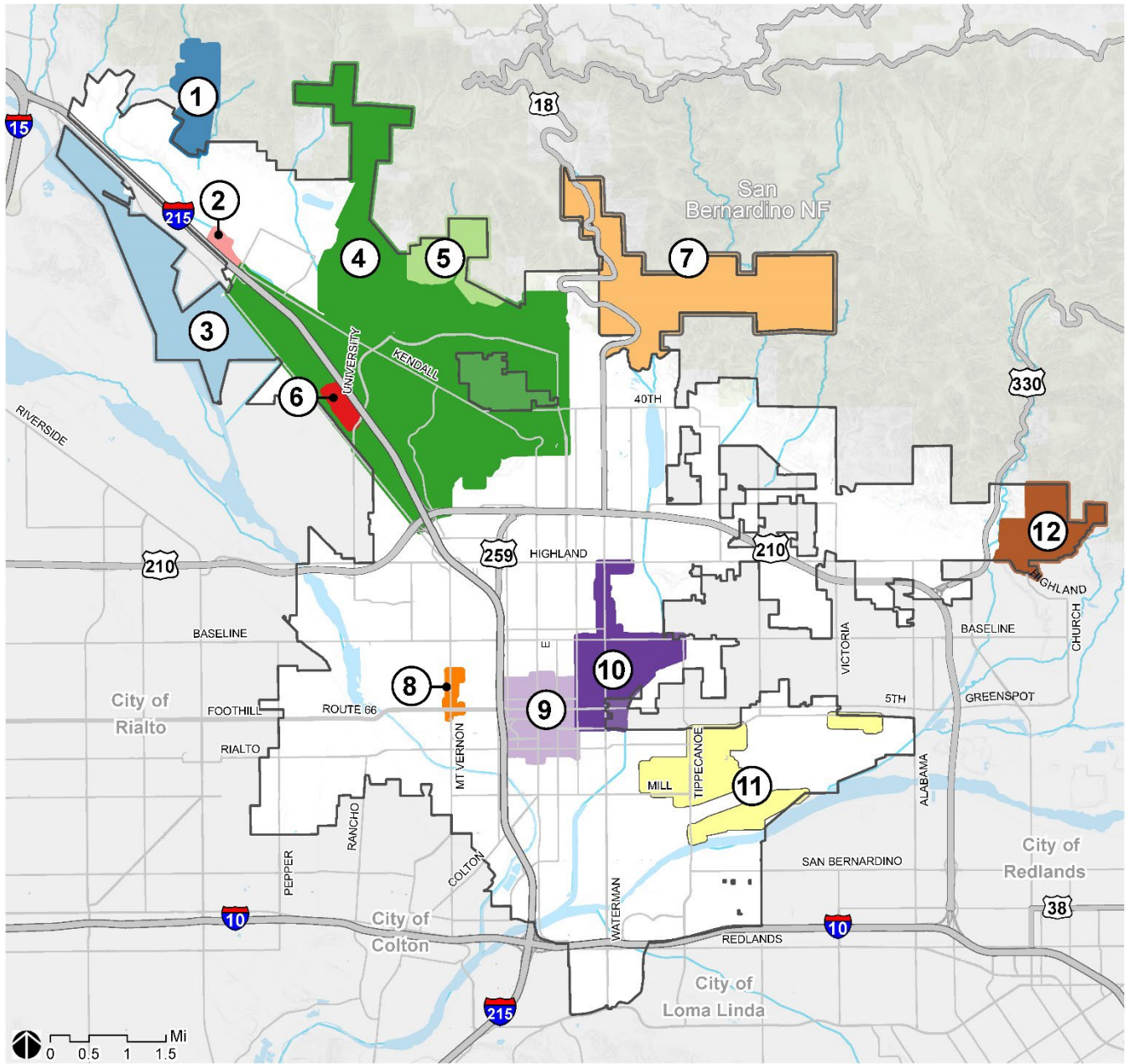
Specific Plans and Districts

Specific plans provide focused guidance and regulation for particular areas in the community. **Table LU-2** and **Figure LU-2** describe and show the 12 adopted specific plans throughout the City.

Table LU-2 Specific Plans in San Bernardino

Title	Description
Spring Trails (1. SP-ST)	Provides for the development of a residential community that includes single-family homes, parks, utilities, and common open areas in northern San Bernardino.
Rancho Palma (2. SP-RP)	Allows for the development of a residential community containing single-family housing, commercial uses, parks, and open space over the Cable Creek channel.
Calmat-Cajon (3. SP-CC)	The Calmat-Cajon Creek Specific Plan provides for industrial, extraction, and open space uses in the City, located within the Lytle/Cajon Creek area.
University District 4. SP-UD	Intended to create and enhance connections between the University and its residential neighbors, primarily through aesthetic treatment of the public right-of-way.
University Hills (5. SP-UH)	Allows for a predominantly single-family residential development in the Verdemont neighborhood with significant parks and open space, utilities, and new roadways.
University Business (6. SP-UB)	Covers a 70-acre area along the I-215 just outside the CSUSB campus that is home to a business park and includes commercial and industrial uses.
Arrowhead Springs (7. SP-AS)	Allows for a new community of residential, open space, commercial and office areas, open space and golf course, and reuse of the Historic Arrowhead Springs Hotel Resort.
Paseo Las Placitas (8. SP-PLP)	Intended to create a shopping and dining district, provide a balanced and accessible transportation system, and upgrade adjacent neighborhoods along Mt Vernon Avenue.
Downtown (9. SP-DT)	Defines focused strategies to transform Downtown into a vibrant center of commercial, mixed-use development, governmental uses, entertainment, and culture.
Waterman-Baseline (10. SP-WB)	Allows for new land use designations and functional districts that guide mixed-use residential, business park, and open space (trails and parks) uses in central San Bernardino.
Alliance California (11. SP-AC)	Provides for the transition of the non-airport portion of the former Air Force Base to a commercial and industrial jobs center that simulates business development and new jobs.
Highland Hills (12. SP-HH)	Intended to facilitate the development of predominantly lower density single-family homes mixed with open space amenities in the most northeastern area of San Bernardino.

Source: City of San Bernardino, 2025



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Date: 10/1/2025

- | | | | |
|--------------------------|------------------------|-----------------------------|-------------------------|
| City Boundary | 1. Spring Trails | 5. University Hills | 9. Downtown |
| City Sphere of Influence | 2. Rancho Palma | 6. University Business Park | 10. Waterman + Baseline |
| | 3. CalMat/Cajon Creek | 7. Arrowhead Springs | 11. Alliance California |
| | 4. University District | 8. Paseo Las Placitas | 12. Highland Hills |

Figure LU-2 Specific Plans in San Bernardino

Overlay Zones

In addition to the guidance provided by the General Plan land use classifications and adopted specific plans, the Development Code provides additional guidance for areas within overlay zones. **Table LU-3** below describes the adopted overlay zones throughout the City. The reader should refer to the Development Code for guidance on the particular regulations that apply to land uses in the City.

Table LU-3 Overlay Districts in San Bernardino

Title	Descriptive Purpose												
HM: Hillside Management Overlay	To ensure that development in the hillsides occurs in a manner that protects the hillside's natural and topographic character, landforms, environmental sensitivities, biological resources, aesthetic qualities, and the public health, safety, and general welfare. <table> <tr> <th>Average Slope (%)</th><th>Units per Acre</th></tr> <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>0.5 units per acre</td></tr> <tr> <td>30+</td><td>0.1 units per acre</td></tr> </table>	Average Slope (%)	Units per Acre	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	0.5 units per acre	30+	0.1 units per acre
Average Slope (%)	Units per Acre												
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	0.5 units per acre												
30+	0.1 units per acre												
FF: Foothill Fire Zone Overlay	To help prevent and mitigate the spread of wildfires, help to minimize associated property damage, and reduce the risk to the public health and safety for properties located in moderate, high, and extreme hazard areas of the City.												
FP: Flood Plain Overlay	To protect public health, safety, and general welfare along with public facilities and infrastructure, and to minimize hazards due to flooding and associated mud debris flows in specific areas of the community identified by the latest adopted Flood Insurance Rate Maps.												
TOD: Transit Overlay	To allow and encourage an appropriate mix and intensity of land uses around transit stations that foster transit usage, economic growth, infill and redevelopment, improved air quality, and high-quality neighborhoods. A non-vehicular network where walkways, bikeways, landscaping, and streetscape amenities receive priority.												
A: Airport Overlay	To promote the public health, safety and general welfare in the vicinity of airports by minimizing exposure to crash hazards and high noise levels generated by airport operations and to encourage future development that is compatible with the continued operation of airports.												

Source: San Bernardino Development Code, 2024



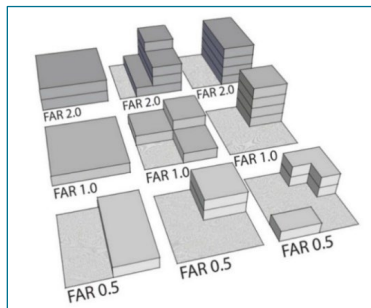
Buildout Assessment

San Bernardino has significant vacant land available for new housing, commercial, and industrial uses. To effectively plan for infrastructure and services for those areas, it is important to understand how much development can be accommodated on each site as well as citywide. In this section, a term often used for a general plan is the “buildout.” The term buildout refers to the total amount of development allowed in San Bernardino along with population, households, and jobs.

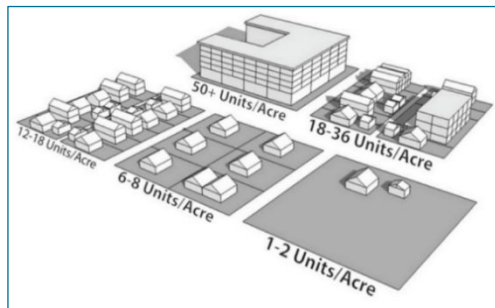
Density and Intensity Standards

For residential uses, each designation allows for a range of densities of development, which are expressed as units per net acre (du/ac). Net acres refer only to the buildable area of a lot, omitting right-of-way, flood control channels, or other undevelopable areas. Density refers to the number of residential units that are allowed per acre. Most parcels cannot be developed at maximum density due to site characteristics, infrastructure needs, and development standards.

For nonresidential land, each designation allows for a range of intensities, expressed as floor area ratio (FAR). The FAR refers to the maximum allowable building size on a plot of land. It is calculated by dividing the total gross floor area of all buildings on a lot by the size of the lot itself. For example, if a 10,000 square-foot lot has a FAR of 2.0, the total buildable area for a building is 20,000 square feet.



Floor Area Ratio. This illustration shows how buildings can be configured on a site in different ways based on number of stories and floor area ratios.



Residential Density. This illustration shows different densities for housing on a similarly sized lot and is not intended to represent the current density levels in the Municipal Code.

Buildout Projections

To provide a basis for addressing future impacts, the General Plan buildout is based on the development capacity of vacant sites, developed sites that are likely to be redeveloped, growth in specific plans, and current projects that are in the development pipeline. The buildout projections also align with the site capacities identified in the Housing Element and the buildout for the Downtown Specific Plan. The 2050 General Plan update horizon year is 2050.

The development capacities of the parcels of land included in the buildout are based on the following assumptions:

- Residential sites are assumed to develop at 85 percent of the maximum capacity of their land use designation under the proposed Land Use Plan.
- Commercial sites are assumed to develop at 65 percent of the maximum intensity (FAR) of their land use designation under the proposed Land Use Plan.
- Industrial sites are assumed to develop at 80 percent of the maximum intensity (FAR) of their land use designation under the proposed Land Use Plan.
- Mixed-Use sites are assumed to develop at 80 percent of the maximum intensity (FAR) and 85 percent of their maximum density under their designation in the proposed Land Use Plan.

Additional assumptions for the buildout are summarized in the Buildout Memorandum, which is a technical appendix to the General Plan EIR. **Table LU-4** displays the 2050 General Plan buildouts.

Table LU-4 General Plan Update Buildout Summary

Growth Factors	Scenarios		
	Existing Conditions	Future Conditions	Potential Growth
Housing Units	77,051	112,991	35,940
Population	267,267	330,982	63,624
Nonresidential 1,000 SF	101,576	142,744	41,168
Employment	111,690	172,190	60,500

Source: San Bernardino General Plan EIR, 2025.



Goals and Policies

This section lays out key community land use and urban form issues, followed by responsive goals and policies to address them.

San Bernardino's Urban Form

San Bernardino's form and pattern of land uses are largely a function of its environment, built features, economic history, and vision. Features that contribute to urban form follow.

Neighborhoods

San Bernardino's neighborhoods vary in size, layout, typology, age, and natural environment. The City's many neighborhoods play an important role in the intricate and connected fabric of the city. They offer a range of housing types, single and multi-family, for all income and price levels. Neighborhoods include more than housing; they also have parks, schools, and community facilities that serve and are accessible to residents. Existing neighborhoods and their features will be conserved, and new residential development will be built in accordance with City objective design standards.

Districts and Places

San Bernardino also has many districts and activity centers that materially contribute to the community's fabric and quality of life. Activity centers are uniquely identifiable places distinguished by their role as places and destinations to congregate, do business, be educated, and participate in cultural and recreational activities. Districts are areas in the City with high levels of activity and concentration of buildings, and tend to share the same general identity or purpose within a community. Districts are listed below and defined later in the goals and policies section.

- | | |
|---------------------------------|-----------------------|
| • San Bernardino Downtown | • Santa Fe Depot |
| • Downtown Gateway | • University District |
| • Sports/Entertainment District | • Verdemon Heights |
| • Hospitality Lane | • Airport District |
| • Corridors | • Medical District |

Major Corridors

Corridors are major thoroughfares that connect neighborhoods and centers. They include Kendall Drive, Highland Avenue, Baseline Street, Mt. Vernon, Sierra Way, Waterman Avenue, E. Street, Tippecanoe Avenue, and others. Properties at key intersections were developed with commercial and office uses. Since market demand for commercial uses has declined due to online retailing, these areas are planned for more diverse land uses and development patterns. Some sites will continue to accommodate primarily commercial uses, while other corridors may transition to mixed uses. Significant greening, aesthetic improvements, and pedestrian amenities are needed.

Community Edges

San Bernadino's natural and built environment are natural edges. The National Forest and Shandin Hills provide a visual backdrop for the valley. Freeways cross the city, subdividing it into quadrants. The Cajon Creek and Santa Ana River also provide natural edges. Though waterways are presently used for mineral extraction, there will come a time when reclamation plans will be implemented, and these areas will provide greater habitat, aesthetic, and recreational value. Current efforts underway include the Santa Ana River Trail, rewilding along the Cajon Creek and Santa Ana River, and other notable efforts.



Arrowhead Landmark

Landmarks

In urban planning, landmarks are used as distinctive visual anchors, like iconic buildings, public art, or natural features. These are separate from landmarks in a historic sense, although a landmark could be a historic building. Landmarks help to orient residents and visitors, enhance the city's identity and legibility, and improve one's understanding of the community. In San Bernardino, landmarks fall into three categories: natural features, distinctive buildings, and public facilities. Some examples follow.

- Natural Features: Shandin Hills, Perris Hills, and the San Bernardino "Arrowhead" landmark overlooking the community.
- Buildings: City Hall and the Martin Luther King statue, 12-story Justice Center, and 12-story Rosa Parks Building.
- Public Facilities: Historic BNSF Railyard and San Bernardino Historic Courthouse.



San Bernardino Transit Center

Key Nodes and Activity Center

Nodes are strategic focal points that are often central places for commerce, culture, government, or other activities. These hubs of activity can be categorized by their scale, function, and influence. Examples in San Bernardino include major intersections, plazas, civic buildings, shopping centers, transit hubs, or other places where paths converge and people gather together. In some instances, the nodes or activity centers may also be part of a larger district.

Examples include the following:

- Sports Venues (e.g., San Manuel Stadium, Regional Soccer Field)
- Signature Parks (e.g., Perris Hill and Seccombe Lake Parks)
- Transit Stops (e.g., Transit Center, Metrolink, Santa Fe Depot)
- Education (CSUSB and San Bernardino Valley College)
- Government (City Hall, County Hall, Courthouses)

Gateways and Entrances

San Bernardino's visual impression is expressed by its entry points (often referred to as gateways) along its major transportation corridors. These entry points help to define one's entrance or sense of arrival to the community, a particular neighborhood, or district. The quality of gateways communicates a "first impression." Some gateways are near the freeway; others are along streets. As the City implements the General Plan, gateways and entrances will be enhanced through a variety of design strategies. These strategies may include signage, landscaping and trees, monument features, water features, public art, and specialized lighting.



Statue of Martin Luther King stands at City Hall entrance

Figure LU-3, Community Structure, graphically illustrates some of the many design elements in San Bernardino that provide a foundation for the land use plan, goals, and policies.

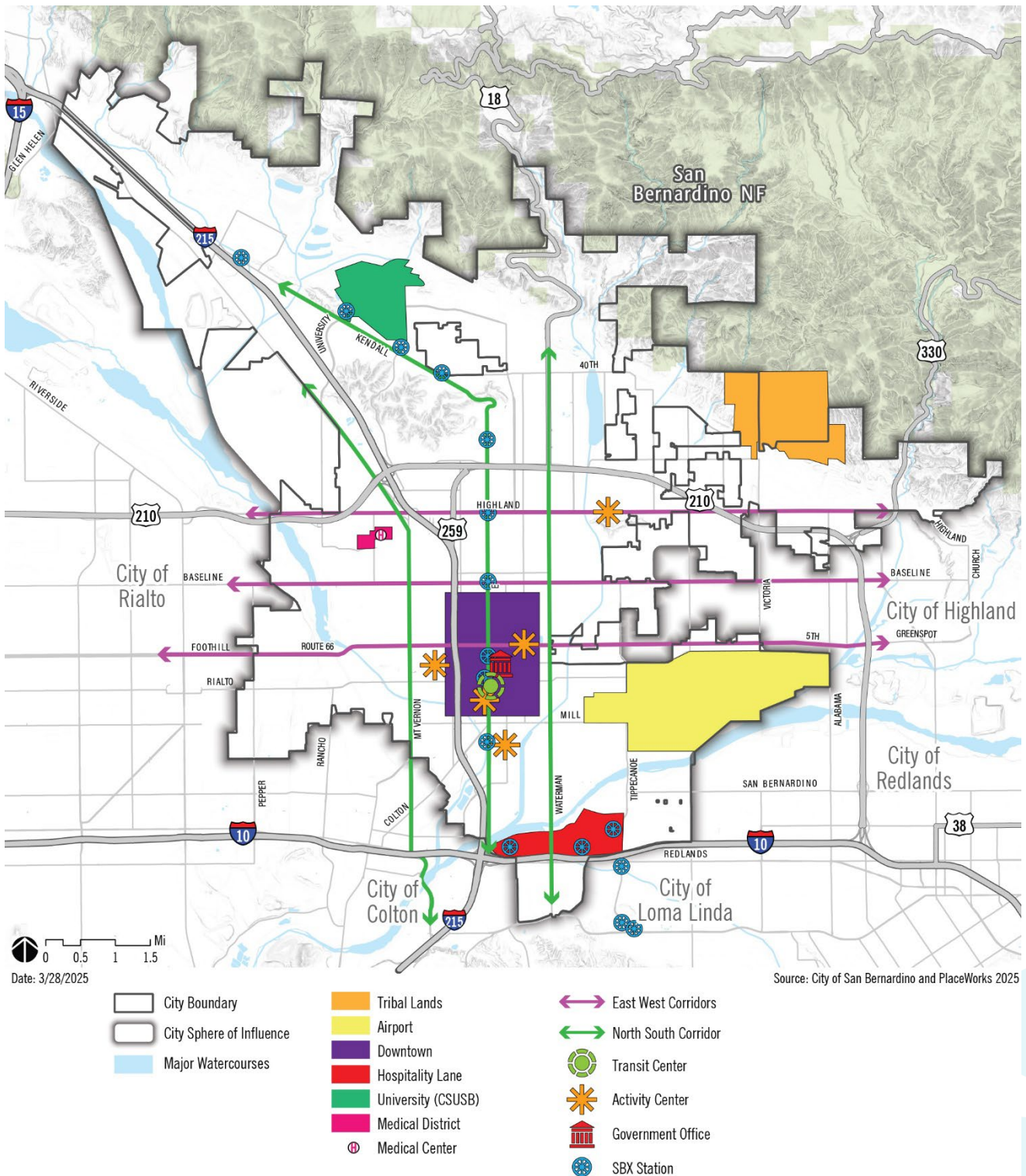


Figure LU-3 Community Structure



Goal LU-1 Urban Form and Placemaking

Distinct neighborhoods, employment districts, recreation-oriented districts, and open spaces—each well-designed, connected to each other, and functionally different to live and work.

Policies

- LU-1.1 Distinct places.** Maintain and facilitate the development of districts, neighborhoods, open spaces, and other places that are linked but differentiated by use, form, density, and character.
- LU-1.2 Complete neighborhoods.** Maintain, strengthen, and create complete neighborhoods with parks, schools, and community facilities and a mix of housing types, and ensure their connection to neighborhood-serving businesses, trails, and transit.
- LU-1.3 Development concentrated in nodes along corridors.** As a means to revitalize corridors, consolidate land uses along commercial corridors by creating major and minor nodes that concentrate commercial and residential uses.
- LU-1.4 Neighborhood centers.** Establish neighborhood-serving centers that provide uses meeting the daily needs of residents such as grocery stores, local-serving restaurants, and service businesses and are located within safe walking distance of residents.
- LU-1.5 Transit-oriented places.** Facilitate development of residential, commercial, and office uses near rail and bus rapid transit stations, differentiated from surrounding areas by higher densities/intensities, options for station access, development standards, and gathering spaces.
- LU-1.6 District placemaking.** Create distinct pedestrian-active districts (e.g., Downtown, Santa Fe Depot, Entertainment District, and Mount Vernon) by distinguishing land uses, orienting buildings around plazas and open spaces, and incorporating street landscaping and amenities.
- LU-1.7 Integrate culture and history with new development.** Encourage integration of neighborhood-specific cultural, historical, and architectural elements in development, expansion, and adaptive reuse, whenever possible.

Goal LU-2 Public Realm Design

A network of attractive, pedestrian-oriented, human-scaled, and well-landscaped streets and public spaces throughout the City that are accessible for people of all ages and abilities.

Policies

- LU-2.1 City Gateways.** Strengthen the sense of arrival into San Bernardino, neighborhoods, and districts with gateways that include neighborhood-appropriate signage, monuments, and other themed design elements at locations such as those illustrated in **Figure LU-4**.
- LU-2.2 Enhanced Arterials.** Plant and maintain landscaping and street trees on enhanced arterials at locations illustrated in **Figure LU-4**, with various plant species and techniques that balance the need for shade, drought tolerance, aesthetics, and right-of-way considerations.
- LU-2.3 Pedestrian Environment.** Establish and create a network of attractive, pedestrian-oriented, human-scale streets, civic spaces, paseos, and public gathering places throughout the city that are accessible, walkable, and inviting for all ages and abilities.
- LU-2.4 Public Art Displays.** Enhance the identity and character of streets, infrastructure, districts, and buildings through the display of public art, including but not limited to murals, sculptures, monuments, fountains, landscaping, decorative pavement, and other forms.
- LU-2.5 Sustainable design in the public realm.** Encourage the use of sustainable design features, including sustainable building and construction materials, permeable paving where feasible, drought-tolerant landscaping, and green infrastructure that reduce the urban heat island effect.
- LU-2.6 Improved street tree canopy.** Increase the size and extent of the street tree canopy to help shade streets and sidewalks. Review approved street trees and study inclusion of larger tree choices that provide more shade. Review and modify street tree placement and tree well standards to ensure long-term success of street trees.

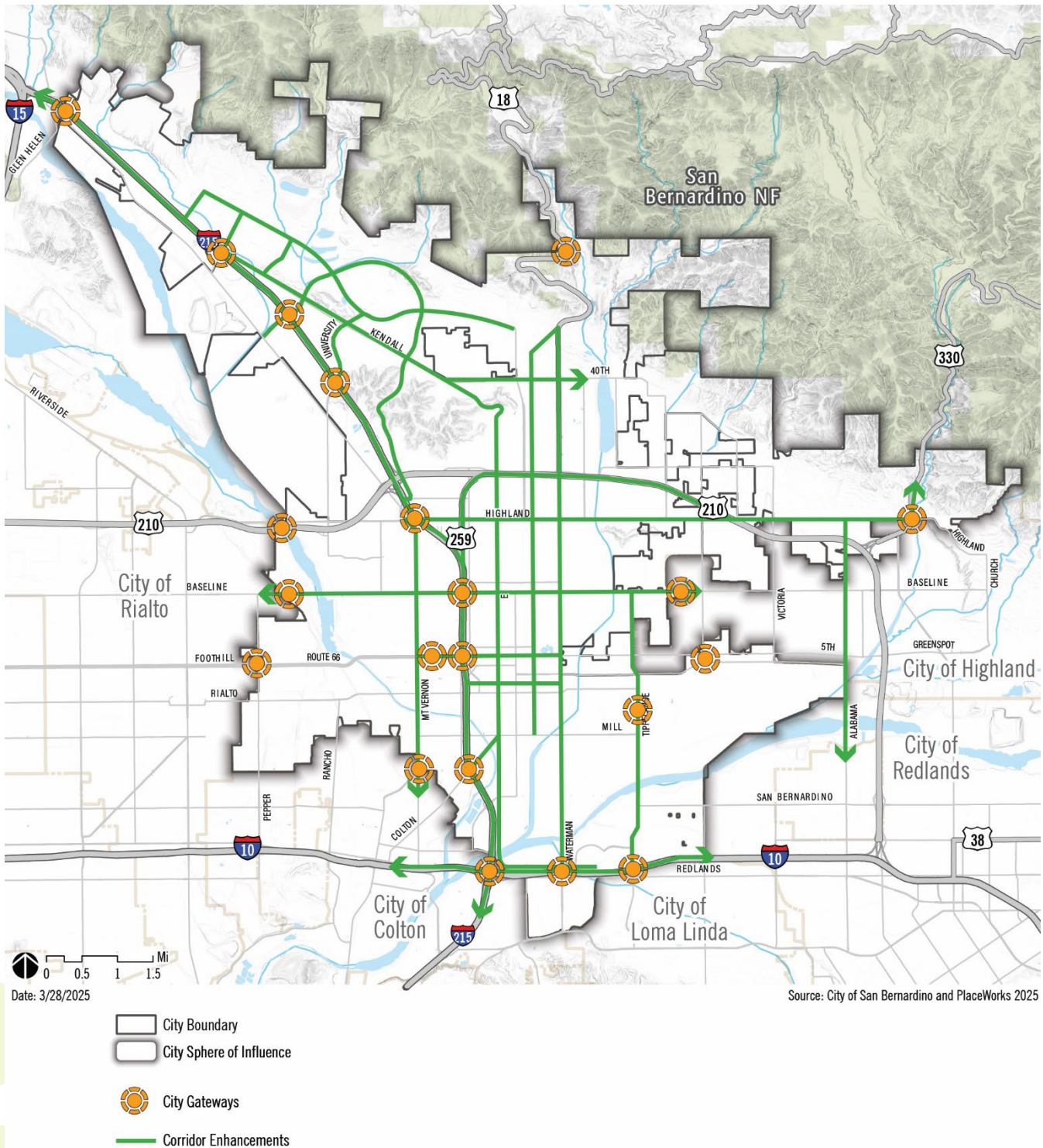


Figure LU-4 Enhanced Corridor Plan

Goal LU-3 Architecture and Site Design

A high level of quality in building architecture, site design, and associated improvements that convey community pride and improve aesthetics in the community

Policies

- LU-3.1 Architectural and visual interest.** Encourage architecture and elements that add visual interest to buildings, structures, and public improvements that reduce monotony, and enhance perceptions of San Bernardino as a distinctive place.
- LU-3.2 Building design standards.** Establish and implement objective design standards to facilitate the development of housing, mixed-use buildings, commercial and industrial uses, and other desired uses with innovative design techniques and evolving technologies.
- LU-3.3 Building designs and sites near freeways and rail.** Require physical design elements in new construction and rehabilitation of buildings to protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration from freeways and rail.
- LU-3.4 Utility location.** Minimize the detrimental impact of utility equipment by integrating into less prominent areas of the site; screening it with landscaping, artistic features, or architectural materials; and ensuring it does not impede pedestrian access.
- LU-3.5 Street design integration.** Regulate the size of yards, driveways, walls and fencing, and other elements between the building and the street to facilitate a more cohesive relationship between public and private space.
- LU-3.6 Location-specific design guidelines.** Develop location-specific design guidelines that reinforce the character of a district or neighborhood, such as the downtown, Santa Fe Depot area, Mount Vernon neighborhood, or other areas that merit location-specific design guidance.



Goal LU-4 Maintenance of the Built Environment

Buildings, properties, and public rights-of-way that are adequately maintained in a manner that protects the health, safety, and welfare of residents; provides a healthy environment for the community; and maintains an environment that encourages private investment.

Policies

- LU-4.1 Code enforcement.** Continue to require compliance with building, housing, property maintenance, and safety codes set forth in the Municipal Code with relevant City departments to ensure public safety through the objective enforcement of laws and codes.
- LU-4.2 Property maintenance and improvement.** Encourage the upgrade of deteriorated housing, residential neighborhoods, business corridors, and employment centers; target improvements and public/private investment in areas exhibiting blight and disrepair to improve physical and economic conditions.
- LU-4.3 Illegal dumping and graffiti.** Continue enforcement actions that are necessary to reduce and address the illegal dumping of refuse, green waste, used tires, bulky items, and noxious wastes; remove graffiti in a timely manner to maintain the appearance of the city.
- LU-4.4 Compliance with environmental laws.** Require and work with appropriate regulatory agencies to ensure business activities remain in compliance with relevant environmental laws with respect to noise, odor, emission of pollution, waste transfer, fire safety, and so forth.
- LU-4.5 Community-based neighborhood improvement.** Support community-driven initiatives that empower residents to take an active role in revitalizing their neighborhoods, improving public safety, and strengthening community pride.
- LU-4.6 Capital Improvements.** Continue to provide the resources necessary to maintain the City's built environment in exemplary condition, including public right-of-way and other capital improvements, as articulated in the Public Facilities and Services Element.

Land Use Compatibility

As an older community, land use compatibility is an important issue. Over its long history, San Bernardino land use patterns are a mix of planned and orderly growth as well as areas that developed in more organic growth patterns prior to incorporation. The City also has unique land uses—such as mineral extraction, international airport, California State University, and four major freeways and railroads. These land uses require special treatment for land use compatibility. Finally, new laws with respect to industrial uses and truck routes also require heightened attention to land use compatibility.

As San Bernardino builds out, the increases in population, employment, and visitor activity will generate more vehicle usage and increase noise-producing uses. Additionally, some undeveloped and underdeveloped areas are designated for land uses that may be noise sensitive and are near roadways, railroads, and transit facilities. As a result, land use compatibility in relation to noise, safety, and public health will continue to remain an important consideration in the planning and design process for proposed development projects.

Through the City development review process, City staff identify potential compatibility issues and work with developers to apply site planning and other strategies to reduce the impact of noise. 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 include:

- Increasing the distance between noise source and receiver to reduce the level of perceived noise.
- Placing non-noise-sensitive uses (e.g., parking lots, maintenance facilities, and utilities) between the noise source and receiver.
- Using non-noise-sensitive structures such as garages or buildings 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 LU-5 Land Use Compatibility

Residential neighborhoods, sensitive land uses, commercial centers, corridors, and industrial districts that are seamlessly compatible with one another.

Policies

- LU-5.1 Municipal code adherence.** Ensure compatibility between existing and proposed land uses through developing new or adherence to existing standards and regulations in the Municipal Code, including building codes, development standards, and nuisance codes.
- LU-5.2 Land use transitions.** To the extent feasible, require new development along major thoroughfares and at the edges of commercial centers adjoining low-scale residential neighborhoods to be located and scaled to provide transitions in building height and bulk, consistent with their character.
- LU-5.3 Mitigation of impacts of differing land uses.** As a condition of project approval, require new land uses and projects to mitigate potential impacts on existing land uses where significant adverse impacts could result due to their purpose and proposed operations.
- LU-5.4 High impact uses.** Control the location and number of community-sensitive uses, such as alcohol and tobacco sales, adult bookstores and businesses, game arcades, truck and container yards, warehousing and distribution, and similar uses based on proximity to residences, schools, religious facilities, parks, and sensitive uses.
- LU-5.5 Environmental land uses.** Require technical studies when reviewing new developments to ensure that they do not impose unacceptable levels of noise, air pollution, traffic, dust, vibration, odors, or other detrimental impacts on nearby sensitive land uses.
- LU-5.6 Reducing impacts from existing incompatible uses.** Where existing land uses that have been approved and built adversely impact adjacent sensitive uses, work with affected parties to seek funding and develop creative ways to reduce negative impacts on sensitive land uses.

Sustainable and Resilient Development

The passage of recent legislation addressing climate change has resulted in many communities looking inward to enact policies that allow them to grow in a more sustainable and resilient manner. These patterns include urban form through the type of land uses allowed, form of urban development at the project level through building and site designs, and the transportation corridors that connect the City.

Urban Form

Certain development patterns and design approaches promote sustainability at the community level. Infill development, for example, utilizes existing infrastructure networks to accommodate new residents and businesses, thereby eliminating environmental and costly fiscal implications associated with prematurely extending roads, utilities, and services into undeveloped areas. Locating jobs and housing near transit and other services is another strategy that reduces the need to commute or shorten commuting distances.

Building and Site Design

Sustainable building and site designs work at the project level to improve a community's resiliency to climate change. Common practices include the integration of durable materials and strategies like passive solar design and natural ventilation to reduce energy use and carbon emissions while also implementing green infrastructure (e.g., green roofs, trees) to provide shade and reduce heat effects. Sustainable designs also are known to reduce the life cycle cost of maintaining buildings and their associated environments.

Transportation Technology

Transportation technology is a productive way to reduce greenhouse gas emissions and pollutant emissions in the city. For instance, the City incorporates alternative fuels for transportation, such as a shared hydrogen fuel cell program and a CNG station, with the city's fleet already using renewable diesel, hybrid, electric, CNG, and liquid propane technologies. The City now has one of the first federally compliant self-powered, zero-emission passenger trains that operates on the Metrolink system. These and other transportation projects help to improve sustainability goals.



Goal LU-6 Sustainable and Resilient Development

Sustainable development practices that reflect the City's commitment to stewardship of environmental resources, including air quality, energy and water efficiency, reduction of greenhouse gas emissions, and resilience to the impacts of climate change.

Policies

LU-6.1 Urban form to reduce GHG emissions. Promote residential, commercial, and industrial development within urbanized areas that is compact, pedestrian friendly, and served by transportation options along major corridors and in key activity areas.

LU-6.2 Adaptive reuse of buildings for sustainability. Encourage the adaptive reuse of existing structures, buildings, and improvements to minimize water and energy use, capitalizing on a building's embodied energy, and supporting environmental sustainability.

LU-6.3 Net-zero buildings. Encourage new or expanded commercial and industrial projects exceeding 100,000 square feet of gross floor area, such as big-box stores, warehouses, distribution centers, and similar uses, to set a goal to achieve net zero energy and water uses.

LU-6.4 Measures to reduce GHG emissions from buildings. Encourage incorporation of measures to reduce or eliminate preventable GHG emissions in new projects exceeding 100,000 square feet of gross floor area. Measures may include, but are not limited to:

- Reducing on-site energy consumption.
- Increasing on-site energy generation and storage.
- Supporting renewable energy projects in the city.
- Reducing vehicle trips and waste generation.

LU-6.5 Transportation measures to reduce GHG emissions. Implement multi-modal transportation improvements, transportation demand management programs, and encourage use of mass transit, car-pooling, ridesharing, and telecommuting in accordance with policy and program guidance in the Circulation Element.



SAC Brier Campus, award winning adaptive reuse in healthcare design

LU-6.6 Sustainable landscapes. Require new development projects to use and encourage existing development to retrofit properties to use low impact landscaping techniques that enhance habitat quality, reduce water use, support a diverse ecosystem, and increase resilience to a changing climate.

LU-6.7 Heat island mitigation. Require private development to incorporate measures that are intended to materially reduce the heat island effect and promote climate resiliency through measures such as:

- Planting trees and landscaping.
- Installing green or cool roofs.
- Increased tree canopy in parking lots.
- Cooler permeable pavements.
- Orienting buildings for passive cooling.

LU-6.8 Plant and maintain an urban forest. Significantly increase the City's urban forest for its aesthetic, heat mitigation, and air quality benefits, including, but not limited to the following measures:

- Require new development to plant street trees on site and along the adjacent roadway.
- Seek to use creative strategies to preserve and nurture mature trees in existing development.
- Prioritize, to the extent possible, tree species that maximize air quality and shade benefits.

LU-6.9 Alternative energy generation sources. Promote and facilitate technologies that reduce the burning of fossil fuels and their deleterious impact on the environment. Examples include, but are not limited to:

- Alternative (non-fossil fuel) fueling stations and power sources for autos and trucks.
- Alternative energy sources, including hydroelectricity, solar, and wind to the extent feasible.
- Emergent zero emission technology for trains and mass transit alternatives.



Goal LU-7 Integration with Natural Environment

Private development, public facilities, and public improvements that are located and designed to preserve and conform to the City's distinctive topography, natural areas, and watercourses.

Policies

LU-7.1 Conform development with natural setting. Locate and design development within the City's hillsides and open spaces to preserve natural features, habitat, and wildlife corridors and to retain the character and aesthetic value of the natural landform.

LU-7.2 Hazard avoidance and mitigation. Require development projects in hazard areas to be sited, built, and maintained in accordance with guidance set forth in the Safety Element, hazard zoning overlays (hillside, floodplain, fire hazard, and so forth), and state law.

LU-7.3 Conform roadways with natural setting. Design roadways to preserve the natural topography and minimize their impact on environmentally sensitive areas by:

- Designing alignments to pass around rather than through sensitive areas.
- Minimizing cuts, fills, and grading to preserve the landscape and prevent erosion.
- Permitting flexibility in grading standards in roadway design, when applicable

LU-7.4 Environmental Restoration. Diligently pursue the restoration of the City's natural land use features (rivers, hillsides, groundwater and so forth) that are governed by reclamation plans, habitat plans, conservation plans, and similar restoration plans.

LU-7.5 Environmental Protect. Prohibit development practices, land uses, and unauthorized operations that degrade the quality of the City's natural environment and natural habitats; seek enforcement actions as needed to obtain cessation of activities and restore damages.

Growth Management

As expressed in the General Plan vision, the City of San Bernardino seeks to be a premier destination that offers a well-balanced range of places to live, work and visit. Achieving that vision requires careful planning on where and how the City should grow (essentially its urban form) as well as planning for the desired type and mix of land uses and services for the community. This section addresses both urban form and land use mix in the context of land use planning.

Over its 175-year history, San Bernardino has grown into a complex and increasingly urbanized community, denoted by multiple districts and activities centers with varying functions that are dispersed throughout the city. These centers are linked together with a growing multimodal transportation network. Attention must focus on how to sustain, strengthen, and enhance this urban form while also preserving the many areas that have already developed. This section provides the framework for this topic which is expanded upon later.

The City also manages future growth by regulating the type, mix, and character of land uses. The General Plan Land Use Plan (provided earlier in this chapter) and supporting regulations are intended to encourage a broad range of housing types, business opportunities, institutional, and recreational and cultural activities that serve San Bernardino's diverse population. All these land uses are important and must be carefully planned to ensure that the full needs of San Bernardino residents and businesses are addressed.



San Bernardino's commitment to providing diverse places and land uses that make it the place of choice to live, work, and visit.

Goal LU-8 Growth Management

Growth management through well-planned development that provides for the needs of San Bernardino residents and businesses, efficiently uses land and infrastructure, protects environmental resources, promotes community health, and maintains the City's unique character as a special community in the region.

Policies

LU-8.1 Foundation for accommodating growth. Accommodate growth that aligns with community values, that complements the scale and character of City neighborhoods, business districts, and environment,



and that is consistent with the categories and standards of land uses depicted on the Land Use Map (Figure ____).

- LU-8.2 Infrastructure supporting development and services.** Coordinate the location and timing of new development and redevelopment of existing properties to ensure that the capacities of infrastructure, public facilities, and services are sufficient to meet their needs concurrent with the completion of new development.
- LU-8.3 Distinct identities of districts.** Establish and maintain distinct identities for activity centers, neighborhoods, corridors, and districts to reflect their location, history and culture, mix of uses, and targeted markets, differentiating these by use, scale and form.
- LU-8.4 Focused development.** Focus growth and development in downtown, along commercial corridors, in commercial and mixed-use centers, adjoining transit corridors/stations and near major community anchors such as Orange Show/ stadium and California State University.
- LU-8.5 Transit-oriented development.** Plan for transit-oriented development by encouraging future development activity within 1/2 mile of the sbX line, primary transit corridors, and major activity/employment centers, including Downtown San Bernardino.
- LU-8.6 Balanced land uses.** Maintain a balance mix of land use designations that allows for the full range of housing, commerce, services, and institutional needs required for San Bernardino to be a community of choice; amend the Land Use Plan as necessary to achieve this objective.
- LU-8.7 Fiscal impacts of growth.** Require developers seeking land use changes for their projects to prepare a fiscal impact analysis to identify the proportional level of services needed to support their projects via impact fees, assessments, improvements, and so forth.

Goal LU-9 Residential Neighborhoods

A City of diverse and desirable residential neighborhoods that offer a wide variety of housing types and prices; is outfitted with supportive land uses; offers a network of parks, open spaces, sidewalks and public facilities; and is safe and well maintained.

Policies

- LU-9.1 Housing development capacity.** Continuously provide, through the Land Use Element, sufficient residential development capacity to accommodate a range of housing types that are affordable; adhere to the density requirements for sites in the Housing Element to address the Regional Housing Needs Allocation.
- LU-9.2 Complete neighborhoods.** Enable the development of neighborhoods that contain land uses meeting residents' day-to-day needs. These include a mix of housing types, parks, schools, childcare, community centers, religious facilities, and other uses that contribute to quality of life.
- LU-9.3 Diversity of housing.** Encourage the development of a wide range of housing types that serve varying household needs, including, but not limited to, single-family units, accessory dwellings, duplexes, triplexes, courtyard housing, and apartments.
- LU-9.4 Maintenance standards.** Preserve and enhance residential neighborhoods through the enforcement of land use, housing, and property standards; promote the improvement and renovation of housing that has deteriorated over time and lacks proper maintenance.
- LU-9.5 Architectural design.** Require that new and renovated residences achieve a high level of architectural design contributing to the quality of life for residents, in accordance with the City's objective design standards.
- LU-9.6 Housing compatibility.** Require new projects to be well integrated into neighborhoods, with smooth transitions in scale, form, density, and character, especially in transitional areas between single- and multi-family housing consistent with City objective design standards.



- LU-9.7 Multi-unit housing.** Ensure multi-unit housing projects receive special attention due to the type of occupancy (e.g., seniors, families with children, special needs) and are appropriately designed to meet residents' needs (e.g., play areas, childcare, and social services).
- LU-9.8 Compatible uses near homes and in neighborhoods.** Require new development with potentially adverse impacts on neighborhoods or residents, such as noise, traffic, emissions, and stormwater runoff, be located and designed so that quality of life and safety are preserved.
- LU-9.9 Active neighborhoods.** Require that neighborhoods include adequate public and private open space, recreational uses and opportunities, sidewalks, parkways, street trees, and landscaping that improve aesthetics and promote healthy living.
- LU-9.10 Neighborhood associations.** Work with neighborhood associations throughout San Bernardino to facilitate community building and neighborhood identity, provide for an acceptable level of public safety, and provide a unified voice to City decisionmakers about local needs.
- LU-9.11 Supporting neighborhood-oriented uses.** Allow for limited neighborhood-supportive retail, commercial, and service uses within or adjacent to residential neighborhoods on collector and arterial street types to serve the needs of the immediate neighborhood.
- LU-9.12 Neighborhood safety.** Require that residential neighborhoods and developments be designed and improved with the goal of public safety in mind through a variety of means, including, but not limited to:
- Design and orientation of buildings to allow multiple viewpoints by the public.
 - Appropriate level of surveillance at public facilities and parks, including rangers, lighting, cameras, etc.
 - Regular patrols by police, code enforcement, or other City personnel.
 - Street safety devices (crosswalks, lighting, speed humps, etc.) along streets.

Goal LU-10 Vibrant Commercial Areas

Active, prosperous, and well-designed commercial centers that offer a diversity of goods, services, and entertainment, seamlessly integrate residential uses, and offer positive experiences for residents and visitors.

Policies

- LU-10.1 Priority Land Uses.** Allow for a full range of commercial activities that meet the daily needs of residents and business, including grocery stores, personal services, entertainment, office, restaurants, medical services, clothing, home furnishing, and others.
- LU-10.2 Neighborhood-serving retail.** Provide for development of quality neighborhood retail and service centers within reasonable walking, biking, or short driving distance of residential neighborhoods and employment centers where such uses are economically feasible.
- LU-10.3 Evolution of commercial uses.** Prioritize the adaptive reuse of buildings in existing commercial corridors and centers to adapt to market-driven changes in retailing to enhance their economic vitality and role as active places for community gathering and patronage.
- LU-10.4 Intensified development.** Encourage the intensification of commercial centers and corridors by permitting the construction of new buildings on surface parking lots, provided that sufficient parking is developed to support existing and new businesses and housing.
- LU-10.5 Commercial centers as focal points of activity.** Transform centers and nodes along corridors into destinations to shop and be entertained, offer places to live, and encourage pedestrian activity, as opposed to traditional transaction-oriented shopping destinations.
- LU-10.6 Character and design.** Encourage the renovation, infill, and redevelopment of existing commercial centers and corridors to improve their architectural character and quality, reduce the visual dominance of surface parking lots, and reduce visual clutter associated with signage.



- LU-10.7 Pedestrian-oriented development.** Promote the siting and design of commercial and mixed-use developments in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodation for single occupancy vehicles.
- LU-10.8 Building and site design.** Design buildings and sites to include features that add visual interest, including but not limited to:
- Recessed entrances, open shop front bays, arcades, columns, niches, seating, canopies, and awnings.
 - Configuration around courtyards and outdoor passages that integrate with the public realm.
 - Appropriate modulations in height, massing, and architectural treatments.
- LU-10.9 Parking location and design.** Encourage parking to be located away from pedestrian right-of-way and behind active frontage designed to maintain the visual rhythm, pedestrian scale, and vitality of the street, with access taken from the rear of buildings where possible.
- LU-10.10 Mixed-use development.** Enable development of housing integrated with commercial and/or office uses on properties; allow for flexibility in how mixed uses are physically arranged—into single use buildings, vertically integrated in the same building, or arranged horizontally in separate buildings on the same or adjacent parcel.
- LU-10.11 Commercial and housing compatibility.** Require buildings and sites that integrate nonresidential uses with housing to ensure compatibility among uses, addressing issues of parking, odors, traffic, noise, and other issues that affect the livability viability of both uses.
- LU-10.12 Transitions with residential neighborhoods.** Require that development projects in commercial and mixed-use corridors and centers are designed to ensure transitions in density and scale, and avoidance of impacts on adjoining residential neighborhoods.

Goal LU-11 Industrial Land Uses

Industrial land uses that provide well-paying jobs, are compatible with their setting and adjoining uses, efficiently provide and move goods, and comply with environmental laws and regulations.

Policies

- LU-11.1 Development of industrial uses.** Support traditional and emerging industries that provide employment for the local workforce, opportunities for small business creation and expansion, and that contribute to the economic health of the local economy and City.
- LU-11.2 Adaptive industrial and industrial space.** Support and facilitate the development and design of resilient and adaptive industrial buildings that can accommodate changing uses in anticipation of technological innovation, automation, and market demands.
- LU-11.3 Warehousing industries.** Limit the development of new large footprint warehouse and logistics uses to lands historically zoned for these uses and ensure consistency with state law and regulations for location, setbacks, development standards, and truck travel.
- LU-11.4 Manage industrial use impacts.** Monitor and ensure that industrial land uses operate in a safe and healthful manner through full compliance with permits for the use, storage, production, or transporting of toxic or hazardous materials, waste byproducts, or emissions.
- LU-11.5 Compatibility with adjoining uses.** Ensure that all industrial facilities near sensitive receptors incorporate screening, landscaping, and enclosure provisions necessary to prevent exposure to odor, noise, dust, smoke, gas, fumes, cinders, or refuse matter.
- LU-11.6 High impact industry.** Enforce standards for warehouses, truck yards, and container yards to protect the community from their impacts and ensure City's infrastructure is protected and maintained.
- LU-11.7 Maintenance of industrial properties.** Require that industrial properties and parks are well maintained.



San Bernardino offers industrial land in a variety of designs and site layouts





Goal LU-12 Infrastructure

Adequate infrastructure that supports existing and future land uses and is located and designed to ensure compatibility with the built and the natural environments.

Policies

- LU-12.1 Infrastructure provision.** Provide adequate water, sewer, flood control, transportation, and telecommunications infrastructure to support San Bernardino land uses in accordance with the goals and policies of the Utilities and Infrastructure and Circulation Elements.
- LU-12.2 Integrate infrastructure with community setting.** Sensitively integrate regional and local-supporting infrastructure into San Bernardino's neighborhoods, commercial and industrial districts, and corridors.
- LU-12.3 Utility undergrounding.** As a condition of development needing utilities, require developers to underground all utilities to the extent feasible or pay in-lieu fees; seek other opportunities to underground utilities to reduce hazards or improve aesthetics in San Bernardino.
- LU-12.4 Visual impacts of above-grade utilities.** Minimize the visual impacts of above-grade utility structures, such as water storage tanks, water valves, and electric and telephone boxes, through use of landscaping, screening materials, and colors that blend with the environment.
- LU-12.5 Impacts of state and non-city-controlled facilities.** Maintain cooperative relationship with Caltrans, private railroads, the Airport, San Bernardino City Unified School District, and other non-city agencies to reduce the impact of and improve the aesthetics of infrastructure.
- LU-12.6 Power line easements.** Work cooperatively with local and state utility providers to explore the creative use of power-line easement and other utility easements for economically viable uses where such creative uses are safe, do not interfere with powerline transmission, and are permitted by state and federal law.

Goal LU-13 Public Facilities and Services

Governmental, utility, institutional, educational, recreation, cultural, religious, and social facilities and services that are accessible to all, support community needs, and improve quality of life.

Policies

LU-13.1 Priority land uses. Accommodate a full range of public facilities that include, but are not limited to: schools, government, fire and police facilities, utility, and institutional uses that serve the needs of residents and business in accordance with applicable land use designations, design standards, and development policy.

LU-13.2 Public uses and facilities exempt from City control. Coordinate, partner with, and encourage school and utility districts, government, and independent agencies that are exempt from City land use control and/or approval to plan and improve their properties to achieve a high level of visual quality and character.

LU-13.3 Public facilities. Ensure that public buildings and facilities are designed and built in a manner that is compatible in scale and character with the areas where they are located; demonstrate excellence in design, aesthetics, and sustainability; and minimize potential impacts such as traffic, noise, and lighting.

LU-13.4 Parks, recreation and open spaces. Maintain existing parks and recreations facilities, trails, and open space amenities; develop new parks, recreational facilities, trails and open spaces that prioritize areas of need in accordance with the Parks, Recreation, and Trails Element and the Open Space and Conservation Element.

LU-13.5 Cultural Resources. Maintain and rehabilitate City-owned cultural resource facilities to prevent their deterioration and preserve them consistent with the goals and policies in the Cultural Resources Element.



San Bernardino Justice Center



Strategy Areas

This section of the Land Use Element provides specialized goals and policies, in addition to those identified earlier, that address specific areas of the City. Together with the other elements of the General Plan, specific plans, Development Code, and neighborhood and capital improvement programs, the policies of the Strategy Areas are intended to provide additional guidance to areas of the City.

Figure LU-5 shows the location of ten strategy areas listed below. The boundaries on this map are general in nature and not precise. 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 Strategy Area.

- | | |
|---|--|
| <ul style="list-style-type: none">• Downtown District• Downtown Gateway• Sports-Entertainment• Hospitality Lane• Santa Fe Depot | <ul style="list-style-type: none">• University District• Verdmont Heights• Airport District• Medical District• Key Corridors |
|---|--|



Several of the many strategy areas in the General Plan.

Figure LU-5 pending



Downtown San Bernardino

Downtown San Bernardino's history is marked by its establishment by Mormon settlers in 1851, who created the city's grid layout. The City incorporated in 1854 and became the official county seat the same year. The Downtown soon became the region's center for culture, local and regional governance, the City's central business district-surrounded by residential neighborhoods of varying types. Today, the Downtown continues to expand and is home to an international presence, denoted by three foreign consulates.



The Downtown will be revitalized as a vital core of the City and region. Its history as the center of office, retail, and government offices will be complemented and enhanced with new housing affordable to a broad spectrum of residents. New development will be leveraged by the reuse of the former Carousel Mall and the presence of commuter rail and bus rapid transit systems. An active, pedestrian-oriented environment will be created by streets improved with sidewalks, an extensive tree canopy, natural landscapes, and pedestrian amenities.

Goal LU-14 Downtown

A transformed Downtown San Bernardino as the urban center for the San Bernardino and Inland Empire for working, living, socializing, shopping, dining, entertainment, and cultural events.

Policies

- LU-14.1 Downtown reinforced as the focus of community and regional identity.** Build upon downtown's historic role as the civic and cultural center of the City and region, distinguishing it as a unique place through its land uses, density, physical form, character, architecture, and activities as guided by the Downtown Specific Plan.
- LU-14.2 Placemaking Improvements.** Create a sustainable and vibrant mixed-use district that includes a network of connected streets, parks, walkways, and street-level storefront commerce, and plazas that offers an active environment and a sense of security and safety.
- LU-14.3 Priority Land Use Streamlining.** Streamline approval of uses consistent with the Downtown Specific Plan (DTSP), ensuring that projects consistent with the DTSP are moved efficiently through the review and approval process using all available streamlining methods.
- LU-14.4 Contributors to Downtown's identity and economy.** Support programs and projects that enhance creative arts and culture, protect historic and other significant buildings, and create parks and dynamic public places as significant components of Downtown's ecosystem.
- LU-14.5 Mobility alternatives.** Support pedestrian- and transit-oriented mobility by encouraging the replacement of surface lots with structured parking, leveraging access to rail and bus transit, and providing sufficient building densities and land uses within walking distance.
- LU-14.6 Landscape and parks.** Ensure that the Downtown is revitalized with a coordinated series of parks, walkways, greenways, and landscaping that are integrated with development and along streetscapes where feasible, contributing to the Downtown's vitality and livability.
- LU-14.7 Linkage to adjoining districts and activity centers.** Establish and maintain pedestrian and transit linkages to adjoining neighborhoods, districts, and destinations including the Transit Center, Downtown Gateway, San Manuel Stadium, and the National Orange Show.



Downtown Gateway

The Downtown is envisioned not only as a regional hub of activity but also one that attracts San Bernardino residents, university students at Cal State San Bernardino, and the City's local workforce. The Gateway is the primary entrance to the broader downtown core. The Gateway extends from the City's historic core northward along E Street to just past Highland Avenue before moving northwest along Kendall Drive and ultimately stopping at the CSUSB campus. The SBX route is one of the most-frequented transit routes in San Bernardino. The route along E Street is anticipated to be redeveloped with higher density offices, residential, commercial uses, and mixed uses.

Goal LU-15 Downtown Gateway

A concentration of uses and improved corridors along the SBX Bus Rapid Transit Corridor between Downtown and the Highland Corridor that serves as a primary gateway entrance into Downtown.

Policies

LU-15.1 Defining the entry to Downtown San Bernardino.

Establish a well-defined entry to the Downtown from the north and incentivize transit use by concentrating development of commercial, office, housing, and mixed uses on lands adjoining the sbX transit corridor.

LU-15.2 Street-frontage design for development. Orient buildings to the street frontage and design the ground floor of buildings to enhance pedestrian activity along the Downtown Gateway corridor.

LU-15.3 Pedestrian-oriented streetscapes. Improve the streetscapes along the Downtown Gateway to create a quality and highly frequented walking environment and connectivity to transit portals, including a consistent and dense tree canopy to reduce the heat island effect.

LU-15.4 Transitions with adjoining uses. With intensification of land uses along the Downtown Gateway, manage the height and orientation of mixed use and commercial buildings to transition with and prevent impacts upon the adjoining residential neighborhoods.

Sports and Entertainment District

The San Manuel Stadium is a baseball park for minor league baseball. The Orange Show was established to promote the citrus industry in the late 1880s. The General Plan envisions a new sports and entertainment district that would encompass both venues. As a key destination for the region, entertainment venues, restaurants, commercial recreation, offices, and apartments and condominiums would be clustered along a landscaped pedestrian promenade connecting the district with the transit center and Downtown.

Goal LU-16 Sports and Entertainment District

An active, modernized, pedestrian-oriented and prosperous sports and entertainment district that includes the San Manuel Stadium, National Orange Show, and adjacent properties and that serves as a major attraction for San Bernardino residents and the region.

Policies

- LU-16.1 Establish sports/entertainment/hospitality district.** Develop a reuse plan for properties adjoining the San Manuel Stadium and the National Orange Show as a distinct district integrating sports, entertainment, hotels, restaurants, housing, and complementary uses.
- LU-16.2 Pedestrian-scale connections.** Work to modify the street grid to support walkways, trails, pass-throughs, and public plazas to front development. Establish pedestrian and visual connections between the Stadium, Orange Show, transit station, and Downtown.
- LU-16.3 Support the National Orange Show.** Continue to promote the improvement of the National Orange Show, including the development of a reenvisioned master plan for that site that addresses on-site buildings and surrounding uses, access, and design.
- LU-16.4 Streetscape improvements.** Improve streetscapes along major and interior streets to enhance district identity, connect the San Manuel Stadium and National Orange Show, and promote pedestrian activity by planting shade trees and installing wayfinding and landmark signage, street furniture, and similar elements.



University District

The University District includes the California State University at San Bernardino campus and adjacent commercial and residential area. Economically, CSUSB generates more than \$50 million in annual spending, \$32 million in state tax revenue, and over 2,500 jobs. The University District is surrounded by Verdemon Heights, a growing area of the community known for its quality mix of residential uses, many of which support CSUSB.

The General Plan 2025 envisions that properties adjoining the CSUSB campus could be developed as a vital, active district extending educational and cultural facilities into the community and providing housing, commercial services, restaurants, entertainment, recreational, and similar uses for students, faculty, and staff. Community design improvements would continue to be made that will improve and connect the university with the adjacent community.

Goal LU-17 University District

A district that builds upon the campus's presence and serves as an educational, cultural, economic, and social center for faculty, students, and the community.

Policies

- LU-17.1 Priority land uses.** Allow properties adjoining the CSUSB campus to be developed as a vital, active district that provides housing, commercial services, restaurants, entertainment, recreational, and uses consistent with the University Business, Hills, and District Specific Plans.
- LU-17.2 Placemaking.** Support the development of off campus uses that mutually serve and are accessible to students and the community. Promote the inclusion of plazas, exhibition courtyards, and similar elements that provide gathering places for the community and students.
- LU-17.3 Enhanced mobility and connections.** Continue to support transit and multimodal connections to and around the university; continue to support and facilitate development of trails and pedestrian connections within the district and connections to surrounding land uses.

Airport District

The Airport District includes the Airport and Trade Center. The Airport spans 1,350 acres, and is managed by SBIAA, a joint powers authority. The Alliance Trade Center portion totals 652 acres and is managed by the Inland Valley Development Agency (IVDA), a joint powers authority of San Bernardino, Loma Linda, Colton, and the County. The City's Airport Overlay District contains regulations for this district. **Figure LU-6** displays land uses with the Airport Influence Zone.

The 2050 General Plan anticipates that the SBIA will continue to expand cargo transportation and passenger flights. Businesses benefiting from the District Airport and the Foreign Trade Zone will continue to locate and expand on adjoining land. The graphic below shows the City's proposed land uses allowed in the airport influence area. The following goal and policies provide direction for the future development and buildout of the Airport and adjacent district.

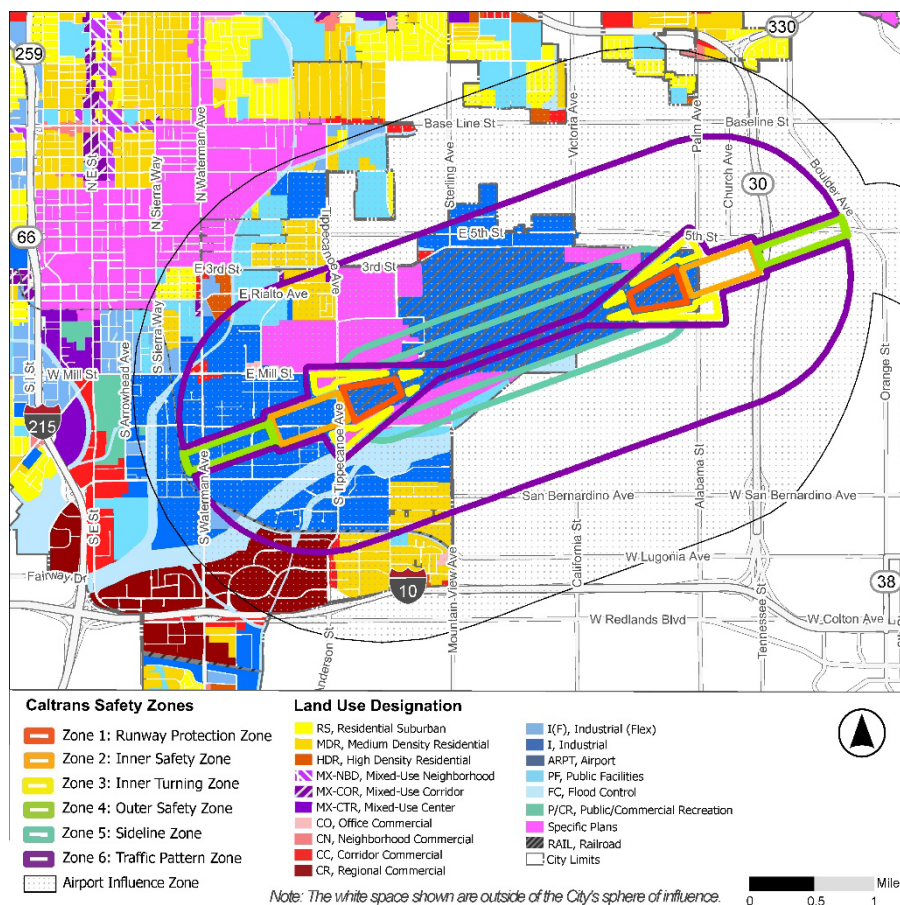


Figure LU-6 Airport Safety Zones



Goal LUD-18 Airport District

A district that supports, builds upon, and safely integrates the San Bernardino International Airport into the community with respect to employment opportunities, support industries, and air transit.

Policies

- LU-18.1 Priority land uses.** Support projects on adjoining lands that are related to, support operations of, and facilitate access with the SBIA. Development proposals must be consistent with the SBIA Land Use Plan, Alliance California Specific Plan, and Airport Overlay District.
- LU-18.2 Development standards.** Limit the type of development, population density, site coverage, and height of structures as specified in the applicable safety zones in the Comprehensive Land Use Plan for the SBIA and the Airport Overlay District of the Municipal Code.
- LU-18.3 Connections and access.** Continue to support buildout of the internal and adjacent street network surrounding the airport in accordance with City street design specifications and the classifications in the Alliance California Specific Plan.
- LU-18.4 Safety and Noise.** Prohibit sensitive land uses on the airport property and within surrounding applicable areas, as noted in the Airport Overlay District, that cannot achieve the noise reduction, safety, or development standards of the Airport Overlay District.
- LU-18.5 Airport Land Use Plan.** Cooperate and work with the IVDA and SBIA to develop a long-term land plan for the San Bernardino International Airport that can serve as an Airport Land Use Compatibility Plan that is appropriate for a mixed cargo and passenger airport.
- LU-18.6 Cleanup Activities.** Continue to monitor and advocate for remaining cleanup activities at the Airport, including activities to address the newly identified contamination from per- and polyfluoroalkyl substances (PFAS), particularly in the former fire training area.

Santa Fe Depot District

The San Bernardino Santa Fe Depot, originally built by the Atchison, Topeka and Santa Fe Railway in 1886, was rebuilt in 1918 in a grand Mission Revival style as the largest railway station west of the Mississippi River, cementing San Bernardino's status as the "Gateway to Southern California." Today the historic depot serves as a major transit hub for Amtrak and Metrolink, housing the offices for the San Bernardino Associated Governments and the City of San Bernardino.

Looking to the future, a unique and active district would be developed centered on the Santa Fe Depot, building on its historic role, its architecture, and the community's cultural heritage. The Depot could be adaptively reused for transit-related uses, restaurants, food halls, retail commercial, or office uses. Properties adjoining the station can be developed and intensified for a mix of related and supporting uses, including residential uses.



Santa Fe Depot, San Bernardino

Goal LU-19 Santa Fe Depot

A unique, active, and mixed-use district centered on the Santa Fe Depot, building on its historic role, architecture, and cultural heritage.

Policies

- LU-19.1 Santa Fe Depot as destination.** Encourage the adaptive reuse of the Santa Fe Depot and ancillary buildings for transit-related uses, exhibition space, restaurants, food halls, commercial, office, and/or similar uses that affirm the cultural identity of the district to the westside.
- LU-19.2 Priority land uses on adjoining properties.** Support the development and/or conversion of existing uses to priority land uses that are complementary to and supportive of the Santa Fe Depot, including restaurants, retail, apartments, townhomes, and condominiums.
- LU-19.3 Placemaking improvements.** Implement streetscape improvements (such as distinctive landscaping, street furniture, lighting, and signage) and crosswalks /pedestrian ways that are distinct and that connect and unify properties within the Depot District.



Overlooking Hospitality Lane

Hospitality Lane

Hospitality Lane is adjacent to the I-10 in southern San Bernardino. It is home to more than 900 businesses (including hotels and county offices), generating in excess of \$30 billion in sales. The 2050 General Plan envisions Hospitality Lane to evolve into a high intensity employment district that serves as a gateway to the City and a regional destination. Connected to the region by the freeway and the Metrolink, Hospitality Lane will support corporate headquarters, high end hospitality uses, and restaurants and support services, which will fuel this robust center of employment for the city and the region.

GOAL LU-20 Hospitality Lane

Economically prosperous professional office, commercial, and hospitality center reserved for the highest intensity uses, connected to destinations within the City and region by freeway and transit.

Policies

- LU-20.1 Economic and business center for region.** Promote Hospitality Lane as a primary local and regional center for professional employment by dedicating and providing space for jobs across a variety of enterprises.
- LU-20.2 Priority land uses.** Promote the infill and continued development of underutilized properties and surface parking lots for office, commercial, hotels, restaurants, entertainment, and complementary uses.
- LU-20.3 Transit-oriented development.** Focus infill development within proximity of Omnitrans sbX transit stops and the Arrow/San Bernardino Metrolink train station to maximize transit service and mobility.
- LU-20.4 Site development and design.** Promote the siting of new buildings in proximity to one another and fronting onto shared plazas and open spaces to create and enhance pedestrian activity.
- LU-20.5 Gateways and entrances.** As the first window and entrance into the City of San Bernardino, improve the infrastructure, install gateways, and improve aesthetics of entries in Hospitality Lane from the freeway.

Medical Office District

Since 1910, Dignity Health-Community Hospital has provided health care services. The hospital offers acute inpatient and outpatient care, obstetrics and pediatrics, home health, behavioral health services, emergency and neurological care. Ballard Rehabilitation Hospital is adjacent to the hospital. It is important to the City that the hospital is able to expand or be surrounded by complementary land uses that support its mission and provide services to the community.

The General Plan 2050 envisions that surrounding properties allow for multi-story medical buildings and professional offices that comprise the medical district and support the hospital. Medical-supporting uses include doctor's offices, diagnostic labs, outpatient treatment, rehabilitation care, pharmacies, educational facilities, and other associated uses. This district generally excludes housing, which is allowed in other Office Commercial areas in the City.



GOAL LU-21 Medical District

Support providers of health care, rehabilitative, medical, and wellness services for residents of San Bernardino and the greater region.

Policies

- LU-21.1 Medical District.** Ensure that the land use designations around hospitals align with the long-term goals of the hospital and protect its ability to expand and address the need for health care professionals in the city.
- LU-21.2 Priority Land Uses.** Encourage the development of properties adjoining Community Hospital Center for medical-supporting uses such as doctor's offices, diagnostic labs, outpatient treatment and care facilities, research, pharmacies, and educational facilities.
- LU-21.3 Community Partnerships.** Support the development of and participation in city-community partnerships with hospitals, health educators, health clinics, community stakeholders, and residents in the community to collaborate on health and wellness initiatives.



Verdemont Heights

Verdemont Heights is a residential community of approximately 3,400 acres in the northwestern corner of the City 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 Cajon Creek; and on the southeast by the Devil's Canyon Flood Control Basins and the East Branch of the California Aqueduct.

Verdemont Heights is planned for three subareas, connected by corridors, signage, parks, and trails. Verdemont Estates, located west of Little League Drive, allows for residential estate uses. Verdemont Hills allows low and suburban residential uses with the northern portion subject to regulations in the Hillside Management Overlay. Verdemont Plaza, the third subarea, is adjacent to Interstate 215 near Palm Avenue and Cable Creek. This subarea contains commercial uses that are oriented to the freeway and mainly serve travelers. The graphic below generally represents the area.



Verdemont Heights Land Use Plan

GOAL LU-22 Verdemont Heights

Verdemont Heights is a distinctive residential community that provides a diversity of land uses and full array of services, and whose form and character embrace its natural setting and topography at the base of the San Bernardino Mountains.

Policies

LU-22.1 Identifiable community. Maintain Verdemont Heights as 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.

LU-22.2 Distinct subareas. Enhance the three distinct subareas that make up Verdemont Heights:

- Verdemont Estates (in the northwestern portion of the area west of Little League Drive): Maintain the rural character and accommodate larger-lot residential uses.
- Verdemont Hills (a collection of subdivisions adjacent to I-205 and extending to the foothills east of Little League Drive): Maintain the suburban character.
- Verdemont Plaza (along Kendal Drive adjacent to Palm Avenue): Accommodate the development of commercial uses that are oriented to the freeway and mainly serve travelers.

LU-22.3 Trail System. Support the development of a trail system in Verdemont Heights and along Cable Creek that provides a complete access system and direct access to Verdemont Plaza.

LU-22.4 Community linkage to CSUSB. Consider development of a pedestrian/bicycle route at Belmont Avenue with direct access to CSUSB, helping make the University an integral part of the Verdemont Heights experience. Require that this linkage be designed to:

- Minimize traffic passing through neighborhoods, directing traffic to Kendall Avenue via Pine Avenue.
- Incorporate directional signage, traffic islands, speed bumps, and/or street neck-downs or similar features that can be employed to calm and redirect traffic.



LU-22.5 Streetscape enhancements. Develop an integrated corridor enhancement system, including landscaping and signage, that is unique to Verdemont Heights and based on the following design criteria:

- Use informal, non-symmetrical groupings of landscaping in the landscape setback along streets.
- Utilize drought-tolerant, fire resistant, and native landscaping in the rights-of-way.
- 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, built of durable materials, wherever possible, to maintain views, enhance security, and add variety.
- All services and utilities should be screened from view either with fencing or landscaping or placed underground.

LU-22.6 Verdemont gateways. Develop landscaped and signed gateway features at locations specified on **Figure X.X**. The following guidelines shall apply to Gateway designs:

- Unique, eye-catching features such as arches, towers, fountains, and significant landscaping.
- Ornate features such as textured pavement, public art, and fountains, which are constructed of durable and, when possible, and natural materials.
- Themed signage and lighting that announces arrival into a particular area or project.
- Clear directional signage.

LU-22.7 Park and Recreational facilities. Ensure that new developments provide their fair share of park and recreational facilities based on the City’s parkland requirements or appropriate in-lieu fees. Ensure that any in-lieu fees generated by development in Verdemont Heights are used for new parks in the community.

Corridor Revitalization

Historically, San Bernardino was accessed by major thoroughfares, prior to the development of the freeways that cross the City today. Mt. Vernon Avenue, E Street, Baseline Street, Highland Avenue, and several others were well traveled by residents and commuters. Many of these arterials developed in an organic fashion, with an eclectic mix of commercial uses organized into strip commercial centers or separated into stand-alone buildings on smaller parcels. The stores, restaurants, and services typically occupied single-story buildings, with a parking lot in front or along the side a busy street.

Over time, the City's physical and market conditions have changed. Post-COVID purchasing patterns have led to a shift to online retailing. Meanwhile, many drivers use freeways that bypass the corridors. As a result, each corridor is now characterized by a pattern of vacant or underutilized parcels, dilapidated structures, multiple curb cuts, and uncoordinated aesthetics and signage. In addition, the majority of lots along the corridors are relatively small with individual ownership, which complicates the process and progress of redevelopment.

The General Plan envisions a renewed focus on revitalization and reinvestment into the City's primary corridors. The primary objectives are to: 1) create an environment for businesses to invest, operate, and grow; and 2) increase activity by attracting customers within the community or from adjacent areas. Key steps include:

- Allowing a greater mix of residential and commercial uses.
- Implementing marketing campaigns to promote the corridors.
- Enhancing physical infrastructure (e.g., water, sewer, utility).
- Improving aesthetics (streetscapes, lighting, trees, etc.).

Looking forward, some corridors will continue to primarily accommodate commercial uses, including properties at intersections where development serves adjoining neighborhoods and adjacent districts. Others may be developed with a mix of commercial and residential uses, including stand-alone residential or commercial uses or vertically or horizontally integrated mixed uses.



Goal LU-23 Corridor Revitalization

Vibrant mixed-use corridors that are well designed, attractive, safe, walkable, amenable to transit activity, and desirable for residential and business investment.

Policies

- LU-23.1 Priority land uses.** Allow a mix of residential and commercial uses located along select City corridors, with minor nodes reserved for neighborhood and commercial mixed uses and major nodes reserved for higher intensity and density mixed-use centers.
- LU-23.2 Development Incentives.** Provide incentives to spur reinvestment along the corridors, including but not limited to: intensity/density bonuses, lot consolidation bonuses, minor and major modification approvals, expedited or streamline permitting, and other measures.
- LU-23.3 Infrastructure improvements.** Ensure the coordination of infrastructure improvements (sewer, water, drainage, utilities, etc.) along major corridors to make ready for development; strive for “corridor-wide” versus “project-specific” improvements.
- LU-23.4 Enhance physical environment.** Require and facilitate improvements to the public realm of corridors with streetscape upgrades, trees, sidewalks, and other features to create a pedestrian-conducive environment consistent with the enhanced arterial plan.
- LU-23.5 Enhance transit environment.** Work with Omnitrans to ensure that transit lines and associated infrastructure, which are prerequisites for enhanced transit ridership, support the conversion of underperforming corridors to higher intensity/density and more productive uses.
- LU-23.6 Security and safety.** Invest in security and safety measures along the corridors, including policing, graffiti removal, code enforcement, lighting, sidewalks, and traffic calming to facilitate greater use of the corridors by pedestrians, shoppers, and visitors.

Sphere of Influence

California law requires the general plan to cover the entire area within a city's limits and any land outside its boundaries that bears relation to its planning area. The City's Sphere of Influence covers five square miles. The Local Agency Formation Commission (LAFCO) is responsible for assigning lands under county jurisdiction to the sphere of cities that are most likely to efficiently serve them. As illustrated in **Figure LU-7**, the primary communities are Muscoy, Arrowhead Farms, Del Rosa, and other areas in the northernmost portion of the City. The City will incorporate those areas when requested by property owners pursuant to LAFCO requirements.

Goal LU-24 Sphere of Influence

Recognize unincorporated County areas whose types, patterns, and intensities of uses reflect their natural and built environment and whose residents desire these areas to remain unincorporated.

Policies

- LU-24.1 Annexation policy.** Ensure that service annexations to the City of San Bernardino are consistent with the goals and policies of the general plan and do not adversely impact the City's fiscal viability, environmental resources, infrastructure and services, and quality of life.
- LU-24.2 Serving the sphere.** Collaborate with local, county, and regional governmental agencies to provide water, sewer, public safety, fire response, and other appropriate municipal services; coordinate emergency response services through mutual and automatic aid agreements.
- LU-24.3 Development applications.** Ensure that new development requests within San Bernardino's Sphere of Influence are closely coordinated with the County of San Bernardino to provide infrastructure improvements that will enable future annexation into the City.
- LU-24.4 Fiscal impacts of growth.** Require developers seeking annexation into the City of San Bernardino or their service area to prepare a fiscal impact analysis to identify the services needed to support their projects via impact fees, assessments, improvements, and so forth.

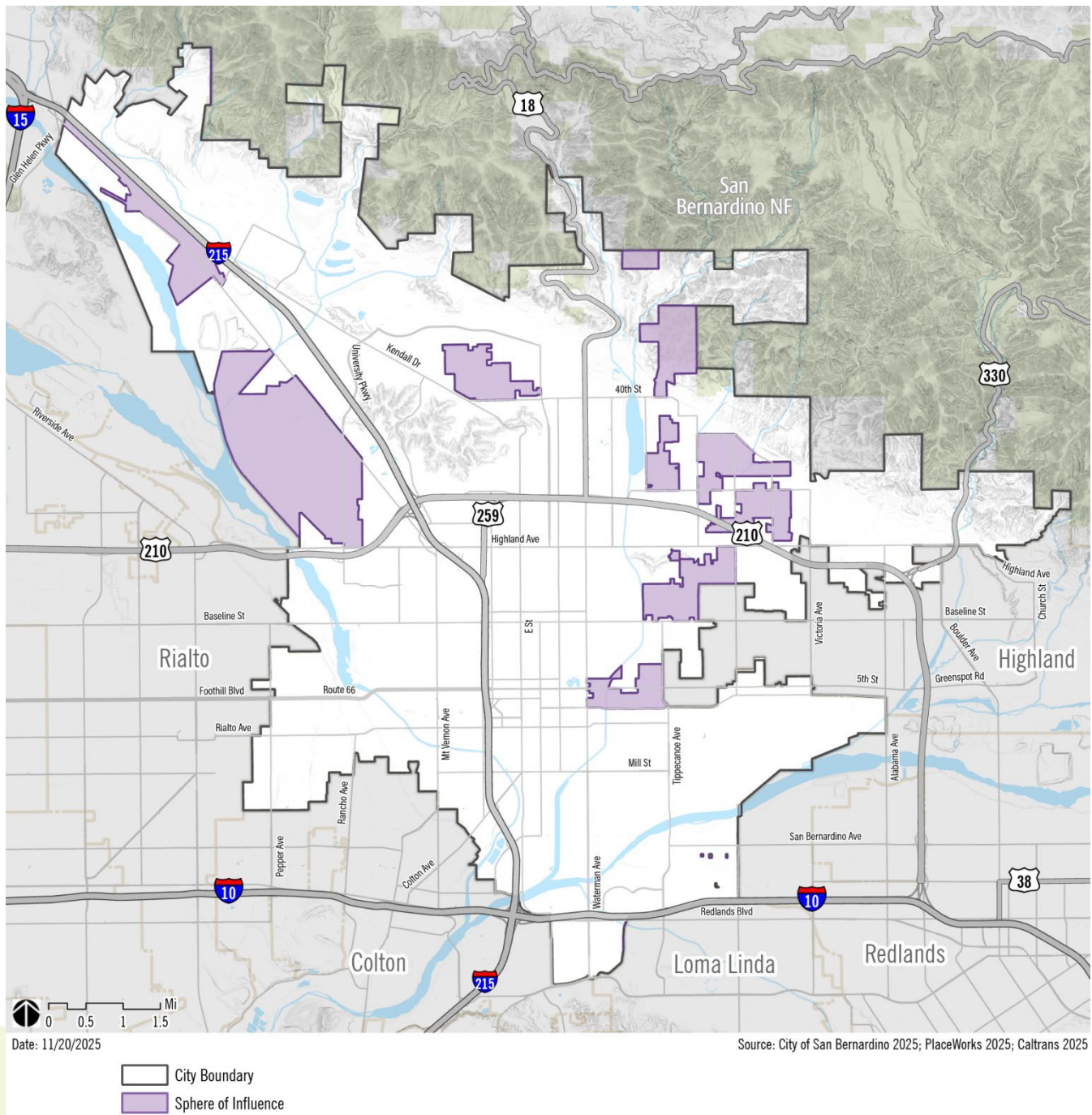


Figure LU-7 San Bernardino Sphere of Influence

Specific Plans

A Specific Plan is a common planning tool that is used to provide focused guidance and regulation for specific areas within a city. San Bernardino has a long history with specific plans, having adopted 12 specific plans since its incorporation. Many of the plans date back several decades. **Figure LU-2** (shown earlier in this chapter) illustrated the location of each specific plan area, and **Table LU-2** described the purpose of each specific plan.

As required by state law, each specific plan specifies 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. While several have been built out, specific plans in the northernmost hillside areas of the City have not yet been developed.

Goal LU-25 Specific Plans

Development and resource management that recognizes the unique characteristics and objectives for specific-plan areas in San Bernardino.

Policies

LU-25.1 Linkage of general plan and adopted specific plans.

Maintain and implement additional guidance through the policies, standards, and procedures in the following adopted specific plans:

- Spring Trails
- Rancho Palma
- Calmat-Cajon
- University District
- University Hills
- University Business
- Arrowhead Springs
- Paseo Las Placitas
- Downtown
- Waterman-Baseline
- Alliance California
- Highland Hills



Tribal Land

The Yuhaaviatam of San Manuel Nation, historically known as the San Manuel Band of Mission Indians, are a Serrano people. The Serrano Indians are the indigenous people of the San Bernardino highlands, passes, valleys, and mountains who share a common language and culture. The San Manuel reservation was established in 1891 when the Tribe was recognized as a sovereign nation with the right of self-government. The Tribe actively seeks to provide a better quality of life for its citizens by building infrastructure, maintaining civil services, and promoting social, economic, and cultural development.

Goal LU-26 Tribal Land

Recognize the indigenous peoples who are the original inhabitants of San Bernardino and the region, their history of colonization and displacement, and promote reconciliation through cooperative development of their lands.

Policies

- LU-26.1 Land Development.** Coordinate development of lands owned by indigenous peoples. Partner with the Yuhaaviatam of San Manuel Nation to jointly promote opportunities in the area and to address the needs of future developments in areas surrounding tribal lands.
- LU-26.2 Tribal Consultation.** Conduct tribal consultations as required by Senate Bill 18 (SB18) and Assembly Bill 52 (AB52) CEQA to ensure that a tribal cultural resource (site, feature, place, landscape, sacred place, or object with cultural value to a California Native American tribe) is not adversely impacted by proposed projects.