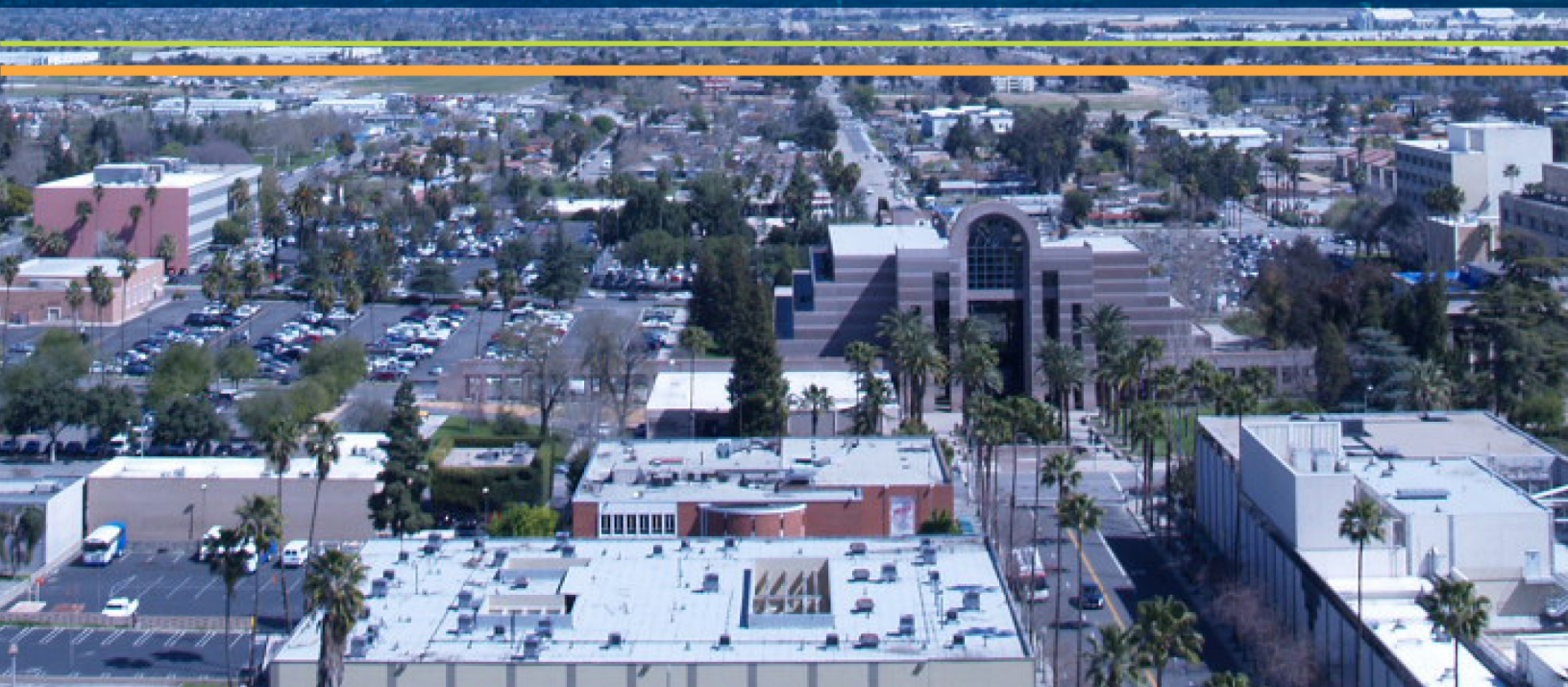




City of San Bernardino

General Plan

December 2025



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John Bernardino City Hall

1. Introduction

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Introduction

Welcome to the City of San Bernardino's General Plan 2050. The General Plan 2050 update represents a truly significant milestone and celebration for the entire community—residents, businesses, stakeholders, and others who call San Bernardino home. This General Plan outlines a shared vision for the future of San Bernardino and provides a roadmap for how the City will achieve that vision over the next twenty-five years through 2050.

The General Plan 2050 reflects the investment of imagination, dedication, and thoughtfulness by many members of the community. Numerous venues were held to seek public input throughout the update process. The policies articulated in this Plan are intended to speak to current and future leaders of San Bernardino about the unique challenges, aspirations, and opportunities of this time while establishing a vision that will endure for many decades.

San Bernardino's General Plan 2050 tagline, **The Future Is Ours**, was deliberately chosen for the update and not merely by chance. Rather, the tagline recognizes that our community has the power, responsibility, and freedom to shape its destiny. By working together, we can create new possibilities, overcome challenges, and build a desired future by making conscious intentional decisions now.



San Bernardino from State Route 18. Kspencerfan at English Wikipedia, CC BY-SA 4.0
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Community Setting

San Bernardino's history is deeply rooted in its Indigenous past, primarily the Serrano people (Yuhaaviatam), who lived in the valley for centuries. Spanish missionaries arrived in 1810, naming the area after Saint Bernardino and establishing an outpost, leading to cultural shifts, land use changes, and the eventual settlement by non-Indigenous groups. The only local Native American group in residence today is the Yuhaaviatam of the San Manuel Nation.

In the early 1800s, Spaniards entered the Valley and set up missions and rancherias to colonize the area and convert local tribes. Mormon settlers from Utah later arrived in 1851, charged with establishing a colony on the 35,000-acre Rancho San Bernardino. Their efforts culminated in the first one-mile square plat in downtown, which is the heart of the City today. The City of San Bernardino was officially founded in 1852, two years after California achieved statehood.

While the City was historically a major trade center for agriculture, it was transformed by the broader forces that changed the region and state of California. The Great Depression, World Wars, post-war boom, infrastructure, and major industries all transformed the City. The City's population has also changed, influenced by those who have migrated from across the nation and now call San Bernardino home. San Bernardino has also seen its rise to regional prominence, followed by urban decline, and now rebirth and revitalization.

In recent decades, the City has grown rapidly as its boundaries have expanded in all directions, bounded by Rialto, Colton, Loma Linda, Redlands, Highland, and the San Bernardino National Forest (see **Figure I-1**). As of 2025, the City of San Bernardino extends 70 square miles and boasts a population of 225,000, making it the 18th largest city in California. The City's sphere of influence (SOI) is 10 square miles and includes Arrowhead Farms, Muscoy, Del Rosa, and other areas.

San Bernardino's central location in the valley has and continues to position the City as the inland gateway to the rest of the nation. This General Plan 2050 plans for the City of San Bernardino to have a population totaling 330,000 residents by 2050, which will continue to denote it as the most populated city in San Bernardino County.

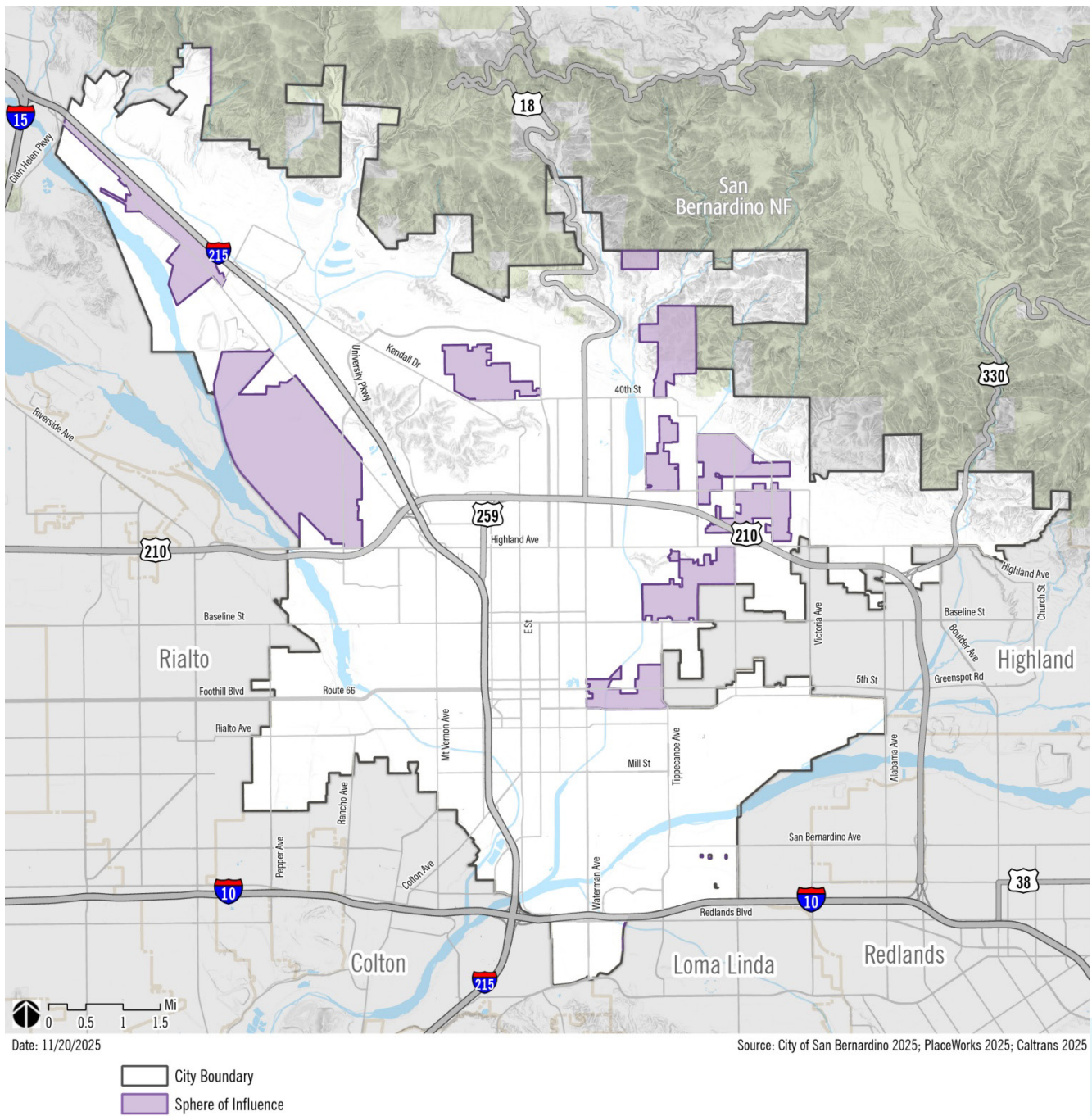


Figure I-1 City of San Bernardino, Regional Map



San Bernardino Vision

The City of San Bernardino's General Plan 2050 is anchored by a Vision Statement, displayed below, that was developed through an extensive visioning process with the community.

City of San Bernardino General Plan 2050 Vision

San Bernardino is the community of choice recognized as an excellent City in which to live, work, and play, distinguished by:

- *Our rich heritage as the gateway and the hub of commerce, entertainment, governance, culture, education, recreation, and transportation in the Inland Empire.*
- *Our residents, businesses, community groups, elected officials, and City staff work together toward a prosperous and innovative City for all future generations.*
- *The unparalleled natural and scenic beauty of our City, exemplified by its mountains, valleys, and rivers.*
- *Our equitable treatment of all residents, businesses, and community groups while ensuring broad community participation and ownership of the public process.*
- *Our residents' access to diverse employment opportunities, quality education, safe neighborhoods, reliable public services and infrastructure systems, and a healthy physical environment.*
- *Neighborhoods where we know one another and offer housing for everyone with quality parks, schools, and robust services.*
- *Our commitment to evolving innovation and advancing the education and skills of all residents, making them the most competitive in the region.*
- *A robust and resilient economy that nurtures the growth of local businesses, a thriving downtown, and emergent and innovative industries and that ensures household prosperity.*
- *Access to dependable, accessible, affordable, and environmentally responsible transportation options.*
- *Valuing and celebrating the cultural and creative expression of our residents.*

Purpose and Scope

California Government Code Section 65300 requires each city to adopt a General Plan “for the physical development of the county or city, and any land outside its boundaries which...bears relation to its planning.” The San Bernardino 2050 General Plan can be considered the City’s development constitution, containing both a statement of the City’s vision of its long-term development as well as the policies to support that vision by guiding the physical growth of the City.

While State law specifically mentions the General Plan in terms of “physical development,” the 2050 General Plan serves a greater purpose beyond the collection of buildings, roads, and infrastructure. The 2050 General Plan also serves to provide a framework for creating and sustaining opportunities for all community members to achieve and sustain a high quality of life.

The San Bernardino General Plan 2050 serves to further a variety of objectives, including to:

- Establish a long-range vision for San Bernardino that reflects the aspirations of the community and that outlines practical steps to achieve this vision.
- Guide decision-making related to housing, transportation, environmental quality, public services, parks and open space, resource conservation, and hazards avoidance and resiliency.
- Help San Bernardino achieve compliance with applicable State and regional policies, including around housing production, transportation, and environmental regulations.
- Allow City departments, other public agencies, and private developers to design projects that enhance the character of the city, preserve environmental resources, and minimize hazards.
- Create opportunities for residents and business to attain and sustain a higher quality of life for themselves and their family through the resources provided in the City.
- Provide the basis for establishing and setting priorities for detailed plans and implementation actions that should be programmed in the budget and capital improvement plan.



Community Engagement Efforts

San Bernardino General Plan 2050 is the outcome of a collaborative process that included the community, City staff, and stakeholders, with support from the consultant team. Community input formed the foundation of the Plan, with the community members participating in various stages and products throughout the planning process. More than 100 events were held—stakeholder meetings, workshops, pop-up events, web-page surveys, and interviews.

General Plan Advisory Committee

The General Plan Advisory Committee (GPAC) was an ad hoc committee established to serve as a key channel for engagement. The GPAC provided input and recommendations to City staff and the consultant team in preparing the draft General Plan. Committee members were appointed by the Mayor and City Council to reflect the diversity of interests and perspectives of the community. The GPAC held 15 meetings and provided input that shaped the Vision; Land Use Plan; and element goals, policies, and implementation measures.

Community Workshops

Two rounds of public workshops were conducted in each of the seven city council wards to ensure comments were received from all areas of the community. These workshops provided opportunities for the community to discuss their perceptions of citywide and local planning issues, needs, and opportunities and to provide input for developing a vision for the future. These workshops engaged participants in an interactive exercise to identify locations where new housing, commercial, parks, and other features should be included.

Downtown Specific Plan Outreach

A Downtown Advisory Committee (DTAC) was established by the Mayor and City Council to provide input to and promote participation in the preparation of the Downtown Specific Plan. Eight meetings were conducted with the DTAC on a variety of topics that informed the development of the Specific Plan. Three workshops were also conducted to develop a vision and land use plans for mobility, infrastructure, and public realm/open space, development standards, design guidelines, and associated programs. The Specific Plan reflects the sentiments heard from developers, businesses, residents, stakeholders, and the broader community.



Community Workshops



Downtown Charette

Community-Based Organizations

Meetings were conducted with community-based organizations to elicit their support in announcing and attracting participation in the public workshops and, in two cases, serve as facilitators of meetings for which the planning team provided talking points and interactive exercises. The planning team collaborated with faculty of two schools in designing and conducting interactive exercises for the students to create their plans for how lands should be developed in the future. In addition, numerous stakeholder meetings were held with individuals and advocates for housing and environmental justice.

Project Website

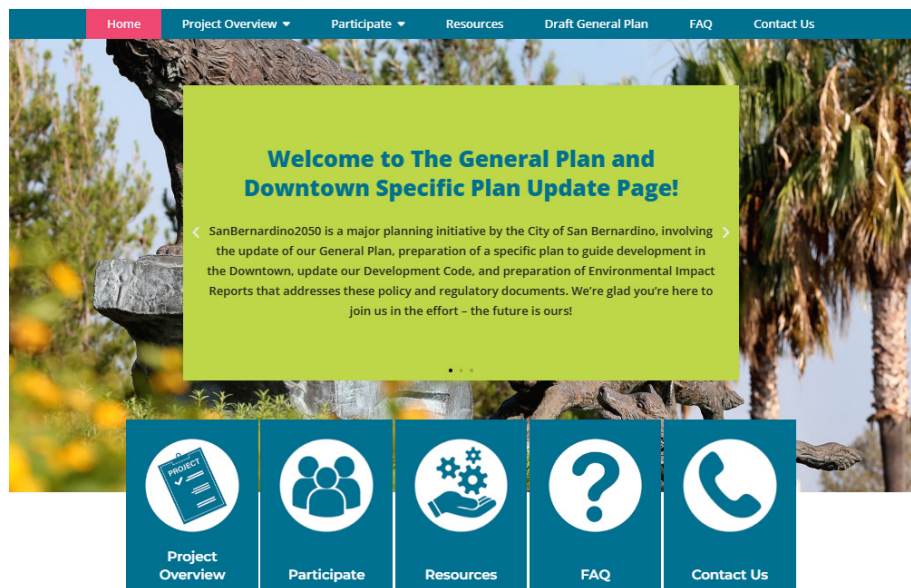
A project website was developed to provide information about the General Plan update. The General Plan website described how the public, businesses, and stakeholders could be informed and involved; announced dates and locations for various workshops; posted documents developed during the planning process; incorporated surveys for public comment; provided a library of resources, including legislative requirements, guidelines, and relevant planning documents; and finally, included information on how to contact City staff for those seeking additional information.



Community Events



Para ver esta página en español, seleccione "Español" en el cuadro desplegable que se encuentra en la esquina inferior derecha.





General Plan Organization

The General Plan 2050 that follows includes 12 elements or chapters, each structured in a manner that describes current issues in San Bernardino followed by the goals and policies to address them.

Element Coverage

The General Plan 2050 covers all the elements required by State law—land use, circulation, conservation, open space, safety, noise, housing, and environmental justice. In addition, the General Plan includes five topics of local importance to the community—parks/recreation/trails, public facilities and services, economic development, cultural resources, and utilities infrastructure.

One particular exception is the City’s 2021-2029 Housing Element. State law requires that the Housing Element be updated more frequently (typically every eight years) than the General Plan. As a result, San Bernardino’s Housing Element is published under a separate cover. The City of San Bernardino Housing Element was last completed in 2024 and will next be updated in 2029, consistent with the cycle mandated by the State of California.

State law requires consistency within the general plan update and among its elements. All general plan elements must be internally consistent and not conflict with one another. Each element, regardless of statute or topic, has the same legal standing. **Table I-1, General Plan Organization**, shows the State-mandated elements and optional elements in San Bernardino’s General Plan 2050.

Table I-1 San Bernardino General Plan 2050 Elements

State-Mandated Elements	Optional Elements
• Land Use and Urban Form	• Parks, Recreation and Trails
• Circulation and Mobility	• Public Facilities and Services
• Housing (separate volume)	• Economic Development
• Open Space & Conservation	• Cultural Resources
• Public Safety	• Utilities and Infrastructure
• Noise	• Health and Environmental Justice

Organization of Elements/Chapters

Each element of the San Bernadino General Plan 2050 has a similar organization—an introduction, planning context, series of responsive goals and policies, and implementation programs. All address issues and opportunities identified during the planning process and are intended to achieve the City's vision.

- **Introduction.** The introduction largely sets the context for the element. It addresses the regulations and authorization for its inclusion in the General Plan 2050, the purpose of the element, and organization of the element. It also includes how the element is consistent with and supports the General Plan 2050 vision.
- **Planning context.** Identifies and describes information on the historic and planning issues and constraints within the City. It also provides the setting upon which responsive goals and policies are drafted to address the array of issues.
- **Goal.** A statement that describes a desired future condition, or “end” state. Goals are intended to be change- and outcome-oriented, achievable over time, and not driven by existing funding. Each goal begins with an abbreviated chapter title followed by the number of the goal (e.g., LU Goal 1).
- **Policy.** A specific statement that decision-makers can take to achieve a desired goal. Some policies include guidelines or standards by which decisions are evaluated and commit the City to a course of action. Each policy is labeled with the abbreviated chapter title and a unique number.
- **Implementation program.** An implementation program is an action, procedure, program, or technique that carries out goals and policies. Implementation measures are intended to be modified over time. Completion of a program can depend on many factors, such as priorities, finances, and staff availability.

Taken together, each element is organized so that the public and decisionmakers can understand the planning issues in the City and use the goals and policies as a roadmap for making the vision in the General Plan a reality by 2050.



General Plan Implementation

The San Bernadino General Plan 2050 has a variety of uses and, like any plan, must be correctly implemented to achieve its intent. The following briefly describes how to use the plan, the implementation programs, and the amendment process.

How to Use the Plan

The San Bernadino General Plan 2050 is used as a point of reference for a variety of interested parties and for different purposes. For instance, City officials and staff may use the General Plan to evaluate a proposed specific plan, development project, or capital improvement for consistency with goals and policies. In other cases, residents and business owners proposing new developments may use the general plan to determine how their land can be used.

The following graphic provides a guide for the reader to understand the organization of the goals and policies section of each element.



Implementation

A general plan that sits on the shelf will not solve the pressing urban challenges facing a community. The success of any General Plan depends on the consistent implementation of programs. A program may entail large-scale changes, such as signature developments, a revitalized downtown, or new infrastructure. However, equally important are the seemingly smaller steps that, over time, collectively advance the General Plan 2050 vision. Dedication to completing large and small programs is important.

After the General Plan 2050 is adopted, it will be implemented through a variety of ordinances, programs, and activities. These specific implementation actions are described in the implementation plan that accompanies the General Plan 2050. The implementation plan is organized by each of the elements of the General Plan 2050 and includes actions, responsible parties, and time frames. Not all actions can be initiated simultaneously, but it is anticipated that implementation of actions will be phased over time.

Amendment

Though the General Plan 2050 sets the fundamental long-range vision for the community, it is still intended to be a dynamic document. The General Plan 2050 should be periodically updated to respond to changing needs. For instance, changing needs may arise from periodic swings in the economy, the development of new housing products, the fiscal position of the City, or state legislation that requires changes in local priorities. The General Plan Annual Report, which must be submitted to the State of California each year, is the appropriate tool for responding to these changes.

If amendments to the General Plan 2050 are needed at any point, State law allows it to be amended up to four times annually. Most amendments involve a change in land use designation, though policy and text amendments may be needed. Any proposed amendment will be reviewed to ensure that it furthers the public interest and would not be detrimental to public health, safety, and welfare. Environmental review pursuant to the California Environmental Quality Act and tribal consultations pursuant to state law, are also required for all general plan amendments.



Relationship with Other Documents

The General Plan 2050 is the official long-range plan of the City and is implemented and codified into the municipal code through the development code, which contains specific standards that regulate land use and how and where they can be developed. Both documents must be consistent. Therefore, when the General Plan is amended, the development code must be updated to retain consistency.

Many existing planning and policy documents govern and guide growth and development in San Bernardino. Some of the documents are prepared by the City, and others are prepared by regional government agencies.

- **Specific Plans** contain distinct visions and directions for the development and use of land within a specific area.
- **Master Plans** address water, sewer, drainage, broadband, pavement, parks, streetlights, and other topics.
- **Transportation Plans** include short- and long-range transportation plans, active transportation plan, and others.
- **Design Guidelines** are the various design guidelines and standards in development codes, specific plans, etc.
- **Development Code** defines land use districts, permitted land uses, development standards, and regulations.

Specific plans, master plans, public works projects, and development decisions must be consistent with the General Plan. Great care has been taken to ensure that the General Plan 2050 is consistent with other local, regional, and state planning documents. This consistency is reflected in the goals, policies, and programs of the General Plan.

A panoramic view of a city valley surrounded by mountains under a clear blue sky. The foreground shows dark, silhouetted hills and some green foliage. The middle ground is a vast, hazy valley filled with a dense urban area. In the background, a range of blue mountains stretches across the horizon. The text "2. Land Use and Urban Form" is overlaid in white on the lower left side of the image.

2. Land Use and Urban Form

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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 with 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 <p>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.</p>		0.7-2.0 FAR 40 du/ac
MX-CTR: Mixed Use Centers <p>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</p>		0.7-3.0 FAR 60 du/ac
IF: Industrial Flex <p>This designation allows for smaller-scale manufacturing and limited warehousing and distribution, typically less than 100,000 square feet, with limited supporting commercial and professional office uses for the industrial uses.</p>		1.0 FAR
I: Industrial <p>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.</p>		0.75 FAR
E: Industrial Extractive <p>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.</p>		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

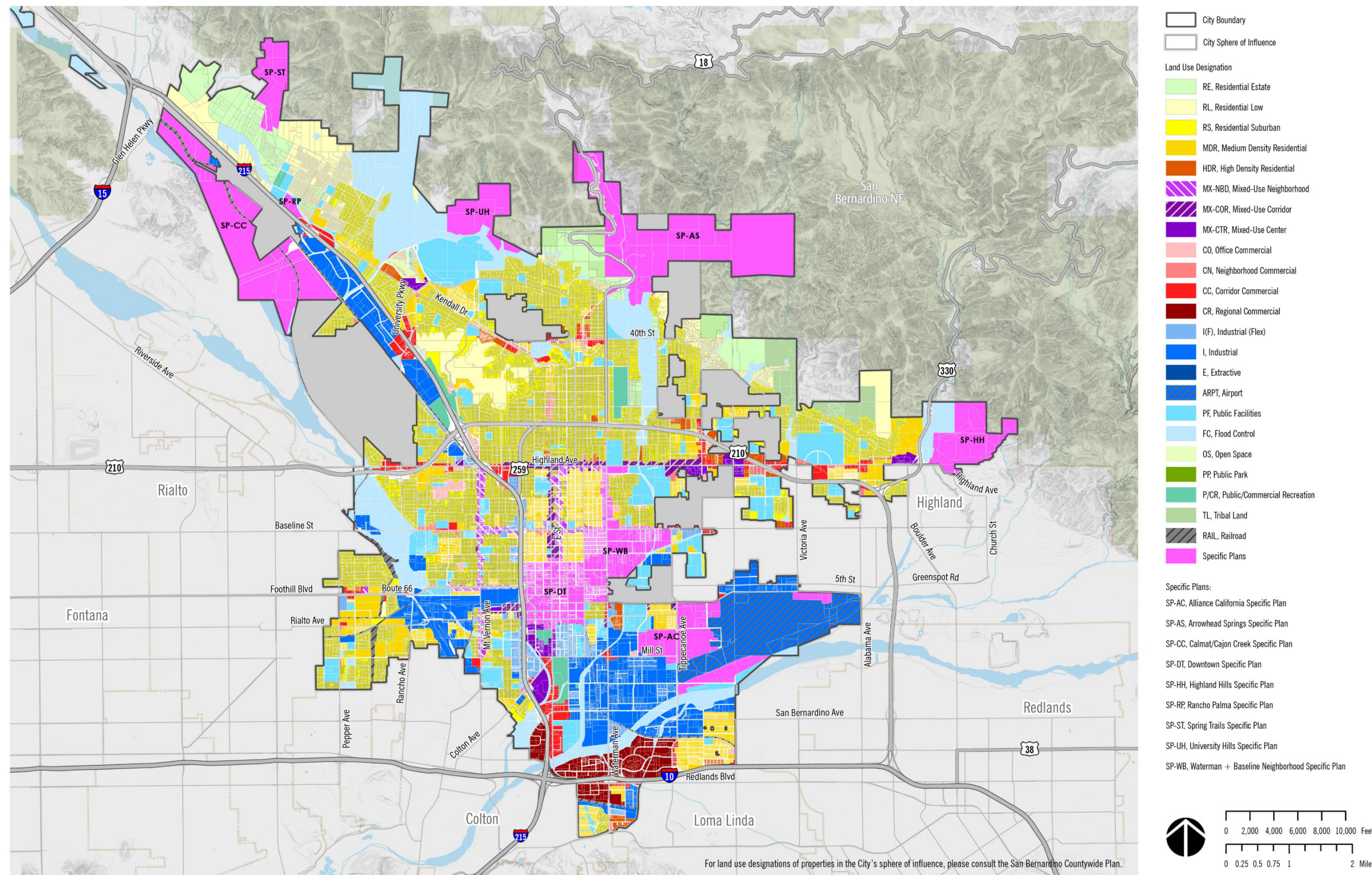


Figure LU-1 San Bernardino Land Use Diagram



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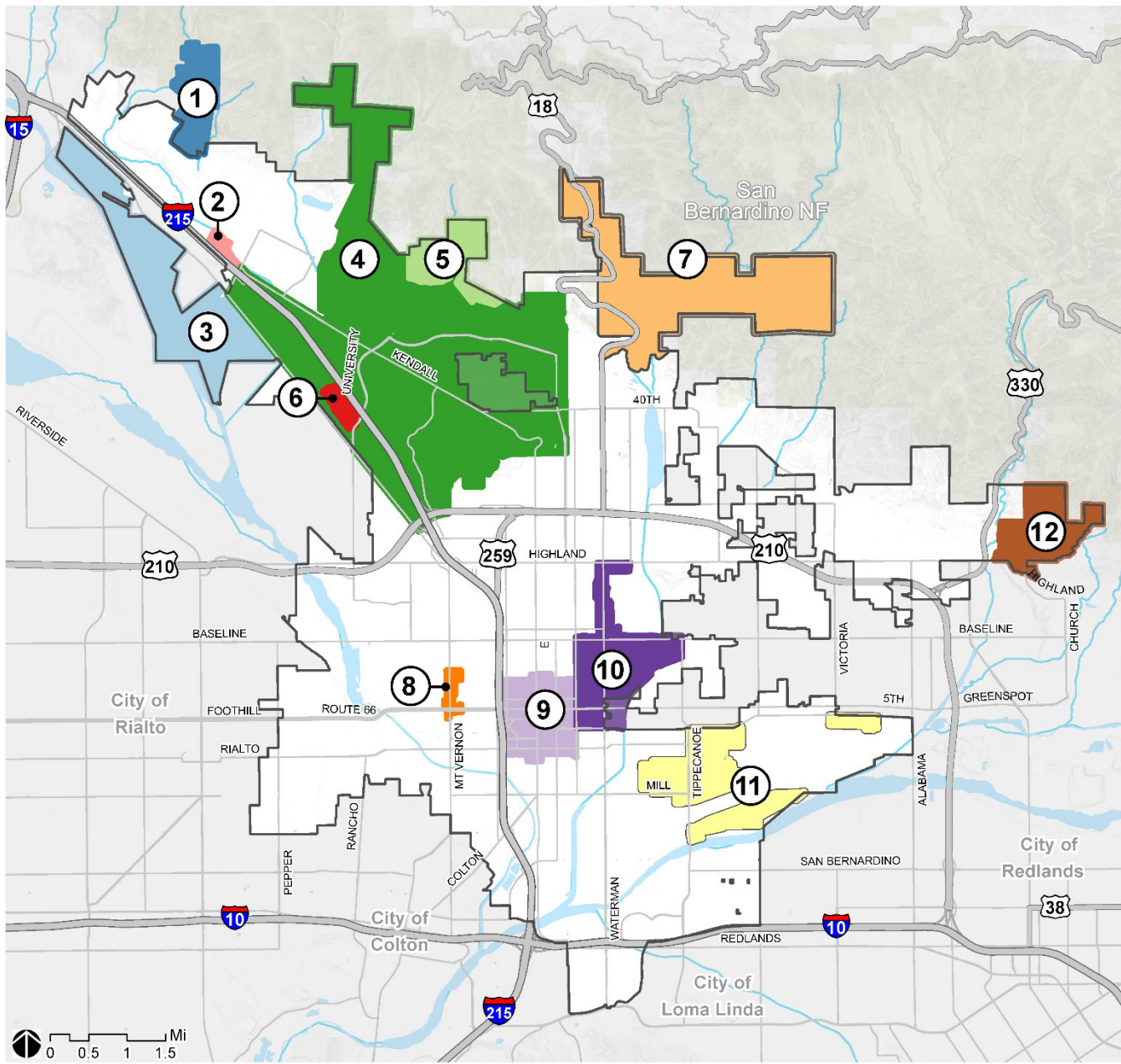


Specific Plans and Districts

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- (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.



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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	<p>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.</p> <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. An 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, 2025



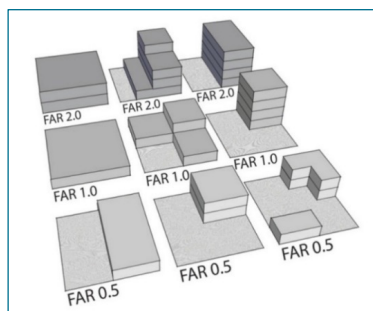
Buildout Assessment

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.

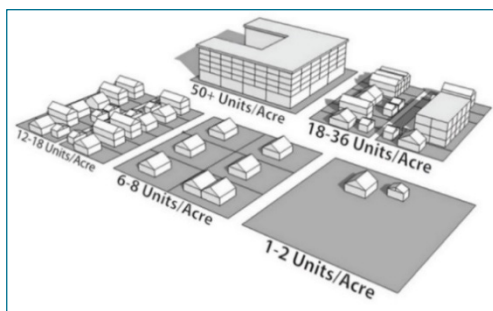
Density and Intensity Standards

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 buildings configured on a site based on number of stories with varying 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.

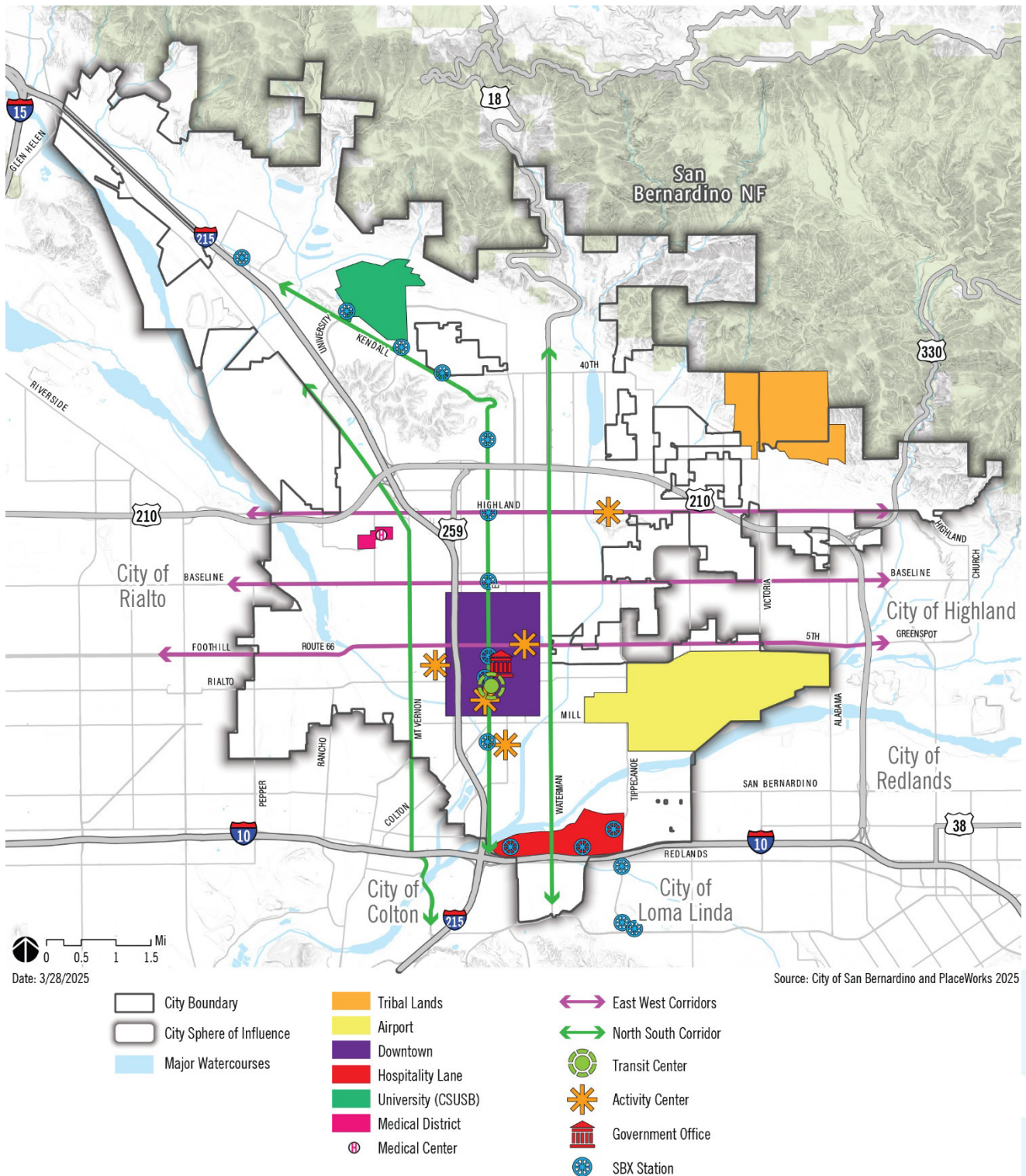


Figure LU-3 Community Structure



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. Introduce
- 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.

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 include 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.

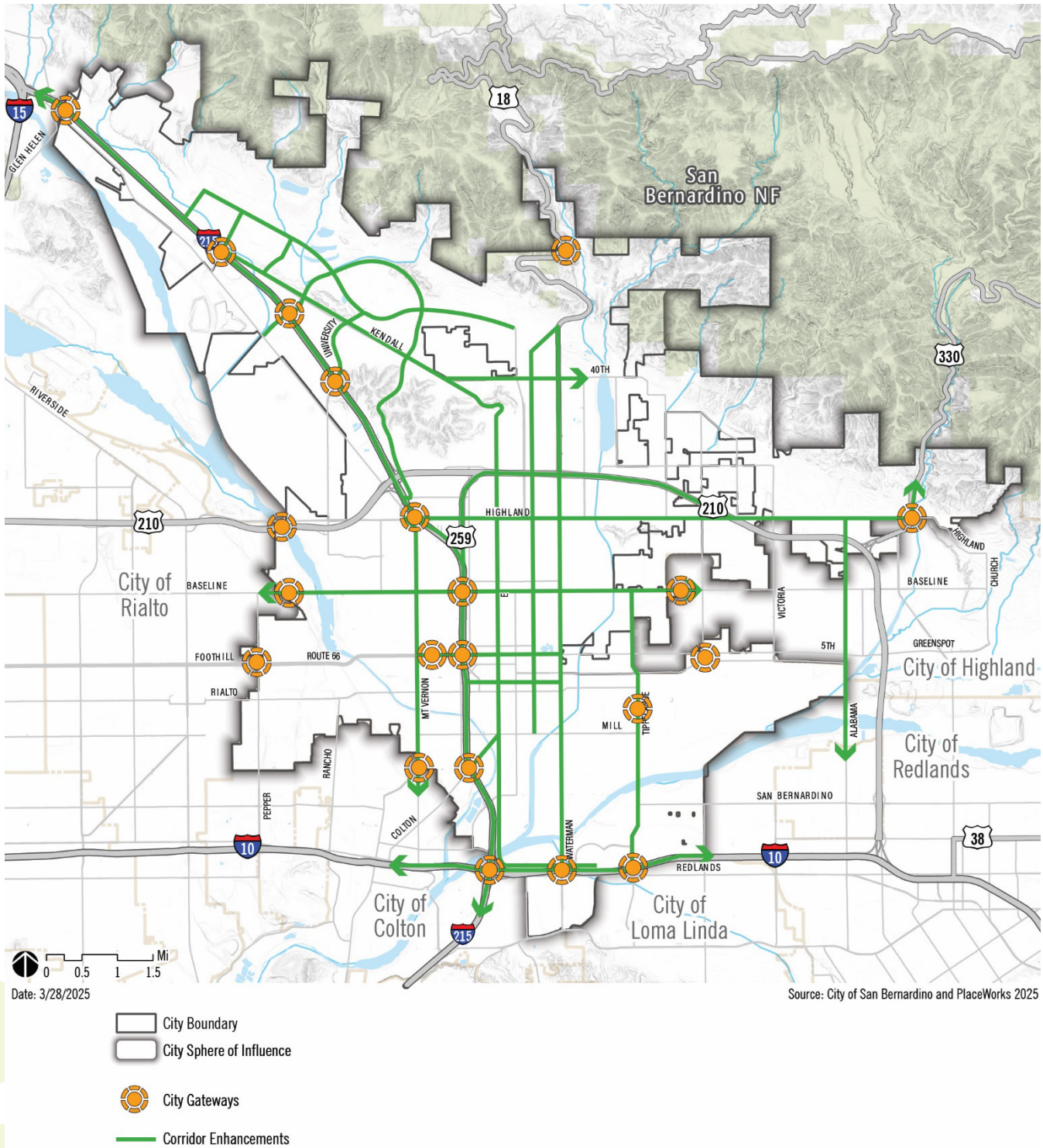


Figure LU-4 Enhanced Corridor Plan

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, neighborhoods, business corridors, and employment centers; target 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 Development review and entitlement.** Ensure existing and proposed land uses standards and regulations in the Municipal Code, including building codes, development standards, and nuisance codes are adhered to through development review entitlement process.
- 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 neighborhoods to 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 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 protection. 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

Well-planned development that provides for the needs of and businesses, efficiently uses land and infrastructure, protects environmental resources, promotes community health, and maintains the City's unique character as a special place in the region.

Policies

LU-8.1 Foundation for accommodating growth. Accommodate growth that aligns with community values, complements the scale and character of City neighborhoods, business districts, and environment, and is consistent with the categories and standards of land uses depicted on the Land Use Map (**Figure LU-1**).



- 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. 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, telecommunication, flood control, and transportation 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.** Sensitive 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

Figure LU-5 Strategy Areas



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.

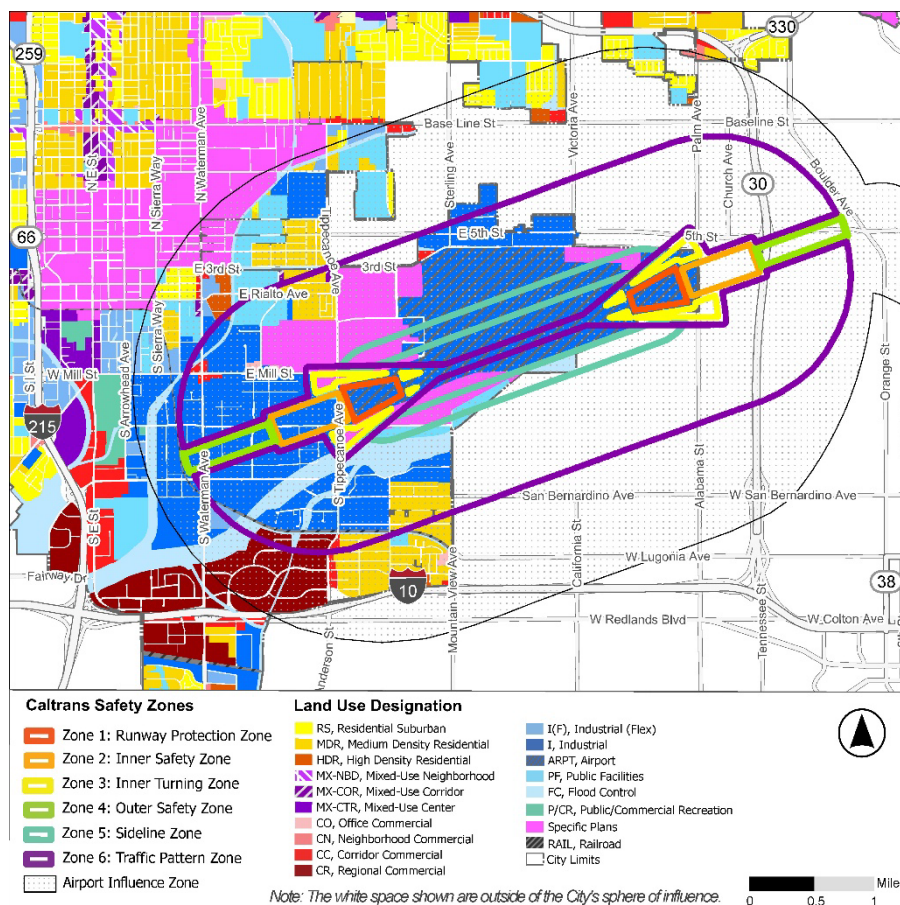


Figure LU-6 Airport Safety Zones



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 can 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

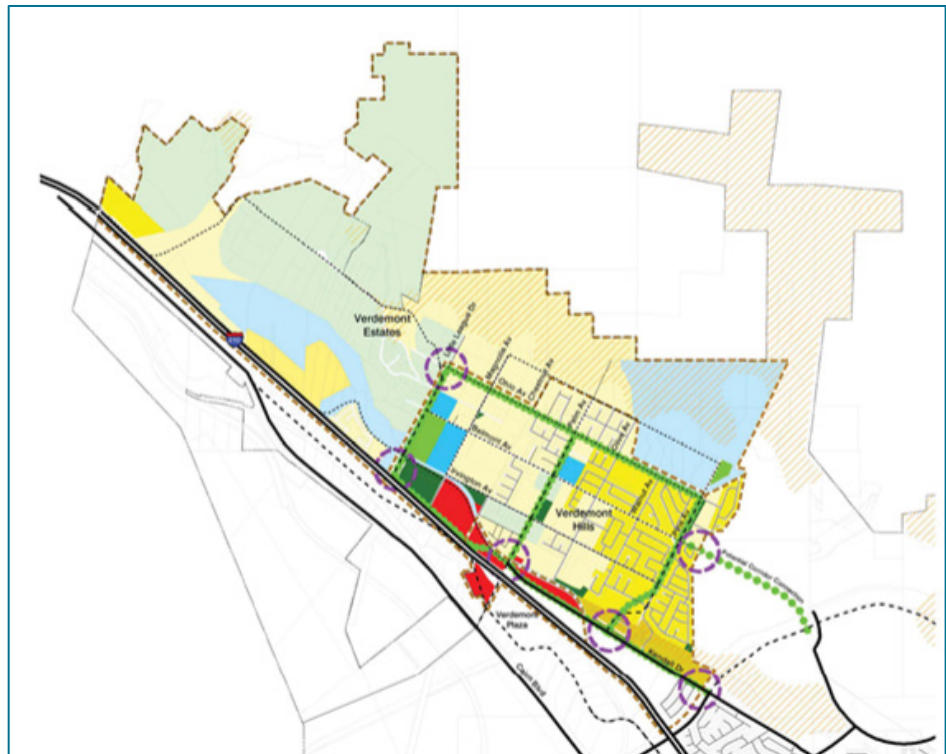
- LU-21.1 Medical district.** Ensure that the land use designations around hospitals align with the long-term goals of the hospital and protect its ability to expand and address the need for health care professionals in the city.
- LU-21.2 Priority land uses.** Encourage the development of properties 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 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): 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.

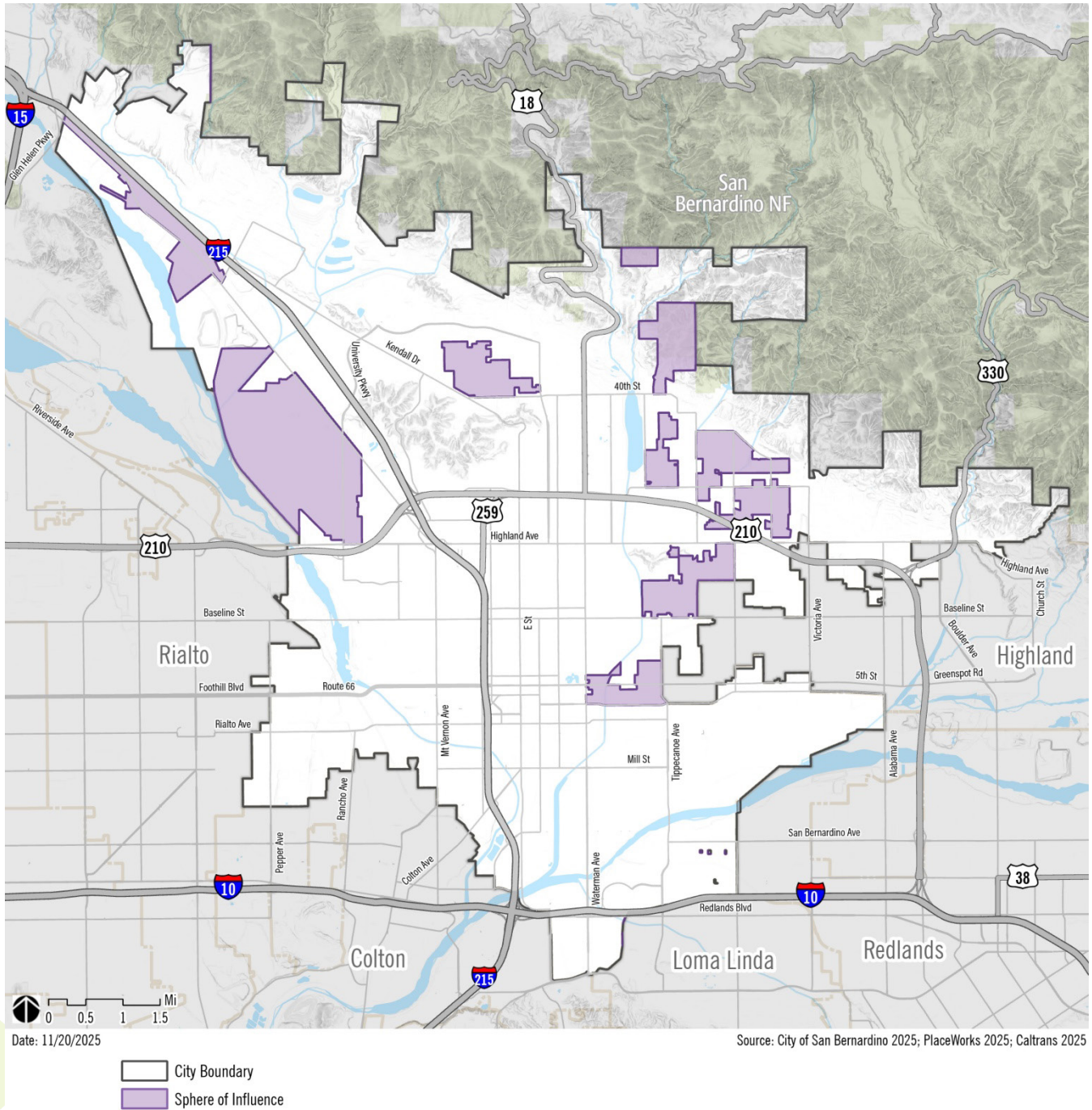


Figure LU-7 San Bernardino Sphere of Influence

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.

3. Housing

A photograph of a modern, multi-story apartment complex. The building features a mix of light-colored stucco and darker brown accents, with numerous windows and arched doorways. In the foreground, there is a swimming pool with a dark, corrugated metal roof structure over part of it. Several palm trees are planted around the pool area. A covered walkway with a dark roof runs along the side of the building. The sky is a clear, light blue, suggesting a bright day.

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4. Economic Development

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Introduction

San Bernardino, the county seat, is the most populated city in the county. The City boasts an extensive network of freeways, railways, and an airport that connects it to the region, the state, and the nation. San Bernardino is also home to a wealth of educational opportunities that includes a community college, private colleges, and university. And its civic leaders understand the importance of the economy, both to the health of the City and security and well-being of residents.

The Economic Development Element establishes a framework to leverage the community's assets and guide investments in business, human capital, and infrastructure through 2050. However, this element does not plan for economic growth for the sake of growth. San Bernardino's vision for economic development is rooted in the pursuit and achievement of three objectives:

- Creating new businesses, jobs, and services that may be absent, inadequate, or inequitably distributed today.
- Sustaining and improving human and social capital among the City's residents, thereby improving quality of life.
- Generating increases in municipal revenues that the City can reinvest in the community's quality of life.



Overlooking Downtown San Bernardino



Regulatory Framework

California law does not require the preparation of an economic development element as part of a comprehensive general plan; therefore, there are no requirements for its content. However, the 2050 General Plan includes an Economic Development Element because civic leaders understand and appreciate the importance of a strong local economy, not only for the City's fiscal health but also for providing opportunities for upward mobility and financial security for residents and business owners.

Element Organization

The Economic Development Element covers five topics. Each topic begins with a general discussion, followed by the goal for the topic and then the policies. The five topics are:

- Economic Development Program, which will guide the priorities and strategies for an effective economic development program.
- Thriving Local Economy and Regional Jobs Center, to guide business retention/growth, startups, and attraction strategies.
- Economic Activity Centers, Districts, and Corridors, with tailored guidance for highly differentiated districts and markets.
- Economic Security, to create equitable opportunities for business success, financial security, and upward mobility.
- Fiscal Resilience, to ensure that economic development strategies further the long-term fiscal health of the City.

Relationship with other Elements and Plans

The Economic Development Element content complements the other elements of the 2050 General Plan. For example, the goal and policies for economic activity centers, districts, and corridors are related to land use designations and the location of planned uses in the Land Use Element and are intended to provide an economic context for some of these planned land uses. This element will be effectuated by a strategic plan that provides greater flexibility in responding to economic and market conditions. The strategic plan will have a shorter time horizon, will include short-term strategies and actions, and will guide investments during its time horizon.

Achieving the City's Vision

Economic development and the topics in the Economic Development Element are woven throughout the General Plan Vision Statement. Specific Vision Statement components that the community sees in the San Bernardino of 2050 and that are related to the Economic Development Element include:

- Our rich heritage as the gateway and the hub of commerce, entertainment, governance, culture, education, recreation, and transportation in the Inland Empire.

Goal 3 for economic activity centers, districts, and corridors includes policies that directly relate to commerce and entertainment. Support for growing an arts-and-heritage culture is a policy under Goal 4 for supporting personal and social potential.

- Residents' access to diverse employment opportunities, quality education, safe neighborhoods, reliable public services and infrastructure systems, and a healthy physical environment.

Goal 2 for a thriving local economy and regional jobs center focuses on living-wage employment opportunities for residents. Goal 5 for fiscal resilience seeks to ensure that the City generates sufficient revenues to invest in public safety and public facilities and services.

- Neighborhoods where we know one another and offer housing for everyone with quality parks, schools, and robust services.

Policies under Goal 4 for supporting personal and social potential support workforce housing and home ownership. Policies under Goal 3 for economic activity centers, districts, and corridors support housing in mixed-use and infill development and support commercial services with access to where people live.

- A robust and resilient economy that nurtures the growth of local businesses, a thriving downtown, emergent and innovative industries, and that ensures household prosperity.

Goal 2 for a thriving local economy and regional jobs center; Goal 3 for economic activity centers, districts, and corridors; and their policies support this component of the Vision Statement.



Planning Context

San Bernardino's economy is a product of its history, unique location in the county, and broader regional and statewide economic forces. This section provides an overview of the local economy followed by specific topics that define the goals and policies.

San Bernardino's Local Economy

With a population of over 220,000, San Bernardino is the largest city in the county and serves as the seat of government for San Bernardino County. San Bernardino is also the 17th largest city in California and the 100th largest city in the United States.

Employment Opportunities

San Bernardino economy is home to approximately 125,000 jobs and nearly 7,000 businesses. Typically, the local workforce can be classified into five major sectors, each serving a different role in the economy and providing a different service. The five major sectors are:

- **Goods-producing sector.** This sector includes the production of goods, from the commodity stage through finished products. This sector includes agriculture, forestry, fishing and hunting; natural resources; construction; and manufacturing. This sector provides approximately five percent of all jobs, which represents half the share compared to the County and region.
- **Knowledge-based sectors.** This sector relies on educated and skilled workers. The group includes four sectors: information; finance and insurance; professional, scientific, and technical services; and management of companies. This sector provides for only five percent of the City's employment opportunities—a much smaller part of the local economy than in the region.
- **Base-serving sectors.** This sector includes services to goods-producing businesses and to other types of businesses and households. The group includes utilities; wholesale trade; transportation and warehousing; and administration/support. This sector provides about 30 percent of jobs in the City. The City's international airport, freight rail routes, trucking centers, and multiple freeways make it an intermodal logistics hub.

- **Health care and educational services.** The health care and educational service sector provides 25 percent of all jobs in the community—twice as many jobs per capita than the County. This is due, in part, to the presence of CSUSB, San Bernardino Valley College, and the local school district. With the development of new clinics, medical centers, and schools, this sector will continue to keep pace with the City’s growing population.
- **Local-serving sector.** This sector provides services directly to individual customers—retail trade; real estate and rental and leasing; arts, entertainment, and recreation; hospitality and food services; and public (governmental) administration. The local serving sector provides 30 percent of all jobs. However, the governmental subsector provides more than half (18 percent), which is five times more jobs per capita than in the County.

Figure ___ shows the location of the five largest subsectors. Health services are oriented around the hospitals in the community. The educational subsector is most concentrated at CSUSB and SBVC, with smaller concentrations elsewhere. The transportation and warehousing subsector is located primarily southwest of the airport. And the public administration subsector is located in Downtown. Retail businesses are dispersed along major corridors.

Role of Commuting

Commuting is common for cities across southern California. As is the case with adjacent cities, San Bernardino relies on a commuter workforce to fill many of the positions within the City. More than 100,000 employees commute from other communities to work in San Bernardino, while approximately 75,000 residents leave the City every day to travel to jobs outside the City. Approximately 18,000 residents who live in the community also work in the City.

Commuting tends to be concentrated within a few industries where there are insufficient employees living within the community. The subsectors in San Bernardino that require the most in-migration of its workforce include transportation and warehousing, educational services, health care and social assistance, and public administration. These four sectors comprise two-thirds of jobs in San Bernardino. Base serving sectors, such as construction and manufacturing, tend to have a surplus of available workers within the City.



Educational Level of Workforce

The City's diverse workforce has varying levels of education. According to the Census, 17 percent have less than a high school education, 19 percent have high school or equivalent but are not college educated. Approximately 25 percent of the workforce have attended college or have an associate degree. With respect to higher education, 17 percent of job holders have a bachelor or advanced degree. The status of remaining job holders is not known.

San Bernardino recognizes the importance of education to the long-term economic security of its residents. San Bernardino is one of the few communities in southern California where residents can receive the full range of educational services—preschool, primary and secondary, and post-secondary education. Of particular note, San Bernardino is known for its pathways-focused system of public education at each high school and community college.

Economy and Fiscal Resiliency

The health of City of San Bernardino's economy underpins the City's long-term fiscal health and ability to continue providing services. Stable tax revenues enable the City to finance the delivery of services—such public safety, road and neighborhood maintenance, urban forestry, parks, and recreation—that define quality of life. The City relies extensively on tax revenues paid by businesses, property owners, and consumers to finance these community services.

When businesses thrive, property values increase, and consumers spend money, the City receives revenues needed to pay for services. During recessions or downturns in the economy, the City does not receive sufficient revenues to maintain services. While the City has dedicated economic development and planning to support the growth of the local economy, economic growth is tied to broader forces at play, such as the regional and statewide economy.

This Economic Development Element is thus intended to spur and maintain economic growth in the community. Goals and policies are set for establishing and maintaining a robust economic development program, generating business development and growth, improving education and training for San Bernardino's workforce, and ensuring that the City prudently manages its finances to maintain solvency.

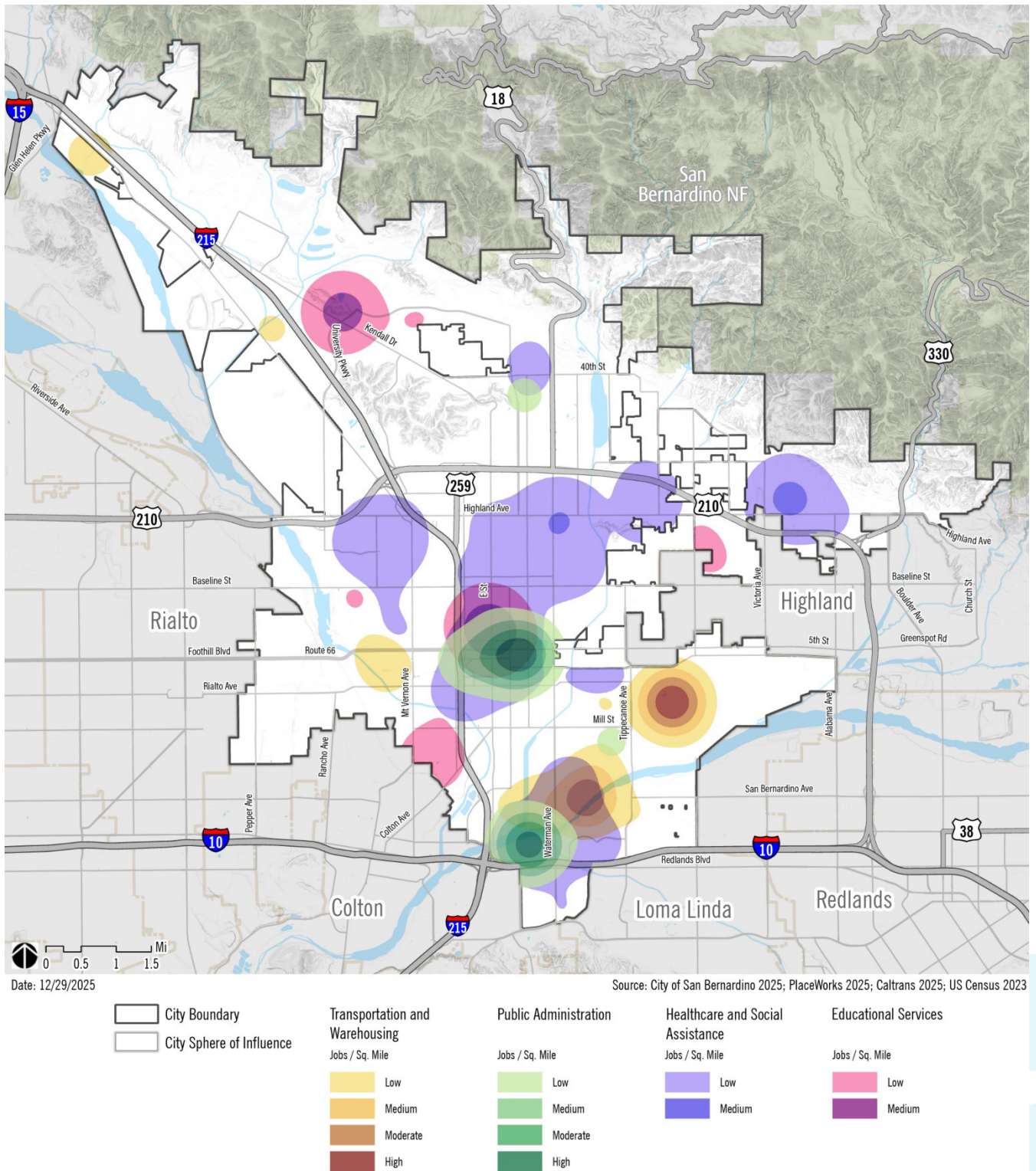


Figure ED-1 San Bernardino's Major Industry Sectors



Goals and Policies

The following goals and policies are intended to achieve the General Plan 2050 vision for achieving a robust local economy, stable City finances, economic opportunity, and jobs for City residents.

Economic Development Program

The City's Economic Development Department focuses on 1) marketing initiatives to promote the City's assets and image; 2) business retention and attraction strategies to generate job opportunities; 3) workforce development efforts; and 4) cultivating strategic partnerships to attract funding, resources, and investment. The General Plan envisions a continued expansion of these efforts. To maximize these efforts, two initiatives are critical for success.

Community Partnerships

The City will collaborate with many economic development partners. Key partners include, but are not limited, to:

- County Workforce Development Board. This agency certifies job-training providers for federal funding; qualifies businesses as eligible for receiving worker training; provides career planning services; certifies individuals to be eligible for education, job skills, and training assistance.
- Inland Empire Small Business Development Center. The IESBDC, operating from CSUSB and partnering with the City via the Entrepreneurial Resource Center, assists small business with advising, training, contracting, franchise- and service-based operations, website optimizing, and securing funding.
- Inland Economic Growth and Opportunity Initiative (IEGO). The IEGO is a regional, cross-sector network of community-based organizations, businesses, and institutions. In addition to services for businesses, IEGO markets the Inland Empire for investment, business relocation, and expansion.
- San Bernardino County Economic Development Department (SBCEDA). SBCEDA is the economic development department for the County. SBCEDA serves as a regional economic development organization, partnering with cities throughout the county for marketing, promotions, and other efforts.

- **Chambers of Commerce.** The City collaborates with San Bernardino Chamber of Commerce, Inland Empire Regional Chamber of Commerce, Hispanic Chamber of Commerce, and the Black Chamber of Commerce. These chambers provide leadership in the interest of San Bernardino business.
- **Educational Institutions.** The City's educational institutions—CSUSB, community college, and secondary and adult education—contribute to economic development. Given the many residents who do not have a high school diploma, school districts can partner with the city to promote education and job training.
- **Real Estate Brokers.** Commercial and industrial brokers talk daily with local businesses, property owners, and prospective new businesses. They often have insights from being front-line workers in selling the city as a location for business. As such, they are valuable partners in economic development.
- **Community-Based Organizations.** The City also collaborates with community-based organizations on economic and workforce development programs. To maximize local efforts and positive outcomes, the City seeks to maximize involvement with as many community-based organizations as feasible.

Economic Development Strategic Action Plan

Economic and market trends may follow a steady pattern for years and then become volatile before settling into a new trend. Effective economic development programs maintain flexibility to respond to changing economic and market conditions. The Economic Development Element focuses on long-term goals and policies, while reserving most of the needed strategies, programs, actions, and activities to be identified in the strategic plan.

In contrast to the long-term nature of the general plan, an economic development strategic plan is the key tool to implement this element. The Strategic Plan is an action-oriented plan that prioritizes short-term implementation measures (typically three to five years in length). The Strategic Plan will identify sectors that the City wishes to attract or expand, determine strengths and weaknesses involved, and include steps needed to achieve the City's economic goals. The Plan will be updated every five years to reflect contingencies.



Goal ED-1 Economic Development Program

A comprehensive, citywide economic development program that sustains long-term economic growth, attracts private-sector investment in the City, grows and diversifies the tax base, and supports the vision and other goals of the General Plan.

Policies

ED-1.1 Strategic action plan. Adopt, implement, invest in, and regularly update a strategic action plan elaborating the City's vision for economic development, establishing goals, identifying strategies and actions to work toward. Remove impediments to realize the vision.

ED-1.2 Economic development integration. Integrate economic development thinking throughout city hall by training key city staff, discussing economic and fiscal implications in staff reports for land use cases, and regularly communicating city economic-development efforts and successes, to foster a business-friendly city.

ED-1.3 Economic partners. Leverage investments by the federal and state governments and private and nonprofit entities by collaborating with partners:

- Educational institutions at all levels
- Workforce development and training providers
- Economic development agencies and organizations
- City and County government partners
- Chamber and other business associations
- Commercial and industrial real estate brokers
- Trade schools and unions

ED-1.4 Marketing and communications. Grow, expand, and invest in a marketing and communications strategy that shows San Bernardino as an opportune location for new businesses and private investment, and pursue public relations campaigns to improve the City's public image.

ED-1.5 City-owned assets. Maintain an inventory of city-owned real estate assets. Evaluate the potential to use these assets to support desired economic development efforts and prioritize the use or disposition of the assets to incentivize economic development.

Thriving Economy and Regional Jobs Center

San Bernardino's central location, transportation infrastructure, and role as the county seat provides an unparalleled opportunity to become a regional jobs center in the county. At the same time, an economic development agency can take three avenues that will lead to an increase in economic activity and the number of jobs.

Business Retention and Expansion

In a regional economy, jobs are created when a business expands. Successful economic development organizations tend to invest most of their resources in assisting existing businesses. Efforts include a business visitation program, connecting a business with the workforce development board for worker training or connecting a business with banks to secure loans for equipment and facilities. Because these are the same activities pursued to assist a struggling business to remain open and retain its existing workers, retention and expansion of existing businesses are addressed together.

Economic Development in Action

Fenix Space, located at the former Norton Air Force Base, is developing hyper-sonic and high-cadence airborne testing capability for the Pentagon. Fenix's launch platform will enable a rapid launch of spacecraft payloads to orbit. Other partners include NASA, the Air Force Research Lab, and the U.S. Space Force.

Business Attraction

The second avenue for creating a thriving local economy is attracting a business to relocate to the city. Business attraction gets most of the economic development publicity even though it tends to generate a minority of the new jobs. Nevertheless, business attraction is a tool for diversifying a local economy and recruiting anchor tenants for new developments. It is also used for bringing in sectors that are underrepresented in the local economy. Attraction strategies might include marketing at trade shows for target sectors, maintaining inventories of available land and facilities, or collaborating with commercial and industrial real estate brokers and developers.



Business Startups

Business start-ups typically account for the least number of new jobs in a regional economy. However, they may be tomorrow's existing-business expansion driving new job growth. Even with their relatively low job-creation potential, new business start-ups are important for diversifying the local economy, providing goods and services desired by residents, and providing authenticity in retail centers and commercial districts that are otherwise dominated by chain stores. Common tools for business start-ups include entrepreneurial training through a small business development center, business incubators, and outreach programs to connect residents who might consider starting a business with the assistance programs.

Economic Development in Action

San Bernardino is home to Bio-Star Renewables, a waste-to-energy plant in northwest San Bernardino. Using anaerobic digestion, this company converts pre-consumer food waste into renewable resources that reduce the need for landfill space and help the City achieve compliance with California's Senate Bill 1383, which requires a 75 percent reduction in organic landfill waste by 2025.

Demand-Side Growth

While the preceding approaches to generating economic growth work through creating businesses that generate more jobs, many communities turn to demand-side tools for improving the local-serving sectors of a local economy. Attracting residents and visitors increase economic activity and spending at existing businesses and spurs employment growth. While housing can attract new residents that patronize existing businesses, attracting visitors to the City is more challenging. Attracting new customers requires a combination of hospitality and dining, supporting activities (such as recreation, entertainment, special events), and transportation infrastructure. Many of these demand-side practices are addressed in other chapters of the General Plan 2050, such as Circulation and Mobility.

Goal ED-2 Thriving Economy and Regional Jobs Center

A growing and resilient local economy that provides living-wage job opportunities for residents, creates opportunities for entrepreneurs to start new businesses, sustains business growth and expansion, grows household incomes, and supports a continuing improvement in the quality of life in San Bernardino.

Policies

- ED-2.1 Business retention and expansion.** Facilitate the retention and expansion of local businesses through consistent dialog between City Hall and the business community and by helping to connect regional economic development service providers with local firms.
- ED-2.2 Business attraction.** Market San Bernardino to potential new businesses by investing in public relations, attending industry events for target economic sectors, and collaborating with economic development partners promoting the city and the San Bernardino Valley.
- ED-2.3 Business startups.** Grow the number of independent businesses to create opportunities for entrepreneurs, diversify the local economy, and provide goods and services desired by residents, by collaborating with the Chamber and economic-development service providers to provide entrepreneurial training and assistance.
- ED-2.4 Business assistance.** Provide assistance to businesses navigating City Hall and the regulatory permitting process to streamline the permit process for businesses; periodically evaluate municipal processes to identify opportunities to streamline processes and identify ineffective regulatory requirements.
- ED-2.5 Workforce development.** Collaborate with San Bernardino County Workforce Development, CSU San Bernardino, San Bernardino Valley College, certified workforce training providers, and community organizations to increase local businesses' awareness of and access to workforce development assistance.



Economic Activity Centers, Districts, and Corridors

San Bernardino's economic landscape consists of varied economic activity centers, districts, and commercial corridors, each of which serve a distinctive role in the local economy. Several land use and development types presented in the Land Use Element are intended to provide economic development benefits or have been included to reflect structural changes in the broader economy.

Commercial Centers and Corridors

How and where Americans purchase and obtain retail goods has changed dramatically over the years. The shift from shopping at traditional stores to online purchasing has been building for decades but took off during the COVID-19 pandemic. And today, online shopping has splintered into omnichannel retail—from online ordering with overnight or same-day home delivery to online ordering with curbside or in-store pickup and other iterations. This trend impacts the viability of commercial centers and corridors.

The City's land use plan accommodates commercial enterprises that are now becoming obsolete. The City has miles of auto-oriented corridors, with individual stores on individual lots. Examples include 5th Street, Base Line, Highland, and Mt. Vernon. Similarly, the City has supermarket-anchored centers, shopping malls, and the big-box power center. Examples range from the Ralph's-anchored University Town Center and El Super-anchored Westside Plaza to Inland Center Mall and Hospitality Lane. Both auto-oriented and big-box models are now being diluted by online retail.

The 2050 General Plan re-envision the revitalization of functionally obsolete commercial corridors with nodes of commercial centers or mixed-use buildings at key intersections and connecting to the major districts of economic activity noted below. Corridor midblock areas between nodes and districts will transition to multifamily residential uses. This can help strengthen the nodes and districts by removing excess, underutilized, or obsolete commercial space and bring in new residents and consumer spending. The development code includes modified site design standards that further incentivize this transition.

Focus Districts

San Bernardino's economy consists of highly differentiated districts, each playing a role in the economy. The 2050 General Plan envisions districts that integrate residences, commerce, employment, and activities, usually with a unique focus of economic activity. The Economic Development Element, in tandem with the Land Use Element, provide specific directions for the following districts.

Sports, Entertainment, and Hospitality District

This district encompasses three distinct areas—a proposed mixed sports-and-entertainment district adjoining and linking the San Manuel Stadium, an enhanced National Orange Show Event Center, and Hospitality Lane. As a key destination for the Inland Empire, entertainment venues, restaurants, commercial recreation facilities, offices, and apartments and condominiums would be clustered along a landscaped pedestrian promenade connecting to the downtown. The Land Use Element provides land direction for this district.

Hospitality Lane is adjacent to the I-10 freeway in southernmost San Bernardino. It is home to more than 900 businesses (including hotels and county offices) and 16,000 employees and generates \$32.8 billion in total sales. Its central location near the I-10 freeway and San Bernardino International Airport; high speed SbX bus rapid transit service from Loma Linda University to the California State University, San Bernardino (CSUSB); and high traffic make it an attractive spot for businesses looking to thrive in a dynamic commercial district.



Hospitality Lane

Downtown

The Downtown is one of the most vibrant districts in the community, boasting more than 2,750 businesses, 38,000 employees, and more than \$6 billion in total sales. The Downtown is home to a cluster of local, county, and state government buildings, consulate offices, performing arts venues, a burgeoning cultural subdistrict, library, transit center, and multiple other supporting businesses and uses. This District also contains the highest concentration of historic and cultural resources. Intensive redevelopment is slated within this area. In accordance with the Downtown Specific Plan, San Bernardino's Downtown is envisioned to be the urban center of the Inland Empire, spurred by the redevelopment of the former 43-acre Carousel Mall.



Downtown San Bernardino



California State University

University District

The University District comprises CSUSB and adjacent areas. CSUSB generates \$536 million in annual spending and \$32 million in statewide tax revenue. It sustains more than 2,000 jobs in the region and 4,700 jobs statewide. The District is surrounded by Verdemon Heights, a growing area of the city. CSUSB's Randall Lewis School of Entrepreneurs is pursuing a long-term initiative to foster the growth of local business. It also established an entrepreneurial center in Downtown and maintains public, private, and tribal partnerships that portend considerable growth in the economic impact from CSUSB.

The economic-development strategic plan will focus on the City's business expansion, attraction, and start-up efforts in the districts noted in this element. While market demand coupled with focused-development standards are sufficient to achieve the vision for these districts in some districts, others may need further support. Therefore, this element provides guidance for the potential uses of special funding and financing districts to facilitate redevelopment, construction of infrastructure and public realm improvements, enhanced public services, and activities and events in certain districts.

San Bernardino International Airport and Environs

The San Bernardino International Airport and Trade Center (SBIA) is in the southeastern edge of the City. The SBIA is comprised of two portions: 1) the 1,350-acre airport and related facilities of the former Air Force Base, and 2) the Trade Center, a 650-acre trade center which encompasses non-airport portions of the property. The Airport is managed by the SBIAA, a Joint Powers Authority. The Alliance Trade Center is managed by the Inland Valley Development Agency, a JPA of San Bernardino, Loma Linda, Colton, and the County.

The Airport District plays a pivotal role in the local economy—supporting over 18,000 jobs and creating billions in economic output through its association with a 2,000-acre trade and logistics center. Within its designated Foreign Trade Zone (FTZ), logistics providers, freight forwarders, manufacturers, and e-commerce benefit from duty deferrals, reductions, or eliminations on imported goods. The 2050 General Plan anticipates that SBIA will continue to expand cargo and passenger flights, while businesses benefitting from the Airport and FTZ designation will continue to locate on adjoining land.

Westside

The City's westside district runs west of the I-215, from the I-10 northward to the SR-210. Black families moved into this historic area in the 1910s-1920s, settling near the BNSF Railyard, and in the 1940s-1950s, following the establishment of Norton Air Force Base. Mexicans also migrated to the City, setting up a barrio in the Westside. They built churches, businesses, and social institutions that became the foundation of civil rights movements during the 1940s-1980s in access to housing, recreation, and equal education.

The Westside is most known for the BNSF Railroad, which anchors the district and divides it into a northern and southern sector. In 1992, the City adopted the Paseo Las Placitas Specific Plan, which covers a limited area along Mt. Vernon Avenue, north of the railyard to 9th Street. Over the past thirty years, the Plan has not been exceptionally successful. However, improvements have been made to the district, most recently the reconstruction of the Mt. Vernon Avenue Bridge and structural improvements to the historic Santa Fe Depot.

Experience-Oriented Districts and Nodes

The 2050 General Plan envisions that commercial nodes along major corridors and mixed-use districts will develop into experience-oriented places. With an increasing share of online retail ordering, in-person shopping trips will increasingly combine shopping with socialization, recreation, and entertainment. While experience-oriented places can materialize in different forms, successful places should include convenient bike and pedestrian circulation; dining and outdoor dining; public spaces; benches and other street furniture; public art; and entertainment, recreation uses, and events.

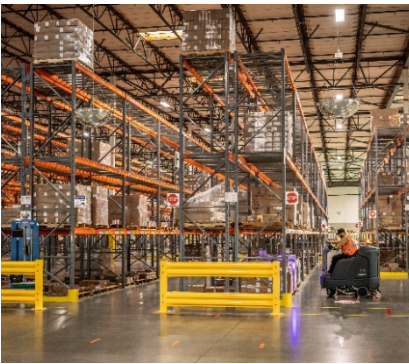
The Land Use Element has established three mixed use designations along the City's major corridors, including Highland Avenue, Base Line Street, Route 66, west of I-215, Mt. Vernon Avenue, and E Street Corridor. The intent is to encourage the turnover of underperforming properties into more economically viable and vibrant uses. Mixed uses will be established at a smaller scale, such as neighborhood mixed uses, along lengthy corridors in the form of either vertical or horizontally integrated mixed uses on shallower lots, or in specific centers of activities or at major intersections.



Industrial Sector



Industrial uses associated with warehousing and transportation have been the major driver of new job opportunities in San Bernardino. Since 2000, this sector has increased from only 3 percent of jobs to the largest sector, providing one-quarter of all jobs. This increase has come as industrial development markedly changed, with the development of mega-warehouses throughout the region and, with it, raised concerns with traffic and air pollution.



The expansive growth in warehousing and logistics in San Bernardino has consumed much of the industrially zoned land. And not just land—older manufacturing and other industrial buildings have been demolished to make room for warehouses. The region has had historically low industrial vacancies for many years. This has made it challenging for manufacturers to expand and has limited the ability of entrepreneurs to start and grow new industrial businesses.

The 2050 General Plan seeks to preserve and improve industrial areas where manufacturing and other industrial businesses can be launched, thrive, and expand. The General Plan provides for new warehouse development in focused areas, such as around the airport, in southeastern San Bernardino, and along the freeways in northern San Bernardino where truck routes can avoid traveling through residential neighborhoods or other sensitive areas.

In 2025, IPEX launched the opening of its new 200,000 sq. ft. distribution center in San Bernadino.



The Landing, a LEED silver-certified, concrete tilt-up warehouse

Goal ED-3 Economic Centers, Districts, and Corridors

Well-developed and well-maintained centers, districts, and corridors where economic activity thrives in San Bernardino.

Policies

- ED-3.1 Commercial corridor infill.** Reduce excess commercial building space along major roadway corridors by facilitating midblock housing development as stand-alone residential use or as vertical mixed-use projects or horizontal mixed-use when market conditions support ground-floor commercial uses.
- ED-3.2 Mixed-use nodes.** Identify key nodes along commercial corridors; support redevelopment of commercial buildings at key nodes with new commercial or mixed-use development; support transit and multimodal improvements connecting key nodes along corridors. Support enhanced landscaping along corridors to improve the aesthetics and visual appeal for housing.
- ED-3.3 Experience-oriented commercial districts.** Promote experience-oriented improvements within mixed-use districts and in commercial nodes. Such improvements may include bike and pedestrian circulation; dining and outdoor dining; public gathering spaces; benches and other street furniture; public art; and entertainment and recreation uses, activities, and events.
- ED-3.4 Warehousing and logistics.** Maintain and enhance high quality industrial areas for warehousing and logistics-related industry where they have less impact on residents and sensitive receptors; require provision of adequate on-site landscaping and buffers between industrial and sensitive uses to lessen the impact of industrial uses consistent with evolving state law.
- ED-3.5 Other industrial land uses.** Maintain and enhance a range of industrial areas to preserve and accommodate operations and expansions of manufacturing and other industrial businesses; ensure that affordable industrial building stock is available for manufacturing and other industrial business start-ups.



Yaamava Resort

The Yaamava Nation of San Manuel invested \$750 million to create a world-class, five-star resort and casino in San Bernardino. The resort employs more than 5,000 people and creates an estimated \$1 billion in economic activity on an annual basis.



Yaamava' Resort

ED-3.6

Economic assets. Prioritize development, businesses, and investments that capitalize on previous investments in economic assets as well as future investments in Downtown. Economic assets include freeways and railways; International Airport; Santa Fe Depot and other transit facilities; CalState; San Bernardino Valley College; government facilities; hospitals; the National Orange Show Event Center; and California Theater.

ED-3.7

Tourism and events. Facilitate the development of a complete tourism sector with lodging, dining, and entertainment; special events; and travel, including air and rail. Collaborate with lodging facilities to evaluate the feasibility and value of using transient occupancy tax revenues to fund and operate a tourism program to promote and market San Bernardino as a destination and/or to coordinate and support special events.

ED-3.8

Downtown. Collaborate with downtown property owners, businesses, and developers to evaluate the feasibility and value of various infrastructure and service-related financing districts while making sure that the cumulative effect does not make the development, purchase, or lease of buildings too expensive. Coordinate and strengthen the local Downtown Entrepreneurial Resource Center activities.

ED-3.9

Entertainment district. Capitalize on visitor spending by facilitating the attraction of entertainment businesses and to support the marketing of an entertainment district. Collaborate with property owners, businesses, developers, and other stakeholders to evaluate the feasibility and value of establishing special financing districts to manage events; promote and market the district; fund enhanced public services; operate shared public parking; and fund infrastructure improvements.

ED-3.10

Arts/Incubator district. Support refurbishing buildings in lieu of teardowns in the Downtown. Obtain grants and collaborate with partners to establish and operate a business incubator to support early-stage and new business start-ups downtown. Collaborate with property owners, artists, and arts organizations, and other stakeholders to evaluate establishing a business

improvement district to fund and manage events and to promote and market the arts/incubator district.

ED-3.11 Hospitality lane. Collaborate with property owners to evaluate the feasibility and value of a parking district to fund and operate shared public parking facilities to facilitate a higher intensity of commercial and office development and infill projects, including hospitality uses in accordance with the Land Use Element. Maximize the value of the Hospitality Lane District and its amenities by attracting higher-end hotels, headquarter offices, and restaurants to relocate to this district.

ED-3.12 Westside district. Build on and leverage the successes in completing infrastructure projects on the Westside, the historic Santa Fe Depot, local entrepreneurs, and community stakeholders to establish a comprehensive economic development strategy that creates economic prosperity for Westside businesses and residents.

ED-3.13 University district. Support partnerships with CSUSB and their funding supporters, such as the Yuhaaviatam of San Manuel Nation, the Arts Connection, and other partners, to expand economic development efforts; explore opportunities for building on the cultural assets in the community, including downtown; market and brand the University District; and attract land uses that support the university, businesses, and the City.



National Orange Show Event



Economic Security

One of the key objectives of growing and transforming the economy and creating living-wage jobs in San Bernardino is to create opportunity. Residents, business owners, and stakeholders have repeatedly expressed their desire for an opportunity to improve their economic mobility so they can purchase a home, afford education, secure retirement, or improve the quality of life for their families.

Education is the foundation for obtaining a living wage, improving economic security, and attaining a higher quality of life. This is particularly the case for residents who do not have a college degree. Local high school graduation rates average more than 90 percent; however, 25 percent of the City's working age adults aged 25 to 64 do not have a high school diploma. This is more than 70 percent higher than California and 50 percent higher than in San Bernardino County. Also, college degree rates are lower than in California.

Addressing this challenge requires a multifaceted approach. First, improving educational attainment is needed so residents can compete for higher income jobs. Workforce and career training is needed to improve the readiness and resiliency of the labor force, especially those without high school diplomas. Because the City is not responsible for education and workforce training, this involves partnering with public agencies, schools, and workforce agencies to provide the needed education, skills, and job training.



The Michael J Gallo Innovation Lab at Indian Springs High School, gives high school students the opportunity to gain firsthand experience in STEM, manufacturing, and design that will prepare them for future careers.

State and community colleges and local schools are implementing measures to help school-age, college-age, and adult residents be more employable in the regional economy. These include:

- San Bernardino Unified School District implements “Linked Learning,” which links academics, technical education, and real-world experiences to help students gain an advantage in high school, post-secondary education, and careers.
- San Bernardino Valley College’s Applied Technology Building houses expanded training programs, and its training center at the airport houses its aeronautics program. SBVC also has dual enrollment and pathway programs.
- San Bernardino is home to schools and training centers that offer apprenticeship programs and vocational training. These include the Teamsters Local 1932 Training Center, the San Manuel Gateway College, and other workforce training centers.



San Bernardino Valley College's new \$100 million Applied Technology Building

While San Bernardino has limited funds for economic development, the City continues to collaborate with its local partners in expanding, improving, and sustaining education and workforce development opportunities for San Bernardino residents and its workforce. The following goal and policies are intended to further this goal.



Goal ED-4 Workforce Development

Public and nongovernmental investments that assist in expanding, improving, and sustaining education and workforce development opportunities for San Bernardino residents and workforce.

Policies

- ED-4.1 Education.** Collaborate with and support public and charter schools, the San Bernardino Community College District, and community organizations to continually improve the quality of and access to universal preschool, K-12 education, and adult education, including general equivalency diplomas and English as a second language.
- ED-4.2 Career development.** Collaborate with the County Workforce Development Board, CSUSB, Community College District, certified workforce training providers, and community organizations to expand residents' awareness of and access to career development services, post-secondary education, and training.
- ED-4.3 Business startups.** Collaborate with, help build the capacity of, and assist in obtaining grants for community organizations that help residents start new businesses, including, but not limited to home-based businesses.
- ED-4.4 Culture.** Encourage organizations that promote and invest in local arts training and education, exhibitions and sales, historic and heritage preservation, and events; support cultural development by obtaining and investing grants following an adopted Arts & Culture Master Plan.
- ED-4.5 Employment challenges.** Encourage businesses to provide employment opportunities for individuals with criminal records, youth, and other marginalized groups facing employment challenges and to provide jobs suited to unskilled and semi-skilled workers.
- ED-4.6 Local resident hiring.** Support the prioritization of local hiring that benefits residents and supports the City's commitment to local workforce development.

Fiscal Resilience

Fiscal resilience refers to the City's ability to withstand and recover from financial shocks, such as economic downturns or natural disasters, while maintaining essential services and long-term financial stability. Fiscal resilience has become increasingly important to municipal corporations as federal revenues continue to be cut back, and cities must absorb greater levels of responsibilities. And achieving fiscal resilience is essential for the City of San Bernardino.

The Mayor and City Council have identified financial stability as a key strategic goal. The tools and methods for achieving the envisioned fiscal resilience involve more than increasing contingency reserves and diversifying revenues. Methods also include sound fiscal management practices, among others. Specific objectives include:

- Securing long-term revenue sources
- Implementing a fiscal accountability plan
- Creating a framework for spending decisions
- Minimizing risk and litigation exposure
- Creating an asset management plan

As part of the City's Chapter 9 Bankruptcy settlement, the San Bernardino County Fire Protection Authority assumed responsibility for fire prevention, fire protection, and emergency medical services and the City agreed to transfer its share of the one percent general property tax and a portion of its VLF revenues to the District. The lack of property tax revenues is a major fiscal challenge. The City will need to secure other revenue sources and has established a grant division in the City's Manager Office to successfully compete for funding.

The 2050 General Plan can be viewed as the City's top-line strategy because how land is developed (e.g., the balance of land uses) and used are key determinants of how much revenue flows into the City. The 2050 General Plan is intended to spur development and grow municipal revenues, which in turn can be reinvested into the City as infrastructure, services, and amenities that improve quality of life. Though more financially stable than in prior decades, the City is not taking anything for granted. The following goal and policies are intended to provide direction in ensuring a fiscally resilient City.

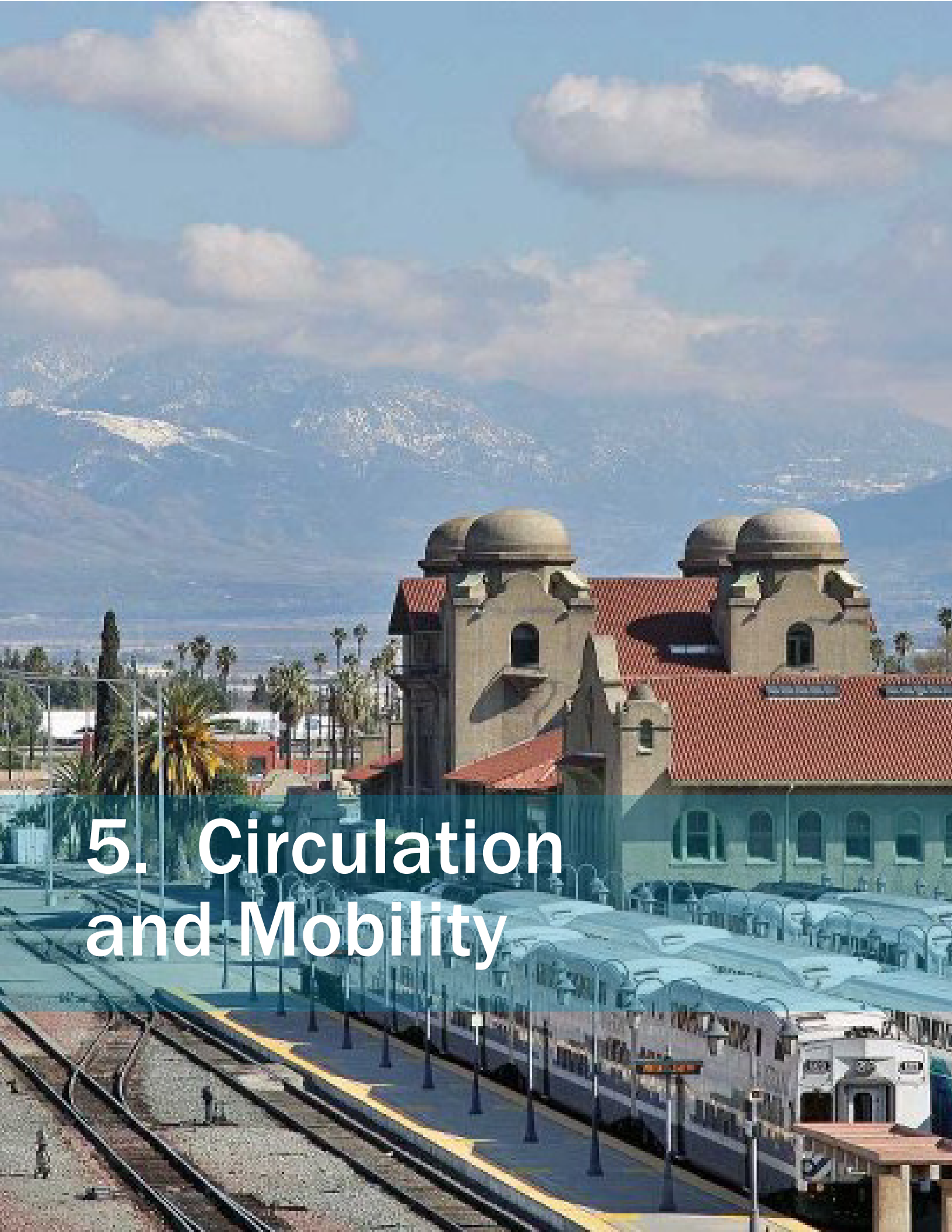


Goal ED-5 Fiscal Resilience

Fiscally sustainable land use and development patterns and well-managed municipal finances that result in a fiscally resilient City with revenues sufficient to invest in public facilities and services and the continual improvement of quality of life for residents.

Policies

- ED-5.1 Decision making.** Incorporate the full short-term and long-term economic and fiscal implications of proposed actions into public decision making and take into consideration how proposed developments will eliminate negative fiscal impacts; evaluate fiscal implications of applicant-provided fiscal impact assessments, expenditure requests, and development plans going to the City Council for approval.
- ED-5.2 Additional revenue sources.** When appropriate to compensate for the lack of property tax revenue, and to provide public infrastructure and other public benefits, establish financing mechanisms, such as assessments, community facilities districts, business improvement districts, or enhanced infrastructure finance districts; regularly review policies for funding and financing mechanisms to ensure these requirements do not unnecessarily drive up the cost of housing.
- ED-5.3 Public funding.** When providing municipal funding to community organizations, take into consideration measurable objectives of what will be accomplished with public funding, in accordance with any other standards adopted by the City for community organizations.
- ED-5.4 Long-term funding.** Require individuals, businesses, or stakeholders requesting City commitment of funds to establish or renew a program or project lasting more than one year to disclose if and how the program or project will be funded in subsequent years.

A photograph of a train station. In the foreground, a train is stopped at a platform. Behind the platform is a large, historic building with a red-tiled roof and several domes. In the background, there are mountains under a blue sky with clouds. The text "5. Circulation and Mobility" is overlaid on the image.

5. Circulation and Mobility

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Introduction

San Bernardino's circulation and mobility system has a profound impact on how people and goods move throughout the City. The transportation system accommodates people using their preferred mode of transportation—whether it's walking, biking, transit, driving, or other mode—regardless of socioeconomic status, age, or ability. A well-planned transportation network ensures that people can reach their desired destinations in a safe, sustainable, and efficient manner.

A fully connected and well-maintained goods movement system in San Bernardino supports both the local and regional economies by allowing people and goods to circulate internally within the community and externally to destinations beyond the City's borders. As a part of the built environment, the City's roadways, along with structures and other placemaking elements, play a critical role in enhancing the public realm to create a unique sense of place.



San Bernardino is known for its freeways and connections to the region

This Circulation and Mobility Element establishes the priorities for strengthening a transportation network that supports all types of travel choices. As the City of San Bernardino prepares for and adapts to growth, the transportation system will need to be planned with care to ensure that all residents, businesses, and visitors have safe, reliable, and equitable access to the opportunities the City offers.



Regulatory Framework

The Circulation and Mobility Element is a required element in the General Plan. According to California Government Code § 65302, the Circulation and Mobility Element contains the general location and extent of existing and proposed major transportation components and local public utilities, and plans for a balanced, multimodal transportation network that serves the community's mobility needs. The Circulation and Mobility Element and the Utilities and Infrastructure Element satisfy California's requirements for addressing transportation and infrastructure in the General Plan.

Element Organization

The Circulation and Mobility Element contains discussions, goals, and policies for addressing the main components that form the City's transportation systems. It includes the following priority topics:

- | | |
|------------------------------------|-----------------------------------|
| • Vehicular Circulation | • Parking & Curb Management |
| • Active Transportation | • Emerging Technologies |
| • Public Transit | • Vision Zero |
| • Goods Movement | • Regional Circulation |
| • Transportation Demand Management | • Climate, Adaptation, Resilience |
| | • Complete Streets |

Relationship with other Elements and Plans

The Circulation and Mobility Element is related to other General Plan elements. For instance, the Land Use Element guides the placement of land uses and key activities, and the Circulation and Mobility Element focuses on how people reach those land uses. The Circulation and Mobility and Environmental Justice Elements are related because both address air pollution from mobile sources. The Noise Element also addresses noise from the transportation system.

Additional plans guide the design and operation of the City's transportation system. These include the City's Active Transportation Plan and Local Roadway Safety Plan, the San Bernardino Countywide Transportation Plan, and the SoCal Association of Governments' Connect SoCal, the regional transportation plan. Plans prepared by transit agencies also influence how transit services are delivered.

Achieving the City's Vision

The City's transportation system is a foundational piece of the built environment, ensuring that people have access to their desired destinations using their preferred mode of transportation. The San Bernardino General Plan envisions a city where residents have access to opportunities—that is, employment, neighborhoods, schools, and other places. In support of that, the transportation system will provide people with dependable, accessible, affordable, and environmentally responsible transportation options.

The goals, policies, and implementation measures in the Circulation Element will help achieve this vision through the following.

- Apply Complete Streets principles to accommodate multiple transportation modes and offer travelers the ability to access their destinations using their preferred transportation choice.
- Prioritize implementation of the Local Roadway Safety Plan and Active Transportation Plan to improve safety, connectivity, and accessibility on the City's multi-modal network.
- Plan, design, and build streetscapes and roadways to complement planned land uses and advance placemaking in the pedestrian realm in priority areas.
- Maintain and rehabilitate the roadway system, as needed, to ensure a functional roadway transportation network.
- Partner with transit agencies to expand transit services that connect neighborhoods and residents to employment, reduce vehicle use, and support active transportation.
- Manage the movement of goods to support the local, regional, and global economies while minimizing negative externalities to residents and other sensitive populations.
- Regulate on-street and off-street parking to reduce excessive parking, balance loading, short-term parking, and permanent parking need to accommodate a variety of uses.
- Embrace innovative technologies including adaptive traffic signal control to make roadways safer while creating a more connected, efficient, and sustainable transportation system.
- Capitalize on funding opportunities to invest in the future of the City's transportation system.



Planning Context

San Bernardino's growth and development in the region have always been tied to improvements of its transportation system. From its earliest days, the City was a major stop along the BNSF railroad, which opened the City to commerce. During the post-WWII period, four freeways were extended across the City, connecting it to the larger region. And the former Norton Air Force Base airport has been fully transitioned into the San Bernardino International Airport.

The City's transportation system has facilitated expansion of development outward to the edges of the community. Over time, the City has developed into a polycentric urban form with multiple focus areas, neighborhoods, and districts that are described in the Land Use Element of the General Plan. These activity centers are connected by hundreds of miles of streets. This roadway network is essential to the City's economy and the ability of residents to access community services whether they travel by walking, transit, or vehicle.



City Hall vantage point looking eastward along 3rd Street to the mountains

As the City develops for the future growth, its transportation future will not only be shaped by its roadway system, but by a diversity of transportation modes—including rail and air. First, it is important to provide the context for the City's transportation system.

San Bernardino's Roadway System

San Bernardino's roadway system can be organized by type and function. Roadway typology refers to the different types of roadways (e.g., freeways, arterials, collectors, local streets) while roadway function divides roadways into classes based on their physical form. This element refers to both terms in describing the roadway network. The City's roadway network is described in **Table CM-1**, shown in diagrams in **Figure CM-2**, and mapped on **Figure CM-1**.

Table CM-1 Typical Roadway Classifications in San Bernardino

Roadway Type	Description	Road Geometry	Average Daily Trips	Examples
Freeway/ Highway	Highest volume road that carries vehicles to major points at very high speeds	8–10 lanes; directional right-of-way divided	150,000 to 200,000	I-10 I-215 SR-210
Major Arterial ¹	High-volume road that connects to highways and carries traffic at fast speeds	2–4 lanes ROW: 100' Curb–curb: 72–80'	15,000 to 40,000	Mt Vernon Ave Baseline St Highland Ave
Secondary Arterial	Moderate-volume road providing uninterrupted flow to major arterials	2–4 lanes ROW: 88' Curb–curb: 64–66'	12,000 to 30,000	Fourth St Pacific Ave Sierra Way
Collector ²	Road that funnels traffic from local streets to arterials at moderate speeds	2–4 lanes ROW: 60' Curb–curb: 40'	10,000 to 25,000	Richardson St Belmont Ave 16th Street
Local Street ²	Two-lane road that serves neighborhoods and carries traffic at low speeds	2 lanes ROW: 60' Curb–curb: 40'	Less than 10,000	East 50th St East Alto Dr North St
Cul-de-sac	A street or passage that is closed at one end, typically up to 300' in length	2 lanes ROW: 50' Curb–curb: 36'	N/A	Miners Court Western Ave Sycamore Way
Hillside ³	A roadway classification that applies only to hillside areas (slope of 15% or greater).	Dimensions vary depending on local, fire code, and City Engineer's determination. Street dimensions vary for local, collector, and other hillside streets.		

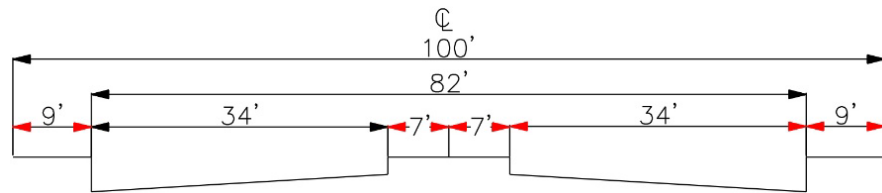
Notes: The City Engineer will determine the roadway classification and specifications for all proposed developments in San Bernardino.

1. Some major arterials may require 6-8 lanes, curb-curb 86-96' and ROW of 110'-120'
2. Road standards may differ slightly from standard City street specifications.
3. Hillside road standards vary for local, collector, and other variations.

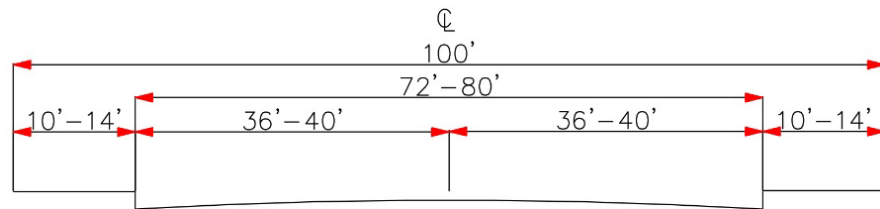


Standard Roadway Cross Sections

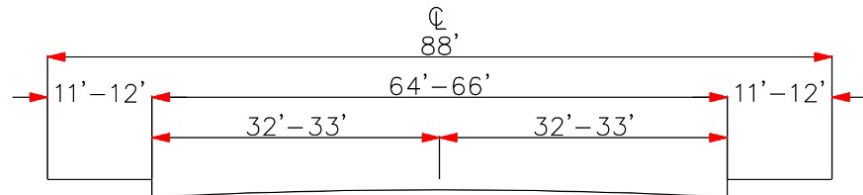
The following illustrations are typical cross sections for each roadway classification. In order to maintain acceptable levels of service, however, additional right-of-way dedication beyond the typical cross section may be required to accommodate turn lanes, design considerations, mitigation, utility placement, and safety concerns. The City Engineer shall be consulted for the final determination of the appropriate dimensions for each roadway classification.



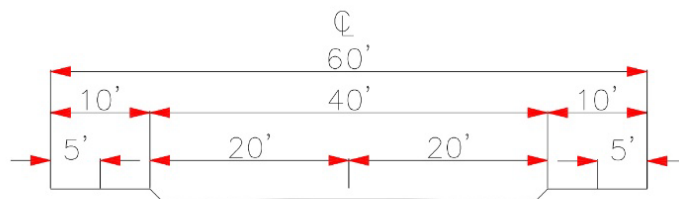
MAJOR DIVIDED HIGHWAYS



MAJOR HIGHWAY

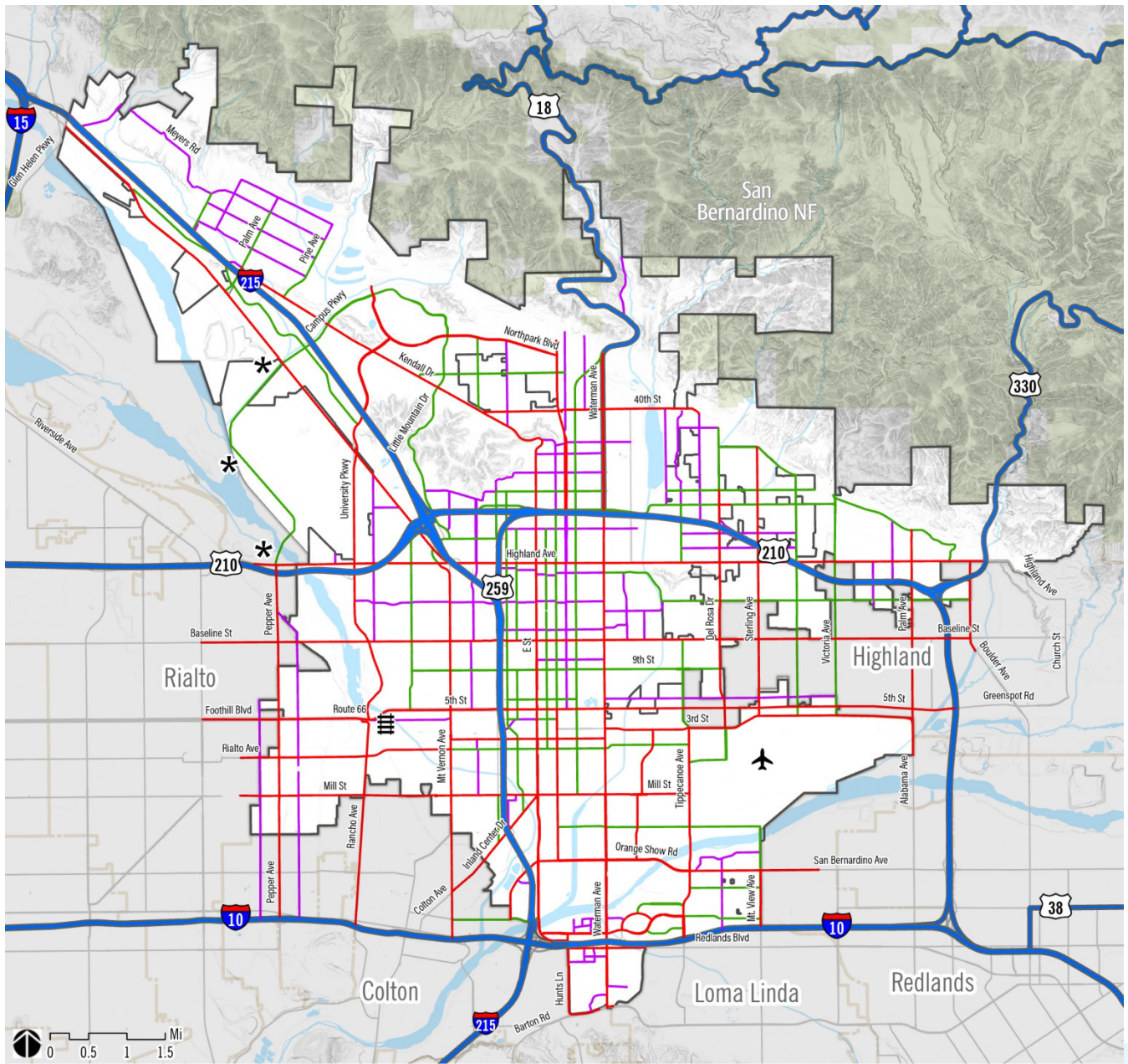


SECONDARY HIGHWAY



COLLECTOR STREET

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



Date: 12/19/2025

Source: City of San Bernardino 2025; PlaceWorks 2025; Caltrans 2025

- | | |
|--------------------------|--------------------------------|
| City Boundary | Roadway Classifications |
| City Sphere of Influence | Highway/Freeway |
| SBD Intl Airport | Major Arterial |
| BNSF Railyard | Secondary Arterial |
| | Collector |

Note:

A portion of Route 330 is designated as an Eligible Scenic Highway under the provisions of the California Scenic Highways Program, which provides guidance to local jurisdictions in an effort to maintain a selected route's scenic value.

✱ Extension of Campus Pkwy to be completed post-2050.

Figure CM-1 San Bernardino Planned Roadway Network



Future Mobility System

San Bernardino's roadway system is largely built out with limited room for physical expansion. The City's challenge is to retrofit a transportation system that will meet the emerging needs as San Bernardino develops in the future. To that end, the City seeks to adopt forward-thinking approaches for adapting its current roadway system to facilitate an efficient, multimodal transportation system.

While filling in any remaining roadways planned in the community, the Circulation and Mobility Element is intended to allow San Bernardino to focus future efforts on:

- **Complete streets.** An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who use them—pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
- **Context-sensitive designs.** An approach that considers quality of life, environmental impacts, and land use in conjunction with mobility needs. This includes using strategies like transit-oriented development along the sbX corridor.
- **Focus on placemaking.** An approach that considers how streets and the adjacent public realm can be used to create places, particularly in areas of the City such as the Downtown, CSUSB, Hospitality Lane, and other appropriate locations.



sbX line runs through Downtown San Bernardino

Goals and Policies

This section discusses the key transportation and mobility topics in San Bernardino, followed by a series of goals and policies that respond to the growth and changes in the transportation system.

Vehicular Circulation

Vehicular travel remains the primary mode of transportation in San Bernardino. Personal automobiles are used by residents for their daily activities; trucks transport goods that support the local and regional economies; and buses provide cost-efficient transit options. Roadways take up much of the City's land, so it is important to plan for a safe and efficient transportation network that balances vehicular travel with space for other modes of transportation.

Roadway Operations

The City uses vehicle miles traveled (VMT) and level of service (LOS) metrics to assess the transportation and environmental impacts of vehicle trips. Both metrics evaluate how a roadway operates for vehicles and help determine road improvements that meet City general plan goals. The standards for VMT and LOS are established in the City's Traffic Impact Analysis (TIA) Guidelines.

Vehicle Miles Traveled (VMT)

In July 2020, Senate Bill 743 resulted in a shift from delay-based LOS metrics to VMT when analyzing the levels of significance for transportation-related and development projects under CEQA. VMT measures the total distance a vehicle travels. Under the City's TIA Guidelines, projects must reduce VMT by 15 percent compared to existing conditions. The specific VMT metrics and threshold vary depending on the project type and its expected travel characteristics.

Since the General Plan 2050 update impacts the entire City, a 15 percent reduction is appropriate for determining the significance of transportation impacts. The City strives to use transportation demand management strategies (e.g., improving transit, encouraging carpooling, biking and walking) to help reduce VMT. However, since the VMT analysis determined that the General Plan 2050 update does not reach the 15 percent reduction threshold, the VMT impacts of the General Plan update are significant prior to mitigation.



Level of Service (LOS)

Although LOS is no longer relevant for CEQA requirements, the City's TIA Guidelines reference LOS to set standards for traffic flow on roadway segments or intersections. The City uses an analysis that ranks roads from A (free flowing traffic) to F (constant traffic jams). **Table CM-2** summarizes LOS criteria used for evaluating the performance of road segments and intersections in San Bernardino.

Table CM-2 Level of Service Metrics

Level of Service	Intersection Delay (sec/vehicle)		Intersection Capacity Utilization (V/C) (vehicle/capacity)
	Signalized Control	Unsignalized Control	
A	0–10	0–10	0.00–0.60
B	10–20	10–15	0.61–0.70
C	20–35	15–25	0.70–0.80
D	35–55	25–35	0.80–0.90
E	55–80	35–50	0.90–1.00
F	80 or more	50 or more	> 1.00

Source: Transportation Research Board, Highway Capacity Manual, 7th ed., 2010.

For LOS deficiency—intersections that operated at LOS D or worse and roadway segments at LOS C or worse—improvement measures are recommended to show how these deficiencies can be mitigated. At buildout of the General Plan in 2050, the following roadway segments are expected to operate at a LOS D or worse:

- Cajon Blvd, between Darby St and Mt. Vernon Ave – LOS D
- Baseline St, between G St and Berkeley St – LOS E
- H St, between 6th St and Victoria Ave – LOS F
- G St, between 6th St and Victoria Ave – LOS D
- 5th St, between I-215 NB Ramps to Mt. Vernon Ave – LOS F
- 5th St, between I-215 NB Ramps to H St – LOS F
- 3rd St, between Arrowhead and Mountain View Ave – LOS D

Under the 2050 General Plan buildout traffic conditions, 21 intersections would be deficient during AM and/or PM peak hours. The intersections that do not meet the acceptable level of service are mainly within or near Downtown or at City/unincorporated borders. **Table CM-3** details each of the deficient intersections and its rating based on modeling of the buildout of the General Plan 2050.

Table CM-3 Deficient Intersections, 2050 Buildout

ID	Location of Intersection	LOS in 2050	
		AM	PM
2	Cajon Blvd & Palm Ave/Institution Rd	F	F
4	University Pkwy & Northpark Blvd	C	F
5	Campus Pkwy & Kendall Dr & University Pkwy	F	F
11	Sterling Ave & Highland Ave	E	
12	Palm Ave & Highland Ave		D
13	Victoria Ave & Highland Ave	D	E
15	Mt Vernon Ave & Base Line St	F	F
18	Waterman Ave & Baseline Rd	E	F
19	Del Rosa Dr & Baseline Rd	E	E
25	Sterling Ave & 5th St		D
26	Alabama St & 3rd St	F	F
27	Tippecanoe Ave and 3rd St	F	F
28	Rancho Ave & Rialto Ave		E
30	I-215 NB Ramps & 2nd St	D	F
31	G St & 2nd St	F	F
32	E St & 2nd St	F	F
35	Mt Vernon Ave & Mill St		F
38	E St & Mill St	F	F
39	Waterman Ave & Mill St	D	E
42	I-215 SB Ramps & Inland Center Dr		F
43	Waterman Avenue & Orange Show Rd		E

Source: Transportation Study for the Circulation Element, Lochner/KOA, 2025

Information for all intersections and roadway segments that were studied and modeled to support this general plan update are available in the Transportation Study (Lochner/KOA, 2025), which is attached to the General Plan 2050 Environmental Impact Report.



Emergency Access and Evacuation

Safe emergency access and evacuation planning, particularly for natural disasters, relies on the City's transportation infrastructure. The General Plan Safety Element identifies evacuation routes that include I-215, I-10, SR-210, and SR-66. However, providing for safe evacuation is challenging because most of the City is subject to flood, fire, earthquake, or geologic hazards. Areas in northern San Bernardino are particularly affected during a natural disaster.

The City's Local Hazard Mitigation Plan (2024) (LHMP) assesses the threats that the City may face due to natural and human-caused hazards and provides a strategy to reduce potential threats. The General Plan Safety Element also discusses and identifies emergency access and evaluation protocol to plan for these hazards in the City. These documents incorporate a combination of goals, policies, and implementation actions to reduce the impacts of hazards in the City.

Roadway Safety

A central component of the Complete Streets framework is providing a roadway network that supports safe travel so that people of all ages and abilities are comfortable using their preferred mode of travel. To improve safety, the City needs to address several key areas, including pedestrian safety, unsafe speeds along corridors and at intersections, and collisions near schools. The basis of these improvements is rooted in the need to address vehicular speed and the interactions between motorists and users of other travel modes.

To address roadway safety, the City's Local Roadway Safety Plan (LRSP) includes recommendations for general improvements for multiple locations, specific improvements in high-crash areas, and non-engineering solutions (educational and enforcement programs). The City is implementing the LRSP to improve safety along the roadways and guide the buildout of the multi-modal network. This includes improvements to roadways and intersection signals to Baseline Street that would create safer pedestrian and vehicle travel.

The following goal and policies are intended to guide the design, development, and safety of vehicular circulation in San Bernardino.

Goal CM-1 Vehicular Circulation

A vehicular circulation system that operates efficiently, prioritizes safe travel, and allows for other, non-vehicular travel modes.

Policies

- CM-1.1 Roadway Capacity.** Design and build roads with sufficient capacity to accommodate forecast vehicle traffic along that roadway based on the intensity of projected and planned land use in the City and the region, while balancing the needs of all travel modes.
- CM-1.2 Roadway Designs.** Design and prioritize roadway improvements that help eliminate traffic-related injuries and fatalities for all users of the road and support the implementation of complete streets.
- CM-1.3 Neighborhood Traffic.** Manage vehicular speed and the volume of pass-through traffic in residential neighborhoods using traffic-calming measures to improve roadway safety.
- CM-1.4 Roadway Speed.** Continue to evaluate speeds along the City's roadways, analyze vehicle, pedestrian, and bicycle collisions, and identify collision hotspots to help prioritize roadway improvements.
- CM-1.5 Traffic Flow.** Monitor traffic flow, and employ traffic control measures (e.g., signalization, access control, turn lanes, lane striping, and signage) as needed to ensure City roads function safely within the LOS standards set in the Traffic Impact Analysis Guidelines (TIA Guidelines)
- CM-1.6 Roadway Operations.** Strive to achieve or maintain Level of Service (LOS) D or better as the minimum operating threshold for City roadway intersections and LOS C for street segments, with exceptions in focus areas, major transit nodes, or freeway entrances.
- CM-1.7 Emergency Access.** Continue to prioritize redesign of travel routes to promote emergency access, especially in the northern areas of the City. Maintain unobstructed roadway space for fire apparatus and emergency vehicle access as identified in the Safety Element.



Active Transportation

Active transportation refers to travel that uses the human body—walking, running, biking, E-bike, skateboarding, and scootering. Everyone engages in active transportation to move around, whether walking to a parking lot, biking to a grocery store, or skateboarding. Transit users also depend on active transportation to complete the first and last miles of their trips to their final destinations. These activities also benefit personal health and wellbeing.

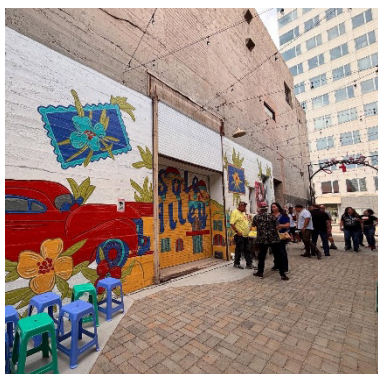
Pathways and Crossings

The City's pedestrian infrastructure mainly consists of pathways (sidewalks, shared-use paths, and paseos/alleys) the pedestrians can use to reach their destinations, and crossing treatments that extend the pathways to allow for safe passage through intersections. The different types of pathways are primarily organized by their relationship with and degree of separation from other modes.

- **Shared-use paths** are designed for non-motorized users such as pedestrians and bicyclists. They are physically separated from motorized vehicles (such as cars, buses, and trucks).
- **Sidewalks** are dedicated spaces intended for pedestrian usage that are primarily adjacent to and physically separated from the vehicular right-of-way by a curb or buffer space.
- **Paseos and alleys** are entirely separated from the roadways and offer convenient ways to move between blocks, between buildings, or around other physical landmarks.

Within each of the different types of pathways and crossings, the surrounding context contributes to a different pedestrian experience. This context includes adjacent roads (arterial versus residential street), predominant land use (downtown commercial or industrial), public improvements, and aesthetics. This topic is explored later in this Circulation Element.

San Bernardino has sidewalks on 73 percent of its streets, as shown on **Figure CM-2**, San Bernardino Sidewalk Network. The City is systematically closing this gap by incorporating missing sidewalks into CIP projects (including curb ramps, crosswalks, and lighting) and requiring developers to construct needed pedestrian improvements.

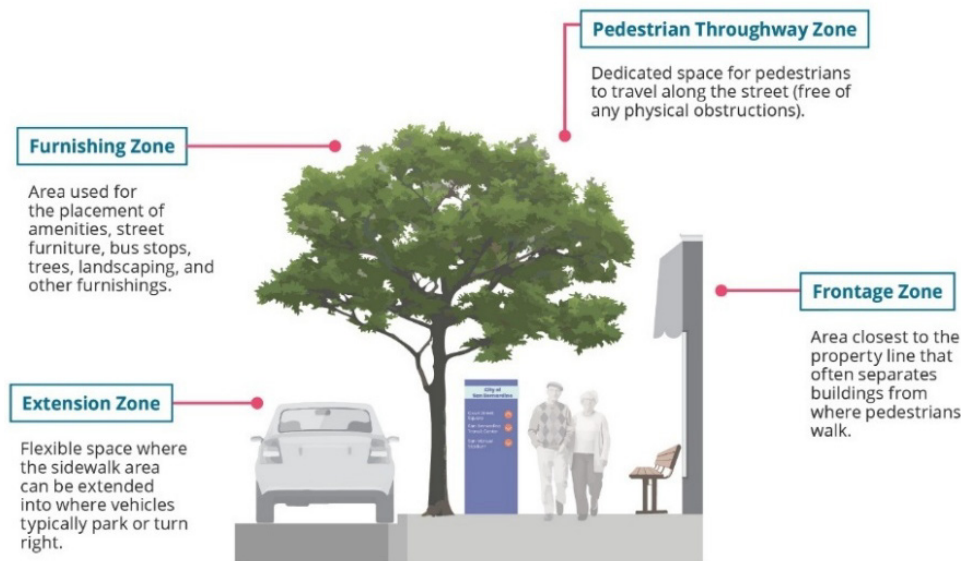


Sole Alley, in Downtown San Bernardino, has become a vibrant spot for pedestrians and the arts

Pedestrian Realm

The pedestrian realm is the public space along pathways that provides a safe, comfortable, and enjoyable environment for pedestrians while providing connected passages. Often composed of trees and landscaping, lighting, and public art, the public realm offers spaces that give people a way to get to their preferred destination and enhance the overall character and appeal of the community.

For roadways, the pedestrian realm may include intersections, curb extensions, crosswalks, and traffic signals. The pedestrian realm typically contains four zones: frontage zone, pedestrian thoroughway zone, furnishing zone, and extension zone. Pedestrian realms need not have all zones: their inclusion depends on the type of street (arterial or residential), context of surrounding uses (e.g., commercial or residential), and the available space in the public realm.

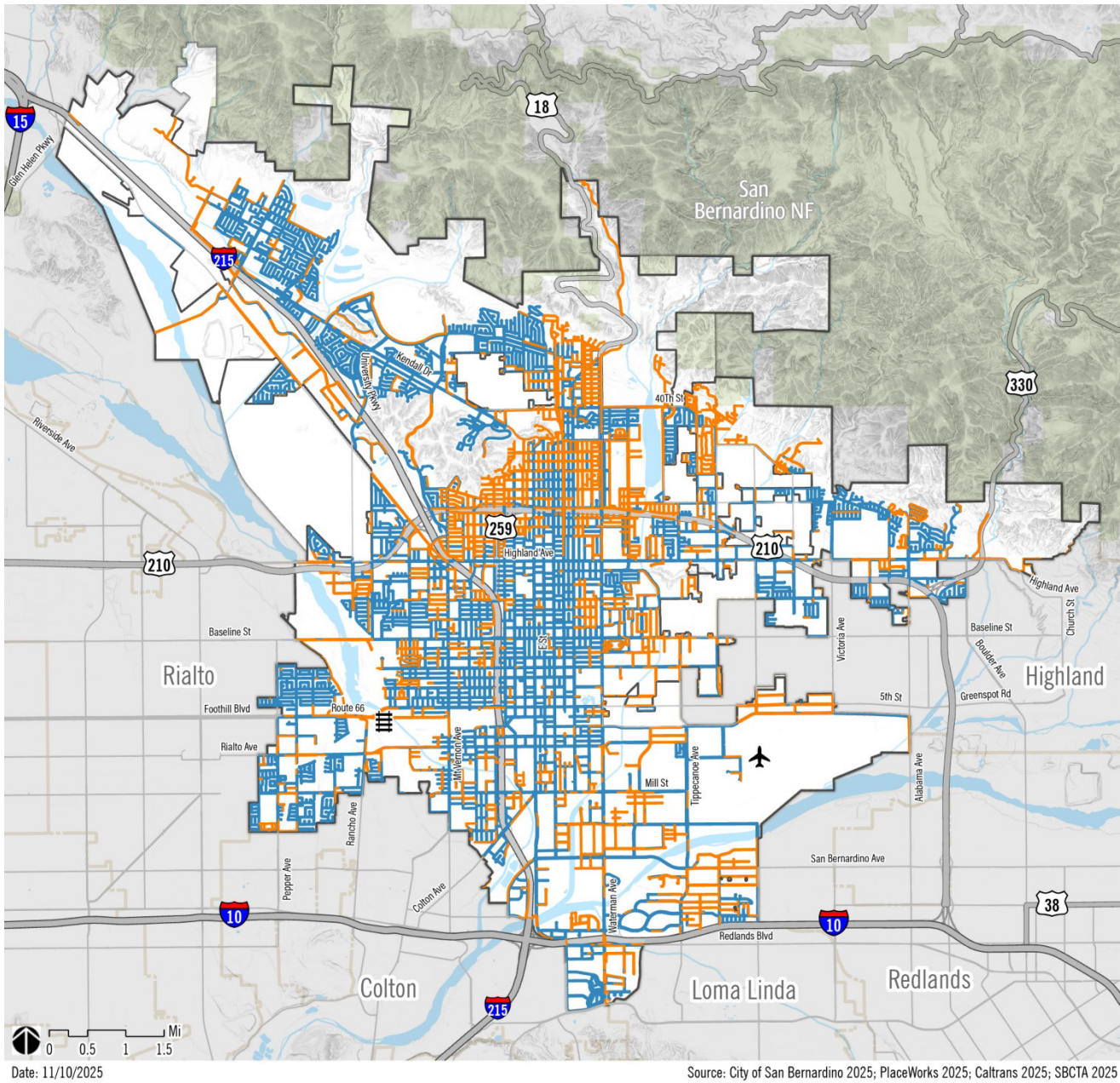


Pedestrian Realm along Roadways

The City recognizes the limits of its active transportation facilities, and therefore has a forward-looking approach to improving it. All new land development projects are required to provide roadway dedication, install sidewalks, and plant trees and landscaping. The City is systematically including missing sidewalks into CIP projects. The Land Use Element also encourages developers and the City to incorporate walkways and paseos in various improvements.

San Bernardino Active Transportation Plan

San Bernardino's Active Transportation Plan (ATP) advances the vision of a more walkable and bikeable future. The ATP includes an Infrastructure Toolbox, Planned Bicycle Network, Design Guidelines, and Priority Project Factsheets for priority corridors. These are useful tools for systematically making ATP improvements while equipping the City with the resources to seek funding to plan, design, and construct proposed recommendations.



Source: City of San Bernardino 2025; PlaceWorks 2025; Caltrans 2025; SBCTA 2025

- City Boundary
- City Sphere of Influence
- SBD Intl Airport
- BNSF Railway
- Sidewalk Coverage in Residential Areas
- Existing Sidewalk
- Sidewalk Needed

Figure CM-2 San Bernardino Sidewalk Network

Bikeway System

San Bernardino’s bicycle network consists of types of bikeways that correspond to the distance between bicyclists and vehicles. Class 2, Class 3, and Class 4 bikeways are graphically illustrated below. graphic below shows examples of the most common classifications.

Class II



Bike Lane

A portion of the roadway that is designated by striping, signaling, and/or pavement markings for the exclusive use of bicyclists.

Class III



Bike Route - Marked Share Lane

A designated roadway where bicycles and motor vehicles share the same right-of-way.

Class IV



On-Street Separated Bike Lane

A bikeway facility where there is a physical barrier between bicyclists and motor vehicle traffic.



Buffered Bike Lane

A bike lane that has an additional striped buffer which can provide greater separation between bicyclists and vehicular traffic.



Bike Boulevard

A low-stress shared roadway that combines bike sharrows with other traffic calming measures.



Raised Separated Bikeway

A low-stress shared roadway that combines bike sharrows with other traffic calming measures.

The City’s Bicycle Plan is described in **Table CM-4** and illustrated in **Figure CM-3**. The Bicycle Plan envisions four general classifications of bicycle routes. When completed, the Bicycle Plan will add a total of 141 miles of new bicycle facilities throughout the City.

Table CM-4 San Bernardino Bicycle Plan

Bicycle Routes	Lane Mileage		
	Existing	Proposed	Total
Class I	3	44	47
Class II	22	65	87
Class III	0	3	3
Class IV	0	29	29
Total	25	141	166

Source: San Bernardino ATP, 2022; San Bernardino County Transportation Authority, ATP (2022); City of San Bernardino, 2025.

Note: The Santa Ana River Trail will add additional linear miles to the network.

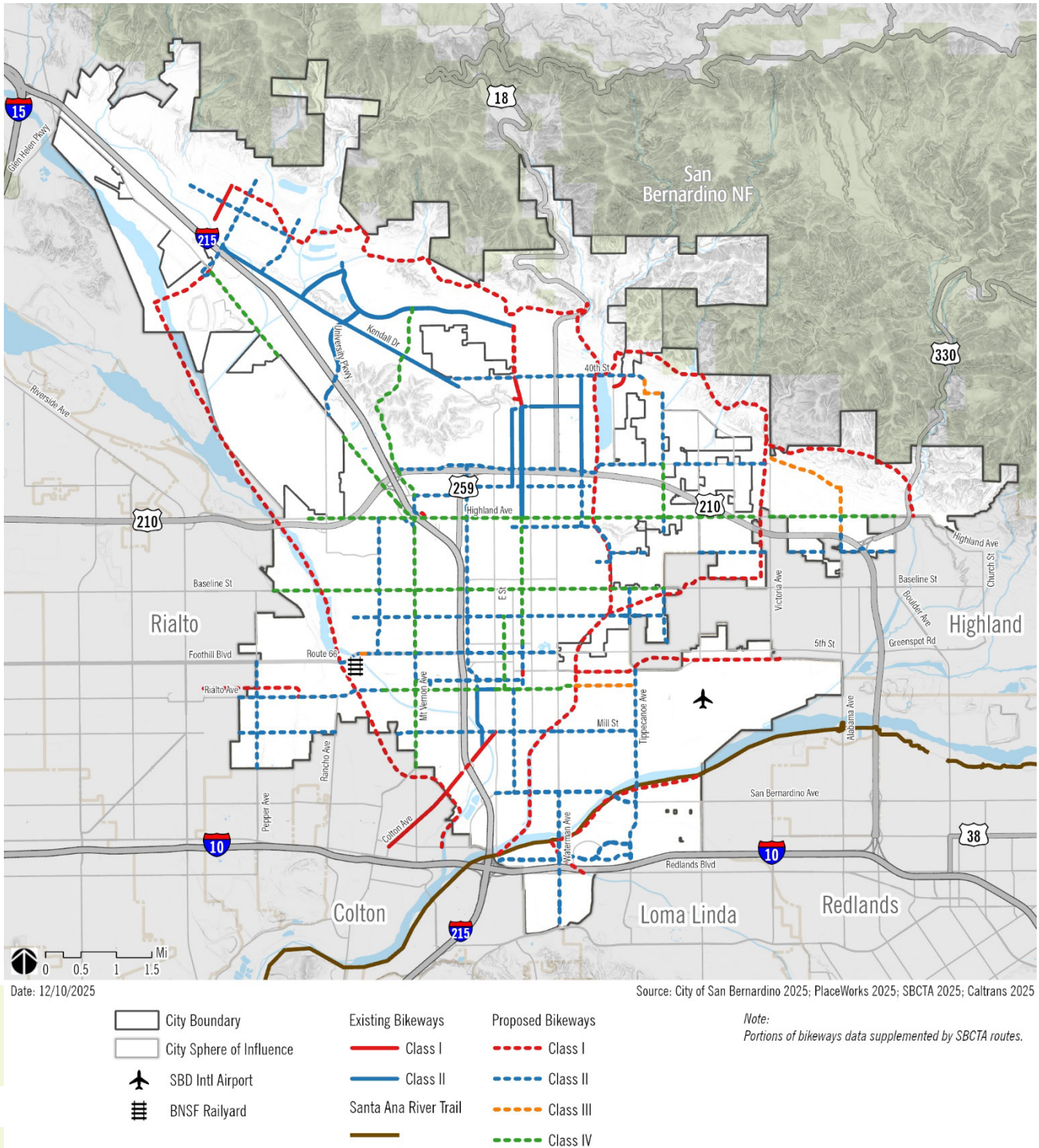


Figure CM-3 San Bernardino Bicycle Route Network

Goal CM-2 Active Transportation

People can safely and comfortably access their destinations via walking, biking, and other active modes of transportation.

Policies

- CM-2.1 Equitable multimodal network.** Prioritize the investment of multimodal and active transportation projects, amenities, and services in areas with the highest need for multi-modal transportation choices that are currently underserved.
- CM-2.2 Sidewalk connectivity.** Complete the sidewalk network to connect to all destinations in San Bernardino. As much as possible, sidewalks should be available on both sides of the roadways. Where sidewalks already exist, continue to maintain and repair them as needed.
- CM-2.3 Bicycle connectivity.** Expand the bicycle network as proposed in the Active Transportation Plan; make needed infrastructure and landscaping improvements along roadways to facilitate safe travel.
- CM-2.4 Walkways, paseos, and shared-use paths.** Identify and expand the City's pedestrian and bicycle network to include creative and context-sensitive opportunities, including but not limited to: paseos and walkways, shared use paths along abandoned rail tracks (rail trails),
- CM-2.5 Surface parking and driveways.** Coordinate driveways and surface parking along corridors in the focus areas to allow for continuous pedestrian-travel pathways and to reduce conflict between pedestrians and motorists.
- CM-2.6 Pedestrian and bicycle crossings.** Install enhanced crossing treatments to reduce pedestrian and bicycle collisions with vehicles at multi-lane crossings. Wherever feasible, provide enhanced crossings at all intersections.
- CM-2.7 Bicycle parking and amenities.** Require new developments to plan for bicycle parking and amenities at the beginning of the planning and design process so that the facilities are properly sited in accessible, convenient, and highly visible locations.



- CM-2.8 Accessibility.** Require Americans with Disabilities Act (ADA) improvements and features for sidewalks and other walkways, especially in high-volume pedestrian areas. Consider other accessibility features based on the user (e.g., space for strollers and benches).
- CM-2.9 Traffic calming.** Identify and install, where feasible, traffic-calming infrastructure (curb extensions, medians, landscaping, etc.) along roads or paths highly traveled by pedestrians or cyclists, or where safety is a concern.
- CM-2.10 Lighting.** Ensure all roadways have sufficient overhead lighting to illuminate the roadway and adjacent spaces for walkers or bicyclists, in particular for pedestrians and in the focused areas, to allow for safe travel.
- CM-2.11 Landscape design.** Require new roadway projects to install street trees and landscaping that provide shade and improve the walking and biking experience. The landscape palette should include California native and drought-tolerant plants whenever possible.
- CM-2.12 Sidewalk obstructions.** Ensure, to the greatest extent possible, that new sidewalks are free from obstructions (e.g., poles, furniture, utility boxes, hydrants) that hinder their full use; retrofit existing sidewalks that have obstructions as feasible.
- CM-2.13 Complete street improvements.** Require land developers to adhere to the Complete Streets approach for projects that will impact the roadway right-of-way; the improvements should include bicycle and pedestrian facilities that provide connectivity to public transit facilities (if within ½ mile distance).
- CM-2.14 Regional multi-modal transportation network.** Support partner agencies, such as Caltrans, SBCTA, Omnitrans, rail authorities, and adjacent jurisdictions on projects that will contribute to a regional and seamless multi-modal transportation network.

Public Transit

Public transit is an essential part of a multi-modal transportation system. It advances equal opportunity because it allows residents of all incomes and “transit dependent riders” to access services that might otherwise be inaccessible. With multiple activity nodes spread across the City, residents use transit to access jobs, governmental offices, medical centers, parks and recreation, educational resources, and other opportunities throughout the community and the region.

The City's transit system offers three types of service, described below, and illustrated in **Figure CM-4**.

Bus Service

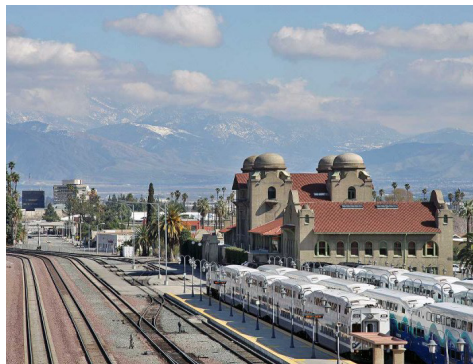
OmniTrans is the primary bus service provider in the community. Omnitrans operates 14 fixed routes that connect to key destinations such as Downtown, Santa Fe Depot, and Cal State San Bernardino. OmniTrans also operates the sbX Green Line, an express bus service with its own dedicated bus-only lanes. For disabled residents, OmniAccess provides paratransit service. Mountain Transit and Victor Valley Transit Authority offer regional transit services to Big Bear Lake and the Victor Valley high desert region.

Transit Coverage

The City of San Bernardino's transit system offers the highest-ranking service in the county; 85 to 90 percent of homes and jobs can be reached within a distance of 1/2 mile of a transit route.

Commuter Rail

Rail services continue to be an important mode of transportation. The Downtown Transit Center and Santa Fe Depot, with confluences of multiple rail and bus services, are key mobility hubs for Metrolink. The Santa Fe Depot serves the Southwest Chief Amtrak line, a passenger train that runs from Los Angeles to Chicago. Meanwhile, the Downtown Transit Center is the western terminus of the Arrow Service, North America's first zero-emission rail transit.





Commuter Airline

Air commuter travel, though not typically considered public transit, is another form of public transit available to San Bernardino residents. Beginning in 2022, the San Bernardino International Airport (SBIA) began offering commuter passenger flights through Breeze Air to San Francisco (SFO) and Provo (PVU). From there, travelers could connect to other destinations around the world. Air travel from SBIA gave Inland Empire communities alternative options for air travel.



San Bernardino International offers a terminal and facilities for commuter air

The City's transportation system is designed to support the General Plan land use map. The sbX line connects destinations from Loma Linda Medical Center through the Downtown along E Street and northwest along Kendall to the CSUSB campus. One dozen transit stations are located along the sbX route. The City has adopted a Transit Overlay District (TD) that encourages a mix of land uses around transit stations and will foster transit usage, stimulate economic growth, encourage infill and redevelopment, reduce auto emissions, improve air quality, and improve neighborhoods.

As the City continues to develop, convenient and affordable transit options for residents, students, and workforce will be more important than ever. The City will continue to collaborate with transit providers to expand transit services, create safer and more comfortable spaces at transit facilities, and enhance the transit experiences for travelers.

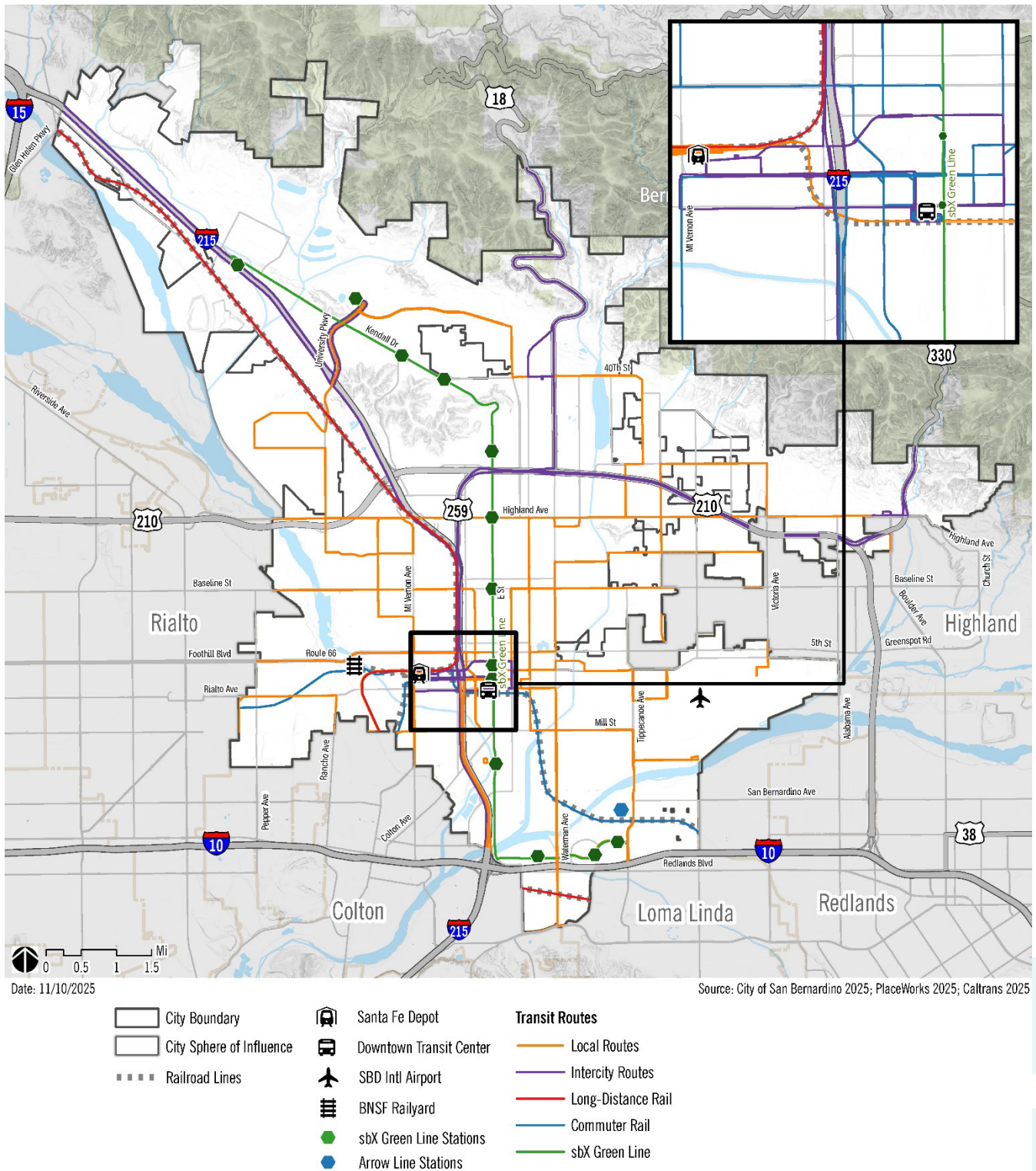


Figure CM-4 San Bernardino Transit Network



Goal CM-3 Public Transit

San Bernardino community members have convenient, safe, and reliable bus, rail, and air transit options that take them to their desired destinations.

Policies

- CM-3.1 Bus transit ridership and frequency.** Support and collaborate with bus transit agencies such as OmniTrans and regional transit authorities to expand transit frequency and coverage concurrent with service needs.
- CM-3.2 Transit amenities.** Upgrade transit stops with amenities (e.g., pedestrian-scale lighting, shelter, seating, secure bicycle parking, signage) that create safer and more comfortable experiences for transit users. Prioritize improvements along major transit corridors, focus areas, highly used transit stops, and mobility hubs.
- CM-3.3 First- and last-mile connections.** Provide sidewalks and bikeways, with enhanced intersection treatments, (e.g., raised medians, pedestrian beacons) at transit nodes to complete first- and last-mile connections.
- CM-3.4 Mobility hubs.** Enhance mobility hubs at major points of interest, such as the Downtown Transit Center, Santa Fe Depot, and Cal State campus, with programs such as bike-sharing, scooter-sharing, and EV charging stations
- CM-3.5 Air transit.** Coordinate with the San Bernardino International Airport on future expansion plans and air service improvements that enhance accessibility and reliability and use long-distance commuter options.
- CM-3.6 Rail transit.** Continue coordination with San Bernardino County Transportation Authority (SBCTA), Metrolink, and Amtrak to explore new opportunities for expansion and provide dependable rail service.
- CM-3.7 Rail service crossings.** Improve safety at roadway crossings by converting existing at-grade railroad crossings to implement grade separation and exploring other traffic safety measures.

Transportation Demand Management

Transportation Demand Management (TDM) is a key approach to reducing vehicle miles traveled on the roadway network. TDM is based on the premise that building roads alone will not meet the City's needs regarding congestion, mobility, and air quality. TDM strategies promote transit, walking, bicycling, and carpooling, which reduce congestion, are less costly, and improve air quality. These strategies include programs that shift travel behavior as well as technologies such as intelligent transportation systems (ITS) that can synchronize traffic signals to optimize traffic flow for all travel modes.

One of the City's prominent TDM programs is the San Bernardino County Transportation Authority (SBCTA) Safe Routes to School Program (SRTS). This refers to efforts that designate preferred routes to and from school which have been modified to provide safe travel for students seeking to walk or bicycle to school. SBCTA launched a safety campaign, "I Drive 25 or Less," to encourage people to drive at or below the posted speed limit at school zones. In addition, OmniTrans also offers a Free Fares to School program for students. CSUSB also offers multiple TDM options for students and employees, including free transit passes and other financial incentives.

Recognizing the importance of TDM to the future operation and efficiency of the local transportation system, the City of San Bernardino will continue to collaborate with partner agencies, developers, and the community to expand transportation choices for residents. The City will also adopt a citywide TDM ordinance to provide developers with specific guidance for incorporating TDM solutions in new developments, as discussed in the Traffic Impact Analysis Guidelines. The TDM ordinance will provide additional policies for using ITS to improve the City's transportation system.

Maximizing roadway efficiency through TDM strategies will continue to be a valuable tool to avoid the cost of new roadways, reduce air pollution and congestion, and improve quality of life. TDM strategies, combined with investment in road improvements, will help the City optimize its multimodal transportation system. The following goal and policies are intended to achieve these objectives.



Goal CM-4 Transportation Demand Management

Multiple transportation options are available for San Bernardino community members to choose from and to help reduce reliance on single-occupancy vehicle trips.

Policies

- CM-4.1 TDM ordinance.** Develop and implement a citywide Transportation Demand Management Ordinance, including incentives for new developments to provide clarity and additional guidance for the Traffic Impact Analysis Guidelines on how to mitigate VMT.
- CM-4.2 TDM strategies.** Promote TDM strategies appropriate for the local context and land use, for example, to reduce employee commute trips or to reduce discretionary trips such as residential, shopping, or other.
- CM-4.3 TDM in new development.** Require new developments to prioritize the incorporation of TDM strategies into project design at the outset as a means to reduce vehicle miles traveled (VMT) and improve air quality.
- CM-4.4 TDM monitoring.** Ensure that responsible parties adhere to required TDM commitments that were made as part of their conditions of approval through annual reporting of implemented strategies such as transit incentives, bike facilities, or carpool programs.
- CM-4.5 Safe routes to school.** Provide support for schools to identify pedestrian and bicycle access to schools and implement safe routes to and from school campuses as identified in the Active Transportation Plan.
- CM-4.6 Transit passes.** Continue to support and expand, as feasible, OmniTrans' efforts to offer free or reduced-fare transit passes for students, seniors, low-income households, people with disabilities, and City employees.
- CM-4.7 Wayfinding.** Provide wayfinding signage in strategic land use areas, key destinations, and mobility hubs that provide guidance on using active transportation modes to reach local and regional destinations.

Goods Movement

The San Bernardino County / Inland Empire region is renowned for one of the most expansive logistics-based economies in the United States. In San Bernardino alone, an estimated one of every four jobs is employed in the transportation, warehousing, and logistic sectors. The City's location, large warehousing sector, interstate freeways, and multiple modes of freight travel have made San Bernardino a major hub in the regional and global goods movement and economy.

Goods movement is a major driving force behind the economic vitality in the City of San Bernardino and the county. With larger regional projects, such as the Barstow International Gateway, and investments from logistic companies, the goods movement industry is poised to become a larger component of the regional economy. An efficient goods movement system therefore plays a fundamental role in the economic well-being of San Bernardino.

Rail Freight

San Bernardino's extensive freight rail network plays a pivotal role in the regional goods movement. BNSF, the largest freight network in the nation, operates an intermodal and automotive facility in the City. The facility serves as a critical transportation hub of goods movement for the Inland Empire, and it is a vital connector between the West Coast and the rest of the country. BNSF has added a fourth track to reduce queuing at the railyard. Union Pacific, the second largest freight railroad in the nation, operates rail facilities in nearby cities. The two freight railroad operators transport cargo through the city.

Air Freight

Goods are also transported via air cargo through San Bernardino International Airport. Large logistics companies such as Amazon Air, FedEx, UPS, and ABX have established air cargo operations from the airport. According to the latest FAA statistics, SBD is the 25th busiest cargo airport in the United States, and the fourth busiest cargo airport in California, just behind Los Angeles, Ontario, and Oakland International Airports. Cargo operations ramped up dramatically between 2017 and 2023, rapidly transforming San Bernardino International Airport into a major air logistics hub.



Trucking

Goods are also moved via trucks on local roadways and freeways. Most truck traffic in the City results from transporting goods to and from the BNSF railyard, the airport, and industrial areas. The City of San Bernardino has taken steps to manage truck traffic and designate appropriate truck routes in accordance with the California Vehicle Code. In addition, the City's municipal code (Chapter 10.24.160) restricts heavy vehicle access to specific roads and requires signage to identify prohibitions and weight limits along designated streets. Trucks are prohibited or limited in certain neighborhoods.

Goods movement has negative environment effects that contribute to poorer health. Mitigating the environmental and health impacts of goods movement involves a multi-faceted approach that includes:

- Enforcing safety measures, including designated trucking routes, speed and weight limits, parking prohibitions, and other operational considerations that present safety hazards.
- Reducing negative health impacts by providing opportunities for alternative fuels, enforcing parking and idling restrictions, and routing trucks away from sensitive land uses
- Improving environmental quality, including focusing on landscape buffers, controlling urban runoff, and encouraging logistics facilities to provide on-site features to reduce pollution.
- Working with AQMD to identify sensitive receptors (schools, parks, childcare centers, senior facilities) where "No Idling" signs should be installed to reduce exposure to truck emissions.

Assembly Bill 98 (enacted in 2024) is a landmark legislation that aims to address impacts from goods movement, including reducing traffic congestion, air pollution, noise, and light pollution. It introduced stringent environmental and operational standards for logistics use facilities in California. The City's adopted truck route map, shown on **Figure CM-5**, complies with AB 98.

The following goal and policies are intended to provide guidance that will allow logistics uses to continue while focusing on ways to mitigate the impacts of freight movement in San Bernardino.

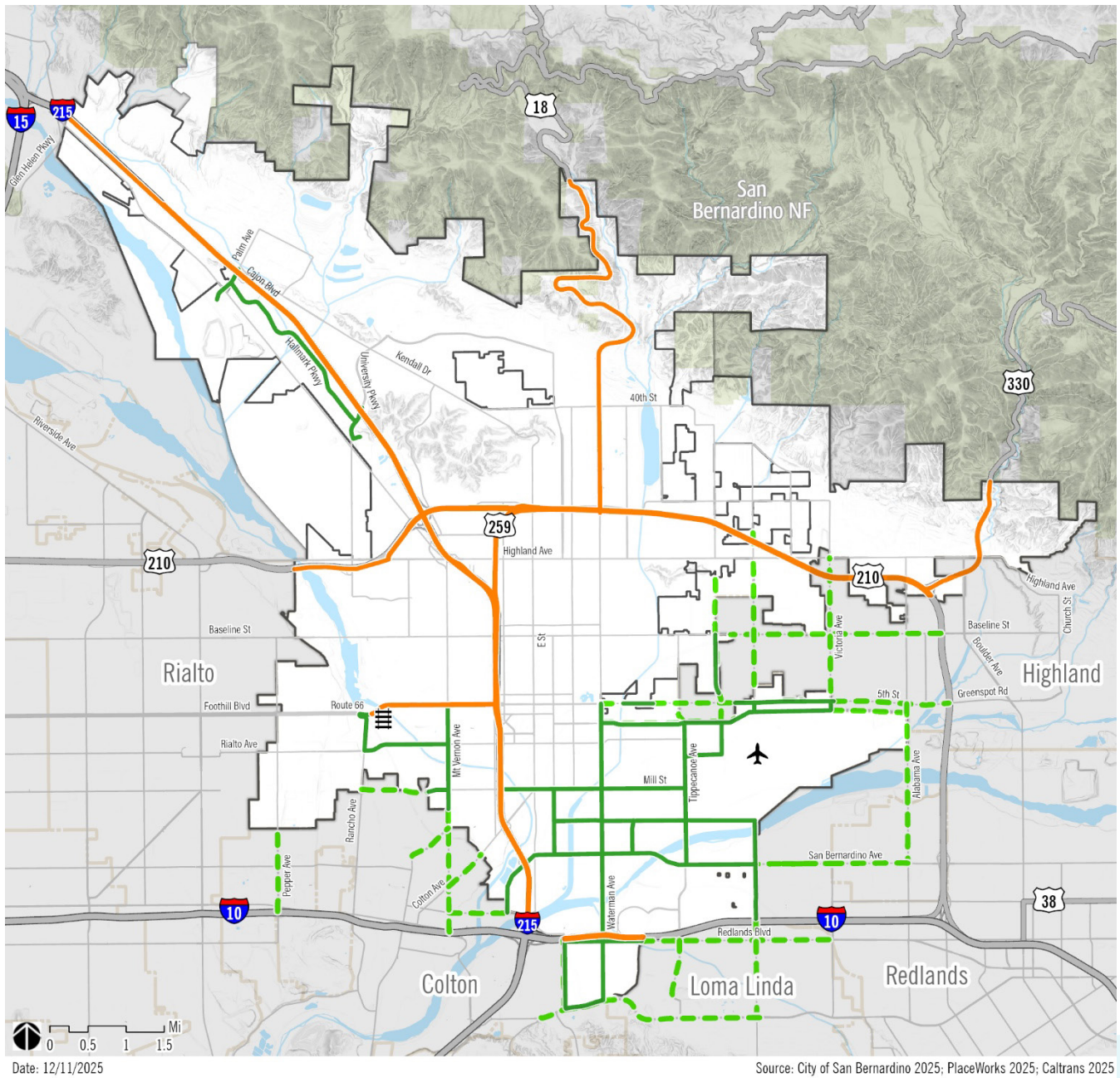


Figure CM-5 San Bernardino Truck Routes



Goal CM-5 Goods Movement

A sustainable goods movement system that supports commerce, economic growth, and local employment opportunities while mitigating the negative health, environmental, and quality of life impacts on San Bernardino communities and sensitive uses.

Policies

- CM-5.1 Sensitive areas.** Where feasible, avoid truck routes on roadways that are adjacent to residential areas and other land uses that serve sensitive populations, such as schools, daycares, and medical facilities.
- CM-5.2 Truck routing plan.** Prior to issuing a Certificate of Occupancy, require new or expanded logistics or industrial land use projects to provide a truck routing plan to and from the state highway system.
- CM-5.3 Trucking ordinance enforcement.** Continue to enforce local regulations for trucks, such as truck parking, speeding, idling restrictions, use of approved truck routes, and others.
- CM-5.4 Alternative truck fueling.** Permit a wide range of truck (re)fueling/recharging stations near industrial areas that offer alternative fuels to diesel, such as electricity, hydrogen, natural gas, and other non-fossil-based fuels.
- CM-5.5 Railyard technology.** Support the acquisition and installation of railyard equipment at the BNSF yard—hustlers, cranes, and other equipment—that is powered with non-fossil-based fuel.
- CM-5.6 Logistics technology.** Promote collaboration with companies in the logistics and goods movement sector to incorporate innovative technologies that offer benefits to the San Bernardino community.
- CM-5.7 Rail freight and air cargo.** Coordinate with BNSF and San Bernardino Airport Authority to manage growth in rail and air freight and to transport freight in a safe and efficient manner while minimizing harmful impacts.

Parking and Curb Management

Parking and curb management strategies are often implemented to improve safety while avoiding the need for structured parking. For instance, inefficient parking and loading management contribute to safety risks when drivers focus too much attention on seeking parking instead of on the roadway and other users. Looking for parking and unloading passengers and goods can also lead to traffic congestion, illegal parking, and other challenges. Finally, vehicle parking requires additional land and structures, taking up space that could be used for other purposes. Though the City currently does not experience parking shortages in many locations, future development in strategic areas might merit proactive strategies.



Diagonal parking adds additional parking spaces in downtown.

Goal CM-6 Parking and Curb Management

Land and public assets dedicated to parking and loading are efficiently and equitably managed.

Policies

- CM-6.1 Parking management.** Manage parking supply through enforcement of parking violations, paid metered parking, and other strategies to meet current and future needs without inducing additional parking demand.
- CM-6.2 Shared parking.** Allow new and existing developments, especially in focus areas, mixed-use districts, and major activity nodes, to share facilities to maximize parking and reduce the need for building new parking.
- CM-6.3 Parking at transit hubs.** Reduce or eliminate parking minimums at new developments near transit hubs and stations, particularly along the TOD Overlay, to encourage transit use.
- CM-6.4 Curbside management.** Allocate curb space for delivery truck loading/unloading, passenger pick-up/drop-off, micromobility parking, placemaking, and vehicle parking/storage in new development.
- CM-6.5 On-street parking and loading restrictions.** Restrict parking and loading 20 feet from the vehicle approach of any marked or unmarked crosswalk and 15 feet from a crosswalk with a curb extension.



Transportation Technology and Innovation

San Bernardino seeks to embrace innovative technologies that will create a more sustainable transportation system and healthier city. For instance, transit users can take zero-emission multiple unit (ZEMU) rail from the Downtown Transit Center. The City's sbX Green Line offers dedicated bus-only lanes and 10-minute headways during peak hours for riders traveling between Loma Linda and the CSUSB campus. The City is also expanding the type of fueling stations (e.g., electric, hydrogen) for vehicles and commercial trucks.

In recent years, artificial intelligence (AI), intelligent transportation systems (ITS), mobility-as-a-service (MaaS) platforms, autonomous vehicles, and other systems offer opportunities to optimize transportation systems. With advancements in technology, the City will evaluate the benefits of new technologies and incorporate them, where feasible, to respond to potential opportunities and challenges.

Goal CM-7 Transportation Technologies & Innovation

Emerging technologies in transportation are thoughtfully leveraged and integrated where beneficial to promote a safer, more accessible, and more efficient transportation system.

Policies

- CM-7.1 Intelligent transportation systems.** Deploy ITS technology where feasible to optimize traffic operations for all modes of travel and continually seek opportunities to leverage innovative ITS technologies.
- CM-7.2 Green energy.** Explore opportunities to accommodate new vehicle technology and alternative fuels by siting new charging/fuel stations, acquiring new vehicles, and implementing other measures to reduce GHG emissions from the City's transportation sector.
- CM-7.3 Partnerships.** Explore opportunities with private-sector partners such as micromobility, EV infrastructure, artificial intelligence, and data systems companies to experiment with innovative technologies.

Maintenance and Funding

The City's transportation system is a significant investment—one that requires funding for maintenance and upgrades. Funding for roadway improvements and programs needs to account for the project's life cycle—planning, design, construction, operations, and maintenance. The City's capital improvement program (CIP) is one of many ways to fund transportation projects. In addition to local assistance, the City will continue to pursue regional, state, and federal grants and collaborate with private enterprises for opportunities to make improvements to the transportation system.

Goal CM-8 Funding, Operation, and Maintenance

A well-planned and highly functioning transportation roadway system that is regularly maintained, improved, and rehabilitated.

Policies

- CM-8.1 Infrastructure maintenance requests.** Respond to public maintenance requests related to the transportation system in a timely manner and prioritize the responses for communities with the highest need.
- CM-8.2 Roadway maintenance and repair.** Allocate sufficient funding for preventive maintenance and rehabilitation to ensure that roadways function as planned; periodically survey roadways as needed to update their condition.
- CM-8.3 Diverse funding opportunities.** Pursue and diversify funding through local, regional, state, federal, and private sources, including grants, bonds, impact fees, and public-private partnerships.
- CM-8.4 Interagency collaborations.** Collaborate with regional transit agencies (SBCTA), Southern California Association of Governments, and neighboring jurisdictions to pursue joint funding opportunities.
- CM-8.5 Capital improvement coordination.** Integrate planning for capital improvements across City departments to combine transportation investments with improvements to or needs for utilities, housing, parks and recreation, and other related infrastructure.



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6. Public Facilities and Services

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Introduction

Public facilities and services are important assets that contribute to the quality of life that San Bernardino has to offer. High-quality public services and facilities, police and fire protection, libraries and educational facilities, health and medical facilities, and so forth enhance community health, well-being, and prosperity. San Bernardino is fortunate to be in a stronger financial condition than in past decades and can support public facilities and services.

San Bernardino civic leaders recognize the importance of public and services to the community. Not only are these services essential for quality of life, but they are also financed by local taxes paid by the community, businesses, and visitors. It is incumbent upon the City to be a responsible steward of the tax revenue by wisely investing in the maintenance, construction, and improvement of public facilities and services and distributing the benefits to the community.

While the Public Facilities and Services Element is not a State-mandated chapter of the 2050 General Plan, civic leaders recognize that public facilities and services are key to quality of life. This element shows the City's dedication to enhancing public facilities and services as the community grows and changes over time.



Overlooking Downtown San Bernardino



Regulatory Framework

Although the Public Facilities and Services Element is an elective, not a required element of the general plan, residents have weathered economic downturns over the years that have resulted in periodic curtailments in public facilities and services, so the San Bernardino community clearly understands the impact such facilities have on quality of life. Therefore, the 2050 General Plan includes this Public Facilities and Services Element.

Element Organization

The Public Facilities and Services Element is organized into the following topics, followed by goals and policies. Parks and utilities/infrastructure are addressed in separate elements.

- Educational services and library services provided by local schools, colleges, and universities in the City.
- Community safety, including police and urban fire services not covered by the Safety Element.
- Health and wellness facilities and services needed for San Bernardino's growing population.
- Environmental programs, including waste management, code enforcement, urban forestry, and beautification.
- Infrastructure planning, including the responsible planning for public facilities, services, and infrastructure projects.

Relationship with other Elements

The Public Facilities and Services Element supports the other elements of the General Plan 2050. The Land Use Element identifies new areas for development within the city, which will need new facilities and expanded services. The Safety Element discusses goals, policies, and implementation measures to respond to natural and human-caused hazards and protect the health, safety, and welfare of the community. The Environmental Justice Element also addresses the siting of and equitable access to public facilities and services. Collectively, these elements offer, maintain, and enhance the facilities and services necessary to ensure the community's quality of life.

Achieving the City's Vision

This element, in addition to the Land Use, Utilities, and Environmental Justice Elements, underscores the importance of public facilities and infrastructure to the community. Without functioning public facilities, services, and infrastructure, the City's economic prosperity cannot be sustained. Moreover, the City's health, safety, and natural environment all depend on the availability of quality infrastructure. And timely decisions about capital investments affect the availability and quality of government services provided to the community.



Broadly, the General Plan vision for San Bernardino is to facilitate and provide public services and infrastructure systems that enable the high quality of life desired by the community. This includes:

- An educational and library system that provides lifelong learning opportunities.
- An adequately trained and staffed police and fire department that is capable of keep the community safe.
- Health and wellness facilities and services that are capable of meet the needs of the community.
- Environmental programs that address waste management, street cleaning, urban forestry and related programs.
- Timely maintenance, repair, renovation, and construction of capital infrastructure.



Goals and Policies

Educational System

San Bernardino provides an exceptionally broad range of educational opportunities from early childhood to post-secondary education. The following is a summary of the major educational institutions in San Bernardino and the facilities are mapped in **Figure PFS-1**.

San Bernardino City Unified

Founded in 1964, the San Bernardino City Unified School District (SBCUSD) is a public school district that serves San Bernardino, western Highland, Muscoy, and a small part of Rialto. The District's mission is to ensure that all students develop the knowledge base, skills, and resilience for college, career, and civic success as well. The District has an enrollment of approximately 50,000 students, employs more than 5,000 people, and operates a budget of \$1 billion—making it one of the largest school districts in California. SBCUSD is known for implementing a linked-learning approach to education.



San Bernardino Valley College

San Bernardino Valley College

Founded in 1926, the San Bernardino Valley College (SBVC) campus is located on an 82-acre site near downtown San Bernardino. Since its original founding, the SBVC has become a key educational institution and employer in San Bernardino, enrolling 15,000 full-time equivalent students, employing more than 1,600 people, and operating a \$60 million budget. SBVC has an active program to assist students graduate and transfer to four-year colleges or pursue technical education and training. SBVC offers 200+ degrees and certificates in six career and academic pathways.



Cal State, San Bernardino

California State University, San Bernardino

The California State University at San Bernardino (CSUSB) is one of the 23 main campuses of the California State University system. Five academic colleges offer more than 70 degree and certificate programs. CSUSB has an enrollment of 19,500 students and graduates more than 5,000 students each year. In 2020/2021, CSUSB had 440 full-time faculty, employed more than 2,000 people, and operated a budget exceeding \$250 million. Student enrollment is projected to reach approximately 25,000 students at buildout.

Local Libraries

San Bernardino's public library (SBPL) provides services valued by residents. The SBPL provides ample opportunities for lifelong learning; provides opportunities for preserving culture and history; and provides settings for informal and formal community activities. San Bernardino is currently home to multiple library systems managed by the City, County, or local educational institutions.

San Bernardino Public Library

Established in 1891, the San Bernardino Public Library system has four locations: the Norman F. Feldheim Library and three branches, the Dorothy Inghram, Howard M. Rowe, and Paul Villaseñor libraries. The San Bernardino Public Library is governed by a five-member library board of trustees as provided by the City's charter. The library system holds 200,000 print, video, and audio materials. The Friends of the Public Library, a nonprofit 501C3 organization, works with library service staff to enhance local services.

The San Bernardino Public Library provides a variety of popular and special services, including but not limited to:

- Local history collections in the Haenszel California Room
- Lifelong Learning Center (e.g., literacy, homework, career)
- Early literacy stations and learning software at all libraries
- Community rooms for municipal, public, and private events
- Summer reading sponsored by the San Bernardino Friends
- Animakerspace for patrons to learn cutting edge technology

Educational Institutions

Local colleges in San Bernardino provide additional library services. The CSUSB's Pfau Library at 5500 University Parkway serves the north area of the City. This 300,000-square-foot facility houses more than 750,000 books, bound periodicals, and other items. Community members not enrolled at CSUSB can access the library by applying for a library card. San Bernardino Valley College operates a public library on its local campus with approximately 70,000 volumes. Access to the SBVC library is available to the public with a library card. The San Bernardino County Law Library, at 402 N. D Street in downtown, serves the legal-information needs of residents of the county.

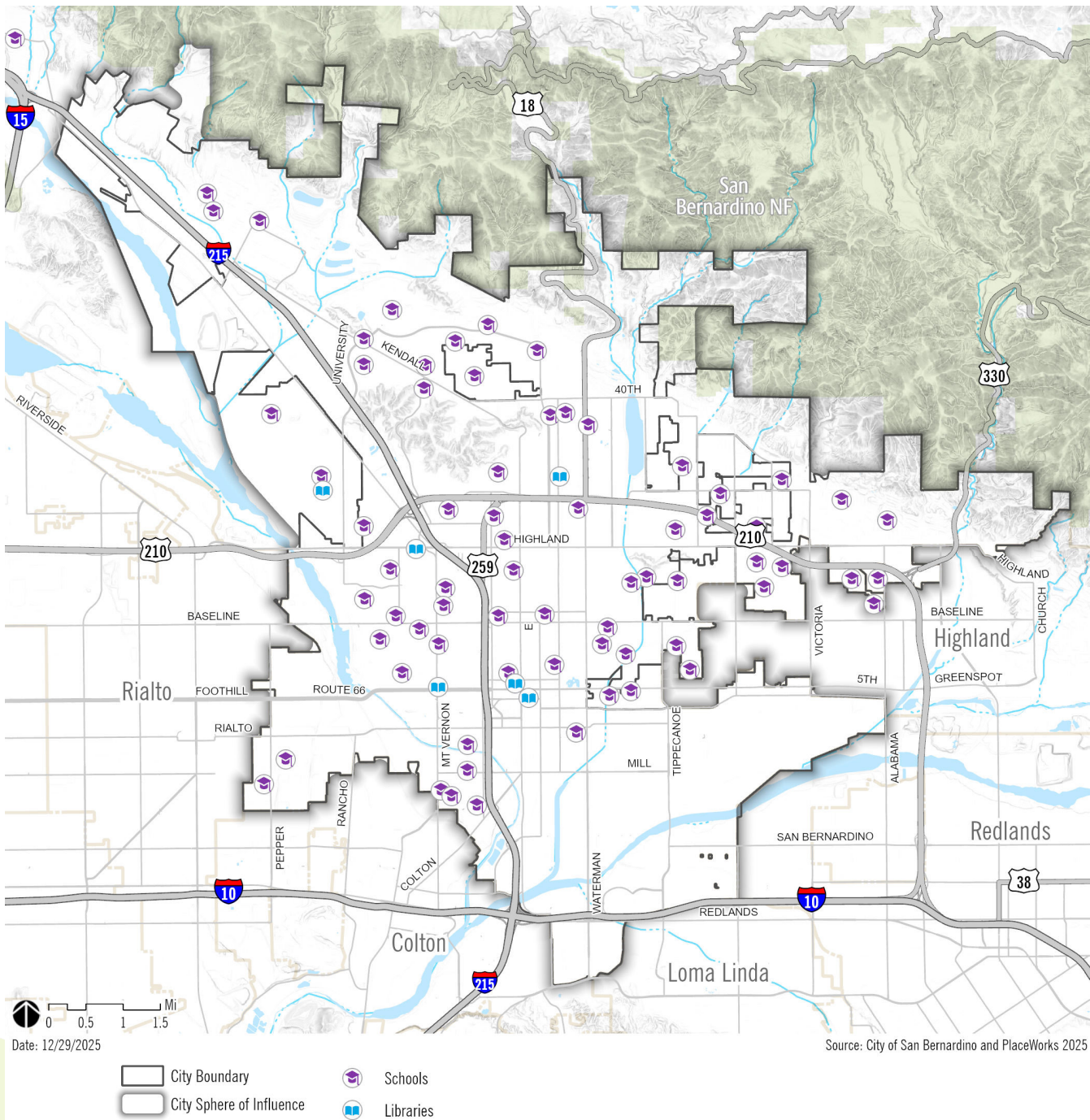


Figure PFS-1 Schools and Libraries in San Bernardino

Goal PFS-1 Educational Services

A community that meets the educational needs of the City's residents, provides lifelong learning opportunities for all ages, and leverages the importance of higher educational institutions into its fabric.

Policies

- PFS-1.1 Educational needs.** Collaborate with the local school districts, California State University, and San Bernardino Valley College to improve facilities and services to meet the educational needs of students.
- PFS-1.2 New development.** Work with the School Districts to ensure that new residential subdivisions dedicate land or contribute fees for the expansion of school facilities to meet the needs attributable to new development.
- PFS-1.3 Adult education.** Work with the Unified School District and all local educational agencies, including private schools, to provide continuing adult education courses that meet the needs of residents and business.
- PFS-1.4 Library technology.** Maintain and periodically upgrade facilities with appropriate technology, including hardware and software and information technology support to provide current and secure library services.
- PFS-1.5 Library facilities.** Rehabilitate, maintain, and expand existing facilities to meet the needs of residents; consider building new facilities to replace temporary facilities or building facilities in underserved areas.
- PFS-1.6 Library collections.** Acquire an increasing amount of physical and electronic materials that reflect the educational, recreational, and cultural interests of residents at a level competitive with similar-sized cities.
- PFS-1.7 Library funding.** Through the City's General Fund, provide increasing funding for library staff to maintain and possibly increase library hours, number of facilities, and activities; examine other potential funding sources.



Public Safety Services

Ensuring the health and safety of San Bernardino residents, business, and visitors is one of the primary mandates implemented by City Hall. This includes the provision or facilitation of police, fire, and health services that are responsive, effective, and efficient in delivery. **Figure PFS-2** shows the locations of police and fire stations.

Police Services



The San Bernardino Police Department's (SBPD) mission is to provide quality and cost-effective services to the people of San Bernardino, with a focus on excellence in leadership through the allocation of public resources. The SBPD philosophy centers around community-oriented policing, data-driven approaches, civic partnerships, and community engagement to improve quality of life and reduce crime.

SBPD provides a range of police services (patrol, investigation, traffic control, case resolution, etc.). Special services include gang suppression, violence intervention, alcohol/drug diversion, etc. The City is divided into four patrol districts, each with one station. SBPD provides services to local hospitals, San Manuel, and the Airport. Unincorporated areas are served by the County Sheriff's Department. SBPD also maintains mutual aid agreement with adjacent cities, which allows the City to seek augmented resources.

The City of San Bernardino places the utmost priority on police protection, spending more than \$100 million annually on services. SBPD responds to more than 100,000 calls for services each year, and expenditures amount to nearly \$500 per resident each year. Because the City has successfully exited bankruptcy, the SBPD has increased the number of sworn officers by 50 percent since 2015. SBPD staffing is at approximately 1.4 sworn officers per 1,000 residents.

While the SBPD is responsible for patrolling local streets, the California Highway Patrol provides traffic patrol on State highways and roads in the unincorporated areas of the county. The Highway Patrol also provides emergency response backup to the SBPD and the County Sheriff, upon request. The Highway Patrol office is within the corporate limits of the City and will also assist SBPD in its enforcement activities and other services upon request.

Urban Fire Protection

Fire prevention, fire protection, and emergency medical service within San Bernardino's city limits and planning area are provided by the San Bernardino County Fire Protection District (SBCFD). SBCFD has provided urban and wildland fire services to the City since 2016. This section addresses urban fire services; the Safety Element addresses fire service to high fire severity zones in wildland areas.

SBCFD provides a broad range of urban fire services to the community. Among others, these services include:

- | | |
|------------------------------|--------------------------------|
| • Fire Suppression | • Business Inspections |
| • Medical Response | • Vegetation Abatement |
| • Hazardous Materials | • Dispatch & Communications |
| • Search & Rescue Operations | • Disaster Response |
| • Arson Investigation | • All Administrative Functions |

Fire protection services are often measured by response time to an emergency. The time required to access a location is directly related to the imminent health and safety risk to occupants in urban fires. In addition, the Insurance Services Officers (ISO) routinely ranks the level of service provided by a fire agency based on its ability to have available and adequate resources (water, equipment, and fire staffing) to respond to fires in an efficient and effective manner.

The City of San Bernardino has nine fire stations (along with additional State and federally managed fire stations). According to LAFCO's 2020 Service Review, the City's fire stations are placed so that all areas, except for a small area in northwestern San Bernardino, can be served by a fire engine crew within eight minutes assuming a standard turnout time. SBCFD strives to meet National Fire Protection Association objectives for an eight-minute response time.

The Insurance Services Office uses a standard Grading Schedule to rate fire protection services. The ISO rating is on a scale from Class 1 to 10 with Class 1 representing the highest rating nationally. ISO ratings are based on four criteria: the level of emergency communications infrastructure, fire department, water supply, and risk reduction measures. San Bernardino has an ISO rating of 3, which is comparable to most suburban communities in the Inland Empire.



Health Care

Access to comprehensive and high-quality healthcare services is a priority for San Bernardino. As the seat of San Bernardino County, the City is home to a wide range of health care services, including mental health, behavioral health, disability services, independent living, and other services, for children, youth, adults, and seniors. Growing the City's healthcare sector continues to be important for San Bernardino given the projected growth envisioned by the 2050 General Plan.



Loma Linda University Clinic

Available facilities in San Bernardino include three hospitals, a dozen health clinics (including mobile health clinics), skilled nursing facilities, home health agencies, substance abuse and mental health treatment centers, and hospice facilities among others. Despite these facilities, the City is known for having a healthcare professional shortage with respect to primary care and mental health professionals. This shortage is discussed in the Environmental Justice chapter.

San Bernardino continues to see expansion in the healthcare sector. Loma Linda Medical Center provides a clinic and educational center. In 2022, St. Johns opened a community clinic on Waterman Avenue. In 2025, SacHealth opened a 280,000-square-foot campus at the former Wells Fargo Building in San Bernardino. IEHP also opened a new Community Wellness Center in 2026. These projects augment healthcare services in San Bernardino.

Expanding the health care sector also includes providing affordable care options locally, within neighborhoods and schools. The San Bernardino City Unified School District is developing a sustainable model for school-based health centers to enhance district-wide access to comprehensive health services for all students and families. School based health centers are under construction at high schools and will provide physical, mental, and other health services.

While the City of San Bernardino is not the lead agency that directly provides health and wellness services, it can nonetheless serve as the lead for facilitating and encouraging the development of such facilities and services to meet community needs. Goals and policies are therefore provided to facilitate this role and objective.

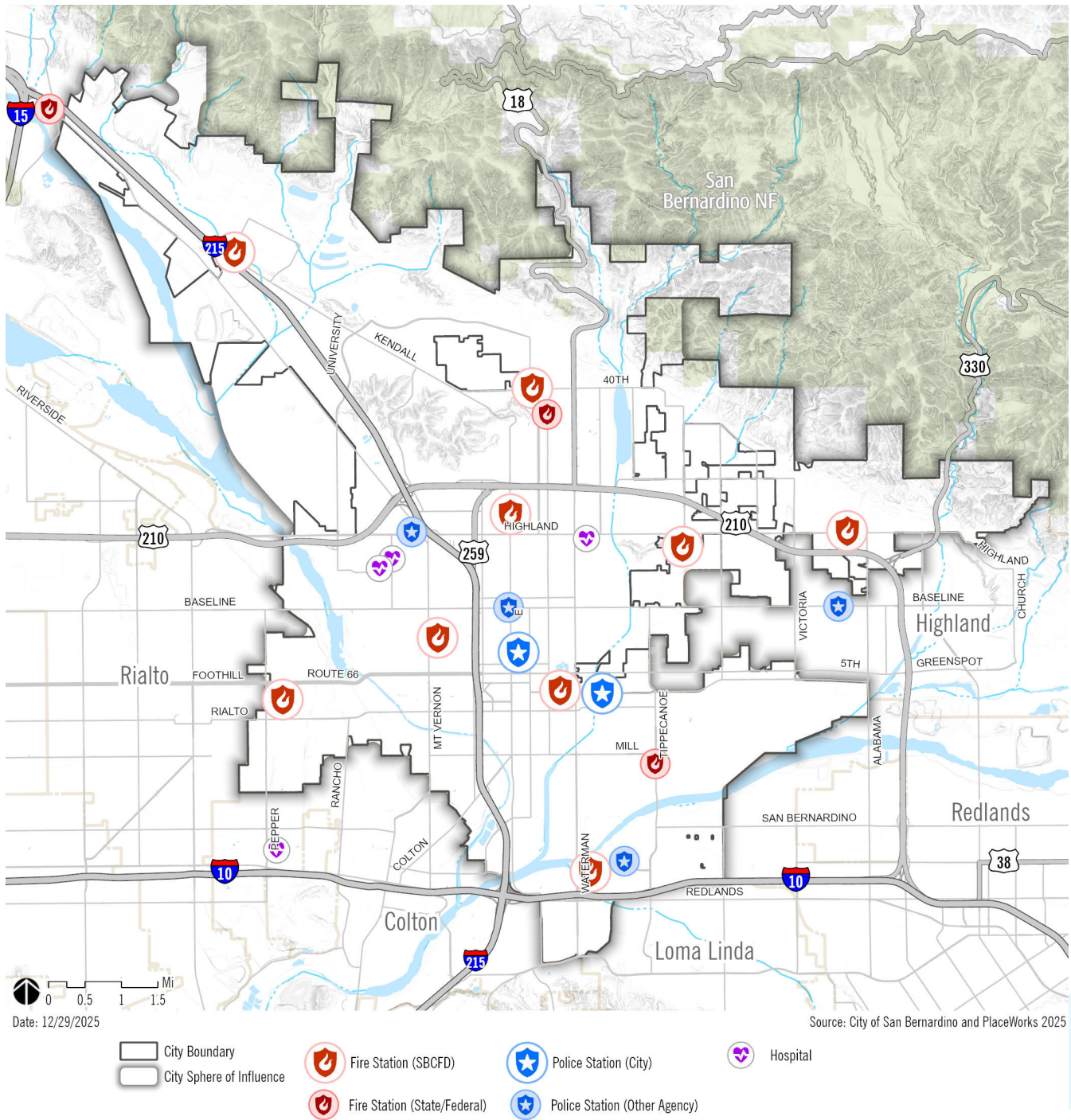


Figure PFS-2 Police, Fire, and Hospital Facilities



Goal PFS-2 Police Services

A safe and secure community where residents, businesses, and visitors are protected from criminal activity and where police have the resources necessary to improve and maintain public safety.

Policies

- PFS-2.1 Police staffing.** Maintain a complement of personnel in the Police Department that are capable of providing timely response to criminal activity and can equitably protect all citizens and property in the City.
- PFS-2.2 Interagency cooperation.** Work with the State of California, County, and adjacent cities via inter-agency agreements to secure additional assistance on crime caseload, emergencies, and inter-jurisdictional cases.
- PFS-2.3 Crime prevention.** Support community-based crime prevention through coordination with neighborhood watch programs, neighborhood organizations, the business community, schools, and other stakeholders.
- PFS-2.4 Police resources.** Provide City police personnel with sufficient resources, including equipment, technology, and regular training, including cultural awareness training, to effectively perform their job.
- PFS-2.5 Community policing.** Promote community policing strategies that support community partnerships and problem-solving techniques that build public trust and proactively address public safety issues.
- PFS-2.6 Employee recruitment.** Recruit a diverse and talented pool of community police candidates who possess the values and skills consistent with those required by the Police Department and community.
- PFS-2.7 Community accountability.** Regularly work with City officials, the Public Safety and Human Relations Commission, and other entities to keep them abreast of public safety issues in San Bernardino.

Goal PFS-3 Fire Services

A safe and secure community where residents, businesses, and visitors are provided adequate fire and emergency medical service and where fire staff have the resources to maintain public safety.

Policies

- PFS-3.1 Fire staffing.** Contract with the County Fire District to provide an adequate complement of personnel that are trained to effectively respond to urban fires and emergency medical response throughout the City.
- PFS-3.2 Interagency cooperation.** Require maintenance of mutual aid, automatic aid, and other multi-agency agreements to ensure that urban fire, wildfire, tactical response, hazmat, and other services are available.
- PFS-3.3 Fire codes.** Require compliance with the most recent edition of the California Fire Code, County Fire Protection District Fire Code, and public works standards to ensure that buildings, infrastructure, and water supplies and delivery infrastructure meet local fire safety standards.
- PFS-3.4 Fire station siting.** Work with the SBCFD to provide, maintain, and retrofit, as needed, fire stations that will enable timely and effective response to emergencies in keeping with city standards and fiscal resources.
- PFS-3.5 Evacuation routes.** Maintain safe and accessible evacuation routes throughout the city; take precautions and ensure backup or mitigations for routes crossing high hazard areas (e.g., flood, seismic, high fire, etc.)
- PFS-3.6 Fire safety prevention.** Support efforts to enhance fire safety throughout San Bernardino by participating in emergency preparedness, community events, community education, and other efforts to promote a fire-safe community.
- PFS-3.7 Community accountability.** Periodically monitor performance of fire service contracts to ensure that response times are consistent with the District's standards and supplemental standards of the National Fire Protection Association to the extent feasible.



Goal PFS-4 Health Services

A community with health and wellness facilities and associated services that addresses the needs of San Bernardino residents, workforce, and visitors of all ages and life stages.

Policies

- PFS-4.1 Adequate health care facilities.** Encourage the development of a full range of health care facilities, including hospitals, acute care facilities, and mental health facilities, to meet the needs of all residents.
- PFS-4.2 Neighborhood-based health centers.** Encourage and support the development of neighborhood-based health centers at schools and other appropriate locations within neighborhoods to increase access for residents.
- PFS-4.3 Supportive housing services.** Encourage and support the development of supportive residential facilities in neighborhoods and throughout the City to address the health and supportive care needs of residents.
- PFS-4.4 Interagency partnerships.** Work with private, nonprofit, and governmental service providers to increase the supply of health care programs and services for residents in San Bernardino.



SAC Health campus, San Bernardino

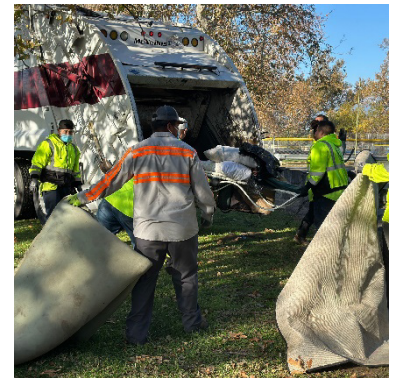
Environmental Programs

San Bernardino is an established community with significantly older infrastructure, neighborhoods, and pattern of development. To keep the community clean and free from debris, the City's Public Works Department provides integrated waste management, blight removal, and community beautification among other services.

Waste Management

The Public Works Department implements a waste management program that is designed to reduce materials that enter the landfill through waste reduction, re-use, recycling, and composting efforts. Solid waste collection, transport, and disposal are handled by a contracted private firm. The City uses a three-container system—one for recyclables, one for organic materials, and one for trash. The City also implements special programs for waste tire cleanups, used oil collection, and household hazardous waste among others.

Landfill management is an important issue in San Bernardino and one that caused significant environmental pollution in the city. Over the last decade, at least ten landfills have closed in the county. San Bernardino has four legacy landfills, two which led to underground plumes and contamination of the aquifer. The City continues to work with the EPA and responsible agencies to address environmental pollution from the Cajon and Waterman landfills. These examples underscore the need for managing solid waste in a responsible manner to prevent resulting pollution in the future.



Community cleanups help to beautify neighborhoods.

Urban Forestry

Urban forestry efforts have become increasingly important in recent years as a means to reduce the heat island effect of impermeable surfaces and a means to filter air pollutants. Trees and landscaping are also the most visible ways to beautify private properties, streetscapes, and public areas. San Bernardino values its urban forest and has an established program to plant and maintain its trees. In 2025, the City was recognized as a Tree City USA by the Arbor Day Foundation. The City's inventory of trees includes more than 40,000 street trees that are valued in excess of \$150 million. The City is implementing various programs to restore its tree inventory.



Code Enforcement

Blight and public nuisances degrade the quality of the community. The City's Code Enforcement Division is tasked with enhancing quality of life by enforcing local regulations. Collaborating with the Police Department, Building and Safety, Planning, Housing, Public Works, Business Registration, and the County Health Department, the Division addresses a wide range of public nuisance and blighting influences. These include abandoned and hazardous buildings, non-functional vehicles, unkept property, graffiti, excessive weeds and vegetation, and unlawful dumping among others.

Public Works Maintenance

The Public Works Department is also entrusted with the care and maintenance of many of the City's infrastructure, landscaped areas, and neighborhoods among other community assets. This includes the upkeep of asphalt pavement, sidewalks, curb, gutter, and parkland. This is an extensive effort for a 60-square-mile city. The Public Works Department maintains approximately 600 centerline miles of streets, 7,000 streetlights, 120 miles of stormwater drains, and 1,800 catch basins. Annually, the Public Works Department also responds to 10,000 graffiti removal requests, maintains 500 acres of City parks, and provides other landscape services in the city.

Roadway Investments

The provision of well-maintained roadways is essential to ensure safe travel by residents, to transport goods and services from businesses throughout the city, and to improve and maintain quality of life. San Bernardino oversees the provision of approximately 600 centerline miles of roadway and repairs 30,000 potholes each year. Of the total lane mileage, one-half is in good condition, 40 percent is in fair condition, and 7 percent is in poor condition. The City has retooled its pavement management system to document roadway conditions and provide optimal scenarios for rehabilitating local roadways. Preventive and rehabilitation scenarios for pavement management are programmed into the City's capital improvement plan.

Goal PFS-5 Environmental Programs

Provide for adequate waste management, community beautification, and infrastructure maintenance to achieve State mandates, reduce environmental pollution, and keep San Bernardino clean.

Policies

- PFS-5.1 Waste management.** Continue to reduce the amount of municipal waste disposed and transferred to the landfill through recycling, source reduction, organics, and composting/green waste programs.
- PFS-5.2 Street sweeping.** Regularly maintain and clean streets to keep streets free of debris; reduce the amount of waste that contributes to urban runoff; and maintain clean residential, commercial, and industrial areas.
- PFS-5.3 Community cleanups.** Prioritize regular community cleanups, illegal dump cleanups, and other neighborhood- and citywide-based programs to reduce the volume of trash deposited in the community.
- PFS-5.4 Special waste programs.** Implement special waste management efforts to address special issues, such as e-waste, household hazardous waste, construction and demolition debris, oil and tire collection, and so forth.
- PFS-5.5 Landfill monitoring.** Continue to monitor and implement effective measures to address vapor intrusion, groundwater quality, and other impacts of legacy landfills and disposal practices in the community.
- PFS-5.6 Tree and landscape maintenance.** Continue to plant, maintain, and expand urban forest as well as public landscaping to provide shade, beautify neighborhoods, reduce air pollution, and improve quality of life.
- PFS-5.7 Infrastructure maintenance.** Regularly maintain the City's physical roadway infrastructure, including but not limited to roads, streetlights, medians, parkways, trees, and other infrastructure in the community.



Capital Planning

San Bernardino depends on a reliable system of infrastructure. Infrastructure includes not just the buildings, roads, utilities, and the various spaces surrounding us. San Bernardino's infrastructure—its roads, sidewalks, parks, libraries, fire stations, water facilities, and so forth—shapes the health, safety, economic vibrancy, environmental well-being, and overall quality of life in our neighborhoods.

Each year San Bernardino adopts a Five-Year Capital Improvement Program (CIP) aligning with strategic targets and goals established by the Mayor and City Council. The CIP provides a comprehensive plan to develop and maintain the City's capital facilities and infrastructure. Due to the significant cost (approximately \$150 million over five years) and importance of capital projects, significant planning and consideration is given when allocating resources to these projects.

CIP projects are evaluated and selected based on an assessment of community needs, the Mayor and City Council priorities, available funding, and specific requirements tied to the funding source. The latter refers to the situation when a granting agency (e.g., federal government) has specific geographic requirements for where and how the funds should be spent. Annual CIP expenditures are guided by four adopted priorities:

- Highest Priority. Significant health or safety issues; potential liability; ADA compliance
- High Priority. Commitments to the community; less urgent safety issues; structural repairs; phased repair
- Medium Priority. Important projects with safety concerns; improvements of existing facilities
- Lower Priority. Longer-term project that may depend on other decisions; projects that can be delayed without service impacts

The following section provides the goals and policies for maintaining and improving public facilities, services, and infrastructure in the city.

Goal PFS-6 Capital Planning

Capital planning for services, facilities, and infrastructure that in San Bernardino addresses equitable distribution, responsible management, and adequate funding to maintain city assets.

Policies

PFS-6.1 Capital improvement priority. Continue to prioritize capital improvement projects based on

- Significant health, safety, disability/ADA compliance, and potential liability concerns.
- Commitments to the community, less urgent safety needs, structural or phased repair.
- Important projects without safety concerns, improvements to existing facilities, etc.
- Longer-term projects that depend on other decisions and/or can be delayed without service impacts.

PFS-6.2 Equitable distribution. Provide public services, facilities, and infrastructure in a manner that considers equality and equity in their distribution, particularly addressing the needs of underserved neighborhoods.

PFS-6.3 Master plans. Prepare, maintain, and implement public facility and infrastructure master plans to ensure compliance with legal requirements and ensure that the City's physical assets are managed appropriately.

PFS-6.4 Maintenance needs. Provide timely maintenance of all public facilities, roadways, and other infrastructure to avoid the accumulation of deferred rehabilitation needs and early replacement needs.

PFS-6.5 Development fair share. Ensure that developers pay a fair share of the cost of developing new public facilities and services and/or expanding/upgrading existing facilities and services as a result of new development.

PFS-6.6 Funding strategy. Employ a diverse strategy for funding capital projects and infrastructure improvements, including but not limited to: taxes, financing districts, grants, bonds, user fees, donations, and so forth.



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7. Utilities and Infrastructure

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Introduction

San Bernardino provides a host of utility services for San Bernardino residents, business, and visitors that are designed to protect the health, safety, and welfare of the community. Among others, San Bernardino needs clean water, sanitation services, energy, waste collection, and communication services to thrive. The efficiency with which these basic services operate affects our quality of life. Moreover, these utilities are also important in protecting us from natural and human-caused flooding and fire hazards.

Planning for utilities and infrastructure, including water pipelines, sewage systems, and power grids for a 60-square-mile community is under the purview of the City, County, and other regulatory agencies. Though private enterprise builds this multi-billion-dollar system of infrastructure, the City ensures that its design, construction, operation, and maintenance adhere to City engineering standards. The City is also responsible for ensuring that periodic investments are made to maintain the serviceability of the utility infrastructure.

The Utilities and Infrastructure Element includes strategies to ensure the City has a plan in place to provide clean water, sanitation services, energy, waste collection, and communication services.



Sterling Natural Resources Center



Regulatory Framework

The regulatory framework for utility and infrastructure planning within a general plan is in California Government Code § 65302(b)(1) and supporting statutes. This element is a strategy for addressing infrastructure needs for the provision of water, sewage, storm drainage, energy, communications, and other related topics. While the element is not mandated by state law, the City's General Plan includes this topic as an elective element due to the fundamental way that utility infrastructure and services impact quality of life.

Organization Framework

The Utilities and Infrastructure Element outlines the City's long-term strategy for developing, operating, and managing utility infrastructure and services within San Bernardino. The element specifically addresses:

- Wastewater, including the collection, transfer, processing, and recycling of wastewater.
- Water Resources, including the supply, quality, transmission, and reclamation of water for land uses in San Bernardino.
- Storm Drains, including the major county and local flood control facilities for land uses in San Bernardino.
- Energy Resources, including the generation, storage, use, and conservation of conventional and alternative resources.
- Telecommunications and other communication technology for residential, business, and government uses.

Relationship with other Elements

The Utilities and Infrastructure Element is an elective element. The element is linked to other elements, including Land Use, Economic Development, Housing, and Safety, among others. Any new land use or development will need to be served with adequate utilities, which allow businesses and residents to thrive. This element is also implemented by various City strategic plans, including the urban water management plan, sewer system plans, and various master plans for water, sewer, drainage, and other infrastructure.

Achieving the Vision

Provision of an adequate utility infrastructure system is essential to the City's public health and welfare as well as to the local economy. The Utilities and Infrastructure Element implements the City's Vision to create and sustain opportunities for the future. As San Bernardino continues to develop, the City will need to maintain and expand utilities to meet the needs of residents and business. With adequate infrastructure in place to support new development, San Bernardino can become a premiere place to live and work.

Constructing and maintaining the serviceability of the City's utility infrastructure is costly. Over the next five years, the City will expend \$150 million to maintain these assets. To maintain the City's investment in infrastructure requires steady, significant, and stable funding; capital improvement plans across a range of infrastructure systems; and the methodical prioritization and timing of improvements based on the useful life of infrastructure and the highest return on investment.

This Utilities and Infrastructure Element, as implemented through master plans prepared by the City and County, is intended to facilitate the development and maintenance of utility infrastructure as follows:

- A sewer system that utilizes state-of-the-art technology to effectively treat effluent and reduce environmental hazards.
- A flood control system that protects residents from hazards and helps to recharge groundwater resources.
- A water infrastructure system that provides clean and healthy water for a range of potable and nonpotable uses.
- A diversified energy portfolio that helps supply the City's power needs and become more energy resilient.
- A telecommunication system that provides choices for residents, business, students, and other stakeholders.

The following provides the planning context, goals, and policies to achieve the City's vision as articulated in the 2050 General Plan.



Goals and Policies

As a full-service utility provider, San Bernardino provides water, wastewater, storm drainage, energy, and other utility services to support the needs of the community. These services and the planning context in which they are provided are detailed as follows:

Wastewater Collection and Treatment

San Bernardino's wastewater collection and treatment system is intended to protect public health, keep the natural environment safe and clean, and accommodate the needs of the community. Wastewater collection services are provided by two water utilities described below and mapped in **Figure UI-1**.

San Bernardino Municipal Water Department (SBMWD)

The sewer system consists of 500 miles of pipelines, 15 lift stations, 12 siphons, more than 38,000 connections, 8,200 maintenance holes, and two wastewater treatment plants. The collection system is 95 percent vitrified clay pipe. The SBMWD collection system sends sewer to the Water Reclamation Plant, a 33- mgd secondary treatment facility. After treatment, effluent is conveyed to the Rapid Infiltration and Extraction (RIX) facility in Colton, where the effluent undergoes final treatment before being discharged to the Santa Ana River.

East Valley Water District (EVWD)

The sewer system consists of 215 miles of pipelines, 4,400 sewer manholes, 7 siphons, 5 diversion structures, and one wastewater treatment facility in San Bernardino. The EVWD collection system sends sewer to the Sterling Natural Resources Center (SNRC), a \$250 million advanced wastewater treatment facility built in 2023. The SNRC wastewater treatment facility can treat up to 8 mgd of wastewater for recharge into the Bunker Hill Groundwater Basin.

Septic Service

The City of San Bernardino planning area has limited areas that rely on onsite wastewater treatment services, known as septic systems. These include portions of the Verdemon area, Arrowhead Farms, Muscoy, and scattered areas throughout the community. These areas also have ongoing septic-sewer conversion projects, whereby septic systems are being replaced with direct access to City sewer lines.

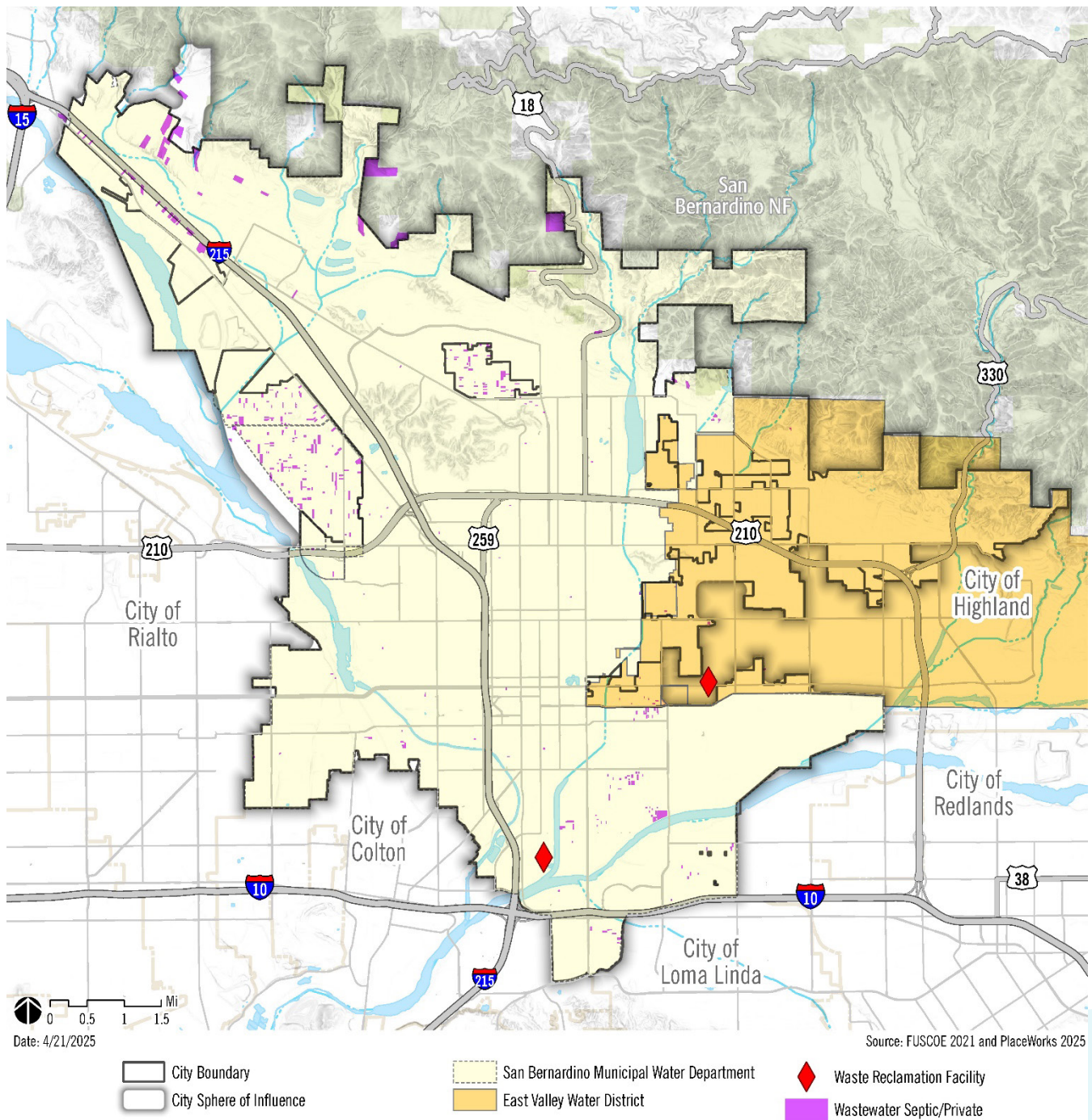


Figure UI-1 Wastewater Services



Goal UI-1 Wastewater Service

Provide a system of wastewater collection and treatment facilities that will adequately convey and treat wastewater generated by existing and future development in the City's service area.

Policies

UI-1.1 Wastewater Infrastructure. Provide wastewater collection and treatment facilities that are adequate to support development, meet usage and reclamation objectives, and maximize cost efficiency.

UI-1.2 Infrastructure Management. Provide for the timely maintenance, renovation, replacement, and expansion of wastewater collection and treatment facilities to eliminate service deficiencies.

UI-1.3 Master Plan Evaluation. Monitor flows and evaluates the City's Sewer and Wastewater Reclamation Master Plans to determine the collection and treatment facilities needed to serve present and future growth in the City.

UI-1.4 Wastewater Connection Requirement. Prior to City approval of any new or substantially rehabilitated development project, the project must:

- Connect to a master planned sanitary sewer system consistent with City "Sewer Policy and Procedures."
- Connect to interim facilities sufficient for present, short term needs only if permitted by the City; or
- Provide on-site wastewater treatment facilities that comply with the City and RWQCB requirements

UI-1.5 Industrial Pre-treatment. Monitor businesses to prevent contaminated wastewater flow. Enforce industrial pre-treatment standards and source control to prevent materials prohibited by Federal and State regulations from entering the wastewater system.

UI-1.6 Wastewater Treatment Operations. Operate the wastewater collection and treatment system in a manner that minimizes sewer overflows, complies with NPDES permit provisions, and minimizes infiltration.

Water Supply and Infrastructure

San Bernardino is tasked with providing high quality water while addressing a myriad of local, state, and federal requirements. To address these complex issues, water agencies must consider ways to manage the full life cycle of water—delivery, use, and reclamation of water, wastewater, and stormwater.

Water Supplies

Domestic water service to the City of San Bernardino and its sphere of influence (SOI) is provided by the San Bernardino Municipal Water Department (SBMWD) and the East Valley Water District (EVWD). Specifically, the SBMWD delivers 13 billion gallons of water per year, about 40,000 acre-feet of water, to more than 200,000 customers. The EVWD delivers 5.5 billion gallons per year, approximately 17,000 acre-feet annually, to more than 100,000 customers.

The SBMWD and the EVWD receive groundwater from the Bunker Hill Groundwater Basin. The basin is replenished by local rainfall and stream flow from rain and snowmelt from the San Gabriel and San Bernardino Mountains. The Santa Ana River, Mill Creek, and Lytle Creek contribute 60 percent of the total recharge to the aquifer. The basin is also replenished by percolation of water diverted to spreading grounds at the base of the San Bernardino Mountains.

While groundwater continues to be the principal source of water supply for the City, the State Water Project (SWP) also provides up to 100,000 acre-feet of water per year for the broader San Bernardino region. As an SWP contractor, the San Bernardino Valley Municipal Water District (SB Valley) receives SWP water through the SWP system and distributes it via two feeder lines through San Bernardino to more than 20 local public and private water suppliers in the basin. This helps to augment water supplies when needed.

The SBMWD, EVWD, and SB Valley are working together to augment water supplies through a Regional Recycled Water System. The City's two water reclamation facilities produce more recycled water than can be used in the basin area. Recycled water pipelines are being constructed to connect from the Sterling Natural Resource Center and SBMWD's recycled water system, the Tertiary Treatment System, to the Weaver Basin, allowing high quality recycled water to be discharged into the Bunker Hill Groundwater Basin.



In 2025, San Bernardino MWD commissioned a new Tertiary Water Reclamation System.



Storm Drain and Flood Control Facilities

San Bernardino's planning area is 70 square miles, much of which is paved and does not allow water to soak into the ground. When it rains, thousands of gallons of water, as well as trash, oil, and other pollutants (often termed urban runoff), travel through storm drains. Unlike sewage, which goes to treatment plants, polluted urban runoff flows untreated through the City's storm drain system and directly into channels, rivers, and eventually the ocean. Controlling runoff becomes especially challenging during flood events.

Addressing urban water pollution is the reason for the enactment of the federal Clean Water Act, which established the National Pollution Discharge Elimination System (NPDES) permit program. The Clean Water Act requires that cities "effectively prohibit non-stormwater discharges into the storm sewers" and "require controls to reduce the discharge of pollutants to the maximum extent practicable." Cities are now required to obtain NPDES permits to discharge stormwater into the storm drains and must implement best management practices to prevent illegal discharges to storm drains and runoff from construction sites, restaurants, industrial uses, etc.

Storm drain infrastructure is also needed to control urban flooding. Flooding is also a very real issue given the City's location at the base of mountain canyons, streams, and rivers. Flood control facilities in the City include channels, storm drains, streets, natural drainage courses, basins, and levees. Storm drains and flood control facilities are administered by four entities: City of San Bernardino, San Bernardino County Flood Control District, Army Corps of Engineers, and the San Bernardino International Airport.

To prevent flooding of San Bernardino and the associated damages to public infrastructure and private property, the capacity of the storm drain system must consistently be evaluated for deficiencies or needed repairs. Storm drains, levees, and channels must also be regularly cleaned and maintained. San Bernardino maintains a robust capital improvement plan so that repairs to the City's storm drains and flood control can be scheduled on a regular basis.

Figure UI-2 shows the location of the primary storm drains and flood control facilities in San Bernardino.

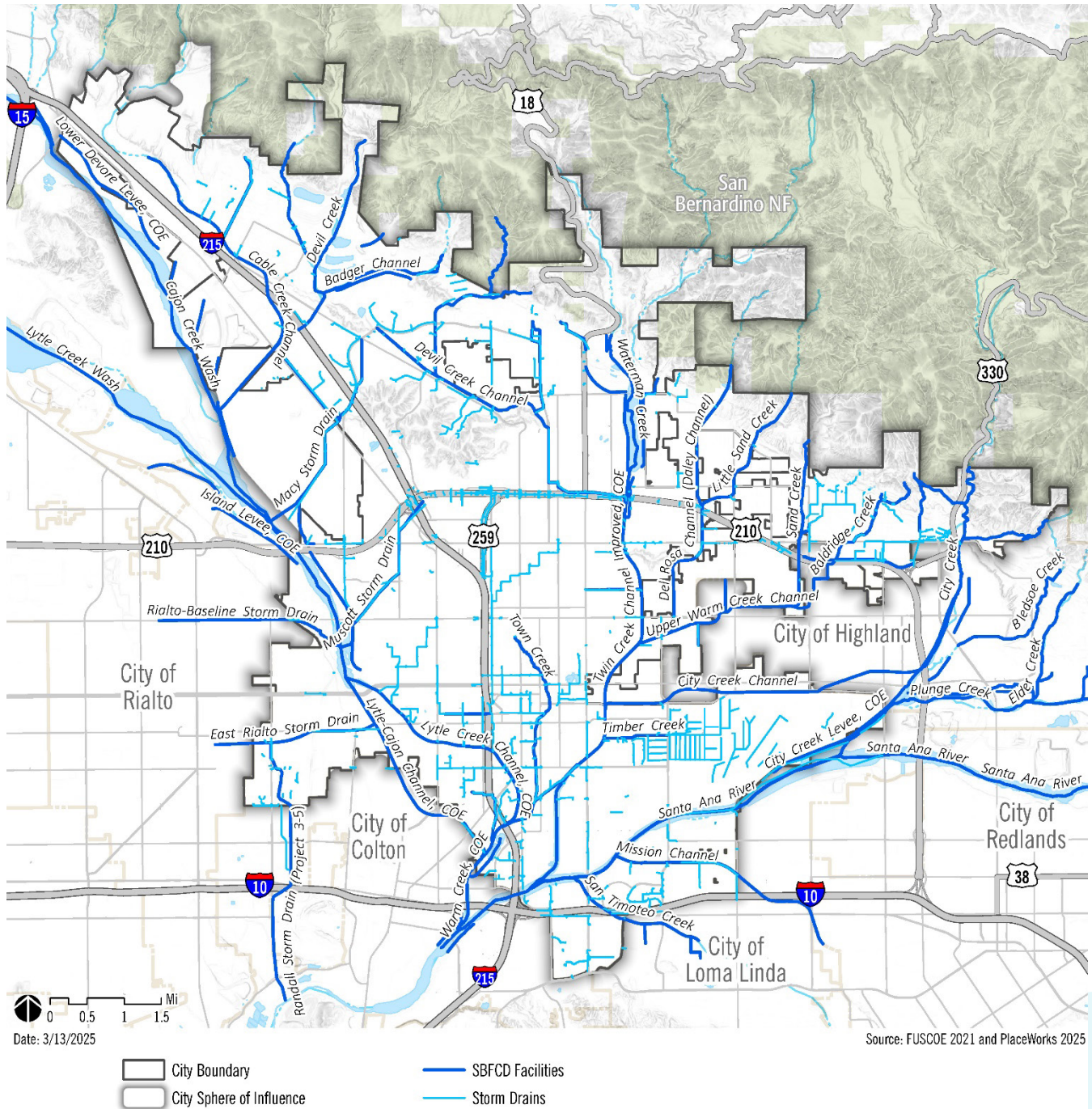


Figure UI-2 Drainage Infrastructure



Goal UI-2 Storm Drain and Flood Control

Provision and financing of orderly, well-planned, and sufficient storm drain and flood control facilities that meet the needs of existing and future residents and business in San Bernardino.

Policies

- UI-2.1 Drainage infrastructure.** Ensure that adequate storm drainage and flood control facilities are provided and regularly maintained in a timely manner to protect people and property from flooding hazards.
- UI-2.2 Infrastructure management.** Provide for the timely maintenance, renovation, replacement, and expansion of storm drain and flood control facilities to eliminate existing or future service deficiencies and protect property and development from flooding.
- UI-2.3 Infrastructure timing.** Require adequate storm drain and flood control facilities to be in place prior to the issuance of certificates of occupancy. Where infeasible, the Mayor and City Council may permit interim facilities to meet present and short-term future needs.
- UI-2.4 Flood control project design.** Design and implement flood control projects and improvements that maintain the integrity of riparian and other habitats, minimize disturbance of natural water bodies or drainage systems, and provide multiple benefits.
- UI-2.5 Urban runoff reduction.** Implement an urban runoff reduction program that is consistent with regional and federal requirements, which includes requiring Best Management Practices (BMPs) and stormwater pollution prevention plans (SWPPPs) in qualified projects.
- UI-2.6 Stormwater infiltration.** Explore and consider opportunities for the use of stormwater retention and infiltration techniques (e.g., permeable pavements, landscaping, and so forth) that allow for the natural filtering of pollutants without sacrificing water quality.

Water Infrastructure

Providing a regular supply of healthful water would not be possible without supporting infrastructure to pump the water, treat the water at appropriate facilities, and distribute water to customers. There are three primary water agencies serving the community.

San Bernardino Municipal Water Department

SBMWD receives its water supply from an underground aquifer called Bunker Hill Groundwater Basin. SBMWD does not use recycled water, although a recycled water line is being developed to supply recharge basins adjacent to the Weaver Basin in Highland. SBMWD's water infrastructure is extensive, consisting of 700 miles of pipelines, 51 groundwater wells, 44 storage reservoirs, and water treatment facilities. The City delivers water through 19 pressure zones to reach 45,000 connections, including commercial and industrial uses.

East Valley Water District

EVWD relies upon local groundwater pumped from wells, imported water from the State Water Project, and local surface water from the Santa Ana River to meet its current water demands. EVWD produces approximately 6 MGD of recycled water for basin replenishment at the Weaver Basins. EVWD's water infrastructure consists of approximately 300 miles of pipelines, 21 groundwater wells, 18 storage reservoirs, and one treatment plant. The District delivers water through 6 pressure zones to reach 23,000 service customers, primarily residential. The District also has water treatment facilities.

Muscoy Mutual Water Company

Muscoy Mutual Water Company (MMWC), established in 1891, serves the unincorporated community of Muscoy in the western most part of San Bernardino's planning area. MMWC infrastructure includes approximately 1,500 connections (primarily residential) with 5 groundwater wells, 2 storage reservoirs, and miles of pipeline. MMWC also is rated with a maximum treatment capacity. The Devore Mutual Company, located just northwest of the City, does not serve customers within the City of San Bernadino's planning area.

Water agencies that supply potable water to San Bernardino and its planning area are mapped on **Figure UI-3**.

Water Resiliency

San Bernardino is proud to support regional water resiliency efforts. In 2025, the \$55 million Santa Ana River Enhanced Recharge Project was completed. The project includes 20 recharge basins, improved flood control structures, and conveyance infrastructure that allows 80,000 a of stormwater to be reclaimed.

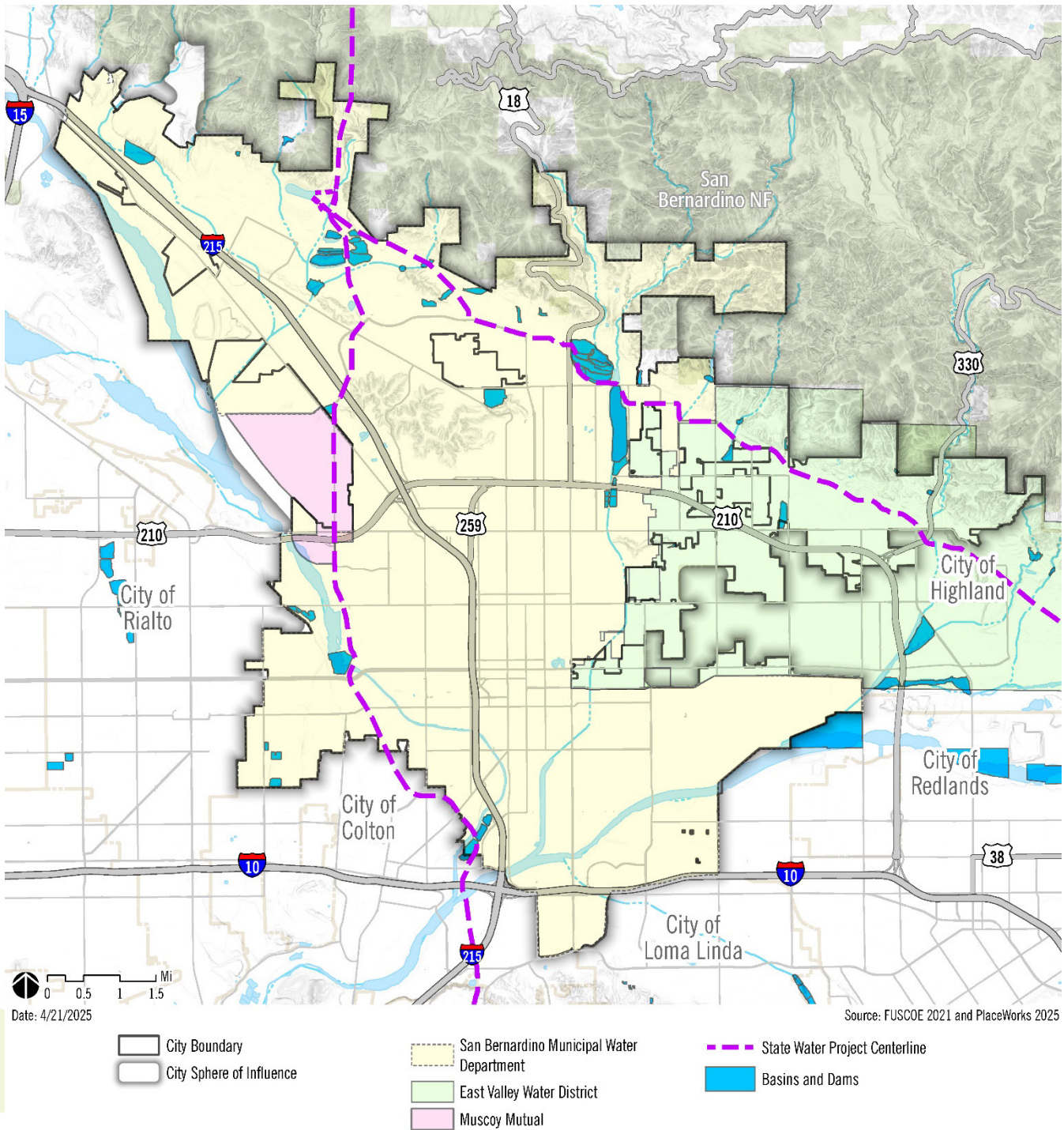


Figure UI-3 Water Infrastructure

Water Supply Resiliency

Managing the City's resources to ensure a resilient water supply requires not only infrastructure, but a broader perspective on watershed management. The Santa Ana River Watershed spans more than 850 square miles in San Bernardino and Riverside counties. This highly connected system of surface water (streams and creeks), groundwater basins, varied terrain, and supporting infrastructure. This watershed supplies water for communities, natural habitat, and plant and animal species that inhabit the region as well.

The San Bernardino Basin Area, which includes the Bunker Hill Groundwater Basin, is adjudicated. In 1969, a court issued a ruling or adjudication that defined the allowable amount of water that each water agency could legally extract and how the basin should be managed to maintain its balance. Every year, the region's Watermaster determines the safe yield of water that can be extracted from the basin by monitoring extractions and surface levels of water.

Ensuring a sustainable supply of water requires attention to a range of supporting activities, including:

- Conserving water supplies by implementing local and regional strategies to conserve water and reduce the unnecessary waste
- Augmenting water supply by building infrastructure to replenish the aquifer from the daily extraction of water
- Protecting water quality by testing and treating groundwater as needed to ensure a supply of potable water

Multiple agencies are involved in achieving these objectives. The SBVMWD plays a lead role through its Watershed Connect program, a regional infrastructure program to achieve water supply reliability. They also prepare urban water management plans for member cities. The Santa Ana Watershed Project Authority supports long-term water planning and coordinates multi-agency agreements. The County Flood Control District also manages stormwater runoff.

The City of San Bernardino continues to serve as a liaison and partner with each of these water agencies to ensure a resilient water supply.



Goal UI-3 Resilient Water Supply

A resilient water supply that is supported by clean groundwater basins, clean drinking water, water resource conservation, and expanded use of recycled water and basin recharge.

Policies

- UI-3.1 Water supply.** The City shall continue to exercise and protect its adjudicated surface and ground water rights and entitlements in perpetuity and seek opportunities, if needed, to augment water supplies.
- UI-3.2 Recharge opportunities.** Work with the San Bernardino Valley Municipal Water District to expand water storage capacity through enhanced basin recharge and projects that divert recycled water to recharge basins.
- UI-3.3 Groundwater quality.** Require that development not degrade surface or groundwater, especially in areas with high groundwater tables or highly permeable soils; mitigate degradation that may have already occurred.
- UI-3.4 Partnerships.** Continue to work with local and regional partners to ensure that a comprehensive and effective approach is undertaken to manage the region's water resources and achieve a resilient water supply.
- UI-3.5 Drinking water quality.** Ensure that drinking water supplied to consumers in San Bernardino meets all local, state, and federal standards; monitor and test the City's water supply for emerging drinking water constituents.
- UI-3.6 Water conservation.** Continue to encourage water conservation through water demand management programs, public and private landscape requirements, building codes, rate structures, and public education.
- UI-3.7 Recycled water use.** Explore and pursue opportunities if cost effective, to expand recycled water use, such as:
- Groundwater basin replenishment
 - Commercial and industrial processes
 - Golf courses, landscaping, greenways, etc.
 - Other uses that are safe and cost effective.

Goal UI-4 Water Infrastructure

Provide for a system of water transmission, distribution, storage, and treatment facilities that meet present and future water demands in a timely and cost-effective manner.

Policies

- UI-4.1 Water infrastructure.** Provide water distribution, storage, and treatment facilities that are adequate to meet current demand, support the needs of future development, and maximize cost efficiency.
- UI-4.2 Infrastructure management.** Provide for the timely maintenance, renovation, replacement, and expansion of water supply, distribution, storage systems, and treatment facilities, as necessary.
- UI-4.3 Master plan evaluation.** Monitor the demands on the potable and non-potable water system and, as necessary, manage existing and new development to mitigate impacts and/or facilitate improvements.
- UI-4.4 Infrastructure timing.** Require adequate water supply, transmission, distribution, storage, and treatment facilities are in place prior to issuance of building permits or certificates of occupancy for new development.
- UI-4.5 Sphere of influence.** For development in the City's sphere of influence, request the County to disapprove any project that cannot be served with adequate public water distribution and treatment facilities.
- UI-4.6 Water hook-up preference.** Require new water hook-ups, to comply with available domestic water supply; grant priority for service to proposed developments that include housing affordable to lower-income households.
- UI-4.7 Emergency water supply.** Maintain adequate water supply during emergencies through intertie agreements with neighboring water agencies, backup generation at critical facilities, and other precautions that will ensure sufficient water supply is available during emergencies.



Energy Resources

San Bernardino relies on a mix of renewable and fossil-fuel-based energy resources (electricity, geothermal, natural gas, and oil). The City's electricity resources are on a path to be sourced from carbon neutral and renewable resources by 2045, with expanded energy storage capacity, allowing for more dependable supply. These energy sources are discussed below and illustrated on **Figure UI-4**.

Electricity and Natural Gas

The Southern California Edison Company (SCE) solely provides electrical service in San Bernardino. SCE owns, operates, and maintains both above ground and underground facilities in the planning area. Most of SCE's facilities are in the street right-of-way. There are currently no widespread alternate generation sources of electricity in San Bernardino. SCE will extend electrical service into unserved areas pursuant to SCE's current rules and rates.

San Bernardino Unified School District and Renewable Energy Plan

The San Bernardino City Unified School District is actively transitioning to 100 percent renewable energy by 2027, providing savings of \$60 million dollars over 30 years. These include new net zero facilities where feasible.

The State of California requires that at least 60 percent of the electricity retail sales be served by renewable resources by 2030 and that 100 percent of the State's electricity come from renewable and carbon-free resources by 2045. This transition requires changes at many levels, including homes and businesses. Renewable energy technologies continue to evolve. SCE supports electrification and clean fuels, including natural gas and hydrogen.

Southern California Gas Company (SoCal Gas) provides natural gas. SoCal Gas owns, operates, and maintains multiple underground gas lines in most of the public streets, including high-pressure transmission lines. San Bernardino does not have natural gas fields or wells in the community. Extension of service is based on the initiation of a service contract whose policies and extension rules are on file with the California Public Utilities Commission.

The City of San Bernardino does not have widespread alternatives to natural gas. Transitioning to carbon-free, renewable energy will likely require fuel switching from natural gas appliances to all-electric appliances, for the most part, and ensuring existing and new buildings are energy efficient and have capacity for this change. Alternative energy systems, such as solar, will also be needed.

Alternative Fuels

San Bernardino continues to encourage investments in alternative and renewable clean fuel technologies, including solar, fuel cells, and hydroelectricity to diversify its overall energy portfolio and reduce dependence on carbon-based fuel sources.

Fuel Cell Technology

Fuel cell technology refers to the process of using a chemical reaction between fuel and oxygen to convert chemical energy into electrical power without combustion and the associated air pollution. Fuel cell technology has proven applications for transportation, industrial, commercial, residential buildings, and long-term energy storage. The City is in partnership for the operation of a 1.4-megawatt biofuel cell project at its Water Reclamation Plant, and CSUSB has built a 1.4 MW molten carbonate fuel-cell power facility at the campus's plant. Other small-scale fuel-cell projects have been built in the City.



*Wastewater Reclamation Facility,
BioFuel Cell Technology*

Solar Energy

Solar energy is increasingly being explored in San Bernardino. CSUSB has four solar photovoltaic (PV) systems that convert light into clean electricity. Three buildings were equipped with rooftop PVs. In addition, CSUSB's 3.5-acre ground solar field produces enough electricity to power more than 100 homes daily. Other large-scale solar fields have been built at Kohl's San Bernardino, Yaamava Hotel, and Patton Hospital, among others. In addition, the SBCUSD has pledged to transition to 100 percent renewable energy at all district facilities by 2024. These are a few examples of the gradual expansion of solar energy opportunities in San Bernardino.

Hydroelectric Power

San Bernardino is developing capacity for hydroelectricity. The Devil's Canyon hydroelectric plant, built in 1972 to tap the power of the California Aqueduct, produces 276 MW of electricity. Since then, the City has built three hydroelectric stations to generate power—Waterman, Lytle Creek, and City Creek Turnouts. The City, San Bernardino MWD, and San Bernardino Valley MWD are also jointly involved in acquiring seven hydroelectric facilities along the Santa Ana River and the State Water Project from SoCal Edison to further assist in diversifying the City's energy portfolio.

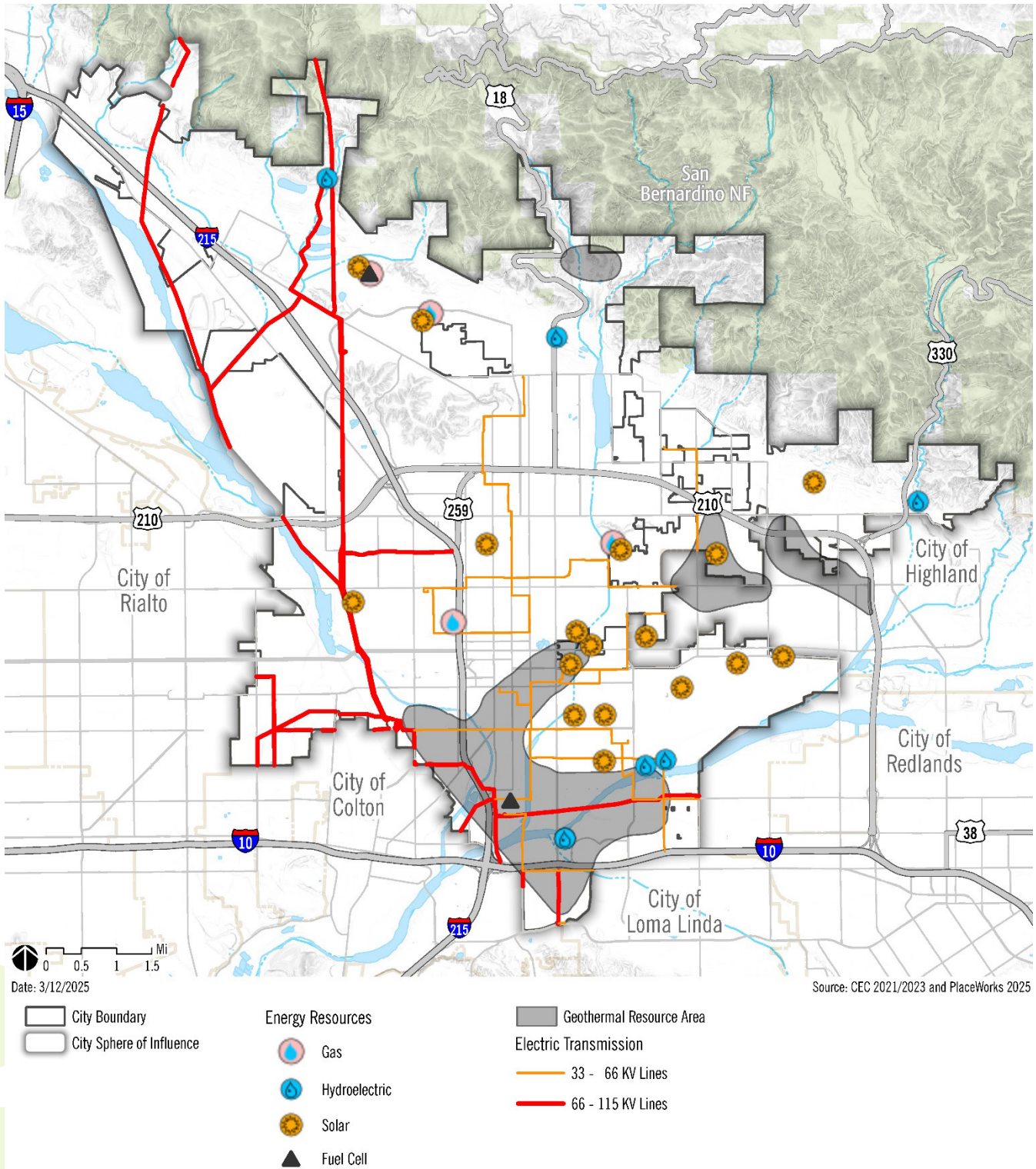


Figure UI-4 Energy Resources

Goal UI-5 Energy Resiliency

A diversified portfolio of traditional and renewable energy resources that provides long-term, stable, cost-effective, and sustainable energy for San Bernardino.

Policies

UI-5.1 Public facility and infrastructure energy use. As cost feasible, maximize energy efficiency without reducing public safety or service levels by incorporating proven energy advancements in City facilities and infrastructure:

- Street infrastructure such as lighting, signals, etc.
- Buildings and facilities, both interior and exterior.
- City fleet, public transit, and trains
- Water, sewer, and other infrastructure.

UI-5.2 Energy efficient building design. Encourage and require, to the extent applicable, the incorporation of best practices in the design and operation of buildings. Examples include:

- Passive and active solar and wind design concepts.
- Cool roofs, green roofs, and rooftop gardens.
- Energy efficiency internal building components.

UI-5.3 Renewable energy systems in new development. Increase the installation of on-site renewable energy systems, battery storage, and micro-grids in projects encourage buildings to install such systems.

UI-5.4 Solar energy. Continue to support and facilitate the expansion of solar energy projects on residential units, nonresidential, and public facilities through incentives, development codes, and public education.

UI-5.5 Alternative energy generation. Diversify the City's energy portfolio through the development of alternative energy technologies that include, but are not limited to:

- Methane recovery from landfills and fuel cells.
- Energy generation at wastewater treatment plants.
- Hydroelectricity from water infrastructure turnouts.
- Geothermal energy at City facilities where feasible.



Communications

Telecommunication is defined as communication through audio, video, and data from one point to another. Since telecommunications include voice, data, and image transmission, communication also includes telephones, fiber optics (data), and television, among others. The pandemic in 2020 underscored the importance of having a high-functioning communication network throughout San Bernardino to both conduct personal and business communications.

According to the City's Broadband Master Plan, the City is well served with fiber optic technology and has access to broadband. Unserved areas are primarily at the northern periphery near the national forest. The City also has robust cell service coverage from major cell providers such as ATT, Verizon, and T-Mobile. The City's municipal code contains guidelines for siting, aiming to minimize adverse impacts, encourage non-residential locations, joint use of sites, and height limitations.

As the center of San Bernardino Valley, the City of San Bernardino will soon be home to a \$125 million Valley Communications Center. The center will facilitate cross-agency collaboration between the Sheriff-Coroner, Office of Emergency Services, County Fire, Consolidated Fire Agencies, Inland Counties Emergency Medical Agency, Radio Management Facility, and Building Services. The facility will have a communications tower to support radio communication.



Goal UI-6 Utility Infrastructure

Ensure an adequate, safe, and orderly supply of electricity, natural gas, and communication infrastructure is available to support existing and future land uses within the City on a project level.

Policies

- UI-6.1 Project development approval.** Require that approval for new development, expansions, and reuses be contingent on the availability of adequate electricity, natural gas, and communications.
- UI-6.2 Capacity expansion.** Require improvements to the existing street light system, electricity or natural systems, or telecommunications necessitated by a new development proposal be funded by that development.
- UI-6.3 Interagency consultation.** Work with all public utilities providers to ensure that adequate electricity, natural gas, and communication facilities are available to meet the demands of the city, including new developments.
- UI-6.4 Underground utilities.** Require undergrounding of on-site utilities (e.g., gas, electricity, communications) and connections to facilities unless infeasible due to environmental, topography, or cost constraints.
- UI-6.5 Public street lighting.** Provide adequate illumination of all streets, alleys (under special conditions), and public areas; upgrade areas that are deficient and maintain lighting fixtures in good working order.
- UI-6.6 Communication services.** Provide for the development of telecommunications systems, including cable, fiber optics, for entertainment, education, culture, information access, and similar purposes citywide.
- UI-6.7 Utility equipment.** Require that utility boxes, aboveground equipment, and utility entrances be at the rear or side of the building and do not interfere with the effective use of sidewalks and streets.



Goal UI-7 Infrastructure Financing

Provision and financing of orderly, well-planned, and sufficient infrastructure that meets the needs of existing and future residents and business in San Bernardino.

Policies

- UI-7.1 Infrastructure plan.** Require all development proposals to have feasible plans for supplying the infrastructure and services to support the needs of their project in a timely manner, as determined by the City Engineer.
- UI-7.2 Fair share costs.** Require developers to bear the cost of improving wastewater collection and treatment facilities; water supply transmission, distribution, storage, and treatment facilities; and storm drain and flood control facilities as necessitated by their proposed project.
- UI-7.3 Adequacy of fees.** Collect adequate fees and charges to fund the operation/maintenance of existing infrastructure and facilities and to construct new infrastructure and facilities as needed.
- UI-7.4 Periodic fee review.** Review utility, capacity, and infrastructure fees as well as development, acquisition of service, and service charges to ensure that sufficient revenue is collected to fund the operation/maintenance of existing facilities and to construct new facilities.
- UI-7.5 Public infrastructure support.** Provide public funding for the development, expansion, and/or upgrading of public utilities and infrastructure when improvements will provide substantial public benefit to the community.
- UI-7.6 Assessment districts.** Allow formation of community facilities districts and/or benefit assessment districts in which beneficiaries of infrastructure improvements pay a fair pro rata share of the costs of the improvements.
- UI-7.7 Infrastructure resiliency.** Ensure that the City's water, wastewater, storm drain, and energy infrastructure system is designed, improved, and upgraded as needed to mitigate damage from potential hazards.



8. Parks, Recreation, and Trails

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Introduction

San Bernardino enjoys unparalleled access to natural features—mountains, rivers, and canyons. The City is home to a wealth of local recreational amenities, including the Little League Baseball Complex, regional soccer facilities, and many city parks. Complementing these facilities are a wide range of recreational programs from its community centers. The programs offered at the city parks and recreation facilities offer opportunities for residents to come together for different purposes—enjoying the beauty of a park; participating in community events or programs; or just enjoying time with their children, family, or friends.

The Parks, Recreation, and Trails Element conveys the high priority that the City places on providing ample open space, parks, and recreational facilities for all community members. This Element affirms the City's desire to provide a healthy environment for its residents by making available opportunities for active living and associated recreation pursuits and providing a place for community-building. This element, in conjunction with other chapters of the General Plan, also sets the framework for identifying, preserving, and enhancing open space resources, parks, and recreational assets.



Lytle Creek Park, San Bernardino



Regulatory Framework

The regulatory framework for preserving open spaces for recreation is found in the California Government Code § 65560 et seq. and the General Plan Guidelines. While state law calls for comprehensive general plans to include open space and conservation topics, a Parks, Recreation, and Trails Element is not required by state law. However, because the City places great value on its parks, recreation, and trail amenities, the 2050 General Plan therefore includes this element as a separate elective chapter.

Organization Framework

As an elective element, the following topics are included in the Parks, Recreation, and Trails Element.

- Inventory of parks and associated facilities (refer to the Open Spaces and Conservation Element for open space amenities).
- Recreational facilities, programs, and activities administered or supported by the City of San Bernardino.
- Bicycle routes and natural trails that are maintained by or within the City of San Bernardino.
- Community events that are sponsored or supported by the City of San Bernardino.

Relationship with other Elements and Plans

The Parks, Recreation, and Trails Element is related to other chapters of the General Plan. For instance, the Open Space and Conservation Element contains goals, policies, and programs to address the use of public open space lands for recreational purposes. The Land Use Element designates various sites for parks and recreation. The Cultural Resources Element is also related in that some recreational facilities or activities are cultural resources as well.

The Parks, Recreation, and Trails Elements is also related to other implementation plans. The City's Parks and Recreation Master Plan also includes programs that increase the availability, adequacy, and suitability of park and recreational facilities. The City's Active Transportation Plan lays out programs to improve the bicycle and trail network in San Bernardino, and many of these physical improvements are detailed in the Capital Improvement Plan.

Achieving the Vision

San Bernardino residents have made clear how valuable parks, recreation, and trail amenities are for the community's quality of life. They desire to have a diverse range of parks and recreational amenities for themselves and their families to enjoy. However, the City is underserved by parks and recreational facilities. The City has two acres of parks per 1,000 residents—less than half of the General Plan goal. In addition, neighborhoods in San Bernardino are underserved in the type, quantity, and condition of parks offered.

Equally important to residents' quality of life are the recreational programs, groups, and community events sponsored by the City. Community surveys reveal that many of the City's parks lack modern amenities that are in good working condition. Programs, though innovative, are in short supply due to the overwhelming need and lack of funding. Community facilities that provide services are also aging and need rehabilitation and modernization.

The 2050 General Plan's priority is to ensure that all residents have the opportunity to gather at parks and enjoy an array of passive and active recreation programs near their home or work. The City also strives to provide meaningful recreational programs.

To that end, the following goals and policies are intended to:

- Ensure that residents have adequate access to parks, bike routes, and trails to meet their needs.
- Ensure that parks of equivalent amenities are equitably distributed throughout the City in all neighborhoods.
- Ensure that parks and trails are safe, well maintained, and outfitted with age-appropriate amenities.
- Ensure that recreational programs and activities are available to residents of all ages and abilities.
- Leverage existing and future funding sources as available to fund the provision of parks, trails, and recreation programs.

The following presents the planning context, followed by goals and policies for parks, recreation, and trails in San Bernardino.



Goals and Policies

The City of San Bernardino maintains and offers an extensive array of parks, open spaces, recreational facilities, and programs for its residents, as summarized and mapped in this section.

Parks System

San Bernardino has 39 public parks, covering about 460 total acres. Facilities include regional, community, neighborhood, and miniparks. These facilities are described below and illustrated on **Figure PRT-1**.

Regional Parks

Regional parks are the largest facilities and offer the widest range of amenities in the City. They provide natural features and passive and active features such as sports fields/courts, picnicking, fishing, hiking, camping, and associated amenities. Perris Hill Park covers 61 acres. The San Bernardino Soccer Complex also covers a total of 42 acres.

Community Parks

These parks are 15 to 30 acres in size and serve residents living within a 1 to 2-mile distance from the park. Typical amenities include pools, lighted sports fields and courts, picnic facilities, hiking, play areas, passive open space, restrooms, and off-street parking. San Bernardino's nine community parks cover approximately 215 acres.

Neighborhood Parks

These parks are 5 to 15 acres in size, serve a neighborhood area of approximately ½ to 1-mile, and are accessible by walking or bicycling. Typical amenities include court games, playgrounds, picnic areas, fields, passive green space, and off-street parking. San Bernardino's nine neighborhood parks cover approximately 95 acres.

Mini Parks

Miniparks or play lots are less than 5 acres in size, serve a small area or development within ¼ to ½-mile, and are easily accessible by walking or bicycling. Typical amenities include court games, playgrounds, picnic areas, passive green space, and off-street parking. The city has 19 miniparks covering approximately 48 acres.

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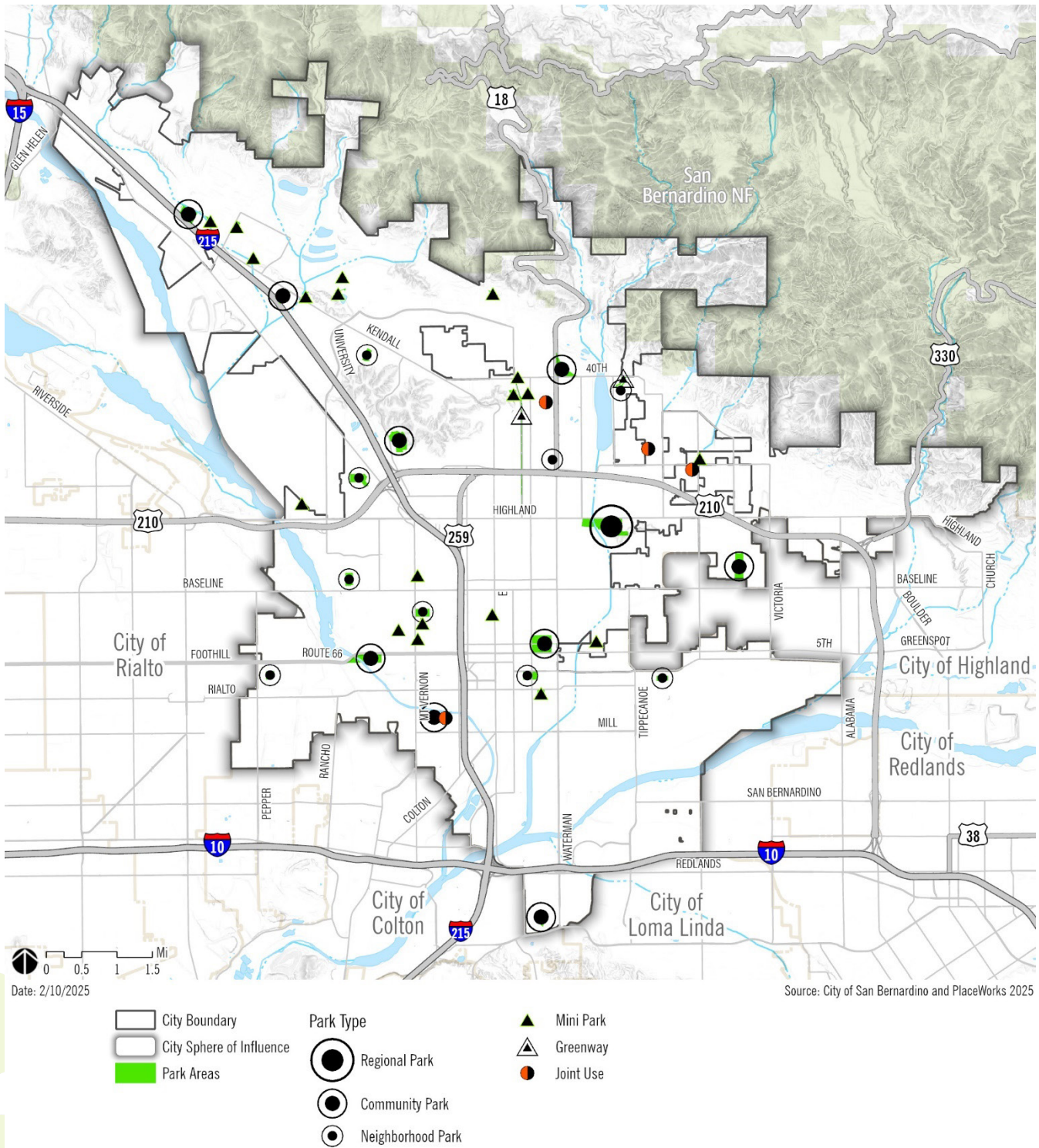


Figure PRT-1 Park Facilities

Park Supply

San Bernardino residents desire a park system that offers ample recreational opportunities that are in their neighborhood. The 2050 General Plan includes two standards to achieve that goal: 1) providing three acres of parkland for every 1,000 residents; and 2) distributing parks and facilities throughout the City so residents can access their local parks within a 10-minute walk (1/2 mile) from their home.

Table PRT-1 summarizes the types of City-owned and maintained parks, the intended service area for different types of parks, and acreage for all parks within the community. Taken together, the City offers approximately 460 acres of parkland to residents.

Table PRT-1 City Parks Inventory

Park Types	Park Service Area	Number of Parks	Parkland Acres
Mini Park	< ½ mile	19	48
Neighborhood Park	½ - 1 mile	9	95
Community Park	1-2 miles	9	215
Regional Park	Varies	2	103
Subtotal		39	461

Source: City of San Bernardino, 2025

Parks Make Life Better

The San Bernardino Mayor and City Council, working with community partners and state and federal grant agencies, earmarked over \$50 million to substantially rehabilitate and renovate City parks, improving the recreational options for all City residents.

The General Plan 2050 goal is to have 3.0 acres of parks per 1,000 residents, consistent with state law. The California Quimby Act allows cities to charge developer fees to meet the 3-acre standard for their proposed residential projects. At a standard of 3-acres of parks/1,000 residents, the City should have 675 park acres. Presently, the City has only 2 acres per 1,000 residents based on a population of 225,000. This translates into a shortfall of 215 park acres in San Bernardino.

The Quimby Act is not designed to address the shortfall of parkland. Addressing the shortfall of parks will require creative efforts to locate, acquire, and purchase new park sites. In lieu of that cost, the City maintains joint use agreements with four schools that allow community use of facilities after school hours. Expanding the number of joint use facilities is a key opportunity for addressing the shortfall of parks, particularly for neighborhood specific needs.



Park Equity

San Bernardino's current park system, at a broader level, is intended to provide an equivalent acreage of parks for all neighborhoods. Achieving this goal can be challenging given the development types, demographics, associated local recreational needs. The following shows the distribution of park acreage by City quadrants.

- **Westside.** The westside includes all areas west of the I-215. This area has 1.6 acres of parkland per 1,000 residents and 90 percent of homes are within a mile of a park/community center. Meanwhile, Muscoy is by far the most disadvantaged area.
- **Northwest.** This area has 2.5 acres of parks per 1,000 residents and 18 percent of homes are within a mile of a park/community center. This area has the greatest level of services because it was developed primarily after the Quimby Act was adopted.
- **Northeast.** An area north of SR-210 and east of Waterman). This area has 1.5 acres of parkland per 1,000 residents and 2 percent of homes are within a mile of a park/community center.
- **Central Core.** A large area south of SR-210 and north of the I-10. This area has 1.5 acres of parkland per 1,000 residents and 84 percent of homes are within a mile of a facility.

The Trust for Public Land also indicates that the accessibility of residents to parks within San Bernardino is generally equitable. As shown below, the percentage of households living within a 10-minute walk from a park appears equitable by demographic characteristics:

- **Race/ethnicity.** 43 percent of Whites, 42 percent Blacks, 47 percent Hispanics, and 38 percent for Asians.
- **Household income.** 47 percent of lower income, 44 percent for medium income, and 47 percent for high income households.
- **Age group.** 47 percent of youth (<20 years), 45 percent of adults 20 to 64 years, and 44 percent of seniors.

Figure PRT-2 shows the location of existing parks, homes within a 10-minute walk of a park, and existing public schools. The figure shows areas where access to parks can be improved and the potential benefit of establishing joint City-school agreements.

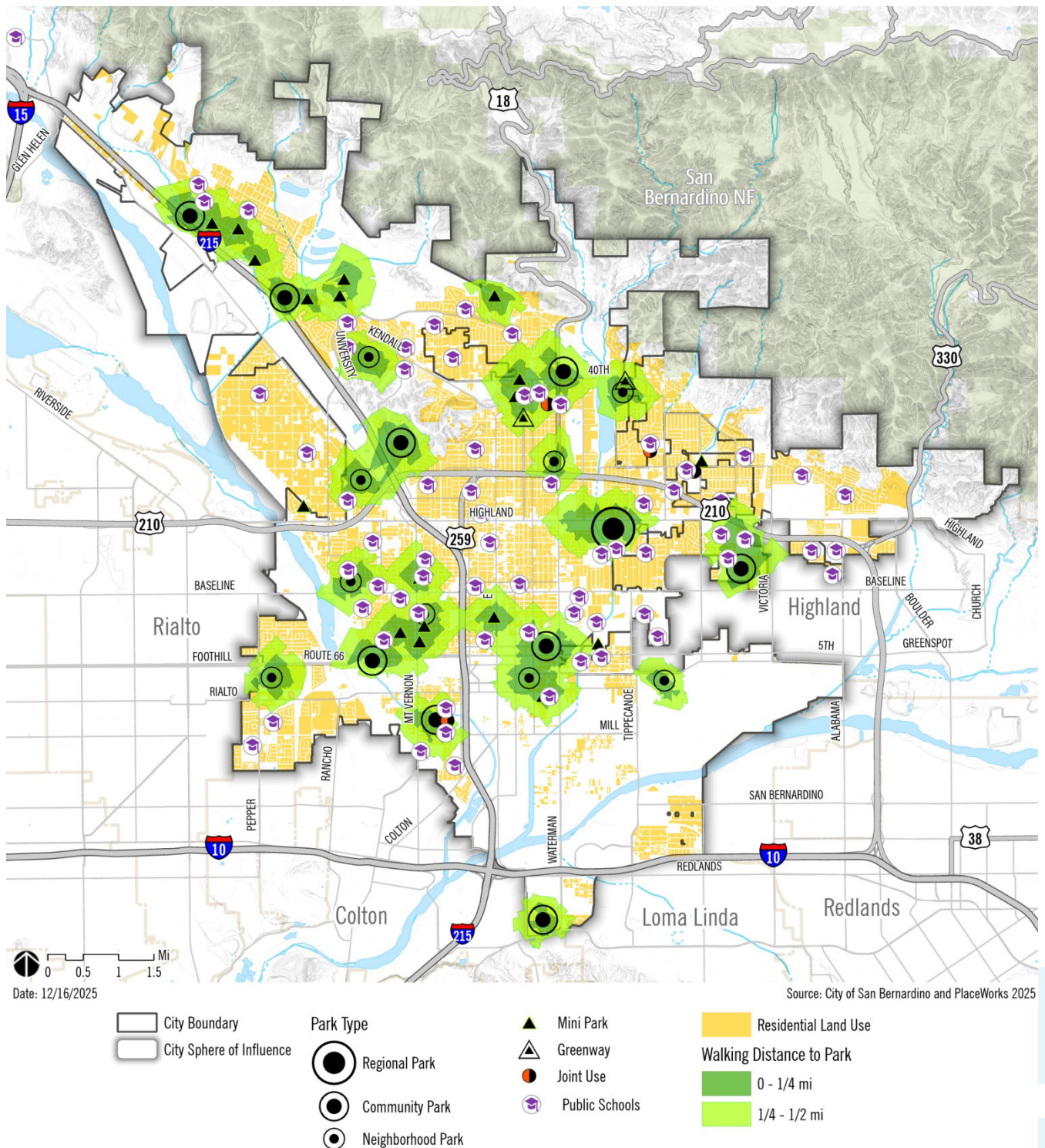


Figure PRT-2 Park Accessibility



Goal PRT-1 Park Resources

An integrated system of parks and open space areas that is safe, in good condition, responsive to residents' needs, and equitably distributed across the diverse communities of San Bernardino.

Policies

- PRT-1.1 Master plan.** Develop, implement, and regularly update the Parks and Recreation Master Plan to carry out the City's vision, goals, and policies for parks and recreation facilities in the community.
- PRT-1.2 Service goal.** Ensure equitable access to parks by striving to develop and maintain at least 5 acres of local parks per 1,000 residents and locate a park within a 10-minute walk for all residents.
- PRT-1.3 Shared use.** Maintain and expand cooperative arrangements with local schools, City agencies, and community-based organizations for after-hour and summertime use of parks and recreational facilities.
- PRT-1.4 Multi-agency coordination.** Coordinate with the Forest Service, County, and the State for joint use of recreational facilities, parkland acquisition, and the establishment of new recreational programs.
- PRT-1.5 Park prioritization.** Prioritize the development or rehabilitation of parks in neighborhoods with the highest unmet need per the Parks Master Plan priority list and service level goals in the General Plan.
- PRT-1.6 Preventive care and maintenance.** Maintain, care for, and periodically renovate parks and recreation facilities, resources, and amenities to ensure that such facilities are in good condition for continual enjoyment.
- PRT-1.7 Facility evaluation.** Regularly evaluate the adequacy of City park facilities in meeting current and emerging needs; periodically adapt facilities as needed to provide meaningful recreational experiences.

Goal PRT-2 Park and Facility Design

Safe, sustainable, inclusive, innovative, and accessible parks, facilities, and amenities that meet the diverse needs of residents

Policies

- PRT-2.1 Community responsiveness.** Collaborate with stakeholders to develop and implement a park master plan for each site that addresses the siting of buildings, open air facilities, and landscape in a unified manner.
- PRT-2.2 Safety through design.** Promote the safe design, use, and maintenance of City park facilities for the enjoyment and use by residents of all ages by:
- Designing parks according to CPTED principles.
 - Installing lighting for safe evening use at all parks.
 - Patrolling parks for code compliance.
- PRT-2.3 Natural environmental setting.** Design and develop parks to complement and reflect their natural setting and maximize their open space character.
- PRT-2.4 Park use impacts.** Design and manage park and recreational facilities to address and minimize offsite impacts to neighboring residences, including night-time lighting, noise, parking, traffic control, and security.
- PRT-2.5 Sustainable design.** Incorporate sustainability in the design, operation, and maintenance of parks, such as:
- Native landscaping and use of gray/recycled water.
 - Energy conservation features.
 - Infrastructure that reduces stormwater runoff.
- PRT-2.6 Shade structures.** Provide sufficient shade at all parks, facilities, and playgrounds through ample tree planting, vegetation, shade structures, and so forth.
- PRT-2.7 Design for inclusiveness.** Design and retrofit parks to allow for greater use, to the extent feasible, by residents of all ages and abilities as follows:
- Offer equipment to accommodate disabled people.
 - Meet and exceed ADA accessibility requirements.
 - Consider the age of residents using the park.
 - Include features that reflect City cultures.



Recreational Facilities and Programs

Recreation programs and leisure classes also enhance quality of life. A comprehensive range of recreation programs benefits residents in many ways: (1) provides a sense of place and belonging; (2) promotes health and wellness; (3) offers opportunities to play, grow, and learn; and enhances cultural unity.

Recreational Facilities



Rudy Hernandez Gym

San Bernardino's parks form the core of the City's recreational facilities, providing playgrounds, tennis and volleyball courts, and athletic fields among other recreational amenities. In addition, the Shandin Hills Course and the Arrowhead Country Club offer golfing. The Western Regional Little League Headquarters is in northwest San Bernardino. San Manuel Stadium and San Bernardino Soccer Complex offer specialized facilities for active recreational use. Many other local facilities provide opportunities for sports.

San Bernardino manages a variety of community centers that offer leisure and social activities for residents of all ages and interests. These centers include:

- Two Senior Centers
- Four Community Centers
- Center for Individual Development

To supplement these facilities, San Bernardino organizations also provide a range of community recreation facilities and services. These include churches, sports clubs, local schools, nonprofit groups, and larger housing projects (e.g., Arrowhead Grove).

As part of the Parks Master Plan, residents were surveyed about why they do not use City park and recreational facilities more frequently. The reasons were: 1) safety concerns at the parks; 2) poor physical condition of facilities; 3) lack of open restrooms; 4) lack of amenities at the parks; and 5) lack of shaded areas. While the City has been making great strides in addressing the above issues, continued focus on these issues will be a priority for the duration of this General Plan.

Figure PRT-3 shows the location and distribution of public recreational facilities in the city.

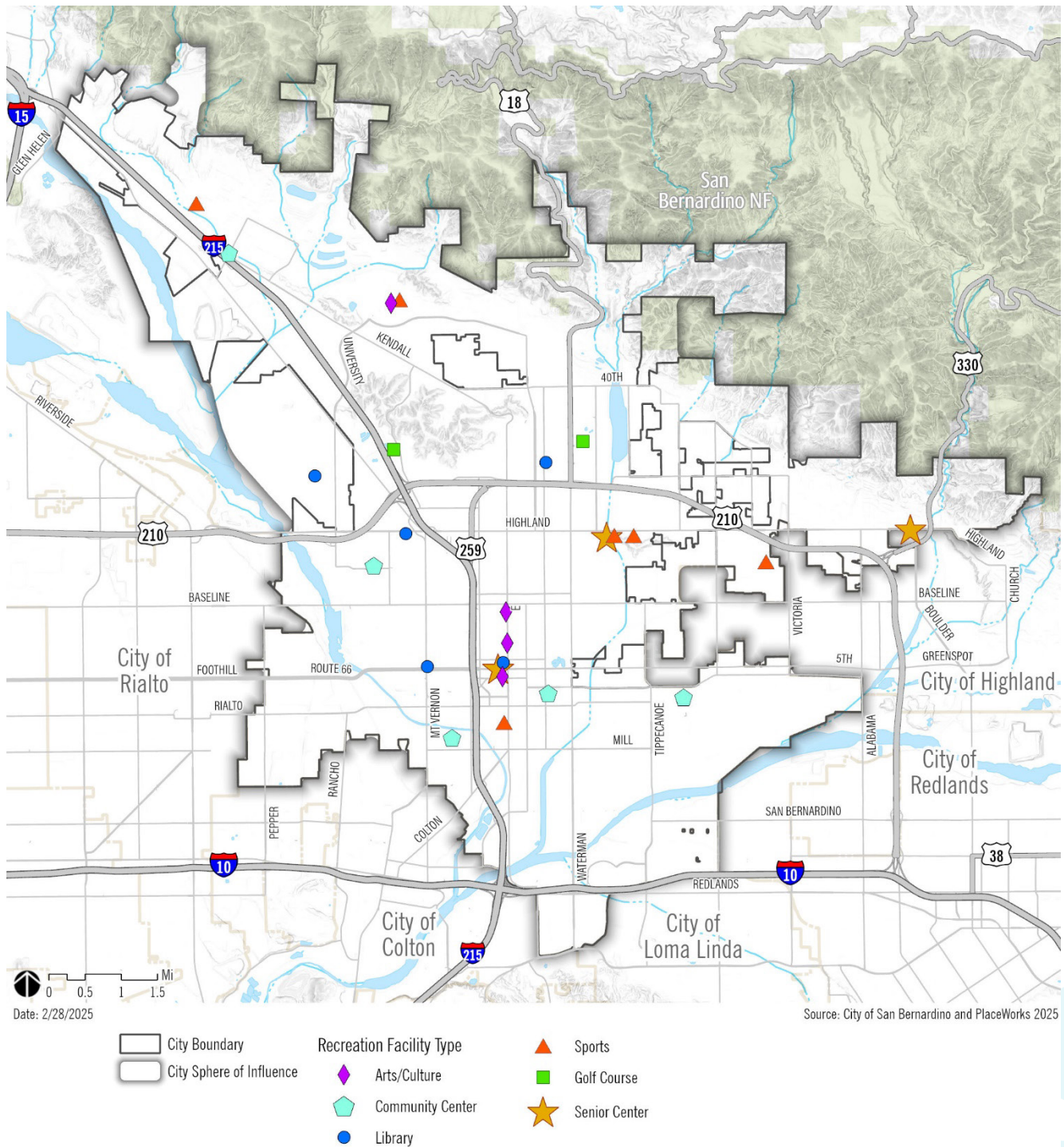


Figure PRT-3 Recreational Facilities



Recreational Programs

San Bernardino provides many recreational programs for children and youth. For our youngest residents, the City provides classes in arts and crafts, reading, ballet and dance, music, and exercise and movement classes. Older children and youth can participate in sports programs, including soccer, tennis, martial arts, basketball, and others. Some programs are offered at four joint use school sites. San Bernardino's youth service organizations (e.g., Boys and Girls Club and YMCA) and sports organizations supplement City programs.

The City of San Bernardino also values its cultural arts and the many expressions and forms it takes. The City owns the California Theatre, which holds regular performances. California State University of San Bernardino, San Bernardino Valley College, and San Bernardino Unified School District all have varied art programs for their enrolled students as well as a year-round schedule of events.

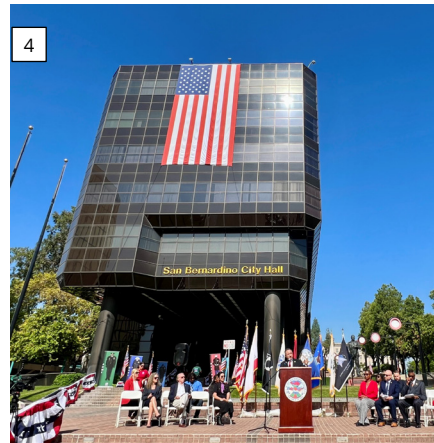
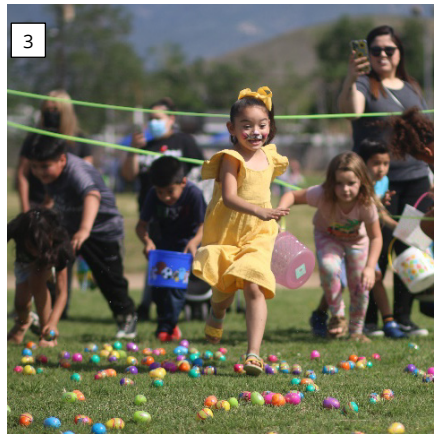


San Bernardino's art programs for children

The Parks, Recreation, and Community Services Commission is charged with overseeing the City's programs. Resolution 2018-47 authorizes the Commission with advising the Mayor, City Council, and City staff on community needs for the purpose of establishing City priorities, goals, and objectives with respect to parks, recreation and community services, youth services, and senior services.

Community Events

San Bernardino also sponsors a range of community events for residents of all ages, backgrounds, and interests. These events range from cultural events to seasonal events to occasional fairs. Venues such as the National Orange Show provide opportunities for larger events drawing from across the region or state.



Community Events

Moving clockwise, the City's community events include:

1. Lunar New Year
2. San Bernardino: Cultures Connect
3. Spring Eggstravaganza
4. Memorial Day
5. Miracle on Court Street Christmas Event
6. Día de los Muertos (Day of the Dead)



Goal PRT-3 Recreational Programs

A diverse and inclusive recreational program that fosters community engagement and provides a variety of enriching programs and services for residents of all ages and abilities.

Policies

- PRT-3.1 Community education.** Inform residents of recreational programs, services, and permitted activities at parks through educational campaigns and partnerships with school districts and charter schools.
- PRT-3.2 Programming experiences.** Offer a diverse range of recreational amenities and programs, including heated pools, community classes, and intergenerational and inclusive activities to support the needs of residents.
- PRT-3.3 Community collaboration.** Collaborate with community-based organizations, school districts, businesses, and other community stakeholders to develop and promote recreational programs.
- PRT-3.4 Community events.** Host a range of recurring events and activities at places across the City that bring together the community, celebrate the City's multi-culturalism, and foster community pride.
- PRT-3.5 Age-specific recreation programs.** In coordination with local partners, stakeholders and residents, facilitate the provision of recreation services, programs, social services, and activities that address the needs of youth, teens, families, adults, and seniors.
- PRT-3.6 City commission.** Continue the role of the Parks, Recreation, and Community Services Commission as the advisory body for recreation and human services programs, services, and activities.
- PRT-3.7 Community centers.** Build upon the role of community senior centers and nonprofit resource centers to strengthen the cohesiveness of neighborhoods and provide meaningful and enriching activities for residents.

Bicycle and Multiuse Trail System

San Bernardino envisions a multipurpose trail system of off-street and on-street trails that connect parks, schools, and civic facilities. The multipurpose trail system includes off-street routes (e.g., hiking, equestrian, bike trails), on-street bicycle routes, and pedestrian routes typically in the form of sidewalks and pathways. Many of the City's trails are still in the planning stages, but the intent is to complete them over the course of the General Plan.

The City of San Bernardino offers a variety of bicycle routes and trails. They are classified into distinct categories based on the location of the trail, the intended use of the trail, and the design. These bicycle and trail routes are described below, listed in **Table PRT-2**, and mapped in **Figure PRT-4** and **Figure PRT-5**.

- **Multipurpose Trails.** The City has various multipurpose trails that extend into the surrounding mountains. These include Cajon/Lytle, MidCity, Sand Canyon, and others.
- **Class I Bikeways.** These bikeways have a dedicated travel way for cyclists. Class I Bikeways are typically found along rivers, utility rights-of-way, or within/between parks.
- **Class II Bikeways.** These bikeways delineate the right-of-way assigned to bicyclists along City roadways. Bike lane signs and pavement markings help define these designated "bike lanes."
- **Class III Bikeways.** These bikeways are facilities along streets, normally shared with vehicles on the street or with pedestrians on sidewalks. In either case, bicycle use is secondary.



Badger Canyon Trail View



Chestnut Trail

Table PRT-2 Multipurpose and Pedestrian Routes

Bicycle and Trail Type	Existing Miles	Planned Miles	Buildout Miles
Class 1: Multiuse Trail	3	44	47
Class 2: Bike Lane	22	65	87
Class 3: Bike Routes	0	3	3
Class 4 Bikeways	0	29	29
Multipurpose Trails			

Source: City of San Bernardino, 2025

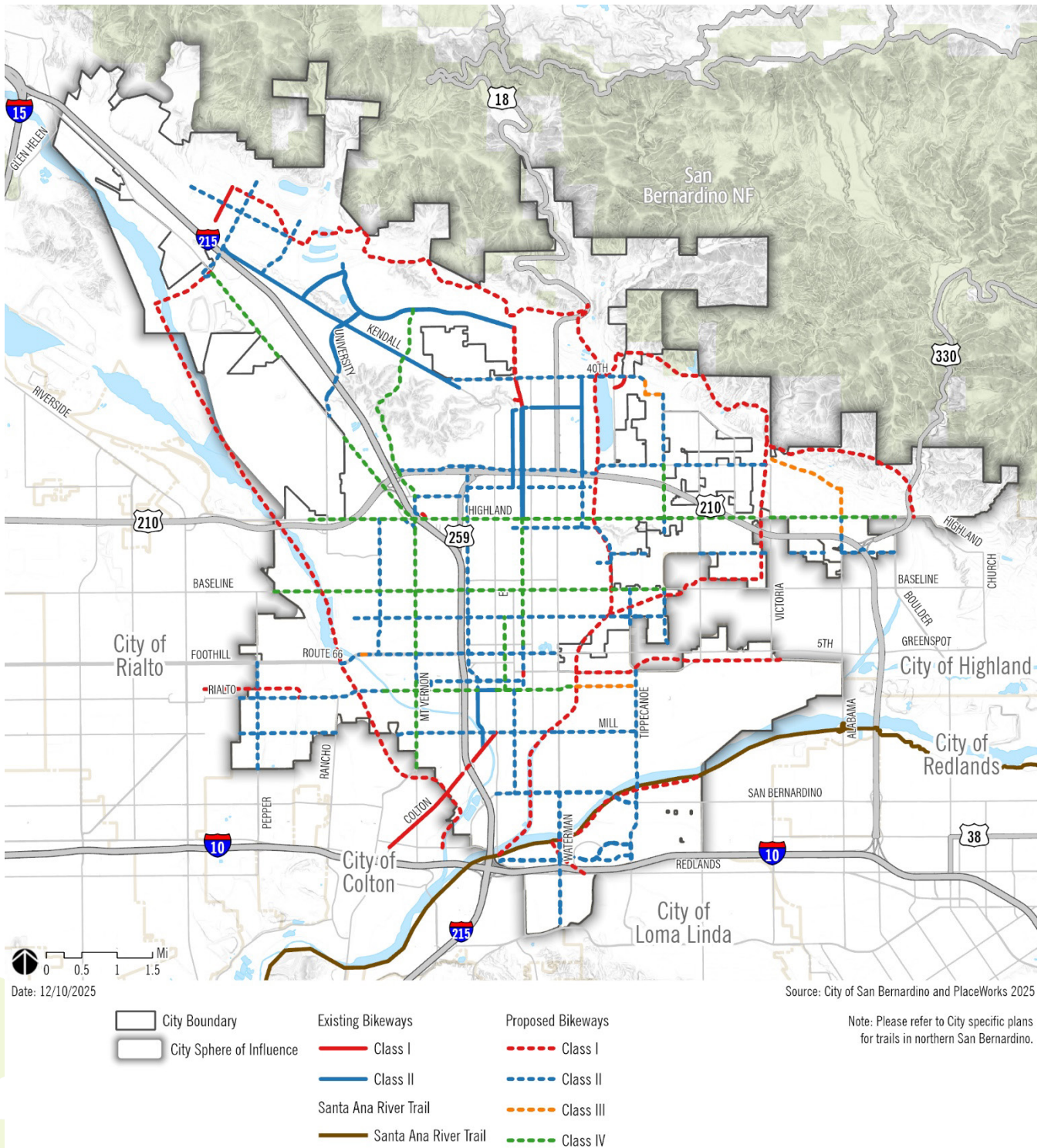


Figure PRT-4 San Bernardino Bikeway Plan

Looking toward the future, the City of San Bernardino understands the importance of nature and pedestrian trails for the community. As part of the Parks and Recreation Master Plan, residents cited trails and pedestrian routes at parks as the most desired amenities in the community. The City will strive to create a network of recreational trails that can safely and comfortably accommodate those who like to hike, bike, stroll, or otherwise enjoy the outdoors.

To achieve this vision requires special considerations for the planning, designing, and maintenance of trails.

- **Property ownership.** Most trails pass through land owned by other entities. The City has many options to provide access to the trails. They could acquire the land in its entirety, acquire an easement, collaborate with landowners for rights of entry and usage, or explore other creative partnerships.
- **Trail design.** Trails should be designed for their surroundings. For trails that go through natural landforms, they should reduce disturbances and impacts to habitats and natural environment and provide opportunities for users to experience and engage with the outdoor space, while respecting the natural ecology.
- **Trail accessibility.** Trails should also consider the accessibility needs of walkers, hikers, or cyclists who will use the trails. While trails within hillsides are typically rugged, most cannot be made to accommodate Americans with Disability Act (ADA) access. However, trails in existing parks could provide access for all.
- **Trail amenities.** Multiuse trails should have adequate signage and wayfinding to provide users with information about the trails. Trailheads should have sufficient parking and, wherever practical, have trash receptacles, shade structures, seating, restrooms, and check-in boxes to sign in.
- **Trail maintenance.** Trails require maintenance to remain safe. Trails should be regularly maintained to be free of debris, reduce potential hazards for users, and sustain integrity and intent of the original trail design. This could be accomplished by residents that have stewardship over the trails.

Figure PRT-5, San Bernardino Trail Plan, illustrates the location of existing and proposed trails in San Bernardino.

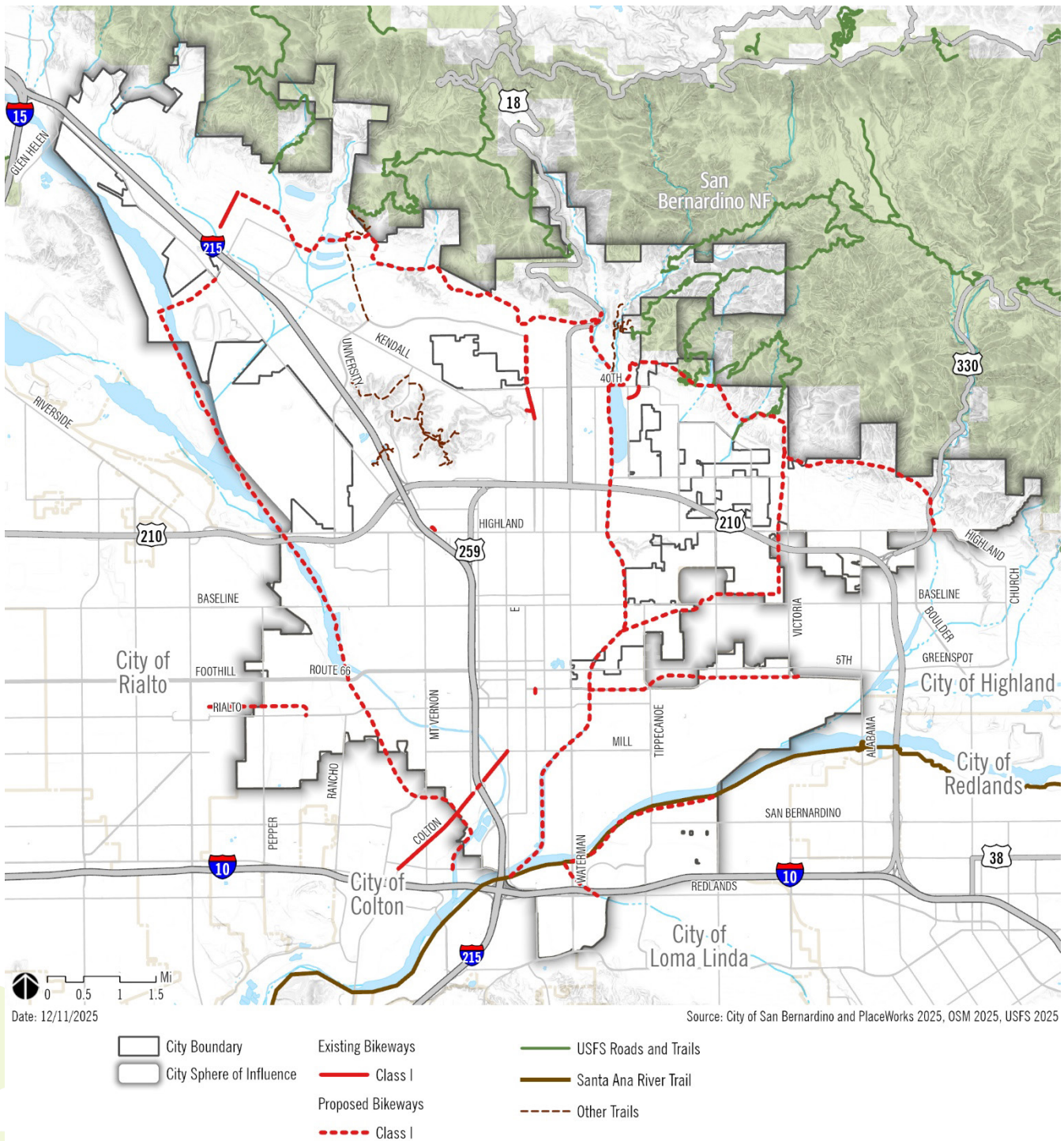


Figure PRT-5 San Bernardino Trail Plan

Pedestrian Routes

With a community of more than 60 square miles, San Bernardino has an extensive system of sidewalk infrastructure used by residents to walk and jog to parks, schools, and grocery stores. Walking is by far the most convenient way to exercise for all ages and is also often used in more urbanized parts of the city. However, residents desire a network that is safe, well designed, and pleasant.

San Bernardino has a vast pedestrian network, with an estimated pedestrian coverage of 73 percent. The most deficient areas in the planning area are Muscoy and county islands under the authority of the County. In the unincorporated areas, approximately 80 percent of the sidewalks are missing. In the City, the reverse is true, with 70 percent of the sidewalks having been built. **Figure PRT-6** shows the location of sidewalks and locations where a sidewalk is still needed.

In addition to accessibility, the condition of the sidewalks is equally important to residents who use them. These include the extent and condition of the sidewalks, need for ramps and accessibility devices, crossings, and landscaping. The top three comments received from respondents during the preparation of the Active Transportation Plan were: (1) safer ways to cross streets (56 percent), (2) better lighting at night (46 percent), (3) and sidewalk connectivity (45 percent).



25th Street is pedestrian-friendly walking route for residents

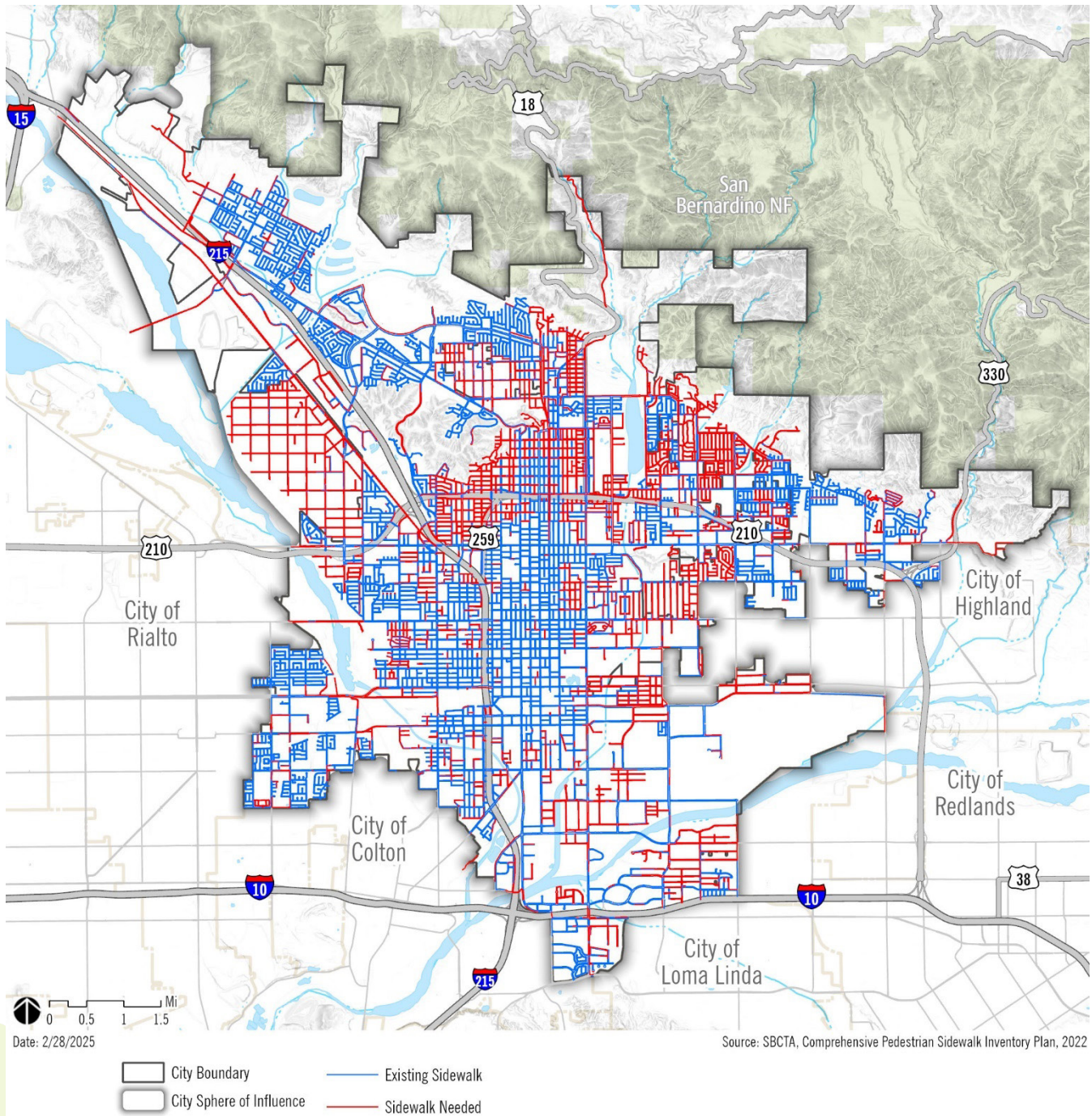


Figure PRT-6 San Bernardino Sidewalk Plan

Goal PRT-4 Multi-Purpose Trails

A well-designed system of interconnected, multipurpose trails and sidewalks that offers opportunities for walking, hiking, equestrian, and bicycle use for all San Bernardino community members to enjoy.

Policies

- PRT-4.1 Multipurpose trail system.** Establish a multipurpose trail system along the foothills of the San Bernardino Mountains, Santa Ana River, Cajon and Lytle Creeks, and interconnecting linkages.
- PRT-4.2 Sidewalk network.** Provide well-designed pedestrian routes that give residents of all abilities the opportunity to walk to and from locations on complete, safe, and pedestrian-friendly sidewalks.
- PRT-4.3 Regional collaboration.** Work cooperatively with appropriate regional agencies (U.S. Forest Service, County of San Bernardino, and adjacent cities) to facilitate the development of interjurisdictional trails.
- PRT-4.4 Greenbelt system.** Establish a recreational greenbelt system of trails that links the Santa Ana river, washes, and drainage corridors with the mountains and other destinations in the community, as feasible.
- PRT-4.5 Bicycle route planning.** Increase opportunities for walking through a comprehensive master planning process that improves the availability, safety, accessibility, and use of sidewalks.
- PRT-4.6 Development requirements.** Condition approval of new projects near existing or proposed trails to ensure access to multipurpose trails and/or contribute improvements, dedications, or fees to extend trails.
- PRT-4.7 Environmental protection.** Locate, design, and regulate the use of multipurpose trails so that they do not have a significant negative impact on natural habitat, wildlife, landforms, and cultural resources.
- PRT-4.8 Trail design.** Design trails to accommodate different users, with sustainable materials, trail heads and trail staging areas, trail signage and wayfaring, educational materials, safety sign-ins, and other amenities.



Goal PRT-5 Funding and Maintenance

Adequate and reliable funding for the acquisition, development, rehabilitation, programming, and maintenance of parks, community facilities, trails, parkways, and open space areas.

Policies

PRT-5.1 Land acquisition. Pursue acquisition of surplus federal, state, and local lands, where feasible, to meet present and future park, recreation, and community services.

PRT-5.2 Park funding. Expand and execute opportunities to fund park and recreation programs with:

- User fees for all recreation programs and services provided by the City.
- Quimby fees and in-lieu requirements for new residential developments per City standards.
- Gifts and dedications of parks, trails, open spaces, and facilities.

PRT-5.3 Shared community resources. Collaborate with community organizations, agencies, and other stakeholders to develop opportunities for sharing facilities, programs, and activities.

PRT-5.4 Facility evaluation. Evaluate each park and recreational facility for safety and maintenance on an established schedule as a way to identify maintenance, improvement, and repair needs.

PRT-5.5 Landscape and improvements replacement. Install new and replace existing deteriorated or inappropriately located landscaping and improvements within parks to ensure parks provide the type of experience desired.

PRT-1.8 Developer contribution. Require developers to meet their fair share of park needs by dedicating suitable land, paying a fair share of the costs for new parks and amenities, or renovating existing parks and facilities.

PRT-5.6 Capital improvements. Install, upgrade, or replace recreational facilities and equipment in accordance with the City's Capital Improvement Program, as identified in priority order in the Parks and Recreation Master Plan.



9. Open Space and Conservation

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Introduction

San Bernardino is known for the diversity of its natural landscape. Framed by the San Bernardino Mountains, the City is known for stunning vistas and viewsheds of the entire region. The Santa Ana River, Lytle Creek, and other waterways serve to replenish aquifers that supply water. The mountains and watercourses provide rich habitat for wildlife. The City's landscape is also rich in mineral deposits that are important to many local and regional industries.

San Bernardino's landscape confers multiple benefits—including ecological, environmental, and economic—to the community. These benefits include clean air, water, and energy resources for the community. However, these benefits can be lost and are not always replaceable. Therefore, to ensure that the City's natural landscape benefits future generations, the City must take careful actions to manage, preserve, protect, and restore these assets.

San Bernardino strives to ensure that demands on natural resources today do not compromise the needs of tomorrow. These resources are valued, and the strategies and policies in this element will preserve and protect them. The City's efforts to conserve, preserve, and steward these natural assets will ensure that these resources benefit future residents who will call San Bernardino home.



Mountains overlooking Belvedere Neighborhood



Regulatory Framework

This element covers two related topics authorized and required by the California Government Codes: **open space** resources, which is authorized by Section 65560 and **conservation**, which is authorized by Section § 65302(d)(1). The Open Space and Conservation Element describes a city's natural resources: land, water, ecosystem, open spaces, and living resources and the benefits of these resources. And, because these resources are not replaceable, this element is intended to protect and preserve them for the public's benefit.

Chapter Organization

Consistent with state law, the Open Space and Conservation Element contains the following five topics:

- Natural environment, including mountains, rivers, hillsides, and features that provide home to wildlife and habitat or have historical, archaeological, or cultural significance.
- Opportunities to preserve, enhance, and expand a network of open space to support habitat, recreation, natural resources, cultural resources, water management, and aesthetics.
- Water resources, including the reclamation of land and waters, prevention and control of water pollution, and the protection of waterways and watersheds.
- Mineral resources, including their location, quantity, and quality (including rock, sand, and gravel) as well as the prevention and correction of the erosion of important soils.
- Air quality protection and stewardship of air resources in the community to promote a healthier future for San Bernardino residents.

Relationship with other Elements and Plans

The Open Space and Conservation Element is related to other elements of the general plan. The Land Use Element sets forth land use designations for open spaces, and the Park, Recreation, and Trails Element establishes the locations for parks. This element is also related to and supports regional conservation plans, such as the San Bernardino Regional Community Investment Strategy, and habitat conservation plans prepared by regional, state, and federal agencies.

Achieving the Vision

The General Plan vision recognizes that San Bernardino has many distinctive qualities that set it aside from other cities in the region. The distinctive qualities are not only its physical buildings, but the City's natural and scenic beauty, its waterways and topography, and its water and mineral resources. The City is also home to habitat and wildlife, some of which are sensitive and protected under state and federal law. San Bernardino's supply of water and mineral resources is also used to meet the needs of residents and business.

All cities are under pressure to develop due to population growth and the regional economy. As San Bernardino continues to develop, the pressure to convert or encroach into natural resources will increase. It is therefore vital to remember that the preservation and careful management of the City's natural resources will enhance the social, physical, environmental, and economic quality of life for residents, reinforcing the City's vision to create opportunities for the future.

The Open Space and Conservation Element is responsive to the General Plan vision because it strives to balance the competing interests of the built and natural environment. Specifically, the element furthers the vision by providing a policy framework that:

- Preserves unique or significant natural features of the city—hillsides, waterways, and other topographical features.
- Minimizes adverse impacts to biological resources from development—e.g., plants, animals, and natural features.
- Protects and supports the reintroduction of native plants and habitat in designated conservation or sensitive areas.
- Manages the City's water resources to provide a reliable supply of water for residents, businesses, and the environment.
- Utilizes mineral resources efficiently while ensuring that adverse current and future impacts are mitigated.
- Enhances quality of life by reducing harmful emissions and maintaining air quality.

The following provides the planning context, goals, and policies to achieve the City's vision for open space and conservation.



Planning Context

San Bernardino's natural setting—its topography, rivers, soils, and other natural features—creates the context for understanding the resources available for open space and conservation planning.

Topography

San Bernardino lies on a gently sloping lowland flanked by the San Bernardino Mountains on the northeast and east, which rise to an elevation exceeding 10,000 feet above mean sea level (amsl). The City is flanked by the Blue Mountains and Box Springs Mountain to the south and San Gabriel Mountains to the northwest. These features provide a stunning visual backdrop to the community, offering panoramic viewsheds as well as habitat for plant and animal species.

Distinguishing features of San Bernardino's northern landscape include Badger Hill, north of Cal State San Bernardino, which rises to 1,850 amsl and overlooks the broader valley floor. Similarly, Arrowhead Springs, home to the Arrowhead Springs Hotel, sits at 2,000 to 3,000 feet amsl above central San Bernardino, overlooking the city. On the City's northeastern border is the Yuhaaviatam of San Manuel Nation (formerly named the San Manuel Band of Mission Indians Reservation), sitting at 2,700 feet amsl.



Views from Badger Canyon

The City is situated on an alluvial fan, underlain with soils that flowed from the mountains to the valley floor by Lytle Creek, Cajon Creek, Warm Creek, East Creek, and West Twin Creeks. Most of the City's developed environment rests on this valley floor at an elevation of 1,000 feet amsl. However, even on the valley floor, notable topographic features include the Shandin Hills, which rise to 1,750 feet amsl, and Perris Hills, which rise to 1,300 feet amsl.

From the valley floor, the canyons, hills, and ridgelines that frame San Bernardino are clearly visible to residents. Prominent hills offering vistas include Badger Hills, Shandin Hills, Kendall Hill, and Perris Hill. While the City does not have designated scenic corridors, several roads offer vistas of the City. Most notably, Waterman Avenue, named after San Bernardino resident and former governor of California, turns into Highway 18 as it enters the national forest.

Waterway Features

San Bernardino's waterways are considered sensitive resources and provide significant opportunities for planning and conserving open space resources in the City. The Santa Ana River, Lytle Creek, City Creek, and East Twin Creek are some of the main waterways that cross San Bernardino. Numerous channels, basins, and small streams stem from the main Santa Ana River tributary.

Though a comprehensive aquatic resources study has not been completed, blue-line streams flow in canyons throughout the mountains and foothills of the San Bernardino Mountains.

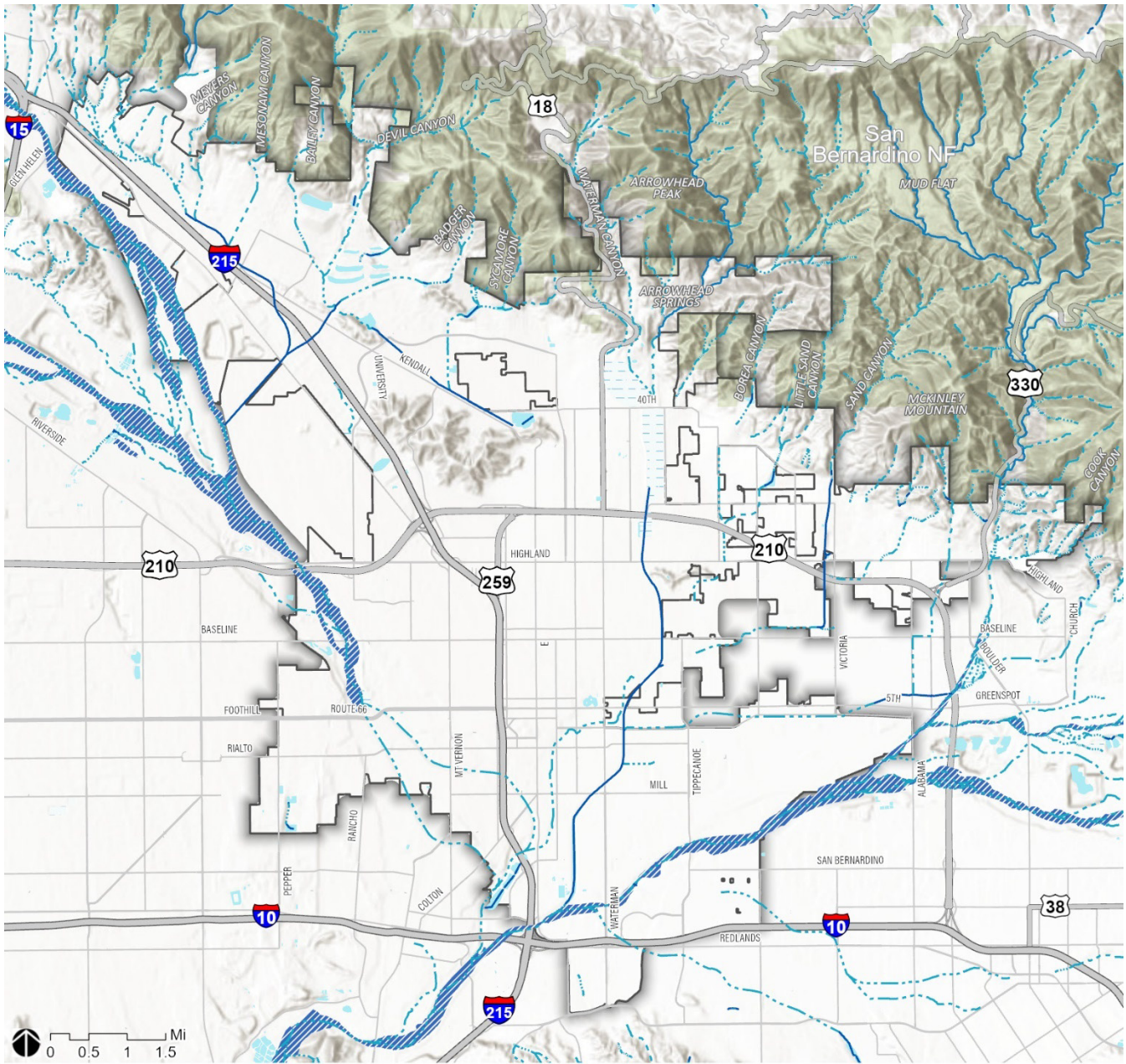
Waterways in San Bernardino

- Cable Creek
- East Twin Creek
- Meyers Creek
- Bailey Canyon
- Borea Canyon
- Devil Canyon
- Badger Canyon
- Sand Creek
- Sycamore Canyon
- Cook Canyon
- West Twin Creek
- City Creek

Various canyons and drainages emanate from the San Bernardino Mountains and drain toward the valley. Riparian resources, including wetlands along these drainages, potentially fall under the jurisdiction of the US Army Corps and the California Department of Fish and Wildlife. In addition, the east branch of the State Water Project's California Aqueduct traverses the northwestern portion of the City.

Within the northwest portion of San Bernardino are features that have been modified for flood control purposes, including reservoirs, flood control basins, and percolation basins. Percolation basins include the Devils Canyon, Sweetwater, West Badger, Sycamore, Wiggins, and Waterman basins. In addition, the Santa Ana River feeds conservation projects adjacent to and southeast of the City.

Figure OSC-1 shows the location of major topographical features and watercourses in San Bernardino.



Date: 6/10/2025

Source: City of San Bernardino and PlaceWorks 2025; NHD Plus v2.0, 2025

- City Boundary
- City Sphere of Influence

- Waterbodies and Areas**
- Lakes, Ponds, Reservoirs, and other Waterbodies
 - Areas Subject to Flooding
 - Rivers and Streams
 - Playa or Wash

- Stream type classification**
- Artificial Path
 - Perennial
 - Ephemeral/Intermittent

Figure OSC-1 San Bernardino's Natural Setting

Placeholder
Image

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Collage of San Bernadino Images-pending



Goals and Policies

San Bernardino's natural setting—its topography, rivers, soils, and other natural features—creates the context for setting for goals and policies to preserve and steward its natural features and resources.

Natural Features

San Bernardino's topography, which rises from the Valley floor to 3,000 feet amsl offers stunning panorama views of the community. From virtually any location in the community, residents can enjoy views of the surrounding canyons, hills, ridgelines, and landscape features. Notable scenic spots include Badger Hills, Shandin Hills, Kendall Hill, and Perris Hill. Though San Bernardino lacks official scenic corridors, roads like Waterman Avenue as it climbs into the national forest offer vistas of the City and its natural surroundings.

Visual resources, such as the hills that establish a dramatic visual backdrop to the City, should be thoughtfully integrated into the ever-developing urban fabric, with particular focus on preserving significant ridgelines and other unique formations to ensure that future generations may enjoy the City's distinctive vistas. Areas that could benefit from sensitive treatment of the land include: Kendall Hills, San Bernardino Mountains, the hillsides adjacent to Arrowhead Springs, Lytle Creek Wash, East Twin Creeks Wash, the Santa Ana River, Badger Canyon, Bailey Canyon, and Waterman Canyon.

Although dominated by the Cajon Creek and Santa Ana River, the City has more than a dozen waterways that emanate from the mountains and flow downward into the community. Preserving the integrity of these streams is critical as many of them are home to common and sensitive plants, birds, and animal species. Both the Cajon Creek and Santa Ana River also provide opportunities for mineral extraction, namely gravel and sand that are used for road construction projects. As result, the General Plan 2050 must balance development and/or economic interests with environmental conservation priorities.

Goal OSC-1 Natural Features

Preserve natural features, hillsides, and waterways that are characteristic of San Bernardino's natural setting and provide opportunities for open space, habitat, and plant and animal species.

Policies

- OSC-1.1 Natural terrain.** Preserve the integrity of natural features of the city, including its hillsides, canyons, and ridgelines that serve to provide viable habitat for the biological resources that inhabit them.
- OSC-1.2 Hillside management.** Regulate proposed projects in the City's hillside areas (areas of 15% or greater slope) to ensure the protection of the hillside's natural features, aesthetic qualities, and environmental concerns.
- OSC-1.3 Ridgelines.** Protect ridgelines from development or other uses that diminish their scenic value, and ensure the proper conservation, preservation, and management to the extent practical.
- OSC-1.4 Waterways.** Preserve the integrity of the City's streams, rivers, playas, washes, channels, water bodies, and other waterways and riparian areas to the greatest extent possible for their intrinsic and habitat value.
- OSC-1.5 Project review.** Review grading, access, and site plans for development projects to ensure they are designed to minimize impacts to the City's topography, playas, washes, and vistas to the greatest extent possible.
- OSC-1.6 Design review.** Carefully review proposals for new, substantially renovated, or expanded projects on or adjacent to properties that:
- Contain sloping topography (areas of 15% natural or greater) that would be impacted or natural vistas.
 - Are located within 100 feet from the Santa Ana River, Cajon/Lytle Creek, or other waterway.
 - Contain landmark features (visually significant rock outcroppings, native plants, washes, etc.).
 - Have local, state, federal, or tribal historical, archeological, or cultural significance.



Biological Resources

Though the City's physical environment is highly modified by urban development, some areas still retain significant resource value. Upland areas support inland coastal sage scrub vegetation with fauna. Alluvial fans and floodplains of the valley support scrub vegetation. Canyons support riparian, chaparral, and oak woodland plant communities. This section describes natural communities and plant and animal species inhabiting San Bernardino.

Natural Communities

San Bernardino is a highly urbanized community with approximately 70 percent of its land area developed and/or highly disturbed. However, nearly one-third of the city's land area has vegetation communities that include, among many others, species of chaparral, nonnative grasslands, alluvial fan sage scrub, and coastal sage scrub (**Figure OSC-2**). A smaller portion of the natural vegetation in San Bernardino is considered sensitive natural communities.

Sensitive natural communities are those that have cumulative losses throughout the region and relatively limited distribution, and they support or potentially support sensitive plant or wildlife species. More than one dozen sensitive natural communities have been identified in the community. Sensitive natural communities, listed below, are mostly confined to outside the urban core, along the major waterways, or in northern San Bernardino adjacent to the forest.

Sensitive Natural Communities

- Southern coast live oak riparian forest
- Southern cottonwood willow riparian forest
- Southern willow scrub
- Southern sycamore alder
- Mixed riparian woodland
- Riversidian alluvial fan sage scrub
- Southern riparian forest and scrub
- Southern California arroyo chub
- Needlegrass grassland
- Wildflower field
- White alder riparian forest
- California walnut woodland

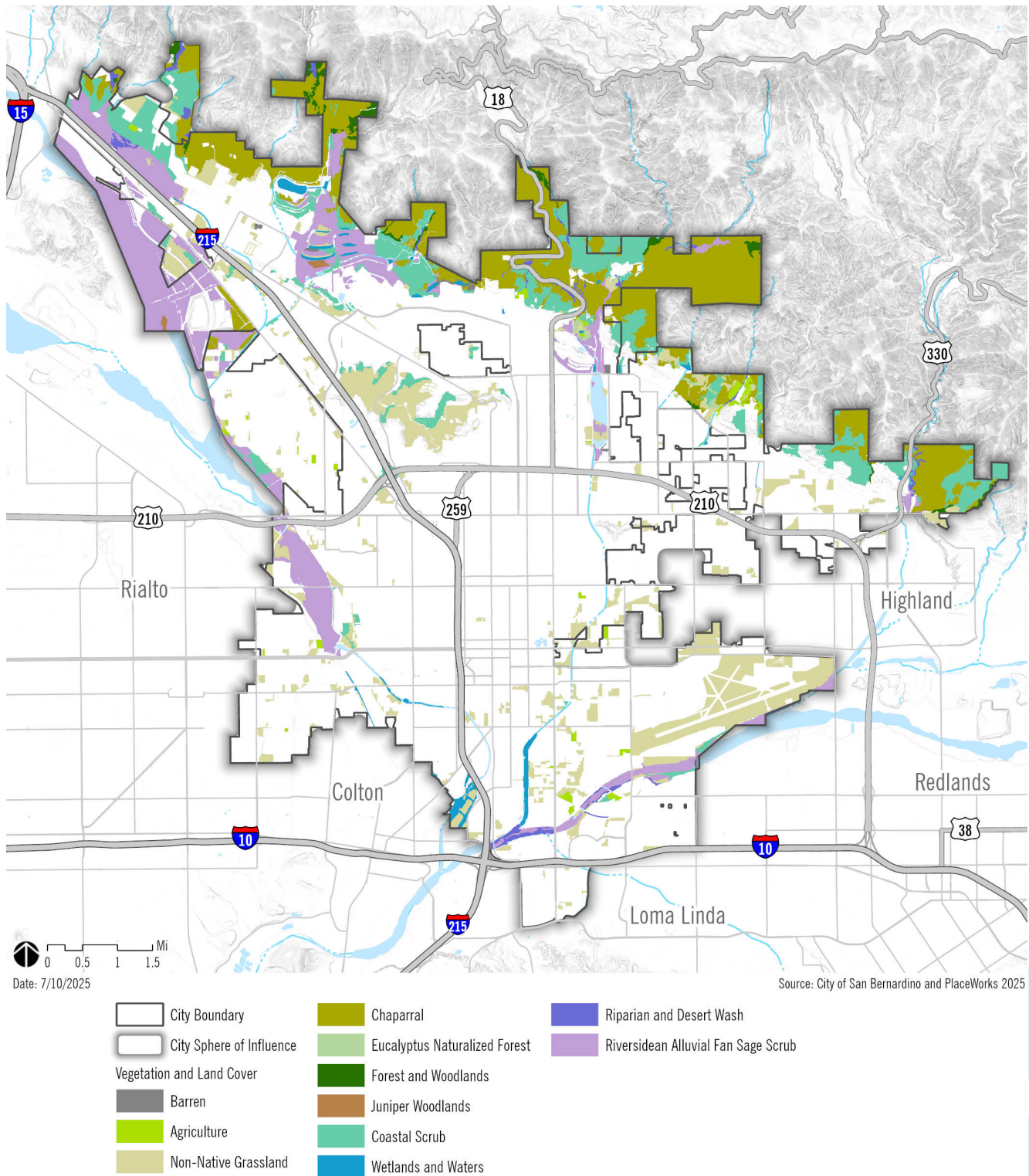


Figure OSC-2 Vegetation and Natural Communities



Special Status Plants and Animals

San Bernardino's uplands, canyons, and drainages provide habitat for a wide range of plant, mammal, and bird species that are generally common to the topography of the area. Common species include invertebrates, amphibians, reptiles, birds, and mammals common to communities abutting the National Forest. The richest areas for wildlife are along the City's northern border near the forest.



Santa Ana Woollystar

The City is also home to plant and animal species that are specifically protected by the Federal and California Endangered Species Acts. These laws were enacted to protect any plant or animal species that are sensitive, threatened, or endangered as well as the habitats they live in. The following terms are defined.

- **Sensitive species.** Those that are naturally rare, have been locally depleted, or are put at risk by human activities and may eventually be listed as threatened or endangered.
- **Threatened species.** Those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized.
- **Endangered species.** Those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction.



Southwestern Willow Flycatcher

Several dozen special status plant species inhabit the City and its planning area. Sensitive plant species identified in San Bernardino include but are not limited to the Santa Ana River woollystar, slender-horned spineflower, thread-leaved brodiaea, Plummer's Mariposa lily, and California walnut. Animal species include the kangaroo rat, coastal California gnatcatcher, least Bell's vireo, and others. Additional sensitive species live just outside the City's boundaries.

The Biological Resources Technical Report for the General Plan EIR documents the local plants, animals, and natural communities that are sensitive, threatened, or endangered in the City. The report also makes recommendations to avoid, minimize, and/or mitigate potential impacts to biological resources that may be associated with future development and implementation of the General Plan.

Figures OSC-3 and OSC-4 show where these plants and animals are known to reside within the San Bernardino planning area.

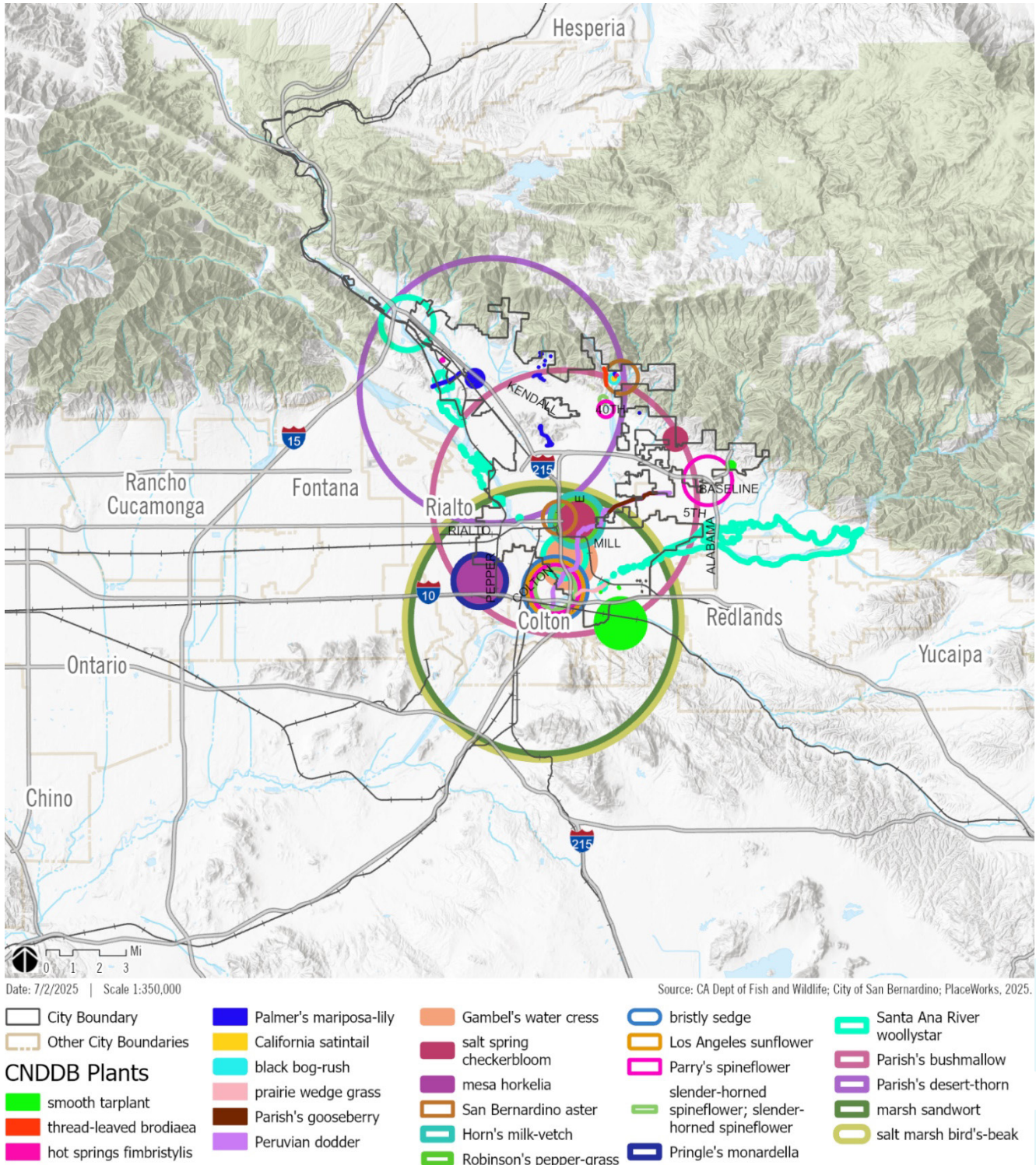
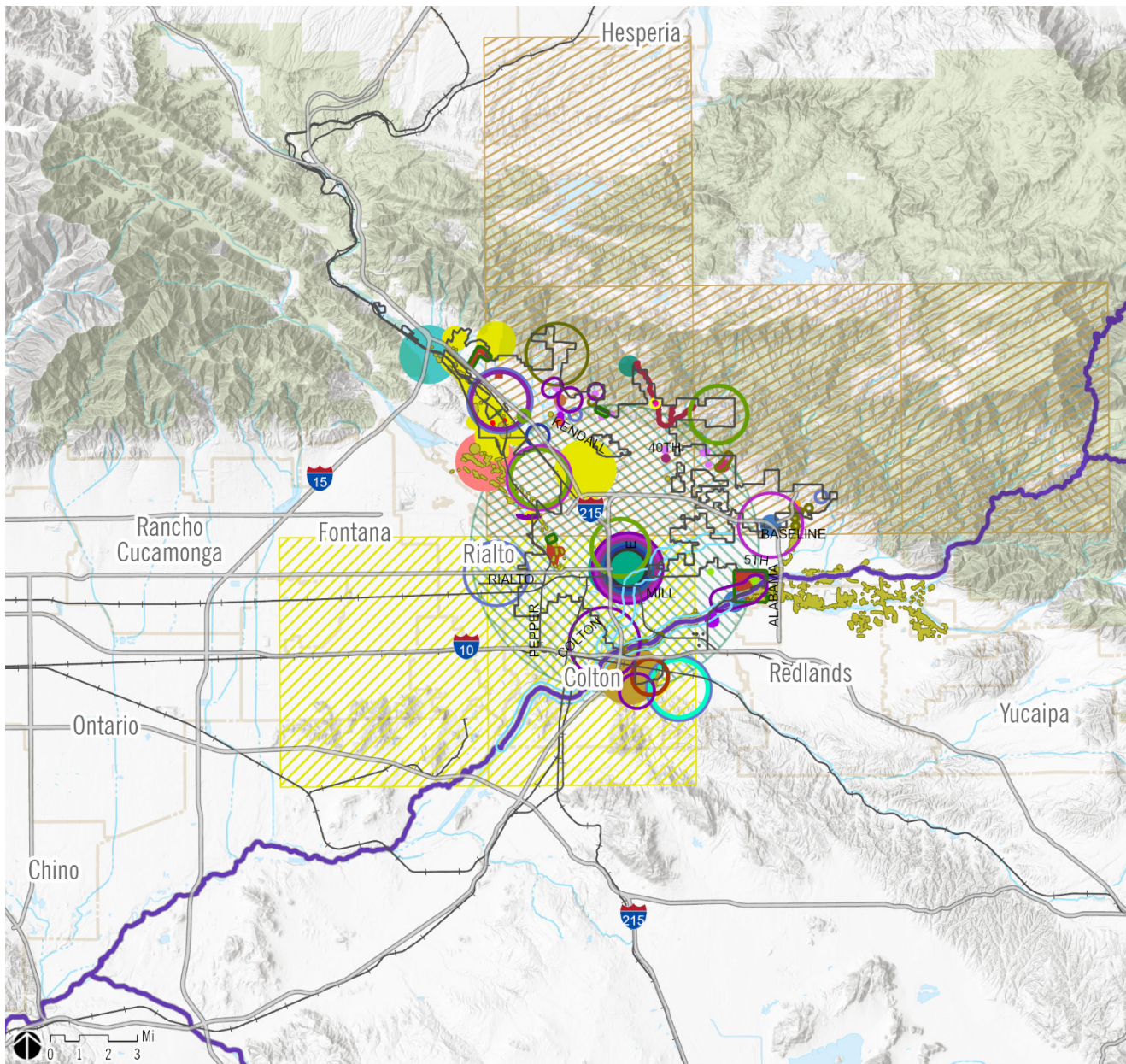


Figure OSC-3 Sensitive Plant Species in San Bernardino



Date: 7/3/2025 | Scale 1:350,000

Source: CA Dept of Fish and Wildlife; City of San Bernardino; PlaceWorks, 2025.

City Boundary	California black rail	Santa Ana speckled dace	San Diego desert woodrat	Crotch's bumble bee	western yellow bat
Other City Boundaries	coast horned lizard	burrowing owl	western spadefoot	American badger	coastal California gnatcatcher
CNDB Animals	Los Angeles pocket mouse	south coast gartersnake	merlin	Southern California legless lizard	white cuckoo bee
Delhi Sands flower-loving fly	San Bernardino kangaroo rat	southern mountain yellow-legged frog	coastal whiptail	Swainson's hawk	California glossy snake
southern rubber boa	San Diego black-tailed jackrabbit	western mastiff bat	yellow warbler	quino checkerspot butterfly	western yellow-billed cuckoo
pocketed free-tailed bat	San Gabriel slender salamander	steelhead - southern California DPS	California horned lark	Busck's gallmoth	orange-throated whiptail
pallid San Diego pocket mouse		southwestern willow flycatcher	least Bell's vireo	tricolored blackbird	southern California rufous-crowned sparrow
American bumble bee			northwestern San Diego pocket mouse	two-striped gartersnake	

Figure OSC-4 Sensitive Animal Species in San Bernardino

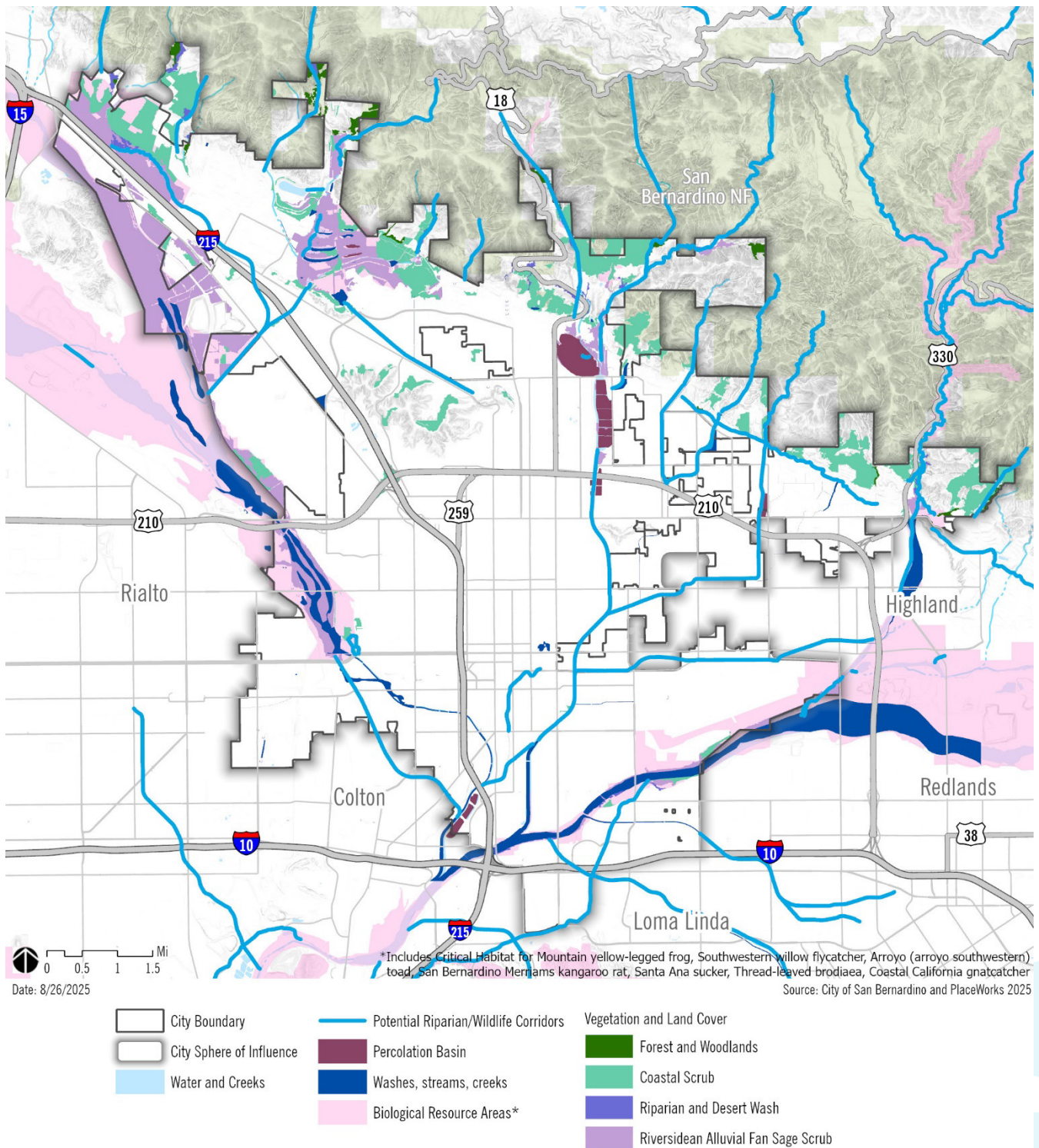


Figure OSC-5 Summary Biological Resources Map



Goal OSC-2 Biological Resources

Conservation, restoration, and enhancement of San Bernardino's biological resources (plant, animal, etc.) to support conservation goals and rewilding opportunities.

Policies

OSC-2.1 Natural vegetation conservation. Maintain and conserve mature native trees, natural vegetation, stands of established trees, and other vegetation features for ecosystem, aesthetic, and water conservation purposes.

OSC-2.2 Project siting. Site and develop land uses in a manner that is sensitive to the unique characteristics of local biological resources and that minimizes impacts on sensitive, endangered, or threatened species.

OSC-2.3 Enhanced project review. Require that all proposed discretionary and government-initiated land uses or projects in **Figure OSC-5** be subject to enhanced environmental review. Applicants shall:

- Submit a report prepared by a qualified professional(s) that addresses the proposed project's impact on sensitive species and habitat.
- Identify mitigation measures necessary to eliminate significant adverse impacts to sensitive biological species and habitats.
- Define a program for monitoring, evaluating the effectiveness of, and ensuring the adequacy of the specified mitigation measures.
- Consider and discuss restoration of local habitats and rewilding opportunities.

OSC-2.4 Biological resources. Require new developments to prevent or, if that is not possible, minimize or mitigate harm to biological resources, with a special emphasis on sensitive, threatened, or endangered species.

OSC-2.5 Public education. Educate and involve the public in the stewardship of local natural resources and educate property owners on their value within the ecosystem.

Critical Habitat

Critical habitat, under the federal and California Endangered Species Acts, refers to specific geographic areas, both occupied and unoccupied by a species, that are essential for the conservation of endangered or threatened species. These areas contain physical and biological features necessary for the species' survival and recovery. Critical habitat may also include areas that were not occupied by the species at the time of listing but are essential to its conservation.

In urbanized communities or geographic areas that are rapidly developing and where vacant land is being replaced by development, remaining habitat may be adversely affected. In these cases, the long-term availability and viability of critical habitat may require special management and protection considerations. As described in the biological resources technical report for the 2050 General Plan, critical habitat exists in San Bernardino for seven species.

- *Thread-leaved brodiaea*. Critical habitat exists in northeastern San Bernardino, extending into Arrowhead Hot Springs.
- *Arroyo toad*. Critical habitat is found in streams, including Upper Santa Ana wash and Cajon Creek wash.
- *Coastal California gnatcatcher*. Critical habitat is adjacent to the City, near critical habitat for the southwestern willow flycatcher.
- *San Bernardino kangaroo rat*. Critical habitat exists along the Lytle/Cajon Creek wash and Santa Ana wash.
- *Santa Ana sucker*. Critical habitat exists along the Santa Ana wash, though the area is not currently occupied.
- *Southern mountain yellow-legged frog*. Critical habitat is just outside the City, overlapping with Santa Ana sucker habitat.
- *Southwestern willow flycatcher*. Critical habitat exists along the Santa Ana River, Waterman Creek, and other areas.

Figure OSC-6 shows the location of critical habitat in the San Bernardino Study Area. Critical habitat is concentrated along the major watercourses (Lytle Creek, Cajon Creek, Santa Ana River) and select streams that extend southward from the National Forest.

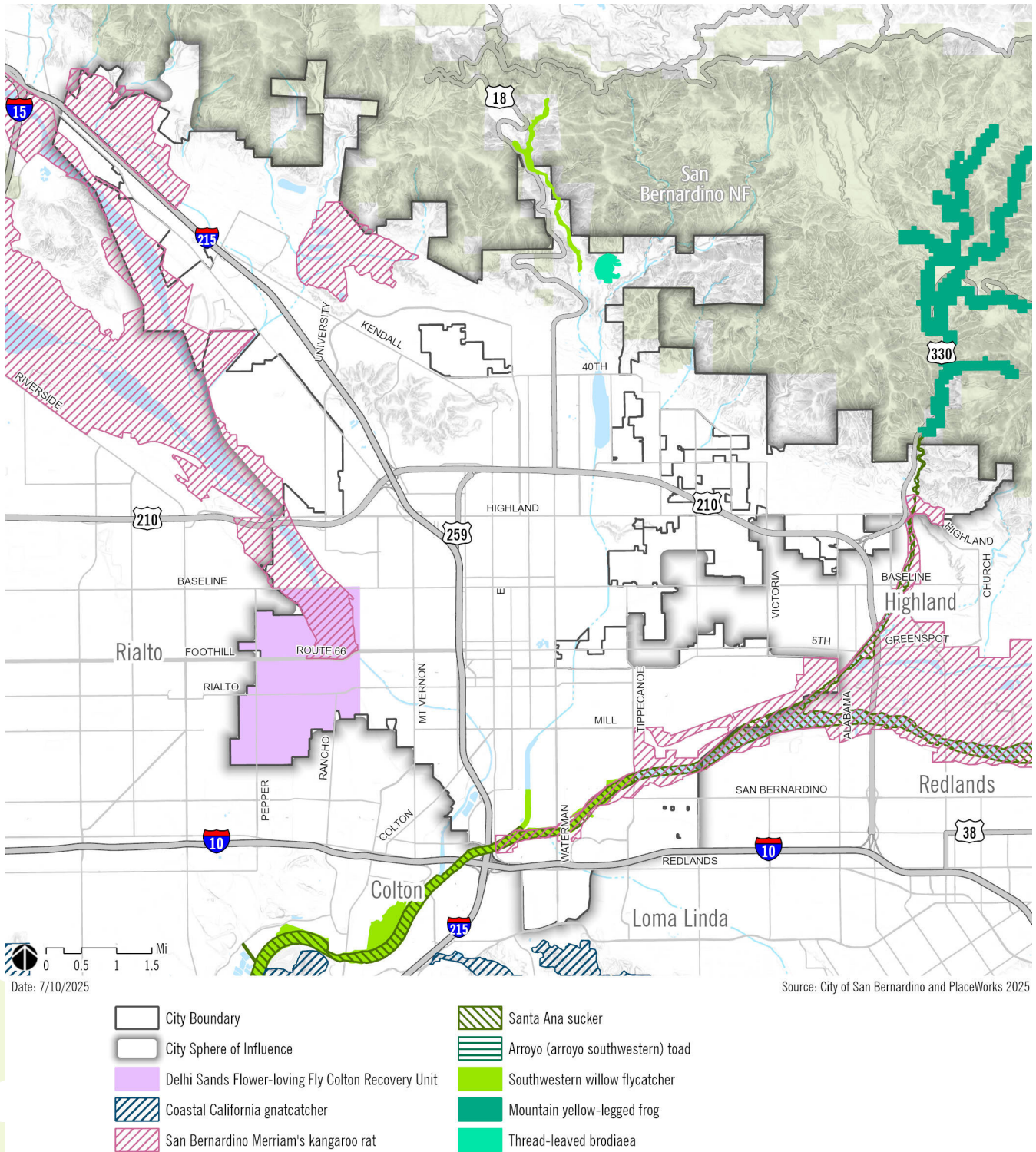


Figure OSC-6 Critical Habitat in San Bernardino

Goal OSC-3 **Habitat Protection**

Well-preserved waterways, riparian corridors, and other natural landscape features that provide habitat for biological resources.

Policies

- OSC-3.1 Development along riparian corridors.** Prohibit development and grading within 50 feet of natural riparian corridors, as identified by a qualified biologist, unless no feasible alternative exists.
- OSC-3.2 Permitted uses.** Within riparian corridors, permit only those land uses and development activities that are compatible with the protection of sensitive habitats:
- Education/research, excluding structures or buildings
 - Passive recreation, trails, and scenic overlooks
 - Fish and wildlife management activities
 - Water supply or water recharge projects
 - Flood control projects, bridges, and pipelines where no other feasible alternatives are available
- OSC-3.3 Development standards.** For development that could impact riparian corridors or other sensitive habitat, according to CDFW, ensure that any such project:
- Minimizes the removal of vegetation
 - Minimizes erosion, sedimentation, and runoff by protection of vegetation and landscape
 - Provides for sufficient passage of fish
 - Minimizes wastewater discharge and entrapment
 - Prevents groundwater depletion or substantial interference with surface and subsurface flows
- OSC-3.4 Buffer zones.** Require buffer zones adjacent to sensitive habitats, including areas that directly affect their natural conditions that could experience change due to the development or potential impacts of climate change.
- OSC-3.5 Habitat restoration.** Support restoration of degraded ecosystems to enhance the natural adaptive capacity of biological communities, consistent with established conservation areas and habitat conservation plans.



Wildlife Corridors

Preserving wildlife corridors has become increasingly important in California as urbanization continues to fragment areas, making it harder for wildlife to find food, shelter, or reproduce. Wildlife corridors are linear landscape elements that serve as paths for wildlife to move between two or more habitats. Travel routes are landscape features (e.g., ridgelines, drainages, canyons, or riparian areas) that are used by wildlife to access resources or, in certain instances, manmade, or built corridors. Areas adjoining two habitats are also often referred to as habitat linkages.

The South Coast Missing Linkages Project developed a linkage design that recorded key locations and habitats where it was necessary to maintain linkages among geographic areas for support of wildlife. This project identified the San Gabriel-San Bernardino Connection that includes portions of San Bernardino and the National Forest. This connection contains the northern portion of the City, including the foothills of the San Bernardino Mountains, Lytle Creek, and the Cajon Wash. Other tributaries to the Santa Ana River are directly in contact with an eastern section of the connection.

Northern San Bernardino may also function as a local wildlife dispersal, migration, and foraging area. The creeks and canyons that meander through the foothills include: Badger Canyon, Cable Creek/Canyon, Meyers Canyon, Bailey Canyon, Borea Canyon, Devil Canyon, Little Sand Creek/Canyon, Sand Creek, Sycamore Canyon, Cook Canyon, Waterman Canyon, City Creek, North Fork Canal, etc. Lytle Creek and Cajon Creek are perhaps the two major existing and potential riverine corridors for wildlife travel and connectivity.

Barriers to wildlife connectivity are also present. Potential wildlife corridors and linkages along the Santa Ana River have been modified through flood control and mineral extraction. In northwestern San Bernardino, the I-215 and I-15 both serve as infrastructure barriers along with the noise and light that emanate from this source. The CDFW have identified impacted species, such as the Kangaroo Rat, deer, mountain lions, and other species that may be impacted.

Figure OSC-7 shows wildlife corridors and essential wildlife connectivity areas in and around San Bernardino.

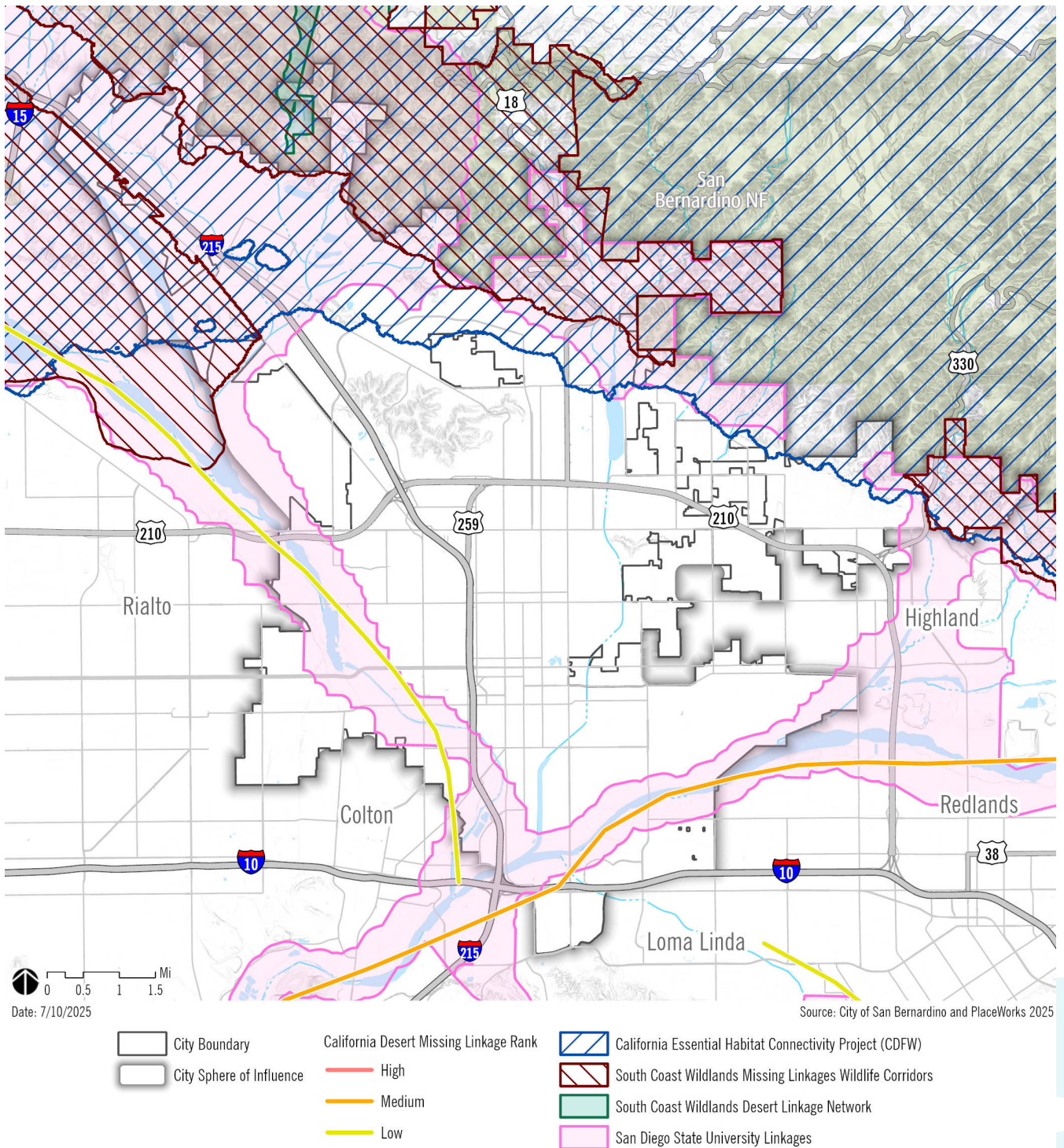


Figure OSC-7 Habitat Linkages and Wildlife Corridors



Conservation and Rewilding Opportunities

Conservation and rewilding of communities have become increasingly important as we understand the importance of habitats, species, and vegetation and attempt to balance the competing needs of human activity. Rewilding refers to the process of restoring and enhancing natural ecosystems, often by introducing native species or allowing natural processes to take over, aiming to create more resilient and biodiverse landscapes. It includes not only rewilding for sensitive species but also for common species as well.

Various tools are utilized in the San Bernardino study area to accomplish conservation and rewilding goals.

Habitat Conservation Plans

A Habitat Conservation Plan (HCP) is designed to accommodate development to the extent possible while conserving endangered or threatened species and their habitats. HCPs describe the anticipated effects of a proposed project, how those impacts will be minimized and mitigated, and how the conservation measures in the plan will be funded. HCPs allow for an incidental take of listed species while ensuring that the state and federal conservation goals are met.

San Bernardino's planning area is covered by habitat conservation plans that protect approximately three dozen sensitive species in San Bernardino. As mapped in **Figure OSC-8**, the most prominent local and regional HCPs include: the Colton West Valley HCP, Upper Santa Ana River Wash HCP, Upper Santa Ana River Habitat HCP, and San Bernardino County Regional Conservation Investment Strategy. The Biological Resources Technical Report for this General Plan describes the species and habitat protected under these HCPs.

Watershed and Stormwater Planning

The San Bernardino County Flood Control District has developed a Stormwater Resources Plan (SWRP) for a portion of the Santa Ana River Watershed, as required under Senate Bill 985. The SWRP identifies ways to address stormwater while providing environmental benefits. The SWRP stormwater management objectives include wetlands enhancement/creation, riparian area enhancement, streambed restoration, and increased urban green space. The plan also includes multi-benefit projects that address land in the City.

Mitigation and Conservation Banks

Mitigation and conservation banks provide opportunities for permanently protecting lands with high biological value that are home to sensitive species and/or habitats. A mitigation bank is used to compensate for development activities that affect waterways, and a conservation bank protects essential habitat for special-status species. Landowners can sell “credits” to developers to compensate for project impacts. These credits are used to contribute to the conservation or restoration efforts of the bank. San Bernardino is crossed by several conservation banks-Cajon Creek, Colton Dunes, Lytle Creek, Santa Ana River Mitigation, and Soquel Canyon.



Riversidian Alluvial Fan Sage Scrub

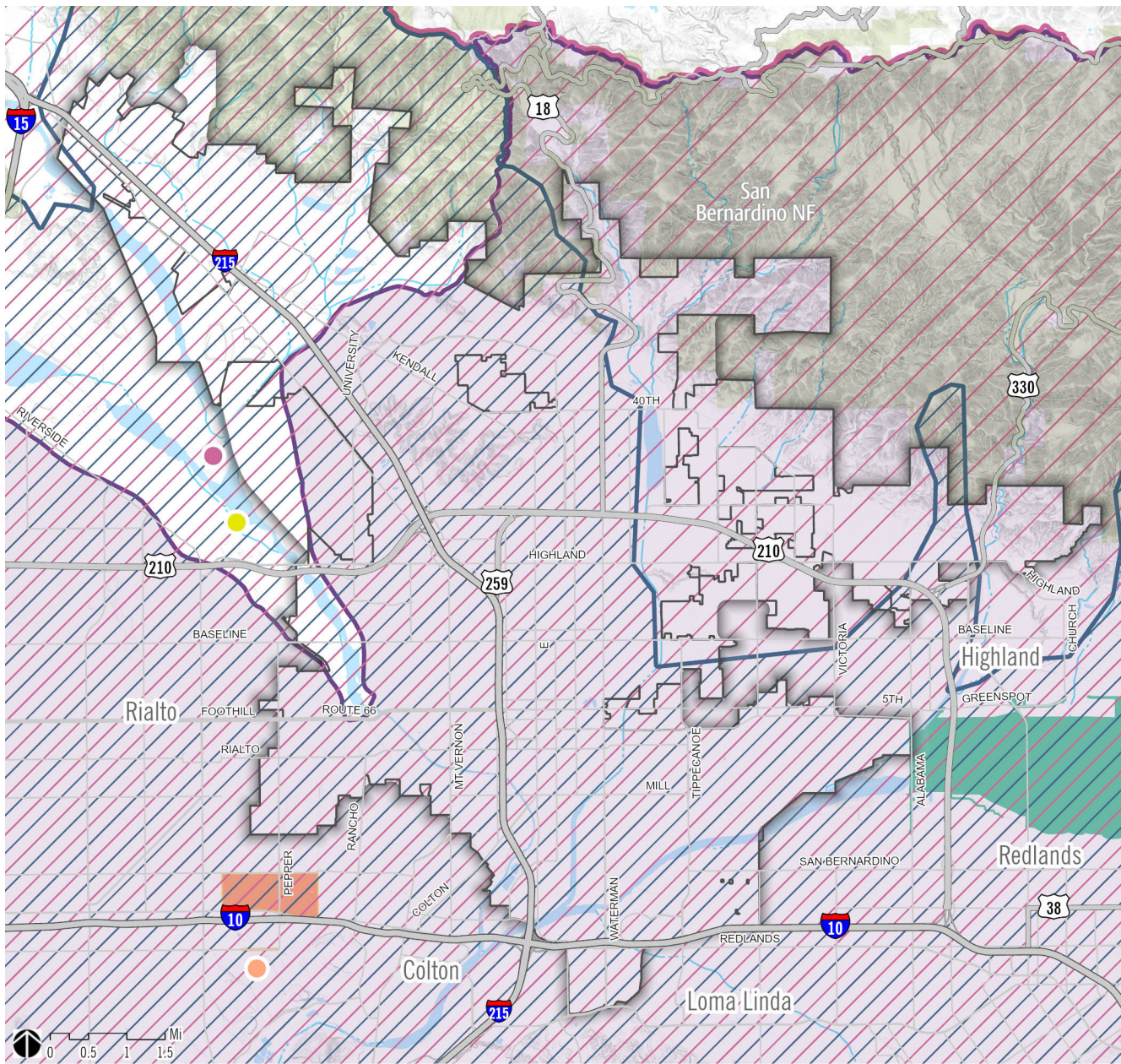
Resource Conservation Districts

San Bernardino is located within the boundaries of the Inland Empire Resource Conservation Districts (IERCD) and San Bernardino Valley Water Conservation District (SBVWCD). The IERCD aims to conserve local resources, provide education, and restore habitat through activities such as habitat restoration, land conservation, and invasive plant species control projects. Projects have included removal of invasive grasses, broad-leafed plants, and fuel load. IERCD is also involved in replanting efforts to restore habitat. The SBVWCD was created to recharge the groundwater basin and is also responsible for managing the Upper Santa Ana River Wash HCP.

Local Code Enforcement Activities

The City of San Bernardino, the San Bernardino County Code Enforcement, and the City Police and County Sheriff's Department, where appropriate, jointly work on projects to facilitate rewilding and conservation efforts. Joint operations have been undertaken to cleanup illegal dumping, remove unauthorized homeless encampments, and prohibit and enforce anti-offroad/off-highway vehicle ordinances—all of which destroy habitats and species. These activities, in coordination with other local efforts, can help encourage the restoration of sensitive habitats to their intended use.

Figure OSC-8 shows the location of conservation and mitigation banks in or adjacent to the City and the coverage areas for adopted habitat conservation plans that apply to the City of San Bernardino.



Date: 7/10/2025

Source: City of San Bernardino and PlaceWorks 2025

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> City Boundary City Sphere of Influence | Conservation/Mitigation Service Areas (Active) <ul style="list-style-type: none"> Riverpark Mitigation Bank Cajon Creek Habitat Conservation Area Soquel Canyon Mitigation Bank | Habitat Conservation Plans <ul style="list-style-type: none"> Colton West Valley HCP Upper Santa Ana River Wash HCP |
| Conservation and Mitigation Banks <ul style="list-style-type: none"> Colton Dunes Conservation Bank Lytle Creek Conservation Bank Cajon Creek Habitat Conservation Area | | |

Figure OSC-8 Rewilding & Conservation Opportunities

Goal OSC-4 Connected Open Spaces

An interconnected landscape of open spaces and habitat areas that promotes biodiversity, healthy ecosystems, rewilding opportunities, and removal of or mitigation of barriers.

Policies

- OSC-4.1 Support wildlife corridors.** Support the establishment, protection, and continuity of wildlife corridors and missing linkages including, riparian corridors, waterways, ridgelines, canyons, and other features.
- OSC-4.2 Open space corridors.** Identify areas for land acquisition, funding, and strategy to establish an open space corridor contiguous to the National Forest via Cable Creek and/or Devil Canyon, consistent with the San Bernardino National Forest Land Management Plan.
- OSC-4.3 Acquisitions.** Support nongovernmental organizations and private entities who purchase, own, maintain, and expand areas for conservation and preservation. Prioritize habitat and species from the San Bernardino County Regional Conservation Investment Strategy.
- OSC-4.4 Habitat fragmentation.** Seek opportunities to provide adequate linkages for wildlife to move throughout their territories that also reduce habitat fragmentation. Proposed development shall not contribute to habitat fragmentation without appropriate mitigation.
- OSC-4.5 Native vegetation.** Encourage native plantings along waterways to stabilize banks or repopulate open space lands; prohibit and support efforts to remove invasive exotic species in San Bernardino and adjacent areas.
- OSC-4.6 Rewilding opportunities.** Support rewilding opportunities consistent with local and regional conservation areas and habitat conservation plans in cooperation with local, state, and federal partners.
- OSC-4.7 Barrier removal.** Seek opportunities for the removal or mitigation of barriers (infrastructure, light, and noise, etc.) that detract from wildlife connectivity; participate in efforts as feasible in concert with lead agencies.



Watershed Management

San Bernardino faces the challenge of balancing water supply needs with environmental protections. As the county seat, the City is the largest city in the county and requires a reliable supply of potable water. The City is also home to commercial and industrial enterprises, which require regulations to control urban runoff and, in limited cases, cleanup of legacy plumes to avoid further degradation of the aquifer. The City is also home to sensitive biological resources that depend on a steady supply of clean, potable water.

The City and various water and resource conservation agencies are cooperating to address the challenge of watershed management.

Water Infrastructure Projects

The San Bernardino Valley Municipal Water District (SBVMWD) has taken a lead in watershed management planning in the San Bernardino basin. The Utilities and Infrastructure Element of the General Plan addressed how SBVMWD implements its Watershed Connect project, a regional infrastructure project that consists of an interconnected system of water capture, recharge, storage, treatment, and conveyance projects. San Bernardino's water treatment plant plays a critical role in these efforts by recycling water and providing surplus capacity to divert reclaimed water for recharge into new spreading grounds. These projects, individually and collectively, address the long-term supply of groundwater.

Stormwater Management

Maintaining a healthy watershed requires a program to reduce and control urban runoff from businesses, the City, and residential areas. For instance, business facilities may be contaminated with pollutants from outdoor activities, storage of raw materials, and so forth. When discharges flow off-site, they can carry harmful pollutants into drainage systems, local rivers, and the aquifer. Similarly, runoff from roadways can carry oil and chemicals that enter drainage systems and pollute local waters. Even common pesticides for landscaping can leach into the aquifer. Along with compliance with the National Pollutant Discharge Elimination System (NPDES), controlling runoff requires a comprehensive program that targets the sources of runoff, land use planning and development, and municipal practices.

Groundwater Contaminant Remediation

San Bernardino works to address underground water contamination due to business activities, leaking underground storage tanks, residential septic tanks, and various other activities. San Bernardino also has “Superfund sites,” which refer to abandoned hazardous waste sites or contaminated sites that are of high priority because they pose a significant risk to public health or the environment. San Bernardino has three active superfund sites—the Newmark-Muscoy site, former Norton Air Force Base site, and the Rockets, Fireworks, and Flares site. The federal EPA is working with responsible parties to ensure that these sites are cleaned up.

Surface Water Impairment

Under the Clean Water Act (CWA), the California State Water Resources Control Board (SWRCB) is required to identify and list impaired water bodies, including rivers, which do not meet mandated water quality standards. States develop and implement total maximum daily loads (TMDL) to reduce pollutants and restore water quality. Dischargers of pollutants into impaired waters must comply with TMDLs and other measures to restore the beneficial uses of the waters. The City, the County, and other agencies are implementing a variety of measures through a stormwater runoff management program to reduce TMDLs and comply with State law.

Conservation Area Planning

The San Bernardino Municipal Water Department is working with SBVMWD and other regional water agencies to preserve conservation areas along Lytle Creek, Cajon Creek, and the Santa Ana River. Activities include collectively recharging recycled water treated at the Sterling Natural Resource Center into the aquifer to maintain a healthy, functional river ecosystem and support 22 federal- and state-protected species in the designated conservation areas. Other activities include removing trash and debris from these areas, patrolling the sites for illegal encampments and off-road vehicles, and removing invasive species.

The following goal and policies establish a framework for addressing local and regional watershed management activities.



Goal OSC-5 Watershed Management

Manage and protect the City's surface waters and groundwater basins from contamination and promote the restoration and sustainability of groundwater resources

Policies

OSC-5.1 Waterway protection. Require all public and private activities to take appropriate measures to protect the integrity of waterways and comply with antidegradation rules of the State Water Resources Control Board.

OSC-5.2 Groundwater pollution. Work with businesses and appropriate governmental agencies to pursue and ensure full remediation of groundwater or soil contamination from hazardous materials and use.

OSC-5.3 Septic system replacement. Require the replacement of existing septic systems with connections to a sanitation collection and treatment system as a condition of reconstruction or reuse.

OSC-5.4 NPDES compliance. Ensure compliance with the National Pollutant Discharge Elimination System permits, including requiring Storm Water Pollution Prevention Plans for new projects and redevelopment.

OSC-5.5 Urban runoff. Require new projects to incorporate best management practices to control discharge of pollutants during construction and for the project life. Require:

- Source controls to minimize pollutants, such as oil and grease, industrial discharges, pesticides, etc.
- Structural controls such as green roofs, permeable pavement, infiltration basins, and biofiltration.
- Non-structural controls to reduce impervious surfaces, plant trees/landscaping, and so forth.
- Construction site controls that are aimed at reducing erosion and sediment drainage.

OSC-5.6 Impaired waterways. Continue to partner with regional agencies, industry, and the community on projects and enforcement of regulations that aim to restore impaired waterways in the City to their full beneficial uses.

Natural Resources

Geological processes like sedimentation, heat, pressure, and plate tectonics have led to the formation of gas, oil, and mineral resources. San Bernardino's location has made it an important source for the extraction of some of these natural resources.

Natural Gas, Oil, and Geothermal

The County of San Bernardino has long held significant oil and natural gas reserves, but they are limited within the City of San Bernardino. There are no known large oil resources or active oil production directly within the city limits of San Bernardino. There are also no known active natural gas fields within San Bernardino. Several inactive wells exist near the National Forest and the I-10 and I-215 interchange. There are no known plans for fracking operations either.

Due to its location near several earthquake faults, San Bernardino has naturally occurring geothermal resources; approximately 100 geothermal wells and springs have been identified within the area. SBMWD operates two geothermal wells that can pump 4.3 million gallons per day of hot water, which surpasses the geothermal energy currently used. This renewable source of energy is utilized for space heating in over 35 businesses and offices, including the Civic Center and National Orange Show, generating substantial savings.

Mineral Resources

San Bernardino's local economy, the economy of the Inland Empire, and the future growth and development of the broader region are dependent on a steady supply of mineral resources. Mineral deposits are used in many industries and varied applications. These include building construction materials (such as cement production), transportation (road construction), and industrial applications (such as the manufacturing of glass, insulation, and other products).

The City of San Bernardino has long had mineral extraction activities. The drainage courses that emanate from the San Bernardino Mountains have, over millennia, transported significant alluvium deposits into the valley, and much of the City is on an alluvial plain. Construction aggregate is found locally in regionally significant deposits of sand and gravel within the riverbeds of the Cajon Wash, Lytle Creek, Warm Creek, City Creek, and the Santa Ana River.



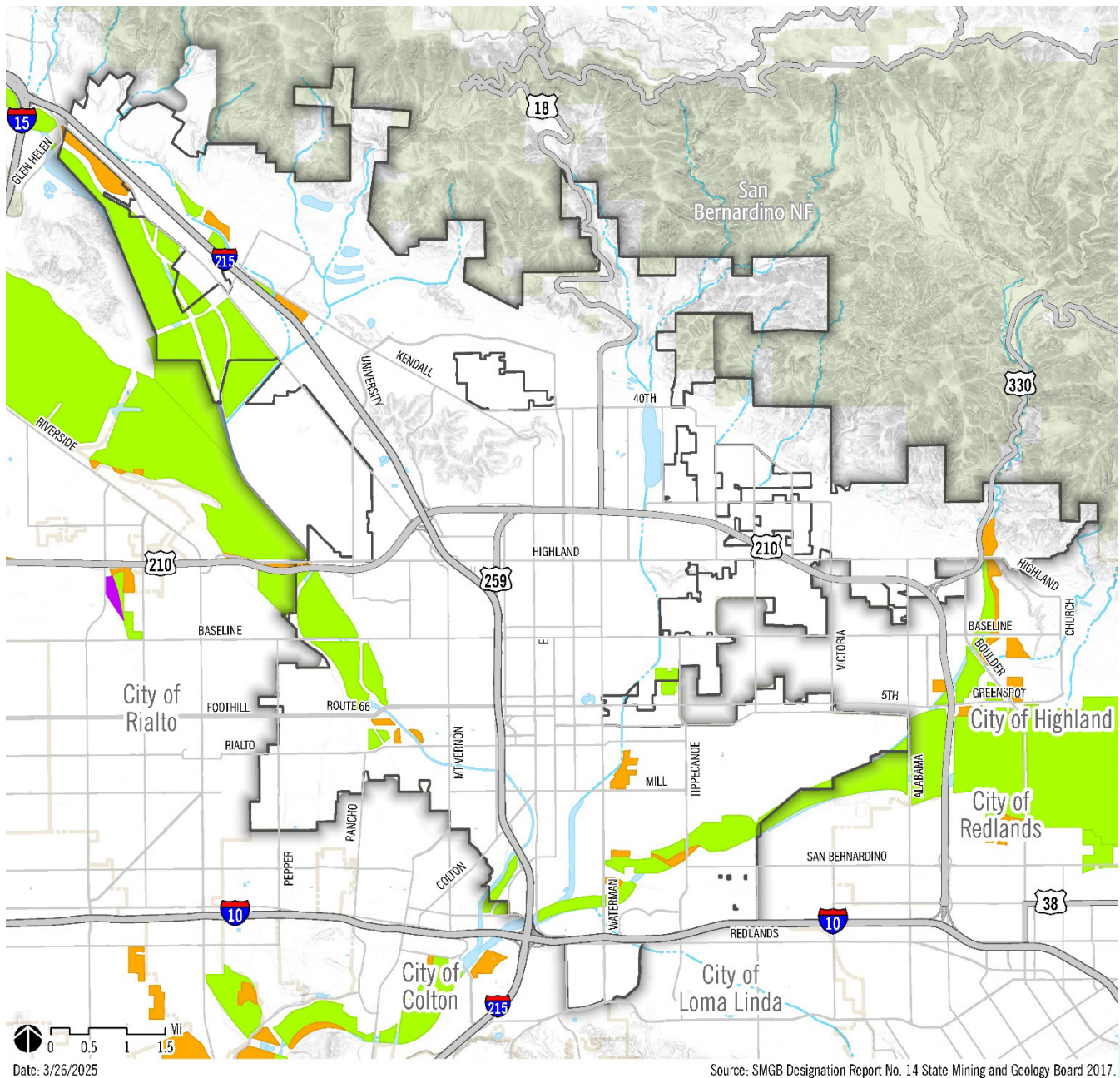
In accordance with the Surface Mining and Reclamation Act (SMARA) of 1975, the State of California Department of Conservation has designated Mineral Resources Zones (MRZ) of statewide or regional importance throughout California, including the county of San Bernardino. The classifications used by the State are:

- MRZ-1: Areas where the available data indicates no significant or a minimal likelihood of significant mineral deposits.
- MRZ-2: Areas where available data indicates that there are or are likely significant mineral deposits present.
- MRZ-3a: Areas where available data indicate that mineral deposits are likely to exist, but the significance is undetermined.
- MRZ-4: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

Though San Bernardino has mineral resources, many areas are no longer suitable for mineral extraction because urban development is built on potential mineral resource areas. Still, as illustrated in **Figure OSC-9**, the City has regionally significant sources of aggregate mineral resources on the west and northwest edges of the community.



Vulcan Mining, San Bernardino



City Sphere of Influence
City Boundary

Regionally Significant Aggregate

- Areas designated by the State Mining and Geology Board (1987)
- Areas for which designated status was terminated by the State Mining and Geology Board (2013)
- Areas designated by the State Mining and Geology Board (2013)

Figure OSC-9 Regionally Significant Aggregate Deposits



Goal OSC-6 Mineral Resources

Mineral extraction projects that are properly managed, that minimize land use conflicts and environmental impacts to adjacent land uses, and that comply with all applicable local, state, and federal law.

Policies

- OSC-6.1 Mineral resources protection.** Protect valuable mineral resources by prohibiting or restricting incompatible projects and land uses (i.e., those that interfere with extraction, processing, or transportation of minerals) within resource areas in **Figure OSC-9**.
- OSC-6.2 Site design.** Encourage compact design and layout for mineral resource processing areas, preserving as much land as possible for buffering between these areas and adjacent land uses.
- OSC-6.3 Mining oversight.** In cooperation with San Bernardino County, provide oversight of extraction sites, including sand and gravel quarries, and monitor the status and duration of existing permits and approvals.
- OSC-6.4 Mineral extraction operations.** Impose conditions and enforce mitigation measures to reduce the dust, noise, and safety hazards due to the mining, processing, and removal of aggregate and to minimize impacts on adjacent properties and environmental resources.
- OSC-6.5 Access routes.** Determine and designate approved access routes to and from quarries, mining operations, and processing and transporting locations to minimize the impacts on City streets and neighborhoods.
- OSC-6.6 SMARA requirements.** Require that the operation and reclamation of surface mines be compliant with the SMARA, applicable City and County codes, and environmental regulations from resource agencies.
- OSC-6.7 Reclamation procedures.** Designate post-aggregate extraction reclamation procedures to mitigate potential environmental impacts and safety hazards. Long-term monitoring of the effectiveness of reclamation procedures should be an integral part of the program.

Air Quality

The quality of air we breathe affects our health and quality of life. Air pollution causes mild to severe health effects and respiratory illnesses and affects the ability to be active. Plants and animals also absorb contaminants that damage their growth or poison them. In an older industrialized city such as San Bernardino, air quality takes on heightened importance.

Ambient Air Quality

The State of California and federal governments have long played an important role in enacting clean air legislation. Under the Clean Air Acts, ambient air quality standards (aka “AAQS”) have been developed to protect individuals who are most susceptible to respiratory distress (based on age, disability, or other vulnerability). Healthy adults can tolerate occasional exposure to air pollutant concentrations well above these minimum standards before adverse effects to one’s health are observed.

AAQS have been established for seven air pollutants—ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb). The South Coast Air Quality Management District (SCAQMD) is authorized to monitor ambient air quality in the region and adopt and enforce regulations to achieve air quality standards. The region has achieved all AAQS, except for PM₁₀ and ozone, which are exceeded 25 percent of the days in San Bernardino County.

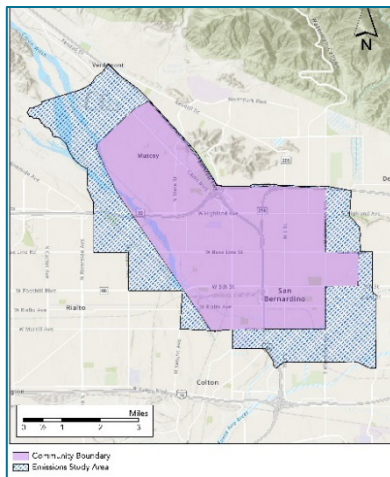
Toxic Air Contaminants

With the industrialization of southern California, the California Air Resources Board (CARB) is responsible for monitoring the level of toxic air contaminants (TAC), which are pollutants that may cause serious, long-term effects, such as cancer, even at low levels. CARB is responsible for mapping these facilities, requiring reporting of TACs, assessing exposure levels and health risks, and promulgating and enforcing regulations to control and reduce the level of TACs. The vast majority of TACs in San Bernardino are due to particulate matter (PM_{2.5}, PM₁₀, and diesel particulate matter) that is a by-product of the region’s logistics industry (e.g., trucking, railroad, and airplanes).



San Bernardino–Muscoy Area

As authorized by state law, the California Air Resources Board has established the Community Air Protection Program (CAPP) to identify and reduce exposure within disadvantaged communities most impacted by air pollution. The San Bernardino–Muscoy Area (SBM) includes Muscoy, Westside, and central San Bernardino and was formed to develop local community air quality protection measures due to the local hazards in the area. This area is bordered by four major freeways and contains logistics, mining, transportation, rail, and other heavy industrial land uses.



San Bernardino–Muscoy Area

As noted by the SCAQMD, the SBM area is affected by elevated levels of particulate matter, black carbon, nitrogen dioxide, and carbon dioxide. While some of the air pollution comes from direct sources (e.g., a specific manufacturer or facility), the majority is from indirect sources. These include trucking to and from the larger warehouse facilities, rail traffic at the BNSF yard, and airplanes using the San Bernardino International Airport. Local freeways also contribute heavily to local air pollution.

Significant new legislation and regulations have been adopted, which will reduce air pollutants from indirect sources, the primary source in San Bernardino. These include Rules 2305 and 2306 and Assembly Bill 98 promulgated by the CARB, the SCAQMD, and California Air Resources Board, the South Coast Air Quality Management District, the CalEPA, and other regulatory bodies. These incremental regulatory changes, individually and cumulatively, help to improve air quality for residents of the community.

In the meantime, the City will continue to make efforts to improve local air quality by implementing strategies aimed at land use policy, transit improvements, and energy generation alternatives. These policies will promote compact development, encourage alternative fuel use, promote public transit infrastructure, improve the urban forest, and diversify energy resources to reduce fossil fuel emissions.

This element, when implemented, will assist in achieving objectives for improving the health and well-being of the community.

Goal OSC-7 Air Quality

Improved health and sustainability of the community through local efforts to improve local and regional air quality, reduce emissions, and reduce community exposure to health risks from air pollution.

Policies

OSC-7.1 Agency collaboration. Collaborate with the SCAQMD to reduce pollution levels and improve air quality in accordance with regional, state, and federal standards in the Air Quality Management Plans.

OSC-7.2 Environmental review. As a condition of project approval, require applications for proposed projects to include an evaluation of potential air quality impacts consistent with the AQMD's "Air Quality Analysis Guidance Handbook." This includes:

- Identification of criteria and toxic pollutants
- Analysis of construction and operational impacts
- Analysis of cumulative impacts
- Feasible mitigation measures to reduce impacts

OSC-7.3 Industrial uses. Support the implementation and enforcement of SCAQMD rules requiring existing warehouse projects and railroads comply with applicable rules and laws, including but not limited to:

- Support Rule 2305 to reduce emissions of particulate and nitrogen oxides from qualified warehouses.
- Ensure that qualified projects meet operational and design standards for 21st-century warehouses.
- Support Rule 2306 to reduce diesel particulate and nitrogen oxide emissions from railyards.

OSC-7.4 Sensitive receptors. Require development projects to minimize exposure of new sensitive receptors (e.g., hospitals, schools, daycare facilities, elderly housing) to odors, criteria pollutants, and toxic contaminants. Consider and, where feasible, pursue opportunities to separate, buffer, and protect existing sensitive receptors from sources of pollution to the greatest extent possible.



- OSC-7.5 Disadvantaged areas.** Support clean air strategies that reduce the level of air pollution within the San Bernardino–Muscoy area or other areas of the community near major pollution sources.
- OSC-7.6 Community involvement.** Actively participate with residents, industry, regulatory agencies, and other stakeholder groups, including the AB 617 organization, to reduce air pollution and odors.
- OSC-7.7 Indirect sources.** Support California and federal regulations that aim to reduce and control air pollution from indirect sources. This includes support for:
- Reducing emissions from warehouse operations.
 - Reducing emissions from railyard operations.
 - Reducing GHG emissions from power plants.
 - Reducing emission levels from local airports.
- OSC-7.8 Green infrastructure.** Support the expansion of and require, where feasible, the planting of green infrastructure, including but not limited to street trees, roadside vegetation, vegetated buffers, green roofs, and other proven strategies to help filter air pollutants.
- OSC-7.9 Alternative transportation.** Support the expansion of alternatives to single-occupancy vehicle use, including but not limited to:
- Expanding the number and frequency of bus routes.
 - Extending commuter rail infrastructure and trains.
 - Building out the full pedestrian and bicycle network.
 - Working with Omnitrans to support rider incentives.
- OSC-7.10 Trucking emissions.** Enforce regulations to reduce the level of pollution and particulate matter emitted in San Bernardino. This includes:
- Restricting idling for heavy duty trucks.
 - Siting fuel stations for low emission trucks.
 - Enforcing compliance with adopted truck routes.
 - Exploring incentives for zero emission vehicles.



10. Cultural Resources

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Introduction

San Bernardino has a rich history and culture few realize. For over eight generations, families have migrated to the city, bringing knowledge and traditions from around the nation and the globe. The Serrano, Spanish, Mexican, African American, American Pioneers, and Asian Pacific peoples have all contributed to San Bernardino's history. These influences have created a multicultural city in the San Bernardino Valley with a unique perspective on community.

Each of these successive waves of people has left tangible evidence of their past and current contributions to San Bernardino. These contributions are embodied and reflected in many ways through buildings, structures, street names, artistic expression, characteristic business establishments, urban traces, and oral history. Collectively, these expressions of San Bernardino's culture have created a unique, diverse, and rich context for planning the city's future.

The Cultural Resources element provides the basis for continued efforts by the City and partner organizations to preserve, enhance, and maintain sites and structures that are deemed architecturally, historically, archaeologically, and/or culturally significant. It also provides the basis for remembering and memorializing the many traditions, stories, and memories of the San Bernardino community.



San Bernardino Festival: Where Our Cultures Connect



Regulatory Framework

While state law requires the general plan to address the preservation of open space lands of historic, archaeological, or cultural significance, a separate element is not required. Many communities simply defer to the California Environmental Quality Act and state or federal laws, where applicable, to address this topic. However, the City of San Bernardino recognizes the importance and value of its historical, archaeological, and other cultural resources, and has chosen to include an elective Cultural Resources element reflecting its commitment to preserving the city's heritage.

Organization Framework

The 2050 General Plan includes this Cultural Resources element for the purposes of celebrating San Bernardino's story; ensuring that appropriate preservation actions are taken to protect local features; and providing direction on how to bring the cultural values, heritage, and lives of residents into focus on a daily basis. Topics include:

- Historic resources, defined as buildings, structures, objects, sites, and districts of significance to San Bernardino's history.
- Paleontological resources, defined as fossilized remains from prehistoric environments found in geologic strata.
- Archaeological resources, defined as the physical remains of past human activities that are prehistoric or historic in origin.
- Cultural resources, including but not limited to the varied performing, music, and visual arts.

Relationship to Other Elements

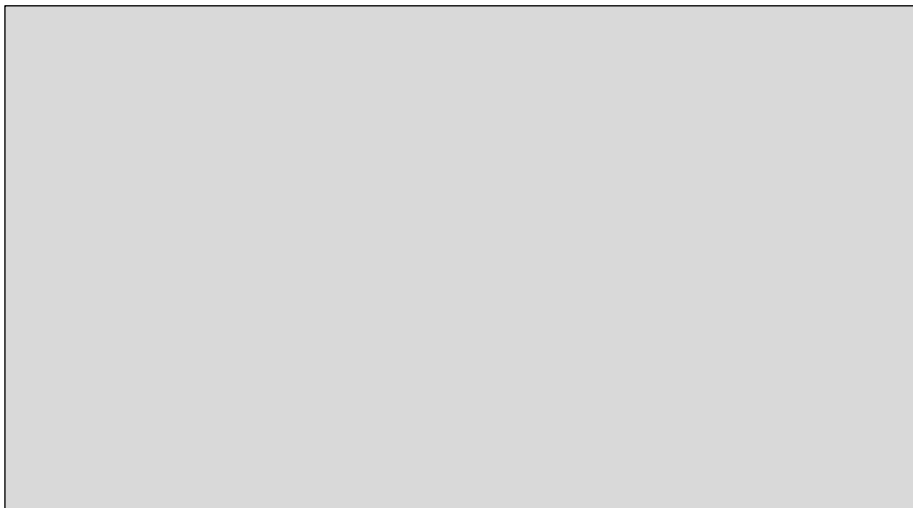
The Cultural Resources element is closely linked with the Land Use element and the Open Space and Conservation element. Together, these elements address the preservation and enhancement of resources on land in the community. In addition, the city's cultural resources are protected by state and federal legislation, including the California Environmental Quality Act. However, there is currently no City management plan in place to ensure the protection, preservation, and restoration of cultural resources.

Achieving the Vision

The City of San Bernardino has a rich and diverse history that should be celebrated and capitalized on. Incorporated in 1854, San Bernardino is one of the oldest cities in the state and thus has many cultural resources. These include 6 Historic Landmarks, 25 points of Historical Interest, and more than 1,100 historic built resources. In addition, San Bernardino has countless local cultural resources that are important and worthy of preservation but are not recognized under state or federal criteria.

San Bernardino's General Plan vision recognizes the city's rich heritage as the gateway and the hub of commerce, entertainment, governance, **culture**, education, recreation, and transportation. The City has a unique opportunity and privilege to preserve, enhance, and promote its history and related resources, and integrate this effort with broader community goals. Policies, goals, and implementation measures in this element strive to achieve this vision. These include:

- A comprehensive cultural resources program that is designed to preserve the City's treasured resources.
- Specific opportunities to ensure the preservation of historical, archaeological, and paleontological resources in the city.
- Support for the development of a robust and vibrant visual and performing arts program in the community.





Planning Context

San Bernardino's buildings, structures, objects, archeological sites and features, landscapes, and neighborhoods are physical reminders of the ways in which early inhabitants and later citizens used and developed the land. Overlaid onto these features are stories, contemporary culture, and other non-physical elements that make up the fabric of San Bernardino. These resources represent contexts or themes important in the history of the city. Taken together, these resource types reflect the physical patterns and social trends that give the city its unique character and identity.

San Bernardino History

The City of San Bernardino has experienced many major historical and cultural changes from its inception to the present day. While no narrative can capture all the important events in San Bernardino's history, the contexts of the following general eras are described to help with understanding the city's evolution to the present day.

Native American Settlements

The San Bernardino Valley's first inhabitants were Native Americans who settled along the Santa Ana River as early as 8000 BC. Natives living in the valley when the Spanish arrived were Uto-Aztecans, Takic speakers, possibly from the Serrano, Luiseño, and Gabrieleño tribes. Later, a Mountain Cahuilla group was brought to the valley by the local Spanish family to work their rancho. Prehistoric sites in the planning area represent at least three periods of Native American occupation—the Milling Stone, Late Prehistoric, and Protohistoric periods—dating from around 3000 BC to the mid-19th century AD. These prehistoric sites include food procurement sites, specialized lithic technology sites, and seasonal habitation sites.

The only local Native American community in residence today is the Yuhaaviatam of the San Manuel Nation from the Serrano group. In 1866, a conflict came to the area, and militia forces from San Bernardino killed Serrano men, women, and children in a 32-day campaign. Their Yuhaaviatam tribal leader, Santos Manuel, safely led the remaining Yuhaaviatam from their homelands to the valley floor. In 1891, the federal government recognized the reservation as a sovereign nation through Presidential Executive Order.

Mission-Rancho Period (1770–1820)

The Mission-Rancho historic period was the first organized attempt on the part of Europeans to colonize the western part of North America. The mission/pueblo/presidio triad, a settlement strategy representing the clerical, civilian, and military authority of the Spanish Crown, was implemented over the decades that followed the overland exploratory expeditions of Alta California conducted by Gaspar de Portolá from 1769 to 1770. Although the missions are the most tangible surviving evidence of this period of history, other artifacts related to this period are known to remain in some areas.

In 1810, the Rancho de San Bernardino of Mission San Gabriel was established near the confluence of Lytle Creek, Warm Creek, and the Santa Ana River. Though the original site was destroyed, a second rancho was established at the Guachama rancheria in Loma Linda. In 1821, the San Bernardino Asistencia was established in Redlands. From this branch mission, agriculture began to develop in the valley. Water was transported via a ten-mile ditch from Mill Creek, known as the Zanja, to irrigate olive trees and vineyards.

Mexican American Period (1820–1847)

Mexico's independence from Spain and the political disarray that followed resulted in the dismantling of the Mission era. In 1842 Don Antonio Mario Lugo received approval to colonize present-day San Bernardino and Yucaipa. The Lugo family developed their land grant, the Rancho San Bernardino, and erected an adobe. In 1843, Miguel Blanco was granted a 30,000-acre land named Rancho Muscupiabe that occupied most of present-day northwestern San Bernardino, but he was forced to abandon the rancho after an attack.

The Lugos were eventually unsuccessful in colonizing the land. During this period of time, emigrants traveling overland through the Mojave Desert and Mormons from Utah began to travel to the San Bernardino Valley. Some emigrants were greeted by the Lugos at the San Bernardino Rancho, and some undoubtedly returned to establish permanent residences. The Gold Rush also provided the ranchos with opportunities to provide emigrants and northern settlements with livestock and other agricultural commodities.



Early California Settlements

Mexico's hold on Alta California ended with the Mexican-American War, and California becoming a state in 1847. In 1851, 37,700 acres of the San Bernardino Rancho were sold to newly arrived settlers from the Mormon Battalion. Near the site of the Lugo family adobe, the Mormons erected Fort San Bernardino near the present-day courthouse. In 1852, Mormon pioneers staked the center of a new settlement, which was to become San Bernardino. The town was laid out in 1853 in a grid format, with one block designated as Mormon Plaza, now known as Pioneer Park.



Mormon Trail Monument, North of San Bernardino

Wikimedia Commons.

In 1854, San Bernardino became incorporated as a city with a population of approximately 1,200 inhabitants, 75 percent of whom were Mormon. Over the next few years, the character of the city reflected the values of its chief inhabitants. In 1857, the Mormons from across the country were recalled to Utah; however, the agricultural character of the valley, established during the Mexican and Mormon periods, continued to dominate the economy, although the city experienced lawlessness during these times.

During the 1860s and 1870s the city grew slowly, with various civic groups forming, including drama, library, and temperance associations. San Bernardino's early routes made it a transportation center, which role was significantly expanded with the arrival of the railroad in the 1880s. San Bernardino would become a center of commerce for agriculture and local citrus, supporting agricultural enterprises in the region. Renowned for its oranges, San Bernardino even became the site for the first "Orange Show" in 1889, which became a major venue for decades.

This era also saw the migration of new peoples into San Bernardino, bringing with them cultures from around the nation and the globe. African Americans first arrived as slaves with the Mormons, and Chinese and Hispanic cultures also arrived—the former employed in the railroad industry and the latter fleeing the Mexican Revolution. In 1866, militia forces in the mountains attempted to wipe out the Serrano Indians, whose tribal leader Santos Manuel led the remaining Yuhaaviatam from the mountains to the valley floor. The San Manuel Reservation was established in 1891 as their home.

Euro-Americanization (1883–1916)

San Bernardino's opening with its railroad network gave rise to a period of unprecedented regional growth and development. Mass migration from the Eastern United States and Europe, beginning in 1885, was fueled by the heavy promotion and arcadian image of Southern California, especially its climate and agricultural potential, and frequently by the railroads themselves. The real estate speculation bubble deflated abruptly in 1888, but not before scores of town sites were platted along the Southern Pacific rail lines.

The Santa Fe Railroad fueled San Bernardino's economic growth. Packinghouses and warehouses were built along railroad corridors, which provided access for tourists and immigrants alike. Upon completion of the railroad, San Bernardino became a boom town. Commercial enterprises dominated the urban landscape, with an emphasis on service and retail business, and industrial enterprises supported agriculture business. By the early 1900s, more than 85 percent of the city's population was directly employed by the railroad, despite increased industrial and agricultural development.

With the center of the city established near Lugo's Agua Caliente rancho adobe, the city's commercial core grew slowly to the east, west, and north. Downtown businesses included hotels, restaurants, saloons, retail shops, and small service-oriented businesses. Property to the south, closer to the Santa Ana River, appears to have remained primarily agricultural. To the west, transportation-related industries developed around the Santa Fe railyard. To the north and east, small agricultural farms and ranches dominated the landscape. Service industries slowly intermingled with the eastern farms, while farms to the north became the city's primary residential district.

During this time, a city hall was built in 1901 at Third and D Streets, and the city's first public library was built on Fourth and D Streets. San Bernardino High School was also built around this time. In 1910, the chamber of commerce was organized, followed by the National Orange Show. By 1915, San Bernardino had transformed from a scarcely populated rancho to a prosperous, semiurban transportation center with a population of nearly 5,000 people who enjoyed modern hotels, street lighting, theaters, railroads, and paved streets with a thriving downtown.



*National Orange Show, 1911
Courtesy: Daily Bulletin*



World Wars and Depression (1917–1945)

This period is characterized by the establishment of a well-defined regional image in economic, social, and cultural terms. Between 1920 and 1930 the population grew from 18,000 to 50,000 as the city expanded outward. Significant developments during this period include the Andreson Building, Harris Department Store, Heritage Building, and Municipal Auditorium. The California Theater was built in 1928, followed by the Ritz Theater. Many of these new buildings reflected the Spanish Colonial Revival, Mediterranean, and Classical Revival styles of the day. Public buildings included the Casa Ramona School, San Bernardino College, and the courthouse.

During the Depression era of the 1930s, new construction slowed. However, several public buildings were built at this time, some with New Deal funding. Works Progress Administration (WPA) funds were used to build the auditoriums at San Bernardino High School and to restore the Asistencia Mission. Other public buildings built included the County's Public Health and Public Defender Buildings on Mountain View Avenue, and the San Bernardino Cultural Center and Fire Hall on E Street, built around 1933. St. Bernardine Medical Center, founded by the Sisters of Charity, was built in 1931.



Norton Air Force Base

Source: Wikimedia Commons

At the end of the 1930s, the Arrowhead Springs Resort Hotel was destroyed by fire and a new hotel was built in 1939. Maurice and Richard McDonald opened the first McDonalds in San Bernardino in 1940. During the 1940s, one-quarter of the city's population of 40,000 was employed by the Santa Fe Railroad. However, with the advent of World War II, the development and expansion of Norton Air Force Base on the grounds of the San Bernardino Municipal Airport rapidly replaced the railroad as the city's leading economic contributor.

During World War II, the "San Bernardino Army Air Field" served as a major repair and maintenance facility for military aircraft, providing logistical support for the Mojave Desert Training Center. Thousands were employed by the military. After the events of Pearl Harbor, Japanese-American residents were forced into internment camps by 1942, and residents were sent to the Poston Relocation Center in Arizona. The city was also home to Camp Ono, a prisoner-of-war camp for Italians captured in Europe and Africa.

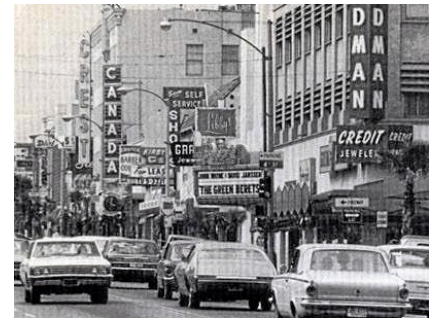
Post-World War and Suburbanization (1945–1977)

The 1940s to 1960s ushered in a period of growth. San Bernardino Air Depot (Norton Air Force Base) was built in 1942. The base transformed the economy, population, and job market. During the early 1940s, 20,000 employees worked at the base, and San Bernardino's population grew from 43,000 to nearly 63,000. Defense workers flocked to the city to fill wartime labor shortages, fueling a home building boom in the city's north-central and Del Rosa areas.

During the 1950s, freeways profoundly altered the city's physical landscape and its emerging role in the Inland Empire. San Bernardino saw the arrival in 1954 of Interstate 10, whose eastward push lasted well into the 1960s. Coupled with the railroads, these projects cemented the city's identity as a gateway city to the region and nation. Caltrans also built Highway 395 (renamed I-215) in a north-south alignment that veered northwest toward Cajon Pass, paralleling the Santa Fe Railroad. The freeway accelerated the city's development of housing near the mountains.

The city also saw tremendous change in its local educational system. The California State University system opened its San Bernardino campus (CSUSB) in 1965, and it has now grown to nearly 20,000 students. San Bernardino Valley College completed significant expansion and construction of new educational facilities, resulting in enrollment increases to a total of 18,000 students by 1975. Three municipal branch libraries were opened. And finally, the local public school system was forced to end segregation after the NAACP's landmark lawsuit prevailed in the California Supreme Court.

Despite the social challenges of this era, San Bernardino enjoyed its heyday during the 1960s and 1970s. As the car-cruising capital of Southern California from the 1940s to 1970s, memories of cruising E Street or Route 66 are etched into the city's collective memory. New residential neighborhoods and modern stores dotted the landscape. The local economy was strong, and job opportunities were plenty. San Bernardino was a highly sought-after city to live and work in. Indeed, the National League of Cities even recognized San Bernardino with an "All American City" award in 1977.



Downtown San Bernardino

Source: San Bernardino Sun.



Urban Challenges (1980 to the present)

Since the 1970s, the city has grappled with various urban challenges. Closure of the BNSF Railroad Maintenance Yard, Norton AFB, and Kaiser Steel resulted in a loss of 30,000 direct jobs and another 60,000 to 90,000 jobs when economic multipliers are factored in. The mortgage meltdown of the mid-2000s resulted in thousands of home foreclosures that eroded the City's property tax base. Closure of the Carousel Mall and auto malls resulted in lost tax revenues.



Curtain of Courage Memorial

Like most urban areas, San Bernardino faced other key challenges, many of them still present today. Public safety issues (specifically crime and violence) became increasingly problematic, affecting all residential neighborhoods throughout the community. Poverty had never been a major issue in San Bernardino but became more prevalent during this time and remains today. Poverty affected youth performance in school, housing conditions, crime, resident health, and the overall quality of life for residents.

San Bernardino's misfortunes culminated with the City's bankruptcy in 2012, a terrorist attack in 2015, and the aftermath of the pandemic. Few cities in the nation compare regarding the challenges that San Bernardino faced during this time. Though the City officially emerged from bankruptcy proceedings in 2022, challenges remain. The City was required to defer significant funds from infrastructure planning and rehabilitation, a liability which will require investments through 2050 to fully recover. Civic leaders recognize these challenges and are forging a path.

The City is preparing a 2050 General Plan update and Downtown Specific Plan that will reinvigorate downtown and the community. City finances have improved, allowing increased expenditures for community services, public safety, and development. Building permits are at the highest levels in years. The Norton AFB continues its successful transition to a general aviation center surrounded by industrial and manufacturing land uses. The City is reinvesting in its neighborhoods and addressing some of its more challenging social problems, including poverty, unemployment, and crime.

Within this context, the 2050 San Bernardino General Plan motto, **The Future Is Ours**, speaks to the juncture where the City finds itself and the need for collective action to realize opportunities ahead.

Goals and Policies

This section sets forth the goals and policies for preserving cultural resources in San Bernardino. It begins with providing relevant context and then is followed by tailored goals and policies that are intended to achieve the vision of the general plan.

Cultural Resources Program

For years, San Bernardino has experienced the growth of a cultural resources movement within the community. The impetus of this movement has been the realization that San Bernardino has a rich culture, one that deserves recognition and preservation. The City has established the Arts and Historical Preservation Commission to advise elected and appointed officials in matters pertaining to the arts, culture resources, and historic preservation in San Bernardino.

The City has established a Cultural District within Downtown, which is generally located along E Street, as the hub of cultural resources. However, the influence of arts and culture span the community. From the native American tribes who first inhabited San Bernardino, to the wealth of creative arts programs at local schools and colleges, to the tangible built remanent of the City's past, the City has a rich history and culture that deserves to be recognized and preserved.

In its most basic form, a Cultural Resource Program is intended to include a wide range of activities that include the inventory, management, protection, and preservation of significant historical, archaeological, and cultural sites (like buildings, artifacts, landscapes, Native American sacred sites) for future generations. These resources extend beyond physical structures—they also involve creative arts, stories, and other features that reflect local culture.

The following goal and policies are intended to establish a formal cultural resources program in San Bernardino. This includes creating an inventory of all cultural resources in the City, an ordinance to designate the preservation and enhancement of cultural resources, educational program to communicate their value to the community, and partnerships with stakeholders interested in participating.



Goal CR-1 Cultural Resources Program

A multifaceted program for enhancing cultural resources as a means to acknowledge and celebrate the leadership, achievements, accomplishments, and diverse histories of its residents.

Policies

- CR-1.1 Cultural resources index.** Consider identifying, mapping, and designating historic, archaeological, and other resources of significance in San Bernardino for review and eventual ratification by the City Council.
- CR-1.2 Cultural resources plan.** Consider creating a cultural resources plan, based on the cultural resources index and map as well as community and stakeholder input, that reflects San Bernardino's cultural heritage.
- CR-1.3 Commission involvement.** Continue the role of the Arts and Historical Preservation Commission in advising the Mayor, City Council, Planning Commission, and staff in matters pertaining to the arts, culture resources, and historic preservation in San Bernardino.
- CR-1.4 Cultural resources ordinances.** Ensure that municipal ordinances are in place that provide guidance that govern the designation, preservation, and recognition of City cultural resources.
- CR-1.5 Yearly events and celebrations.** Create regular yearly events, proclamations, and celebrations that are oriented around recognizing the achievements of San Bernardino's diverse cultures and contemporary values.
- CR-1.6 Cultural resources education.** Inspire public support for San Bernardino's cultural resources through a broad public education program that includes schools, public art, library corners, museum displays, and events.
- CR-1.7 Partnerships.** Identify, solicit, and strengthen partnerships with museums, historic societies, stakeholders, and other groups to create and sustain a cultural resources program in San Bernardino.

San Bernardino Cultural Resources

Fundamental to this element is the recognition and appreciation that San Bernardino has archaeological and historical resources. They are not limited to historic buildings and monuments, but include oral traditions, art, and community events. Cultural resources embrace both the built environment and the natural environment. Cultural history exists in traditional physical structures as well as in the memories of San Bernardino's residents. And these cultural resources are important to restore and preserve.

San Bernardino's cultural resources can be grouped into categories that assist with understanding the many community treasures. The cultural resources categories are listed here and discussed below.

- **Historic structures.** Buildings of relevance and significance to the history of the city, regardless of whether they are eligible for official registration with the federal or state government.
- **Monuments, public art, and landmarks.** Monuments, plaques, and public art testify to the significance of a historic event, person, or structure no longer in existence.
- **Cultural landscapes.** A cultural landscape is a place with layers of history that evolve through design and use over time. It includes streets, cemeteries, parks, and other elements.
- **Urban fabric and traces.** Traces of historic settlements and cultures that are only partially preserved or preserved as fragments because no complete historic districts exist.
- **Oral history.** Famous or unique events or places that are preserved largely in the collective memory of residents but are not marked or recorded in the built fabric.
- **Contemporary culture.** Yearly events and celebrations, visual and performing arts, and other expressions that give a special quality and identity to life in San Bernardino.

These cultural resource categories can help residents and decision-makers understand and appreciate their eventful history, build on its richness, and continue the process of community improvement.



Historic Structures

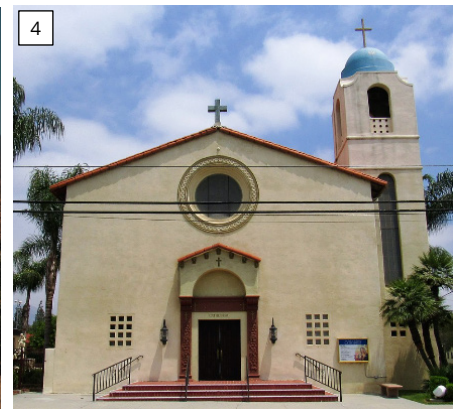
The City of San Bernardino has many buildings of relevance and significance to the history of the city, regardless of whether they are eligible for official registration or have official historic designations with the federal or state government. Local structures can be of local historic significance. Historic buildings remind us of how San Bernardino developed over time.

Structures include, but are not limited to: San Bernardino Santa Fe Depot, California Theatre, Heritage Building, Lady of the Rosary Church, Pioneer Society House, and Arrowhead Springs.

Historic Structures

1. Santa Fe Depot
2. Heritage Building
3. Heritage House
4. Our Lady of the Rosary Cathedral
5. Arrowhead Springs
6. California Theatre

Clockwise from upper left.



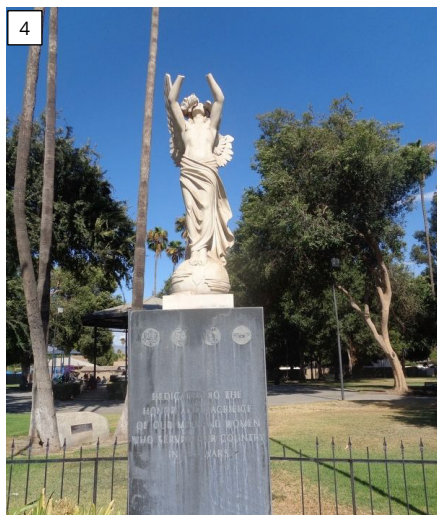
Monuments, Public Art, and Landmarks

Monuments, commemorative plaques, and public art commemorate people, events, or places. These features testify to the significance of a historic event, person, building structure, or establishment that is no longer in existence. Monuments can include war memorials, buildings, and funerary monuments. Public art can include murals, painting, sculpture, tilework, and other decorative artwork. And landmarks represent significance to a specific culture.

San Bernardino does not have a formal inventory of monuments, public art, and landmarks. However, many such features exist in San Bernardino that are important to the historical and cultural fabric of the community.

San Bernardino Monuments, Public Art, and Landmarks

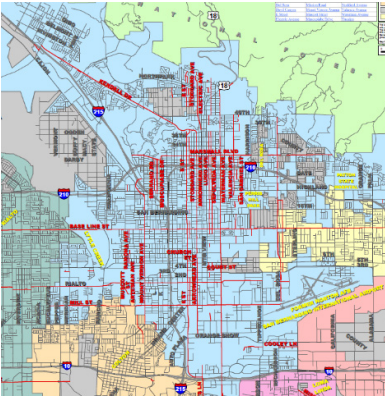
1. San Bernardino Arrowhead
2. Amapola Mural along Mt Vernon Corridor
3. Downtown Murals along E Street Alley
4. World War Memorial at La Plaza Park





Cultural Landscapes

A cultural landscape is a place with many layers of history that evolved through design and use over time. A cultural landscape embodies the associations and uses that evoke a sense of history for a place. Physical features of cultural landscapes can include trees, buildings, pathways, parks, cemeteries, water bodies, street names, or other elements that express cultural values and the history of a site. This section describes several features that stand out.



San Bernardino Historic Streets

Street Names

Street names are a significant part of the cultural landscape because they reflect the history, identity, and important figures of a city. The City's website maintains the history of approximately two dozen specific streets that herald back to the city's early years and connect residents to its past. Names that immediately come to mind include Edison Street, the location of the Pacific Electric Trolley; Waterman Avenue, named after a San Bernardino resident and California Governor; and Lugo Avenue, owner of the Rancho San Bernardino.

Cemeteries

San Bernardino's cemeteries provide evidence of the city's past. Pioneer Cemetery, which opened in 1857, is the resting place for many of San Bernardino's early settlers. Mountain View Cemetery, which opened in 1907, has more than 80,000 internments. The Home of Eternity Cemetery is the oldest Jewish cemetery in Southern California and is a State of California Historic Landmark. Campo Santa Memorial (AKA the Old Catholic Cemetery) opened in 1852 and converted to a park in 1977. Patton State Hospital also has a closed cemetery that was the burial site of former residents.



Pioneer Cemetery

Natural Features

In the foothills directly above San Bernardino, the Arrowhead is a natural landmark that has been important to the Native Americans, pioneers, and settlers of the area for centuries. Indians who inhabited the valley believed that the arrowhead pointed the way to hot mineral springs with healing qualities, and thus considered it holy ground. While features have been affected by erosion, the arrowhead remains a symbol of the pioneer spirit of the San Bernardino Valley and retains cultural significance among Native American tribes.

Urban Traces

San Bernardino's history exists on the ground and in the collective memory of its citizens. Traces of urban fabric are patterns of urban elements within the city's contemporary landscape that remain as remnants of earlier settlements of cultural significance. As cities change, physical remnants of street patterns, buildings, and other elements often remain. In many cases, however, change is so pervasive that all traces of an event or period of time are lost.

Two notable examples of urban traces include the former Black community of Valley Truck Farms and Chinatown.

Valley Truck Farms

Valley Truck Farms was a predominantly Black community on the southeast side of San Bernardino. Valley Truck Farms was roughly bounded by Mill Street on the north, Tippecanoe Avenue on the east, Washington Avenue on the west, and Dumas Street on the south. The community was intended for Black residents without racial restrictions, where residents could pursue the dream of homeownership, own land, and grow produce, and raise animals. At its peak in the 1940s and 1950s, 500 families lived in the district. The area began to decline in the 1960s and 1970s, including closure of the historic Mill School and the rezoning of the area for industry. Today, its memory lives on through scattered former residents, St. Mark's Baptist Church, and physical remnants of its history.



Valley Truck Farms

Chinatown

In 1867, the first Chinese immigrants arrived in San Bernardino to work on the construction of the railroads. By the late 1890s, San Bernardino's Chinatown on Third Street had extended to Arrowhead and Sierra Way and was home to between 400 and 600 residents. After the railroads were built, many Chinese residents worked on farms in the Base Line Gardens tract; in the citrus industry; or as cooks, launderers, and bus boys. Anti-Chinese sentiment began to develop when a statewide depression devastated California in 1875. In 1882, the passage of the Chinese Exclusion Act banned Chinese laborers from immigrating into the United States. By the mid-1920s, fires and other agents had wiped out most of the homes. And when San Bernardino County purchased the few remaining structures, the remaining portion of Chinatown was demolished in 1960.

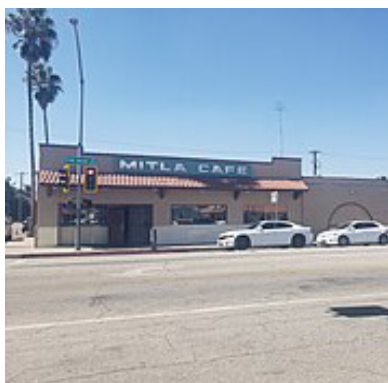


Chinatown along Third Street



Oral History

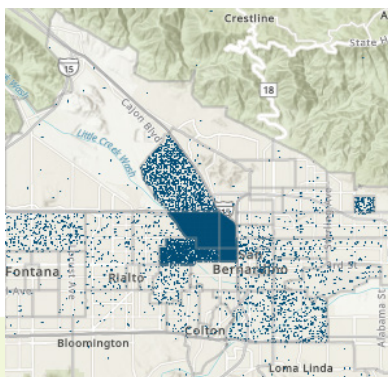
San Bernardino's cultural and historical events and places are a source of pride and education. Oral history encourages citizens to consider where their city has been and where it is going. Among the many waves of history and cultures that have influenced San Bernardino, there are examples of events or places that are preserved largely in collective memory, but are not necessarily marked or recorded in the current built fabric of the city. Many of the events in San Bernardino hearken back to segregation.



Mitla Café, Mt. Vernon Ave.

Mitla Café

Mitla Café, in San Bernardino's westside and Mt. Vernon district, has a history among Mexican-American activist groups. During the 1930s and 1940s, segregation was prevalent statewide, including San Bernardino and the Inland Empire. Local schools, public theaters, the public pool, and even the Santa Fe Railroad station were segregated. After many years of segregation, Mitla Café became a central location for business, civic, and church leaders to discuss and make plans for action. Their efforts resulted in the formation of the Mexican American Defense Committee (MADC), which later filed a lawsuit against the city for access to the public pool. In 1944, the courts ruled in favor of MADC and required desegregation of public pools, parks, and recreation facilities for Mexican Americans.



Density of African Americans in San Bernardino, circa 1970

African Americans Civil Rights

The postwar period in San Bernardino was a time of segregation. Blacks and Mexican Americans were denied equal opportunity and access to housing, schools, and public facilities. In San Bernardino, the Community League of Mothers led school boycotts and protests to demand desegregation and equal education. The NAACP and Congress of Racial Equality filed lawsuits, advocating for fair housing and better job opportunities. Though housing segregation ended with the Fair Housing Act of 1968, the NAACP finally prevailed in its lawsuit in 1976, when the California Supreme Court upheld Judge Egly's 1972 ruling, resulting in school desegregation. The stories of these struggles are memorialized in oral history, preserved by the "Bridges That Carried Us Over Project", at CSUSB.

Goal CR-2 Historic Resource Preservation

Sites, buildings, and districts that have architectural or historical significance are protected, preserved, and restored as an ongoing component of the City's current and long-range planning process.

Policies

- CR-2.1 Historic resources survey.** Consider updating the historic resources survey of historic and architectural resources and integrating it into the City's planning and historical preservation process.
- CR-2.2 Historic district and overlay zones.** Consider identifying and designating a historic district and overlay zone ordinances as deemed necessary to recognize places or areas of historic significance and preservation.
- CR-2.3 Adaptive reuse.** Encourage the reimagining and repurposing of designated historical buildings in commercial areas to preserve, maintain, and enhance buildings for future generations.
- CR-2.4 Historic preservation ordinance.** Consider adoption of a historic preservation ordinance that authorizes the City to designate resources deemed of significance as a City historical landmark or district.
- CR-2.5 Development review process.** Plan for historic preservation of resources early in the development review process through early consultation with property owners, land developers, and community stakeholders.
- CR-2.6 Historic building renovation and retention.** Encourage preservation, maintenance, enhancement, and reuse of historic buildings and relocation of existing residential homes when retention on-site is infeasible.
- CR-2.7 Maintenance of city properties.** Require City-owned properties containing or adjacent to historic resources to be maintained in a manner that is aesthetically and/or functionally compatible with such resources.
- CR-2.8 Environmental review.** Require environmental review to be conducted on all applications (e.g., grading, building, and demolition) for resources designated or potentially designated as historically significant.



Goal CR-3 Archaeology and Paleontology

Archaeological, paleontological, and tribal resources are protected, enhanced, and appreciated as an ongoing component of the long-range and current planning processes.

Policies

- CR-3.1 Archaeological resources survey.** Consider preparing an inventory of archaeological resources citywide based on archaeological sensitivity maps and project-based information provided during the entitlement process.
- CR-3.2 Archaeological protection policy.** Develop policy and administrative procedures to ensure the conservation of significant archaeological sites, districts, landscapes, sacred places, etc. in San Bernardino.
- CR-3.3 Paleontological resource protection.** Ensure conservation of significant archaeological sites, districts, and landscapes via compliance with all applicable state and federal laws and required mitigation.
- CR-3.4 Resource sensitivity maps.** Consider the preparation of resource archaeological and paleontological sensitivity maps to help recognize important resources, inform land use decisions, and preserve resources.
- CR-3.5 Native American consultation.** Ensure opportunities for meaningful consultation with Native American groups in the identification and documentation of structures, sites, landscapes, artifacts, and documents.
- CR-3.6 Tribal resource protection.** Develop policy and administrative procedure for the proactive protection of San Bernardino's tribal cultural resources, working with local Native American groups.
- CR-3.7 Cultural resources staffing.** Designate City staff who are responsible for recording, tracking, and maintaining a list of important archaeological and paleontological resources in the community.

Creative Arts

San Bernardino residents understand the value of creative arts. Performing arts, visual arts, and literary arts connect residents to who they are and what they believe beyond their jobs, education, or place of residence. Creative arts can capture the imagination of residents and transform the city. San Bernardino's creative arts movement is alive and well in many areas.

Performing Arts

Proposition 28, the Arts and Music in Schools Act, required the state to establish a new program supporting the arts in public schools. SBCUSD specifically receives \$25 million annually in block grants to fund art education. SBCUSD has also committed more than \$50 million in bond funds to build or renovate performing arts facilities at each of the city's five high schools. CSUSB completed a \$125 million performing arts center that opened in 2025, and the City has made multimillion dollar investments to renovate the Roosevelt Bowl and California Theatre of Performing Arts.

Visual Arts

San Bernardino has a developing visual arts scene that consists of painting, public murals, ceramics, and other expressions. The City has sponsored murals at the Ruben Campos Center, Encanto Community Center, and Rudy Hernandez Community Center. Public art installations can be found in front of the County Board of Supervisors Building, at bus stops along the Metrolink route, downtown, and other select locations throughout the community. The City supports the visual arts with low-cost leases for the Garcia Center for the Arts and other support for visual artistic ventures.

Museums

San Bernardino is fortunate to be near the County Museum in Redlands. The city also has an array of local, special-interest museums. These include museums of local significance such as the Inland Military Museum, Norton Air Force Museum, San Bernardino Railroad Museum, Patton Hospital Museum, Cal Fire Museum, San Bernardino Historical Society, and Fullerton Museum of Art. These eight museums offer residents the opportunity to learn about San Bernardino's history as well as specialty subjects.

Investing in the Arts

San Bernardino has seen significant investment in performing arts centers. Major projects include:

- \$50 million for performing arts centers in each high school
- \$125 million for a new performing arts center at CSUSB
- Renovations to the California Theatre and Roosevelt Bowl



An active group of private and nonprofit organizations are involved in advancing the creative arts within the community and creating a cultural arts district. Among others, the San Bernardino Arts Council in downtown is designated by the San Bernardino County Board of Supervisors as a local partner to the California Arts Council. Its mission is to ensure a vibrant and thriving arts and cultural ecosystem throughout San Bernardino County. Other local groups are also active in promoting creative arts in the city.

Creative Arts

Creative arts options include the following:

1. Lunar New Year Celebrations
2. Where Our Cultures Connect Festivals
3. Amapola Rico Taco Mural on Mt Vernon
4. Public Art at Metro Bus Stations
5. Downtown Murals Along E Street
6. California Theatre of Performing Arts



Figure CR-1 shows the location of the primary creative arts facilities and organizations in San Bernardino.

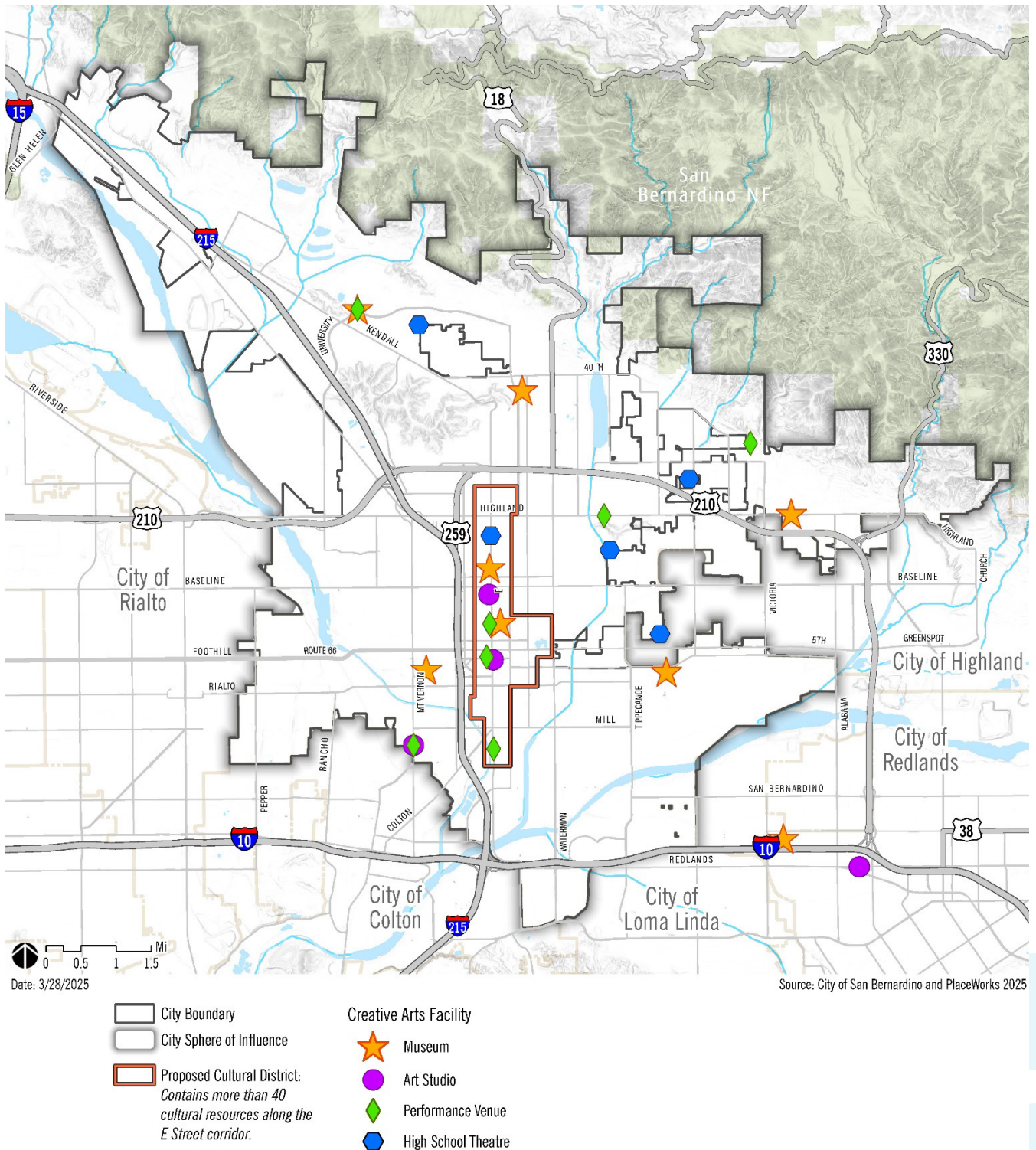


Figure CR-1 Creative Arts Facilities



Goal CR-4 Creative Arts

A community that values its creative arts and cultural facilities and programs, seeks to expand their impact throughout San Bernardino, and works with the community to advance creative arts.

Policies

- CR-4.1 Master plan.** Consider preparing an Arts and Cultural Master Plan to provide a long-term strategy to promote the city's arts and cultural amenities, and update the plan on a regular basis to maintain its relevancy.
- CR-4.2 Support for the arts.** Actively support public and private arts activities by coordinating City-sponsored programs, privately supported activities, loans and grants, and other means of participation.
- CR-4.3 Community collaborations.** Work with public and private organizations in the city, county, and state to ensure that cultural programs are expanded and that fiscal and administrative resources are coordinated.
- CR-4.4 Public art to enhance identity.** Incorporate public art in City-owned buildings, public spaces, utility boxes, and areas of high pedestrian activity. Improvements include:
- concrete hardscape with impressions of people, flora, fauna, or historical scenes
 - unique building materials, sculptural elements, and statutes as appropriate
 - wall murals; signs; streetscape designs including street furniture, period light poles, statuary
 - fountains or unique landscaping such as topiary or native plants; festive or seasonal banners, etc.
- CR-4.5 Creative art and education.** Offer and expand the provision of hands-on workshops and events for all ages, promoting creativity and community interaction; support community events celebrating culture.
- CR-4.6 Public awareness.** Coordinate and promote awareness of the City's creative arts programs and the cultural arts programs in the community through print and digital media to residents, business, and stakeholders.



11. Health and Environmental Justice

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Introduction

Planners have become acutely aware of how the condition of communities directly affects our health. The presence or lack of parks, community facilities, safe housing, and environmental pollution—all of these and others influence health and well-being. State legislation has been enacted in recent years to require communities to promote and plan for health and environmental justice. Environmental justice generally refers to a condition where all residents are treated in an equitable and fair manner and any benefits or burdens are distributed in the same manner.

San Bernardino strives to become a healthier community that enables residents, employees, and visitors to live healthy, safe, and productive lives. The City is committed to providing an environment that is clean and healthful; provides a mix and distribution of land uses that support the many functions, services, and jobs within the community; provides safe and healthful neighborhoods and quality housing for residents; ensures the provision of public facilities and services that contribute to quality of life; and seeks public involvement in bettering the health of the community.

The Health and Environmental Justice Element is an elective element of the 2050 General Plan and is intended to convey the high priority that civic leaders place on creating a healthier community.



San Bernardino is committed to providing an environment that is healthy for residents in all the City's neighborhoods, from the downtown to westside to northern San Bernardino.



Regulatory Framework

The Planning for Healthy Communities Act, codified in California Government Code § 65302(h)(1), requires that cities with a designated “disadvantaged community” adopt environmental justice policies, objectives, and goals in their comprehensive general plan. To address this mandate, the element must identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities, to promote civil or civic engagement in the public decision-making process; and to prioritize projects and programs that improve the condition of disadvantaged communities.

Chapter Organization

The Health and Environmental Justice element is organized into three sections—an introduction; planning context; and a series of goals, policies, and programs. Topics addressed include:

- Reduction of pollution exposure
- Improvement of air quality
- Active living opportunities
- Access to healthy food choices
- Safe, sanitary, and healthy housing
- Equitable access to public facilities and services
- Active community engagement in public decisions

Relationship with other Elements and Plans

The Health and Environmental Justice (HEJ) Element is closely related to nearly all elements in the 2050 General Plan. It is supported by an “environmental scan” prepared in conjunction with the General Plan. The HEJ Element seeks to reduce negative environmental impacts due to safety, noise, traffic, and other features found in the Safety, Circulation, Land Use, and Noise elements. At the same time, the HEJ Element seeks to ensure adequate access to opportunities in housing, public services and facilities, employment, health care, and other services that are articulated in other general plan elements, such as Housing, Public Services and Facilities, Parks/Recreation/Trails, Circulation, and Economic Development.

Achieving the Vision

San Bernardino residents have made clear the importance of a clean and healthful environment and that this objective directly influences their health and well-being. According to the environmental scan prepared for the 2050 General Plan, the City faces challenges to providing a healthful environment for residents. Pollution exposure, socioeconomic factors, and the need for community services combine to limit the ability of residents to reach their potential.

San Bernardino thus faces two realities—one more or less envisioned or aspired to and the other being where the community is today. The first is the place that San Bernardino can become—an active, health-oriented community that builds on natural resources and inherent potential to ensure that all can attain health. The second is the San Bernardino of today: a City rich in history and cultural diversity, but with definite opportunities to improve the health and well-being of its citizens through policy and intentional efforts.

While these two realities are currently distinct, 2050 General Plan provides the framework to bring these realities closer. This requires thoughtful attention to goals, policies, and programs that are clearly linked to improvements in health and well-being. To that end, this element furthers the vision by supporting:

- An increase in the opportunities for residents to be physically active through the provision of community amenities.
- The reduction of pollution and protection of residents from the negative impacts of exposure.
- An adequate level of community facilities and services for all neighborhoods.
- A diverse supply of affordable housing that is available to residents of all circumstances.
- The promotion of equity in neighborhood planning so that all residents can benefit regardless of circumstances.

The following presents the planning context, goals, and policies to improve the health and well-being of the San Bernardino community.

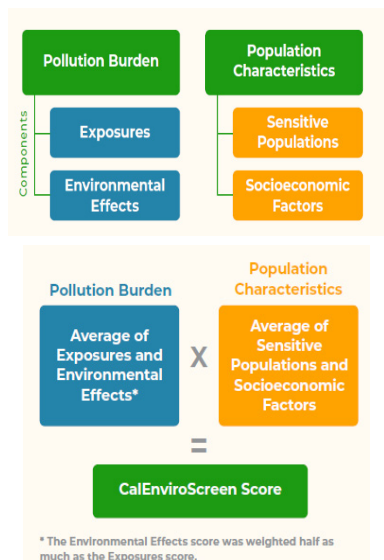


Planning Context

State law requires a general plan to address the unique burdens facing disadvantaged communities. A disadvantaged community is defined as 1) an area that has been identified by CalEPA as being disadvantaged; or 2) a lower income area disproportionately affected by pollution. CalEPA has issued a comprehensive database and mapping tool, called CalEnviroScreen (CES), to assist cities with identifying neighborhoods that are considered disadvantaged so their needs can be addressed.

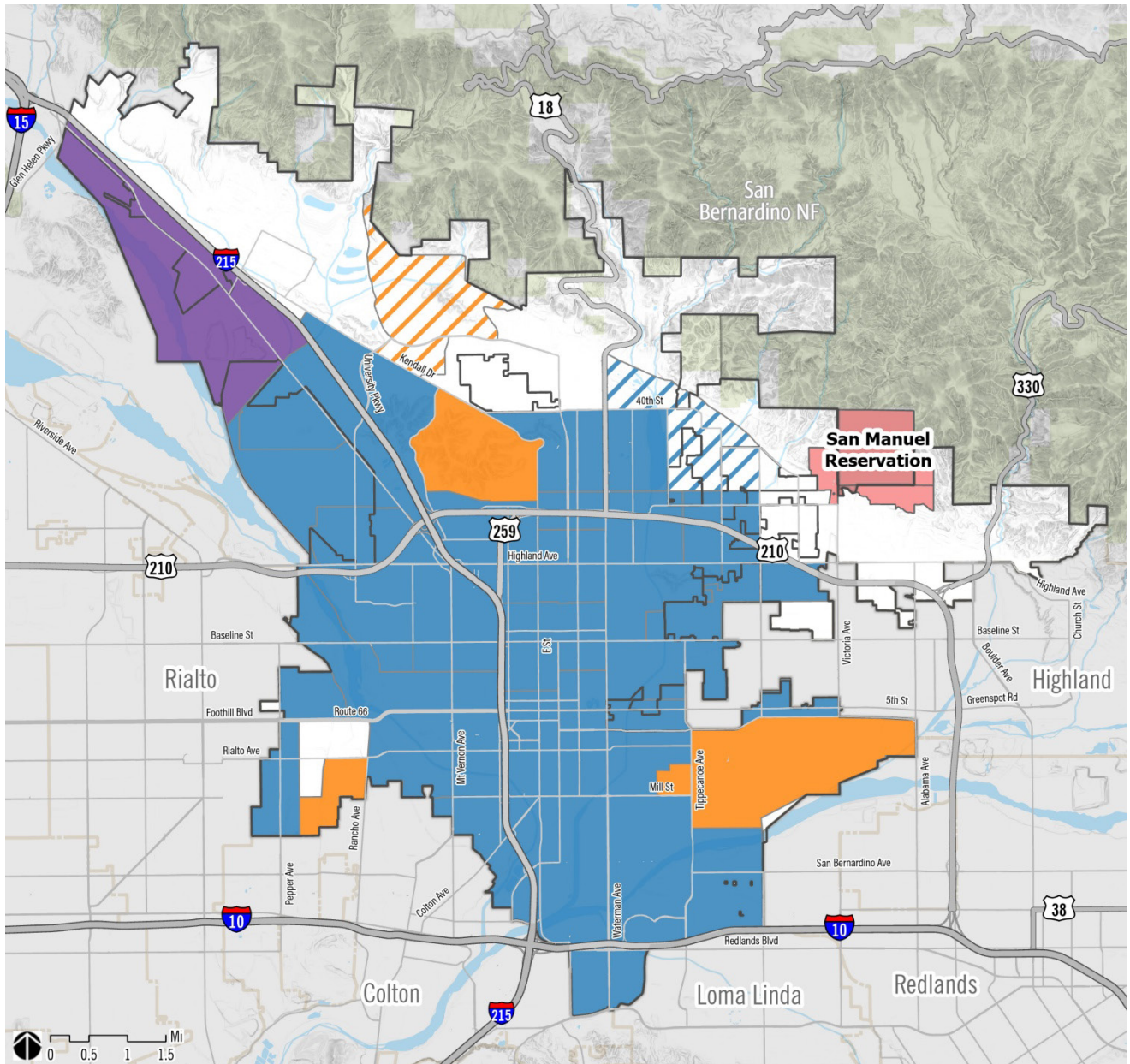
CES uses a model of 21 indicators of pollution burden and population characteristics in a census tract to identify a disadvantaged community. Census tracts that score among the worst 25 percent statewide are considered disadvantaged. As recommended by the California Attorney General, these determinations also considered added refinements, including but not limited to: additional models (e.g., Healthy Places Index and EJScreen); cumulative health risk burdens; health surveys from the federal government; and local data.

Of the 50 census tracts in San Bernardino, the following rankings were found based on a review of scores.



- Composite (Summary). **Thirty-seven** tracts score as disadvantaged with respect to their composite score.
- Pollution Burden. **Nineteen** tracts score as disadvantaged for pollution burden, all within the San Bernardino-Muscoy area.
- Population Characteristics. **Forty** census tracts score as disadvantaged based on population characteristics alone.
- Health Scores. **Forty** census tracts score as disadvantaged with respect to health outcomes provided by the CDC.
- Tribal designation. The tracts within the Yuhaaviatam of San Manuel Nation are also designated as disadvantaged.

Taken together, 42 census tracts, or approximately 80 percent of census tracts, in San Bernardino are disadvantaged. **Figure HEJ-1** shows the location of disadvantaged tracts in San Bernardino. Additional details on this methodology can be found in the environmental scan, prepared in support of this element.



Source: City of San Bernardino 2025; PlaceWorks 2025; CalEnviroScreen, 2024; Caltrans 2025

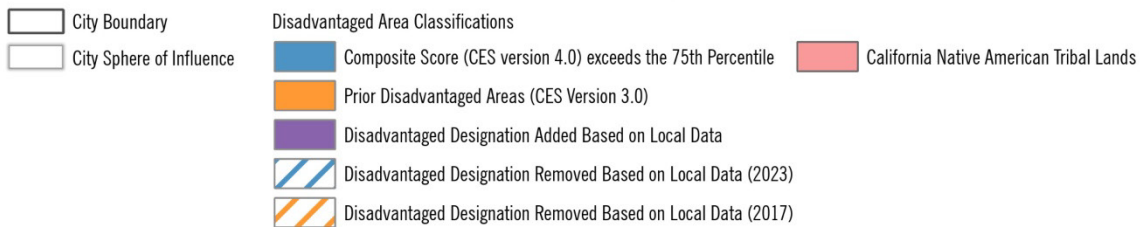


Figure HEJ-1 Disadvantaged Communities



Environmental Pollution

As an industrialized community and transportation hub of the region, the City of San Bernardino has many sources of pollution. Some are local in nature and some are regional. As noted earlier, 19 census tracts fall within the highest quartile of pollution levels and exposure statewide. All of the tracts are concentrated in the San Bernardino-Muscoy area.

The following paragraphs include a description of the primary environmental pollution concerns affecting the City.

Air Quality and Pollution

San Bernardino has long been adversely impacted by poor air quality. One of every four days has unhealthful or poor air quality due to ozone, diesel particulate matter, and coarse particulate matter. While San Bernardino has a high concentration of heavy industry, the source of pollution is primarily transportation related, such as vehicles, railroads, and trucking, which support the logistics industry. These pollutants and many others are linked to elevated levels of asthma, chronic respiratory conditions, and cancer.

Toxic Releases from Industry

Commercial and industrial activities also have the potential to release toxic pollutants to the air, water, and soil. San Bernardino has industrial and commercial facilities that are legally permitted by regional air quality agencies but produce air emissions that contribute to poor air quality. Though no census tract is considered disadvantaged for toxic releases from industry, the vast majority of census tracts are ranked among the third quartile statewide (50th to 74th percentile) for toxic releases.

Groundwater Quality

San Bernardino faces groundwater quality threats due to legacy plumes and more common contaminants to drinking water. One-third of all census tracts score above the 75th percentile with respect to potential water quality threats, which exceeds the threshold for a disadvantaged community. The City addresses these threats with state-of-the-art treatment technologies, enforcement of regulations, and regular monitoring. As a result, the City's drinking water meets all state and federal government standards.

Lead Exposure

Lead is a toxic heavy metal with no safe levels for exposure. Historically, lead was an additive in gasoline and house paint. San Bernardino has many older homes that used lead-based paint or had lead pipe fixtures. Lead was phased out in gasoline and paint during the 1970s and in water pipes in the 1980s. However, older homes and water pipes might still contain lead. About 60 percent of all census tracts, primarily in the San Bernardino-Muscoy area, are in the fourth quartile for lead concentration.

Cleanup Sites

As an older industrial city, San Bernardino has many contaminated sites, but the most extensive contaminated sites are Superfund sites, legacy or closed landfills, and other brownfields. More than 75 percent of all census tracts fall within the third or fourth quartiles for cleanup sites in San Bernardino. The primary sources of contamination (e.g., Newmark-Muscoy; Norton Air Force Base; and the Rockets, Fireworks, and Flares Superfund sites) are being remediated. However, there are smaller parcels in the City that have on-site contamination.

Traffic Density

California cities, and San Bernardino in particular, have the largest network of freeways in the nation. San Bernardino is crossed by four freeways and major arterials. These major freeways and arterials are the source of heavy vehicle traffic and pollution emissions. Exhaust from cars and trucks is the main source of air pollution in southern California. Exhaust fumes contain toxic chemicals that can damage DNA, cause cancer, make breathing difficult, and cause low-weight and premature births. In eight San Bernardino census tracts, the level of traffic density is in the top quartile.

Solid Waste and Hazardous Waste

San Bernardino has approximately a dozen legally permitted solid waste facilities as well as dozens of hazardous waste generators. While these facilities are located citywide, the majority are in industrialized areas around the airport or along the I-215 corridor. Taken together, 12 census tracts score in the fourth quartile for the concentration of solid waste and hazardous waste facilities. While these facilities do not mean a tract is disadvantaged, they place a census tract at greater risk of environmental pollution.



Resident Health

Health and well-being are not only influenced by the broader environment, but by the health conditions of residents and the health care that is available to them. As such, the environmental scan, prepared in conjunction with the 2050 General Plan, identified key metrics regarding the health status, health conditions, and health risks among San Bernardino residents.

Health Status

Health status is a measure of how people perceive their health—excellent, very good, good, fair, or poor. Poor health status is measured by the percentage of adults (aged 18+years) who report 14 or more days of poor health during the past month. While the majority (75 percent) of adult residents enjoy good health, 25 percent of San Bernardino residents are in poor health. San Bernardino ranks 22nd of 24 cities countywide with respect to resident health. The percentage of adults in San Bernardino with poor health was 18 percent for mental health and 14 percent for physical health.

Health Conditions

Of the many health conditions tracked by the federal government, eight conditions are present in more than half the census tracts and are more prevalent than 75 percent of census tracts in California. Four conditions—obesity, high blood pressure, high cholesterol, and diabetes—are related to diet and physical exercise. Two conditions—asthma and lung disease—are related to air pollution and tobacco use. The final two conditions are arthritis and heart disease. The areas with the highest prevalence are neighborhoods south of SR-210 and unincorporated planning areas, such as Muscoy.

Health Risks and Behaviors

Lifestyle choices can help prevent many common chronic diseases and even some types of cancer. Compared to many communities in San Bernardino County, however, San Bernardino has some of the highest prevalence rates for poor health risks and behaviors. The most common health risk includes obesity, lack of physical activity, current smoking, and insufficient sleep. These health risks and behaviors are more prevalent among residents than 75 percent of all census tracts in California. Addressing these underlying health risks and behaviors will be needed to improve communitywide health.

Socioeconomic Conditions

Demographic factors, known as social determinants of health, have been found to play a significant role in health outcomes. Research demonstrates strong correlations between income, age, education, employment status, and disabilities and a variety of health outcomes. Thus, it is important to understand areas of the City that have a high percentage of residents who are more susceptible to poor health.

As measured by CalEnviroScreen, the following is a summary of key social determinants of health in San Bernardino.

Education, Unemployment, and Income

Education and employment are determinants of economic mobility. Without education, one is unlikely to secure a living wage job that offers long-term security. Approximately one-third of residents older than 25 years do not have a high school education, and more than 50 percent of residents earn income below twice the federal poverty limit. As a result, approximately two-thirds of all census tracts in San Bernardino are disadvantaged by education attainment, unemployment, and poverty.

Housing Affordability and Cost Burden

In San Bernardino, housing rents and prices continue to increase much faster than real increases in income. This results in housing overpayment (paying more than 30 percent of income for housing) and overcrowding (living in housing that has more occupants than habitable rooms). Housing overpayment is widespread—39 percent of owners and 60 percent of renters overpay, while 16 percent of households live in overcrowded housing, but the prevalence is double among renters versus homeowners.

Health Outcomes

CES tracks a limited number of health conditions and outcomes, such as asthma, heart disease, and low birth weight rate. According to CES, as discussed in the technical report, physical and mental health in the City ranks among the worse quartile statewide, and conditions are most acute in disadvantaged areas. The percentage of census tracts in San Bernardino that are disadvantaged by health condition are: 80 percent for asthma, 60 percent for low-birth weight infants, and 82 percent of census tracts for residents with heart disease.



Goals and Policies

The General Plan envisions a healthy community for all residents. This section outlines how the goals and policies, individually and collectively, will help effectuate the vision of a healthier community.

Healthy Food

Having healthy food available and accessible to residents allows people to make healthier food choices. San Bernardino is served by two dozen chain grocery stores, including discount grocers. Additional smaller grocers and markets cater to the City's Asian, Indian, Filipino, and Hispanic residents. The City also has six community gardens (e.g., Veterans Garden, Garden of Health, Akoma Unity Center, Arrowhead Grove) and a dozen food pantries.



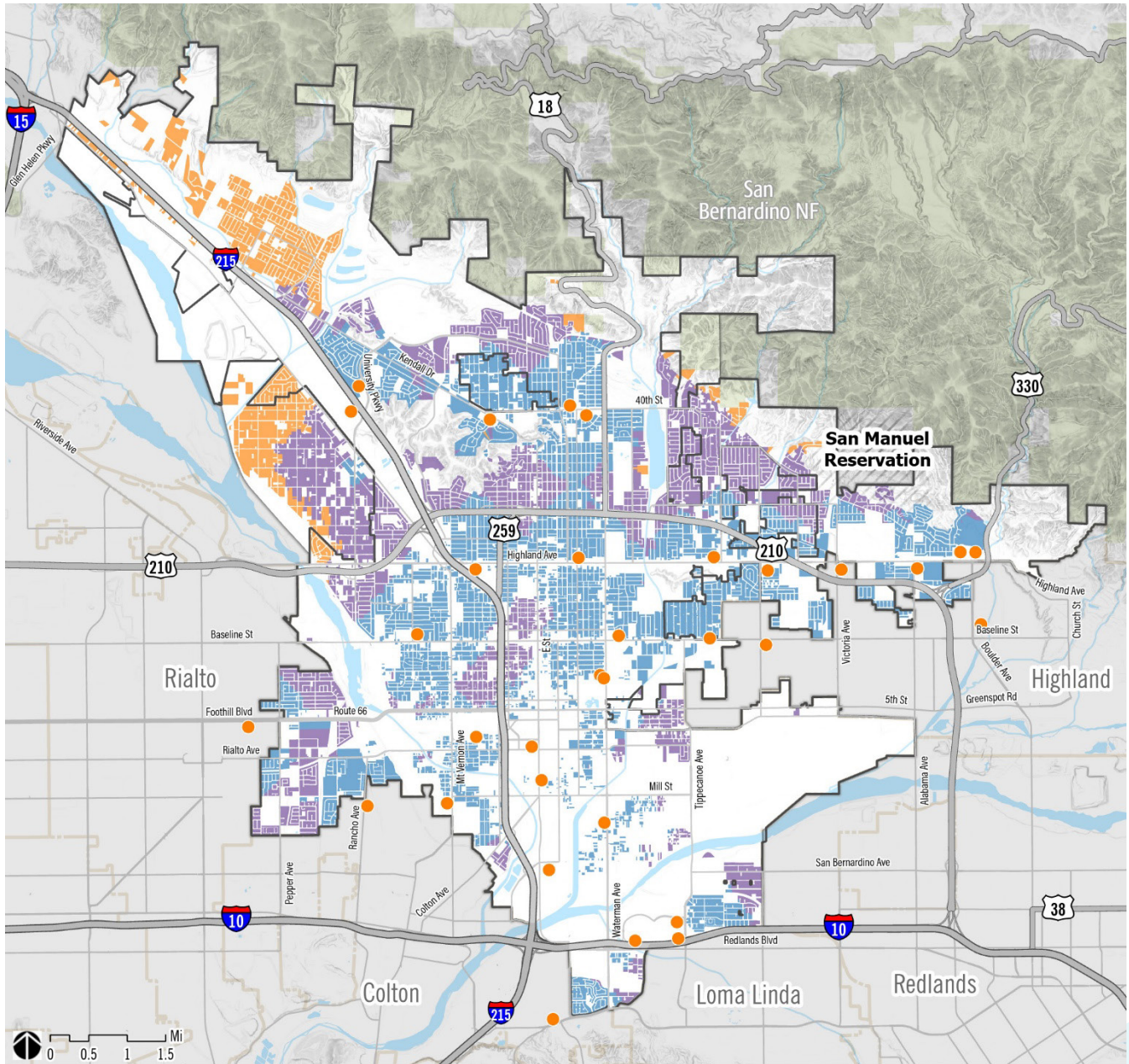
Akoma Community Garden

At the same, San Bernardino also has an abundance of fast food and convenience stores. The 10 largest chain fast food and convenience stores alone total 85 outlets. But the prevalence of convenience foods is higher because there are also many non-chain fast food outlets. San Bernardino also has an abundance of stores—almost 400—that are licensed to sell alcohol, tobacco, or both. As a result, a majority of the census tracts have a high concentration of these stores.

Food insecurity is an issue in San Bernardino. Food (in)security refers to the ability to afford nutritionally adequate and safe food. People who are food insecure are disproportionately affected by diet-sensitive chronic diseases. As noted earlier, San Bernardino has a very high poverty rate. As a result, approximately one-third of San Bernardino adults are food insecure, which is one of the highest rates in the county and well above the county average of 23 percent.

The lack of accessibility to affordable healthy foods and prevalence of tobacco and alcohol outlets are related to key health indicators. Within the County, the City has the third highest prevalence of adult obesity (50 percent), binge drinking (18 percent), and tobacco use (18 percent). Moreover, between 85 and 90 percent of census tracts in San Bernardino rank as disadvantaged in obesity and tobacco use. These findings also appear in surveys of San Bernardino youth.

Figure HEJ-2 shows the distribution of grocers in San Bernardino.



Source: City of San Bernardino 2025; PlaceWorks 2025; SNAP, 2024; Caltrans 2025



Figure HEJ-2 Access to Grocery Stores



Goal HEJ-1 Food Availability

Ample and affordable opportunities for residents to readily access a wide variety of healthy nutritional choices along with a supportive environment that curbs alcohol and tobacco use.

Policies

- HEJ-1.1 Fresh food supply.** Support the development of permanent community gardens and farmers markets in appropriate areas, consistent with existing zoning, health, and safety requirements.
- HEJ-1.2 Grocery stores.** Attract and work to retain full-service chain and ethnically tailored grocery stores and markets that offer a broad range of healthy and fresh items and that are conveniently located to neighborhoods.
- HEJ-1.3 Nutrition assistance.** Support and fund organizations that provide and supplement meals for income-eligible residents, seniors, children, people with disabilities, and other need groups to the extent feasible.
- HEJ-1.4 Edible food recovery.** Require commercial businesses, such as grocers, and public institutions to recover the maximum amount of surplus edible food that would otherwise be disposed of to feed those in need.
- HEJ-1.5 Retail alcohol.** Continue to regulate retail stores and other commercial uses selling alcoholic beverages; consider limiting new stores and/or limiting the issue of permits in areas with an overconcentration of uses.
- HEJ-1.6 Retail tobacco.** Continue to regulate, when in the interest of public health and welfare, the location and operation of stores selling tobacco and vaping products or smoking in areas that affect the general public.
- HEJ-1.7 Recovery programs.** Support and expand the development and implementation of programs operated by community-based organizations that help residents end addiction to tobacco and alcohol.

Active Living

Opportunities to improve physical activity can help to address the health conditions noted earlier. Parks allow residents to improve fitness and related skills, while bicycle routes and pedestrian routes provide additional opportunities for active living. As such, state law requires the general plan to promote physical activity through the provision of parks, bicycling routes, walking routes, and other means.

San Bernardino maintains 39 parks providing 470 acres of parkland. Four schools operate under a joint City-school agreement that allows schoolyards to remain open for limited community use. Based on the goal of five acres of parkland for every 1,000 residents and current population of 225,000, the City has a shortfall of 625 acres. Moreover, access is an issue: only one-third of homes are within a 20-minute walk of a park (see **Figure HEJ-3**). While the City has successfully rehabilitated its parks, a shortage in parkland remains.

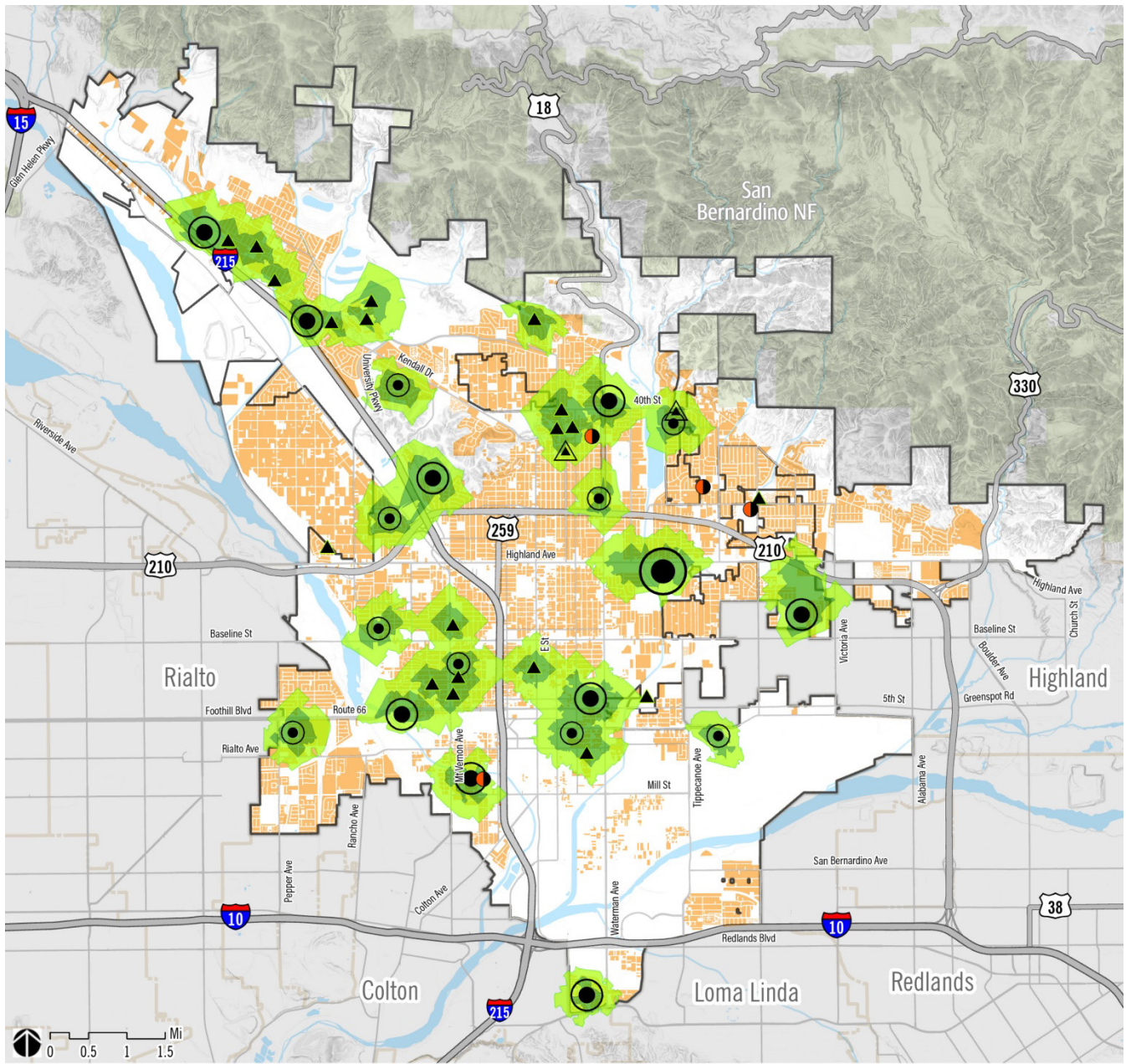
The City's bicycle network includes 19 developed lane miles of routes, a fraction of the 114 lane miles planned in the community. Most of the planned routes are for bike lanes that are designated by striping, signaling, or marking. Bikeways physically separated from the street make up just under one-third of planned improvements. While the City is improving the bicycling network, the work is tedious because it may require changes to lane widths or recapture of right-of-way.

San Bernardino's sidewalk network is planned for approximately 1,060 lane miles but only 68 percent of the network is built. Of the sidewalks built, residents report that many segments need significant repairs or widening to make them safe and useable for pedestrians of all ages and abilities. In addition, amenities such as safe crossing, improved lighting, and sidewalk connections are also important to encourage residents to walk. In short, significant improvements and additions to the sidewalk network are needed.

The City recognizes the need to provide, expand, and improve opportunities for active living through parks, recreation facilities, bicycle routes, and sidewalks. While the City has demonstrated great success in rehabilitating its parks, additional efforts are needed to address the bicycle and sidewalk network. Prioritizing areas with deficits in active living infrastructure is also needed. The following goal and policies are designed to achieve the above objectives.



Nicholson Park, before and after



Source: City of San Bernardino 2025; PlaceWorks 2025; Caltrans 2025



Figure HEJ-3 Access to Parks in San Bernardino

Goal HEJ-2 Active Living

An equitable and interconnected network of parks, trails, sidewalks, and community facilities that support active recreational activities that improve the health and well-being of residents.

Policies

- HEJ-2.1 Park equity.** Prioritize equity in the provision, location, and design of parks and recreational programs so that residents—regardless of age, ability, or neighborhood—have access to park and recreational opportunities.
- HEJ-2.2 Bicycle routes.** Prioritize the development of bicycling routes that are connected with parks, neighborhood centers, and other locations to encourage residents of all ages and abilities to bicycle to destinations.
- HEJ-2.3 Pedestrian routes.** Accelerate the completion of the pedestrian sidewalk network, including but not limited to ADA-compliant ramps, wide enough sidewalks for different users, large enough trees to provide shade, and aesthetic features to encourage walking.
- HEJ-2.4 Community centers.** Seek to build and/or expand the number and breadth of community centers (e.g., senior centers, libraries, etc.) with the goal of making them a central meeting place accessible to all neighborhoods.
- HEJ-2.5 Recreation.** Facilitate the development and provision of recreational activities and programs that are active and passive, affordable and accessible, and are sensitive to the limitations of residents of different ages and abilities.
- HEJ-2.6 Public safety.** Routinely evaluate the safety of public infrastructure that promotes active living, including parks, bicycle and pedestrian routes, safe routes to schools, and neighborhoods to encourage active living.
- HEJ-2.7 School programs.** Where feasible, support local schools in their provision of after-school activities as a means to ensure that children and youth have opportunities to be physically active regardless of where they live.



Housing Opportunity

The Housing Element is the City's seminal housing policy plan that primarily addresses housing production and affordability. State law also emphasizes the importance of safe, sanitary, and fair housing. What emerges from different state laws is a more inclusive definition of housing opportunity—one that affirms the ability of all residents to attain and retain affordable, safe, and sanitary housing in a neighborhood that is safe with complementary amenities.

The Housing Element notes that three measures—overcrowding, overpayment, and substandard conditions—are used to determine the adequacy, affordability, and safety of housing. With respect to overcrowding, 16 percent of households live in overcrowded housing, but the prevalence is double among renters compared to homeowners. Housing overpayment is also widespread—39 percent of owners and 60 percent of renters overpay for housing. Finally, the prevalence of substandard housing is often cited by residents.

Due to the age of housing in the community, solutions for ensuring safe and sanitary housing should also address the physical condition of housing and property, the construction materials used, and how the home is maintained. Energy efficiency, improved ventilation, and other green building standards can improve respiratory and general health. Removal of lead-based paint or other lead hazards and periodic radon testing can also improve the health of the home. Local property maintenance codes are an essential tool for ensuring safety.

Homeownership is a key pathway to improved housing security for residents and, ultimately, the creation of intergenerational wealth. Yet homeownership rates in San Bernardino are modest—the fourth lowest among all 24 cities in San Bernardino County. The reasons for the City's low homeownership rate are many. Residents are predominantly lower income with a high incidence of poverty. Housing prices continue to climb faster than increases in real income. Lower income residents cannot keep pace with rising costs.

The following goal and policies, in tandem with those in the Housing Element, will help improve residents' ability to attain and maintain safe and affordable housing that is suited to their needs.

Goal HEJ-3 Housing Security

Improved housing security where residents have the opportunity to attain and maintain housing that is affordable, safe, and sanitary in a neighborhood that is healthful.

Policies

- HEJ-3.1 Housing element.** Implement the goals, policies, and programs in the City-adopted Housing Element, with an emphasis on efforts to increase the diversity, quality, and affordability of housing in community.
- HEJ-3.2 Housing diversity.** Promote the development and availability of a diversity of housing types, products, and prices that allow for residents of all life stages, incomes, and circumstances to live in San Bernardino.
- HEJ-3.3 Housing rehabilitation.** Encourage the rehabilitation of housing (e.g., electrical, plumbing, life safety) and/or remediation of health conditions (lead, mold, asbestos, etc.) to ensure safe and healthful housing.
- HEJ-3.4 Green housing practices.** Support housing construction practices, where initiated by developers, that use materials and finishes that are free from asbestos, volatile organic compounds, “forever” chemicals, and other chemicals known to be hazards.
- HEJ-3.5 Housing security.** Employ mobile home rent stabilization, housing preservation protections, and other innovative approaches to maintain housing security for residents, particularly for those with low income and special needs.
- HEJ-3.6 Healthy neighborhoods.** Strive to provide neighborhoods with ample public services and facilities; parks and open spaces; and infrastructure that provides safe, healthful, and quality residences.
- HEJ-3.7 Code enforcement and property maintenance.** Proactively implement code enforcement of rental units and expeditiously respond to code enforcement complaints from renters; require compliance with the City’s property maintenance ordinance.



Groundbreaking for Lutheran Social Services Campus



Public Facilities and Services

Public facilities and services include public improvements, public services, and community amenities (Gov't Code § 65302[h][4][B]). Examples of public facilities and services could include community centers, libraries, transit, parks, safe drinking water and wastewater services, active transportation infrastructure, flood control, and health care. These public facilities provide services that improve health outcomes and opportunities for residents.

The environmental scan, prepared in support of the 2050 General Plan, included an analysis of the level and equitable provision of public facilities and services by geographic area of the community. Some of the key findings are:

- **Fire services.** The vast majority of residential neighborhoods are within a five-minute drive of fire stations and within industry standards for fire response times.
- **Park facilities.** Only 10 percent of homes are within a 10-minute walk from a park, and 27 percent are within a 20-minute walk, revealing a need for more park coverage.
- **Transit service.** With the City's 14 transit routes, 80 percent of lower income households live within a half mile of a transit route, and 90 percent of jobs are within a half mile of transit.
- **Public safety.** Crime levels remain high and are 50 percent or higher than California and the county government, with the highest rates south of SR-210.
- **Healthcare facilities.** Approximately 46 percent of residents live in an area with a shortage of primary care, and 90 percent live in an area with a shortage of mental health care.

Like many communities, shortages in facilities and services are often exacerbated by historic fiscal shortfalls. The City Council monitors the level of capital improvements by council district to better understand the relationship of improvements to need between geographic areas. The City is committed to a fair, just, and equitable distribution of public facilities so that all areas have adequate levels of services regardless of location or status. The following goal and policies are intended to further achieve this objective.

Goal HEJ-4 Public Facilities and Services

Availability of a complementary mix of community facilities, transit service, public safety, employment and educational opportunities, and health care facilities for all neighborhoods in San Bernardino.

Policies

- HEJ-4.1 Community facilities.** Ensure that decisions to locate new parks, recreational facilities, community centers, libraries, and other related community facilities take into account the current need within neighborhoods and are prioritized for underserved neighborhoods.
- HEJ-4.2 Transit equity.** Work with transit providers to provide demand-responsive and affordable transit options for residents, including disabled, seniors, and students, that is accessible to all neighborhoods in the City.
- HEJ-4.3 Public safety equity.** Ensure that all residents, regardless of the location of each neighborhood, receive public safety services (fire and police) that are adequate to meet industry standards and maintain the safety and health of their families and neighborhood.
- HEJ-4.4 Employment opportunity.** Support the expansion of employment opportunities for residents to secure living wage jobs in the community through a combination of vocational training, specific skills development, business attraction strategies, and city assistance.
- HEJ-4.5 Educational opportunity.** Encourage, support, and facilitate efforts, through partnerships with local schools and nonprofit educational organizations and groups, to improve access to high quality, affordable education, including preschool, elementary, secondary, and college.
- HEJ-4.6 Healthcare facilities.** Attract health-care providers, including primary and mental health care, both subsidized and market rate, to reduce the shortage of health professionals in the community as a way to improve the options available to residents.



Pollution Exposure

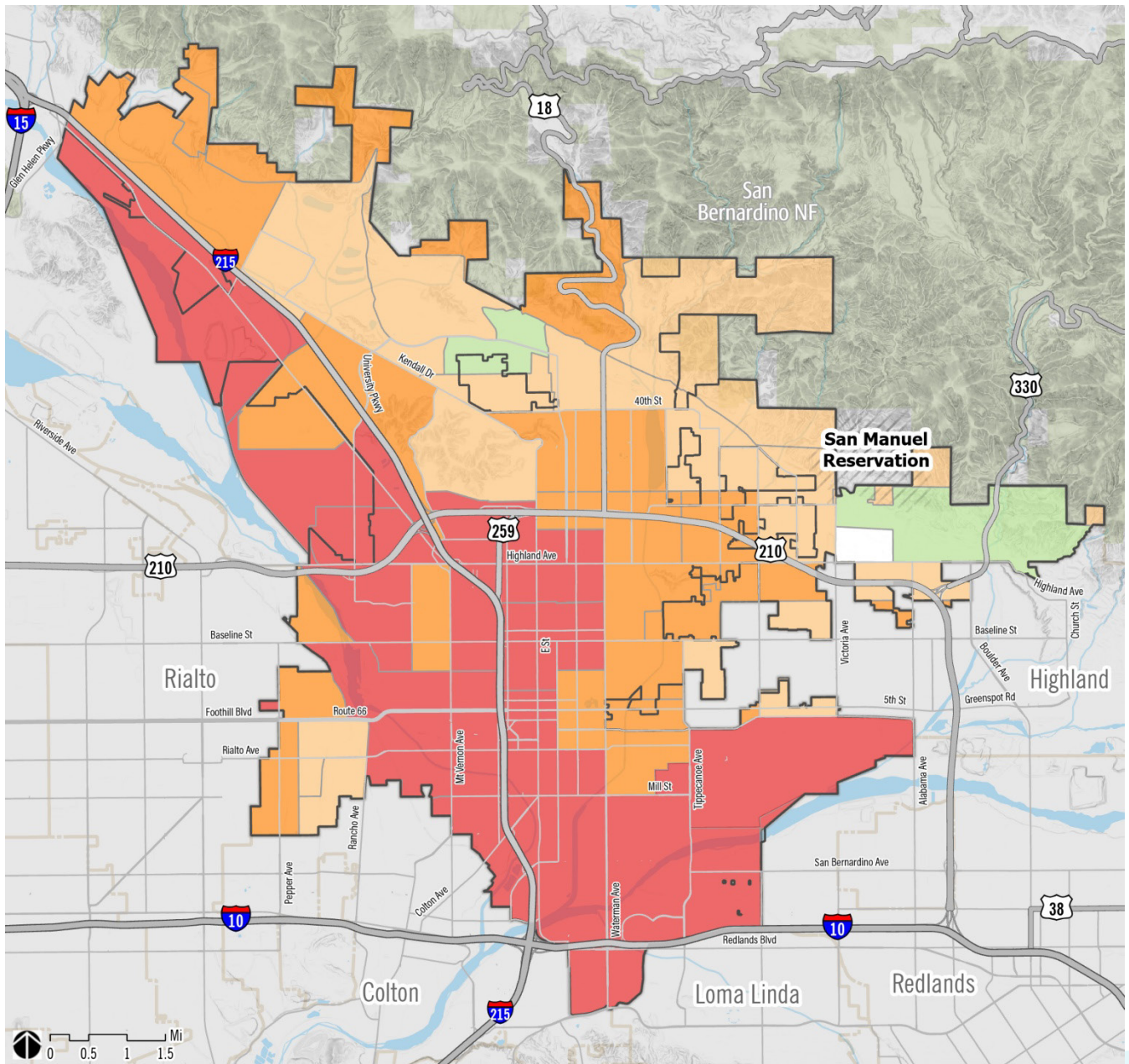
California law requires that all local governments, especially those with environmental justice concerns, assemble a series of goals, policies, and programs to reduce pollution exposure and ensure a living environment that is safe and healthful for residents. Yet as an older industrial community, San Bernardino faces significant challenges in fully addressing current sources of pollution as well as the legacy of pollution from prior land uses.

As discussed in the environmental scan, CalEnviroScreen notes that most neighborhoods throughout San Bernardino are disadvantaged, and almost half of all census tracts are disadvantaged due to the level of pollution emissions and exposure alone. These tracts fall within the San Bernardino-Muscoy area, as designated by the South Coast Air Quality Management District, and extend to all industrial areas and most residential tracts, as highlighted in **Figure HEJ-4**.

Some of the significant sources of pollution are:

- Release of pollutants to air and soil from heavy industrial uses, power plants, vehicle and truck emissions, and the railyard.
- High risk of groundwater threats from legacy Superfund sites and other contaminants.
- Cleanup of past hazardous materials due to landfills, Superfund sites, and other land contamination.
- High levels of noise along major transportation corridors that exceed healthy levels.
- High levels of lead in older neighborhoods and residential areas near major transportation corridors.

Local governments have limits in addressing sources of pollution. Many sources are permitted by regional and state agencies and are subject to regulation, reporting, and enforcement by these agencies. State or federal regulatory agencies often oversee site cleanups. Nonetheless, the following goal and policies are intended to provide broad guidance for the City to support, require, or enforce regulations that reduce environmental pollution.



Source: City of San Bernardino 2025; PlaceWorks 2025; CalEnviroScreen, 2024; Caltrans 2025

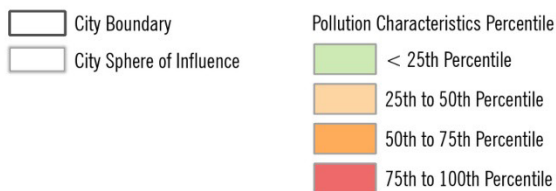


Figure HEJ-4 Disadvantaged Areas for Pollution



Goal HEJ-5 Reduction in Pollution

Reduction of the level of pollutant emissions and potential exposure from mobile and stationary sources of pollution in San Bernardino so as to protect the public's health, safety, and welfare.

Policies

- HEJ-5.1 Sensitive land use adjacent to sources of pollution.** Discourage the development of sensitive land uses (e.g., schools, playgrounds, housing, health-care facilities, and elder and childcare centers) within 500 feet of sources of air pollution. Sources of air pollution include but are not limited to freeways, railyards, mining, and industrial uses with manufacturing, dust emissions, or high truck traffic.
- HEJ-5.2 Railyard air pollution.** Support the reduction of pollution exposure and adverse health impacts from the railyards. Work with BNSF to reduce the level of on-site pollution generated from mechanical equipment and switcher locomotives; monitor air pollution emanating from the yard as a result of expanded rail volume.
- HEJ-5.3 Trucking routes.** Develop, maintain, and amend as needed a comprehensive system of local truck routes that meets the needs of the City's logistics economy while protecting residential and sensitive land uses from the air pollution emissions from trucks. Require logistics uses to mitigate impacts to the extent feasible.
- HEJ-5.4 Air quality monitoring.** Work with the AB617 working group and other agencies to track air pollution, both stationary and mobile, to evaluate air quality and track air emissions such as particulate matter (PM), black carbon, fugitive dust, and other key pollutants.
- HEJ-5.5 Pollution impacts.** Require new or substantially expanded industrial and manufacturing uses to conduct an analysis of impacts from pollution emissions. Require implementation of pollutant mitigation measures determined to be feasible at the time of project approval.

- HEJ-5.6 Brownfield remediation.** Continue to work with state and federal regulatory agencies to ensure that contaminated sites or brownfields from legacy land uses in San Bernardino are adequately remediated prior to development or site reuse. Where new development is not proposed, work with appropriate agencies to compel property owners to clean up the site.
- HEJ-5.7 Hazardous waste generators.** Require all users, producers, and transporters of hazardous materials and waste in San Bernardino to follow legal requirements to clearly identify the materials they store, use, or transport and to notify the appropriate City, county, state, and federal agencies in the event of a spill.
- HEJ-5.8 Groundwater protection.** Continue to regulate the spreading and extraction of water from the Bunker Hill Basin in the City to prevent or correct spreading practices or extraction operations that could interfere with or interrupt or degrade the performance of the interim remedy for the Newmark Superfund site.
- HEJ-5.9 Health risk assessments.** As allowed by CEQA and state law, require that new qualifying projects prepare a cumulative health risk assessment to determine whether construction or operational impacts exceed established risk thresholds; require that developers demonstrate mitigation of impacts prior to the approval of the project.
- HEJ-5.10 Illegal waste dumping.** Actively enforce City prohibitions for illegal dumping of waste and hazardous waste on public and private lands so as to protect public health and safety, the environment, and community aesthetics in collaboration with the county as necessary.
- HEJ-5.11 Noise Pollution.** Consistent with established noise guidelines, seek to reduce noise pollution for neighborhoods near railroads, the airport, freeways or other land uses that generate unhealthful levels of noise consistent with guidance provided in the Noise Element.



Community Engagement

Environmental justice or equity is defined as the fair treatment of all people with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies that create a healthier community. Creating a healthy community that furthers environmental justice is best achieved when community stakeholders (residents, businesses, etc.) participate in the process.

All community members should have the opportunity to provide meaningful input into decisions that affect their health. Continued engagement after a policy decision ensures that land use decisions, specific projects, and programs achieve the environmental justice objectives envisioned. In achieving these objectives, San Bernardino has stakeholders, nonprofits, and for-profit entities, and residents who can assist in developing and implementing programs. The City will continue to rely on partners in implementing local goals.

Goal HEJ-6 Civic Engagement

Meaningful opportunities for all residents and stakeholders to participate in the City actions that affect health and wellbeing.

Policies

- HEJ-6.1 City Meetings.** Schedule public meetings and/or workshops on key issues affecting the public at times and locations convenient to community members and other stakeholders to encourage participation.
- HEJ-6.2 Issue Awareness.** Continue to raise the public and decision-makers' awareness of the importance of a healthy environment, the issues affecting a healthy community, and how they can further its end.
- HEJ-6.3 Community Partnerships.** Support and consult with a diversity of stakeholders, organizations, and individuals who can assist in developing and implementing health and environmental justice programs.



12. Safety

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Introduction

San Bernardino has seen more than its fair share of disasters over several decades—from wildfire and urban fires to flooding to earthquakes and debris flows. Reducing exposure to these threats and protecting the health, safety, and welfare of the City is a fundamental role of City government. It is increasingly important that the City of San Bernardino maintain programs that provide an effective response to both natural and human-caused hazards.

To that end, the Safety Element assesses natural and human-caused hazards in the City and provides goals, policies, and programs to help the City prepare for, respond to, and recover from those hazards. The Safety Element serves the following functions:

- Facilitates the identification and mitigation of hazards, thus strengthening codes, project review, and permitting processes.
- Strengthens hazard preparedness planning and post-disaster reconstruction policies.
- Identifies how hazards are likely to increase in frequency and intensity due to climate change.
- Presents policies and programs that are directed at identifying and reducing hazards and improving community resiliency.





Regulatory Framework

The regulatory framework for safety planning within a general plan is in California Government Code § 65302 and supporting statutes. This law requires that each city prepare and adopt a safety element for the protection of the community from any unreasonable risks associated with natural and manmade hazards. This element is state-mandated and serves as a strategy for the identification of hazards and responsive goals and policies to mitigate hazards.

Organization Framework

The Safety Element outlines the City's long-term strategy for identifying and addressing safety hazards in the community. Broadly speaking, the element addresses:

- Emergency Planning, including how the City prepares, respond, and recover from emergencies and disasters.
- Natural Hazards, including seismic and geology, flooding, wildland fire, severe weather, and climate change.
- Human-Caused Hazards, including hazardous materials, and aviation hazards that are caused by human activities.

Relationship with other Elements and Plans

The Safety Element provides policy direction and designs safety improvements that complement other General Plan elements. Hazards identified in the Safety element determine, in part, the type and location of different land in the Land Use Element and evacuation routes in the Circulation Element. The identified safety hazards also affect, in part, the type, magnitude, and location of police and fire services that are dedicated to responding to hazards in this element. The Safety Element also affects the type of regulations for housing.

Two local plans affect the implementation of the Safety Element. The San Bernardino's Local Hazard Mitigation Plan profiles hazard conditions, analyzes risks to people and facilities, and develops actions to reduce hazard risks. The City's Emergency Operations Plan provides City procedures to improve readiness, mobilization, and contingency planning that ensures the uninterrupted delivery of essential City functions and services during disasters.

Achieving the Vision

San Bernardino's location, geographic size, and complexity of its economy inevitably expose people, buildings, and facilities to natural and human-generated hazards. Reducing the risks associated with such hazards improves real and perceived senses of safety, provides the community with a higher quality of life, and spurs continuous investment and improvement of San Bernardino's economy, business, and neighborhoods.

The 2050 General Plan is intended to help create an environment of opportunity for residents, business, and all who seek to invest in the future of San Bernardino. Residents and businesses will make investments when there are significant opportunities to enhance their wellbeing. A community that is safe from natural and human-generated hazards will attract new businesses and residents and provide the security needed for making investments.

The Safety Element is responsive to the City's Vision because it:

- Establishes the infrastructure and facilities to protect the health, safety, and welfare of business, visitors, and residents.
- Enhances the City's image and improves its reputation by providing a safe place to live, work, and recreate.
- Effectively creates a framework for proactively responding to natural and man-made hazards and disasters.
- Minimizes any economic disruption and accelerates the City's recovery following a disaster.

While hazards and emergencies arise in all communities, the General Plan Safety Element provides, particularly in combination with its Local Hazard Mitigation Plan and Emergency Operations Plan, offers the City the tools for effectively responding to contingencies.



Planning Context

The following presents the context for planning for San Bernardino to be a safe and resilient community to both natural and human-caused hazards. Topics are presented first, followed by goals and policies that are designed to achieve the City's vision.

Emergency Preparedness and Response

Advance preparation for potential disasters can prevent severe loss of life and property from catastrophic events. The proper preparations improve the City's ability to respond to emergency situations created by these occurrences. Preparation, however, is only the first step in the management of hazards and disasters. Once a disaster has occurred, the capability of the City to respond to the situation affects how quickly the City can recover from impacts.

Emergency Operations Plan (EOP)

San Bernardino's EOP details the responsibilities and interactions of the federal, State, and local governmental agencies and private organizations in the event of natural and/or human-related disasters. The EOP describes potential hazards, recommended mitigations post-disaster aid, reconstruction, and financial assistance. The EOP aims to save lives, prevent property damage, protect and assist the public with emergencies, and facilitate recovery after a disaster. The City is prepared to maintain its core level of service during emergency situations through implementation of the EOP.

Local Hazard Mitigation Plan (LHMP)

The Disaster Mitigation Act (DMA) of 2000 requires that local governments, as a condition of receiving federal disaster mitigation funds, adopt a mitigation plan that describes the process for identifying hazards, risks, and vulnerabilities; identifies and prioritizes mitigation actions; encourages local mitigation; and provides technical support for those efforts. In response, the City prepared the LHMP and FEMA has certified the City's LHMP. The City's 2025 LHMP is incorporated into this Safety Element by reference and is found at <https://sbcity.org/460/Local-Hazard-Mitigation-Plan>.

Mutual Aid

The City participates in the Standardized Emergency Management System (SEMS), a State-mandated system for agencies to request emergency resources and equipment from other agencies. As part of SEMS, the City participates in the California Master Mutual-Aid Agreement to ensure that adequate resources, facilities, and other support are provided to jurisdictions whenever their own resources are insufficient to cope with a given emergency. Automatic aid pacts with the County Office of Emergency Services and local fire departments provide additional response services to San Bernardino.

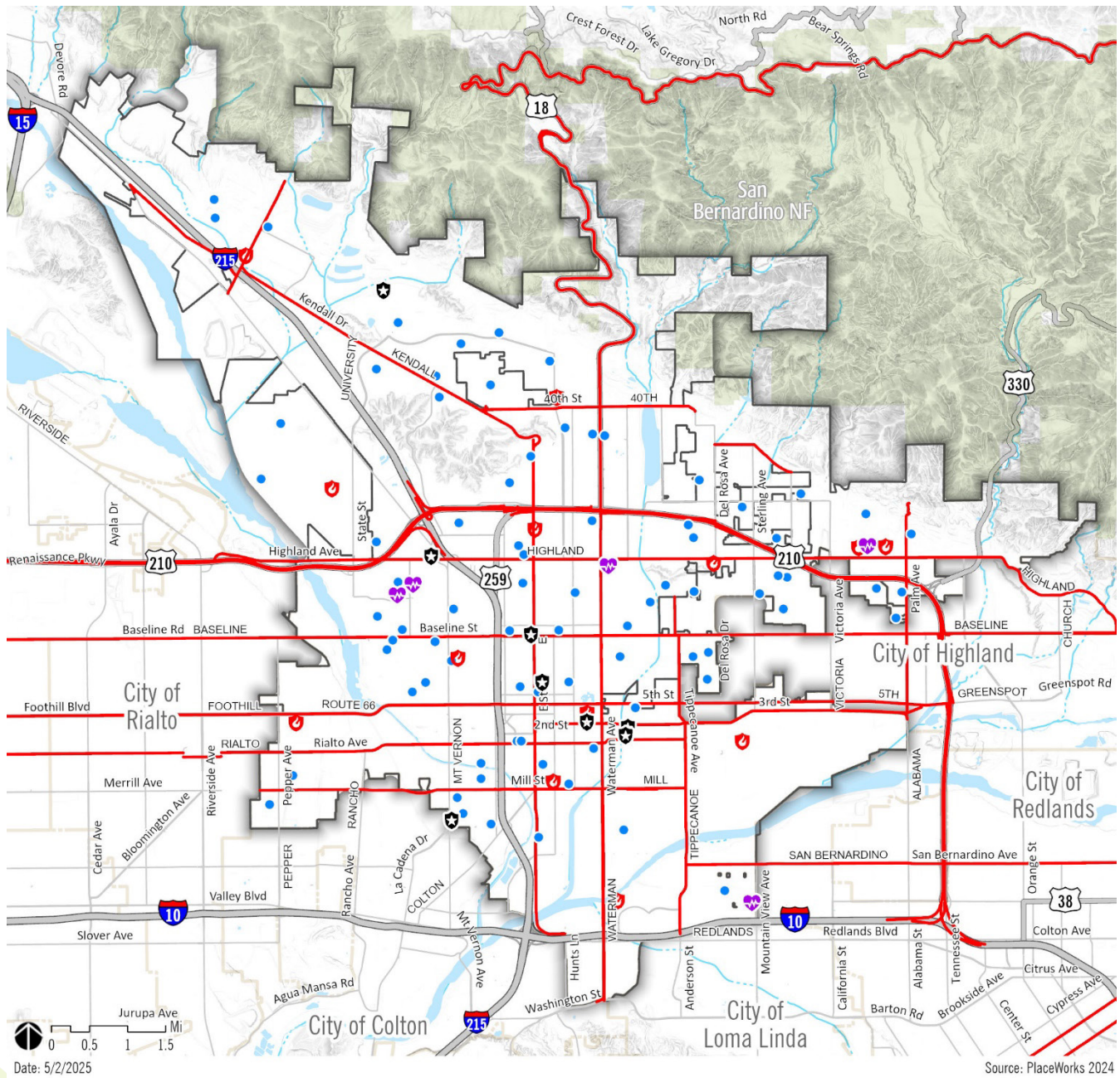
Community Emergency Response Training

The Police Department participates in FEMA's Community Emergency Response Training (CERT) program, which includes classes that train residents how to respond in dangerous situations if emergency services are delayed. The CERT program teaches how to manage utilities and put out small fires, perform CPR, provide basic medical aid and treatment, search for and rescue victims safely, organize themselves and volunteers to be effective, and collect disaster intelligence to support first-responder efforts. Additional educational resources are provided to the public via presentations and flyers.

Emergency Alerts and Evacuation

SBCTA has prepared an Emergency Evacuation Network Resiliency Study in 2025 to comply with Government Code Section 65302.15. This study identifies neighborhoods where evacuation network redundancy is lacking. Three evacuation scenarios were evaluated—a major earthquake, wildfire, and failure of the Seven Oaks Dam to determine roadway capacity during each of these potential events. San Bernardino uses a mass notification system to alert cities by telephone, cell phone, and email. San Bernardino County offers a weather and incident warnings system that alerts residents about emergency situations that are foreseen or active.

Figure S-1, Evacuation Routes, shows the primary evacuation routes in the City. All routes face potential disruption that may block or damage roadways, or collapse overpasses. **Figure S-2**, Evacuation-Constrained Residential Parcels, shows parcels that have only one evacuation route. These include parcels in northern San Bernardino which may be subject to wildfires and landslides, and parcels in the southern and western areas which could be subject to flooding.



Source: PlaceWorks 2024

- City Boundary
- City Sphere of Influence
- Law Enforcement Office
- Hospital
- Fire Stations
- Schools
- Potential Evacuation Route

Figure S-1 Evacuation Routes

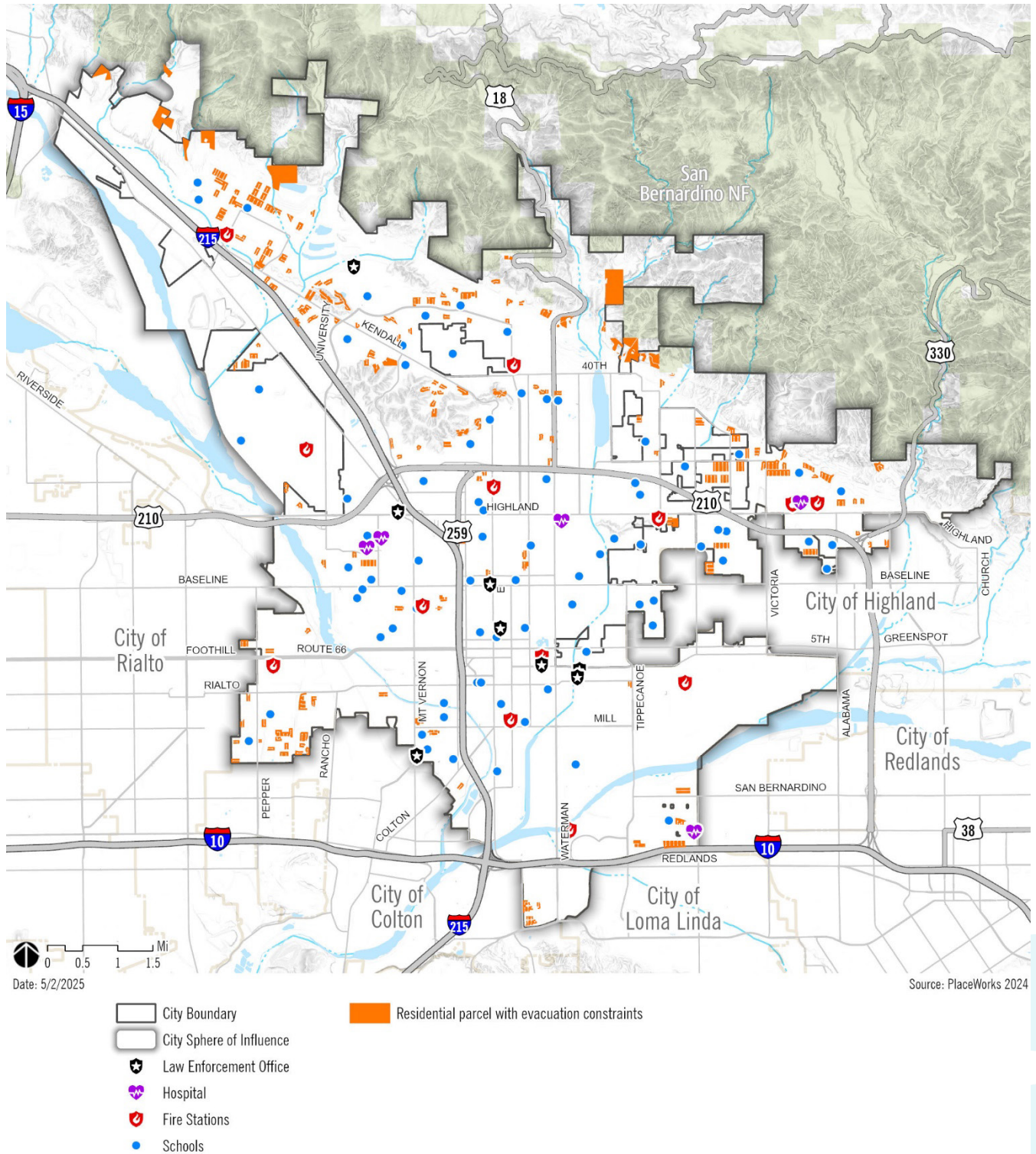


Figure S-2 Evacuation-Constrained Residential Areas



Goal S-1 Emergency Preparedness and Response

A framework for effectively preparing for, responding to, and recovering from natural and human-caused emergencies.

Policies

- S-1.1 Emergency operations plan.** Maintain a functional City Emergency Operations Plan that addresses all hazards, including climate change hazards and lays out a plan for how to respond to each hazard in an effective manner.
- S-1.2 Local hazard mitigation plan incorporation.** Incorporate the most recent version of the City of San Bernardino Local Hazard Mitigation Plan, certified by FEMA, into this Safety Element by reference, as permitted by California Government Code 65302.6.
- S-1.3 Hazard and evacuation route awareness.** Promote hazard preparedness and awareness of evacuation routes to all residents, ensuring resources are available in multiple languages and formats for people with different or limited access and functional needs.
- S-1.4 Mutual aid agreements.** Maintain and expand, where needed, mutual aid agreements with neighboring cities and the County of San Bernardino and develop partnerships with other emergency relief organizations.
- S-1.5 Access to critical facilities.** Ensure that critical, high-occupancy, and essential facilities have adequate access for emergency personnel to access the facility in the event of an emergency or disaster.
- S-1.6 Post-disaster redevelopment.** Require that buildings, structures, and infrastructure redeveloped after a disaster meet current local, state, and federal code requirements to reduce future vulnerabilities to hazards.
- S-1.7 Siting critical and essential facilities.** Locate new critical and essential facilities outside of Fire Hazard Severity Zones, designated floodplains, moderate to high landslide susceptibility areas, and Alquist-Priolo Zones—to ensure operability during hazard events.
- S-1.8 Interjurisdictional coordination.** Coordinate with San Bernardino County, neighboring local governments,

state and federal agencies, and non-governmental partners as well to effectively prepare for and respond to multiple natural and human-caused disasters.

- S-1.9 Community emergency response team.** Expand the capabilities of the City's Community Emergency Response Team to provide more community members with the information and tools to respond to disasters and emergency situations.
- S-1.10 Adequate police and fire services.** Require new development to have adequate police and fire protection services that are sufficient to keep the community safe, respond to emergencies in a timely manner, and allow for timely evacuation prior to project approval.
- S-1.11 Evacuation access.** Require new development in a Fire Hazard Severity Zone or the Wildland-Urban Interface, as shown in the most current CAL FIRE map, to identify at least two points of access for day-to-day access and evacuation purposes and make improvements to ensure adequate capacity of evacuation routes.
- S-1.12 Emergency evacuation routes.** Ensure emergency evacuation routes are built and maintained to remain open during and after disasters. Reassess evacuation routes and develop a multi-hazard evacuation plan to ensure routes are functional.
- S-1.13 Evacuation constrained parcels.** Explore secondary means of ingress and egress in areas with evacuation constraints, as shown in **Figure S-2**, Evacuation Constrained Residential Parcels, for existing subdivisions or developments of 10 units or more.
- S-1.14 Warning and notification.** Work with SBCFD to provide early-warning and notification of emergencies and disasters that will convey information in multiple languages and formats to ensure it is widely accessible, including to people with access and functional needs.
- S-1.15 Resilience hubs.** Establish resilience hubs, in easily accessible locations for all residents, which are situated outside of areas at risk from hazard impacts to the extent possible, offer refuge from extreme heat and poor air quality, and are equipped with backup power.



Hazardous Materials and Waste

San Bernardino has many businesses that use or transport hazardous materials. These materials, because of quantity, concentration, physical or chemical characteristics, are hazardous to humans and/or the environment. Hazardous materials may be toxic, corrosive, reactive, or explosive. The following describes how such materials are regulated in the City of San Bernardino.

Hazardous Waste Operations

The California Department of Toxic Substances Control (DTSC) requires permits for the use, storage, or disposal of hazardous waste. The permit categories range from the use of solvents and flammable material in the ordinary repair of automobiles to the treatment or handling of hazardous waste in large quantities. Operations that involve the treatment of hazardous waste or storage over long periods of time require a special permit by DTSC. San Bernadino has approximately two dozen businesses that generate, manage, ship, or receive hazardous materials. Most of these are small generators.

Hazardous Waste Transport

San Bernardino County's highways (SR-215, I-10, and I-15), railroads, and pipelines are frequently used to transport hazardous materials such as gasoline, chemicals, crude oil, and hazardous liquid products. These modes present potentially hazardous conditions to people, property, and the environment should an accident occur in the loading, unloading, or transport of materials. Each of these carriers is responsible for securing permits prior to operation. The California Highway Patrol and Caltrans are responsible for enforcing federal and state regulations affecting hazardous waste haulers and responding to hazmat transportation emergencies on public roads.

Household Hazardous Waste

Many common household items are considered hazardous, including medications, paint, motor oil, antifreeze, auto batteries, pest control products, drain cleaners, pool care products, and household cleaners. These materials need to be used, stored, and disposed of in a safe manner. When used properly, household hazardous materials are normally not a problem. Improper use can significantly affect human health. For example, some household cleaners may be harmful separately or when combined, such as ammonia and bleach.

Flames caused by mixed household wastes disposed of in curbside trash bins have injured City workers. The City operates a drop-off facility where residents can properly dispose of hazardous household waste at the San Bernardino International Airport.

Hazardous Waste Planning and Response

Hazardous waste and materials are stored, treated, and transported in the City. The San Bernardino County Fire District implements the Hazardous Waste Management Plan for the City. Adopted in the early 1990s and revised in 2005, this plan established regulations at the local level for the creation, storage, and handling of hazardous waste material. City departments also assist in implementing the plan's objectives by identifying hazardous waste generators and advising them of the various permits required prior to approval or operation.

The San Bernardino County Fire District, which is the Certified Unified Program Agency, maintains a Hazardous Materials Response Team that is trained and equipped to handle hazardous materials releases within the City. A material release is spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing of hazardous waste into the environment, unless permitted or authorized by a regulatory agency.

Natural Gas Wells and Pipelines

San Bernardino has several oil and gas wells within its boundaries. Of the five oil wells in the City, three are idle and two are plugged. None of the well facilities have been stimulated or poses hazards from use. Should the wells be activated, state law requires oil and gas operators to offer groundwater and surface water sampling in areas within 3,200 feet of the wellhead if it is in a Health Protection Zone (HPZ). An HPZ is defined as an area within 3,200 feet of a sensitive receptor.

Southern California Gas operates natural gas pipelines in the City. These include a 36-inch pipeline running through Cajon Canyon and a 12-inch pipeline running along the base of the mountains, moving west through Rialto and Fontana. San Bernardino also has several hazardous liquid pipelines; one runs east-west parallel to the railroad in southern San Bernardino and the other runs north from the former Colton Quarry to the BNSF Yard and north until it crosses the I-215.



Goal S-2 Hazardous Materials and Waste

A community which is adequately protected from potential hazards associated with the use, storage, manufacture, transportation, and disposal of hazardous materials in the City.

Policies

- S-2.1 Household hazardous waste education program.** Work with SBCFD to continue educating the community regarding the proper storage, handling, use, and disposal of household hazardous wastes.
- S-2.2 Household hazardous waste program coordination.** Coordinate with the SBCFD to manage the collection, transport, and disposal of hazardous waste, including household hazardous waste and education.
- S-2.3 Hazardous materials plan.** Require business owners to prepare, submit, and update business plans submitted to the SBCFD with measures necessary to minimize hazardous materials accidents due to natural disaster(s).
- S-2.4 Hazardous material spill response.** Coordinate with appropriate federal, regional and state environmental, resource agencies, SBCFPD, and surrounding cities to ensure effective response to hazardous materials spills.
- S-2.5 Hazardous material facility siting.** Prohibit new facilities that use, store, manufacture, transport, or dispose of hazardous materials facilities adjacent to or near schools, residential areas, or other sensitive land uses.
- S-2.6 Hazardous material and waste handling.** Work with appropriate federal, state, and other agencies to ensure enforcement of regulations governing the proper handling, treatment, movement, and disposal of hazardous materials and waste.
- S-2.7 Hazardous material transportation routes.** Avoid, to the maximum extent feasible, hazardous materials transportation routes on roads with a high concentration of people or sensitive facilities, such as downtown, housing, schools, parks, and public services locations.

Flooding Hazards

Historically, flooding hazards have been the most destructive natural disaster within San Bernardino. Seasonal storms and flooding following wildfires have caused the most damage. This section describes the key flooding concerns, including dam inundation.

Flooding

Flooding represents a significant and common hazard in San Bernardino, especially at the base of the mountains and foothills. Twenty (20) flood events have occurred since 2005 from severe storms and heavy rainfall. The City's location at the base of the San Bernardino Mountains and the confluence of the Cajon Creek, Santa Ana River, and multiple streams makes the community vulnerable to significant flooding events.

Areas most susceptible to widespread flooding are designated as the 100-year and 500-year floodplains, as defined by FEMA. As depicted on **Figure S-3**, floodplains generally follow the Cajon Wash and four creeks (Lytle, East Twin, Warm Creek, and City Creeks). To control flooding, the City has a complex series of storm drains, channels, levees, natural drainage courses, dams, and basins to divert flows. **Figure S-3** also shows areas of the City protected by levees.

Federal, state, and county agencies collaborate in preventing local floods. FEMA delineates flood hazard zones for communities and manages the National Flood Insurance Program for communities that participate in the program. The Department of Water Resources ensures the proper maintenance and repair of dams. The County Flood Control District is responsible for the construction and maintenance of flood control facilities. The City also maintains a flood hazard overlay zone to minimize hazards in specific geographic areas.

Despite these measures, flooding will continue to be a local hazard. Although San Bernardino is likely to experience only a slight increase in annual rainfall in the future, the region is expected to see an increase in extreme events due to climate change, resulting in more frequent or widespread flooding. This underscores the importance of San Bernardino maintaining a robust flood hazard program that addresses the role of infrastructure, community education, and response preparedness in reducing the impacts of flooding.

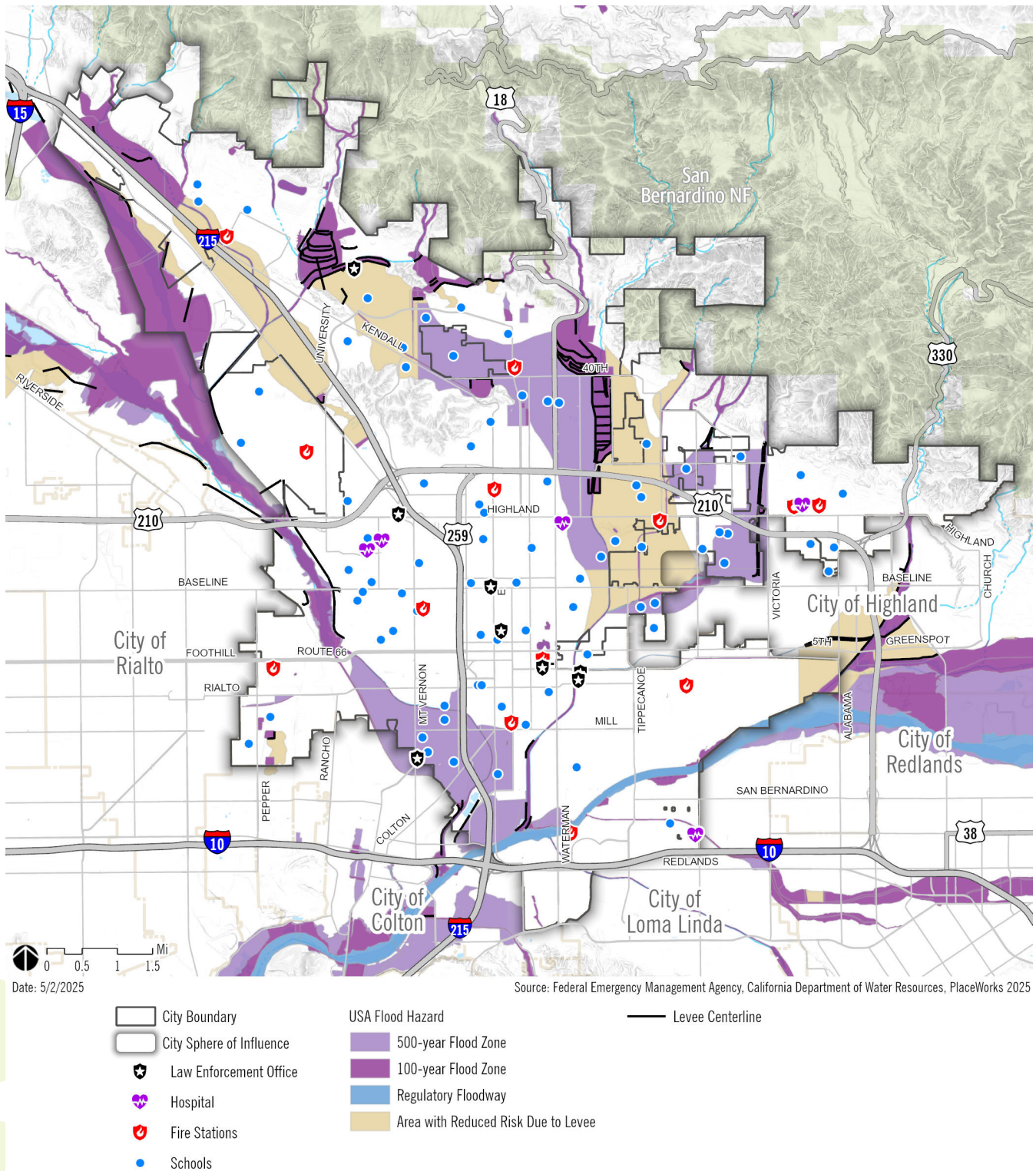


Figure S-3 Flood Hazard Zones

Dam Inundation

Inundation hazards result from a partial or complete failure of a dam. Causes of dam failure include flooding, earthquake, blockage, landslide, improper maintenance or operation, poor construction, vandalism, and terrorism. While the probability of a complete failure of a dam is remote, it is extremely hazardous because it can occur quickly, with little warning. Areas directly below the dam are at the greatest risk. The area downstream of a dam that is potentially at risk for flooding if the dam fails is called the “dam inundation zone.”

Dams are assigned hazard ratings. A dam has a “high” hazard potential if it stores more than 1,000 AF of water, is higher than 150 feet, has the potential for downstream property damage and/or evacuation, and would likely cause loss of life if it failed. Dams with a “significant” hazard potential or those where failure would not result in the loss of human life, but could cause economic loss, damage the environmental, disrupt lifeline facilities, and so forth. Dams with a low hazard rating present a minimal hazard.

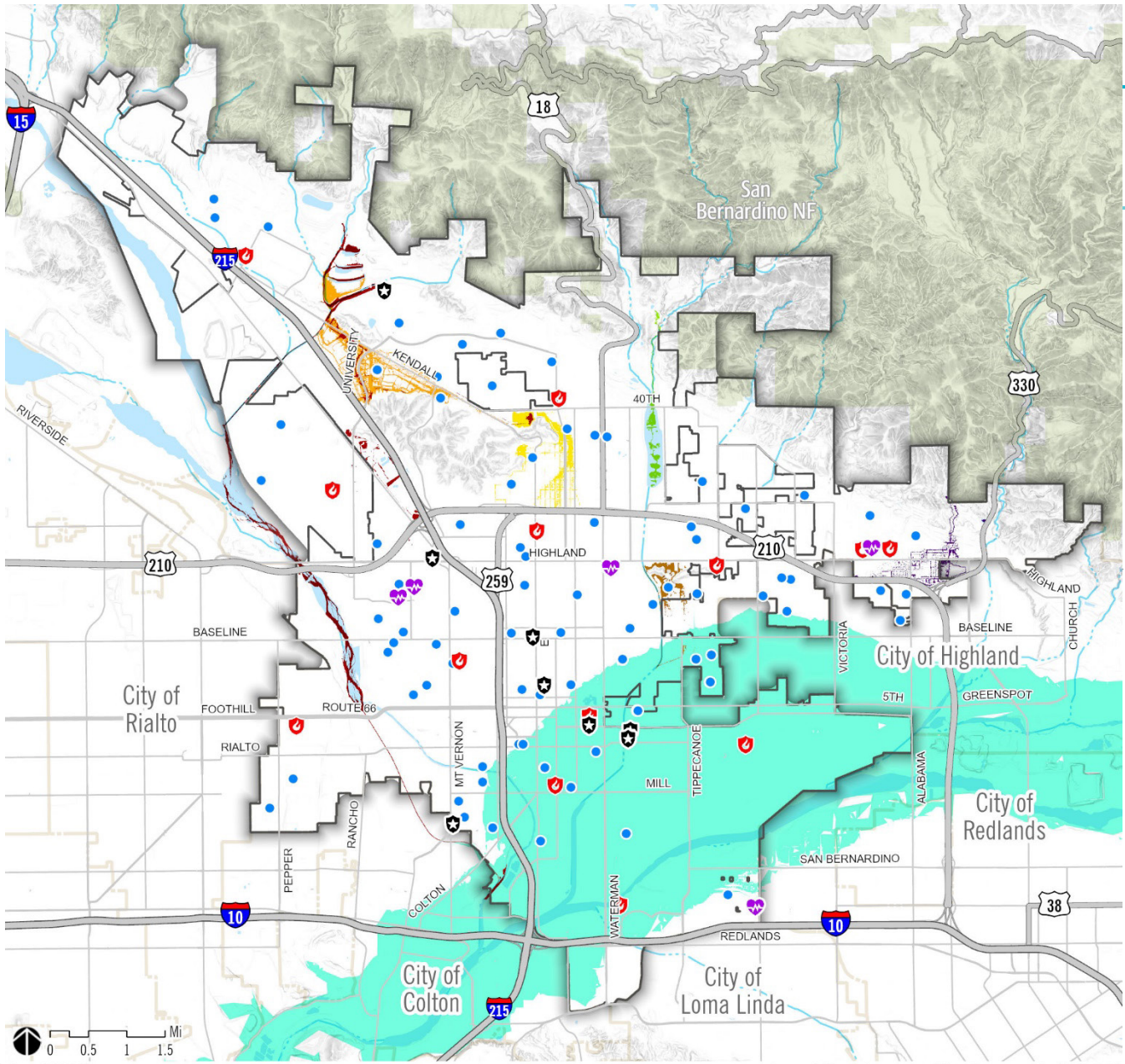
Table S-1, Reservoir Inundation Hazards, lists each dam and its potential for causing damage in San Bernardino.

Table S-1 Reservoir Inundation Hazard

Dam/ Reservoir	Year Build	Storage Capacity	Hazard Rating	Condition of Dam
Seven Oaks	1999	145,600 af	High	Satisfactory
Devil Canyon	1995	980	High	Satisfactory
Little Mountain	1958	150	High	Satisfactory
Devils Canyon #1	1934	79	High	Satisfactory
Perris Hill Reservoir	1962	31	High	Satisfactory
Mineral Hot Springs	1967	37	High	Satisfactory
Small Canyon	1957	20	High	Satisfactory

Source: Department of Water Resources, 2017.

Figure S-4, Dam Inundation, shows inundation zones in the City. Failure of the Seven Oaks Dam is the primary hazard and would cause severe flooding along the Santa Ana River. Should the dam fail, inundation is 30 minutes to San Bernardino City limits and 80 minutes to the Auto Plaza. However, since the dam is a flood control feature, it is usually dry and rarely approaches a third of the total capacity.



Date: 5/2/2025

Source: California Department of Water Resources, PlaceWorks 2024

- | | | |
|--------------------------|-----------------------------------|--------------------------|
| City Boundary | Dam Name - Inundation Area | Mineral Hot Springs Lake |
| City Sphere of Influence | Devil Canyon | Perris Hill Res |
| Law Enforcement Office | Devils Canyon Dike No. 1 | Seven Oaks |
| Hospital | Little Mountain | Small Canyon |
| Fire Stations | | |
| Schools | | |

Figure S-4 Dam Inundation Areas

Geologic and Seismic Hazards

San Bernardino lies within the Bunker Hill-San Timoteo Basin, bounded by the active San Andreas Fault on the northeast and San Jacinto Fault on the southwest. The developed portion of the City lies mostly on a broad, gently sloping lowland that is underlain by alluvial sediments, particularly along the Cajon Creek and Santa Ana River basins. These physical features have also contributed to a high-water table throughout the lower elevations. Taken together, the City is subject to significant geological and seismic hazards.

Earthquakes and Fault Zones

San Bernardino is located between several active fault zones—the San Andreas, San Jacinto, Glen Helen, and the Loma Linda Faults. Each of these faults is classified as Alquist Priolo Special Study Zones, as shown on **Figure S-5**. These zones are parallel to designated faults and from 200 to 500 feet on either side. Site-specific geologic reports are required for development within these zones to determine their precise location and any required setbacks from active faults. Human occupancy structures are prohibited within 50 feet of an active fault.

The City of San Bernardino, due to its proximity of the San Andreas Fault Zone, has been regionally designated as a high earthquake severity zone, where major probable damage due to maximum intensity IX or X, as defined by the Mercalli Intensity Scale, is possible. Earthquakes of this intensity would be expected to cause significant damage in San Bernardino. General structural damage includes serious damage or destruction of masonry buildings, unreinforced buildings, older tilt up warehouses, and even wood-frame structures.

Several of the major Southern California faults have a high probability of experiencing an earthquake of 6.7M or greater in the next 30 years. The Southern San Andreas Fault has a 19 percent chance of an earthquake of this magnitude, the San Jacinto Fault has a 5 percent chance, and the Elsinore Fault has a 3.8 percent chance. The probability of an earthquake of magnitude 6.7 or greater occurring anywhere in Southern California within the next 30 years is 93 percent. An earthquake of this magnitude could result in significant damage, economic loss, loss of life, and injury in San Bernardino.



Liquefaction

Liquefaction is a process whereby strong earthquake shaking causes sediment layers saturated with groundwater to lose strength and “liquify.” This subsurface process can lead to ground failure that, in turn, can result in property damage and structural failure. Groundwater depth shallower than 10 feet from the surface is considered to have the highest liquefaction susceptibility. Groundwater 10 to 30 feet below the surface is considered to have a moderately high to moderate susceptibility. Groundwater 30 to 50 feet deep can create a moderate to low susceptibility to liquefaction.

As shown in **Figure S-6**, Liquefaction Areas, areas of high and moderate potential for liquefaction are in the southern portion of the City. High potential areas are concentrated adjacent to the San Andreas Fault Zone north and northeast of the City and in the old artesian area between the San Andreas and San Jacinto Faults in the central and southern part of the City. The City will continue to be susceptible to liquefaction, particularly if droughts cause the water table level of Bunker Hill-San Timoteo Basin to rise. The old artesian area will continue to experience the greatest groundwater fluctuations, making it highly susceptible to liquefaction.

Ground shaking, fault rupture, or liquefaction pose threats to the community during an earthquake. Buildings that house people or buildings providing essential functions and services can be damaged or destroyed. While advances in engineering design and building code standards reduce the potential for collapse of new buildings in an earthquake, older structures built before many earthquake design standards were incorporated are more susceptible to damage. This includes unreinforced masonry or pre-cast concrete buildings, soft-story structures, and other buildings in need of seismic retrofits.

Geology and Soils

San Bernardino lies on a sloping lowland that flanks the southwest margin of the San Bernardino Mountains. The lowland is underlain by alluvial sediments eroded from bedrock in the adjacent mountains and washed by rivers into the valley where they have accumulated in layers of gravel, sand, silt, and clay. Hazards created by geologic processes include subsidence, landslides, and soil erosion.

Subsidence

Subsidence can be caused by geologic processes or by human activity such as subsurface mining or pumping of groundwater. Historic and potential ground subsidence areas within San Bernardino are depicted in **Figure S-7**, Subsidence Areas. The City's historic subsidence area was located within the thick, poorly consolidated alluvial and marsh deposits of the area north of Loma Linda. Since 1972, SBWMD has maintained groundwater levels that filter back into the alluvial deposits. Ground subsidence has not been identified since the groundwater recharge program began.

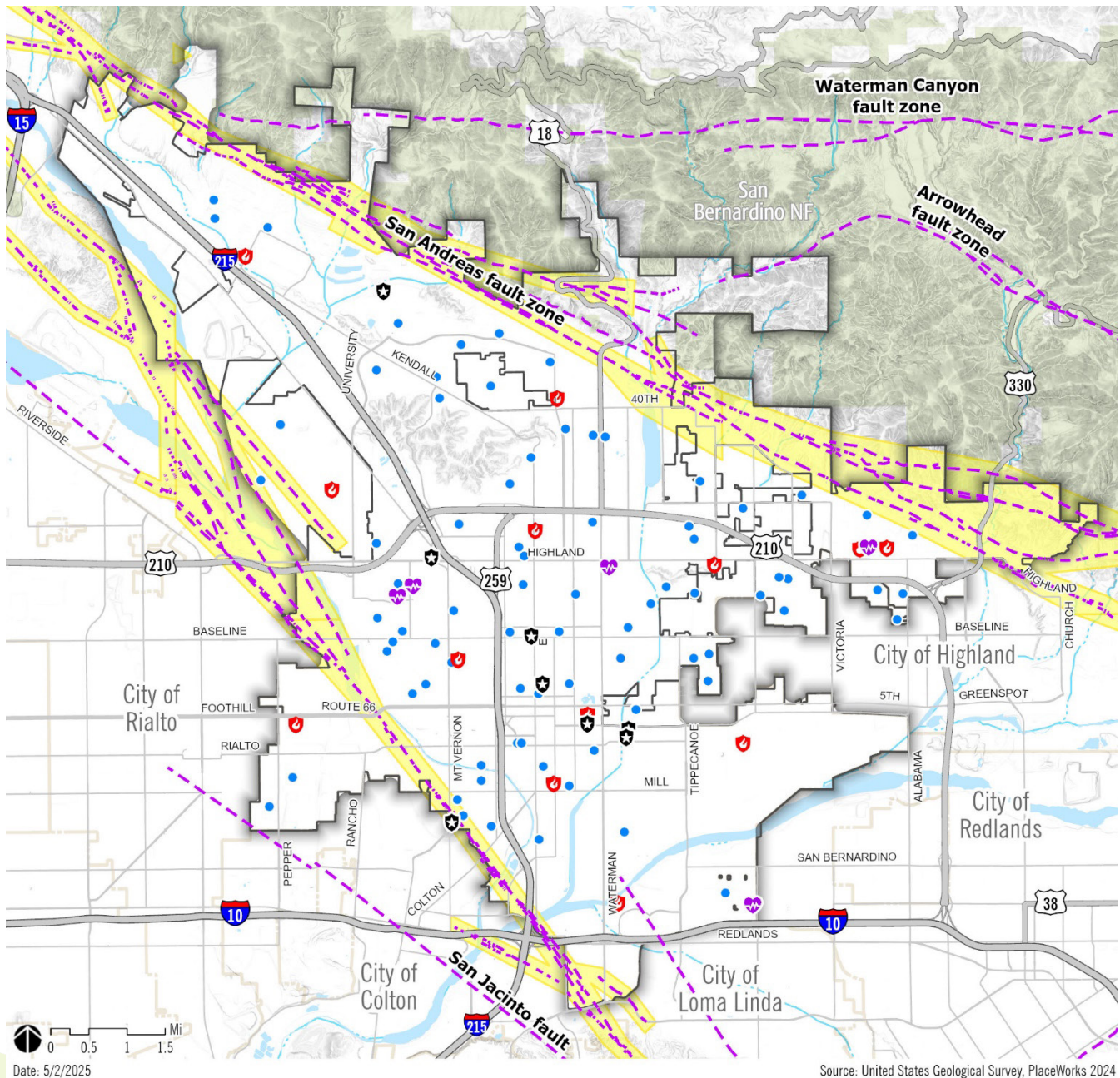
Landslides and Debris Flows

San Bernardino's topography, soil composition, and vegetation increase the potential for slope failure and landslide. Historically, debris flows and landslides have occurred during and after severe rainstorms, fires, or floods in 1983, 1993, 1995, 2003, 2005, 2007, 2010, and 2011, 2014, 2016, and 2023. Mudflows frequently flow into the Cajon Wash and have blocked Sierra Way, Waterman Avenue, and 40th Street. As shown in **Figure S-8**, Landslide Susceptibility Areas, susceptible slopes are primarily in northern San Bernardino. Potential slope failures could be hazardous to buildings, reservoirs, roads, and utilities. Seismic shaking may also cause slope failure.

Soil Erosion

Alluvial fans are highly susceptible to both wind and water erosion. Soil erosion has historically coincided with major storms, high winds, floods, and fires. In San Bernardino County, much of the damage to landfill and disposal sites during the December 2010 winter storm event was caused by erosion. Major erosion events occurred in 1954 and 1993, coinciding with floods and fires. With climate change, the combination of increasing wildfire likelihood, decrease in soil moisture due to extreme heat and drought, and persistent severe winds may increase the prevalence of soil erosion.

Figures S-5, S-6, S-7, and S-8 illustrate the location of areas within San Bernardino that are directly affected by earthquake faults, liquefaction, subsidence, and landslides.



Date: 5/2/2025

Source: United States Geological Survey, PlaceWorks 2024

- | | |
|--------------------------|---|
| City Boundary | Fault Lines |
| City Sphere of Influence | California Geological Survey Alquist Priolo Fault Zones |
| Law Enforcement Office | |
| Hospital | |
| Fire Stations | |
| Schools | |

Figure S-5 Earthquake Fault Zone

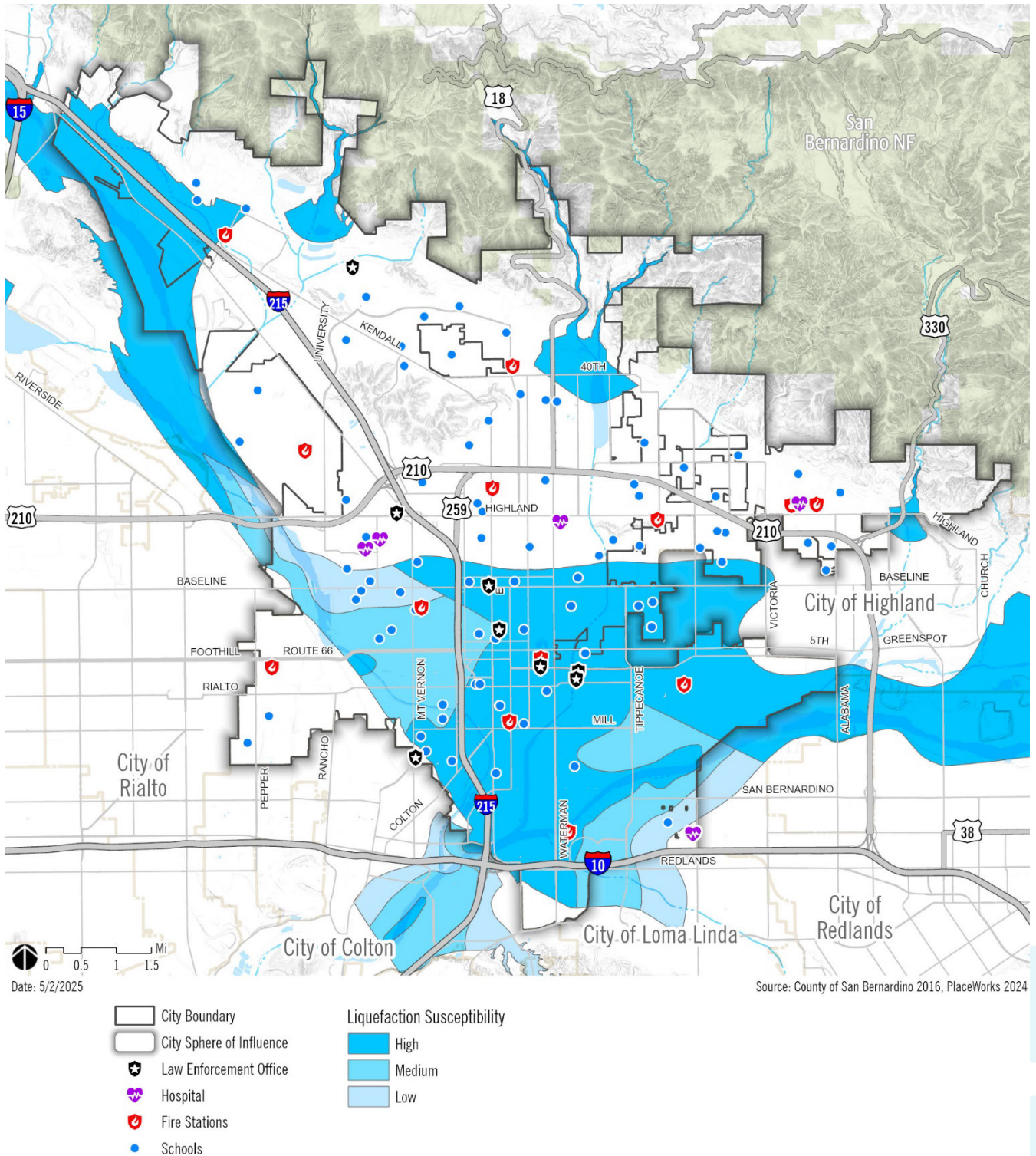
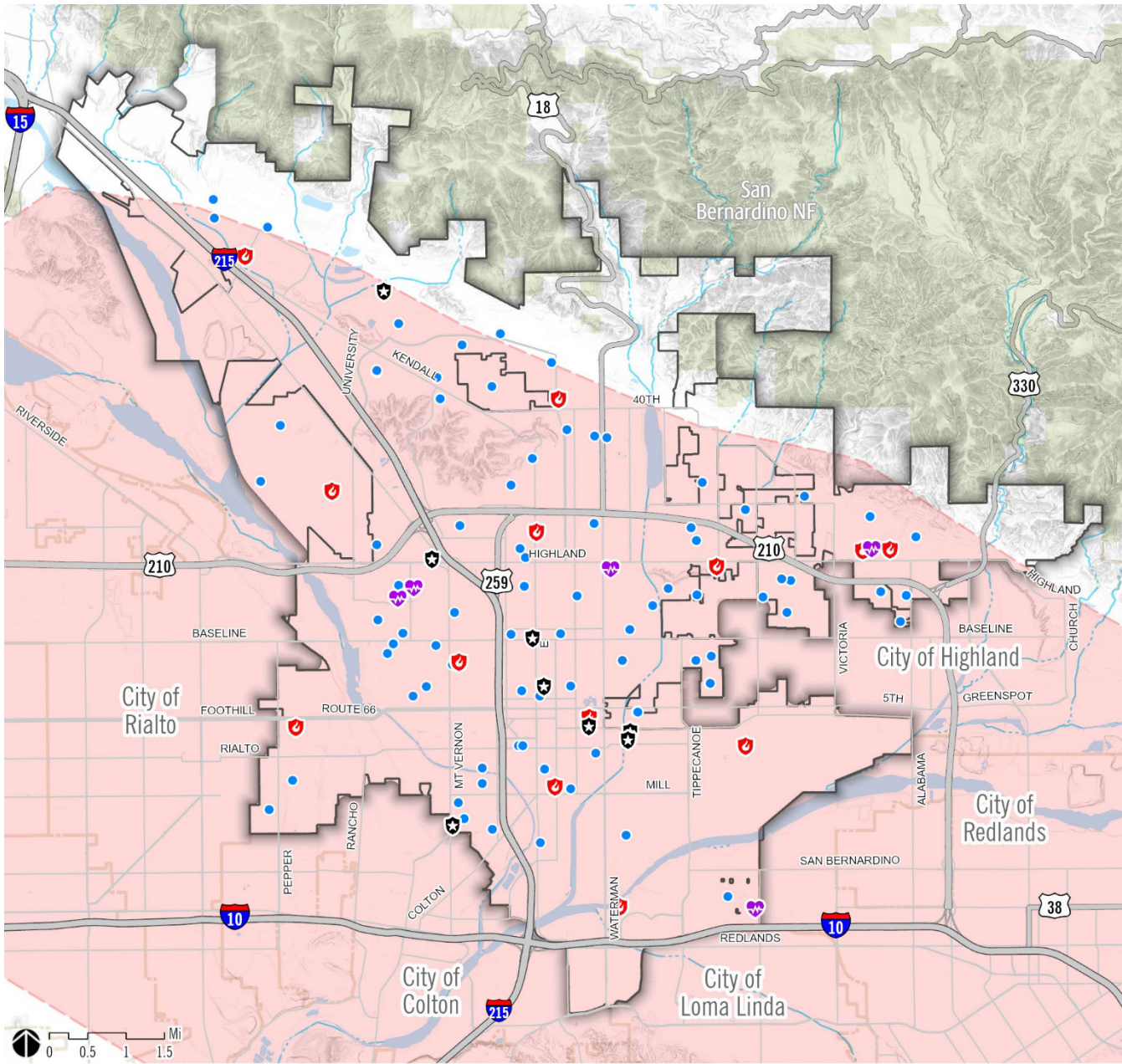


Figure S-6 Liquefaction Areas



Date: 5/2/2025

Source: United States Geological Survey, PlaceWorks 2024

- City Boundary
- City Sphere of Influence
- Law Enforcement Office
- Hospital
- Fire Stations
- Schools
- Subsidence from Groundwater Pumping

Figure S-7 Subsidence Areas

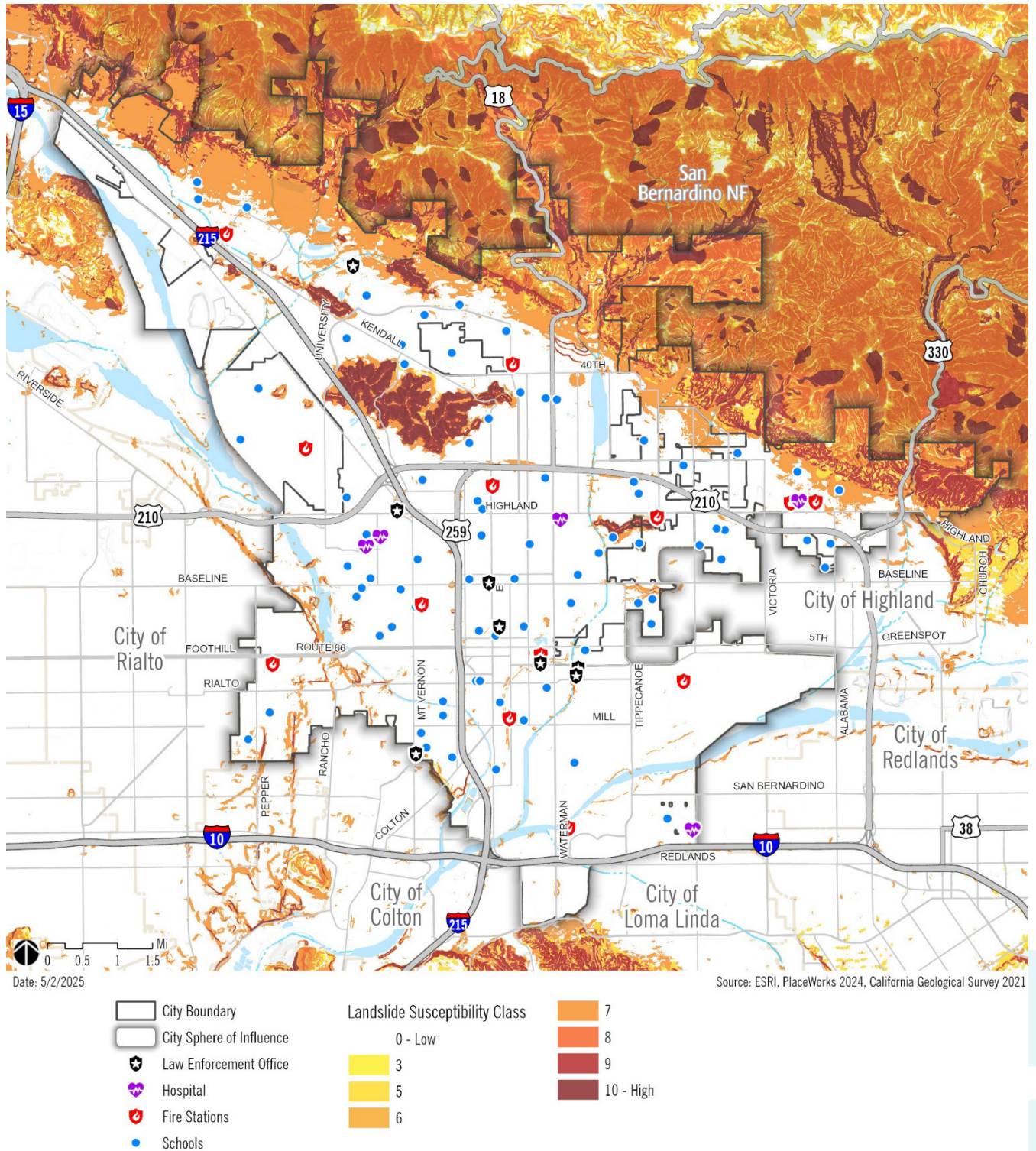


Figure S-8 Landslide Susceptibility Areas



Goal S-4 Geologic and Seismic Hazards

A built environment that minimizes the risk of loss of life, injuries, and economic disruptions resulting from seismic and geologic hazards.

Policies

- S-4.1 Geologic investigations.** Require geologic and geotechnical studies for new development as part of the project and environmental review process; require mitigations identified through those investigations.
- S-4.2 Seismic standards.** Enforce requirements of the California Seismic Hazards Mapping Act, Alquist-Priolo Acts, and California Building Code seismic standards when siting, evaluating, and constructing new projects.
- S-4.3 Liquefaction hazards.** Require liquefaction assessment for qualifying projects, in areas shown in **Figure S-6**, Liquefaction Areas, as being susceptible to liquefaction. Provide specific measures to mitigate liquefaction risk.
- S-4.4 Critical facility retrofits.** Retrofit critical facilities and lifeline utilities to prevent damage from geologic and seismic hazards and ensure these facilities are functional during and after a disaster.
- S-4.5 Seismically vulnerable buildings.** Require existing unreinforced masonry buildings to be seismically retrofitted, based on an engineering evaluation, if deemed unsafe by a building official.
- S-4.6 Landslide hazards.** Require that new construction and significant alterations to structures in landslide hazard areas identified in **Figure S-8**, be evaluated for site stability and provide specific mitigation prior to approval.
- S-4.7 Hillside hazards.** Require slope stability analyses for new development in hillsides or in landslide risk areas shown in **Figure S-8**, and in compliance with regulations in the City Hillside Management Overlay Zone.
- S-4.8 Subsidence risk.** Coordinate with San Bernardino County Public Works Department and the San Bernardino Municipal Water District to participate in regional measures that reduce risk of subsidence.

Wind Hazards

The City is subject to extremely high winds due to the proximity to the San Bernardino Mountains and Cajon Pass. At their highest speeds, high winds can damage buildings and public utility structures. Nearly all major fires in the San Bernardino Mountains have coincided with high winds, which exacerbate wildfire conditions. Other hazards associated with high winds include downed trees and power lines, property damage, and potentially hazardous conditions for aircraft.

The Santa Ana winds are a reversal of the prevailing southwesterly winds and are usually region wide from October to April, with peak wind speeds in December and January. Santa Ana winds are dry, warm winds that flow from the higher desert elevations in the north through the mountain passes and canyons. As they funnel through the canyons, their velocities increase. Consequently, peak velocities, which can reach 90 to 100 mph, are highest at the mouths of the canyons and dissipate as they spread across the valley floor.

Wildfires due to power lines comprise half of the most destructive fires in California history. Utilities may proactively cut power to electrical lines (an event called a Public Safety Power Shutoff or PSPS) to prevent arcing in high wind events and reduce the likelihood that their infrastructure could cause or contribute to wildfire. Edison has declared PSPS in San Bernardino many times in recent years. Though reducing the risk of wildfire, a PSPS can leave communities and essential facilities without power, which brings its own risks and hardships, particularly for vulnerable communities and individuals.

Northern San Bernardino adjacent to the mountains is classified by the City as a “high wind area” (see **Figure S-9**, Wind Hazard Areas). In this area, stringent conditions apply to the construction of buildings and public facilities. Due to the topography, wind velocities vary throughout the City; though building standards remain constant. The California Fourth Climate Change Assessment indicates that the frequency of Santa Ana events over the 21st century may slightly diminish, but the strongest winds may become drier than normal.

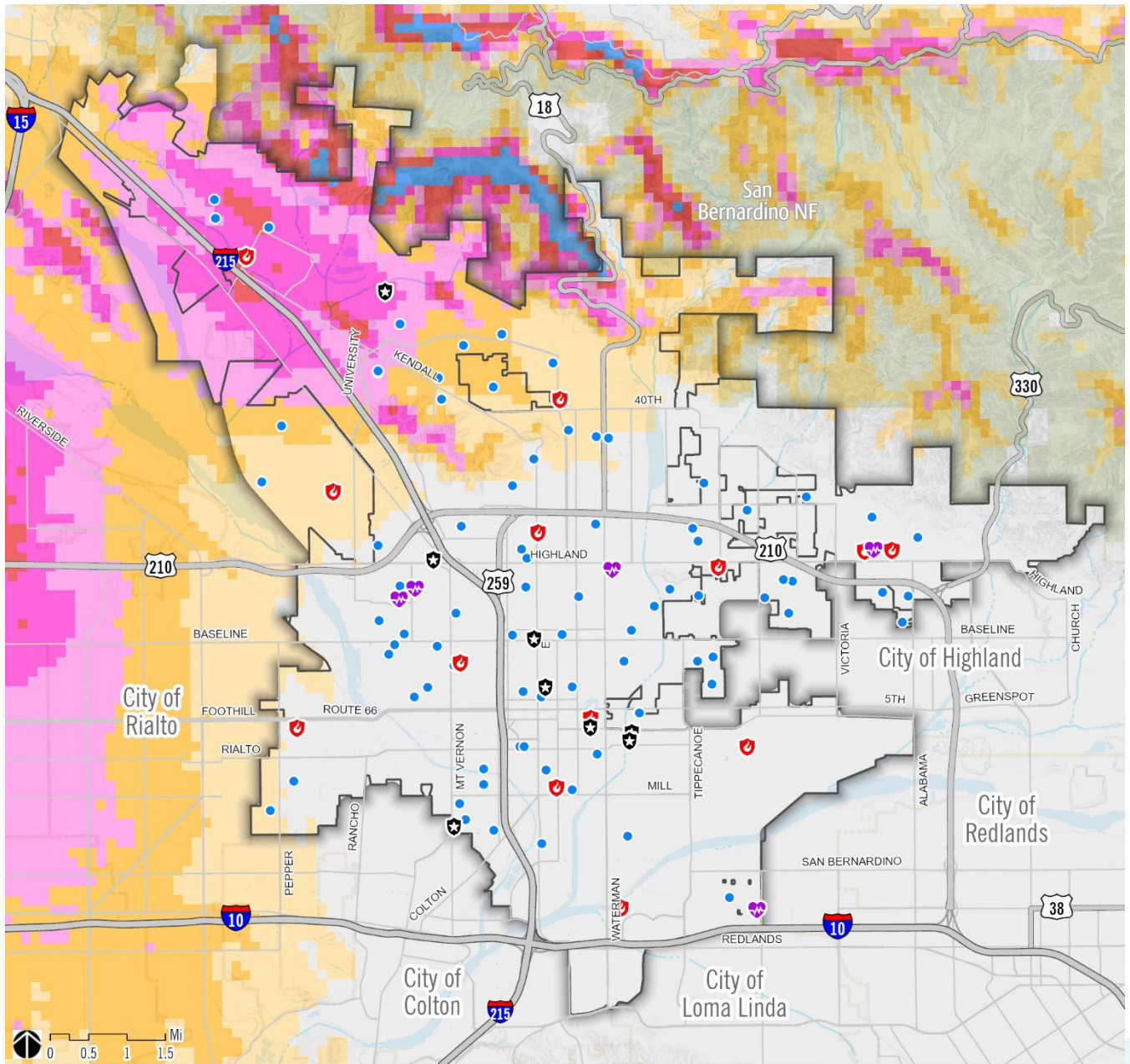


Goal 10.5 Wind Hazards

A community that is adequately prepared and protected from the disruptions caused by severe wind hazards.

Policies

- S-5.1 Building code standards.** Require development in the High Wind Hazard Area, as designated on **Figure S-9**, be designed and constructed according to the California Building Code and California Fire Code to withstand extreme wind speeds.
- S-5.2 Project siting.** Require new and redeveloped structures be situated in a manner that prevents adverse funneling of wind on-site and on adjacent properties, around their base, and in passageways, to reduce the probability and risk of spreading of fire.
- S-5.3 Public infrastructure design.** Construct public infrastructure (including but not limited to: street lighting, traffic signaling, signage, and so forth) in susceptible areas of the community to withstand extreme wind velocities in High Wind Hazard areas.
- S-5.4 Undergrounding utilities.** Coordinate with SoCal Edison to underground electrical transmission infrastructure, prioritizing high voltage transmission lines and areas within Fire Hazard Severity Zones, the Wildland Urban Interface, and High Wind Hazard Areas.
- S-5.5 Backup energy during power outages.** Collaborate with SoCal Edison and organizations such as the Service Center for Independent Life to ensure that those who depend on electricity for medical devices and refrigerated medication have backup energy supplies during extreme heat and wind events.
- S-5.6 Emergency alert notification.** Coordinate with San Bernardino County Fire Protection District and SoCal Edison to provide emergency alerts about upcoming extreme wind events and how to prepare for them.



Date: 5/2/2025

Source: ESRI, PlaceWorks 2024, National Renewable Energy Laboratory (NREL) 2009

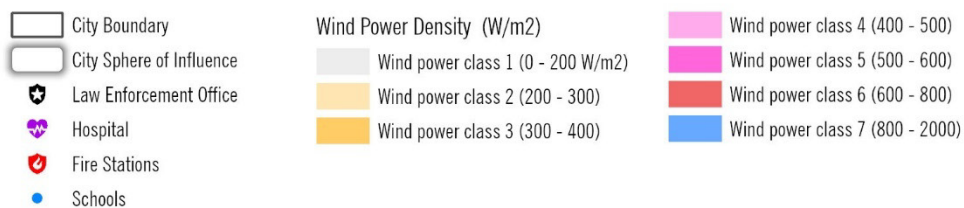


Figure S-9 Wind Hazard Areas



Wildfire Hazards

Wildfire refers to uncontrolled fire on undeveloped land. Grassland, brush, and woodland habitats in the San Bernardino Mountains provide highly flammable fuel that is conducive to wildfires. These ecosystems are typically capable of regeneration after a fire, making periodic wildfires a natural part of the ecology of these areas. However, frequent wildfires that burn at high temperatures can prevent regeneration. A Mediterranean climate with hot, dry summers and cool, wet winters create fuels that dry out during the summer and fall months, exacerbating wildfire hazards.

In San Bernardino, wildfire season historically peaks in the fall, with dry, gusty downslope Santa Ana winds after long dry summers. Wildfire is of most concern in the areas of the City with natural vegetation, such as undeveloped areas and larger lots with expansive unirrigated vegetation. Many of these areas are covered in grasslands, brush or woodlands, which are easily ignited, especially in the summer months. If grass and brush fires can be reached by fire equipment, they are relatively easy to control. However, fast and hot burning wildfires can destroy vegetation cover, leading to flooding and debris flows when precipitation does return.

Wildfires can also create a secondary hazard of wildfire smoke, which degrades air quality and exacerbates respiratory illnesses. Wildfire smoke consists of a mix of gases and fine particulate matter from burning vegetation and materials, the most concerning of which is fine particulate matter (PM_{2.5}). PM_{2.5} from wildfire smoke can seep deep into lung tissue and affect the heart and circulatory system. Although wildfire smoke is a health risk to all, sensitive groups (e.g., children, older adults, people with chronic respiratory or cardiovascular disease, etc.) may experience more acute and chronic symptoms from exposure to wildfire smoke,

Figure S-10, Historic Wildfire Perimeters, shows wildfires that have burned within or near San Bernardino since the 1920s. The 2003 Old Waterman Canyon Fire destroyed 330 homes and burned 91,000 acres, and the 2024 Line Fire burned 44,000 acres. Areas in northern San Bernardino are most susceptible to wildfires. These areas include unincorporated San Bernardino County, the San Bernardino National Forest, and mountain areas along the I-15 pass.

Wildfire will continue to be a high-risk hazard for personal safety and property damage in San Bernardino, and smoke impacts from local and regional wildfires are likely to continue to be problematic. Climate change will likely exacerbate these risks, as warmer temperatures worsen drought conditions, drying out vegetation and creating more fuel for wildfires. Increased winds may result in more erratic fire behavior, making fires harder to contain. Warmer temperatures are also expected during more of the year, extending the wildfire season, which is likely to begin earlier in the year and extend later than it has historically. Wildfires later or earlier in the year are more likely during Santa Ana wind events, which can cause wildfires to move more quickly and increase the likelihood of burning in the developed areas. Because wildfire burns trees and vegetation that help stabilize hillsides and absorb water, more areas burned by fire may also lead to an increase in landslides and debris flows.

Wildland-Urban Interface

Wildfires can spread into the wildland-urban interface (WUI), which is an area where buildings and infrastructure (e.g., cell towers, public facilities, homes) mix with flammable wildland vegetation. The WUI is composed of the interface, intermix, and influence communities. Intermix WUI refers to areas where housing and wildland vegetation intermingle, and interface WUI refers to areas where housing is near a large area of dense wildland vegetation. The influence WUI refers to an area of -susceptible vegetation up to 1.5 miles from the WUI.

As illustrated in **Figure S-11**, Wildland Urban Interface, the WUI is primarily in the northern and northeastern area of the City. This is the same area where the severe wind hazards are most predominant within the community. The influence zone abuts the forested areas of the San Bernardino Mountains, and the interface area includes developed areas along the rolling hillsides of the City. The intermix zones are scattered more broadly throughout the community.

In the WUI, efforts to prevent and limit wildfires hinge on hardening structures and creating defensible space through a multi-faceted approach of engineering, enforcement, education, emergency response, and economic incentive. However, even with these strategies, fires in the WUI are likely to increase in the future due to development being located near wildland vegetation areas. Climate change could increase the potential for a WUI fire due to drier fuels.



Urban Fires

Urban fires occur in built-up environments, destroying buildings and other structures in their wake. Urban fires are often caused by faulty wiring or mechanical equipment, combustible construction materials, misuse of appliances and electricity for cooking and heating, smoking, and arson. To minimize fire damage and loss, the City has adopted the building and fire codes of the San Bernardino County Fire Protection District. It requires the provision of adequate water supply for firefighting, defensible space, fire-retardant construction, and minimum street widths, among other things.

Fire Hazard Severity Zones

CAL FIRE establishes Fire Hazard Severity Zones (FHSZ) based on vegetation type, topography, wind pattern, and several other factors. As shown on **Figure S 12**, Fire Hazard Severity Zones, Very High FHSZs are in northern and northeastern San Bernardino along the base and slope of the San Bernardino Mountains. As shown on **Figure S-13**, Land Uses in Very High Fire Hazard Severity Zones, 11 schools, a police station, a fire station, and several parks are in Very High FHSZs. Some of these high-risk areas are also difficult to access due to single-access roadways or winding roads bordering undeveloped hillsides. Though large wildfires do not occur every year, wildfires driven by extreme weather are more likely to burn in VHFSZ areas.

Fire Protection Services

The San Bernardino County Fire Protection District provides fire protection services to San Bernardino. SBCFPD responds to hazards that include floods, fires, earthquakes, and train derailments. The Office of Emergency Services coordinates the provision of emergency services within the county. The service area of the City of San Bernardino is in SBCFPD Division 2, with 9 fire stations throughout the community. The City of San Bernardino is served by 2 battalion chiefs, and a total of 40 personnel are on duty per shift.

The Office of the Fire Marshal provides emergency preparedness and response to fire incidents and prevents emergencies through education and enforcement of health and safety laws.

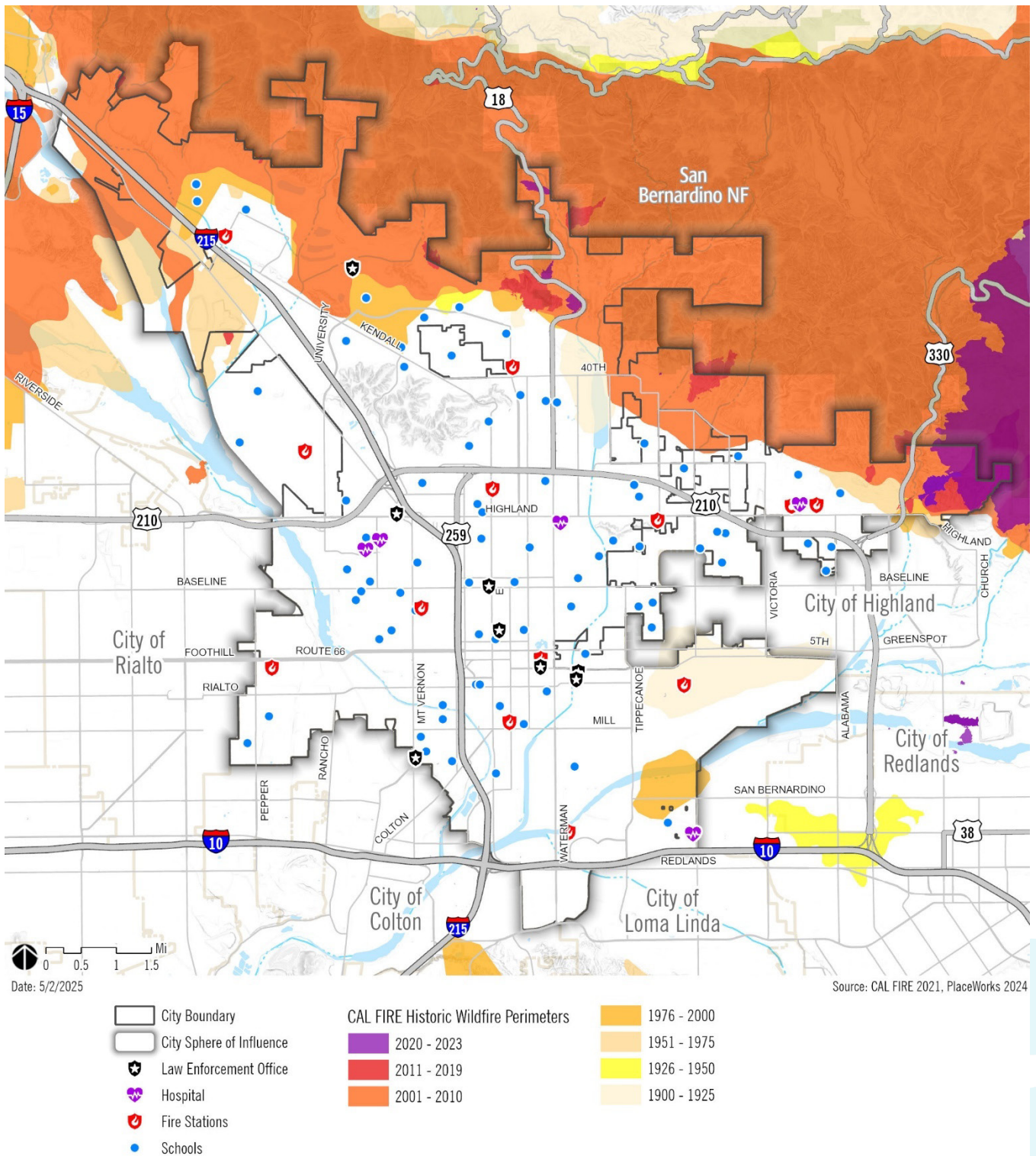
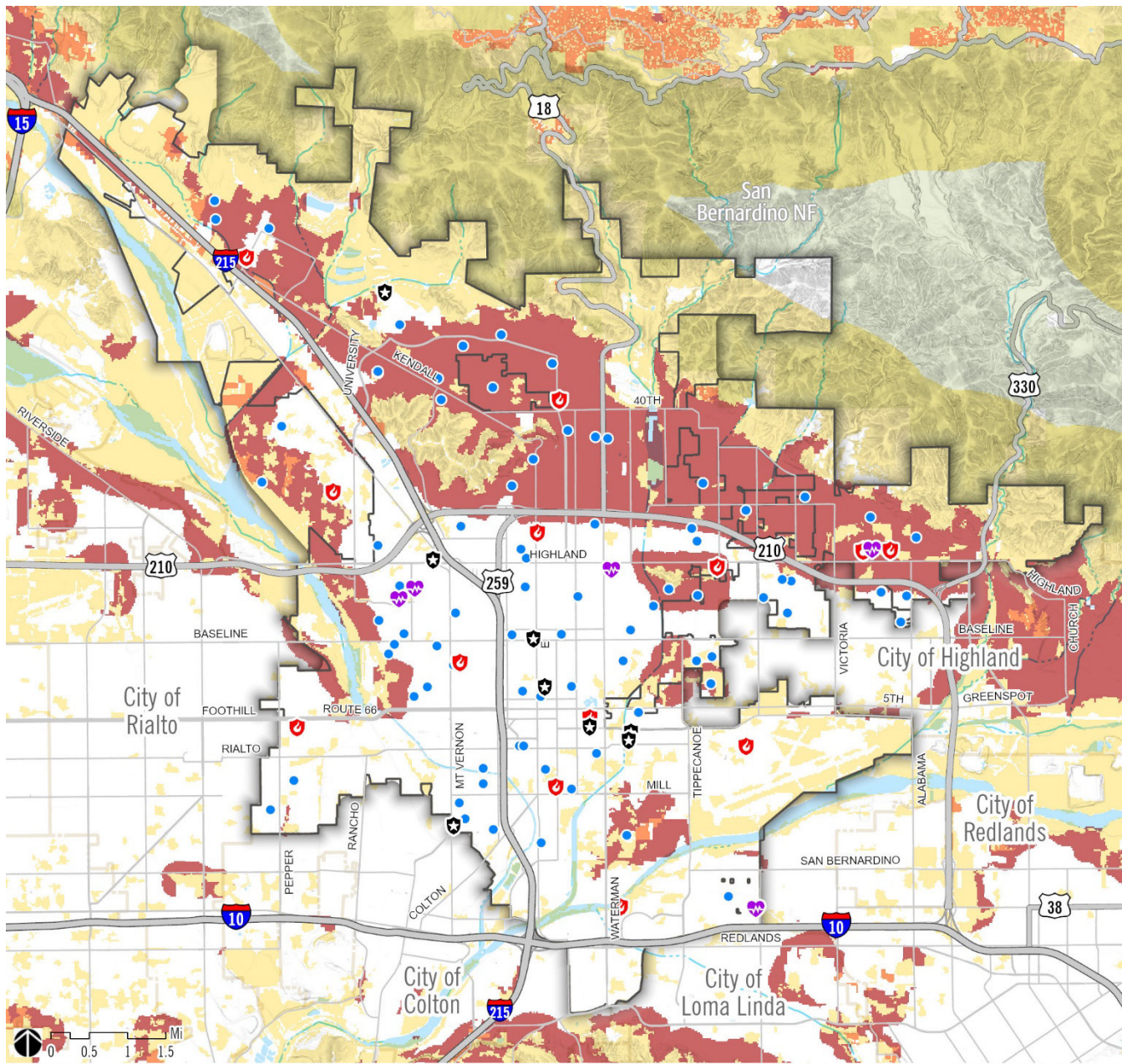


Figure S-10 Historic Wildfire Perimeters



Source: CAL FIRE 2021, PlaceWorks 2024

- | | |
|--------------------------|----------------|
| City Boundary | Influence Zone |
| City Sphere of Influence | Intermix Zone |
| Law Enforcement Office | Interface Zone |
| Hospital | |
| Fire Stations | |
| Schools | |

Figure S-11 Wildland-Urban Interface

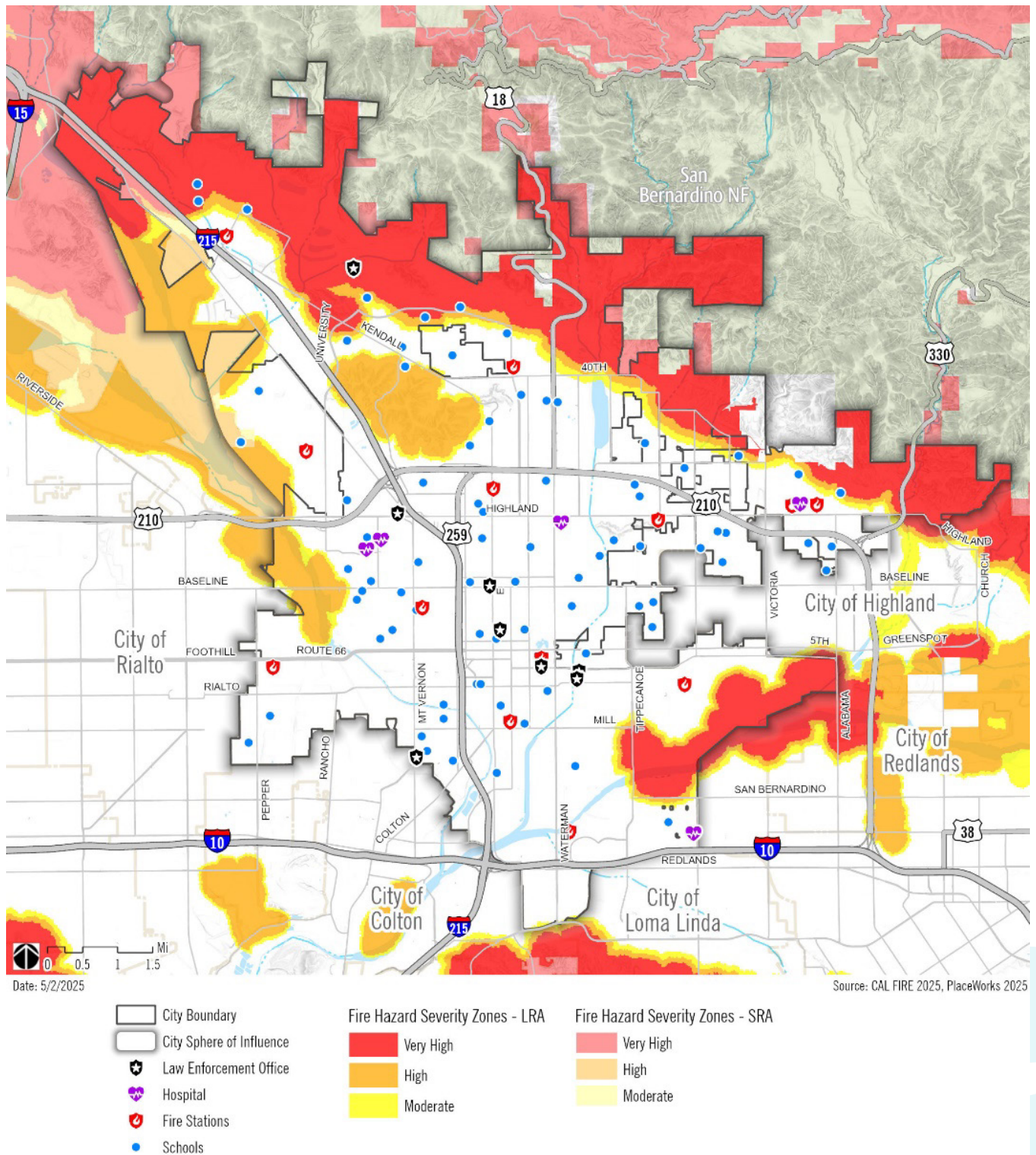
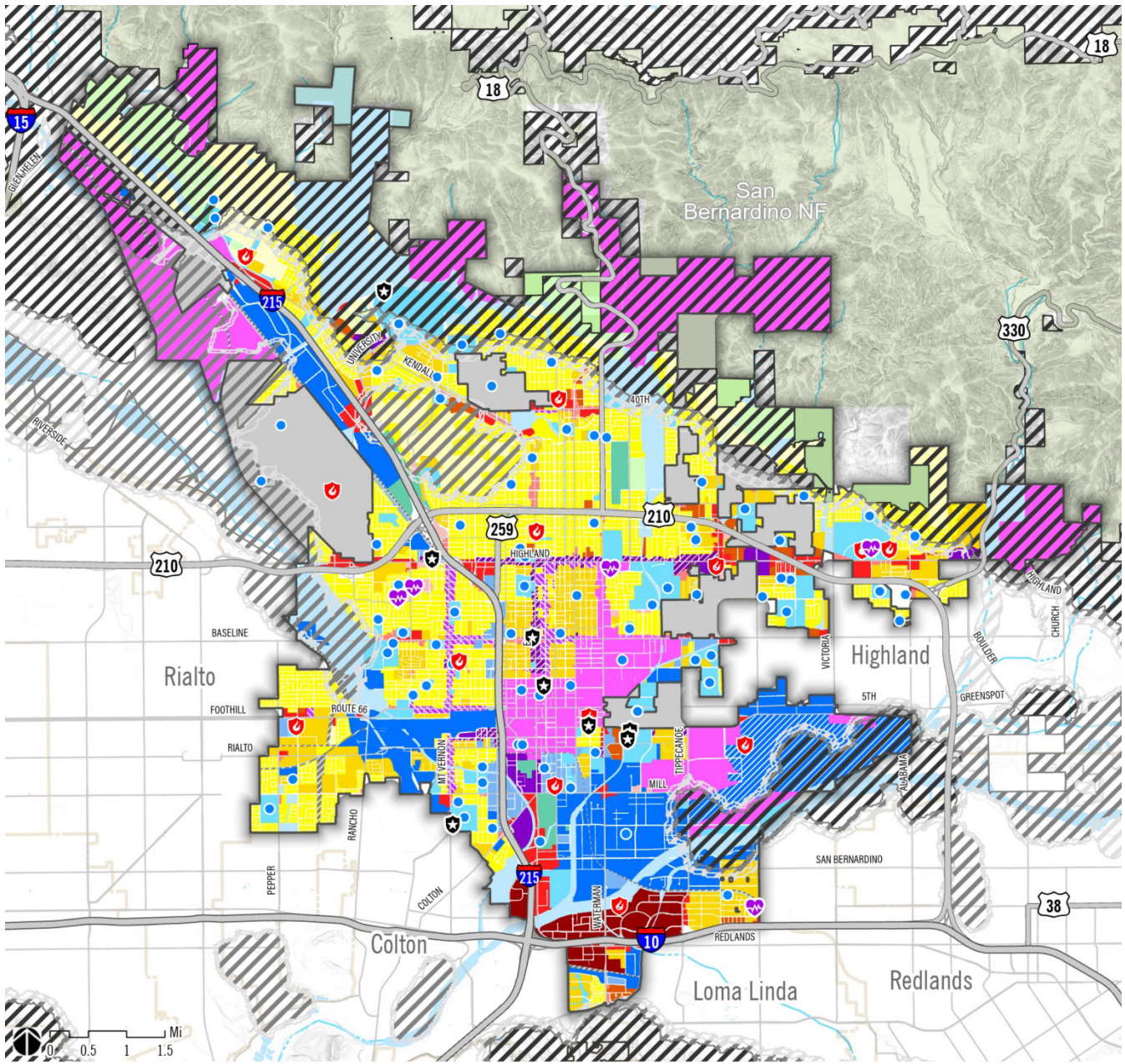


Figure S-12 Fire Hazard Severity Zones



Date: 12/30/2025

Source: CAL FIRE 2024, PlaceWorks 2025



Figure S-13 Land Uses in Fire Hazard Severity Zones

Goal S-6 Wildfire Hazards

Minimize injury, loss of life, and damage to property from wildfire and structural fires.

Policies

- S-6.1 Coordination with USFS.** Work with the USFS and private landowners to ensure that sites are developed, buildings are constructed, and that vegetation and natural areas are appropriately managed to minimize the risk of wildfire in the foothills.
- S-6.2 Local code compliance.** Require that development in the Very High FHSZ and Wildland-Urban Interface, shown on **Figures S-11** and **S-12**, are subject to provisions of the Hillside Management Overlay District and the Foothill Fire Zones Overlay.
- S-6.3 Fire retardant roofing.** Continue to require that all new construction projects as well as rehabilitation projects that include the replacement of roofs of existing structures use fire retardant materials. (LU-1 and S-3)
- S-6.4 Residential development in very high FHSZs.** Avoid new residential development in Very High FHSZs. Where infeasible, residential development shall:
- Adhere to the California Building Code, California Fire Code, and Fire Safe Standards requirements.
 - Provide adequate water conveyance infrastructure to meet daily and fire-flow requirements.
 - Install fire-resistant native landscaping and fuel breaks, which shall be required in residential areas.
 - Identify at least two points of access for day-to-day and evacuation purposes, make improvements, and maintain routes to ensure adequate capacity.
 - Install visible home numbering and street signs that identify evacuation routes.
- S-6.5 Fire safety plans.** Require new development in the Very High FHSZs or the Wildland Urban Interface to have a fire safety plan, in consultation with and approval by SBCFPD, prior to the issuance of building permits.



- S-6.6 Fire safe regulations.** Require property owners of development in Local Responsibility Area and Wildland-Urban Interface, shown on **Figures S-11** and **S-12**, to comply with building, defensible space, and fuel break standards in the Public Resources Code (PRC 4291) and Very High FHSZ Fire Safe Regulations.
- S-6.7 Building code compliance.** Adopt and enforce the most recent version of the California Building Code and Fire Code, including local amendments, as well as the California Very High FHSZ Regulations for new and existing development.
- S-6.8 Fire hazard reduction projects.** Continue to work with the SBCFPD to implement fire hazard reduction policies and projects, in accordance with the City's Local Hazard Mitigation Plan, the General Plan, and the Capital Improvement Program.
- S-6.9 Brush removal and weed abatement.** Support brush removal and weed abatement in developed areas within the City to minimize fire risk, and coordinate with the SBCFPD, CALFIRE, and the USFS for brush removal in areas outside of City limits.
- S-6.10 Fuel modification zones.** Developers of property on or abutting hillsides shall implement, with consultation and approval from the SBCFPD, a fuel-modification zone, between natural open space and planned development to lessen the fire hazard potential in interface areas.
- S-6.11 CAL FIRE unit fire plan.** The current version of the San Bernardino CAL FIRE Unit Fire Plan is hereby incorporated into this Safety Element, by reference, to ensure that non-conforming development reduces fire hazards by implementing Very High FHSZ Fire Safe Regulations for roads and vegetation.
- S-6.12 Fire suppression water supply.** Ensure that public and private water distribution and supply facilities have adequate capacity and reliability to supply both daily and emergency firefighting needs consistent with the standards and requirements promulgated by the SBCFD.

- S-6.13 Water supply and infrastructure for wildfire.** Ensure that existing and future development within the City has sufficient water supplies, appropriate water delivery infrastructure, and appropriate water pressure nearby for fire-fighting purposes consistent with the standards and requirements promulgated by the SBCFD.
- S-6.14 Fire hazard public education.** Work with the SBCFPD to conduct public education, in languages and formats appropriate for people with different access, lingual, and functional needs, to inform residents and business owners of fire hazards and measures to minimize damage caused by fires.
- S-6.15 Post-fire redevelopment.** Require redevelopment after wildfires to meet current California Building Code, California Fire Code, and California Very High FHSZ Fire Safe Regulation to reduce future vulnerabilities through site preparation, layout design, fire-resistant landscaping, and fire-retarding design and materials.
- S-6.16 Post fire slope stabilization.** Coordinate with local, state, and federal agencies as appropriate to stabilize burned slopes after a wildfire to prevent debris flows during winter months and to encourage the regrowth of native plants that help (re)stabilize burned slopes.



Climate Change Hazards

Climate change is expected to affect future occurrences of natural hazards in and around San Bernardino. Many of these hazards will likely become more frequent and intense. In some cases, these trends have begun, such as droughts, extreme heat, and wildfires. According to California's Fourth Climate Change Assessment, San Bernardino can expect various changes to climate change hazards.

The Safety Element includes a vulnerability assessment (VA) that looks at how people, buildings, infrastructure, and other community assets may be affected by climate change. San Bernardino's VA, prepared in accordance with the California Adaptation Planning Guide, assesses how eight climate-related hazards—air quality, drought, extreme heat and warm nights, flooding, health hazards, landslides, severe weather, and wildfire—may affect 65 population groups and community assets. In short, San Bernardino populations and assets are most vulnerable to flooding and wildfire. The results of the VA are integrated into the hazard and other safety sections.

Air Quality

The predominant sources of local air pollution are ozone from vehicle exhaust, fine particulate and diesel particulate matter from vehicles and stationary sources, and smoke from wildfires. According to the California Office of Health Hazard Assessment ozone levels in San Bernardino are among the highest statewide; and levels of fine particulate matter exceeded 50 percent of census tracts in California. Higher future temperatures will likely increase ground-level ozone, especially in valley cities like San Bernardino. Ground-level ozone is associated with reduced lung function, pneumonia, asthma, cardiovascular diseases, and premature death. Wildfire smoke also increases air pollution and can pose a significant health risk.

Drought

Drought occurs when conditions are drier than normal for an extended period, making less water available for people and ecosystems. Droughts are a regular occurrence in California and in the Inland Empire. According to the California Fourth Climate Change Assessment, climate change will lead to more frequent and more intense droughts, which could potentially strain water supplies.

The San Bernardino Municipal Water District (SBMWD) receives its water supply from the Bunker Hill Groundwater Basin. Management of this basin is coordinated through the San Bernardino Valley Municipal Water District (SBVMWD), a regional water wholesaler. The City is a signatory to the San Bernardino Valley Regional Urban Water Management Plan (UWMP). According to the UWMP, the SBMWD anticipates adequate water supplies within its service territory under normal, single dry and multiple dry year conditions.

Extreme Heat and Warm Nights

Extreme heat occurs when temperatures rise significantly above normal levels, which is 101.2°F in San Bernardino, or when the temperature does not fall below 68.1°F during the nighttime. Extreme heat days in San Bernardino are projected to increase from an annual average (1961–1990) of 4 days/year to 31 days/year by mid-century (2035–2064) and 50 days/year by end of century (2070–2099). The number of warm nights is projected to increase from a historic annual average (1961–1990) of 5 nights/year to an annual average of 43 nights/year by mid-century and 78 nights/year by end of century.

Extreme heat can cause heat-related illnesses, such as heat cramps, heat exhaustion, and heat stroke, in addition to exacerbating respiratory and cardiovascular conditions. Many residents live in homes which lack air conditioning, and as a result, are more susceptible to heat and resulting harm from extreme heat events. If homes have air conditioning, the increased use may be cost prohibitive, particularly for older less efficient homes. Some types of infrastructure, including power lines and roadways, face greater stresses during high temperatures that make failure more likely.

Human Health Hazards

Several diseases, such as hantavirus pulmonary syndrome, Lyme disease, West Nile virus, and influenza, are linked to climate change. Pests such as mice, rats, ticks, and mosquitoes carry these diseases. Climate change can increase the rates of infections because many of the animals that carry diseases are more active during warmer weather and may expand in population size due to higher levels of rainfall and stagnant water after flooding. Some diseases and illnesses have the potential to become epidemics or pandemics if spread within communities, regions, or over multiple countries.



Epidemics and pandemics, such as COVID-19, can worsen health conditions and cause economic disruptions in the City and region.

Severe Weather

Severe weather includes high winds, hail, and lightning, often caused by intense storm systems. Santa Ana winds can destroy buildings, knock over trees, damage power lines and electrical equipment, and fan small sparks into large wildfires in the region. Severe weather can also include heavy rainfall, which can cause flash floods and ponding in areas not protected by a levee in the City. While less common in the City, hail and lightning can damage the buildings and infrastructure supporting economic sectors and key services in the community. As described from the California Fourth Climate Change Assessment, the connection between climate change and severe weather is not as well established, but evidence suggests that these forms of severe weather may occur more often than in the past.

Goal S-7 Climate Change Hazards

A resilient community able to adapt to climate change hazards.

Policies

- S-7.1 Extreme heat hazard priority.** Elevate extreme heat as an important hazard of concern in the City of San Bernardino to adequately prepare and respond to extreme temperatures.
- S-7.2 Resiliency of City-owned structures.** Increase resiliency of City-owned structures to severe weather and support homeowners and business owners to improve the resilience of their homes and businesses through retrofits, weatherization, and so forth.
- S-7.3 Alternative transit routes.** Coordinate with Omnitrans to identify alternative routes and stops if normal route infrastructure is damaged or closed due to severe weather.
- S-7.4 Expand use of green infrastructure.** Promote and expand the use of drought-tolerant green infrastructure, including street trees and landscaped areas, as a cooling strategy in public and private spaces.

- S-7.5 Water policy to address drought.** Prepare for more frequent and severe droughts by working with water providers to implement conservation measures and ensure sustainable water supply.
- S-7.6 Use of regenerative features.** Encourage new developments and existing property owners to incorporate sustainable, energy-efficient, and environmentally regenerative features into their facilities, landscapes, and structures to reduce energy demands and improve on-site resilience.
- S-7.7 Use of natural or ecosystem processes.** Encourage the use or restoration of natural features and ecosystem processes, when considering options for the conservation, preservation, or management of open space. Examples include aquatic or terrestrial vegetated open space, systems and practices that use or mimic natural processes, and other engineered systems to provide clean water, conserve ecosystem values and functions, and provide benefits to people and wildlife.
- S-7.8 Public health sector coordination.** Coordinate with the County Department of Public Health to ensure emergency and public health services can meet the needs of the population during extreme heat, poor air quality, and human health hazards events.
- S-7.9 Outdoor industries.** Encourage businesses that have outdoor workers to allow for shifting work hours to earlier in the day from May through September to reduce heat-related illnesses on extreme heat days.
- S-7.10 Medical sector collaboration.** Collaborate with the County Department of Public Health and healthcare providers to prepare for health emergencies and disaster that can disrupt medical services and facilities.
- S-7.11 Warehouse air conditioning.** Encourage warehouses and logistic centers to be climate controlled to ensure workers and drivers have access to air conditioning to reduce the high working temperatures.



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John Bernardino City Hall

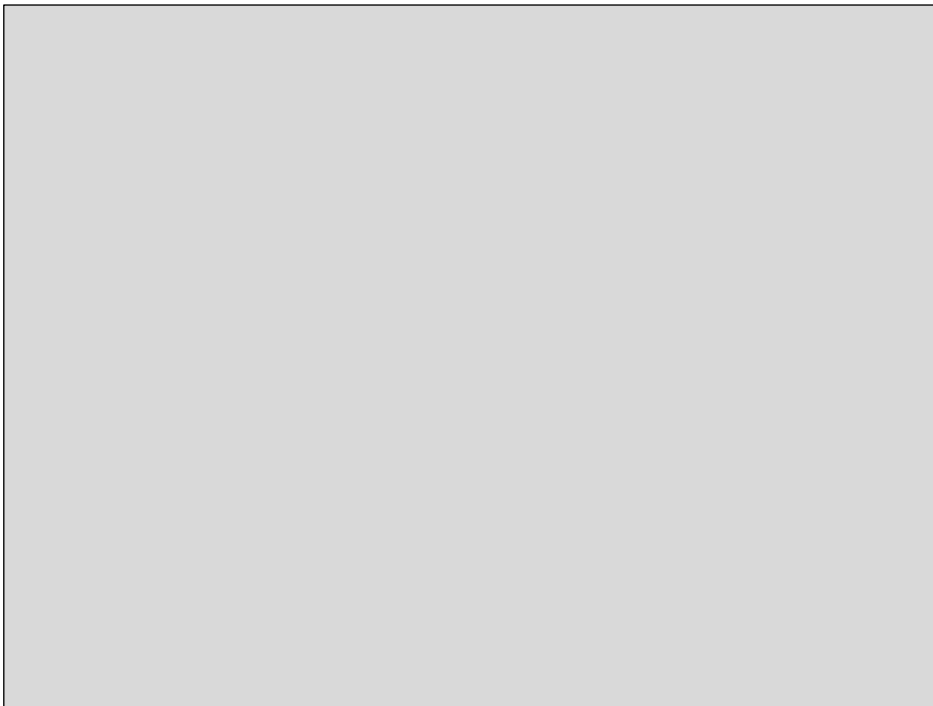
13. Noise

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Introduction

Hearing is a sense that affects everything—from a person’s mood to their concentration levels to their health and well-being. Living in neighborhoods, working or shopping in commercial areas, or enjoying a park brings a variety of sounds—children playing, loud car stereos, air conditioners, music, lawnmowers, vehicles and traffic, and the hustle of people. Some of these sounds are welcome sounds, and others are considered noise.

The Noise Element is intended to identify the noise sources in San Bernardino, such as trains, freeways, roadways, manufacturing and industry, airports, and other sources, to inform the development process so that exposure to noise is known and manageable. Sometimes managing noise requires keeping certain land uses (e.g., residential) away from the noise source, and other times the project itself is designed to reduce noise.



Photograph pending



Regulatory Framework

The Noise Element is intended to meet the statutory requirements in the California Government Code Section 65302(f)). This chapter not only identifies sources of noise and vibration in San Bernardino and supports a pattern of land uses intended to minimize exposure to excessive noise and vibration but also identifies areas or neighborhoods that may need to be shielded from excessive noise. Various federal regulatory agencies also provide regulations and standards for aircraft, railroad, and freeway noise. This chapter also includes solutions to address existing and foreseeable noise, reduce noise where needed, and establish standards for acceptable noise.

Organization of the Element

The Noise Element incorporates goals, policies, and strategies that address the generation, mitigation, avoidance, and control of noise. Specifically, this element covers an array of topics such as land use, transportation-related noise from roadways, passenger and freight railroad operations, airport operations, and spillover noise. This element is organized as follows:

- Planning context on the regulatory context surrounding noise and vibration in San Bernardino.
- Noise, including principal sources of noise, standards and regulations, and noise contour mapping.
- Vibration, including principal sources of vibration, standards and regulations, and noise contour mapping.

Relationship with Other Elements and Plans

The Noise Element is closely linked with other general plan elements, especially Land Use and Urban Form; Circulation; and Park, Recreation and Trails Elements. The City's municipal code, specifically the development code, regulates noise based on standards in this element. The Noise Element is also related to the San Bernardino International Airport Land Use Plan. A final layer is state and federal law, which also have mandated requirements for maximum noise for different land uses. Together, these guidelines, standards, and elements provide for the citywide regulation of excessive noise.

Achieving the Vision

Noise is an inherent by-product of urban life, shaping the character and livability of San Bernardino's neighborhoods, commercial corridors, industrial core, and public spaces. The San Bernardino General Plan 2050 Vision does not specifically mention community noise, but articulates the importance of residents' quality of life. Noise is an everyday issue affecting residents, businesses, and visitors. As the City grows and changes, it needs proactive noise and vibration management strategies to balance economic vitality, transportation needs, and community well-being.

To achieve quality-of-life objectives in the Vision, the City will take a proactive, balanced approach to reducing disruptive noise from transportation, construction, and recreational activities. Though not all sources of noise can be eliminated, effective strategies can be used to minimize noise. Strategies may include techniques like sound barriers and quiet pavement, applying smart land use planning to separate noisy uses from sensitive areas, and enforcing design and construction standards to minimize sound impacts.

This element guides the City's approach to mitigating noise as follows:

- Reduction of transportation noise impacts on sensitive uses through erecting barriers, establishing setbacks, and use of sound-absorbing materials.
- Mitigating the effects of construction and demolition by regulating hours of operation and encouraging use of quieter equipment.
- Vibration control to prevent structural damage and discomfort from trains, heavy vehicles, industrial operations, and construction activities.
- Establishing mixed-use and entertainment areas that integrate noise insulation to protect residential spaces while maintaining lively activity.
- Preservation of quiet zones in parks, residential areas, and other spaces where tranquility is prioritized.
- Enforce noise standards, adopt active noise control, and maintain equipment to reduce long-term operational noise.



Planning Context

The Noise Element provides a framework to address existing and future noise and vibration through land use planning, mitigation measures, and targeted policies. By identifying key noise generators, such as roadways, railroads, airports, construction activities, and industrial operations, this element ensures that policymakers and developers consider the acoustic impacts from proposed projects while preserving the quality of residential, commercial, recreational areas such as parks, and mixed-use areas in the City.

Through collaboration with regional agencies, enforcement of local standards, and implementation of context-sensitive design principles, San Bernardino can foster functional spaces that protect residents from excessive noise without stifling urban activity.

Noise and Vibration

Noise can be simply defined as any unwanted sound based on objective and subjective criteria but also subjective criteria. For instance, outdoor events such as music festivals and sporting events may be enjoyable for attendees, but could disturb others. An occasional event may not be annoying to the neighborhood, but regular events after daytime hours could be. Noise from airplanes, railroads, and major freeways also can disturb residents. Likewise, necessary services like street cleaning often take place during quieter hours to avoid cars parked on the street and not obstruct businesses; however, such timing might bother those trying to rest.

Because San Bernardino is a large and active suburban community, noise generated from traffic, deliveries, and buses is prevalent. Freeways, such as the I-10, I-215 and state routes, produce significant levels of noise, especially from trucks passing at higher speeds. The San Bernardino International Airport (SBIA) is the source of aircraft take-off/landing and aircraft over-flight noise, with impacts concentrated under flight paths and near runways. The BNSF railyard, one of the largest facilities in California, produces noise from trains that frequent the facility and cross the community. Finally, stationary sources such as commercial uses, industrial operations, and recreational facilities contribute to the noise environment.

Table N-1, Noise and Vibration Terms, provides a definition of common terms for understanding the noise environment.

Table N-1 Noise and Vibration Terms

Terms	Definition
Intrusive Noise	Noise that intrudes above the ambient (normal level) noise at a site. Its intrusiveness depends on amplitude, duration, frequency, time of day, and the prevailing noise level.
dB (Decibel)	A unit describing the amplitude of sound, a logarithmic unit used to express the ratio of two values of a physical quantity, often power or amplitude, like sound intensity
dBA (A-weighted decibel)	A-weighted decibel scale that ranges from zero dBA for the average least perceptible sound to 130 for the average pain level. A 10 dBA increase indicates a doubling of the level of noise that is received by a receptor.
L₀₁, L₁₀, L₅₀, and L₉₀	The A-weighted noise levels exceeded 1%, 10% and 90% of the time during the measurement period. These values are used to demonstrate compliance with noise restrictions in the City noise ordinance.
Leq (Equivalent Noise Level)	The average A-weighted noise level that occurs during the period of measurement (day, night, etc.). <ul style="list-style-type: none"> • L_{max}: the maximum A-weighted noise level measured • L_{min}: the minimum A-weighted noise level measured
Community Noise Equivalent Level (CNEL)	Average A-weighted sound level during a 24-hour day, obtained after adding 5 decibels to sound levels in the evening from 7:00–10:00 pm and after adding 10 decibels to sound levels in the night from 10 pm–7 am.
Noise Contours	Lines drawn around a noise source indicating equal levels of noise exposure. CNEL and L _{dn} are metrics that describe noise levels and to establish land use criteria for noise.
PPV (Peak Particle Velocity)	PPV measures the maximum velocity of a vibration. It is a standard metric for assessing potential for architectural or structural damage to buildings from vibration.
VdB (Vibration Decibels)	VdB quantifies RMS (root mean square) vibration velocity on a decibel scale. Typical background vibration in neighborhoods measures around 50 VdB, while vibrations become faintly perceptible to humans at 65 VdB.
Human Perception Thresholds	Normal background vibration at 50 VdB is generally imperceptible. At 65 VdB, vibrations are faintly noticeable, and by 75 VdB, they transition to distinctly noticeable. At 100 VdB, minor damage may occur in fragile structures.
Sources of Ground Vibration	Natural phenomena such as earthquakes, landslides, and ocean waves, as well as human-induced sources like construction, heavy machinery, trains, traffic (especially on rough roads), pile driving, and explosions.



Noise Standards and Regulations

The federal government and State of California have enacted noise controls to promote an environment for all people free from noise that jeopardizes the public health, safety, and welfare. The City supplements these state and federal standards with local regulations tailored to the community. The following provides an overview of noise regulations affecting San Bernardino.

Local Noise Regulations

The City regulates the sources and levels of noise in the City through various provisions of the Development Code. These include:

- Chapter 8.54-Noise Control
- Chapter 8.57-Sound Vehicles
- Chapter 9.48-Sound-Making or Sound-Amplifying Devices
- Chapter 10.56-Noise Limits
- Chapter 19.20- Property Development Standards

These development codes establish the maximum permissible noise levels of 65 dBA Leq for residential uses at the exterior boundary of a property and the maximum permissible interior noise levels of any habitable room in a home at or below 45 dBA Ldn.

Acceptable Noise Levels

Major freeways and interstate routes traverse San Bernardino. The Federal Highway Administration (FHWA) is responsible for developing standards for acceptable highway traffic noise levels. Based on the California Office of Land Use, the City has set exterior noise standards for activity areas impacted by noise from roads, railways, and transit. **Table N-2**, Acceptable Noise Levels for Transportation Noise Sources, outlines the maximum acceptable exterior noise levels. However, these are maximum levels, and lower thresholds may be desired.¹

¹ The federal Department of Housing and Urban Development noise standards and conditions take precedence when approving HUD-supported or assisted housing. Generally, in areas with ≤ 65 dBA, residential development is acceptable; in areas with noise levels of 65 to 75 dBA, housing is permitted with mitigation; and in areas with noise levels that exceed 75 dBA, residential development is prohibited.

Table N-2 Acceptable Noise Levels for Transportation Noise Sources

Land Use Category		CNEL (dBA)	
Categories	Uses	Interior ¹	Exterior ²
Residential	Single family residential, duplex	45 ³	65
	Multi-family residential	45 ³	
	Mobile Homes	----	
Commercial	Hotel, motel, transient housing	45	65 ⁴
	Movie Theaters	45	----
	Amphitheater, auditorium, movie theater	45	----
	Commercial retail, bank, restaurant	55	----
	Office building, R&D, professional offices	50	----
	Gymnasium (Multipurpose)	50	----
	Sports Club	55	----
	Manufacturing, warehouse, wholesale, utilities	65	----
Institutional, Public	Hospital, school classrooms, playgrounds	45	65
	Church, library, or similar use	45	----
Open Space	Parks and Open Spaces	----	65

Source: Governor's Office of Land Use and Climate Innovation *Noise Element Guidelines*.

Notes:

¹ Indoor environment excluding: bathrooms, kitchens, toilets, closets, and corridors

² Outdoor environments limited to: private yard of single-family dwellings, multi-family private patios or balconies, mobile home parks, park picnic areas, school playgrounds, and hospital patios

³ Noise level requirement with closed windows, mechanical ventilation or other means of natural ventilation shall be provided as per Chapter 12, Section 1205 of the Uniform Building Code. Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

The State of California's noise insulation standards for noise-sensitive uses are codified in Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards). They require that noise insulation in new hotels, motels, apartment houses, and dwellings (other than single-family detached housing) provide an annual average noise level of no more than 45 dBA CNEL. When such structures are in a 60 dBA CNEL (or greater) noise contour, an acoustic analysis is required to ensure that interior levels do not exceed the 45 dBA CNEL annual threshold.

The California Building Code provides a minimum standard for building design—a maximum interior noise level of 45 dBA Ldn/CNEL. Where exterior noise levels exceed 60 dBA Ldn/CNEL, a report must be submitted with the building plans describing the noise control



measures that will be incorporated into the project's design to meet the noise limit. Noise reduction measures such as increased setbacks, strategic placement of noise-insensitive land uses, proper orientation of bedrooms away from noise sources, mechanical ventilation, and the construction of noise barriers are ways to achieve compliance with the standards above.

Urban Core Noise Standards

Downtown San Bernardino experiences persistent noise from high-volume traffic, including cars, buses, and trucks. Roads like E Street, Third Street, and the I-215 off-ramps contribute to elevated noise levels, particularly during peak commute hours. Though residential neighborhoods have lower-speed roads, they still are affected by localized noise sources unrelated to transportation. In suburban neighborhoods, lawn mowers, leaf blowers, hedge trimmers, and power tools contribute to disruptive noise.

Table N-3, Urban Core Acceptable Exterior Noise Levels for Stationary Noise and Street Event Sources, specifies the maximum acceptable exterior noise levels for non-transportation noise sources, such as industrial equipment or commercial activities. This table separates standards into daytime and nighttime hours to protect sleep and accommodate daytime activity in louder environments. In interpreting the categories, a 10 dBA increase in the level of noise refers to the doubling of noise levels received by a receptor.

Table N-3 Urban Core Acceptable Exterior Noise Levels for Stationary Noise and Street Event Sources

Land Use Category	Daytime (Leq) 7 am to 11 pm	Nighttime (Leq) 11 pm to 7 am
Residential	65 dBA	50 dBA
Mixed Use/Commercial	70 dBA	60 dBA
Industrial	75 dBA	65 dBA

Note: A 3 dBA increase results when doubling a stationary noise source in the same location or doubling existing average daily traffic volumes along a roadway segment. A 10 dBA change is perceived as a doubling (or halving) of the sound.

Airport Noise Standards

Airport noise is heavily regulated by the federal government and local airport land use commissions. While the San Bernardino International Airport (SBIA) does not appear to have a recent adopted Airport Land Use Compatibility Plan as required, the City's Development Code includes noise standards that govern the noise environment resulting from airport operations. The Development Code also addresses land uses around an airport, citing decisions and regulations that affect developments around the airport.

The Municipal Code provides noise regulations that govern the siting, permitting, and mitigation for land uses surrounding the airport. The Airport area is divided into five zones based on noise levels and proximity to runways. Generally, uses that are not noise sensitive (such as warehousing, industry, and mining) are allowed closer to the airport, and noise-sensitive land uses (with noise reduction measures) are allowed in areas exposed to less airport noise.

Table N-4, Airport Compatibility Zone Summary, provides the noise exposure levels in various zones and the development standards, allowable land uses, and mitigations required.

Table N-4 Airport Compatibility Zone Summary

Zone	Noise Exposure (Ldn)	Development Standards	Allowable Uses
AD 1	80+	Max height: 30 feet Min lot size: 35,000 sqft No human occupancy NLR: 30 dBA required	Warehousing Light industrial Wholesale trade Agriculture/mining
AD 2	75–80	Max height: 30 feet Min lot size: 35,000 sqft NLR: 30 dBA required	All AD 1 land uses Limited retail) Offices/banks Golf courses
AD 3	75–80	NLR: 30 dBA required	All land uses listed above provided noise reduction mitigation is incorporated.
AD 4	70–75	NLR: 25 dBA required	
AD 5	65–70	NLR: 20 dBA required	

(NLR) = Noise Level Reduction

Source: Airport Overlay District, City of San Bernardino Development Code, 2025.



Railroad Noise Standards

The Environmental Protection Agency (EPA) retains authority to regulate railroad noise under the Noise Control Act found in 40 CFR Part 201. Although the EPA's Noise Control Act regulations are still technically active, their Office of Noise Abatement and Control was defunded in 1982. Since then, the Federal Railroad Administration (FRA) has been responsible for their enforcement.

The EPA standards themselves, which set operational noise limits and requirements for new equipment, are summarized in **Table N-5**, Summary of EPA/FRA Railroad Noise Standards.

Table N-5 Summary of EPA/FRA Railroad Noise Standards

Zone	Operating Conditions	Noise Metric ^{1,2}	Distance (feet)	Noise Standard (dBA)
Locomotives built before 12/31/79	Stationary	Lmax(Slow)	100	73
	Idle Stationary	Lmax(Slow)	100	93
	Non-Idle Moving	Lmax(Fast)	100	95
Locomotives built after 12/31/79	Stationary	Lmax(Slow)	100	70
	Idle Stationary	Lmax(Slow)	100	87
	Non-Idle Moving	Lmax(Fast)	100	90
Rail Cars	Speed < 45 mph	Lmax(Fast)	100	88
	Speed > 45 mph	Lmax(Fast)	100	93
	Coupling	Avg. Max.	50	92

Source: USEPA Railroad Noise Emission Standard (40 CFR Part 210).

1. Slow and fast exponential time-weighting is used.

2. Note that these values are in terms of the Lmax and can be considerably greater than the Leq typically used in the measurement of obtrusive noise.

Local communities do not have the authority to override federal noise regulations for railroads. However, they can petition the FRA to establish "quiet zones" at grade crossings by meeting safety criteria and installing engineering improvements to mitigate the absence of a train horn. Of the 60 at-grade crossings in San Bernardino, half (30 crossings) have established quiet zones.

Vibration Standards and Regulations

Vibration refers to oscillating motion that transfers energy through solid materials. For example, freight trains or heavy-duty construction equipment produce vibrations that can rattle windows or disturb nearby residents. Even HVAC units can generate persistent vibrations that affect comfort or concentration. Several land uses are especially sensitive to vibration, such as concert halls, hospitals, libraries, residential neighborhoods, schools, and offices.

Vibration can impact older structures and sensitive environments, such as surgical facilities. The primary source of disruptive vibrations is construction activity, such as earthmoving and pile-driving. Though railways and airports also produce vibrations, most lack the intensity to impact structural integrity or human sensitivity. **Table N-6** describes sensitivity to groundborne noise and vibration that can help assess the impact of vibrations and inform mitigation strategies.

Table N-6 FTA Construction Noise and Vibration Levels

Building/Structural Category	Leq (8-hour) dBA	
	Daytime	Nighttime
Residential	80	70
Commercial	85	85
Industrial	90	90
Building/Structural Category	Peak Particle Velocity (PPV)	Approximate Vibration dB
I. Reinforced-concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: Federal Transportation Administration, Transit Noise and Vibration Impact Assessment, 2018.

Notes: dBA = A-weighted decibels; Leq = equivalent continuous sound level; db = decibel; in/sec = inches per second; PPV = peak particle velocity

The following provides the planning context, goals, and policies to achieve the City's vision as articulated in the 2050 General Plan.



Goals and Policies

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

Downtown Noise

Currently, Downtown San Bernardino has limited nighttime activity and subdued street life. While this calmness ensures minimal noise disruption for residents, it also reflects the area's underutilized potential as a vibrant mixed-use destination. Few entertainment venues or late-night businesses operate at full capacity, and pedestrian activity dwindles after hours. Major transit corridors generate some ambient noise, but without the energy of a thriving downtown, the soundscape remains muted.

As downtown becomes a hub of commerce, entertainment, and culture, the General Plan 2050 anticipates higher noise levels in designated activity zones but implements strategies to protect nearby neighborhoods. This includes zoned noise tolerance, with livelier soundscapes in entertainment and commercial districts while shielding residential areas with acoustic barriers and noise insulation requirements. Transit and design solutions, such as sound-absorbing street designs, will soften noise from increased vehicular activity.

Goal N-1 Urban Core Noise

Provide for a noise management framework that accommodates urban vibrancy by permitting context-sensitive exemptions, updating standards for activity hubs, and requiring mitigation strategies that balance community livability with economic and cultural vitality.

Policies

- N-1.1 Urban development.** Exempt development in focus areas, transit hubs, or along major roads from outdoor noise standards provided acceptable interior noise levels are maintained.
- N-1.2 Urban noise standards.** Allow tailored exterior noise standards based on place to accommodate businesses and entertainment venues provided that acceptable interior noise levels can be maintained.

Neighborhood Noise

The City of San Bernardino is known for the diversity of its residential neighborhoods—from traditional suburban neighborhoods to hillside developments to transitional neighborhoods with a mix of uses, to urbanized neighborhoods near the downtown or other activity areas. As a result, the noise concerns expressed by residents vary based on their location, adjacency to transportation-related noise sources (e.g., freeways, airport, and rail), level of traffic, and other unique concerns.

Suburban homes often face noise from nearby gatherings, barking dogs, and home improvement projects. Backyard parties, kids playing, and late-night DIY work can lead to excessive noise. The City's noise ordinance sets quiet hours (10 pm to 7 am) and regulates excessive noise, enforced through code compliance. Community education campaigns promote courtesy notifications for planned events and soundproofing fencing or shrubbery to buffer noise.

Goal N-2 Neighborhood Noise

A city with appropriate noise and vibration levels that provide peaceful, quiet living in residential neighborhoods.

Policies

- N-2.1 Noise sensitive uses.** Minimize, protect, or prohibit new housing, health care, schools, libraries, religious facilities, and other sensitive uses in areas where existing or future noise levels stated in **Table N-2**.
- N-2.2 Vehicle noise reduction.** Promote measures that reduce noise from motor vehicles (e.g., truck routes limits, blaring horns or muffler monitoring, and speed limits) to reduce the impact on noise-sensitive land uses.
- N-2.3 Rail quiet zones.** Partner with railroads to implement minimize rail-related noise impacts through quiet zones, restricted air horn use, and limiting timetables for train traffic. Encourage the construction of noise barrier walls for homes located adjacent to railroad rights of way.
- N-2.4 Noise regulation enforcement.** Enforce the City's Noise Ordinance to ensure that neighborhood noise sources and levels of noise experienced by residents adhere to daytime limits and are minimized whenever feasible.



Land Use Planning and Design

As San Bernardino continues to grow, increasing population, employment, and tourism will bring more traffic and noise-generating activities. At the same time, undeveloped and underdeveloped areas—some designated for noise-sensitive uses like housing, schools, or health care—may be near busy roadways, railroads, or transit lines. To maintain good quality of life, integrating smart land-use planning and noise-reduction strategies is essential.

To minimize disruptions, the City should conduct noise impact evaluations for development projects where sensitive land uses and major noise sources intersect. Through the project review process, planners and developers can collaborate on innovative design solutions that reduce noise exposure. Modern approaches include:

- Buffer zones that reduce noise with a barrier or separation between a noise source and a sensitive area. Examples include:
 - Structural buffers: positioning parking structures or storage or utility areas between noise sources and quiet areas.
 - Vegetative buffers: dense plantings of trees, shrubs, and grasses that absorb and deflect sound waves.
 - Physical barriers such as walls or berms that can deflect noise from transportation sources.
- Building site planning and design techniques that reduce the level of noise experienced. Examples include:
 - Orienting structures to shield outdoor living spaces from railroad traffic noise.
 - Locating bedrooms, home offices, and quiet zones away from high-traffic roads.
 - Using sound-absorbing materials (acoustic fencing, green walls, or insulated windows).
- Incorporate quieter pavement materials for roadways (rubberized asphalt), noise barriers, and transit-oriented design with bicycle paths and pedestrian walkways to reduce traffic noise wherever feasible and not cost prohibitive.

Goal N-3 Land Use Planning and Design

Ensure that residents and sensitive land uses are protected from excessive levels of noise through the implementation of careful land planning and design techniques.

Policies

- N-3.1 Sensitive land uses and transportation noise.** Prohibit development of housing, health care facilities, schools, libraries, religious facilities, and other noise-sensitive uses in areas where existing or future noise levels from transportation sources exceed noise levels in **Table N-2**.
- N-3.2 Truck delivery regulations.** Prohibit truck deliveries to commercial properties adjacent to residential zones outside of daytime hours (7 am to 10 pm), unless no feasible alternative exists or overriding benefits necessitate off-hour operations. Exemptions may be granted for critical deliveries or emergency operations, or when delivery trucks are equipped with electric motors that do not generate noise.
- N-3.3 New development of stationary noise sources.** Prohibit the development of new or expansion of existing industrial, commercial, or other uses that generate noise impacts exceeding 65 dBA Leq at the receiving property line of housing, schools, health care facilities or other sensitive uses.
- N-3.4 Sensitive land uses and stationary noise sources.** Prohibit development of new or expanded residential or other noise-sensitive uses (e.g., schools, hospitals, senior housing, and religious facilities) in areas where existing or planned stationary noise sources would expose them to noise levels that exceed 65 dBA Leq at the receiving land use property line, as defined by **Table N-3**.
- N-3.5 Noise mitigation techniques.** Require the use of noise buffer zones, building site planning and design techniques, physical barriers, or innovative and emerging technologies as feasible to reduce noise levels to acceptable levels consistent with **Tables N-2** and **N-3**.



Transportation Related Noise Sources

San Bernardino is a key transportation hub, home to major highways (State Routes 18, 30, 330, and 66, Interstates 10, 210, and 215), major roads, railways, and the San Bernardino International Airport. While these facilities are vital for mobility and economic growth, these uses also cross residential areas and other sensitive land uses. Therefore, implementing cost-effective strategies to minimize their undue impact on the community's soundscape is an important goal.

Though local government has limited control over transportation noise (many standards are set by state and federal agencies), the City can still enforce its municipal code to address noise. The most effective tools to control transportation noise are noise barriers and smart site design. Noise barriers are most effective when placed close to the noise source, which forces the noise energy wave up and over. The taller and more strategically positioned the barrier, the greater the reduction in noise. Additional sound dampening can be achieved depending on the type of transportation noise.

Roadways

Roads are a major source of noise, with sound coming from vehicle engines and tire friction on pavement. The City can reduce this noise through speed management; even a 5 mph decrease can lower noise levels by 1 to 2 dBA, and a 10 mph reduction can have the same effect as cutting traffic volume in half. Truck traffic plays an outsized role in roadway noise, with medium and heavy trucks generating as much noise as 5 to 60 passenger vehicles, depending on speed and weight. The City can mitigate this impact with weight restrictions and designated routes, prohibiting noisier vehicles from sensitive areas.

Well-maintained roads also contribute to quieter streets because smooth pavement prevents the rattling and bouncing that amplify traffic noise. By prioritizing road repairs and eliminating bumps and dips, the City can further reduce unwanted noise. These efforts, combined with speed management and smart truck routing, create a more peaceful environment for residents while maintaining vital transportation networks. Existing and future circulation noise projections for San Bernardino are mapped on **Figures N-1 and N-2**.

Railways

San Bernardino's rail network is a significant contributor to noise, with three major routes traversing the City: the Cajon Pass Line, the MetroLink Arrow Service, and the Main Line-Colton. Additionally, the BNSF and Union Pacific operate key freight corridors. Noise levels vary across these routes due to differences in train frequency, speed, and operational patterns. Rail noise depends on multiple factors, including daily train volume, scheduling, engine and railcar numbers, track type (continuous welded vs. bolted), and the use of warning horns at at-grade crossings. Faster trains and frequent horn use, particularly near crossings, will amplify disruptions.

Federal regulations limit local control over rail operations, but the City can reduce noise through land-use planning near rail corridors. For instance, the City integrates rail noise considerations into the land use policies in the Land Use and Urban Form and Noise elements. The strategic placement of physical buffers, such as industrial or less noise-sensitive uses, near rail lines helps to reduce the noise that reaches sensitive uses. Current noise projections for these lines are mapped later in this section of the element.

Public Transit and Rail Noise

Downtown's transit hubs, including the San Bernardino Transit Center and nearby Metrolink/Amtrak stations, produce frequent noise from train horns, braking, and loudspeaker announcements. The BNSF freight line also cuts through the urban core, causing vibrations and low-frequency rumbling. The City is pursuing Federal Railroad Administration (FRA) "quiet zone" designation for select rail crossings to eliminate routine use of train horns. Additionally, the transition to electric buses and rail dampening technologies will reduce transit-related noise over time. The City also encourages commercial and industrial uses to adopt transportation demand management programs aligned with the Air Quality Management Plan. These programs should promote incentives for carpooling, vanpooling, and public transit use, helping to reduce traffic congestion and lower noise levels in the community.



Airports

San Bernardino International Airport provides cargo, commercial, and general aviation service for domestic and international flights. San Bernardino hosts five heliports, including locations at the National Orange Show, Community Hospital, and SCE Eastern Division. Airport activities generate noise that can affect nearby homes and businesses. Overflight noise such as aircraft passing and audibly beyond official noise boundaries can affect quality of life.

San Bernardino International Airport's operations are delineated in six safety zones, each with unique risks, noise levels, and land use requirements. While these zones were primarily established to address the potential for airplane crashes into buildings, they also align with noise mitigation strategies by restricting incompatible land uses in areas most affected by aircraft operations. The Airport Overlay Zone in the City's development code outlines six zones that correspond to different levels of safety hazards.

Federal and state law dictate the type of allowable development and building height limits in each of the six airport zones. However, the City plays a key role in decisions that affect land use compatibility. The Airport Overlay District specifies permissible and prohibited land uses in each zone to minimize exposure to public safety hazards. Each of these regulations must be followed. By aligning land use policies with safety zone guidelines, San Bernardino can protect residents while fostering responsible growth around the airport.

Ultimately, the airport safety zones and noise management policies work together to provide a comprehensive noise-protection approach to land use planning around the airport. By considering both the crash risk for airplanes and noise exposure in development decisions, San Bernardino can protect public health and safety while still allowing for appropriate growth near the airport.

Noise levels for transportation routes are mapped on **Figure N-1**, and projections for the rail and airport are shown on **Figure N-2**. The subsequent goal and policies address these sources of noise.

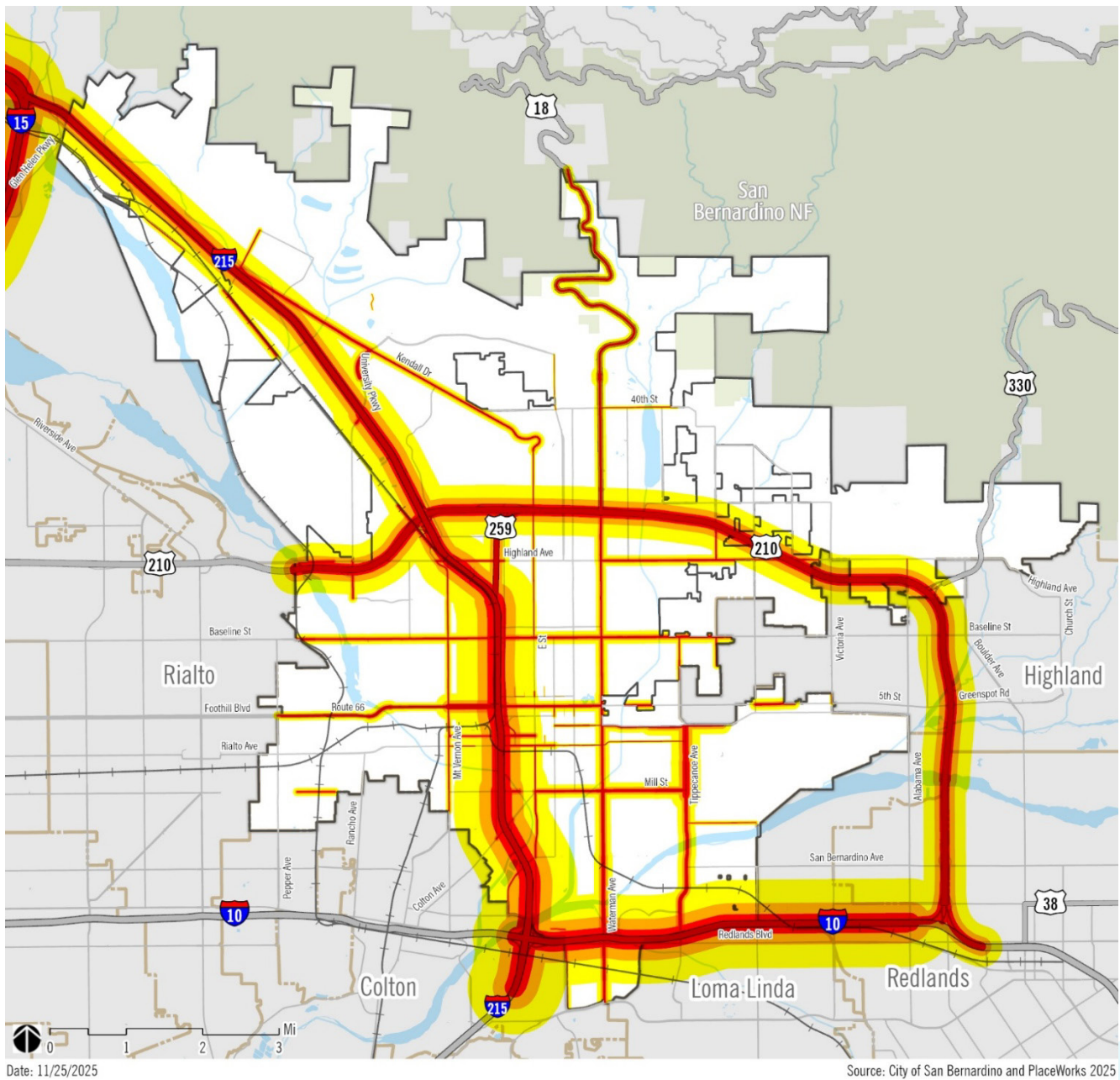
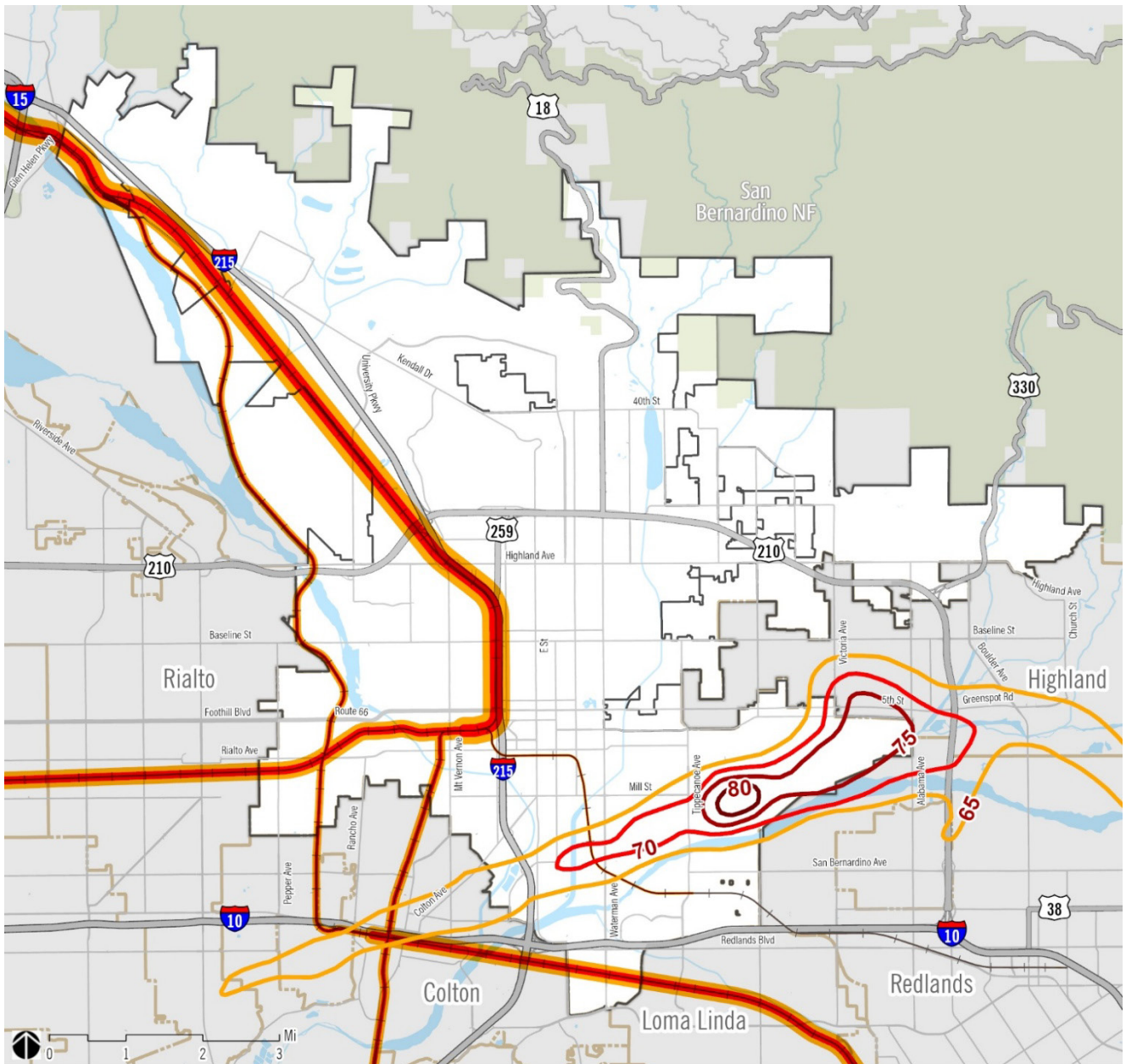


Figure N-1 Roadway Noise in San Bernardino



Date: 11/25/2025

Source: City of San Bernardino and PlaceWorks 2025

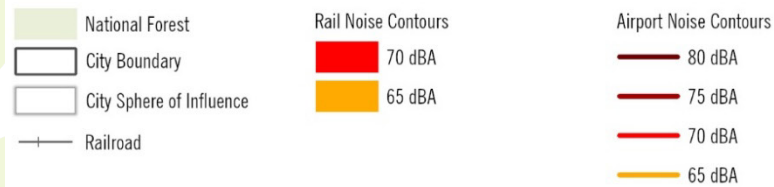


Figure N-2 Rail and Airport Noise in San Bernardino

Goal N-4 Transportation Related Noise

Encourage reduction of noise from transportation-related sources such as vehicles, aircraft operations, and railroad movements.

Policies

- N-4.1 Highway and freeway noise.** Work with Caltrans to landscape or install mitigation elements along freeways and highways adjacent to residential subdivisions or noise-sensitive uses to reduce noise impacts.
- N-4.2 Physical buffering requirements.** Require sound walls, berms, and/or landscape buffering along highways and railroad rights-of-way to beautify the landscape and reduce the noise caused by trains and traffic volumes.
- N-4.3 Noise mitigation designs for roadways.** Employ noise mitigation practices when designing or improving streets, highways, or road segments. Emphasize the establishment of natural buffers or setbacks between arterial roads and adjoining noise-sensitive areas.
- N-4.4 CEQA ambient noise increase threshold.** Require that proposed development which increases the ambient noise level by 3 dBA or more adjacent to noise-sensitive land uses provide mitigation measures to ensure the project does not exceed this threshold.
- N-4.5 Railroad operations to reduce noise.** Work with railroad operators to reduce noise levels by:
- Properly maintaining lines to reduce unnecessary noise impacts.
 - Restricting travel during the early morning and late evening hours to reduce impacts in residential areas.
 - Installing or adjusting noise mitigation features (e.g., Quiet Zones and walls), where feasible.
- N-4.6 Airport land use compatibility.** Limit the development of noise-sensitive land uses within the 65 dBA CNEL contour designated in SBIA's Land Use Plan. Where such uses are proposed, building design must achieve interior noise levels of 45 dBA CNEL or lower in habitable rooms.



Construction-Related Noise Sources

Construction is a necessary part of developing and redeveloping communities. Construction noise is typically intermittent and during the less intrusive daytime hours. Two types of temporary noise impacts could occur during construction of these land uses. Transportation of workers and movement of materials to and from the site could increase noise levels along local access roads. Temporary noise during construction activities, including asphalt demolition, site preparation, grading, building construction, and paving, each of which has its own mix of equipment and its own noise characteristics, could increase ambient noise levels at noise-sensitive receptors.

Goal N-5 Construction Noise

Protect residents from the negative effects of construction noise spillover through the enforcement of strict time restrictions and noise mitigation measures like sound barriers or low-decibel equipment.

Policies

- N-5.1 Construction near sensitive uses.** Require that construction activities adjacent to residential units and other sensitive land uses are limited as necessary to prevent adverse noise impacts.
- N-5.2 Feasible options to reduce noise from construction.** Require that construction activities employ feasible and practical techniques that minimize the noise impacts on adjacent uses.
- N-5.3 Exterior noise standard for construction activities.** Adopt acceptable noise and vibration FTA standards for construction activities at the receiving land use, as defined by **Table N-6**.
- N-5.4 Update noise ordinance.** Update the Noise Ordinance to require that construction activities employ feasible and practical techniques that minimize the noise impacts on adjacent uses.