



Downtown San Bernardino Specific Plan

Draft

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City of San Bernardino, CA

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Executive Summary

1.0 Executive Summary

1.0 Executive Summary

The Downtown San Bernardino Specific Plan imagines and describes the steps to revitalize one of Southern California's larger downtowns. Covering 600 acres in the heart of San Bernardino, the plan promotes high-quality jobs, arts and culture venues, unique shops and businesses, pedestrian-friendly streets and paseos, historic preservation, and a range of housing opportunities.

This opportunity is unique to Downtown San Bernardino, which is poised to become “the downtown” for the Inland Empire.

This opportunity is unique to Downtown San Bernardino, with the potential to become “the downtown” for the Inland Empire. With a population of over 4 million people, the Inland Empire of San Bernardino and Riverside

Counties is the largest metropolitan area in the United States without a clearly defined and dominant downtown center. Other cities in the area that might be potential candidates, such as Riverside or Redlands, are built out a relatively low scale and can not easily accommodate substantive new development. By contrast, Downtown San Bernardino has both available land for new investment and transit resources to support significant new population of residents, workers and visitors. Downtown San Bernardino has the additional advantage of being the County seat and the historic center of the region. This combination enables the City of San Bernardino to boldly imagine a new future for the Downtown.

This plan is informed by an intensive program of in-person and online workshops, advisory committee meetings, pop-up events, and other forms of public outreach. Comments and suggestions from community members who participated in these outreach events are interspersed throughout the plan document.

One of the key opportunities in the downtown is the redevelopment of the city-owned Carousel Mall site into a vibrant, mixed-use anchor. In addition to public outreach events, the plan's authors collaborated in regular workings sessions with the interested developers of the mall site and other available properties in the downtown to gather input on design and development ideas.

The Downtown Specific Plan includes a new zoning code for the downtown, with streetscape standards, allowable land uses, a form-based code, and a process for expedited project review. Unlike previous vision plans for Downtown San Bernardino, this plan will align vision with development standards, setting the stage for an investment boom.



2

Downtown Context & History

- 2.1 Regional Context
- 2.2 Local Context
- 2.3 Downtown
Development Pattern
- 2.4 Planning History

2.1 Regional Context

The Downtown San Bernardino Specific Plan (Specific Plan) encompasses the historic core of San Bernardino and its associated neighborhoods. It is accordingly near the geographic center of the city, at the convergence of multiple transportation arteries. Figure 2-1 highlights the Downtown Specific Plan Area in the City of San Bernardino and its connections to regional transit facilities.

Of these, the railroads are the oldest; both the Union Pacific and the Atchison, Topeka and Santa Fe Railways arrived in the late nineteenth century. Today, passenger and commuter rail service via Amtrak, Metrolink, and Arrow express still pass through Downtown, with trains stopping at the southern side of Downtown before traversing east, west, and south. Riverside, Santa Ana, south Orange County, Claremont, El Monte, Downtown Los Angeles, and Redlands are among the destinations that can be accessed from Downtown by train.

The era of the automobile arrived early in Southern California. The famous US Route 66 passed through Downtown San Bernardino as E and 5th Street, exemplifying the extensive road network of San Bernardino. Iconic sites from the Route 66 era include the first McDonalds on E Street and the Wigwam Motel on Foothill Boulevard, both a short drive from Downtown.

The freeways arrived after World War Two, with the I-10 and I-215 having the greatest impact on Downtown. I-215 isolated neighborhoods to the west from Downtown, and I-10 shifted east-west traffic to the south. As was common in many American cities throughout the 20th century, commercial and economic activity in the Downtown core was replaced with commercial centers near freeway junctions—in this case, the interchange of I-215 and I-10 to the south of the Specific Plan area.

In 2014 the sbX rapid bus line opened on E Street, connecting Downtown to local destinations north and south. At the north end of the bus line is CSU San Bernardino, and at the south end is San Bernardino Community College and Loma Linda Medical Center.

The convergence of transit lines makes Downtown San Bernardino well positioned to become a centralized neighborhood and district for residents desiring to reach these various destinations.

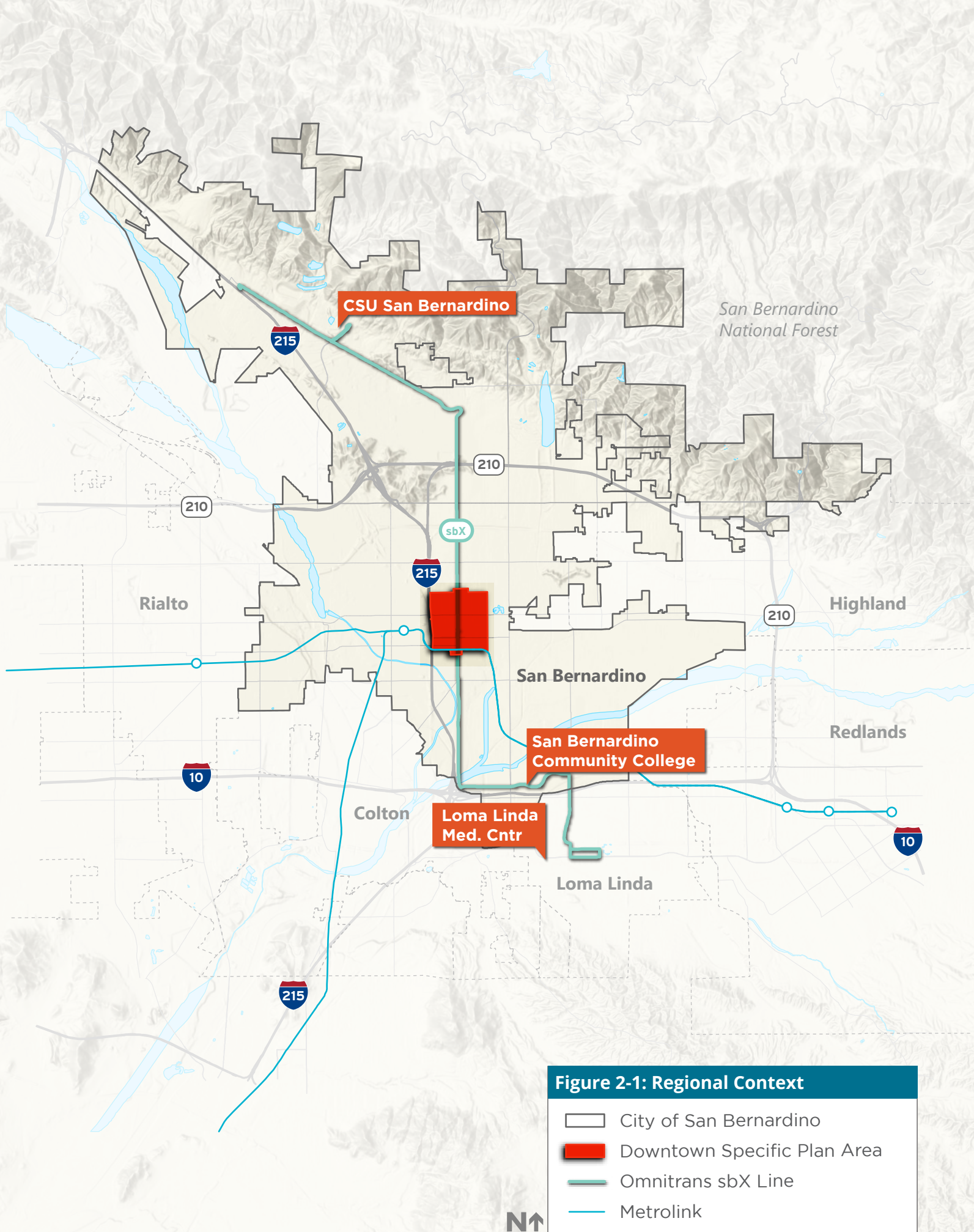


Figure 2-1: Regional Context

- City of San Bernardino
- Downtown Specific Plan Area
- Omnitrans sbX Line
- Metrolink

2.2 Local Context



Carousel Mall Development Site



San Bernardino Transit Center



County Courthouse

Figure 2-2 shows the Specific Plan boundaries and highlights general land uses and destinations in and around the plan area. The Specific Plan consists of 620 acres; its northern and southern boundaries are at 8th Street and the railroad tracks to the south of Rialto Avenue, respectively. It is bounded to the east and west by Sierra Way and the San Bernardino Freeway (I-215), respectively, and is primarily within Ward 1, though a small area to the south of Rialto Avenue and west of E Street is in Ward 3.

To the north and west of the Specific Plan are residential neighborhoods characterized by one- to three-story single-family homes, duplexes, triplexes, and four-plexes. To the west, I-215, the San Bernardino Depot Rail yard, and other industrial uses create a barrier between neighborhoods and commercial areas. Adjacencies to the south and east of the Specific Plan include primarily industrial and commercial activities, with scattered and isolated residential neighborhoods. Key destinations to the south and in proximity to the Specific Plan include the San Manuel Baseball Stadium (0.1 mile), Orange Show Event Center (0.8 mile), and Inland Center Mall (0.8 mile). Commercial uses in and around the Specific Plan tend to be designed as traditional suburban retail centers and are organized along arterials for automotive access.

Key sites within the Specific Plan include the former Carousel Mall development site; San Bernardino Transit Center; Meadowbrook Park; City Hall; and numerous county, state, and federal governmental facilities.

While this is the first Specific Plan for the Downtown, the City of San Bernardino has completed ten other specific plans, including the Waterman & Baseline Neighborhood Specific Plan (2016) adjacent to the Downtown Specific Plan on the east.



2.3 Downtown Development Pattern



Historic Enterprise Building



Historic Harris Building



Sign at Carousel Mall Parking Lot

Historic Context. Downtown is the oldest part of San Bernardino and was originally built on a pedestrian-scale grid. Maps from the late nineteenth century illustrate a concentration of masonry structures at the intersections of 3rd Street with D and E Streets. The density of structures diminishes with distance from the historic core, and wood-framed construction becomes more prevalent. Figure 2-3 shows the Sanborn Fire Insurance map from 1894, which illustrates this pattern.

Block Structure. Figure 2-4 illustrates the block structure in the Specific Plan, with typical block dimensions of 600 feet by 600 feet. Though a rectilinear block structure is typical in many historic central cities, block *dimensions* vary considerably, and the typical block in San Bernardino is fairly large. Generally, smaller blocks promote greater walkability and porosity in the urban fabric. Some of the historical block structure remains largely intact today, but few historic structures survive, and the distinctive Downtown core of the late nineteenth century is difficult to identify.

Carousel Mall. Midcentury redevelopment efforts established large megablocks around civic facilities. The development of the Carousel Mall on the west side of Downtown further eroded pedestrian accessibility and consolidated most of the commercial activity the area could support into the mall complex, leaving older development to shutter their doors and redevelop.

Mall redevelopment should be people first oriented.

-Online Social Pinpoint Comment



Restore the urban street grid through the site

-Online Social Pinpoint Comment

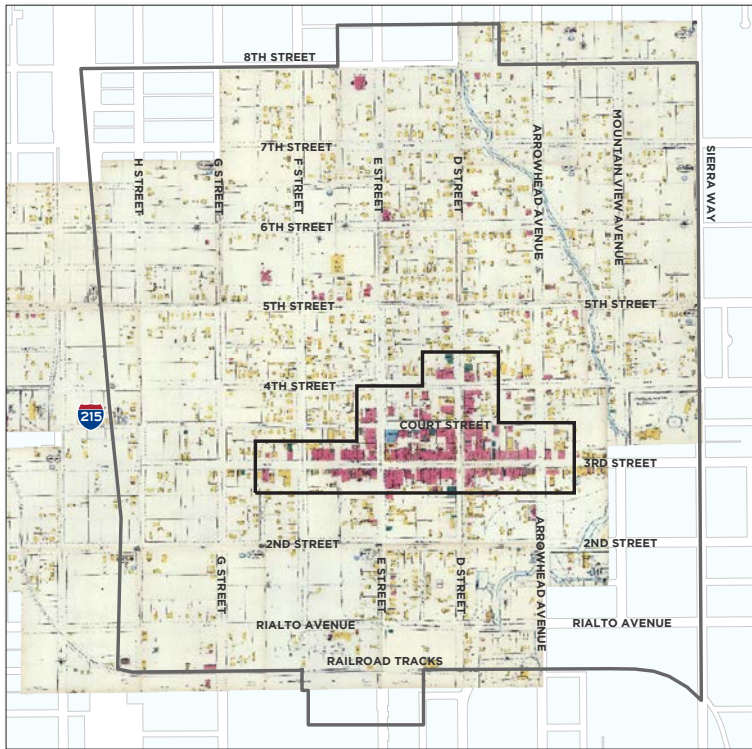


Figure 2-3: 1894 Sanborn Map

- Masonry Construction
- Timber Frame Construction
- Historic City Core

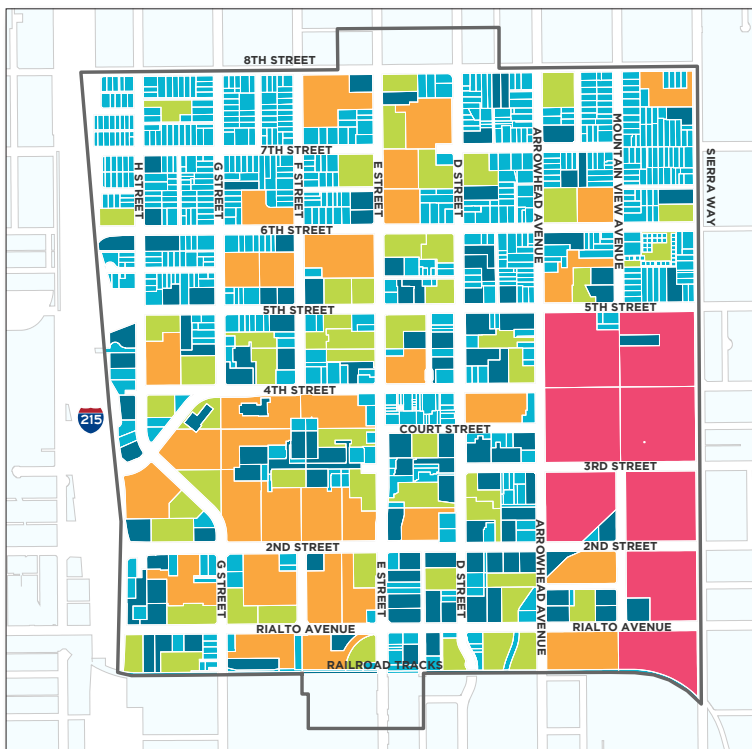


Figure 2-4: Block Structure

- Typical Block (600' x 600')
- Typical Smaller or Bisected Block
- Larger 'Super' Block
- Atypical Block

2.4 Planning History

The Downtown Specific Plan is the first of its kind for the downtown area. Previous studies and the current Main Street Overlay Zoning District include portions of the Downtown Specific Plan area, but each have different area boundaries.

The **Main Street Overlay Zoning District**. This district has a similar boundary to the Downtown Specific Plan, but does not include areas south of Rialto Avenue, including the San Bernardino Transit Center. This zoning overlay district was established to “provide a comprehensive set of development standards to be applied within the City’s downtown area.” These standards are provided for the continuance and enhancement of the historic downtown area as the functional and symbolic center of the City.

The **San Bernardino ULI TAP Report** (ULI 2007) includes a much larger area, with northern and southern boundaries at Baseline Street and Mill Street and an eastern boundary at Waterman Avenue. The ULI TAP report has the same study boundary as the **Downtown San Bernardino Compass Blueprint Case Study** area (SCAG 2008). This ULI planning study was intended to “recommend strategies, policies, and actions for the city and the county to pursue with respect to land use, transportation, lifestyle, urban design, commerce, and government that will bring vitality and economic well-being back to San Bernardino’s central business district.”

The **San Bernardino Downtown Core Vision & Action Plan** study area (AECOM 2009) has a boundary that extends east to Waterman Avenue and does not include blocks north of 6th street. This planning study was intended as a “blueprint for the future redevelopment, revitalization and growth of downtown San Bernardino. A plan which seeks to encourage a renewed interest in living, working, shopping and socializing in Downtown through the creation of a quality urban environment that will enhance the everyday experience.” This highly ambitious plan envisioned the redevelopment of the Carousel Mall site with a new Civic Center on its western portion.



San Bernardino Downtown Core Vision & Action Plan (2009)



3

Specific Plan Introduction

- 3.1 Specific Plan Introduction
- 3.2 Public Participation
- 3.3 Relationships to Other Plans and Programs
- 3.4 How to Use This Plan

3.0 Introduction

Why a Specific Plan? And Why Now? Although they were inspiring and often built on sound urban design and development strategies, the previous plans for Downtown San Bernardino detailed in Chapter 2 were predominantly vision plans. The underlying zoning and regulatory framework of land use and development approvals of Downtown were not amended to align with these vision plans. Consequently, execution of these plans was principally dependent on individual and discrete deals with the City, rather than through the by-right process outlined in the zoning code.

The purpose of the Downtown San Bernardino Specific Plan is to provide the regulatory framework and policies to enable the vision of Downtown San Bernardino to be realized over time.

Today, with the redevelopment of the Carousel Mall site imminent, the City desires a planning strategy that will not only guide the development of the mall site, but maximize the spin-off economic potential of this redevelopment. To do so requires aligning the land use and development regulations with a comprehensive vision for both the mall site and the rest of Downtown.

The Specific Plan is the tool to achieve this alignment. Unlike the prior master plans, this Specific Plan does not just describe the vision for Downtown but, on adoption, will establish the legal regulations for land development to implement that vision.

The Specific Plan will provide applicants, City staff, the public, and decision makers with information on the overall intent for Downtown, design standards to facilitate the project's implementation, and future changes thereto. It is intended that local public works projects, design review plans, detailed site plans, grading permits and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

What Is a Specific Plan? A Specific Plan is a regulatory tool that local governments use to guide development in a focused area of the community. The General Plan is the primary guide for growth and development citywide, and a Specific Plan focuses on the unique characteristics of a special area by customizing the planning process and land use regulations to that area.

California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457, allow cities and counties to prepare Specific Plans to develop policies, programs, regulations, and guidelines to implement the jurisdiction's adopted General Plan. As prescribed by law, a Specific Plan includes text and diagrams that generally describe:

- The distribution, location, and extent of all land uses.
- The standards and criteria by which new development will proceed.
- The proposed distribution, location, extent, and intensity of major components of public infrastructure, such as transportation and utility systems.
- A program of implementation measures, such as financing measures, policies, regulations, and public works projects.

The Downtown San Bernardino Specific Plan will be adopted by ordinance and establish the necessary plans, development standards, regulations, infrastructure requirements, and implementation programs on which subsequent project-related development activities within the Specific Plan are to be founded.

3.1 Public Participation

A constructive dialogue with the community has been essential throughout the Specific Plan process and is critical to successful implementation. At the forefront of this work program is a community-driven and human services-centered approach that has included the formation of a Downtown Advisory Committee (DTAC), a series of “pop-up” workshops, workshops with the community, and stakeholder interviews with property owners and residents. The outreach for the Specific Plan (and to a greater extent the General Plan update) has been an effort that leverages community-based organizations, neighborhood associations, and resident networks in the faith community in San Bernardino. Complementing the public participation process is an online component that includes a dedicated project web page and survey. Public outreach also included Planning Commission and City Council workshops and hearings.

Overview of Outreach Activities	
1 2 Day Design Charrette <i>Sept 2021</i>	9 Downtown Technical Advisory Committee Meetings <i>2021–2022</i>
9 Focus Group Stakeholder Interviews <i>Sept–Oct 2021</i>	2 Community Pop-ups <i>June & October 2021</i>
2 Public Workshops <i>Oct 2021 & April 2022</i>	2 Online Surveys <i>Summer & Fall 2021</i>
1 SCAG’s Go Human Event <i>March 2022</i>	

Downtown Advisory Committee

The DTAC is an *ad hoc* committee responsible for providing input, feedback, and recommendations to City staff, the consultant team, the Planning Commission, and ultimately the Mayor and City Council on key components of the Specific Plan. Composed of residents, property and business owners, community group representatives, and faith-based organizations, the DTAC represented each of the seven Wards in San Bernardino. The DTAC reviewed existing conditions for the Specific Plan, assisted in developing the vision and guiding principles, explored options for land use changes, and gave feedback regarding permitted uses, mobility options, and urban design. The DTAC played an important role in providing feedback to the Specific Plan team over the course of nine meetings in 2021 and 2022.

Downtown Advisory Committee Schedule

July 28, 2021	Project launch
August 25, 2021	Vision ideas, market trends, opportunity areas
September 22, 2021	Public feedback, charette results, preliminary land use plan
November 10, 2021	Draft vision elements, refined land use districts, potential new developments
March 23, 2022	Land use types permitted, conditional, prohibited
April 27, 2022	Recommended development and design standards
May 25, 2022	Recommended Parking standards and roadway standards

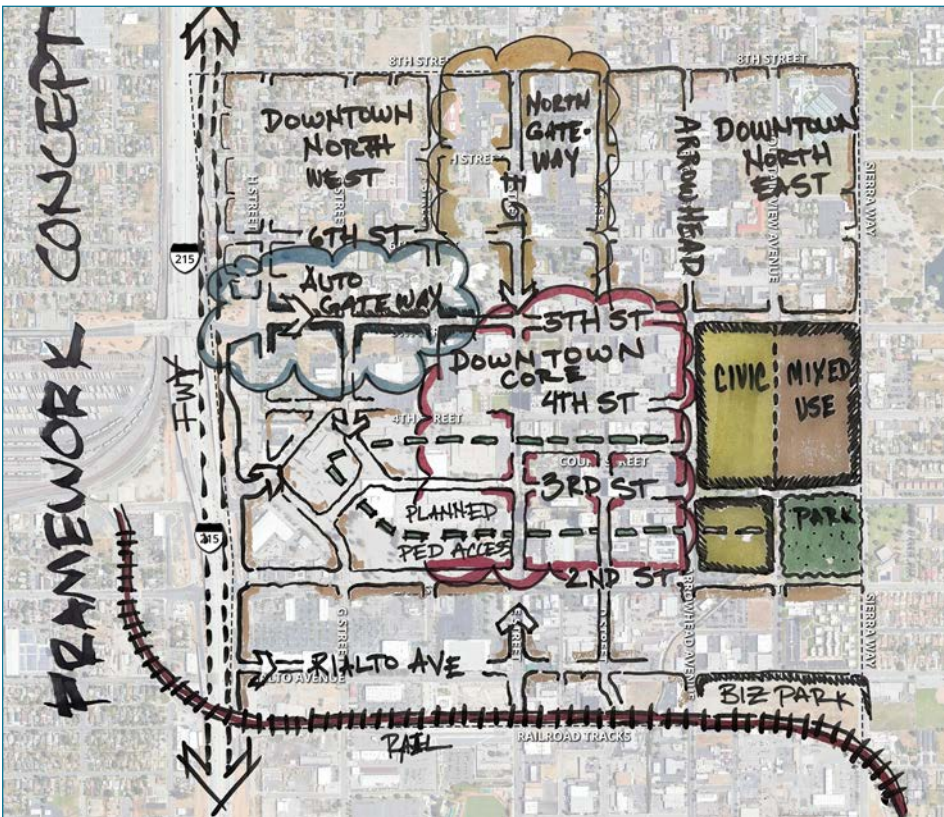


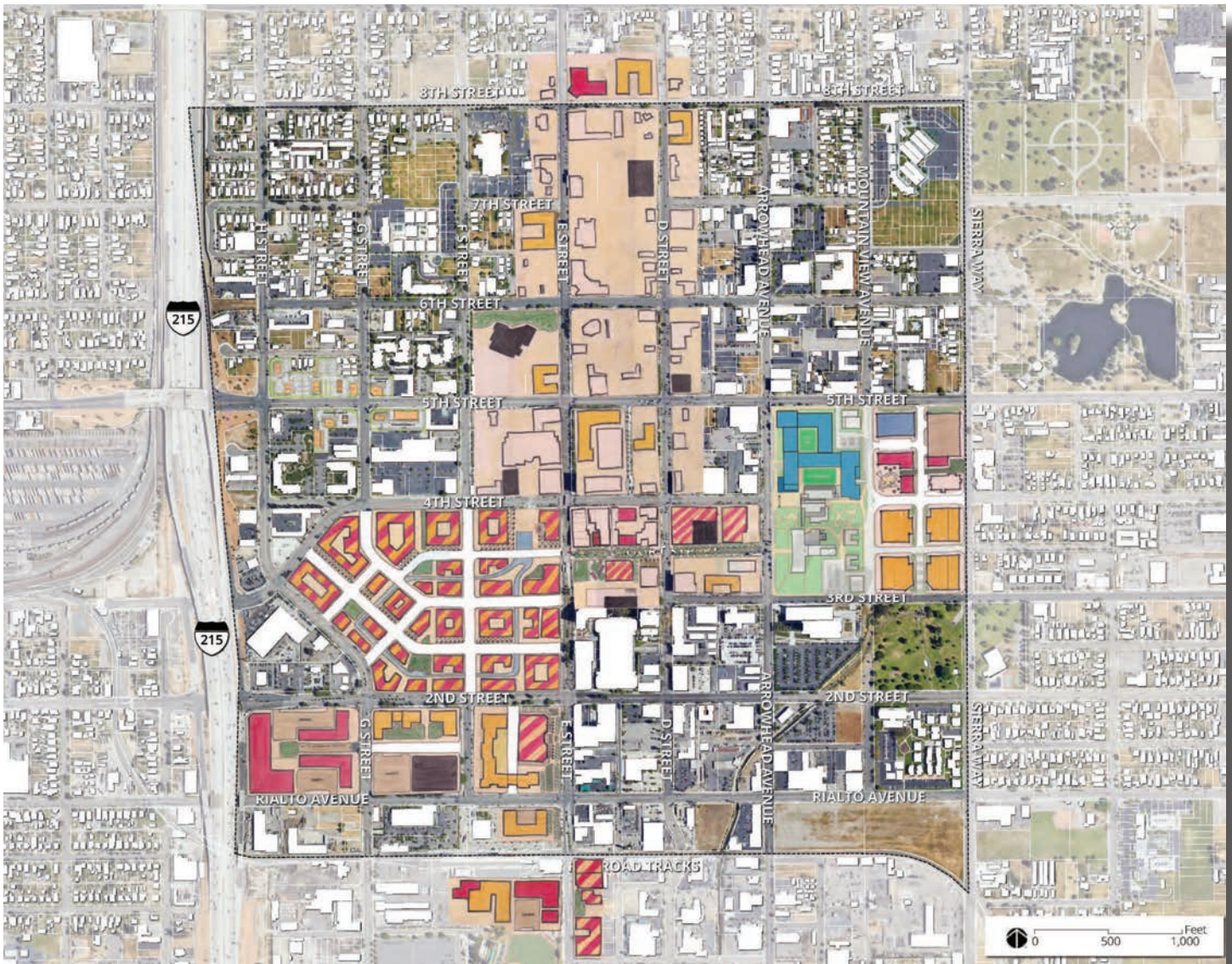
Downtown Advisory Committee members conducting a Strengths, Opportunities, Weaknesses, and Threats exercise for the Downtown Specific Plan.

Downtown Charette



In September 2021, a two-day design charrette was conducted with the objective of establishing an overall urban design and planning vision. The charrette involved City staff, designers, a development team involved with the Carousel Mall, and mobility experts. The participants were split into two groups for the first half of each day: The first group focused on mobility issues, and the second group primarily focused on concepts for redeveloping the Carousel Mall. Together, the groups generated ideas that set the foundation of the final land use districts, development standards, and redesigned street network. The charrette concluded with a public open house where the community could view the ideas created during the event.





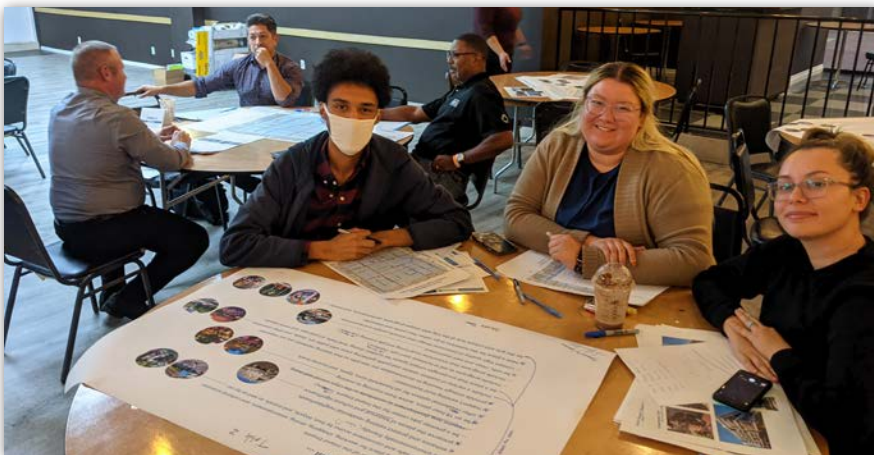
Top (previous page): Community members viewed ideas generated during the charrette in an open house format.

Top: The concept plan developed during the charrette identified proposed projects within the Specific Plan.

Bottom Left and Right (previous page): The concept developed during the charrette set the foundation for the final land use plan (Figure 6-1).

Public Workshops

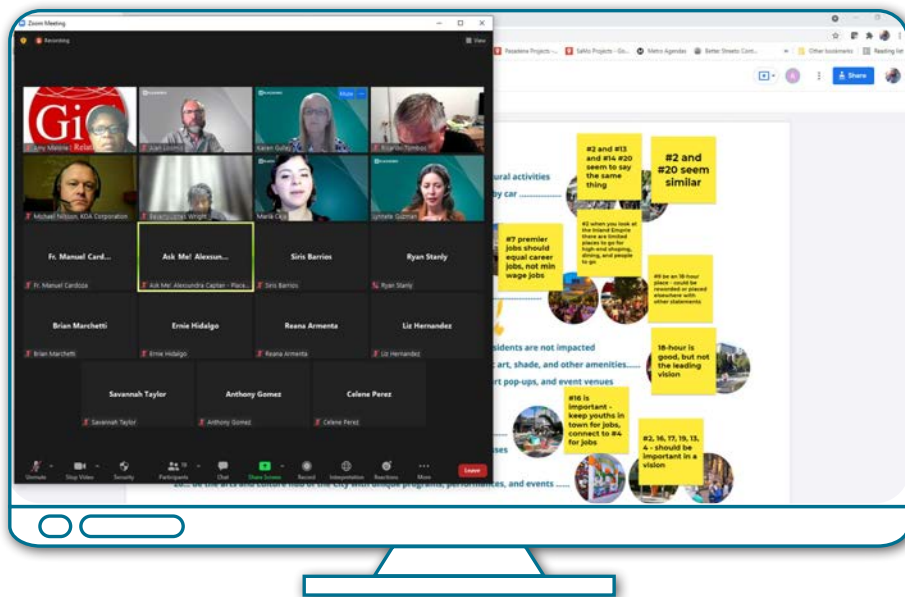
As part of the development of the Specific Plan, the City engaged the community through various outreach activities to solicit input on the future of Downtown San Bernardino. The City hosted two sets of public workshops, that is, two sets of in-person workshops and one virtual workshop for each set. Each set of workshops was identically structured, with the same materials and topics, but held on different days for added convenience. All workshops offered interpretation and translated materials in Spanish. To promote community participation, outreach included social media posts, e-blasts, posts on the project website, and digital flyer distribution to neighborhood associations. DTAC members and local community-based organizations were also crucial in promoting the events.



The first public workshops held in October 2021 focused on receiving valuable community input to create the vision and develop land use districts as well as hear ideas on mobility improvements for pedestrians and bicyclists in the Specific Plan area. Participants were divided into small groups and presented with a list of draft vision statements for the future of Downtown San Bernardino. The groups were asked to rank the most preferred or provide visions that might be missing from the list. Participants were given a map of the draft land use districts in the Specific Plan area to review and agree on the boundaries and descriptions and suggest new ideas to consider.



*Top: Community members discussing big ideas during workshop #1.
Bottom: Mobility stations at Feldheym Library during workshop #2.*



Virtual workshops were held to provide alternate forms of engagement and more opportunities to participate.

The second set of public workshops was held in April 2022 and was conducted in an open house format to engage participants in conversations about the ideas developed. Participants were also asked to leave comments with sticky notes on various presentation boards set up at individual stations. The stations included the nine individual districts in the Specific Plan area, an idea station for “big ideas and design ideas” to bring the community’s vision to life, and a mobility element station to determine priorities and gather feedback on planned changes to support new modes of mobility in Downtown. The top three key themes observed from participants were 1) commercial, arts, and entertainment uses, 2) aesthetics and architecture, and 3) transportation, access, and parking.

The same workshop was conducted online, where participants were divided into small groups and initiated conversations about the individual districts. A facilitated interactive mapping activity was used to document comments and suggestions throughout the individual districts. The key land use areas of comments received were focused on mixed-used, park and recreation, and residential uses.

Online Surveys

Throughout the course of the Specific Plan, two surveys were conducted. The first was conducted at the beginning of the community outreach efforts for both the General Plan and Downtown Specific Plan in summer 2021, and the second shortly after the community workshops in fall 2021.

2 Surveys
377 Survey Responses

The objective of the first survey was to gather initial insight on what is most important to the community before commencing work on the General Plan update and Downtown Specific Plan. This survey was provided at three pop-up events in June, July, and September 2021 as well as an online version available through October 2021. In total, 62 in-person surveys were conducted and 183 were completed online.

Specific to the Downtown Specific Plan, the survey assessed the greatest challenges facing Downtown San Bernardino, which activities and land uses would be preferred in Downtown, how often Downtown was visited, and what brings people to Downtown. The survey respondents indicated that providing a safe and clean environment was the greatest challenge facing Downtown, and having a variety of shopping and dining options in a walkable area was most desired. The survey also indicated that Downtown isn't visited frequently by respondents and that the reasons for a visit varied among business or civic-related activities (e.g., jury duty and banking).

The second survey was intended to gather additional feedback from community members who could not or did not attend a public workshop conducted in October 2021. The survey provided questions similar to those asked during the facilitated

workshop exercises covering the topics of the vision for the future of Downtown, the boundaries of land use districts, and roadway improvement concepts. A total of 132 respondents provided input on the online survey.



**Downtown will be an exciting place
for working, shopping, dining,
entertainment, and cultural activities.**

- Top draft vision statement selected by respondents in second online survey

The results from the second online survey do not differ substantially from the responses captured at the public workshops. When survey respondents were asked to select their top draft statements, the top three were 1) be an exciting place for working, shopping, dining, entertainment, and cultural activities, 2) be safe, clean, and well maintained, and 3) provide safe and convenient access by foot, bicycle, and transit, as well as by car. These statements focus on potential downtown amenities and activities, which were the same topics discussed at the public workshops. When asked if the downtown district descriptions encourage the right type of development, an overwhelming majority responded with yes, and provided additional comments in support of diverse housing options, mixed-use development, safety, and new businesses.

Pop-Ups

The City hosted “pop-up” events—interactive events that involve setting up booths or tables at an established event. The intent is to provide opportunities to reach the public at scheduled community events to gather public input and promote awareness of the City’s planning efforts. Two pop-ups were held during the first phase of community outreach, which was intended to solicit input for both the General Plan update and the Downtown Specific Plan. At each pop-up, information was provided, as well as opportunities to get involved. All outreach materials were provided in Spanish, and Spanish-speaking staff was present at each pop-up. A total of 62 surveys were received at the pop-ups, and 1,107 public comments were recorded as part of the pop-ups’ facilitated activities. This is also significant because it was one of the first events after COVID restrictions where community members attended in person.

Pop-Up #1 Key Themes:

- Appreciating the historic character of Downtown
- Concerns with the homeless population
- Desire for more vitality and life in Downtown

The first event was held during San Bernardino’s FoodFest in June 2021 and included a variety of activities, such as mapping exercises, surveys, and input boards. Community members had the opportunity to help identify issues and assets throughout



Residents participate in a Pop-Up activity

Downtown San Bernardino, provide circulation improvement ideas, respond to city visioning exercises, and complete a brief survey. The community was asked to contribute feedback on what they liked most about Downtown, what concerns they had, and ways to bring life back to Downtown. The key themes of responses included appreciating the historic character of Downtown, concerns with the homeless population, the desire for more vitality in Downtown (e. g., nightlife, events, and restaurants), and dense housing to support the desired job growth). Participants favored retail shops, outdoors event spaces, green spaces and parks, improved lighting, and temporary art installations as ways to bring life to Downtown.

The second pop-up event was held during the city's annual Rendezvous Back to Route 66 event and car show in October 2021. The exercise as part of the pop-up asked participants to imagine what the city would look like in the year 2050. For the specific question, "What has remained constant?" participants' responses highlighted a sense of community and pride in civic events experienced today. A variety of social issues, such as homelessness, crime, and affordability as well as lack of retail were listed as significant challenges to be overcome by 2050. Finally, when asked "What attracts people to live/work/play in the city?" key themes included historic preservation, providing a safe environment, and more entertainment, retail, and dining options.



Residents participate in a Pop-up activity



SCAG's Go Human Kit of Parts

SCAG Go Human Event

On Saturday, March 19, 2022, the City of San Bernardino utilized Southern California Association of Governments' (SCAG) Go Human Kit of Parts to put together a tactical urbanism demonstration in Downtown San Bernardino. The event was held in conjunction with the San Bernardino Arts Fest, a popular local event. The project team engaged with approximately 100 community members, which included many youth. The event showcased a creative crosswalk, separated bike lane, parklet, and curb extension. Many, if not all, of the elements were new to the city. The Kit of Parts served as valuable educational tools to teach community members about new pedestrian and bicycle treatments that the City is interested in having.

Stakeholder Interviews

Individual stakeholder interviews were conducted by the project team in the fall of 2021. Business owners, property owners, and regional agencies, including the County and Omnitrans, were engaged in conversations regarding their long-term plans for change, issues currently affecting business, and the needs they perceived for the surrounding community. This input was especially useful because the project team identified areas of change in the Downtown Specific Plan. Stakeholder interviews also included parents and teachers from Jones and Norton Elementary Schools. The interviews were an opportunity for the interviewees to have an open dialogue with the project team, provide input, and express potential concerns with the Specific Plan as well as promote the anticipated changes.

3.2 Relationship to Other Plans and Programs

This section describes the local policy and regulatory setting that was considered in the preparation of the Downtown Specific Plan. The majority of these guiding documents were in the process of being updated or prepared at the same time as the creation of the Specific Plan. This offered a unique opportunity for collaboration to ensure consistency at all levels, from vision and goals to the policies and regulatory provisions.

The Downtown Specific Plan provides a critical link between the policies of the General Plan and future development and improvements in the Downtown area.

San Bernardino General Plan. The Downtown Specific Plan provides a critical link between the policies of the General Plan and future development and improvements in the Downtown area. As a regulatory document, the Specific Plan implements the General Plan, but with the more detailed vision and requirements for future private and public investments in the area.

In accordance with State law, a Specific Plan must be consistent with the goals and policies of the General Plan. The 2005 General Plan Land Use Plan identifies the DTSP area as predominantly General Commercial, with some Multifamily north of 5th Street and Industrial around the Metrolink Station. An update to the 2005 General Plan is currently underway and is expected to be completed in 2026. Upon adoption, the new General Plan Land Use Map will apply the designation “Specific Plan” for the Downtown Specific Plan area. The vision, goals, and other provisions from the Downtown Specific Plan will thus be incorporated into the General Plan by reference.

San Bernardino Development Code. The City’s Development Code, Title 19, Land Use/Subdivision Regulations, currently gives the Specific Plan area 13 zoning classifications. Nearly half (43.4 percent) of the parcels in the plan area are currently zoned Commercial Regional – Downtown (CR-2). Combined with other commercial and office zones (CO, CG-1, CG-2, CR-1, CCS-1, CH), these zones account for more than three-quarters (76.8 percent) of the plan area. There are pockets of residentially zoned parcels in the northwest, northeast, and southeast areas of the Specific Plan, and small areas designated for Light Industrial, Public Facilities, and Public Park.

When a specific plan is adopted by ordinance, the plan replaces portions or all of the current zoning for the specific plan area and becomes an independent set of regulations. When adopted, the Downtown Specific Plan will be the zoning for all the property within the plan boundaries.

San Bernardino Active Transportation Plan. The San Bernardino Active Transportation Plan (ATP) is used to advance the vision of a more walkable and bikable future in the city. The ATP contains a set of goals and recommended strategies; toolbox of bikeway, pedestrian, and place-making elements; proposed active transportation and bicycle networks; infrastructure projects; and an implementation strategy.

The Downtown Specific Plan builds on the recommendations in the ATP. In particular, the Mobility Network aligns closely with proposed bicycle facilities from the ATP. Discussions of the pedestrian realm and place-making elements from the ATP are incorporated into many components of the Specific Plan.

San Bernardino Truck Route Plan. The San Bernardino Truck Route Plan was initiated during the General Plan update process. It provides truck data analysis and definitions of viable and effective truck routes throughout the city. Field data on truck travel, GPS data from truck fleets, truck and vehicle volumes, pavement quality data, and roadway configurations were inputs to the plan. Planned bicycle routes are also considered. The analysis for the truck route plan considered future changes in truck travel due to land use changes, linkages to neighboring cities on the regional truck network, and necessary balances between truck routing patterns and community preferences. The plan will establish prohibitions on thru truck travel or truck parking on non-designated roadways, establishing regulatory truck routes on roadways in the city.

San Bernardino Urban Forestry Management Plan (2022–2025).

The Urban Forestry Management Plan was prepared by the Operations Manager of San Bernardino’s Public Works Department and the City’s Forestry Supervisor. The goals of the plan are to:

- Improve the urban forest by properly nurturing all City trees through regular maintenance and care.
- Initiate a cyclical pruning program.
- Foster community involvement in the care and nurturing of City trees.
- Diversify tree species through a robust tree planting plan.
- Inventory and assess the condition of all City trees and maintain an up-to-date database for faster response to citizen inquiries.
- Remove dying/diseased trees and replace with the “right tree at the right spot” to accelerate young-tree growth opportunities.
- Establish San Bernardino as a Tree City USA.

The plan includes a description of the tree inventory in the city, authorized tree species, and rules for tree maintenance. In addition, it provides standards for the installation of street trees by developers and residents, along with requirements for tree permits and other installation details. Finally, the plan provides guidance on general maintenance responsibilities. The Street Tree Program in Section 8.6 of the Specific Plan was prepared to be consistent with the Urban Forestry Management Plan.

San Bernardino Urban Water Management Plan

In addition to the above plans, infrastructure master plans were referred to in the process of analyzing and preparing conceptual infrastructure plans for water, sewer, and storm drainage. These existing documents are described in the technical studies in the Appendix of the Environmental Impact Report for the 2050 General Plan.

E Street Corridor Cultural District

In order to promote and celebrate San Bernardino's rich cultural, artistic and historic communities, the City has recently proposed a Cultural District center along E Street, as illustrated in the map below. The densest concentration of cultural sites within the corridor fall within the Downtown Specific Plan area, identified by the dashed teal outline.

PROPOSED SAN BERNARDINO CULTURAL DISTRICT HIGHLIGHTS E STREET CORRIDOR



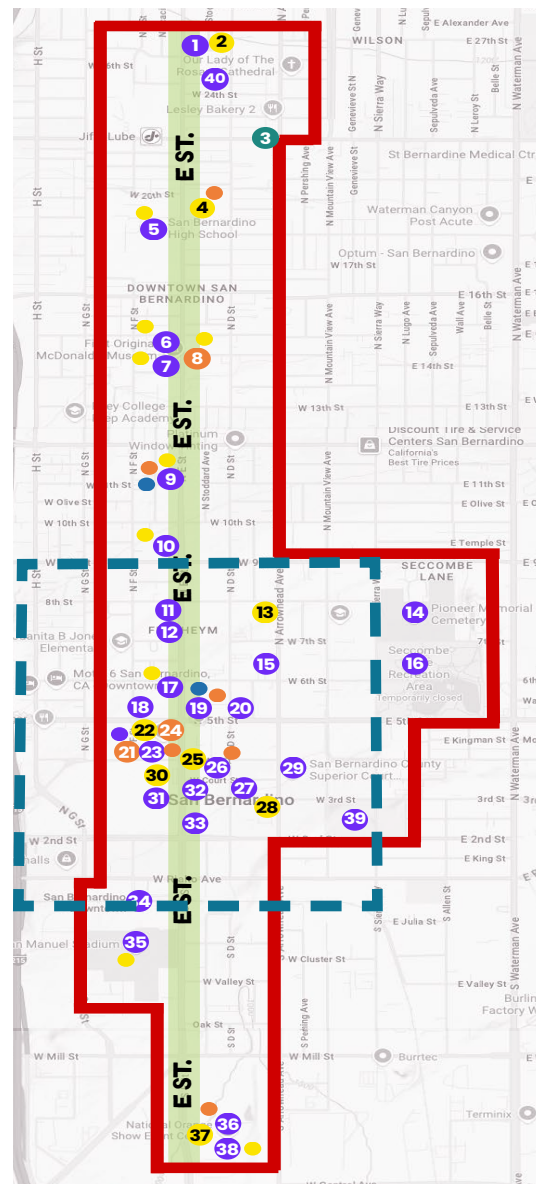
RED: CULTURAL DISTRICT BORDER

LIGHT GREEN: E STREET

1. Campos Santos Cemetery
2. Love Your Block Mural – Christian Mariscal
3. Ballet Folklórico Herencia Cultural
4. C & F Boxing Gym
 - a. Boxing Mural by Qvo
5. San Bernardino High School
6. 1st Original McDonald's Museum
7. Inland Empire Military Museum
8. Revival Arcade
9. The Garcia Center for the Arts
 - a. Garcia Center Community Garden
 - b. Mercado 536
 - c. SB Generation Now
 - d. Capoeira N'gola Preto Velho
 - e. Garcia Center Fire Truck Mural
10. Bryce Haynes & Jon Cole Skate Park
11. Sturges Center for the Fine Arts
12. Páxám Páxám Welcome Center
13. San Bernardino Historical and Pioneer Society
14. Pioneer Memorial Cemetery
15. Sí Se Puede Mural
16. Seccombe Lake Recreation Park
17. Norman F. Feldheim Library
18. 5th St. Senior Center
19. Arts on 5th
 - a. Arts Connection
 - b. Estudio Aire
 - c. San Bernardino Symphony Orchestra
20. DTSB Post Office
21. SB Theatre Square Businesses
22. Will Rogers Mural
23. California theatre
24. Regal San Bernardino
25. Sole Alley Murals
26. 4th & E St.
 - a. Barrio Fuerza
 - b. All Eyes Gallery
 - c. Little Gallery of SB
27. Consulado de Carrera de México en San Bernardino
28. Martin Luther King Jr. Statue
29. San Bernardino County Superior Court
30. Enterprise Mural Alley
31. The Enterprise Building
32. Court Street Square
33. San Bernardino Parks & Recreation
34. San Bernardino Transit Center
35. San Manuel Stadium
36. National Orange Show Event Center
37. Ernie Garcia Memorial Mural
38. Orange Show Speedway
39. Meadowbrook Park
40. 25th Street Historic District

COLOR LEGEND:

- CULTURE – DRIVING BUSINESSES
- CULTURAL PRACTICES
- PLACES
- PLACES – HEALING & RESILIENCY
- PLACES – HISTORIC STRUCTURES
- ORGANIZATIONS
- PUBLIC ART



3.3 How to Use This Plan

This plan is intended to be used by residents, developers, and City planners involved in the development and future of Downtown San Bernardino.

Step 1 Find Out What Downtown District Your Project Is In

Downtown San Bernardino is divided into nine different districts. In addition to the general standards and guidelines that apply to the entire downtown, each district has its own distinctive set of development standards and permitted uses.

- ☐ Find which district your project is in on the map in Chapter 6, Figure 6-1: Land Use Plan.
- ☐ Review the narrative vision for that particular district to identify whether your project complies with the intent of the Specific Plan for that district. Descriptions for each district are in Chapter 5: Downtown Districts.

Step 2 Review Permit Requirements and Districtwide Standards

Review Chapter 6 to determine the permit requirements for your project. Find your district in Section 7.1 and confirm that your project meets the district's standards for building form, setbacks/frontages, open space, and parking.

- ☐ Determine the permit requirements for your project. Confirm if there are any additional regulations or standards. Review Section 6.3 and the final column in Table 6-1.
- ☐ Confirm your project aligns with the districtwide standards in Section 7.1.

Step 3 Review the Development Standards and Infrastructure

The City of San Bernardino has Development Standards that apply to all Downtown properties. The Development Standards supersede the standards in the zoning ordinance. When the Specific Plan is silent, the City's zoning requirements will apply.

- ☐ Examine Chapter 7: Development Standards to learn which design standards are required for your project.
- ☐ Review Chapter 8: Infrastructure to understand how the location of your project fits into the mobility framework of the Specific Plan.

Step 4 Review the Zoning Ordinance

Projects in the Downtown San Bernardino Specific Plan are subject to additional regulations and development standards defined by the zoning ordinance.

Step 5 Follow the Appropriate Application Process

Depending on the location of the project and time of application, the application will be processed through the San Bernardino Planning Department. Please refer to Chapter Nine: Administration to determine the application procedures.



4

Downtown Vision

- 4.0 Introduction
- 4.1 Vision Process
- 4.2 A Vision for San Bernardino
- 4.3 Specific Plan Goals



4.0 Introduction

Why the Vision Is Important

This chapter describes the vision for how Downtown San Bernardino will evolve over the next 20+ years based on the needs and values of residents, property owners, and businesses in the city. It is aspirational and ambitious for good reason: With significant new development on the horizon; entrepreneurs and property owners bringing buildings back to life; and economic trends that favor downtown settings, it is time to reset expectations for Downtown San Bernardino.

4.1 Vision Process

The visioning process took place over a period of months through a series of community outreach activities, described in detail in Chapter 3. Participation by business owners, local artists, property owners, and residents took place throughout the community. The final vision for Downtown, along with a series of goals, set the stage for the requirements of the specific plan.



2021

- **June 2021** Visioning Survey and Downtown Pop-Up
- **October 24** Community Visioning Workshop at Enterprise Building
- **October 26** Community Visioning Workshop at Enterprise Building
- **October 27** Community Visioning Workshop (Virtual)
- **November 10** Vision discussion with Downtown Advisory Committee

2022

- **January 19** Vision Review with Downtown Advisory Committee
- **February 8** Planning Commission Vision Review / Recommendation
- **March 16** City Council Vision Review / Approval

4.2 A Vision For Downtown San Bernardino

Downtown San Bernardino has emerged as the go-to urban center of the Inland Empire for working, living, socializing, shopping, dining, entertainment, and cultural pastimes. It is once again the heart of the city, with appeal for the greater community and beyond.

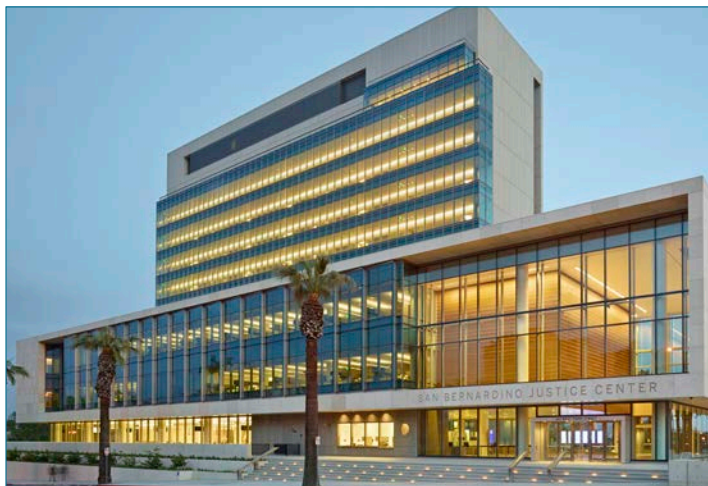
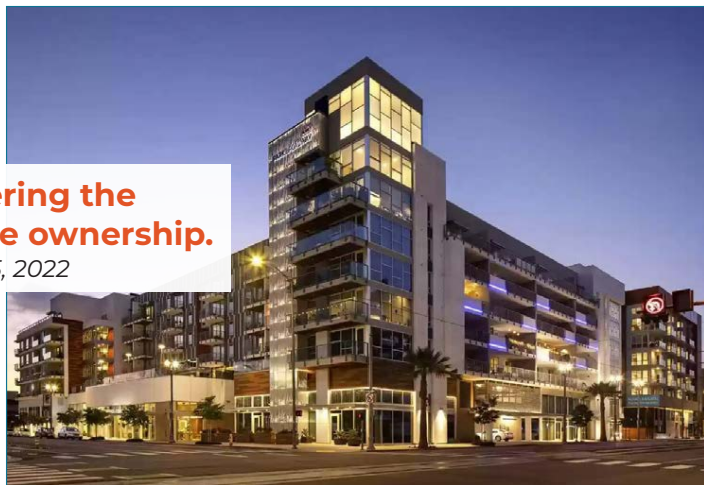
Where People Live

New housing options for all household sizes, types, and income levels match the demands of the jobs in the Downtown area. Workers are attracted to the walkable urban setting with the services and amenities they need nearby. Older neighborhoods have benefited from nearby infill development that replaced troublesome land uses, particularly around schools. More funding for city services such as code enforcement, policing, and maintenance/improvement of public roads and parks has improved life for Downtown households.



Ensure we are considering the goal of increased home ownership.

- Workshop Participant, April 5, 2022



Where People Work

A concentration of jobs in the public and private sectors provides many high-paying career paths for residents in professional, high-tech, and clean industries. Programs that help local business start-ups, job training, and local hiring have been a success. Young people have job opportunities in their hometown. The new economy brings prosperity and new tax revenue to fund everyday city operations. The county seat continues to be an important asset in the Downtown, with expanded development that is integrated with the Downtown core.



Need a “draw” for economic generation that is unique.

- Workshop Participant, April 5, 2022



Where People Play

Once-empty streets are busy with people drawn to the unique shops, outdoor dining, breweries, food halls, and food pop-ups. Court Street, 2nd Street, and 4th Street are just three of the places known for their variety of cuisine and entertainment. Local retailers are successful in the new Downtown environment.



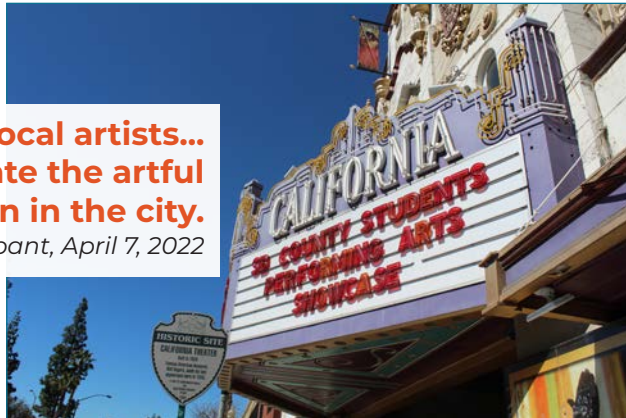
Where People Move

Streets, paseos, and alleys offer safe and convenient ways for people to get around while visiting, working, or living in the Downtown. New managed landscaping and open space with shade trees, greenery, and flowers encourage walking instead of driving. And new development and infrastructure improvements are environmentally sustainable.



Invest in local artists... and create the artful destination in the city.

- Workshop Participant, April 7, 2022



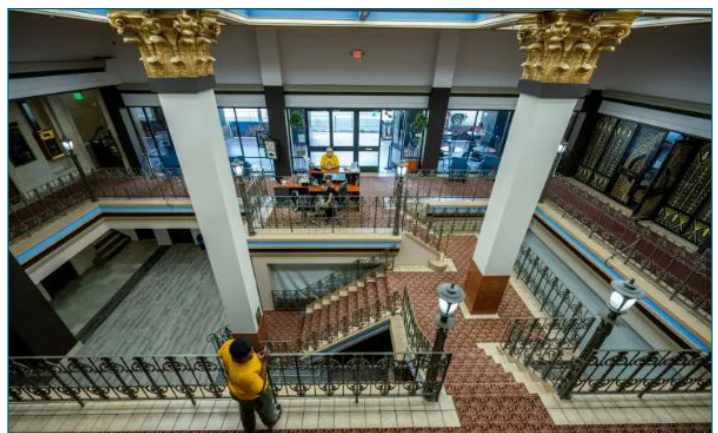
Where Arts and Culture Thrive

Arts and culture thrive with unique programming, performances, and events. The California Theatre is a major attraction, with year-round, sell-out performances. Local artists have many options for showcasing their talents—galleries, murals, art walks, and permanent public art in plazas and parks.

Where Buildings Are Beautiful

The restoration and reuse of buildings and places of historical or cultural significance, including the Harris Building and the Enterprise Building, have brought back some of the glamour of the early twentieth century.

The quality of the architectural design and materials of new buildings celebrate the heritage of San Bernardino and are attractive to new businesses.



4.3 Specific Plan Goals

The Specific Plan has a set of goals. The goals provide guidance on the development and administration of the Specific Plan, and carry forth the vision of the Specific Plan.

Where People Live

Goal: Induce private sector investment in Downtown San Bernardino. This is being done through new zoning district regulations that encourage a high intensity mix of uses that align with the market, along with a more streamlined approval process.

Goal: Transform underutilized and underperforming properties and parking lots in the Downtown. The Specific Plan has identified many publicly owned lands within the Downtown that are ready to transform into new residential and other supporting uses. With adoption of the Specific Plan, these properties will have the right zoning in place to encourage this transformation.

Goal: Provide for a diverse mix of residential living choices. Existing single-family neighborhoods, affordable senior housing projects, and affordable family housing developments are protected in the Specific Plan. New higher-density housing is encouraged as part of the redevelopment of the Carousel Mall and other public and private vacant and underutilized properties. The Specific Plan is also consistent with state housing laws pertaining to development of accessory dwelling units, group homes, and other types of supportive housing.

Where People Work

Goal: Expand employment opportunities throughout the Downtown and surrounding area. The Specific Plan includes a comprehensive update to the permitted land uses in the Downtown to reflect the types of office, retail, service, R&D, and artisan manufacturing that are attracted to today's downtown environments. The Downtown districts have been tailored to encourage these uses in the right locations, whether near the freeway, railway, or in the heart of Downtown.

Where People Play

Goal: Ensure a range of quality green and open spaces. New open space requirements and design standards for public open space, common open space, and private open space have been prepared for the Specific Plan to ensure that residents, workers, and visitors will have comfortable and enjoyable places to gather and take part in outdoor activities.

Goal: Promote sustainable and mixed-use development that creates a network of connected streets, parks, walkways, and vibrant street-level storefront commerce that will create an activated environment and a sense of security and safety. In addition to a great living and working environment, downtowns should be places where people go to shop, eat, and have fun. This only happens where there is sufficient daytime and nighttime demand for these uses and activities. The Specific Plan allows for substantial new development in addition to enhanced street improvements and landscaping. Design standards are included for storefront design, outdoor dining, and public spaces.

Goal: Take advantage of ample public parking to reduce parking standards in certain districts. Given the abundance of public parking in Downtown, parking standards have been reduced for commercial retail and entertainment uses. Guest parking standards for new residential uses may also be satisfied with nearby public parking. The existing parking structure for the Carousel Mall may be used to meet parking requirements for residential uses within easy walking distance. These reductions are intended to incentivize new businesses and residential development.

Where People Move

Goal: Reduce automobile dependency by creating a compact, pedestrian-oriented, mixed-use environment. The new uses and development and design standards for the Downtown districts will result in a more compact urban form that activates the streets, is more walkable, and provides convenient connections to transit and destinations.

Goal. Provide sufficient building densities and land uses within walking distance of transit. The Specific Plan has evaluated the potential for transit-oriented development around the San Bernardino Transit Center and the sbX stations along E Street. Increased residential density has been allowed for these areas, along with requirements for new/improved pedestrian access.

Goal. Leverage the extraordinary access to existing rail and bus transit by linking land use with transportation. Downtown San Bernardino is gifted with convenient access to local and regional designations by rail and bus. Commuters use the stations daily to access places of work, education, dining, events, and other services. The Specific Plan allows for and encourages the types of uses that will benefit from high quality transit, particularly housing and supporting services.

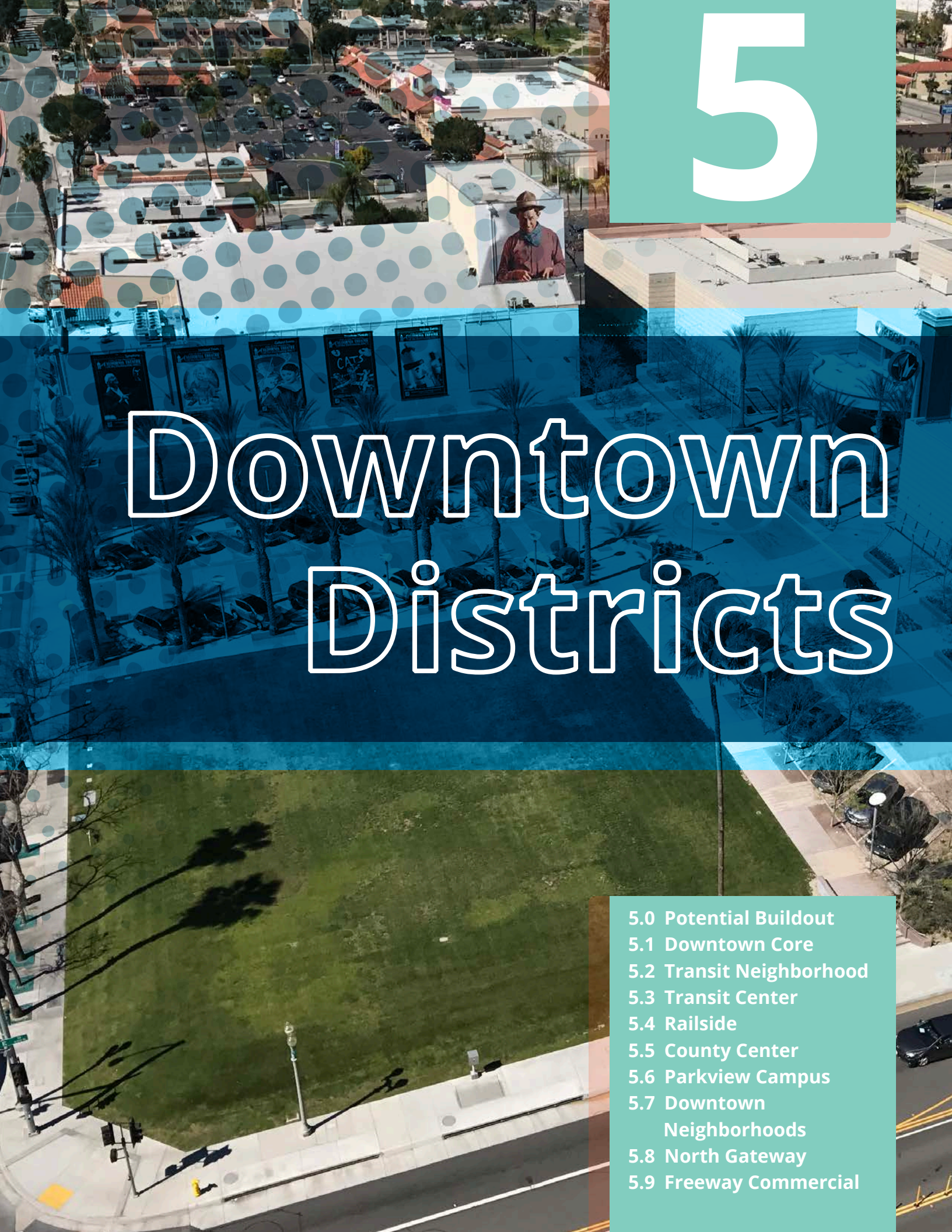
Where Arts and Culture Thrive

Goal. Ensure that the Downtown will remain a home for arts and culture in the city. The Specific Plan includes a new public art program that will require projects of a certain size to include some type of public art installation, which will start to beautify the area. In addition, Court Street and the theater district along 4th Street include improvements that support the variety of entertainment, art, and cultural events that take place in the Downtown. Murals are also encouraged in Downtown.

Where Buildings Are Beautiful

Goal: Encourage green building design, including sustainable technologies such as rooftop gardens and agriculture, stormwater management, photovoltaic energy sources, and other renewable and conservation technologies. The Specific Plan encourages the use of rooftops for gardens, amenity spaces, and solar panels. Parking lots are required to handle stormwater treatment and include shade. Building design requirements address the use of materials and finishes that minimize heat and glare.





5

Downtown Districts

- 5.0 Potential Buildout
- 5.1 Downtown Core
- 5.2 Transit Neighborhood
- 5.3 Transit Center
- 5.4 Railside
- 5.5 County Center
- 5.6 Parkview Campus
- 5.7 Downtown
Neighborhoods
- 5.8 North Gateway
- 5.9 Freeway Commercial

5.0 Potential Buildout

Downtown San Bernardino consists of approximately 620 acres in the center of the city. The area is generally bounded to the north by 8th Street, to the west by I-215, to the east by Sierra Way, and to the south by railroad tracks. The Specific Plan consists of nine districts, based on the existing building patterns within each area (delineated in Figure 5-1). The Specific Plan seeks to enhance the aspects that give each district its unique character while improving the attractiveness and livability of the Downtown area as a whole. The expected form and character for each district are described in the following pages through illustrative diagrams, perspectives, and photographs.

The vision for Downtown San Bernardino—described in the preceding chapter and illustrated in the following pages—represents a potential development of approximately 15,400 new residential units and 15,573,000 new non-residential square feet. The Specific Plan does not mandate new development nor set particular targets. Rather, the Specific Plan anticipates a range of new investment or change that varies per Downtown district. This range of new investment, paired with the development standards that follow, establish the projected development potential described in Table 5-1 and represented in Figure 5-1.

Table 5-1: Potential Buildout

			Density/Intensity		Potential New Development	
	Acreage	Range of Potential Change	DU/AC	FAR	Residential DUS	Non-Residential SF
1. Downtown Core	97.4	40% - 60%	175	5.0	3,768	5,908,931
2. Transit Neighborhood	124.4	60% - 85%	100	3.0	6,214	3,599,467
3. Transit Center	20.1	30% - 60%	100	3.0	590	547,020
4. Railside	36.0	30% - 60%	80	1.5	262	926,556
5. County Center	30.0	30% - 40%	0	3.0	0	1,608,879
6. Parkview Campus	21.1	75% - 85%	100	3.0	1,184	688,961
7. Downtown Neighborhoods	160.1	5% - 25%	35	1.0	1,747	1,210,417
8. North Gateway	77.2	15% - 40%	80	2.0	1,678	802,148
9. Freeway Commercial	44.3	20% - 30%	0	0.5	24	280,928
Total					15,467	15,573,307

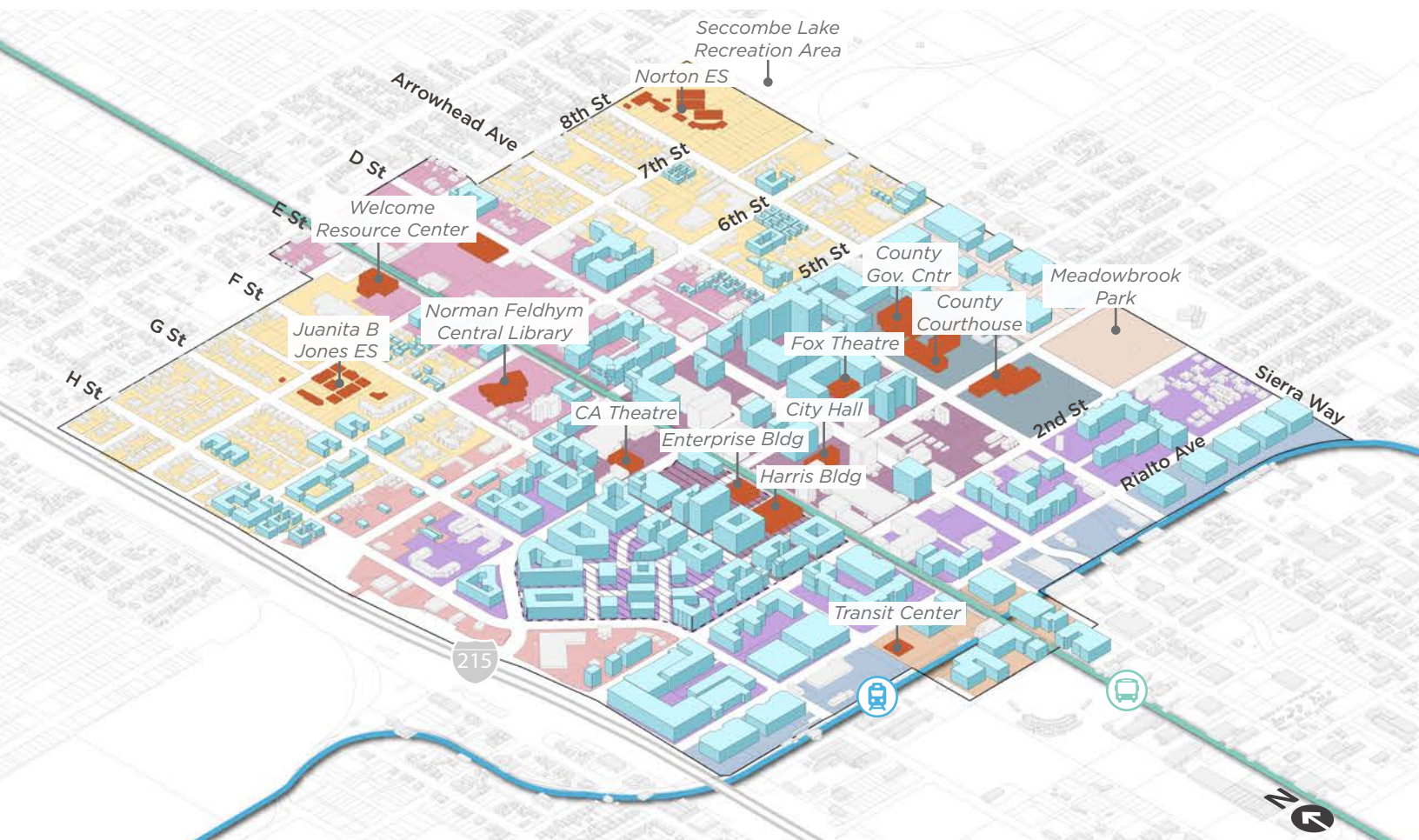
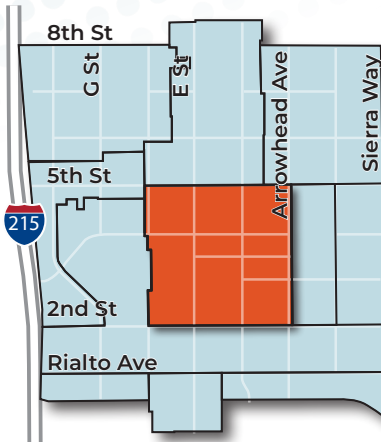


Figure 5-0: Potential Buildout

- | | |
|---|--|
| 1. Downtown Core | Potential New Buildings |
| 2. Transit Neighborhood | Existing Buildings |
| 3. Transit Center | Carousel Mall Site |
| 4. Railside | Downtown Study Area |
| 5. County Center | sbX Line |
| 6. Parkview Campus | Metrolink |
| 7. Downtown Neighborhoods | |
| 8. North Gateway | |
| 9. Freeway Commercial | |

5.1 Downtown Core



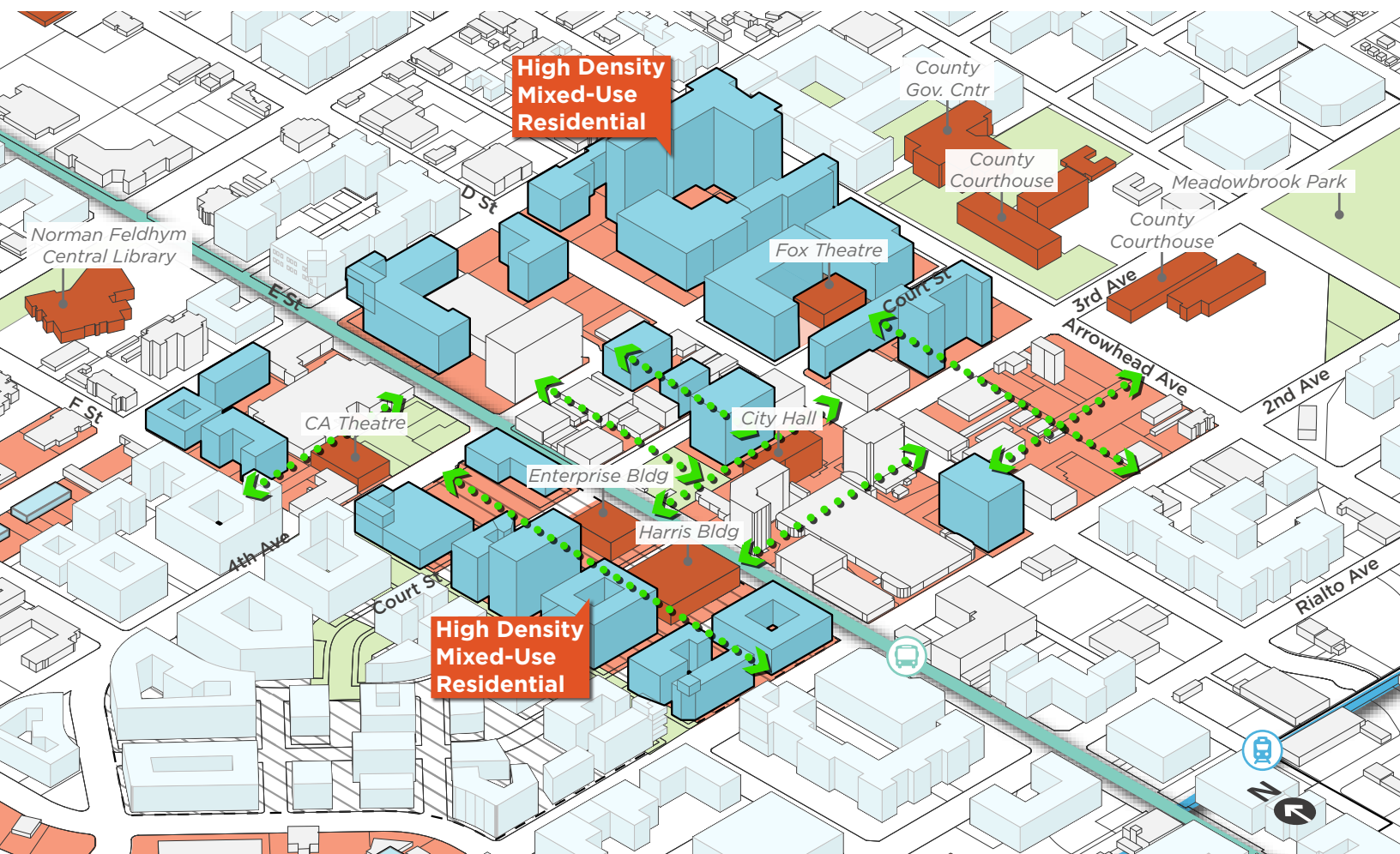
This is the center of Downtown, with the most intense concentration of commercial uses, government offices, entertainment, and cultural offerings. The City Hall and foreign consulates are here, as are many of Downtown's historic structures, including the Fox Theatre, Enterprise Building, Harris Building, and Woolworth Building. The Downtown Core also includes a significant portion of the Carousel Mall site. Residential uses are allowed in the Downtown Core, but they are not the predominant land use. The future of the Downtown Core is the continued development of high-intensity and high-density uses, typically in vertically mixed-use structures with no height limits. Existing buildings are being restored and reinvested in by entrepreneurs to bring in new tenants, and the Enterprise Building serves as an incubator space for small and start-up businesses.



High-density mixed-use residential building example.



High-density mixed-use residential building with prominent corner treatment.



Lots of potential for historical buildings to be incorporated into a cultural hotspot.

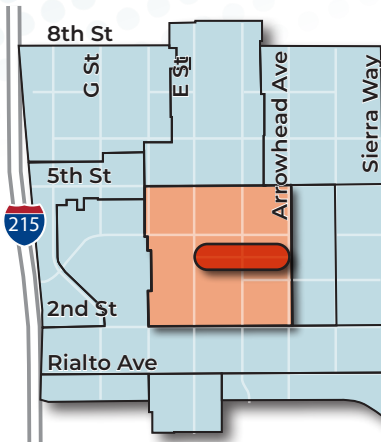
-Workshop Participant, April 5, 2022

Figure 5-1: Downtown Core

- Potential New Buildings
- Existing Buildings
- Public Open Space
- Pedestrian Paseos
- Carousel Mall Site
- Downtown Study Area
- sbX sbX Line
- Metrolink Metrolink

Court Street

Court Street is the heart of the Downtown Core and connects the Carousel Mall at E Street and terminates at the courthouse on Arrowhead Avenue. The Fox Theatre on Court Street. Currently, entrepreneurs are working on restoring and reinvesting in existing buildings to attract new tenants on Court Street and the Downtown Core area.



String lights hung over Court Street create a festive and unique sense of identity.



Open-air public seating surrounded by restaurants bring life into the core.



Midblock paseos help break up the large blocks in the Downtown Core. Paseos enhance the overall pedestrian network and experience.

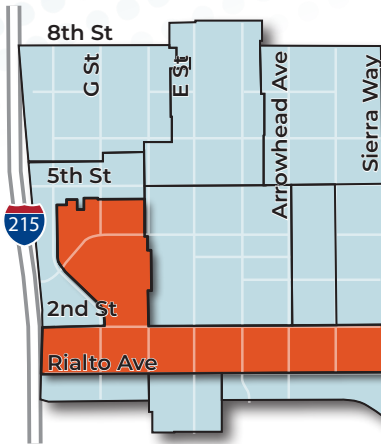


Existing paseo between Court and 4th Streets.





5.2 Transit Neighborhood



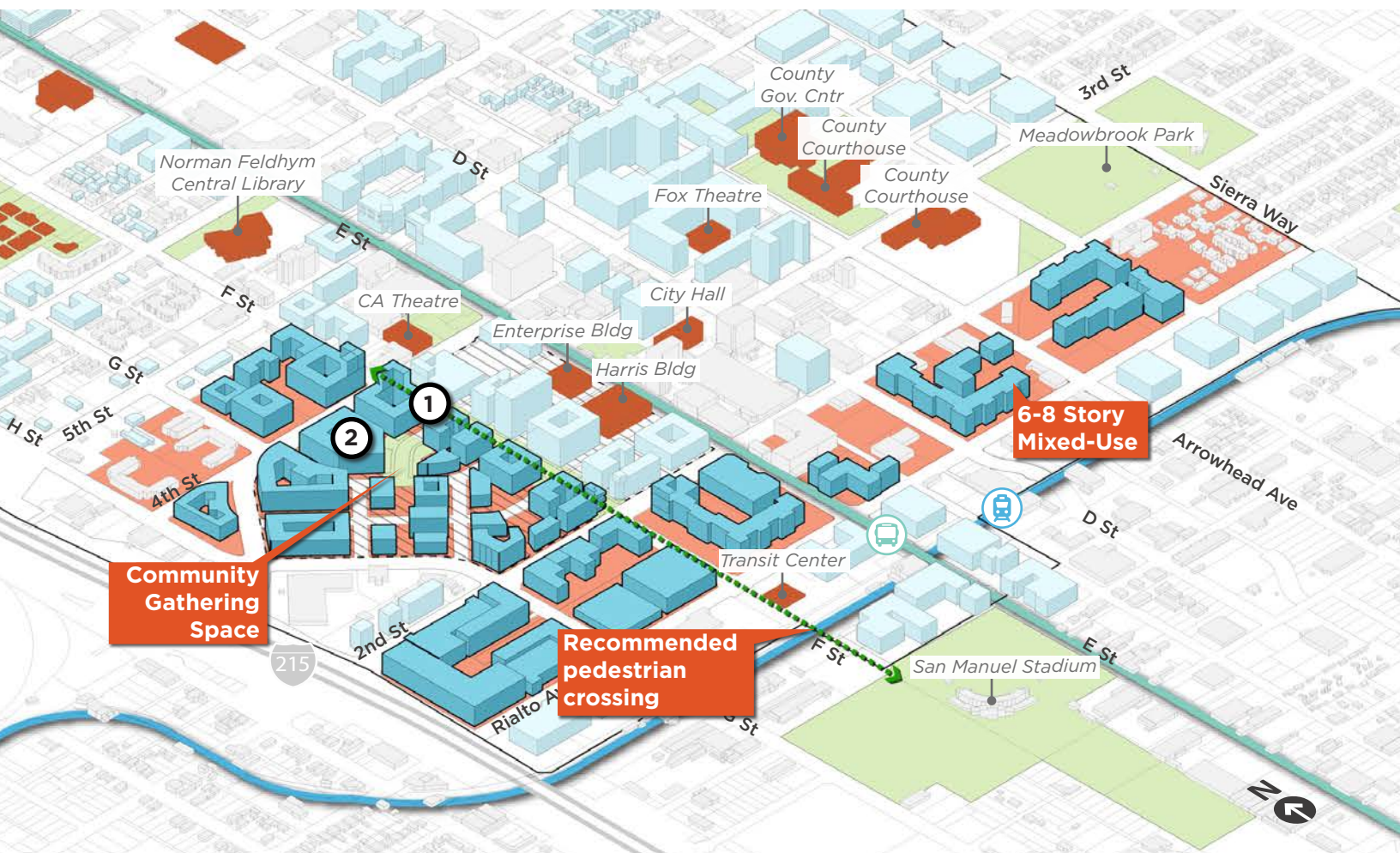
Much of the new development and change in Downtown is expected in this neighborhood, which includes a major portion of the Carousel Mall site. This neighborhood permits a range of uses, but with an emphasis on high-intensity residential to take advantage of proximity to both the Transit Center and Downtown Core. As this area redevelops, big-box retail with surface parking lots will be replaced with 6-story mixed-use structures with pedestrian-oriented sidewalk frontage facing tree-lined streets and small pocket parks or plazas. F Street is envisioned as a key multimodal corridor that provides a direct connection to the Library and residential areas to the north as well as the Transit Center and potentially (with a recommended pedestrian crossing) the San Manuel Stadium to the south. Rialto Avenue serves as a key east-west connection to the Transit Center and the sbX Line on E Street.



F Street within the Carousel Mall Site is envisioned as an enhanced multimodal corridor. A large median serves as parking for commercial retail businesses and a temporary event space for festivals, farmers markets, and community events.



New multi-story housing, often with ground floor commercial uses, will define much of this neighborhood.



Encourage the development of social housing in TOD neighborhood... include housing for all income levels.

-Workshop Participant, April 5, 2022

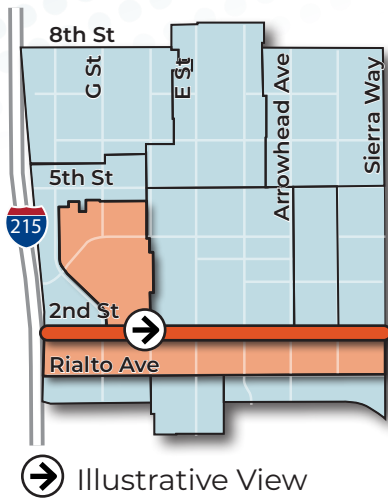
Figure 5-2: Transit Neighborhood

- Potential New Buildings
- Existing Buildings
- Public Open Space
- Enhanced Pedestrian Corridor
- Carousel Mall Site
- Downtown Study Area
- sbX

 sbX Line
- Metrolink

 Metrolink

2nd Street



2nd Street is envisioned as a key multimodal east-west corridor. Six-story mixed-use residential buildings bring life and activity to the street. New shade trees provide shade and a comfortable pedestrian scale, and a protected bike lane enhances safety and emphasizes the multimodal character of the street. Furthermore, 2nd Street plays a vital role in connecting residents to Meadowbrook Park and transit.





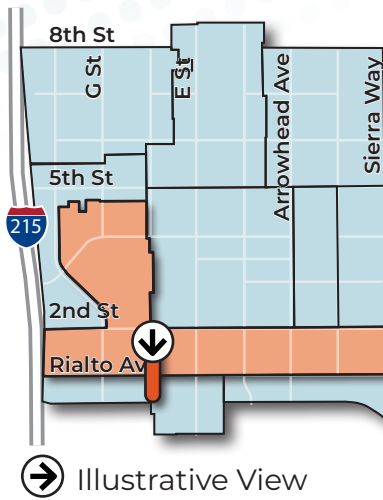
6-8 Story Mixed-Use

sbX Line

Shade Trees

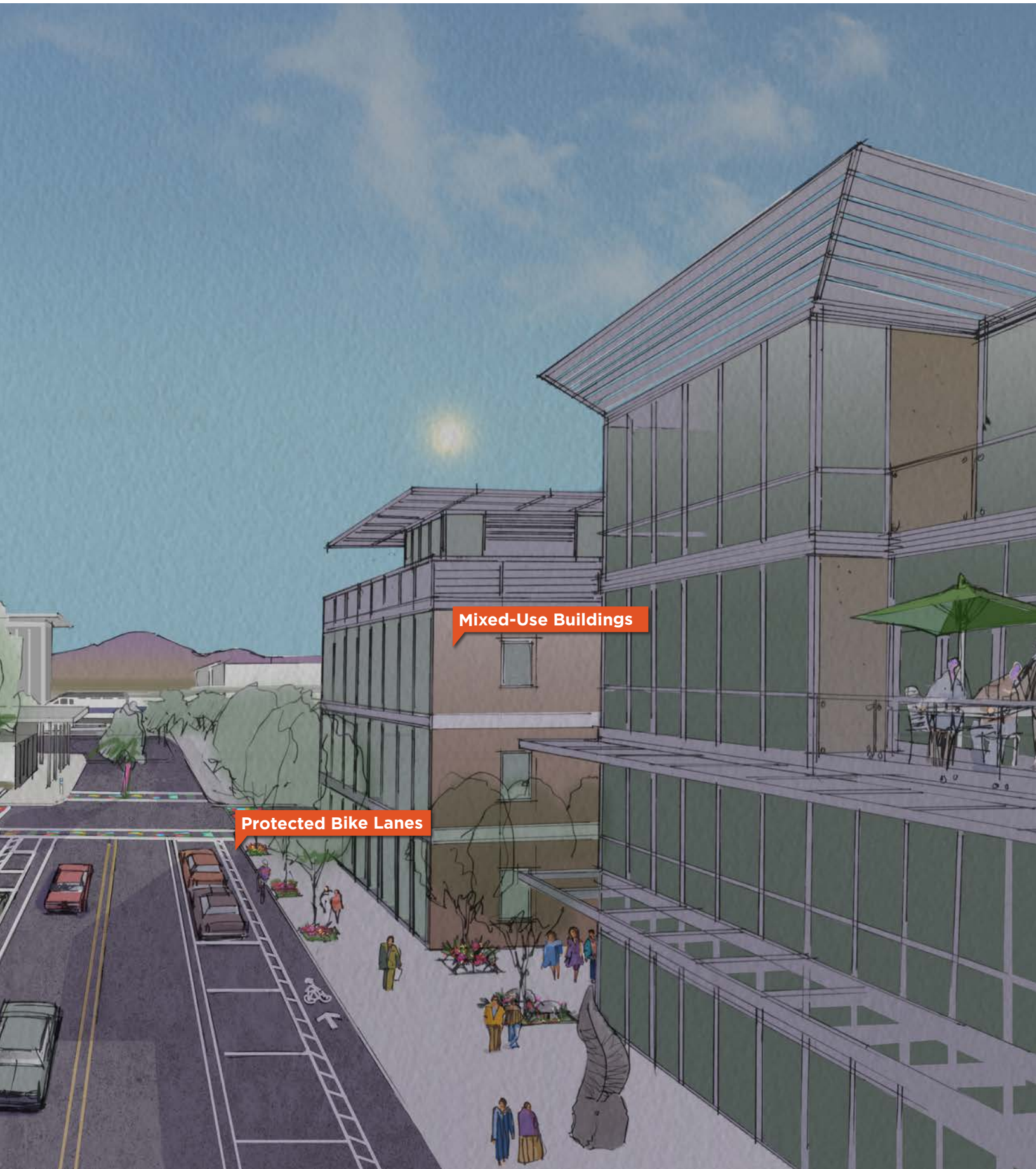
Protected Bike Lane

F Street

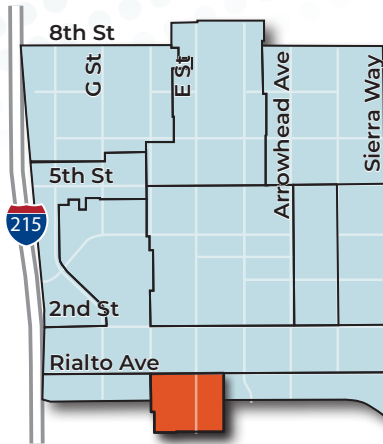


F Street is a key multi-modal corridor that connects north residential areas, runs through the Carousel Mall site and the Transit Neighborhood district, and connects to the transit center. Similar to 2nd Street, mid-rise mixed-use buildings with pedestrian oriented sidewalk frontages bring life and activity to this area. Protected bike lanes enhances safety for bicyclists, while a continuous rhythm of street trees provide shade and comfort for pedestrians.





5.3 Transit Center



The Transit Center district is focused on the Downtown San Bernardino Transit Center. While much of the land in this district is dedicated to transportation uses—rail platforms, bus layovers, kiss-n-ride drop-offs—other properties will be improved with transit-supporting developments, including mixed-use residential structures up to 6 stories. The parcel at the southwest corner of E Street and Rialto Avenue is 2 acres of undeveloped land controlled by Omnitrans. There is also a joint development opportunity on the City-owned Metrolink parking site south of the Metrolink tracks. Enhancing pedestrian connections from transit stations to the surrounding Downtown is one of the primary goals of this district.



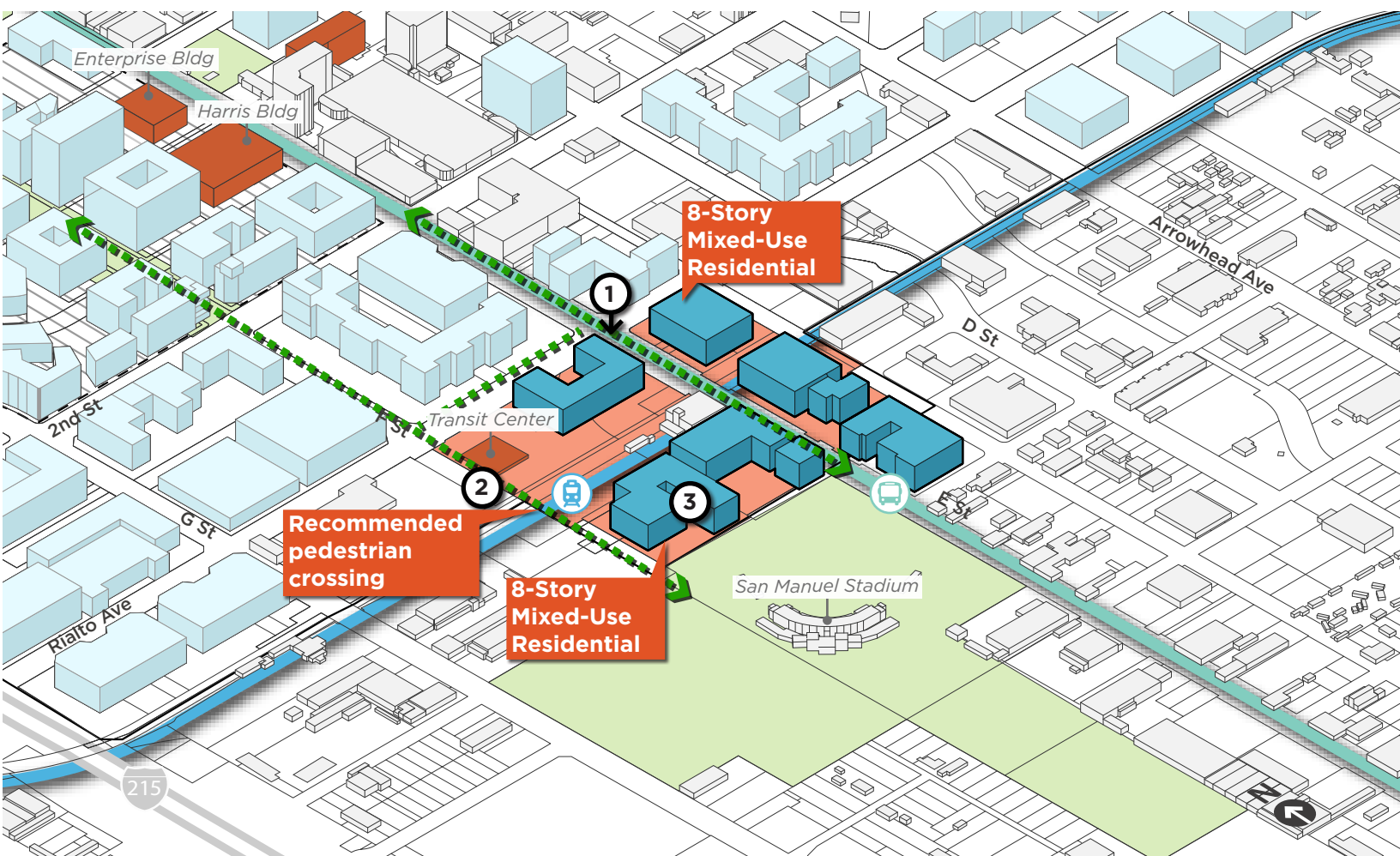
High-density mixed-use residential



Existing Transit Center



Mixed-use residential development with ground-floor services



Would be good to have more life around the baseball stadium.

-Workshop Participant, April 11, 2022

Figure 5-3: Transit Center

- Potential New Buildings
- Existing Buildings
- Public Open Space
- Enhanced Pedestrian Corridor
- Carousel Mall Site
- Downtown Study Area
-  sbX Line
-  Metrolink

E Street at Transit Center



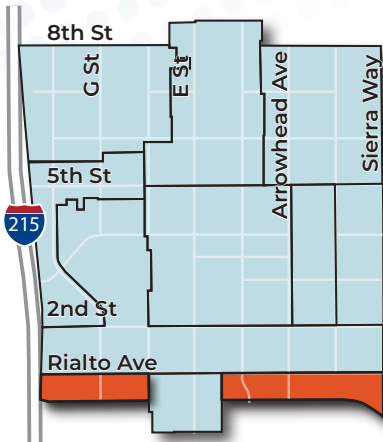
The intersection of E Street and Rialto Avenue is a major transit node, providing connections to the sbX Line and the transit center. Transit oriented development is envisioned at the southwest corner of the intersection, adjacent to the transit center. Wide sidewalks with shade trees and street furniture provide a welcoming experience for pedestrians walking to and from transit. An artful crosswalk further emphasizes the significance of the intersection.





5.4 Railside

These properties adjacent to the railroad tracks were historically developed with industrial uses needing rail access. As Downtown develops, this district will maintain an industrial character, but transition from heavy industry to both office and artisan-type manufacturing, such as breweries, that will both enhance the Downtown and accept rail adjacencies. Residential is permitted in this district with conditions.



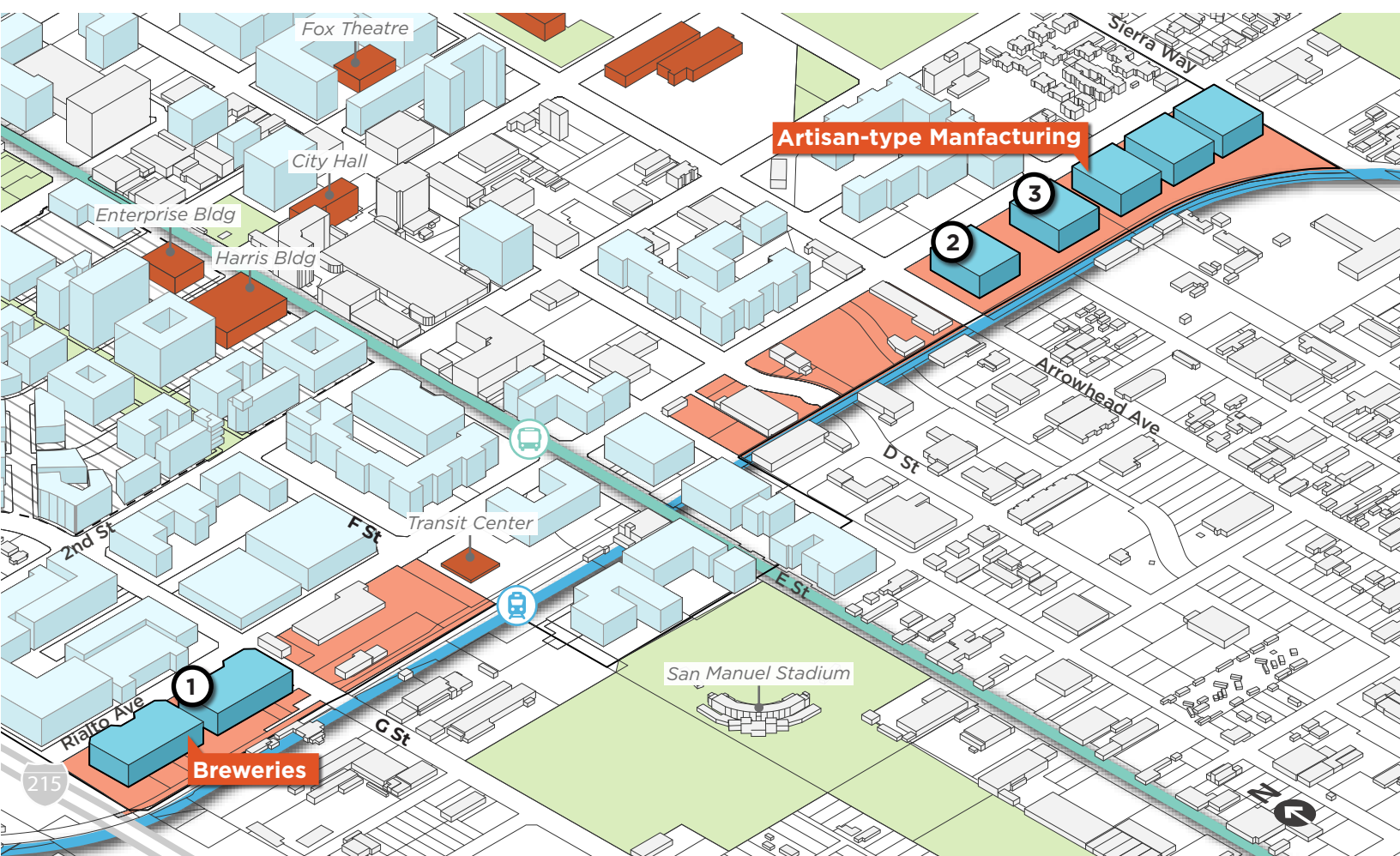
Artisan manufacturers may showcase their products in outdoor event venues.



Housing within this district is expected to be limited in scale, and will need to be sensitive to rail adjacencies.



Breweries and artisan food manufacturers can provide outdoor dining and entertainment opportunities.



**I like this vision of
breweries and eateries
that are family friendly
near transit.**

-Workshop Participant, April 5, 2022

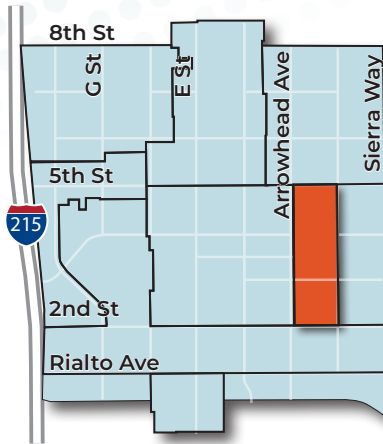
Limit warehouse uses.

-Workshop Participant, April 11, 2022

Figure 5-4: Railside

- Potential New Buildings
- Existing Buildings
- Public Open Space
- Carousel Mall Site
- Downtown Study Area
- sbX Line
- Metrolink

5.5 County Center



These three blocks contain the primary County of San Bernardino administrative offices, including the County Courthouse and the Superior Court of California. The County plans to expand the County offices north of the existing County Government Center. The expansion includes two courtyards and lobbies on both Mountain Avenue and Arrowhead Avenue. The western entrance will include a cafe that will activate Arrowhead Avenue. With the construction of new County offices in this district, County facilities will be better integrated with the rest of Downtown.



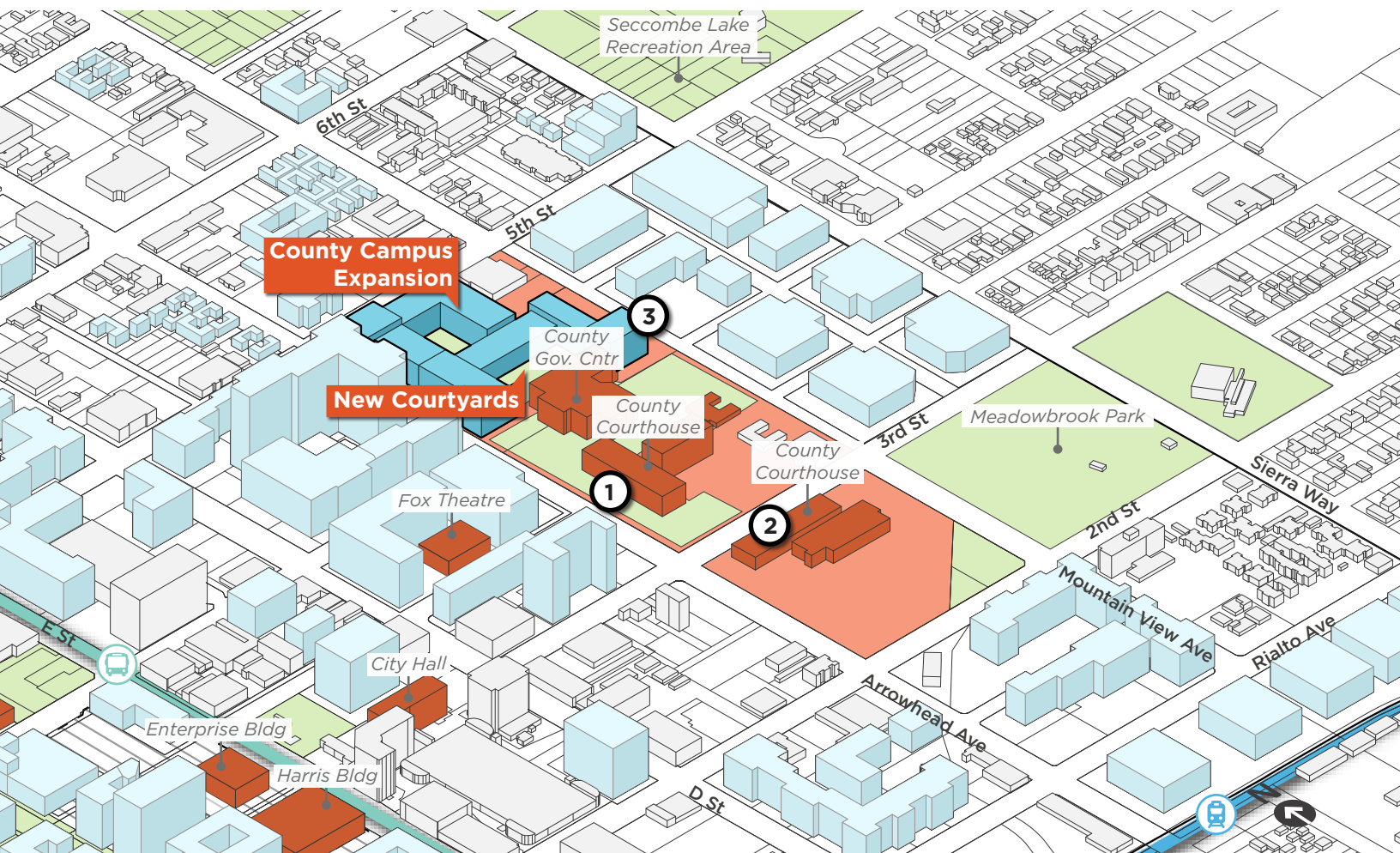
San Bernardino County Superior Court (Existing)



San Bernardino County Downtown Campus Arrowhead Expansion



San Bernardino Justice Center (Existing)



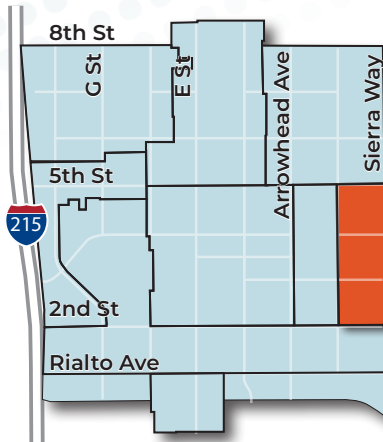
A park would complement this end of Downtown without interfering with courthouse operations.

-Online Social Pinpoint Comment

Figure 5-5: County Center

- Potential New Buildings
- Existing Buildings
- Public Open Space
- Carousel Mall Site
- Downtown Study Area
- sbX Line
- Metrolink

5.6 Parkview Campus



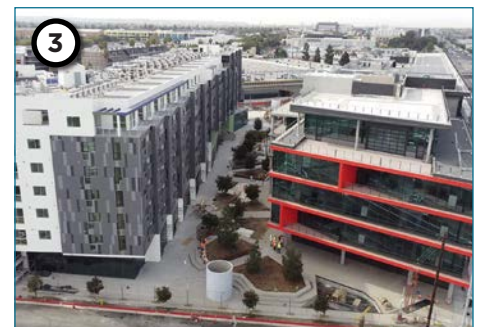
If developed under a coordinated master plan, land adjacent to the County Center, and owned by the County, can become a new mixed-use campus consisting of housing, offices, and other commercial uses as well as limited government uses. Overlooking both Meadowbrook Park to the south and Secombe Lake to the north, this campus will be built out with 6- to 8-story midrise buildings.



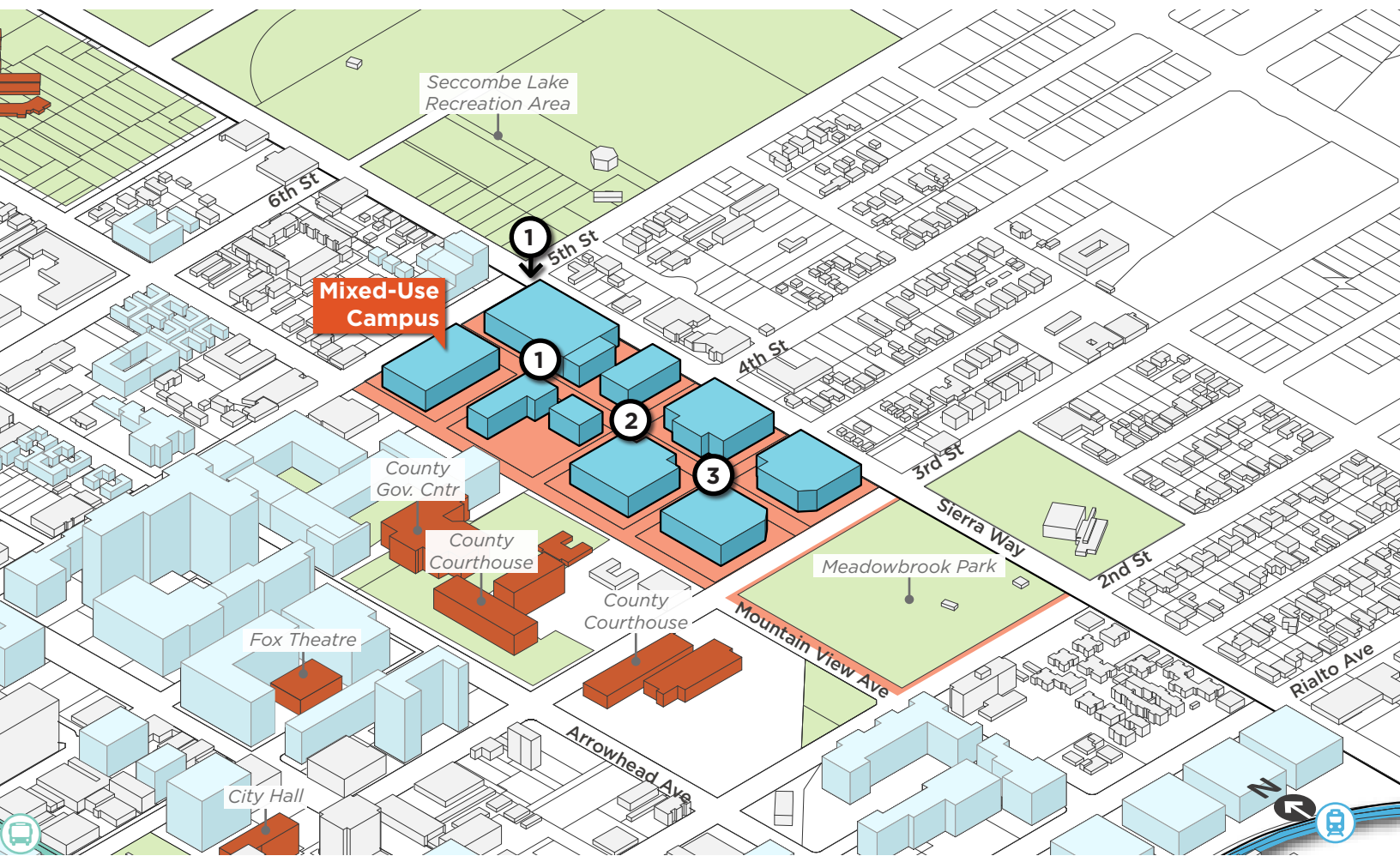
High-density housing with common open spaces provide space to recreate.



High-density housing example



Mixed-use residential with common open spaces and pedestrian paseos.



Create high-density housing here.

-Workshop Participant April 7, 2022

Figure 5-6: Parkview Campus

- Potential New Buildings
- Existing Buildings
- Public Open Space
- Downtown Study Area
-  sbX Line
-  Metrolink

Parkview Campus

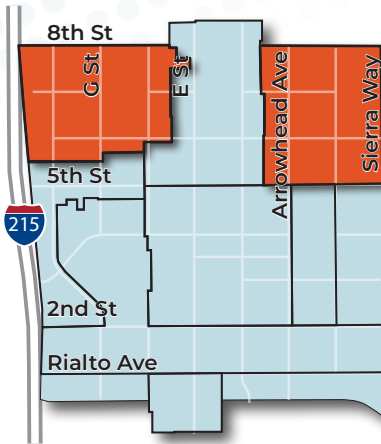


Adjacent to Meadowbrook Park and the County Center, the mixed-uses campus will offer housing, commercial, offices, and limited civic uses.





5.7 Downtown Neighborhoods

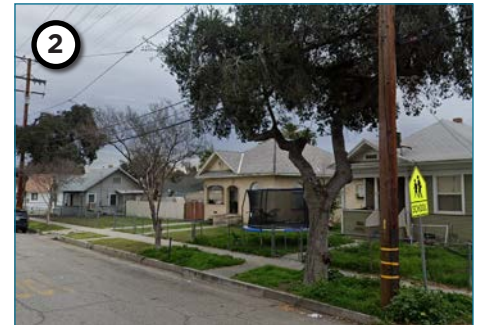


These two neighborhoods are at the northwest and northeast corners of Downtown. They are predominantly residential, consisting of a mix of smaller lots occupied by single-family houses, small apartment buildings, and some larger senior-living communities.

There are a limited number of commercial uses, primarily along 6th Street, in each neighborhood. A cluster of small-scale motels are at the west end of 6th Street. The predominant nonresidential uses are institutional, with the Juanita B. Jones Elementary School and Norton Elementary School occupying the greatest area. Compatible infill development of modestly sized, 2- to 3-story residential buildings is the expected future, in addition to the conservation and improvement of existing residential uses.



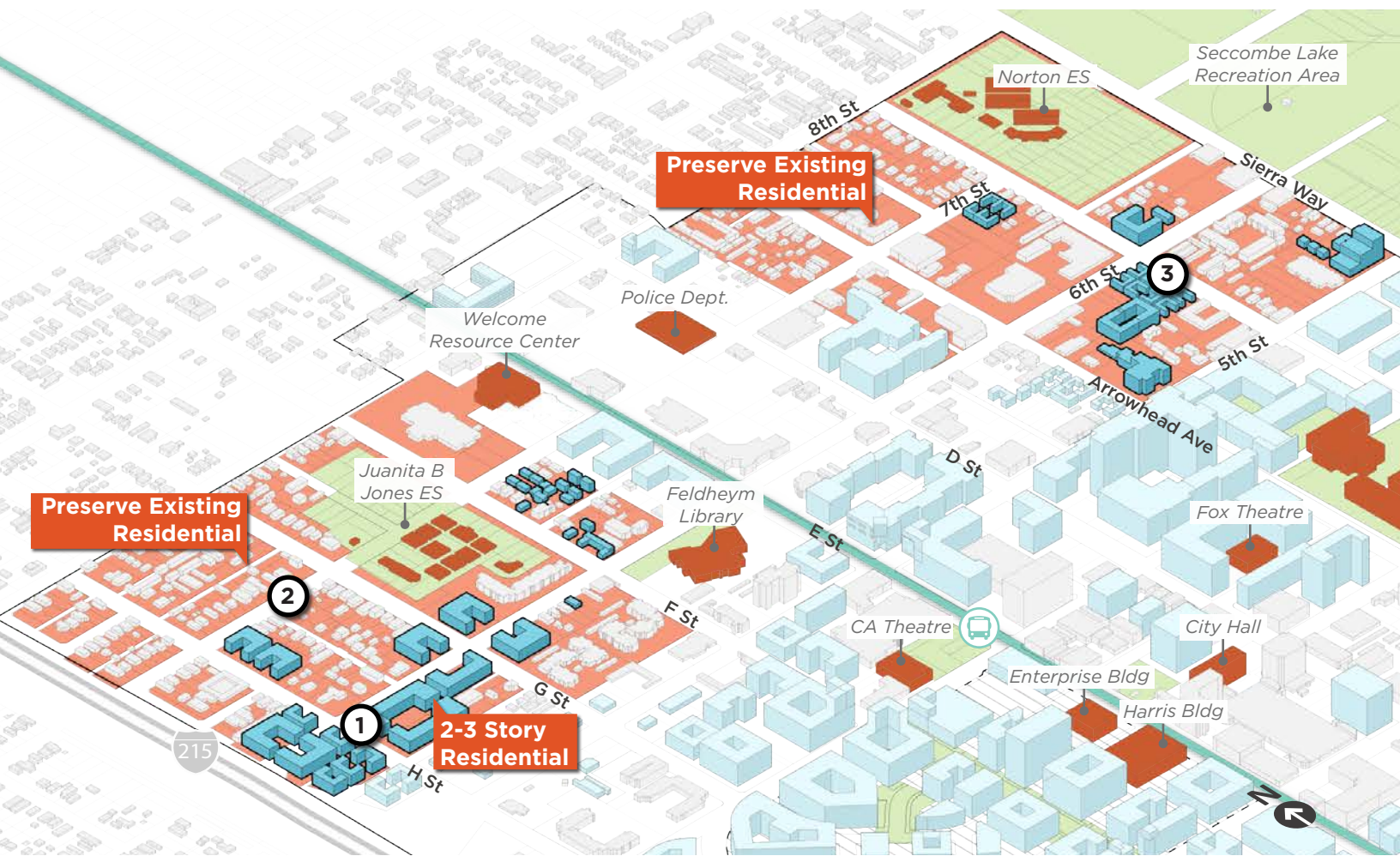
Low density infill housing



Existing homes



Cottage-style duplex home



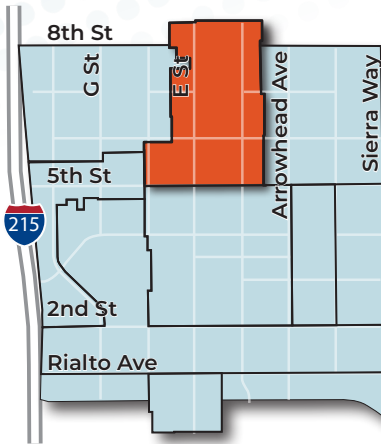
Making room for gentle density, infill housing is important. Make it easier for people to build duplex and cottage apartments.

-Workshop Participant April 11, 2022

Figure 5-7: Downtown Neighborhoods

- Potential New Buildings
- Existing Buildings
- Public Open Space
- Carousel Mall Site
- Downtown Study Area
- 🚶 sbX Line

5.8 North Gateway



This district encompasses properties fronting E and D Streets between 8th and 5th Streets. In addition to existing institutional uses, such as the Feldheym Library, the historic US Post Office, and San Bernardino Police Department Headquarters, and the newly-opened SBCUSD Welcoming Resource Center, the district contains a number of vacant or under-utilized buildings and parcels. The future vision for this district includes 4- to 5-story mixed-use structures that promote pedestrian activity along E and D Streets. At the intersection of 8th Street, new developments anchor a neighborhood commercial center and create a gateway feature to Downtown. This new neighborhood center might someday incorporate an new sbX station at 8th Street, in addition to the existing station a few blocks south on Court Street. This plan recommends the North Gateway as a transit oriented district to promote development that supports the sbX line.



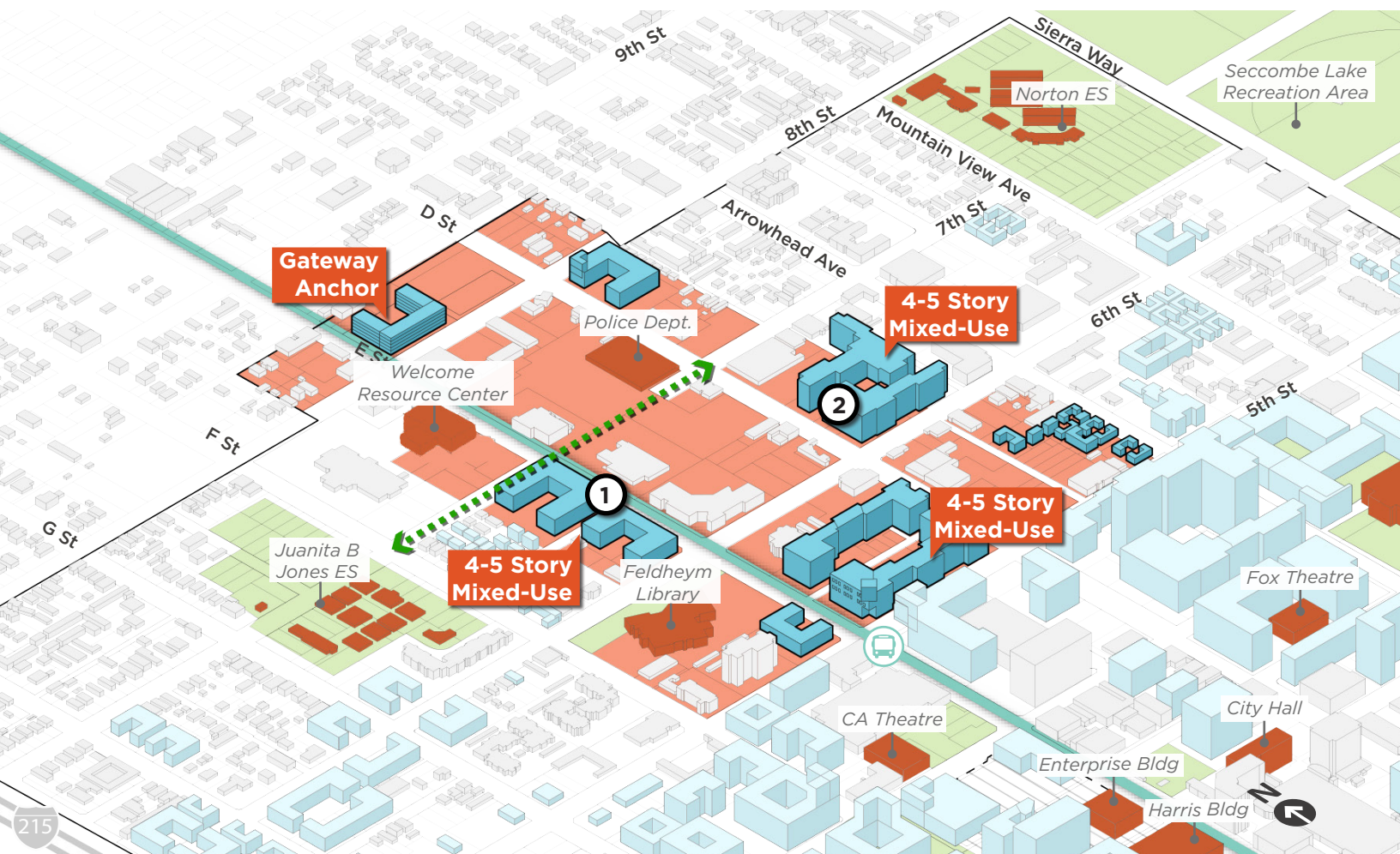
4-5 story mixed-use building



4-5 story mixed-use building



SBCUSD Welcoming Resource Center (opened 2025)



Consider medical offices—nice to walk to doctor.

-Workshop Participant April 11, 2022



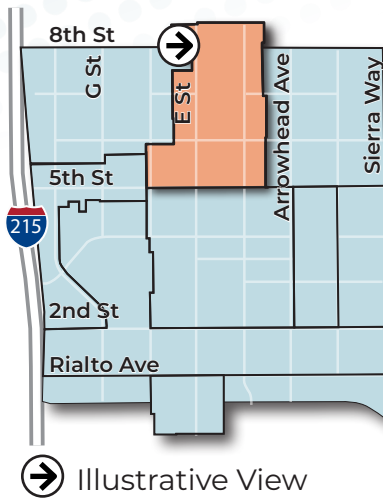
Encourage live-work units.

-Workshop Participant April 7, 2022

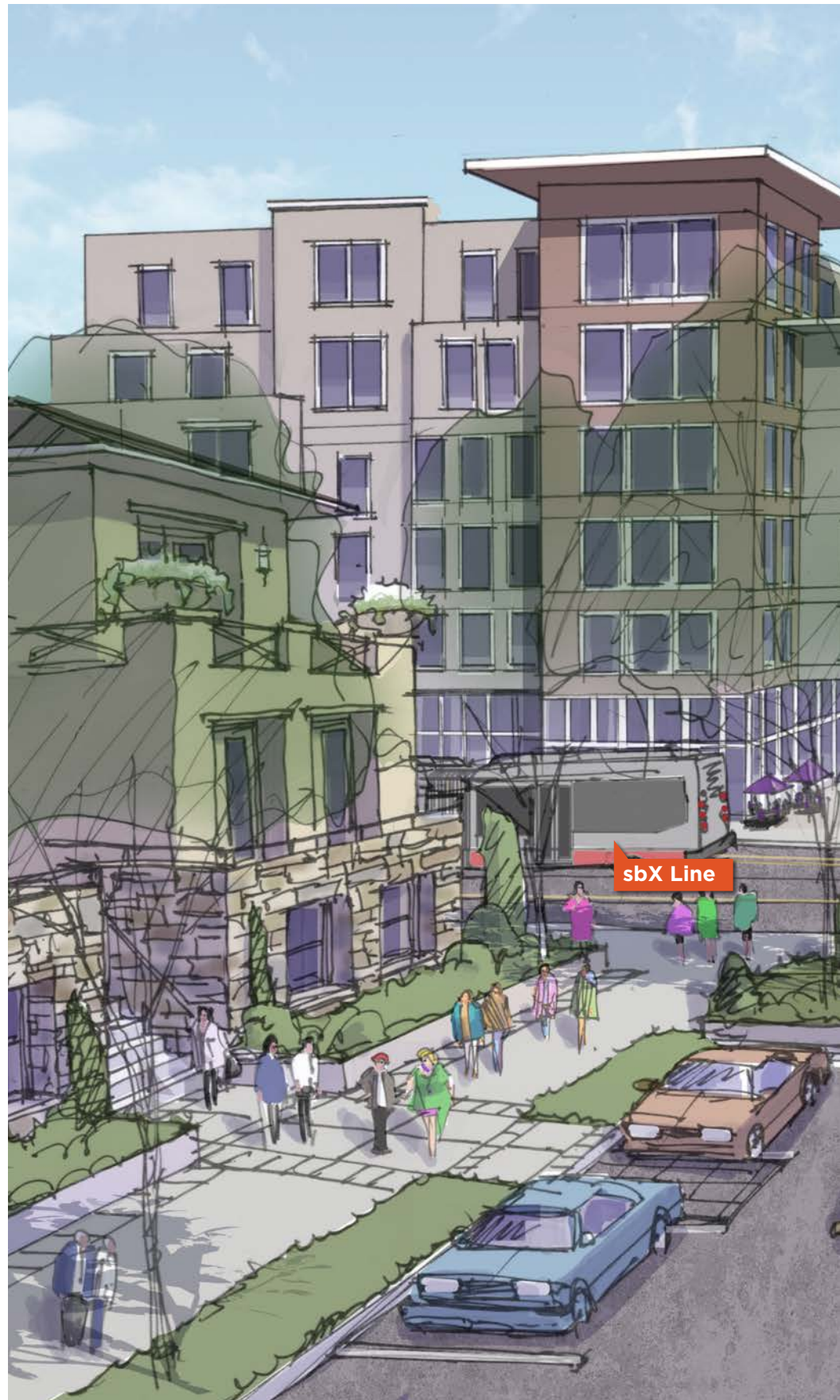
Figure 5-8: North Gateway

- Potential New Buildings
- Existing Buildings
- Public Open Space
- Enhanced Pedestrian Corridor
- Carousel Mall Site
- Downtown Study Area
- sbX sbX Line

8th Street



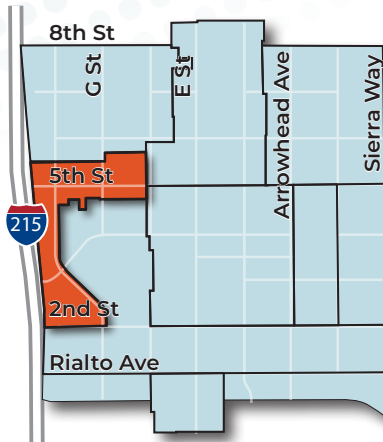
A unique mixed-use gateway is envisioned at the intersection of 8th and E Streets. The intersection signifies the entrance to Downtown from the north for visitors and patrons of the sbX line.





5.9 Freeway Commercial

This district accommodates various auto-oriented businesses such as the Fairview Ford Dealership, car washes, and drive-through fast-food restaurants that benefit from immediate proximity to I-215 and the freeway on-off-ramps at 5th Street. Low-rise 2-story commercial structures are permitted in this district.



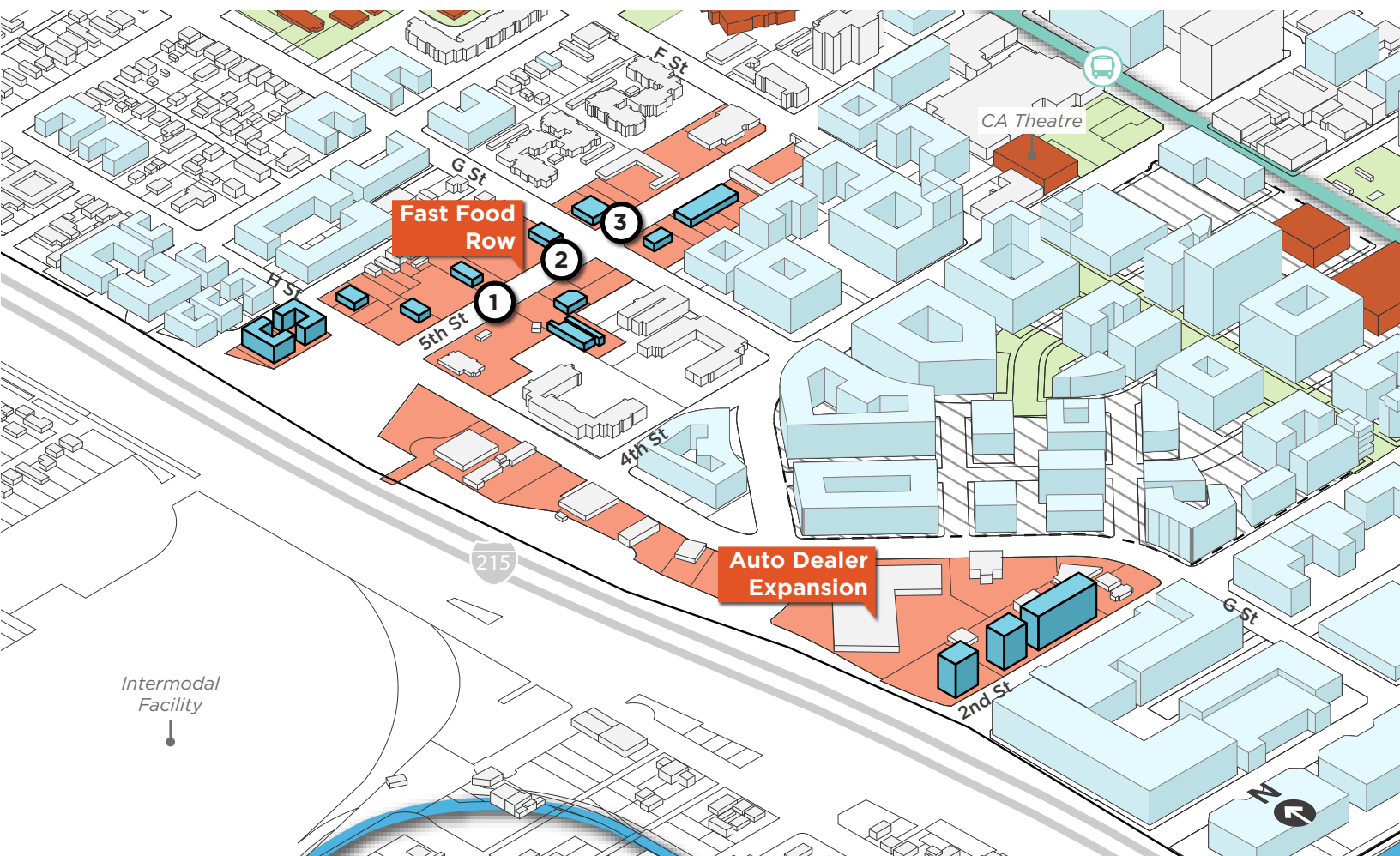
Fast-food establishment



Fast-food establishment



Auto-oriented uses



[We need] traffic calming on these streets that enter Downtown.

-Workshop Participant April 11, 2022

Figure 5-9: Freeway Commercial

- Potential New Buildings
- Existing Buildings
- Public Open Space
- Carousel Mall Site
- Downtown Study Area
-  sbX Line
-  Metrolink



6

Land Use Plan

- 6.0 Land Use Plan
- 6.1 Permitted Land Uses
- 6.2 Permit Types
- 6.3 Standards for Specific Uses
- 6.4 Land Use Definitions

6.0 Land Use Plan

The Land Use Plan corresponds with the division of the Specific Plan into nine districts as described in Chapter 5. These separate districts are based on intensity, which range from the most urban to the least urban types of development and land use, with most of the zones providing for a significant mixture of land uses. This approach differs from conventional zoning maps that typically divide cities into zones that rigidly segregate residential, commercial, industrial, and institutional uses into separate areas, and thereby require residents to drive or use public transportation for nearly all daily activities. The use of zones based on development intensity, instead of land use zones as the spatial basis for regulating development, directly reflects the functions of and relationships between each part of the Specific Plan area. The zones also effectively implement the City's urban design objectives for each part of the Specific Plan area, to establish and maintain attractive distinctions between each zone.

Downtown is divided into nine districts, as identified in the Land Use Plan (Figure 6-1). Each district or district group has its own permitted uses described in Section 6.2, Permitted Land Uses.

A. Definitions. Definitions of specific land uses are found in SBMC 19.02.050.

B. Permit Requirements. Table 6-1 identifies the uses of land allowed, the land use permit required to establish each use, and limitations that may apply for a particular use. See Section 6.2 for permit types.

C. Prohibited Uses. Those uses not listed in Table 6-1 are prohibited.

D. Nonconforming Uses. Existing uses made nonconforming by the Specific Plan shall be subject to SBMC 19.62.

E. Standards for Specific Land Uses. Additional standards may apply to specific land uses; refer to Section 6.3.

F. Ground-Floor Frontages. In limited locations, as defined on Figure 6-1, only commercial uses are allowed in the first 25 feet of lot depth of the ground floor ground floor.

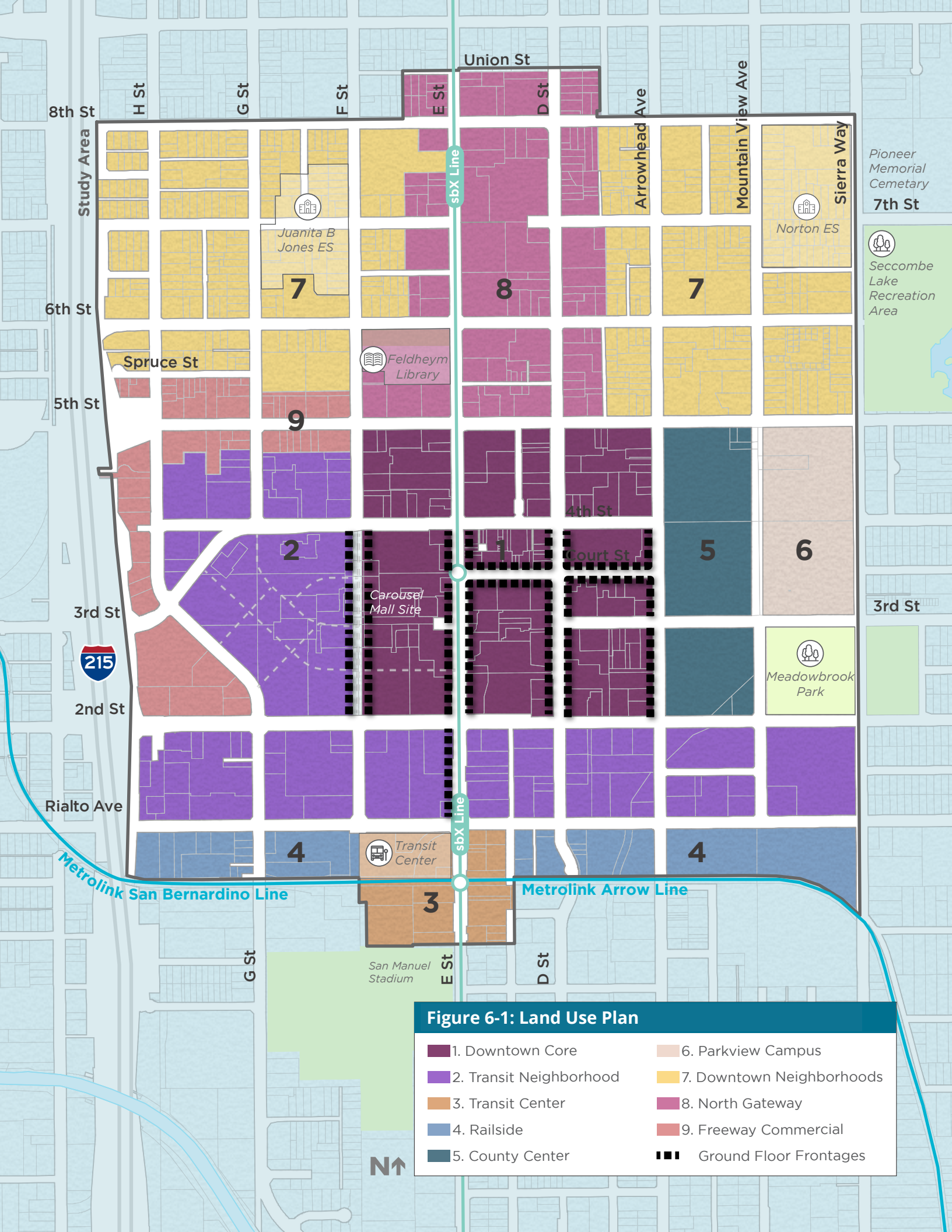


Figure 6-1: Land Use Plan

- | | |
|-------------------------|---------------------------|
| 1. Downtown Core | 6. Parkview Campus |
| 2. Transit Neighborhood | 7. Downtown Neighborhoods |
| 3. Transit Center | 8. North Gateway |
| 4. Railside | 9. Freeway Commercial |
| 5. County Center | Ground Floor Frontages |

6.1 Permitted Land Uses

Table 6-1: Land Uses and Permit Requirements

Land Uses A = Administrative Use Permit C = Conditionally Permitted Use D = Development Permit E = Existing P = Permitted Use ¹ S = Special Use T = Temporary Use Permit - = Prohibited	1. Downtown Core	2. Transit Neighborhood	3. Transit Center	4. Railside	5. County Center	6. Parkview Campus	7. Downtown Neighborhoods	8. North Gateway	9. Freeway Commercial	Additional Regulations
Open Space / Recreational Uses										
Community Center	P	P	-	-	P	P	C	P	P	
Community Garden	A	A	A	A	A	A	A	A	A	
Parks and Playgrounds	P	P	-	P	P	P	P	P	-	
Recreational Facility (Indoor)	P	P	-	P	-	P	-	C	P	
Recreational Facility (Outdoor)	A	P	-	P	-	P	-	A	A	
Public Assembly	C	C	C	C	C	C	C	C	C	
Commercial – Retail Uses										
Alcoholic Beverage Sales (Off-Site Consumption)	-	C	C	C	-	C	-	C	C	see Dev. Code
Alcoholic Beverage Sales (On-Site Consumption)	A	A	A	A	-	A	-	A	A	see Dev. Code
Brewery / Taproom	P	-	-	-	-	-	-	-		
Consumer Goods Sales – Automotive	-	-	-	-	-	-	-	-	P	
Consumer Goods Sales – On-Site Production	P	P	P	P	-	P	-	P	P	see Dev. Code
Consumer Goods Sales – Retail	P	P	P	P	-	P	P ²	P	P	see Dev. Code
Consumer Goods Sales – Retail (Restricted)	P	P	P	P	-	P	-	P	P	see Dev. Code
Eating Establishment	P	P	P	P	P	P	P ³	P	P	
Fueling Station	-	-	-	C	-	-	-	C	C	
Open Air Market	A	A	-	-	A	A	-	-	-	

1. Development Permit Requirements

2. Limited to 3000 gross sq ft

3. Limited to 5000 gross sq ft

6.1 Permitted Land Uses

Table 6-1 (2): Land Uses and Permit Requirements

Land Uses	1. Downtown Core	2. Transit Neighborhood	3. Transit Center	4. Railside	5. County Center	6. Parkview Campus	7. Downtown Neighborhoods	8. North Gateway	9. Freeway Commercial	Additional Regulations
A = Administrative Use Permit C = Conditionally Permitted Use D = Development Permit E = Existing P = Permitted Use ¹ S = Special Use T = Temporary Use Permit - = Prohibited										
Commercial – Service Uses										
Automated Vending Machine	P	P	P	P	P	P	-	P	P	
Car Wash	-	-	-	-	-	-	-	-	C	
Day Care	C	C	C	-	P	P	C	C	-	
Financial Service	P	P	P	P	P	P	-	P	P	see Dev. Code
Financial Service (Restricted)	P	P	P	P	P	P	-	P	P	see Dev. Code
Fitness/Wellness/Art/Instruction Studio	P	P	P	P	P	P	p ²	P	P	
Hotel/Motel	P	P	P	C	-	P	-	P	P	
Media Production	P	P	P	P	P	P	-	P	P	
Medical Facility	D/C	D/C	D/C	D/C	D/C	D/C	-	D/C	D/C	
Office (non-medical)	P	P	P	P	P	P	p ³	P	P	
Personal Service	P	P	P	P	P	P	-	P	P	see Dev. Code
Personal Service (Restricted)	P	P	P	P	P	P	-	P	P	see Dev. Code
Social Service Facility	-	C/P	C/P	C/P	C/P	C/P	-	C/P	C/P	
Vehicle Leasing / Rental	-	-	-	-	-	-	-	-	P	

1. Development Permit Requirements

2. Limited to 3000 gross sq ft

3. Limited to 5000 gross sq ft

6.1 Permitted Land Uses

Table 6-1 (3): Land Uses and Permit Requirements

Land Uses A = Administrative Use Permit C = Conditionally Permitted Use D = Development Permit E = Existing P = Permitted Use ¹ S = Special Use T = Temporary Use Permit - = Prohibited	1. Downtown Core	2. Transit Neighborhood	3. Transit Center	4. Railside	5. County Center	6. Parkview Campus	7. Downtown Neighborhoods	8. North Gateway	9. Freeway Commercial	Additional Regulations
Residential Uses ²										
Accessory Structure	P	P	P	P	-	P	P	P	-	
Dwelling – Accessory Unit	P	P	P	P	-	P	P	P	P	
Dwelling – Multi-family	P	P	P	C	-	P	P	P	P	
Dwelling – Single-Family	-	-	-	-	-	-	P	-	-	
Home Occupation	P	P	P	P	P	P	P	P	P	see Dev. Code
Live/Work	P	P	P	P	-	P	P	P	P	
Institutional Uses										
Private Club / Lodge / Meeting Hall	P	P	-	P	P	P	-	P	-	
Government Service	P	P	-	-	P	-	-	P	-	
Hospital	C	C	-	C	-	C	-	-	-	
Museum/Art Gallery	P	P	P	P	P	P	C	P	P	
School – K-12	C	C	-	-	-	C	C	C	-	
School – Post Secondary	P	P	P	P	-	P	-	P	-	
Industrial Uses										
Alcoholic Beverage Manufacturing	-	-	-	C	-	-	-	-	-	
Manufacturing / Processing / Repair	-	-	-	P	-	-	-	-	-	
Research and Development	P	P	P	P	P	P	-	P	P	

1. Development Permit Requirements

2. The DTSP allows all residential land uses required by state law. For emergency shelters, transitional housing, supportive housing, low barrier navigation centers along with all forms of group housing, including residential care, congregate care and health facilities, the reader should consult the Development Code.

6.1 Permitted Land Uses

Table 6-1 (4): Land Uses and Permit Requirements

Land Uses	1. Downtown Core	2. Transit Neighborhood	3. Transit Center	4. Railside	5. County Center	6. Parkview Campus	7. Downtown Neighborhoods	8. North Gateway	9. Freeway Commercial	Additional Regulations
A = Administrative Use Permit C = Conditionally Permitted Use D = Development Permit E = Existing P = Permitted Use ¹ S = Special Use T = Temporary Use Permit - = Prohibited										
Transportation And Infrastructure Uses										
Public Parking	P	P	P	P	P	P	-	P	P	
Renewable Energy System	-	P	P	P	P	P	P	P	P	
Transit Center	-	-	P	-	-	-	-	-	-	
Wireless Telecommunications Facility	C	C	C	C	C	C	C	C	C	
Other Uses										
Accessory Structure/Use (Non-residential)	P	P	P	P	P	P	P	P	P	
Cigar Lounge	C	-	-	-	-	-	-	-	-	
Commercial Cannabis Activity (Retail/Micro)	-	-	-	-	-	-	-	-	P	see Dev. Code
Drive-Thru Facility	-	-	-	-	-	-	-	-	P	
Live Entertainment	A	A	A	A	A	A	-	A	A	
Mixed-Use Development	D	D	D	D	D	D	-	D	D	
General Advertising (Billboard)	E	E	E	E	E	E	E	E	E	
Digital Advertising (Billboard)	E	E	E	E	E	E	E	E	E	
Special Event	S	S	S	S	S	S	S	S	S	
Temporary Use	T	T	T	T	T	T	T	T	T	

1. Development Permit Requirements

6.2 Permit Types

The following types of applications shall be reviewed and acted upon as listed in Table 6-2

Table 6-2: Permit Types			
Type of Application	Director (a)		Planning Commission (b)
	Authority to Approve or Deny	Advisory to Planning Comm. Only	Authority to Approve or Deny
Administrative Use Permit (c)	X		
Conditional Use Permit		X	X
Permitted Use (c)	X		
Special Event Permits (c)	X		
Temporary Use Permits (c)	X		

Notes:

(a) All decisions of the Director may be appealed to the Planning Commission.

(b) All decisions of the Planning Commission may be appealed to the City Council.

(c) No public hearing is required.

6.3.1. Administrative Use Permit. Administrative Use Permits shall be filed and processed per SBMC 19.36.

6.3.2. Conditionally Permitted Use. Conditional Use Permits shall be filed and processed per SBMC 19.36.

6.3.3. Development Permits. Development Permits shall be filed and processed per SBMC 19.XX.

6.3.4. Permitted Use. Permitted Uses shall be filed and processed per SBMC 19.44

6.3.5. Special Event Permits. Special Event Permits shall be filed and processed per SBMC 19.XX.

6.3.6. Temporary Use Permit. Temporary Use Permits shall be filed and processed per SBMC 19.70.

6.3 Land Use Definitions

Open Space / Recreational Uses

Community Center. A facility that functions primarily to provide a community-centered meeting hall for members of the public to carry out local community-oriented activities and public and civic functions, such as grange halls, community sponsored meeting halls, and veterans' halls.

Community Garden. Land used by individuals or a group to grow food or plants for personal use and consumption, not for commercial sale.

Parks and Playgrounds. Open spaces, natural or developed, intended for public recreation, such as parks, playgrounds, sports fields, and trails.

Recreational Facility (Indoor). An enclosed space hosting non-profit sports, games, and amusement activities.

Recreational Facility (Outdoor). An open-air venue hosting sports and leisure activities (e.g., golf courses, tennis courts, swimming pools).

Public Assembly. A facility or space where people gather for civic, social, cultural, or religious purposes (e.g., community centers, places of worship).

Commercial – Retail Uses

Alcoholic Beverage Sales (Off-Site Consumption). An activity or business engaged primarily in the sale of alcoholic beverages for on-site or off-site consumption in accordance with the state Alcohol Beverage and Control (ABC) agency.

Alcoholic Beverage Sales (On-Site Consumption). A business licensed to sell beer, wine, or spirits to be drank exclusively inside the premises or on a designated patio.

Brewery / Taproom. A facility featuring the manufacture, ferment, and package alcoholic beverages (such as craft beer or cider) on-site for wholesale distribution, featuring an integrated, direct-to-consumer tasting room or restaurant area for on-site consumption.

Consumer Goods Sales – Automotive. The retail sale, lease, or display of motorized vehicles (cars, trucks, boats) and their related parts.

Consumer Goods Sales – On-Site Production. A retail store that makes its own artisan goods on-site and sells them directly to the public from the same storefront.

Consumer Goods Sales – Retail. The sale of new or used merchandise directly to the general public for personal or household use.

Consumer Goods Sales – Retail (Restricted). Retail stores subject to strict rules or special review due to their products or neighborhood impacts.

6.3 Land Use Definitions (Continued)

Eating Establishment An establishment where food and drink are prepared and served.

Fueling Station. A facility that sells gasoline, diesel, or alternative fuels (like electricity or hydrogen) directly to motor vehicles.

Open Air Market. A temporary or recurring outdoor setup where multiple individual vendors sell produce, crafts, or goods (e.g., farmers' markets, flea markets).

Commercial – Service Uses

Automated Vending Machine. An unmanned, mechanical, or electronic device operating outside or within a structure that dispenses food, beverages, or consumer products directly to customers upon insertion of payment or digital transaction.

Car Wash. An area or structure equipped with facilities for washing automobiles.

Day Care. Facilities that provide supervised care for children or adults during the day. This classification includes nursery schools, preschools, and day-care facilities for children or adults, and any other day-care facility licensed by the State of California

Financial Service. A bank, credit union, or savings institution providing financial and transaction services directly to customers.

Financial Service (Restricted). Alternative financial businesses subject to strict zoning buffers or conditional reviews (e.g., payday lenders, check-cashing stores).

Fitness/Wellness/Art/Instruction Studio. A space dedicated to small-group or individual teaching and practice in fitness, dance, martial arts, or fine arts.

Hotel/Motel. A lodging facility offering transient accommodations to the public, typically on a less than monthly basis, and which may provide additional services, such as restaurants, meeting rooms and recreational facilities.

Media Production. A facility or specialized studio space used for filming, recording, and editing motion pictures, television shows, music, or digital content, including soundstages, production offices, and equipment storage.

Medical Facility This refers to spaces used for providing medical and dental services, including doctor's offices, dental clinics, and other healthcare facilities.

Office (non-medical). This refers to spaces used for conducting business activities, including offices for professionals such as lawyers, accountants, and consultants, as well as administrative offices for businesses.

6.3 Land Use Definitions (Continued)

Personal Service. A business providing routine, non-medical care for a person or their clothing (e.g., hair salons, barbershops, dry cleaning drop-offs).

Personal Service (Restricted). Personal service businesses requiring extra regulatory oversight or geographic separation (e.g., tattoo parlors, massage businesses).

Social Service Facility. A non-residential center providing logistics, counseling, food, or assistance to individuals in need (e.g., food banks, crisis centers).

Vehicle Leasing / Rental. A business that rents or leases cars, trucks, or vans to the public, including the temporary on-site parking of the rental fleet.

Residential Uses

Accessory Structure. A detached building or structure (such as a patio cover, deck, shed, or storage container) greater than 120 square feet that is secondary, incidental, and subordinate to the primary established dwelling on the same lot.

Dwelling – Accessory Unit. An attached or a detached dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking and sanitation on the same parcel as the primary dwelling unit is situated. An accessory dwelling unit also includes an efficiency unit, as defined in California Health and Safety Code Section 17958.1, and a manufactured home, as defined in California Health and Safety Code Section 18007.

Dwelling – Multi-family. The definition is set forth in California Government Code Section 65863.4(d).

Dwelling – Single-Family. A dwelling unit designed for occupancy by one household and located on a separate lot from any other dwelling, except permitted accessory dwelling units. This classification includes individual manufactured housing units installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code.

Home Occupation. A business operated entirely inside a home by its residents, remaining strictly secondary to the residential use and creating no outside impacts.

Live/Work. A single unit combining a residential living space with a commercial workspace, allowing a business owner to live and work in the same space with limited customer access.

Institutional Uses

Private Club / Lodge / Meeting Hall. A facility used by a non-profit association or fraternal organization for social and civic events, restricted primarily to members and guests.
Government Service. Offices and operational facilities run by local, state, or federal agencies (e.g., city halls, fire stations, post offices).

6.3 Land Use Definitions (Continued)

Hospital. A medical facility providing 24/7 inpatient and outpatient care, surgery, and emergency treatment.

Museum/Art Gallery. A building or room, or any grouping thereof, open to the public, used to exhibit works of art or displays of historic objects, scientific objects or memorabilia.

School – K-12. Any institution of learning for public or private, which offers instruction in those courses of study required by the California Education Code, or which is maintained pursuant to standards set by the California Board of Education. This definition includes a nursery school, kindergarten, elementary school, junior high school, senior high school or any special institution of education.

School – Post Secondary. An educational institution providing higher learning or vocational training beyond high school, including community colleges, universities, trade schools, and professional academies.

Industrial Uses

Alcoholic Beverage Manufacturing. A facility licensed to brew, distill, or ferment alcoholic beverages for wholesale distribution, which may include a small public tasting room.

Manufacturing / Processing / Repair. The physical assembly, fabrication, or chemical treatment of materials into new products, or the heavy repair of equipment.

Research and Development. A laboratory or facility used for scientific research, product testing, and prototyping, excluding mass production.

Transportation And Infrastructure Uses

Public Parking. A surface lot or parking garage open to the general public for temporary vehicle storage.

Renewable Energy System. Infrastructure (like solar panels or wind turbines) designed to capture, store, and distribute clean energy, either for the property or the utility grid.

Transit Center. Facilities designed to accommodate multiple modes of public transportation, such as bus stops, train stations, and ferry terminals.

Wireless Telecommunications Facility. Unmanned infrastructure (including towers, antennas, and ground equipment enclosures) designed to transmit and receive cellular or radio signals, subject to strict separation distances from off-site residences and other visible towers.

6.3 Land Use Definitions (Continued)

Other Uses

Accessory Structure/Use (Non-residential). A structure which is detached from the main building on a parcel or lot, the use of which is incidental to that of the primary building.

Cigar Lounge. A retail tobacco establishment featuring a dedicated, fully enclosed indoor smoking area exclusively for the on-site consumption of cigars and pipes.

Commercial Cannabis Activity (Retail/Micro). A facility that includes the cultivation, possession, manufacture, distribution, processing, storing, laboratory testing, packaging, labeling, transportation, delivery or sale of cannabis and cannabis products as provided for in SBMC 5.10.

Drive-Thru Facility. An architectural feature (lanes, intercoms, windows) that allows customers to buy goods or services while remaining in their vehicles.

Live Entertainment. An activity featuring live performances by musicians, DJs, or actors, usually accessory to a restaurant, bar, or nightclub.

Mixed-Use Development A project allows for horizontal and/or vertical combination of residential and nonresidential buildings in a given area.

General Advertising (Billboard). A permanent, static outdoor sign that displays advertisements for a business, service, or product not located on that specific property.

Digital Advertising (Billboard). An off-site billboard that uses LED screens or digital displays to cycle through electronic advertisements.

Special Event. A temporary, short-term outdoor assembly or activity that falls outside a property's normal day-to-day zoning permissions (e.g., carnivals, street festivals).

Temporary Use. Special events which, by their nature, are non-recurring and which continue for a limited period of time. Temporary uses may occur indoors or outdoors, on improved or unimproved property and should be consistent with the zone for that property and its uses.



VIVA LA SUBA
DOWNTOWN
FIT CAMP
BUCK UP PARK HALL
THE END IS NEAR

7

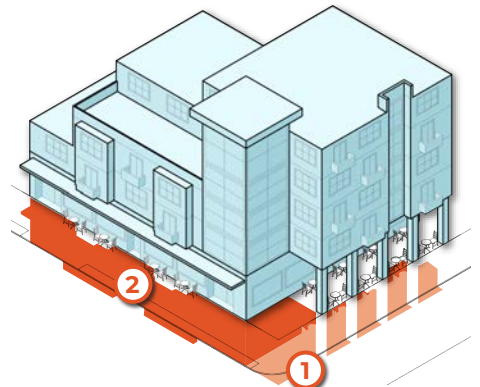
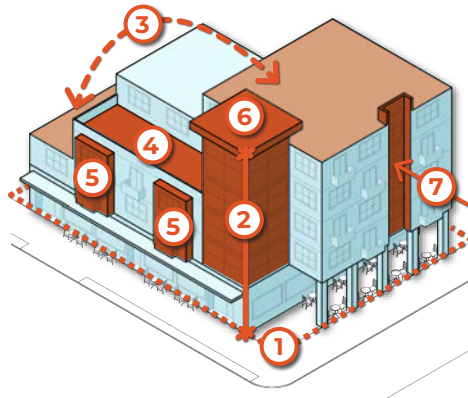
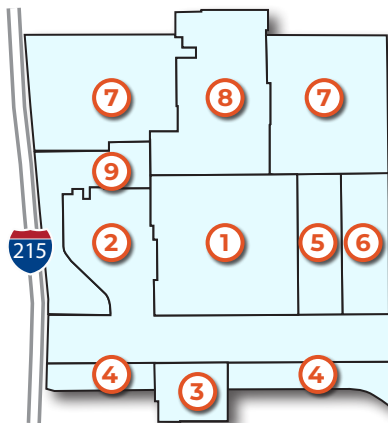
Development Standards

- 7.0 Introduction
- 7.1 District Standards
- 7.2 Site Design & Building Form
- 7.3 Setbacks & Frontages
- 7.4 Open Space
- 7.5 Materials & Finishes
- 7.6 Parking
- 7.7 General Provisions

7.0 Introduction

This chapter establishes the standards related to the physical form and design of both new and renovated buildings and properties in the Specific Plan area.

The standards set forth in this chapter apply to new construction of single-family, multi-family, mixed-use, and nonresidential development in the Plan Area. These standards do not apply to renovations and routine maintenance of existing developments. These standards also do not apply to minor additions to or reductions of existing structures (defined as the demolition of more than 50 percent of the exterior walls and/or roof). For developments spanning multiple lots, these standards apply to all lots, including any associated amenities, open space, or utilities. Proposed projects must also comply with all other applicable local and state ordinances and codes.



7.1

District Standards

- ① Downtown Core
- ② Transit Neighborhood
- ③ Transit Center
- ④ Railside
- ⑤ County Center
- ⑥ Parkview Campus
- ⑦ Downtown Neighborhoods
- ⑧ North Gateway
- ⑨ Freeway Commercial

7.2

Site Design & Building Form

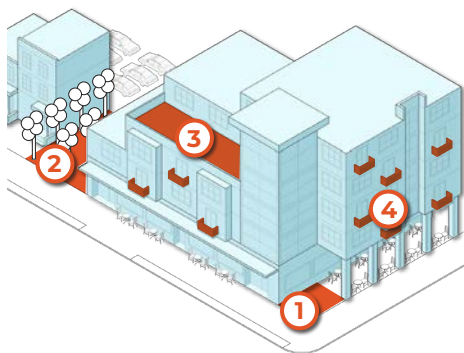
- ① Parcel Size
- ② Building Heights
- ③ Height Averaging
- ④ Stepbacks
- ⑤ Facade Articulation
- ⑥ Prominent Corners
- ⑦ Terminating Vistas

7.3

Setbacks & Frontages

- ① Setbacks
- ② Frontage Types

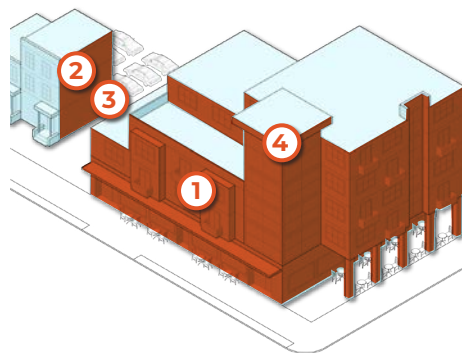
Certain standards, such as maximum density and building heights, are regulated by the Downtown districts. These standards are detailed in tables in Section 7.1. Other standards, such as those related to site design, building form, setbacks and frontages, are dictated by specific locations or street frontages in the Downtown and outlined in Section 7.2. Still other standards—like those related to open space, materials, and finishes—are applied universally to all parcels in the Specific Plan and are detailed in the remaining sections of this chapter. In addition, certain exemptions to the standards apply to adaptive reuse projects as well as to parcels smaller than 0.5 acre and/or 50 feet in lot width. These are detailed in Section 7.7, along with other general development provisions. Although all the standards apply equally, if considered sequentially, the standards in this chapter can be used by developers, property owners, and designers to sculpt the allowable building form for any parcel in the Specific Plan area.



7.4

Open Space

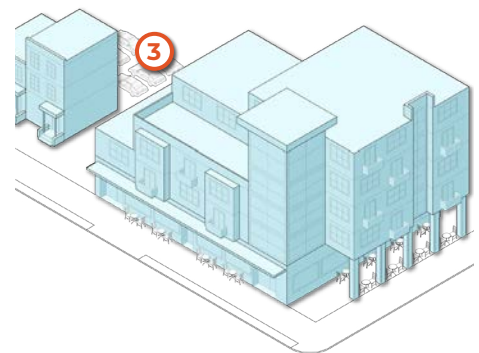
- ① Publicly Accessible Open Space
- ② Pedestrian Paseos
- ③ Common Open Space
- ④ Private Open Space



7.5

Materials & Finishes

- ① Materials
- ② Public Art
- ③ Murals
- ④ Identification Signs



7.6

Parking

- ① Parking Access
- ② Garage Entries
- ③ Parking Lots
- ④ Parking Structure

7.7

General Provisions

7.1 District Standards

Table 7-1A: District Standards

	1. Downtown Core	2. Transit Neighborhood	3. Transit Center	4. Railside
SITE DESIGN & BUILDING FORM STANDARDS				
Maximum Building Height ¹	No limit	6 floors / 80'	6 floors / 80'	4 floors / 75'
Minimum Ground Floor Height	18' non-residential, 10' residential	15' non-residential, 10' residential	18' non-residential, 10' residential	N/A
Minimum Number of Floors ²	2 floors (does not include Mezzanine)	2 floors	2 floors	N/A
Maximum Residential Density ³	175 du/ac	100 du/ac	100 du/ac	80 du/ac
Maximum Intensity ³	5.0 FAR	3.0 FAR	3.0 FAR	2.5 FAR
Stepbacks Required?	No	No	No	No
Facade Articulation Required?	No	Yes	No	No
Height Averaging Permitted?	No	Yes	No	No
SETBACK/FRONTAGE STANDARDS				
See Section 7.3				
OPEN SPACE STANDARDS				
See Section 7.4				
MATERIALS & FINISHES STANDARDS				
See Section 7.5				
PARKING STANDARDS				
See Section 7.6				
OTHER STANDARDS				

1. In all cases, height limits shall include both feet and stories. Height shall be measured per SBMC 19.02.020. A mezzanine shall not be considered a story.
2. Theaters, museums, other entertainment or cultural uses, and stand-alone restaurants or food halls, and the reuse of existing buildings are exempt from minimum number of floors.
3. Development density is defined by Dwelling Units per Acre (du/ac) and Floor Area Ratio (FAR). Residential-only and mixed-use buildings shall comply with both du/ac and FAR restrictions. Commercial and non-residential buildings, including hotels, shall apply FAR restrictions only. Above grade parking shall be counted towards FAR unless the parking is screened or "wrapped" by active uses such as office, retail, residential or other inhabitable space on facades fronting public streets or parks.

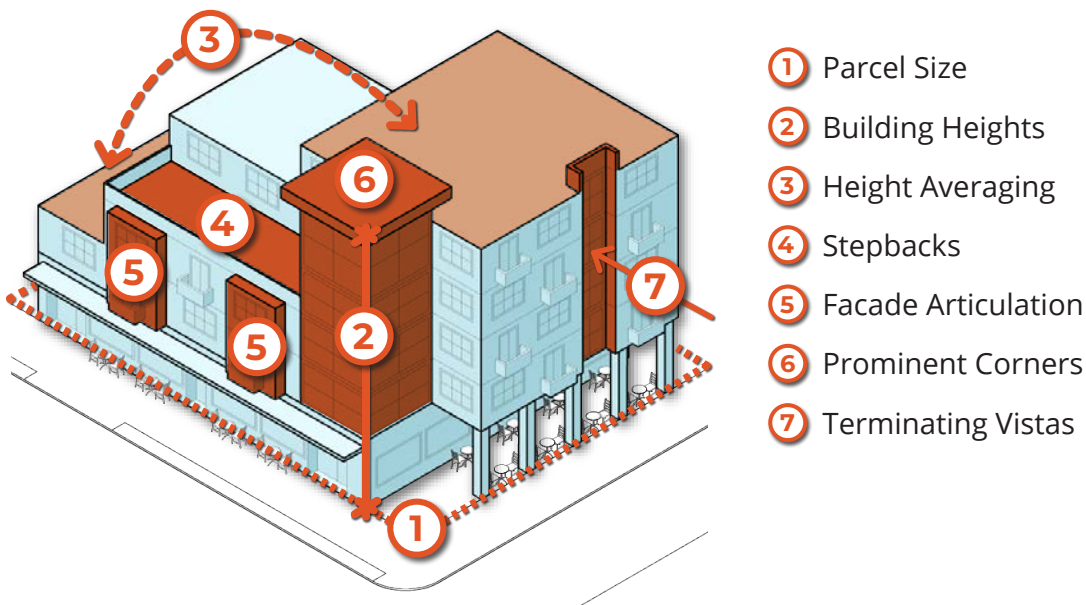
Table 7-1B: District Standards

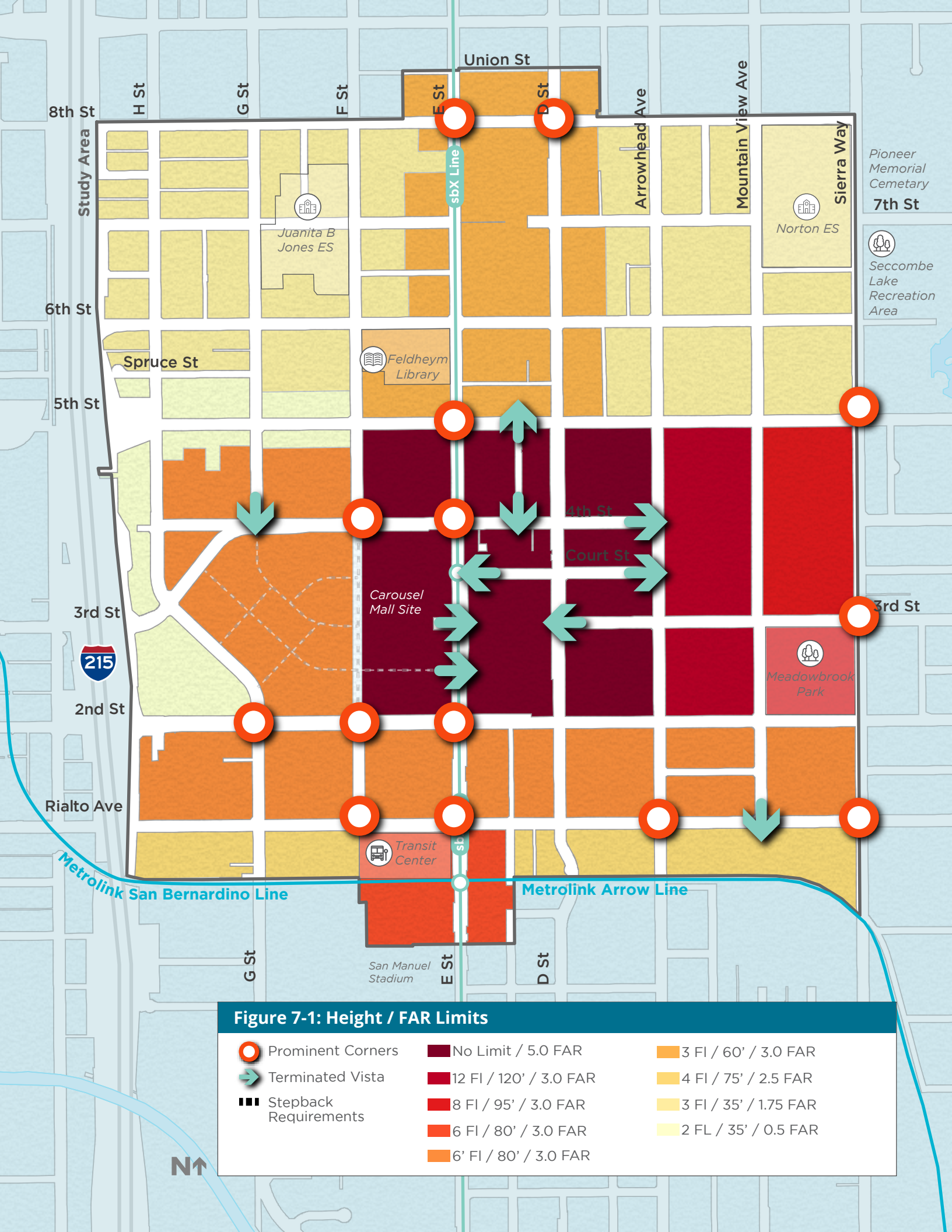
	5. County Center	6. Parkview Campus	7. Downtown Neighborhoods	8. North Gateway	9. Freeway Commercial
SITE DESIGN & BUILDING FORM STANDARDS					
Maximum Building Height ¹	12 floors / 120'	8 floors / 95'	3 floors / 40'	5 floors / 60'	2 floors / 35'
Minimum Ground Floor Height	N/A	15' non-residential, 10' residential	N/A	15' non-residential, 10' residential	N/A
Minimum Number of Floors ²	N/A	2 floors	N/A	2 floors	N/A
Maximum Residential Density ³	Not Permitted	100 du/ac	35 du/ac	100 du/ac	35 du/ac
Maximum Intensity ³	3.0 FAR	3.0 FAR	1.75 FAR	3.0 FAR	0.5 FAR
Stepbacks Required?	No	Yes	No	Yes	No
Facade Articulation Required?	No	Yes	No	Yes	No
Height Averaging Permitted?	No	Yes	No	Yes	No
SETBACK/FRONTAGE STANDARDS					
See Section 7.3					
OPEN SPACE STANDARDS					
See Section 7.4					
MATERIALS & FINISHES STANDARDS					
See Section 7.5					
PARKING STANDARDS					
See Section 7.6					
OTHER STANDARDS					

1. In all cases, height limits shall include both feet and stories. Height shall be measured per SBMC 19.02.020. A mezzanine shall not be considered a story.
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7.2 Site Design & Building Form

Figure 7-1 highlights specific locations in the Downtown where unique architectural elements shall be implemented. To create identifiable gateway moments, key intersections entering into the Downtown Specific Plan area and on the perimeter of the Carousel Mall site are called out as prominent corners. Prominent corner design standards are on page 7-13, Standard 7.2.6. Terminated vistas are located at T-intersections where building facades will be uniquely visible. Detailed standards for terminated vistas are on page 7-14, Standard 7.2.7.





7.2.1 PARCEL SIZE

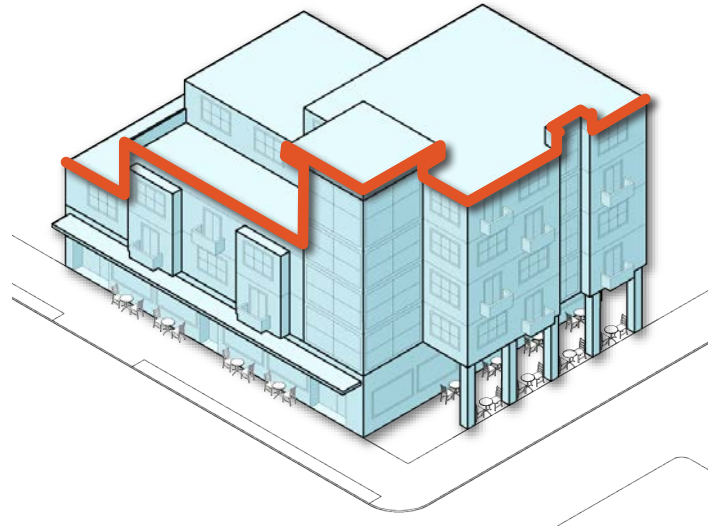
The subdivision of large blocks can help promote an interconnected, walkable, and pedestrian-friendly environment in Downtown San Bernardino.

Design Standards

- A. Applicability. New development on parcels or sites larger than 2.0 acres in size shall be divided into multiple building pads. Such a division may be achieved by one or more of the following methods:
 - 1. Legal subdivision of the property; or
 - 2. Division by a public street(s); or
 - 3. Division by a private or public alley(s); or
 - 4. Division by a private street(s); or
 - 5. Division by a private driveway(s); or
 - 6. Division by a publicly accessible pedestrian paseo.
- B. Design Standards.
 - 1. Alignment of streets, driveways, and/or pedestrian paseos shall, where applicable, extend existing street grid into the subject site.
 - 2. Legal subdivision of property shall conform with SMBC 19.30 and 19.66.
 - 3. All new streets shall be improved with curbs, gutters, sidewalks, and street trees per Chapter 8. Public streets shall additionally conform with applicable Public Works Standards and Requirements.
 - 4. Pedestrian paseos shall be designed in conformance with per Section 7.4.2 and 7.4.3.

7.2.2 BUILDING HEIGHTS

Modulation of rooflines can add visual interest to the skyline, while reducing the scale of large building masses. Modulation can also minimize the “canyon” effect along streets while creating visual reference points and the appearance of distinct and separate buildings.

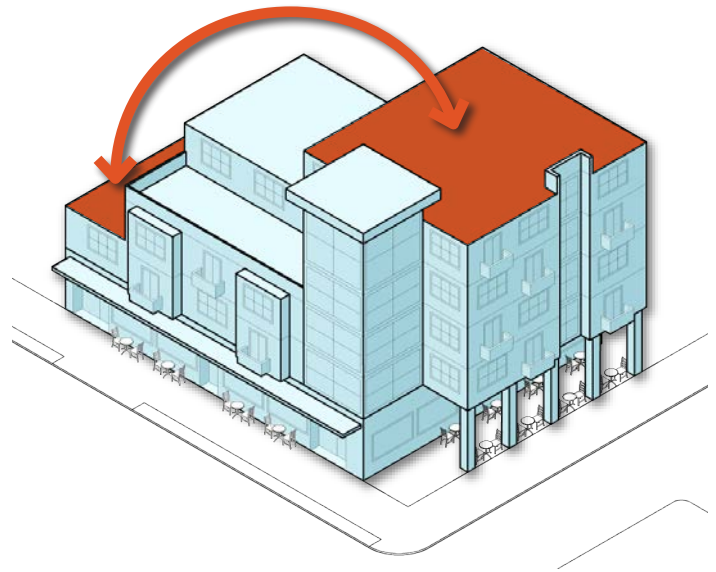


Design Standards

- A. Projects shall not exceed the height limits set in Table 7-1 District Standards and Figure 7-1: Height / FAR Limits. Height is measured per SBMC 19.20.030 (13).
- B. A visible and delineated roofline shall be created to visually demarcate where the building silhouette meets the sky. Projects three stories or more in height shall employ one or more of the following design techniques:
 1. Roofline Variation. Variation in roof height and/or ridgeline of at least 5 feet for every 75 linear feet ; or
 2. Pitched Roof Variation. Use of dormers, step downs, mansard, sawtooth, butterfly, cross-gable, and/or hipped roof lines; or
 3. Unit Type. Use of loft-style units on the uppermost floor with ceilings at least 3 feet taller than the floor below; or
 4. Unit Count. Provide up to 75 percent the number of units on the uppermost floor as compared to the floor below, with the effect of creating a smaller building mass on the uppermost floor; or
 5. Height Averaging (Section 7.2.3); or
 6. Stepbacks (Section 7.2.4); or
 7. Prominent Corners (Section 7.2.6); or
 8. Terminating Vistas (Section 7.2.7).
- C. Elevator and stair overruns shall not be counted as part of the roofline modulation unless it has been integrated into the overall architectural design.
- D. Rooftop equipment shall be concealed from visibility from the public right-of-way. The point of view for determining visibility shall be 5 feet above grade at a distance of 200 feet.
- E. Exceptions. Exceptions are allowed for height averaging (Section 7.2.3) and projecting features such as appurtenances, chimneys and vents.

7.2.3 HEIGHT AVERAGING

Height averaging is the counter-balancing of additional height with lower heights elsewhere on-site. Height averaging is used to protect vistas and view corridors; to create a more sensitive transition to adjacent historically or architecturally significant buildings, structures, or landscapes; and/or to create a more visually compelling skyline while achieving economically feasible development.



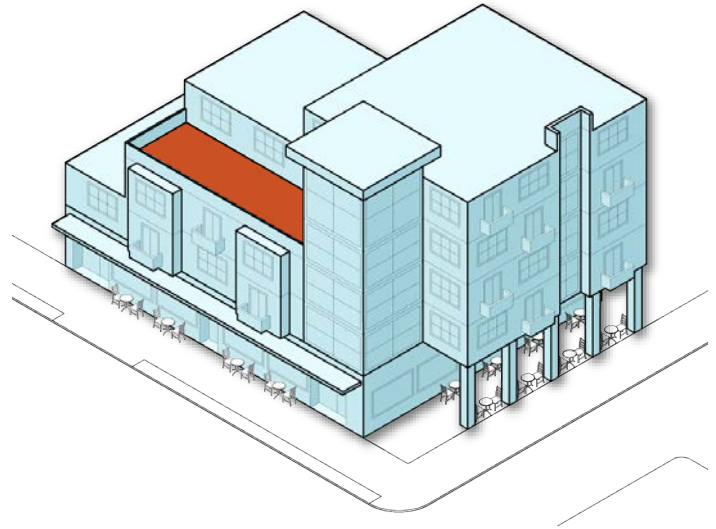
Design Standards

- A. Height Averaging. Up to 30 percent of the building footprint area may be one story/12 feet taller than the maximum height allowed, provided an equal amount of building footprint area is one story/12 feet shorter than the maximum allowed height.
- B. Exceptions:
 - 1. Height averaging shall not be applied to parking and/or accessory structures.



7.2.4 STEPBACKS

Stepbacks are upper levels of a building set back behind the primary facade before the total height of the building is achieved. Building stepbacks at upper levels allow for multiple roofline profiles, lessening the imposing appearance of building massing over the public right-of way.

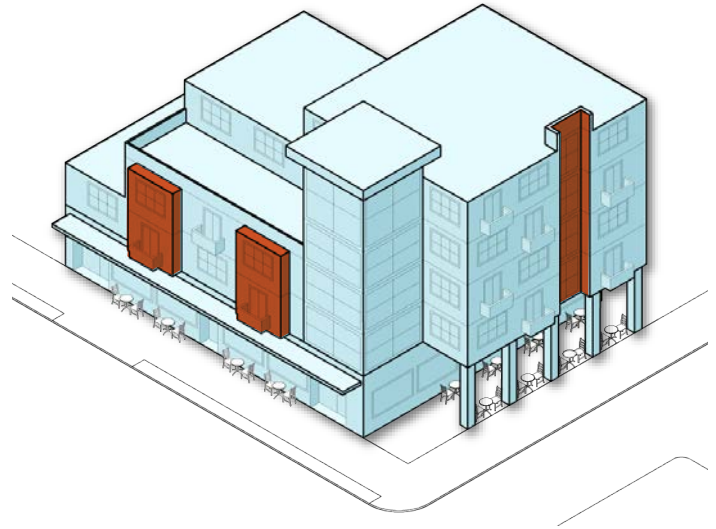


Design Standards

- A. Stepback Depth. In applicable districts where stepbacks are required, or where setbacks are employed to meet other required design criteria, buildings shall not exceed 45 feet in height before stepping back 5 feet in depth for at least 50 percent of street facade.
- B. Street stepbacks are measured from the primary facade plane.
- C. Allowable Uses. Uses allowed within the stepback include:
 - 1. Private Open Space (Section 7.4.5)
 - 2. Outdoor Common Open Spaces (Section 7.4.3)
 - 3. Shade structures, such as trellises, or fabric canopies
 - 4. Green roofs and photovoltaic panels
- D. Exceptions:
 - 1. Stepback requirements shall not apply to parcels under 0.5 acre in size and/or less than 50 feet in frontage.
 - 2. Architectural features used to meet prominent corners (Section 7.2.6) are allowed interrupt required stepbacks.

7.2.5 FACADE ARTICULATION

Façade articulation encourages proportions that reduce the apparent massing of buildings and create visual interest. Recesses and projections of a building façade, in combination with detailing, articulation, and fenestration pattern, create diversity and visual interest in the horizontal, particularly in its relationship to the pedestrian realm.

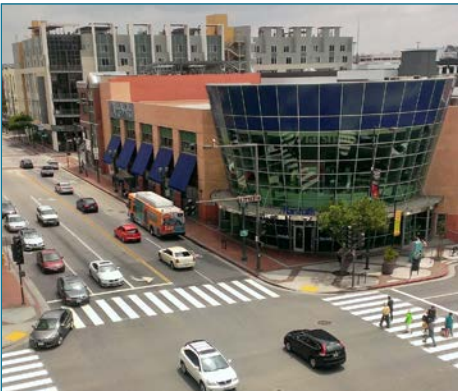
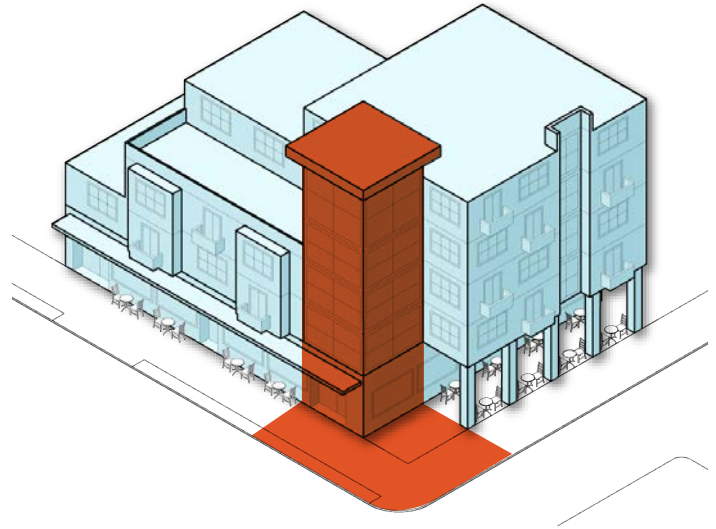


Design Standards

- A. Minor Façade Articulation. For every 100 feet of street-facing façade, or fraction thereof, a minor modulation shall be provided that is:
- A minimum of 3 feet in depth from the primary façade plane,
 - A minimum of 10 feet in length (or height),
 - A minimum of 25 feet in height (or length)
- The primary façade plane is defined as the vertical plane with the greatest surface area above the ground floor.
 - Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane and may be in one continuous section or a combination of sections across the façade. Modulation is not required to be continuous or open to the sky.
 - Balconies that are recessed a minimum of 2 feet shall qualify as minor facade articulations. Projected balconies shall not qualify.
 - A minor modulation may be sited at the corner of a building to meet the requirements of Section 7.2.6 Corner Elements.
 - Required setbacks (Section 7.2.4), and required façade articulation for large buildings (Section 7.2.5.B), shall not count toward the modulation requirement.
- B. Major Façade Articulation. Any street-facing façade exceeding 150 feet shall additionally include a minimum break of 10 percent of the façade length or 25 feet, whichever is greater. This break shall be a minimum of 8 feet deep and open to the sky.

7.2.6 PROMINENT CORNERS

Sites at prominent street intersections present unique opportunities to enhance the aesthetic quality of a gateway into the downtown by creating signature buildings, architectural features or open spaces. In addition to creating variation in building massing, an enhanced corner can create a sense of place within the public realm by incorporating key design features.

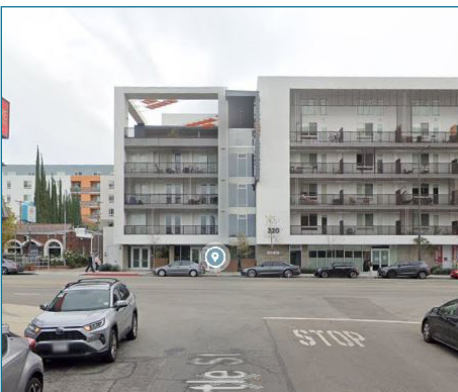
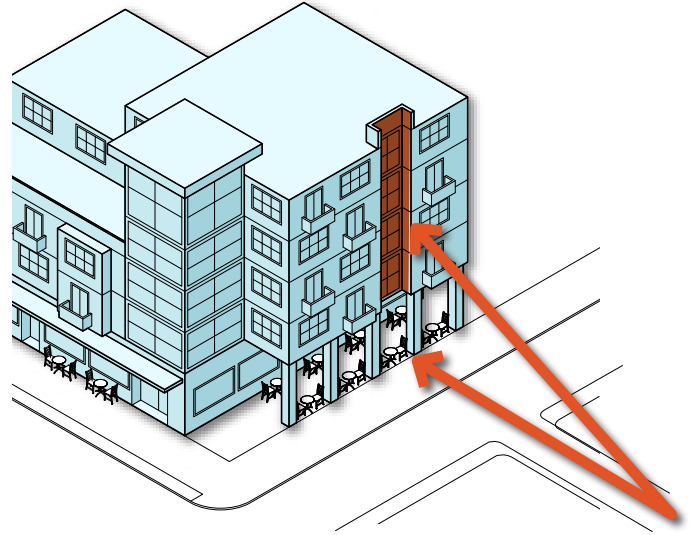


Design Standards

- A. Location. Prominent Corners are required on sites identified as such to Figure 7-1: Height / FAR Limits.
- B. Design. Corner features shall incorporate at least three of the following elements:
 1. Corner feature, such as a spire, tower, or dome, with a greater height than adjacent building facades by a minimum of 10 feet and a horizontal area a minimum of 20 feet by 20 feet. Such features may exceed the maximum allowable height established by Figure 7-1 by 10 feet.
 2. Corner feature with a minimum 5-foot recess or projection from the primary façade for a minimum of 20 feet by 20 feet and extending from grade to the building height.
 3. Unique corner features, such as corner entry oriented diagonal to the intersection, wrap-around balconies, or terraces above the ground floor.
 4. Diagonal or curved walls at the intersection.
 5. Color and material variation from the primary façade with an area at least of 20 feet by 20 feet.
 6. Open space or gathering areas designed per the standards in Section 7.3
- C. Stepback Exemptions. Sites designated “prominent corners” are exempt from any stepback requirements for up to 30 percent of the street-facing building facade at the corner.
- D. Exceptions. Prominent Corner requirements shall not apply to parcels under 0.5 acre in size and/or 50 feet in frontage (on either street face).

7.2.7 TERMINATING VISTAS

Terminating vistas are at the axial conclusion of a street, which creates an opportunity for a distinguished architectural facade through the composition of elements, building massing, open space, public art, and/or signage. Architectural elements must include distinguishing materials, textures, colors, fenestrations, cornices, balconies, or similar elements.



Design Standards

- A. Location. Terminated Vistas are required on sites identified as such on Figure 7-B: Height / FAR Limits.
- B. Design. Corner features shall incorporate at least two of the following elements:
 1. Massing element with a greater height than adjacent building facades by a minimum of 10 feet for a minimum of 20 linear feet.
 2. Massing element with a minimum 6-foot recess or projection from the primary façade for a minimum of 20 linear feet and extending from grade to the building height.
 3. Primary building entry and enhanced canopies or awnings.
 4. Color and material variation from the primary façade with minimum of 20 linear feet and extending from grade to the building height.
 5. Open space or gathering areas designed per the standards in Section 7.3
- C. Sites designated “terminating vistas” shall qualify for exemption from any stepback requirements for up to 30 percent of the street-facing building facade.
- D. Symmetry. If the terminating vista feature is symmetrical, it shall be aligned symmetrically with center line of the terminating street.

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7.3 Setbacks & Frontages

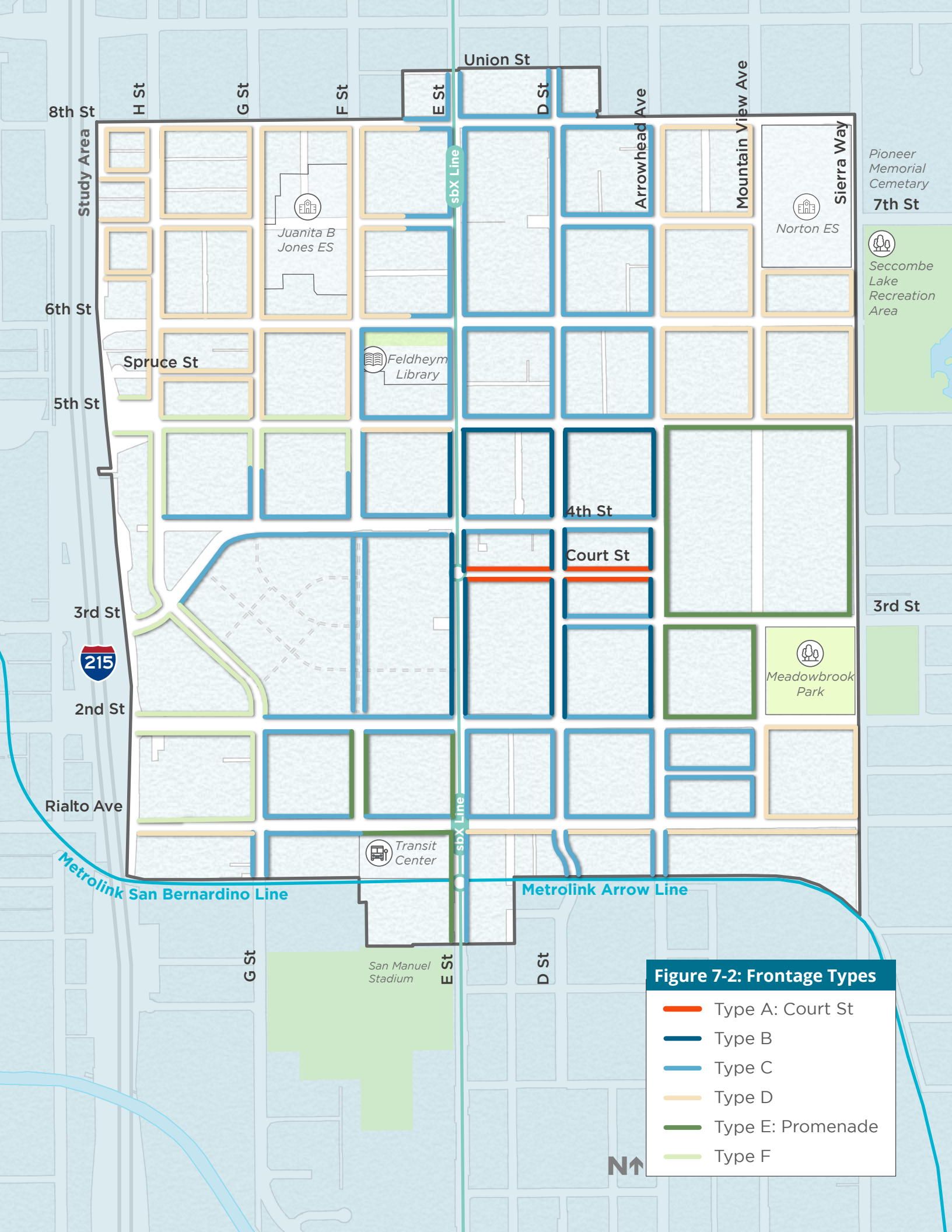
Downtown's image and comfort is largely determined by proportions of the different streets, as defined by building facades and frontages, setbacks, parkways, and the public right-of-way configuration. Collectively, these shape the pedestrian experience by creating a sense of enclosure and well-defined pedestrian zones. The street and setback dimensions directly affect the quality of the pedestrian experience.

To enhance and regulate the streetscapes and pedestrian experience, and to enhance the identify of the nine downtown districts, the Specific Plan establishes a six different street types with unique design considerations. The standards for setbacks and building facades are accordingly based on the different street types. The street typologies and their specific requirements are detailed in Table 7-2 and on Figure 7-2.

Table 7-2: Frontage Types (See Figure 7-2 for location)

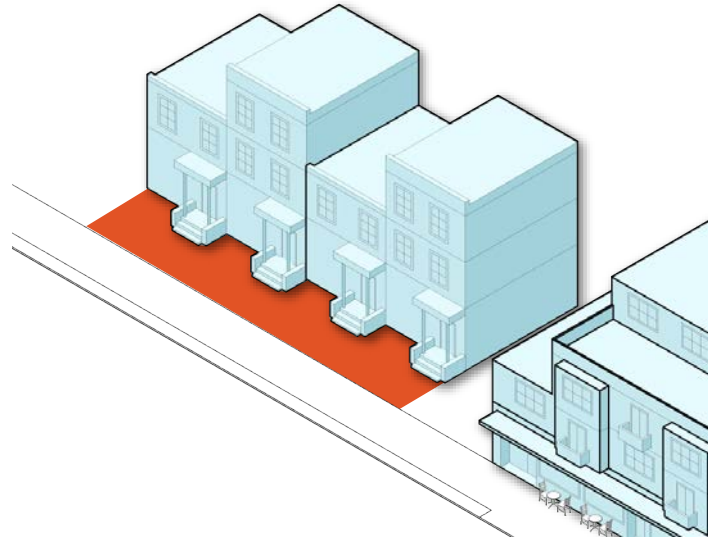
	A	B	C	D	E	F
% of Facade Length required to be a defined frontage type	85%	85%	75%	60%	85%	No Requirement
Arcades	Allowed	Allowed	Allowed		Allowed	N/A
Forecourt	Allowed	Allowed	Allowed			N/A
Lobbies & Entries	Allowed	Allowed	Allowed		Allowed	N/A
Porte Cochere	Allowed	Allowed	Allowed	Allowed	Allowed	N/A
Porch/Yard				Allowed		N/A
Storefront	Allowed	Allowed	Allowed	Allowed	Allowed	N/A
Stoop / Dooryard		Allowed	Allowed			N/A
Urban Porch			Allowed	Allowed	Allowed	N/A
Setback Requirements						
Minimum	0'	0'	0'	10'	15'	N/A
Maximum	5'	10'	20'	30'	N/A	N/A

1. Up to 15% of frontage may deviate from setback & frontage standards in order to provide public open space designed according to Publicly Accessible Open Space (7.4.1).
2. New public or private streets that may be added to the existing street grid are not subject to the setback and frontage standards.



7.3.1 SETBACKS

Setbacks refer to the space between the lot line and the front, side, or rear of a building. Street-facing setbacks create a consistent pedestrian experience and help achieve an appropriate level of interaction between private properties and the public realm of the sidewalk.

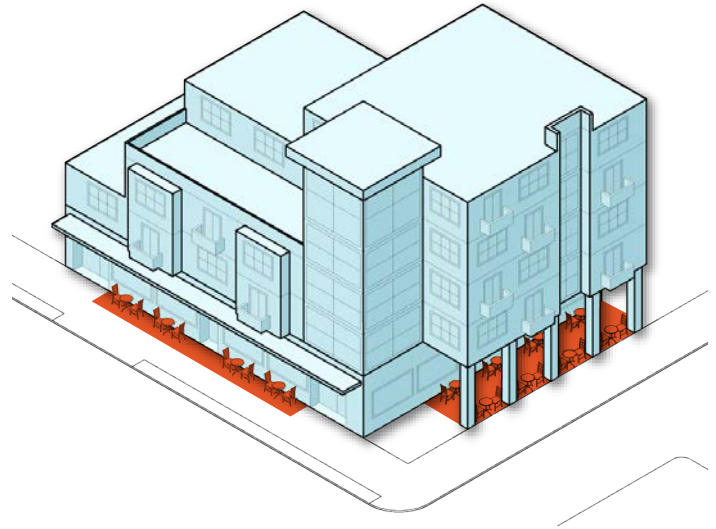


Design Standards

- A. Street Setbacks: Buildings shall comply with the street setbacks in Table 7-2. Setback ranges establish a minimum and maximum for the specified percentage of linear street frontage; see Table 7-2.
1. Street setbacks are measured from the property line.
 2. Minimum setbacks shall apply to all stories of a building, including bay windows and other enclosed floor area extrusions created to facade modulation; setbacks less than the minimum are prohibited. Maximum setbacks shall apply only to the ground floor.
 3. Residential units on the ground floor, where permitted, shall have a minimum setback of 5 feet. Where elevated between 4 and 6 feet above sidewalk elevation, a minimum setback of 8 feet shall be required.
 4. Exceptions are allowed per SBMC 19.20.030 (17) and the following:
 - i. Arcades designed per Section 7.3.4 and parking entrances per Section 7.6 are allowed when a second story meets the specified setback.
 5. Features allowed within the street setback include:
 - i. Outdoor dining per Section 7.3.2.
 - ii. Landscaping and planters per Section 7.4.1
 - iii. Hardscape (e.g. stoops, patios).
 - iv. Walls and fences per SBMC 19.20.030 (8).
 - v. Seating and furniture.
 - vi. Shade structures
- B. Interior Setbacks. Interior setbacks are those abutting other parcels along non-street-side and rear property lines and are measured from the shared property line.
1. No setback is required along interior property lines.

7.3.2 OUTDOOR DINING

Outdoor dining is the use of any public right-of-way or outdoor space adjacent to the public right-of-way for the service of food and/or beverages to customers seated at tables adjacent to a business establishment.

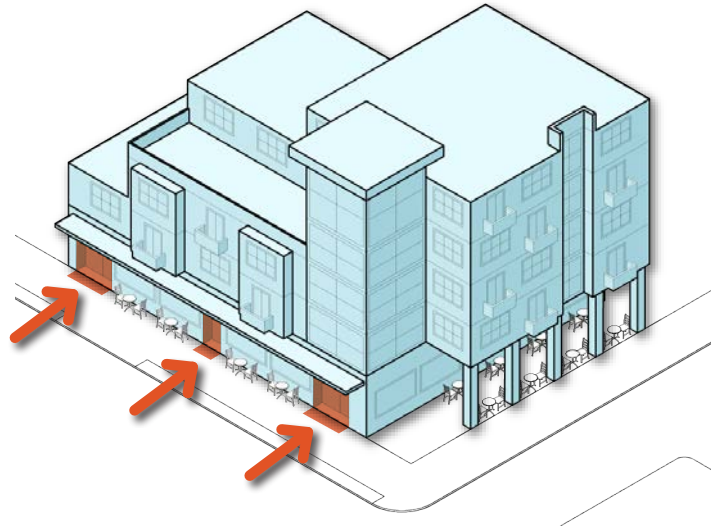


Design Standards

- A. Minimum Clearance. All outdoor dining areas shall maintain a minimum sidewalk clearance of 4 feet between any such outdoor eating area and light poles, trees, signposts, newsracks, utility poles, temporary farmers' market booths, and similar sidewalk obstructions.
- B. Furnishings. Outdoor dining facilities such as chairs, tables, fences, planters, and such related furnishings and equipment shall not exceed 78 inches in height and, if permanently installed, must have a transparency of at least 80 percent. Such furnishings under 48 inches in height are not subject to transparency restrictions. Umbrellas, awnings, or other shade covering, plant material, temporary partition, or other movable items used in conjunction with aforementioned chairs, tables, fences, planters, and such related furnishings and equipment may exceed 78 inches in height and are not subject to transparency restrictions.
- C. Maximum Elevation. Outdoor dining areas may be raised above the sidewalk elevation up to 30 inches.
- D. Tables and Chairs. There is no minimum or maximum number of tables or chairs that are permitted pursuant to this section.
- E. Live Entertainment. Live entertainment or music shall be permitted at any outdoor eating area.
- F. Alcoholic Beverages. Alcoholic beverages may be served in an outdoor eating area of an eating establishment provided the business operating the outdoor eating area has obtained an approval authorized by this Specific Plan and the municipal code to serve alcoholic beverages on-site and has obtained and maintains all approvals required by the ABC.
- G. Encroachment Permits. Outdoor dining areas within the public right-of-way are subject to City Engineer approval and require a City Encroachment Permit.

7.3.3 LOBBIES & ENTRIES

Lobbies and entries provide visual clues to building entrances and create landmarks for pedestrians. They offer a unique means to create visual interest and modulation in a building facade. Lobby entrances shall be carefully designed to create landmark visual reference points. Lobbies and entries may also be aligned with terminated vistas and corner features.



Design Standards

A. Aesthetic Features. Exterior building lobbies shall incorporate at least two of the following aesthetic features:

1. Design element such as a canopy, marquee, or building identification sign that creates visual prominence.
2. A material application that creates continuity with the overall building design but also creates a distinct and identifiable aesthetic quality.
3. A recess or projection to delineate the building lobby from the balance of the facade.
4. Paving materials incorporated to differentiate the primary entrance path that is distinct and unique from the adjacent paving materials. Paving materials may extend into the public right-of-way to the curb.

B. Access. For commercial uses, a building's primary entrance, defined as the entrance which provides the most direct access to the building's lobby and remains unlocked during business hours, shall be located on a public street or on a usable public open space that is visible and connected to a public street.

7.3.4 ARCADES

Arcades are facades with a ground-floor colonnade that supports the upper stories of the building or, for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, because the arcade shelters pedestrians from the sun and rain. Arcades function as an extension of the public sidewalk and are encouraged on the sunny sides of designated pedestrian-oriented streets.



Design Standards

- A. Arcades shall be located entirely on private property, but shall be designed to function as an extension of the public sidewalk.
- B. Arcades may be constructed within the required setback as permitted by Table 7-2: Frontage Types.
- C. Arcades shall be accessible to pedestrians and have a minimum depth of 8 feet.
- D. Minimum interior height for sidewalk arcades shall be 12 feet above the finished grade.
- E. The arcade shall be no more than 2 stories high, or a maximum of 30 feet.
- F. Arcades shall be a minimum of 2 bays wide.
- G. At all sites adjoining an existing arcade, a similarly proportioned arcade shall be considered for new construction.
- H. An arcade shall be covered with a flat or sloping roof. When there is no second floor over the arcade, the roof of an arcade may be used as an open-air terrace or a space for outdoor dining.
- I. Design of an arcade shall be consistent along its entire length and shall be integrated into the design of the building as a whole.
- J. Storefronts along the arcade shall comply with all applicable storefront design standards.
- K. To ensure proper penetration of daylight, the projection roof over an arcade shall not be deeper than it is tall.



7.3.5 FORECOURT

Forecourt is a frontage type where a portion of the building façade is set back to allow for large private gardens, bio-retention areas, open spaces, or similar.



Design Standards

- A. Depth. Forecourts shall not be deeper than 50 feet as measured from the property line.
- B. Finished Grade. The court may be raised from the public sidewalk and separated from the sidewalk by entry steps to the court, but the finished grade of the court shall not greater than 36 inches above the sidewalk grade.
- C. Fences and Walls. A fence or wall at the property line designed in compliance with SBMC 19.20.030 (8) may be used to define the private space of the yard.



7.3.6 PORTE COCHERE

Porte-cocheres are recessed vehicle entry courts within a storefront or arcade frontage. Porte-cocheres are commonly used for vehicular drop-off or utility off-loading, but may also accommodate gardens, dining, and retail storefronts.



Design Standards

- A. Porte-cocheres shall be limited to hotels, hospitals, medical office buildings over 80,000 square feet, senior living facilities, and assisted living facilities.
- B. Porte-cocheres shall not be more than 40 feet deep from the facade.
- C. The porte-cochere may be enclosed with a roof or other overhead structure for protection from the sun and rain.
- D. The materials and architectural detailing of the porte-cochere shall be consistent with the street facade of the building.
- E. A covered passage or arcade may be located over the entrance to the porte-cochere from the sidewalk.
- F. Vehicle entrances to the porte-cochere shall be designed to minimize the disruption of the dominant frontage pattern.



7.3.7 PORCH/YARD

The porch is roofed, unenclosed room attached to the exterior of a building that provides a physical transition between the sidewalk and the building. Porch frontages are typically attached to residential structures. The front yard comprises the area between the building facade and the property line. Front yards may be visually continuous with adjacent yards with a common landscape, or enclosed by a low fence, wall, or hedge.



Design Standards

- A. Front yard landscape shall be maintained in an orderly and neat condition and shall remain free of weeds, debris, or high grass (with the exception of purposely cultivated native species, which shall be allowed).
- B. Continuous planters along the primary and side streets shall be landscaped and maintained in an orderly and neat condition and shall remain free of weeds, debris, or high grass (with the exception of purposely cultivated native species, which shall be allowed).
- C. Front yard fence and wall materials and design shall be compatible with the architectural style of the building.
- D. Fences defining the front yard shall be designed in compliance with SBMC 19.20.030 (8).
- E. On sloping sites, front yards may be raised above the level of the adjacent sidewalk and supported by a low retaining wall no higher than 24 inches at the property line with steps or a ramp providing access between the sidewalk and the yard.
- F. The porch shall not be screened or glazed and shall be no less than 5 feet deep.
- G. Porches may be provided on buildings that are set back from the primary and/or side-street property lines and may encroach up to 5 feet into the street-side setback.



7.3.8 STOREFRONT

Storefronts are one of the most important features of an active urban environment because they generate activity and transparency between the pedestrian realm and businesses while creating a memorable experience. Storefronts consist of a large opening in a building facade that is enclosed with large transparent windows and doors that provide direct, at-grade access to ground-floor commercial/retail uses.



Design Standards

- A. Architectural Features. The basic required architectural elements of storefronts include large windows, doors with glass, transom windows, and a solid base (bulkhead). Optional elements include awnings, canopies, signage, lighting, and cornices.
- B. Minimum Transparency. All facades that include storefronts shall provide a minimum of 75 percent transparency, including access and structural supports.
- C. Maximum Glass Tint. Storefront glass shall be clear without reflective coating or dark tinting. Lightly tinted glazing (less than 15%, low emissivity, solar) is acceptable.
- D. Materials. Materials shall conform to Materials (Section 7.5.1)
- E. Minimum Height. All non-residential storefronts shall have a minimum floor-to-ceiling height as defined in Section 7.1.
- F. Access.
 - 1. Use storefronts such as doors and windows that swing upward or out to open, to engage uses such as eating and drinking establishments with the public realm.
 - 2. Storefronts and entrances shall provide recesses from the building facade to create depth and contrast.
- G. Lighting. Pedestrian-scaled lighting shall be provided on all storefronts.



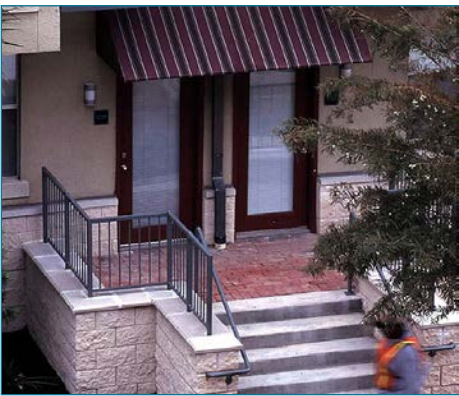
7.3.9 STOOP / DOOR YARD

A stoop is a stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is typically raised to provide increased privacy for the rooms facing the public street. Raised stoops are ideal frontage types for ground-floor housing that is near the street. Additionally, stoops create a design aesthetic that supports a residential character on appropriate urban streets.



Design Standards

- A. Stoops shall be designed to address the street, provide the most direct access path, and allow for the greatest amount of landscaping.
- B. Stoop or storefront access shall be required for all ground-level live-work units where the street frontage of the building exceeds 100 feet, provided an alternative accessible path is included.
- C. Stoops shall be elevated a maximum of 36 inches above grade or sidewalk.
- D. Stoop porches, not including stairs, shall be a minimum of 20 square feet.
- E. Stoops shall correspond directly to the building entry(s) they provide access to and be at least 4 feet wide.
- F. Stoops may have an overhanging roof or awning no wider than the stoop.
- G. The exterior stairs may be perpendicular or parallel to the adjacent sidewalk.
- H. The landing may be covered or uncovered.
- I. Landscaping shall be placed on the sides of the stoop, either at grade or in raised planters.
- J. Planter or porch walls parallel to the sidewalk and taller than 18 inches shall have an irrigated, 18-inch planting bed at their base.
- K. Walls and/or fences shall be consistent with the architectural style of the building in their design, materials, and finishes and in compliance with SBMC 19.20.030 (8).
- L. Stoops shall exist in "modules" no greater than 30 feet before another stoop frontage or different frontage type is employed.



7.3.10 URBAN PORCH

Urban porch is a frontage type defined by raised frontages, so the eye of the sitter is approximately at level with a walking passerby. This type is suitable for institutional as well as restaurant and hotel uses.



Design Standards

- A. The raised porch shall be between 12 and 60 inches in height as measured from the sidewalk grade.
- B. The building entry lobby, as accessed from the raised porch, shall have a minimum floor-to-floor height of 12 feet.
- C. Fenestration shall be a minimum of 65 percent of the facade's first-floor wall area.
- D. Awnings shall only cover windows and doors.
- E. The porch area may be enclosed with a row of planters to delineate the space and/or a permeable fence designed in compliance with SBMC 19.20.030 (8).
- F. Primary pedestrian access to upper stories is flexible and may be from the raised porch from a side, or any other pedestrian space.



7.4 Open Space

Open space plays an essential part in helping make Downtown San Bernardino a pleasant and hospitable environment that encourages outdoor activity throughout the year. The Specific Plan requires open space in conjunction with new development to meet the needs of residents, businesses, and other users. In order to address the diverse needs of all users while increasing usable open space in Downtown, all new development shall provide open space per Table 7-3.

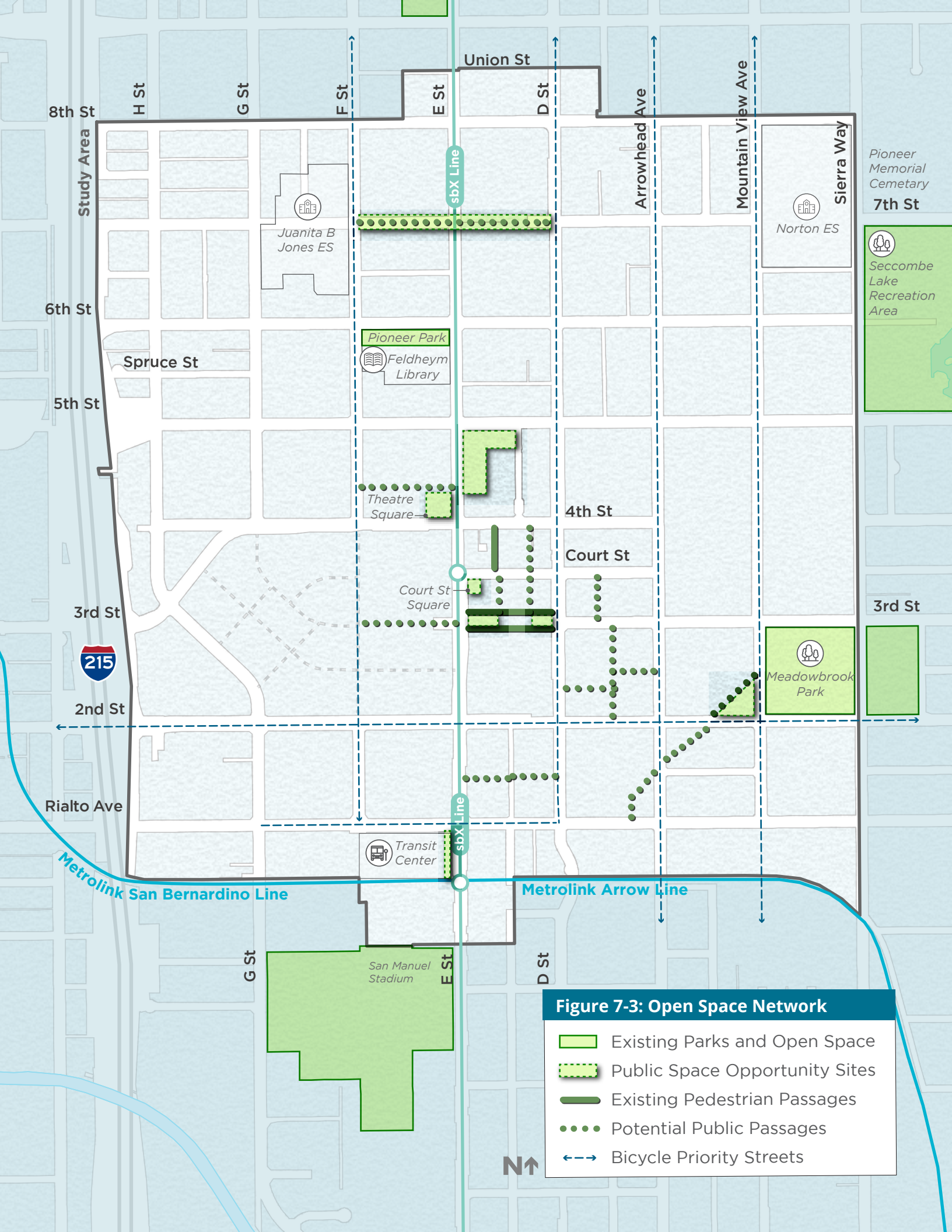


Figure 7-3: Open Space Network

- Existing Parks and Open Space
- Public Space Opportunity Sites
- Existing Pedestrian Passages
- Potential Public Passages
- Bicycle Priority Streets

7.4.1 OPEN SPACE STANDARDS

Open Space Standards, General

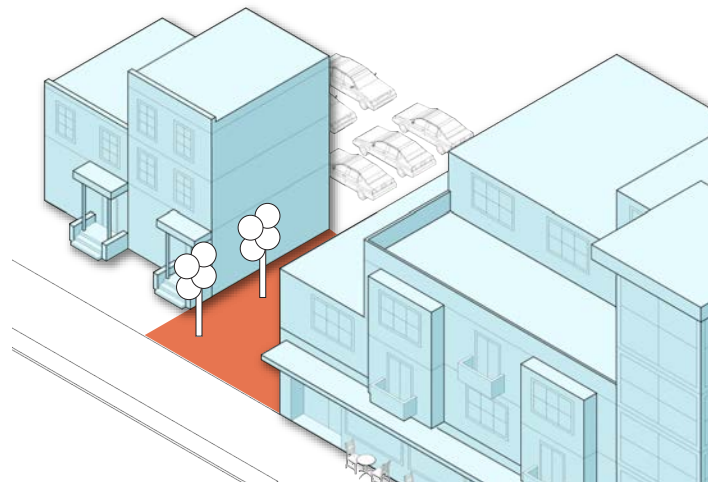
A. Open space shall be provided per table 7-3.

Table 7-3: Open Space Requirements			
Lot Size	Non-residential	Residential Projects	Mixed-Use w/ Residential
< 10,000 SF	No requirement	100 SF per unit	100 SF per unit
>10,000 SF	SF equal to 10% site area	100 SF per unit	SF equal to 10% site area + 100 SF per unit

- B. Publicly Accessible Open Space. New projects over 50 units and/or 80,000 square feet are required to provide publicly accessible open space in addition to the standards above. Publicly accessible open space shall equal a minimum of 5 percent of the total open space of the total open space required by Table 7-3 and be designed per section 7.4.2
- C. Distribution. Required open space square footage may be distributed between the following: 1) publicly accessible open space (such as paseos or plazas); 2) common open space (such as courtyards, roof decks, and indoor recreation areas); or 3) private outdoor space (such as balconies, terraces, and patios). Property owners, developers and their architects are free to distribute the required open space in combination of these types as project needs warrant, provided the design of the open space types complies with the standards detailed herein. Open space areas do not need to be contiguous.
- D. Site Area. Site area shall be calculated inclusive of any easements, but not including dedications.
- E. Exemptions. Non-residential development on lots with widths under 50 feet must meet open space area requirements as detailed in Table 7-3, but are exempt from the open space design standards that follow.

7.4.2 PUBLICLY ACCESSIBLE OPEN SPACE

Open space in an urban environment is essential to quality of life and to offer respite from the urban environment. Courtyards, plazas, and paseos create opportunities for gathering, events, and social engagement and encourage a vibrant street life. A robust network of open space integrated with the public rights-of-way and other parks offers a variety of spaces to satisfy the needs and interests of a diverse urban population.

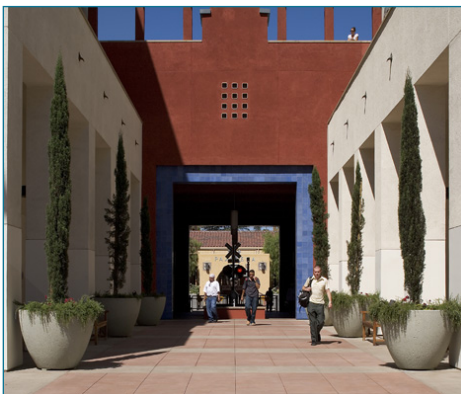
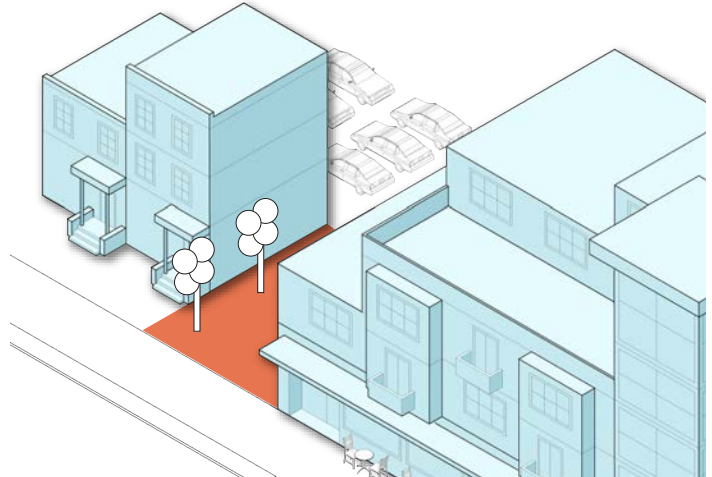


Design Standards

- A. Dimensions. A minimum area of 400 square feet with a minimum dimension of 20 feet in each direction is required to qualify as publicly accessible open space.
- B. Access. A maximum of 30 percent of the publicly accessible open space may be used as outdoor dining for a restaurant; a minimum of 70 percent of the publicly accessible open space shall be accessible to the general public.
- C. At Grade. A minimum of 1,500 square feet of publicly accessible open space shall be at the sidewalk elevation. If less square footage is required, then all required publicly accessible open space shall be at the sidewalk elevation.
- D. Open to Sky. At least 70 percent of the open space must be open to the sky.
- E. Hardscape. Decorative paving shall be applied, and no more than 25 percent of the open space shall be paved in standard concrete.
- F. Seating. Seating shall be provided at a minimum of 1 seat per 300 square feet of required publicly accessible open space. Fractions shall be rounded to the nearest whole number; fractions at 0.5 shall be rounded up. Benches shall be calculated at 1 seat per 24 linear inches.
- G. Landscape. A minimum of 25 percent of publicly accessible open space shall be planted area with a minimum dimension of 30 inches in length, width, and depth.
- H. Trees. A minimum of one 24-inch box tree shall be planted per project or for every 750 square feet of publicly accessible open space, whichever is greater. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.

7.4.3 PEDESTRIAN PASEOS

Pedestrian paseos are landscaped pedestrian passages that serve as midblock crossings and may additionally provide access to interior courtyards. Their intimate scale and safety from vehicular traffic noise make them comfortable shortcuts for pedestrians and bicyclists, and they increase access to adjacent destinations and neighborhoods. Paseos are common to warm climates, where their sense of enclosure and relative shade also makes them an attractive alternative to street retail.

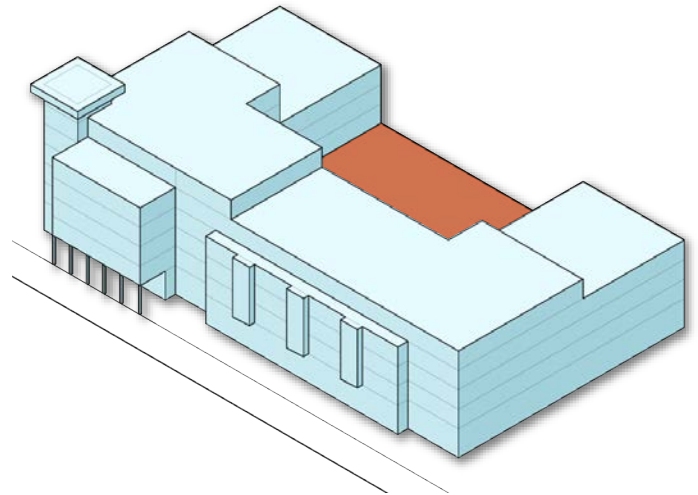


Design Standards

- A. Paseos shall abut a public right-of-way, be physically and visually accessible from the public sidewalk, and must connect a public street with a different public street, alley, or adjacent paseo.
- B. Paseos must be at the same elevation as the public sidewalk. Security fences, walls, or entry gates shall not block passage during established hours.
- C. Paseos shall not be more than 30 nor less than 20 feet wide. The height of the directly adjacent building walls framing the paseo may not be greater than three times the width of the paseo. The building above this height must be set back a minimum of 20 feet.
- D. Paseos must have a minimum 8-foot-wide travel path.
- E. Where paseos are covered by buildings, they must have at least 20 feet of height clearance from ground to ceiling. For buildings taller than six stories, the height of a covered paseo must be 34 feet or more. In addition, trellises, decks, balconies, and sunshades extending from a building and projecting into a paseo must provide a minimum height clearance of 10 feet.
- F. Vehicular access, loading, and parking uses shall be prohibited within the paseo during hours of public accessibility.
- G. Paseos shall be meet the standards for open to sky, hardscape, seating, landscape, and trees applicable to publicly accessible open space.

7.4.4 OUTDOOR COMMON SPACES

Outdoor common spaces provide recreational and relaxation opportunities for residents of multi-family buildings and employees or customers in commercial buildings. Mixed-use buildings may provide a combination spaces in addition to common areas shared between residents, employees, customers and guests. Outdoor common spaces may include a wide range of amenities, such as swimming pools, dog runs, outdoor kitchens and barbeques, firepits, lounge furniture and landscaping. Such spaces may be located on roofs, parking podiums, or at grade.



Design Standards

- A. Dimensions. Outdoor common open space shall have a minimum area of 400 square feet with a minimum dimension of 15 feet in each direction.
- B. Distribution.
 1. A minimum of 70 percent of common open space shall be outdoors and open to the sky.
 2. A maximum of 30 percent of common open space may be indoors, up to a maximum of 3,000 square feet. See Section 7.4.4.
- C. Landscape. A minimum of 25 percent of common open space shall be planted area with a minimum dimension of 30 inches in length, width, and depth.
- D. Trees. A minimum of one 24-inch box tree per project or for every 500 square feet of outdoor common open space, whichever is greater, shall be planted in the common open space. For projects with two or more trees, a minimum of 50 percent of trees planted shall be shade trees.
- E. Hardscape. A maximum of 25 percent of common open space may be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate.
- F. Roof Terrace. Roof terraces less than 3,000 square feet and located at the fourth floor or above shall satisfy the open space requirements at the following ratio: 1 square foot of roof terrace is equal to 1.25 square feet of required open space.

7.4.5 INDOOR COMMON SPACES

Indoor common spaces provide additional opportunities for recreation and gathering. Indoor common spaces also provide an escape from unfavorable weather conditions. Common spaces that are indoors may include a gym, recreation rooms, pool, and common living rooms.



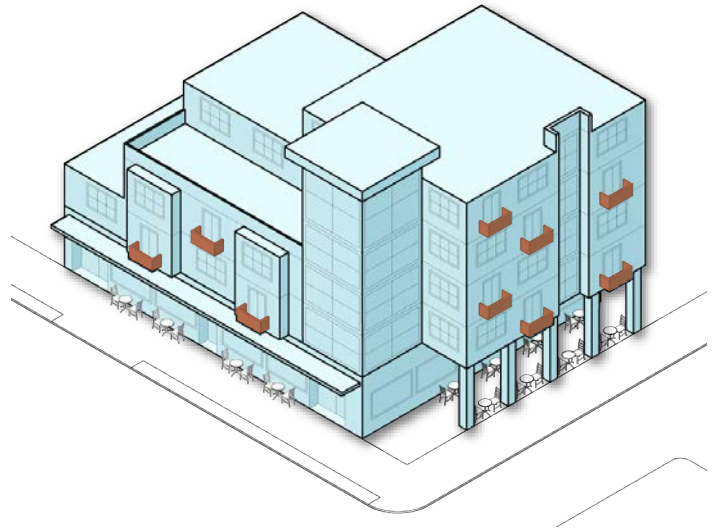
Design Standards

- A. Area. 30 percent of the common open space may be indoors, up to a maximum of 3,000 square feet. Indoor common open space shall not include spaces used primarily for circulation.
- B. Dimensions. A minimum area of 400 square feet with a minimum dimension of 20 feet in each direction is required to qualify as indoor common open space.
- C. Floor to Ceiling height. Indoor common spaces shall have a minimum floor to ceiling height of 12 feet.
- D. Glazing. At least one wall of the indoor common space shall be a glazed building exterior.



7.4.6 PRIVATE OPEN SPACE

Private open space creates opportunities for residents to enjoy the outdoors without needing to leave their individual apartment, condominium, or loft. Unlike common spaces, private open spaces enable residents to personalize their experience with the outside world. Private open spaces may include balconies, terraces, patios, porches and stoops, and may overlook the street, sideyards and internal courtyards.



Design Standards

- A. Dimensions. Private open space shall have a minimum area of 40 square feet with a minimum dimension of 5 feet in each direction.
- B. Location.
 - 1. All private open space shall be outdoors.
 - 2. Private open space, including balconies, may be within a required setback up to the property line.
- C. Balconies may qualify as private open space and are subject to the following standards:
 - 1. No balconies shall overhang into the public right-of-way or cross a property line.
 - 2. Materials of all balcony components, including floors and railings, shall be aesthetically compatible with the overall building design.
 - 3. Balconies shall assist in creating a dynamic and visually interesting facade and avoid creating repetition.
- D. Porches and Stoops/Dooryards designed per Section 7.3.7 and 7.3.9 may qualify as private open space.

7.5 Materials and Finishes

Materials are a significant feature of design. They assist in establishing a unique aesthetic quality while creating and reinforcing character. This sections covers materials, blank walls and facades, public art, and identifications signs.

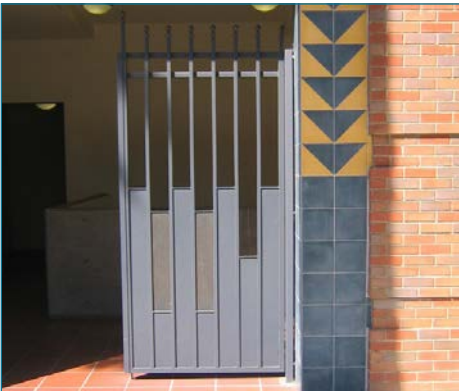
7.5.1 MATERIALS

Materials are also essential to diminishing the scale of the overall building massing and reinforcing the base-middle-top principles of quality design. Materials at the lower level, or base, should reinforce the pedestrian character of the public realm and employ materials that are of a human scale. As building height increases, larger-scale materials may be appropriate. All materials for new projects and facade remodels shall conform to the following standards.



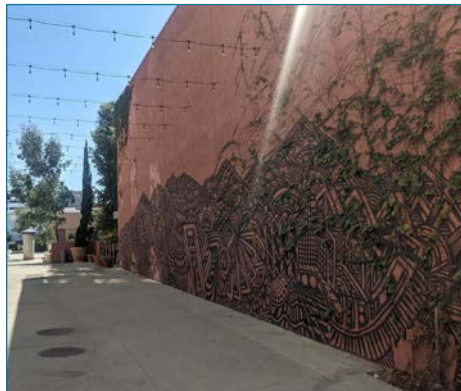
Design Standards

- A. All building façades, including alley-facing elevations, shall be constructed with durable materials, such as natural stone, brick, siding, stucco, precast concrete, and factory-finished metal panels (heavy gauge only), or similar materials that can withstand significant deterioration, decay, or discoloring due to wear or weathering. Materials that are short lived or insubstantial, such as unfinished wood for exterior use, shall not be permitted.
- B. Material Variation. All street-facing façade(s) of buildings over thirty feet in height shall feature a contrasting material finish applied to at least 60 percent of the façade surface (for example stone veneer versus stucco). For the purposes of this requirement, window glazing is considered a contrasting material.
- C. Changes in material or color shall occur at plane breaks, preferably inside corners of intersecting walls, or at step-backs, or exterior architectural features that break up the wall plane, such as columns and should be visually integral to the structure of the building.
- D. All projects shall avoid creating a monotone color palette.
- E. Materials on alley facades shall create a more human-scaled texture through the incorporation of scoring or artistic installations (such as murals).
- F. Reflective Glass. For new structures, mirror or highly reflective glass shall not cover more than 20 percent of a structure's surface visible from a street.
- G. Expansion Joints. If employed on stucco facades, expansion joints shall reinforce the grid pattern created by fenestration openings by aligning with: a) window and/or door jambs, sills, and/or headers, b) the centerlines of windows and/or doors, and/or c) wall breaks such as recesses and/or soffits created by balcony openings.



7.5.2 BLANK WALLS AND FACADES

Blank walls and facades are large areas without windows, balconies, or frontages. Blank walls and facades produce a dull cityscape and create dead space between pedestrian activities. Windows, balconies, and frontages enable interaction between activities inside and outside the building and are preferable to the unchanging aspect of a blank wall.



Design Standards

- A. Blank Facades. A blank facade is a portion of a facade without a window, balcony, and/or ground floor windows and/or doorways in 30 feet in any direction. Where a blank facade is unavoidable, at least one of the following design treatments shall be used to create visual interest and increase pedestrian safety, comfort, and appeal:
1. Mural at least 100 square feet and 10 linear feet.
 2. Architectural treatments (such as trellises, screens, or changes in materials) that cover at least 50 percent of the blank facade surface.
 3. Vertical landscaping treatments that cover at least 50 percent of the blank facade surface.

7.5.3 PUBLIC ART

Public art enriches the cityscape by improving the environment, image, character, and experience of public places. The public art requirements establish standards and procedures for providing public art in conjunction with new developments. The requirements encourage the creative interaction of artists, developers, designers, City officials, and community members during the design of development projects to develop public art that is meaningful to the site and to the community.



Design Standards

A. Applicability

1. Private development projects over 50,000 square feet or 40 residential units. Each commercial, industrial, mixed-use project, and parking structure over 50,000 square feet of new gross floor area shall incorporate in its design a public art component. For the purpose of this section, the gross floor area calculation shall include above-grade parking garages.
2. City projects over 50,000 square feet. Any capital improvement project funded by the City and involving the construction of new square footage and/or parking structures exceeding 50,000 square feet of new gross floor area shall incorporate in its design a public art component. For the purpose of this section, the gross floor area calculation shall include above-grade parking garages.

B. Exceptions. This section shall not apply to:

1. Projects in the Downtown Neighborhood Districts, as defined by Figure 6-1, Land Use Plan.
2. Places of worship.
3. Designated historic resources.
4. Adaptive reuse projects, as defined by Section 7.7.4.
5. Car dealers.
6. Nonprofit service providers. Projects that are primarily intended to provide facilities for nonprofit public service providers.
7. Residential structures. Alteration, construction, or repair of residential structures of less than 40 units.
8. Affordable housing. Residential and/or mixed-use projects in which more than 50 percent of the units are deed or rent-restricted as affordable housing.

C. Public Art Defined. For the purposes of this section, “public art” shall mean the creation of an original work or service of an artist within or viewable from a publicly accessible space and that could be, but is not limited to, sculpture, mosaics, murals, earthworks, or water features.

D. Eligible Artwork Types. All forms of original creations of visual art are eligible, including but not limited to:

1. Any public location within a project, including the street wall, paths and linkages, gardens and grounds, plazas, etc. The treatment of these areas might involve light, sound, water, tactile qualities, and any manner of materials.
2. Painting of all media, including both portable and permanently affixed works, such as murals;
3. Sculpture which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, architectural etc., in any material or combination thereof; and,
4. Other visual media including, but not limited to, prints, drawings, stained glass, artistic lighting, calligraphy, mosaics, photography, clay, fiber and textiles, wood, metals, paving, plant materials, plastics, crafts or artifacts, or other materials or combination thereof.

E. Public Art Guidelines.

1. It is strongly encouraged that art should invite participation and interaction, add local meaning, interpret the community by revealing its culture or history, and/or capture or reinforce the unique character of a place.
2. The physical setting of public art should be considered in its design. The impact of physical space and nearby structures on public art should also be considered.
3. The placement of freestanding pieces of art should avoid locations where it would compete with a storefront, obstruct a pedestrian path, create a traffic hazard, compete with another piece of art, or adversely impact adjacent buildings.
4. Art should be sited to complement other features, such as a plaza or architectural components that acknowledge and respond to the presence of the art and make the art an integral part of site development.
5. Public art should be constructed using durable materials and finishes such as stone or metal.
6. Murals or bas-relief should be used to enhance otherwise blank walls.

7.5.3 PUBLIC ART (CONT'D)

- F. Working with Consultants. Project developers are strongly encouraged to work with an art consultant in the selection of artists and artwork. An art consultant can provide expert assistance about artists who work on public projects. Budgets, site selection and contract knowledge will assist the developer in developing the Public Art Plan.
- G. Selecting Artists. Artists selected by project developers should be generally recognized as a professional of serious intent. Their work should show strong artistic excellence, the ability to produce works appropriate to the site, integration of artworks into the design of the building or landscape. The artwork should show recognition of accessibility, durability, and an awareness of the issues of security, maintenance, and safety.
- H. Public Art Plan. Developers should contact the City as early as possible during the design process to obtain information regarding inclusion of artwork within a development proposal and guidelines for developing a project Public Art Plan, selecting and working with artists and art consultants. A project Public Art Plan should be prepared by the project proponent to address the following:
 - 1. Describe the qualifying artwork, including artist concept & drawings, if available;
 - 2. Indicate the intended site(s), media, and materials of the artwork(s);
 - 3. Detail the schedule for the selection, fabrication(s) and installation of the artwork; and
 - 4. Describe plans for maintenance of the artwork(s).
- I. Authority and Approval
 - 1. Approval of Public Art Plan. The applicant shall receive approval of an public art plan to install or provide on-site art from the Art & Historical Commission or by any body so designated by the City Council.
 - 2. Value of Art. The Public Art Plan shall provide for the installation or provision of public art with a value of at least 1% of the valuation of the project as determined by the Building Official.

J. Artwork Location and Lighting.

1. Maximum visibility of the art is of primary concern. Public art location(s) should be clearly visible and freely accessible during daylight hours.
2. The placement of artwork should avoid locations where it would conflict with monument signage.
3. The developer should guarantee public access to the artwork(s).
4. Artwork shall be a permanent part of the development and shall remain in place for the life of the building.
5. Exterior artwork(s) should be adequately lit so as to be clearly visible from sidewalks during evening hours.
6. Interior artwork should be adequately lit during all hours of public access.

K. Ownership, Installation and Maintenance.

1. On-site urban artwork shall be installed in compliance with the approved Public Art Plan before issuance of final certificate of occupancy, or as otherwise specified in the Public Art Plan.
2. Artwork will be owned, installed, maintained and repaired as necessary by the property owner(s) for the life of the development project.
3. Stolen or vandalized art should be replaced or repaired as close as possible to its original form.
4. In the event repair of a work is required; the responsible artist(s) should be notified and given the opportunity to do the repair for a reasonable fee. In lieu of the original artist being available, another professional artist shall repair the work.
5. The artist, project developer and architect (if appropriate) should be credited for their roles in the art project through a plaque located near the artwork.

7.5.4 IDENTIFICATION SIGNS

Building identification signs that signify the brand name of larger structures are common in many urban environments. Properly scaled and located signage can greatly enhance the visual experience of commercial streetscapes. Moreover, graphically compelling building identification signs have the potential to become iconic features of the city skyline.



Design Standards

A. For Wall Signs, identifying the building as a whole:

1. A maximum of 4 identification signs for the building as a whole shall be permitted. Each identification wall sign for the building as a whole shall be on a wall that directly faces a freeway, dedicated street, dedicated alley, mall, or parking area and there shall be no more than 1 such sign facing a freeway, dedicated street, dedicated alley, mall, or parking area.
2. The area of each identification wall sign serving the building as a whole shall not exceed 100 square feet.

B. For Roof Signs, identifying the building as a whole:

1. Roof signs shall be permitted for buildings that are at least 80 feet in height, subject to the standards below. Such signs shall be permitted as an alternative to and not in addition to wall or projecting identification signs for the building as defined herein.
2. A maximum of one identification roof sign for the building as a whole shall be permitted. The roof identification sign shall face a dedicated street, dedicated alley, mall, or parking area.
3. The area of each identification roof sign serving the building as a whole shall not exceed 300 square feet.



C. For Projecting Signs, identifying the building as a whole:

1. Projecting signs shall be permitted for buildings that are at least 40 feet in height, subject to the standards below. Such signs shall be permitted as an alternative to and not in addition to wall or roof identification signs for the building as defined herein. Notwithstanding any standards in this section, any encroachment into public right-of-way is subject to City Engineer approval and requires a City Encroachment Permit.
2. A maximum of 4 identification signs for the building as a whole shall be permitted. Each projecting identification sign shall face a dedicated street, dedicated alley, mall, or parking area, and there shall be no more than 1 such sign facing a dedicated street, dedicated alley, mall, or parking area.
3. The area of each projecting identification sign serving the building as a whole shall not exceed 0.5 square foot per foot of length of building frontage that directly faces a dedicated street, dedicated alley, mall, or parking area.
4. Projecting identification signs shall have a minimum clearance of 8 feet between the bottom of such signs and the ground surface.
5. For corner sites, including prominent corners as designated in Figure 7-1, projecting signs may be at the building corner, oriented at 45 degrees to the primary facades.

7.6 Parking

Pursuant to AB2097, the City can not impose minimum parking standards within 1/2 mile of major transit stations, which encompasses the majority of the Specific Plan area. Nonetheless, the following parking standards are encouraged.

Residential Parking Standards

- A. Allow for shared parking across neighboring sites.
- B. Encourage unbundled parking.
- C. Allow on-street parking to count as guest parking.
- D. Allow tandem parking for residents of each unit.
- E. One parking space per bedroom for all units. One space minimum required per unit; additional spaces available through unbundling.
- F. One uncovered space per five units (guest parking).
- G. Allowances for car share access such as ZipCar, one per 100 units to start. Use of guest spaces or shared parking.

Non-residential Parking Standards

- H. No parking requirements for restaurants or retail and museum/art gallery uses.
- I. 1 per 200 square feet standard for all other commercial uses; 1 per 500 square feet for industrial.
- J. Evaluate use of area parking structures, including Mall, for district parking based on proximity. Continue use of Mall structure for theatre and Enterprise Building uses.
- K. Enable off-site shared parking agreements with others as feasible: City, Caltrans, other property owners.
- L. Requirements for charging stations (consistent with state code).
- M. Encouragement for bike share and micro-mobility such as scooters.

Access

- N. Parking shall be accessed from an alley.
- O. Where an alley is not present:
 - 1. Parking/service areas may be accessed from primary street.
 - 2. Parking/service areas for corner lots shall be accessed from side street.
 - 3. Driveways shall be located as close to side property line as possible.

Table 7-4: Parking Standards

	1. Downtown Core	2. Transit Neighborhood	3. Transit Center	4. Railside	5. County Center	6. Parkview Campus	7. Downtown Neighborhoods	8. North Gateway	9. Freeway Commercial	Additional Regulations
Residential Parking Standards										
Use Existing Carousel Mall Parking	x	x								
Allow for Shared Parking	x	x	x	x		x	x	x		
Encourage Unbundled Parking	x	x	x	x		x	x	x		
Allow Tandem Parking	x	x	x	x		x	x	x		
1 Parking Space/Bedroom (Include Studio)	x	x	x	x		x	x	x		
1 Uncovered per 5 Units (Guest Parking)	x	x	x	x		x	x	x		
Allow On-Street Parking to Count as Guest Parking	x	x	x	x		x	x	x		
Incorporate transit discount? 1 space designated to a unit, the rest is available “for rent” per the unbundling.	x									
Incorporate idea of revisiting parking standard based on utilization.	x									
Create parking district for Mall Site? Own solution for the code.	x									
Non-residential Parking Standards										
No parking requirements for restaurants or retail	x	x	x		x	x	x	x	x	
Enable off-site shared parking agreements with others: City, Caltrans, other property owners	x	x	x	x		x		x	x	
1 space per 200 sf office	x	x	x	x	x	x	x	x	x	
Parking for the Enterprise Building in the Carousel Mall parking structure shall be per the existing agreement with the City.	x	x								
Structured Parking Design Standards										
Include façade improvements to existing structure	x	x	x	x	x	x	x	x	x	

7.6.2 PARKING STRUCTURE ENTRIES

Parking structure entries provide necessary access to parking for developments. However, garage entries can create conflicts with pedestrians while being aesthetically incompatible with the streetscape and building design. Integrating the location and design of driveways into the overall building design plays an important role in minimizing disruption of the public realm and building character. Parking structure entries should support the overall building design while not detracting from the sidewalk experience.



Design Standards

- A. **Visibility.** No ground-level parking, except for the parking entry, shall be visible from any street frontage. Parking at ground level must have active retail, residential entry, or other habitable ground-floor uses facing the sidewalk, and is subject to the design standards in Section 7.3.
- B. **Alley Access.** Where alleys are adequate, per Public Works standards and approval regarding width and capacity, new developments shall locate all parking garage entries on the alley.
- C. **Street Access.** When parking garage entries are on the street, all entries shall conform to the following:
 - 1. Driveways must be less than 25 percent of street frontage for sites that are more than 100 feet wide at the street, and not more than 25 feet for sites that are less than 100 feet wide at the street.
 - 2. No more than two driveways are permitted per street frontage for an individual parking facility.
 - 3. When multiple driveways are provided on a street frontage, they must be at least 50 feet apart measured between the internal edges of the driveways.
 - 4. Garage entrances shall be recessed at least 2 feet and not more 5 feet when the building façade is at the street-facing property line.
 - 5. All vehicular entrances between public rights-of-way and private driveways shall incorporate City-standard driveways.
 - 6. Individual residence garages must be set back from the building façade by at least 4 feet when placed along secondary streets and at least 2 feet when placed along alleys or internal circulation or so as to provide minimum 24 feet clear back out space, whichever is greater.

7.6.3 PARKING LOTS

A well-designed parking lot benefits both visitors and occupants of developments. It provides easy access and circulation for residents, employees, or visitors as well as pedestrians, bicyclists, and deliveries to the development. However, surface parking lots can be detrimental in a dense urban environment. They reduce activity by occupying land and dividing uses from each other. Strategies for creating better surface parking include reducing the real and perceived size of the lot, creating visual relief, and reducing the local environmental effects through landscaping.



Design Standards

- A. Surface parking area in excess of 240 feet in length shall be divided into multiple zones by a drive aisle designed as a street, including sidewalks and parallel parking on both sides. This improves pedestrian, bicycle, and vehicular circulation in and across the site. These divisions will make it easier to redevelop portions of the parking lot at a later date.
- B. Pedestrian walks shall be established at least every 200 feet within a parking lot to provide safe pedestrian travel to either the building entrance or a public sidewalk.
- C. Screen at least 75 percent of surface parking from public streets and open spaces using landscaping or 3-foot-tall architectural elements that (at least one of the following):
 1. Utilize the same materials, colors, and lighting fixtures as the site or building façades on the property.
 2. Are covered with landscaping or public art for at least 75 percent of the total length.
- D. To improve comfort and environmental quality and reduce the heat island effect, plant a minimum of 1 shade tree per 8 parking spaces or 1 coniferous or ornamental tree per 4 parking spaces. A mix of tree types at these ratios is allowed.
- E. Integrate green stormwater infrastructure and low impact development infrastructure into parking lot design.
- F. Parking areas in the front setback area or at the front property line must be less than 25 percent of the site frontage.



7.7 General Provisions

7.7.1 Exemptions for small lots. Development projects on parcels less than 0.5 acre and/or with less than 50 feet of street frontage, shall be exempt from the following design standards:

1. Stepback standards as defined by Section 7.2.4
2. Frontage requirements as established by Table 7-2.
3. Open space design standards detailed in Sections 7.4.1, 7.4.2, 7.4.3, and 7.4.4.
4. Parking design standards detailed in Sections 7.6.1, 7.5.2, 7.6.3, and 7.6.4.

7.7.2 Fences and Walls. Shall comply with SBMC 19.20.030 (8).

7.7.3 Signs. Shall comply with SBMC 19.22.

7.7.4 Adaptive Reuse. Reimagining and repurposing existing older structures to meet today's needs brings a wide range of benefits to the city, including:

- Improving environmental sustainability by updating older, less energy efficient buildings to contemporary standards.
- Restoring both historic and background structures through reinvestment.
- Creating unique spaces and places that become an attraction and contribute to the downtown vibe.
- Boosting the recovery of the downtown area by allowing buildings and neighborhoods to respond to rapidly changing circumstances and needs, while keeping the architectural diversity of the area.

The following requirements and incentives are established to encourage adaptive reuse projects in the Downtown Specific Plan area.

- A. Definition of Adaptive Reuse. A change of use in all or any portion of an eligible building. The change of use must be a permitted or conditionally permitted use per Chapter 6.
- B. Eligible Buildings.
 1. Applies to all or any building or parking structure in the DTSP area.
 2. Applies to buildings that are at least five years old.
 3. Applies to historic buildings but does not supersede any state or federal historic preservation standards or requirements.
- C. Incentives. Adaptive reuse projects shall be entitled to the following incentives:
 1. A structure may be modernized for aesthetic integrity where determined to be necessary, or preserved to maintain cultural and historic identity as determined by the Director.
 2. Mezzanines. New loft spaces or mezzanines may be added to the building as part of an adaptive reuse project.
 3. Off-Street Parking. No additional parking beyond what exists on the site shall be required for any converted use within the building ,including mezzanine areas, but any new square footage of occupied space shall require additional parking per Section 7.6 of the Specific Plan. A reduction in parking on the site to allow for additional uses may be granted by the Director

based on a parking study prepared by a licensed traffic engineer.

4. Loading Zone/Dock. A new loading zone or dock shall not be required if the existing building does not have a loading zone. An existing loading zone or dock may be removed if the conversion is to residential.
 5. Basements and Rooftops. Basements and rooftops may be adaptively repurposed in accordance with building and safety codes. These areas may also be used for amenity spaces.
 6. Open Space. Open space requirements for residential per Section 7.4 may be reduced up to 50 percent to accommodate the site limitations, with approval by the Director.
 7. Building Form Standards. Adaptive reuse projects shall be exempt from the building form standards in Section 7.2, with the following exceptions:
 - i. 7.3.2 Outdoor Dining (if outdoor dining is provided)
 - ii. 7.5.7 Blank Walls and Facades
 - iii. 7.4 Open Space (with 50 percent area reduction, as noted above)
 - iv. 7.5.3 Identification Signs (if identification signs are proposed)
- D. Exceptions. Notwithstanding the nonconforming provisions of Section 19.62 of the SBMC, the following exceptions shall apply to the buildings in which an adaptive reuse project is located.
1. Floor Area. Existing floor area that exceeds what is permitted by the district shall be permitted.
 2. Height. Existing height that exceeds what is permitted by the district shall be permitted.
 3. Outdoor Areas. Existing outdoor areas that do not meet the requirements of the district shall be permitted.
 4. Setbacks. Existing front, side, and rear setbacks that do not meet the requirements of the district shall be permitted. However, no further encroachments shall be permitted into any nonconforming setback.
- E. Procedures. An application for an adaptive reuse project shall be processed administratively in accordance with Section 9.2.1 Director's Determination: Administrative Approval. In the review process, the Director shall make the following findings:
1. Consistency with Chapter 6 Land Uses Plan.
 2. Compliance with the mitigation measures in the Downtown Specific Plan EIR.
 3. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed adaptive reuse projects would not be a detriment to public health and safety.
 4. Conversions must meet all required life and safety standards as required by the building official and San Bernardino County Consolidated Fire District.
 5. That the uses or property surrounding the proposed location of a residential adaptive reuse project will not be detrimental to the safety and welfare of prospective residents.



8

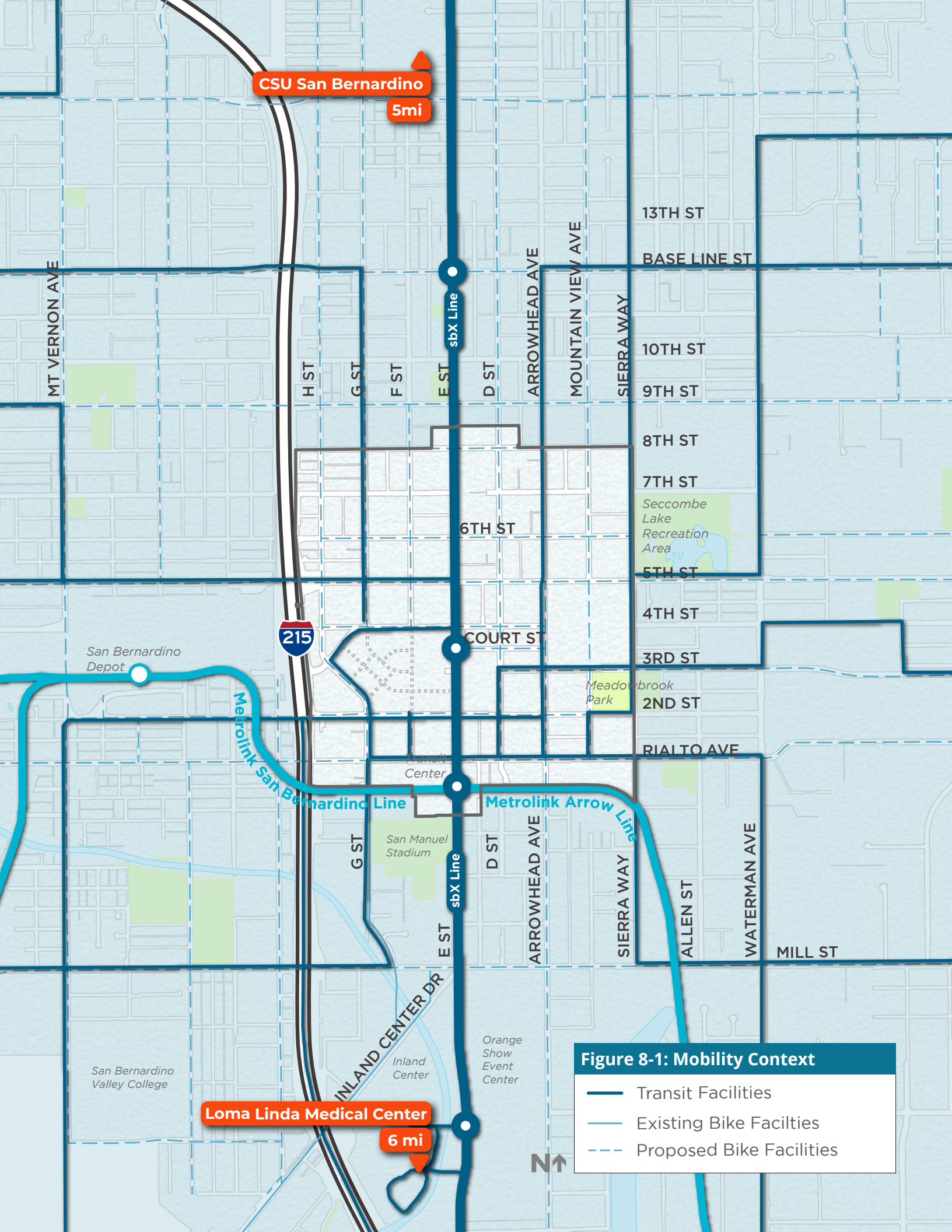
Mobility & Infrastructure

- 8.0 Introduction
- 8.1 Mobility Context
- 8.2 Mobility Network
- 8.3 Roadway Impacts
- 8.4 Roadway Design
- 8.5 Carousel Mall Streets
- 8.6 Street Tree Program
- 8.7 Infrastructure

8.0 Introduction

Mobility and infrastructure are complementary components to the Land Use Plan that support the community's vision and goals related to economic development, excellence in urban design, environmental quality, and quality of life for all residents. Planning for mobility improves accessibility, safety, and efficiency toward a transportation system that accommodates all users of all ages, including pedestrians, transit passengers, cyclists, and motorists. Meanwhile, infrastructure provides the foundation for enabling growth and development of the downtown area, as envisioned in the Downtown Specific Plan (DTSP).

This chapter discusses the mobility and public infrastructure systems in the Downtown Specific Plan area. It also draws from the San Bernardino Downtown Specific Plan Infrastructure Technical Report (see Appendix of the Environmental Impact Report). Implementation actions related to mobility and infrastructure improvements can be found in Chapter 9: Administration and Implementation. Further discussions of implementation are available in the EIR's technical reports for vehicle miles traveled (VMT) analysis and hydrology, sewer, water, and water quality.



CSU San Bernardino

5mi

MT VERNON AVE

H ST

G ST

F ST

E ST

D ST

ARROWHEAD AVE

MOUNTAIN VIEW AVE

SIERRA WAY

13TH ST

BASE LINE ST

10TH ST

9TH ST

8TH ST

7TH ST

Secombe Lake Recreation Area

5TH ST

4TH ST

3RD ST

2ND ST

RIALTO AVE

SIERRA WAY

ALLEN ST

WATERMAN AVE

MILL ST

San Bernardino Depot

215

Metrolink San Bernardino Line

Transit Center

San Manuel Stadium

E ST

D ST

ARROWHEAD AVE

Orange Show Event Center

Inland Center

San Bernardino Valley College

Loma Linda Medical Center

6 mi

Figure 8-1: Mobility Context

- Transit Facilities
- Existing Bike Facilities
- Proposed Bike Facilities

8.1 Mobility Context

The transportation system in the Downtown Specific Plan primarily consists of four interdependent networks: vehicular, active transportation, transit, and freight.

The transportation system in the Downtown Specific Plan primarily consists of four interdependent networks: vehicular, active transportation (including pedestrian and bicycle), transit, and freight.

Vehicular Connectivity.

The Downtown Specific Plan features high vehicular accessibility along Interstate 215, with direct connections to Riverside, Temecula, and San Diego to the south and Victorville to the north. I-215 also has junctions with State Route 210 and I-10 in proximity to the Specific Plan, offering connections to Pasadena and the Los Angeles metropolitan area to the west and the desert communities to the east. Roadways in the Specific Plan fall under four street classifications: major arterial, secondary arterial, collector, and local. Major arterials include 5th Street, 2nd Street, E Street, and Arrowhead Ave, and secondary arterials include Rialto Avenue, G Street, H Street, Sierra Way, and many others. Roadway classifications are shown on Figure 8-1: Roadway Classifications.

Active Transportation

Connectivity. The Downtown Specific Plan has existing pedestrian facilities such as sidewalks and crosswalks. However, it has limited bikeway facilities. In July 2022, the City approved the San Bernardino Active Transportation Plan (ATP), which includes design guidance and infrastructure recommendations for active transportation improvements citywide. The ATP has proposed Class II, Class IV, and neighborhood streets bikeway facilities for many corridors in the Downtown Specific Plan.

Transit Connectivity. Multiple operators provide transit services to the Downtown Specific Plan. Among several, Omnitrans and Riverside Transit Agency offer bus services for local and regional travel. Omnitrans also operates the sbX Green Line, a bus rapid transit (BRT) service that travels along a dedicated bus-only route from Cal State University San Bernardino to Loma Linda University and Medical Center.

The Downtown Specific Plan contains the San Bernardino Transit Center on the southern edge of the Specific Plan along Rialto Avenue. The transit center is a major hub for local and regional transit connectivity. It serves as the eastern terminus of the Metrolink San Bernardino Line, western terminus of the Redlands Passenger Rail Project, and connection point for many local and regional bus operators.

8.2 Mobility Network

The mobility network showcases the interconnected nature of three transportation networks in the Downtown Specific Plan area: vehicular, active transportation, and transit. It also identifies opportunities for expanding the existing network through the creation of new streets that reconnect the grid pattern.

The mobility network utilizes a new transportation typology based on the priority of transportation modes to develop a transportation network that is accessible, safe, and efficient for all users. Key corridors in the network are classified into four types: Pedestrian Priority Streets, Transit Priority Streets, Bicycle Priority Streets, and Auto Priority Streets.

Balancing the needs of different modes of transportation as they compete for limited space on San Bernardino streets is crucial. To do so, some streets are multimodal streets, where more than one mode is prioritized. This classification establishes a rational, practical method of compromise to maximize the net gain for the community and minimize the net impact on different modes and contexts. The mobility network is depicted on Figure 8-2: Roadway Mode Priority. The roadway priority types are described in the following pages.

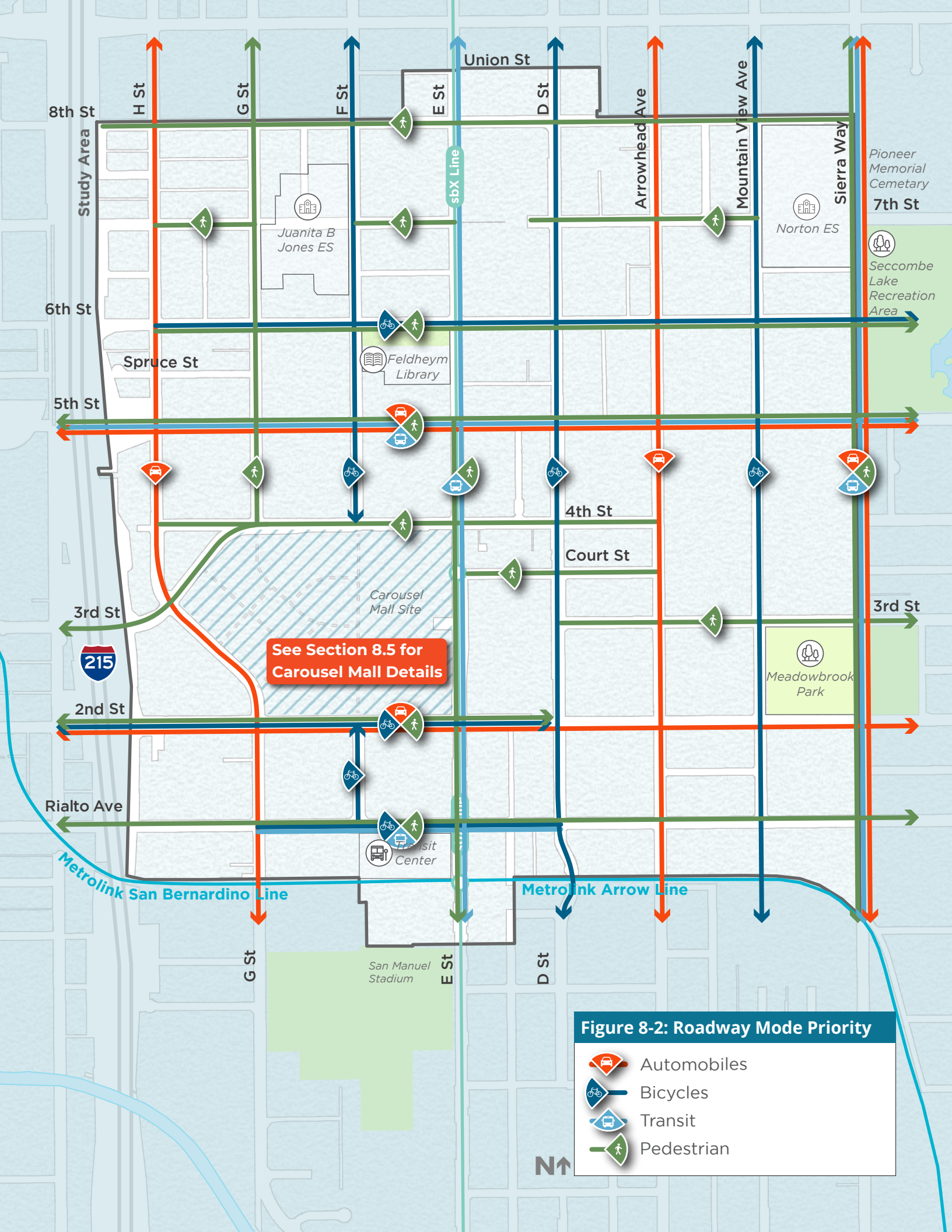


Figure 8-2: Roadway Mode Priority

-  Automobiles
-  Bicycles
-  Transit
-  Pedestrian

Roadway Priority Types



Pedestrian Priority Streets

focus on providing a safe and comfortable experience for pedestrians to enjoy Downtown San Bernardino. Streets with this designation typically have retail and transit. However, many residential streets are also pedestrian priority streets, whose primary characteristics include wide sidewalks, pleasing streetscapes with a mixture of store frontages, and frequent crossings. To complement pedestrian priority streets, an off-street pedestrian paseo network is identified in Figure 7.3: Open Space Network.



Transit Priority Streets give priority to moving transit, even at the expense of travel time, delay, speed, and maneuverability for auto traffic. On these streets, measures such as signal prioritization, queue jumps, or exclusive bus lanes should be installed, and first priority should be given for investments in transit amenities, such as better shelters and real-time bus information signage. Transit priority streets in the Downtown Specific Plan include 5th Street, Rialto Avenue adjacent to the Transit Center, and E Street along the sbX line route. These streets will provide fast, frequent, convenient transit access throughout the Downtown Specific Plan area and to the outlying areas within the City of San Bernardino.



Bicycle Priority Streets form the foundation for the bicycle network in the Downtown Specific Plan area. Corridors with this designation would allow bicyclists to travel to major destinations in Downtown San Bernardino, such as the San Bernardino Transit Center, Feldheim Library, Seccombe Lake Recreation Area, Meadowbrook Park, future development of the Carousel Mall, and city and county civic institutions.

Bicycle priority streets do not necessarily involve creating new, separate bicycle lanes. Bike routes and bike boulevards are examples of bikeway facilities where bicyclists can ride alongside vehicles on corridors with less vehicular traffic and lower speeds.



Auto Priority Streets prioritize moving automobiles throughout the transportation network and greatly resemble the existing definition of a primary arterial street in San Bernardino. East-west arterials through the Downtown are 5th Street and 2nd Street, which also provide access to I-215. Vehicular through-traffic as well as service delivery traffic should be directed on G Street and H Street.

To improve the street grid, new streets are proposed through the Carousel Mall site. The Carousel Mall site provides an opportunity to reconnect F Street and create smaller blocks to promote a pedestrian-friendly Downtown environment. Refer to Section 8.5 for prototypical sections for the Carousel Mall site.

8.3 Roadway Impacts

Streetscape Projects with Significant Roadway Modifications.

The proposed mobility network will require significant infrastructure modifications at certain roadway segments, as shown on Figure 8-3: Roadway Impacts.

- » Widening the sidewalk, including the mall site (W)
- » Adding new bicycle facilities (B)
- » Providing for other travel modes by reducing the number of vehicle lanes (L)
- » Prioritizing pedestrian, bicycle, and transit modes by reducing on-street parking (P)

Roadway Impacts.

The proposed land uses, mobility network, and roadway improvements would reduce vehicle miles traveled in the Downtown Specific Plan area and would not have significant transportation impacts. A VMT technical analysis was prepared in fulfillment of the California Environmental Quality Act (CEQA). The VMT analysis evaluated the impact of proposed land use changes and mobility network in the Downtown Specific Plan area on vehicle miles traveled.

Findings from the VMT analysis show that the DTSP area has a future baseline VMT per service population of 44.23, and the City has the lowest value at 34.99. The DTSP area with the proposed land uses would have a total VMT per service population of 24.15, which is approximately 45 percent lower than the City baseline average. This indicates that the mix of proposed land uses would have highly beneficial effects on local trip patterns.



8.4 Roadway Design

G Street

(Between 4th Street & Rialto Avenue)

Overview



Pedestrian
Priority



Bicycle
Priority



Transit
Priority

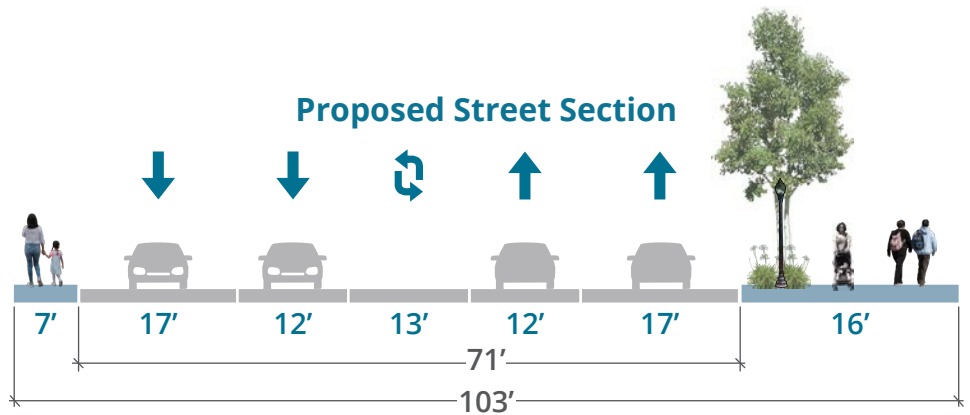


Vehicle
Priority

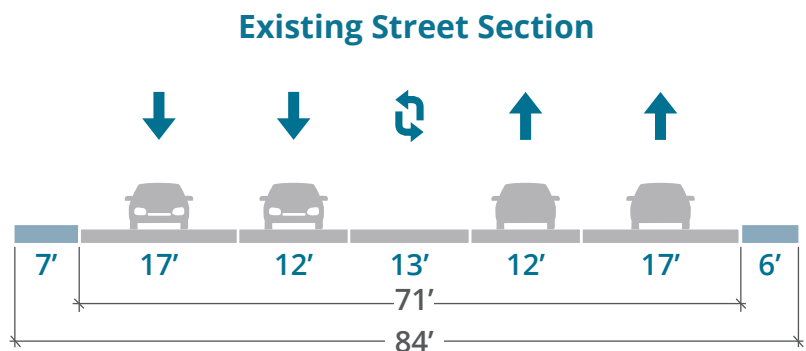
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

F Street

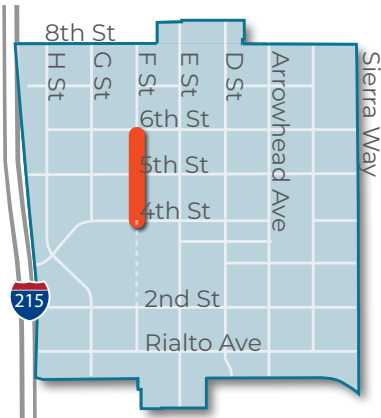
(Between 4th & 6th Streets)

Overview

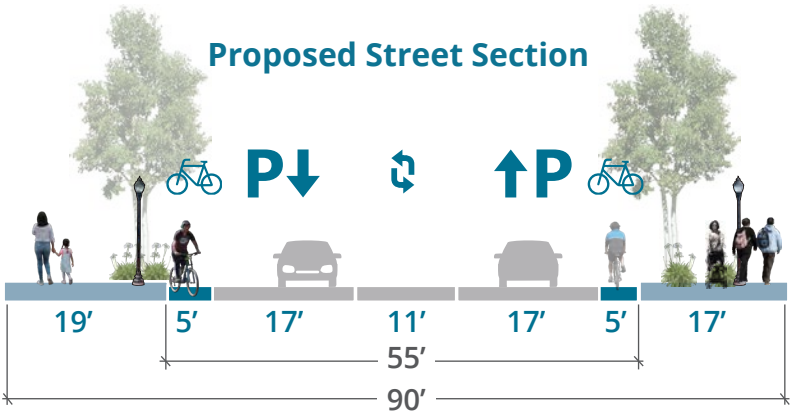
-  Pedestrian Priority
-  Bicycle Priority
-  Transit Priority
-  Vehicle Priority

F Street is a key north-south corridor that connects the North Neighborhoods to the Transit Center. F Street will also run through the Carousel Mall site. See Section 8.5 for Carousel Mall street concepts. As a bicycle priority street, travel lanes are reduced to accommodated bike lanes. Future dedications should provide for wider sidewalks to enhance the pedestrian experience and provide room for shade trees.

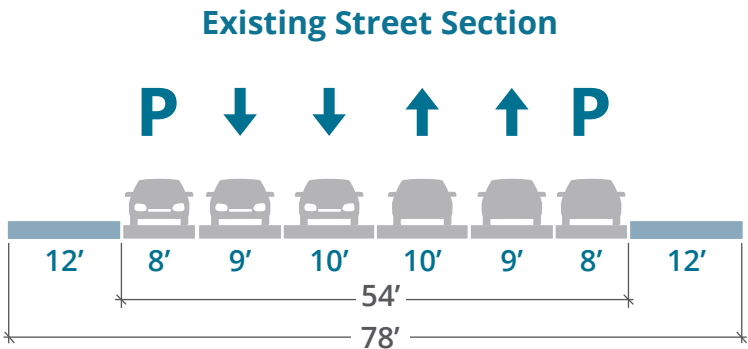
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8.4 Roadway Design

F Street

(Between Rialto Avenue and 2nd Street)

Overview

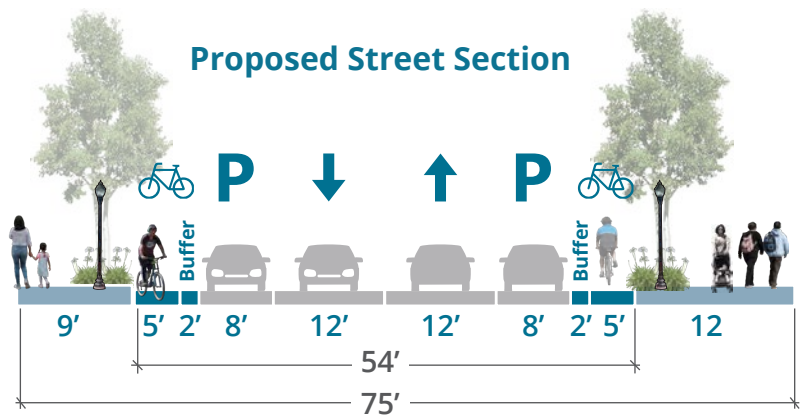
-  Pedestrian Priority
-  Bicycle Priority
-  Transit Priority
-  Vehicle Priority

F Street between 2nd St and Rialto Ave is a key connection to the San Bernardino Transit Center. Travel lanes are reduced to accommodate buffered bike lanes. See Section 8.5 for Carousel Mall street concepts.

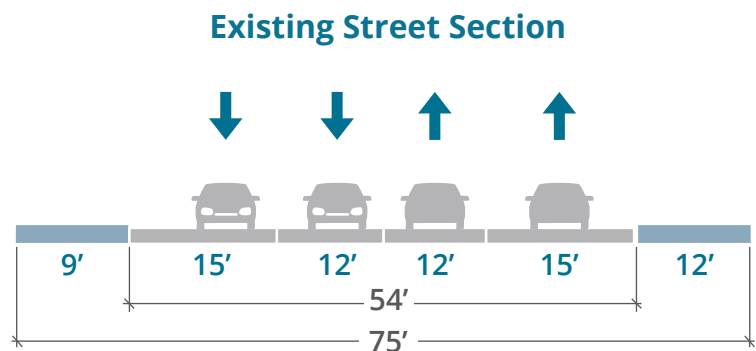
Key Map



Precedent Image



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8.4 Roadway Design

D Street

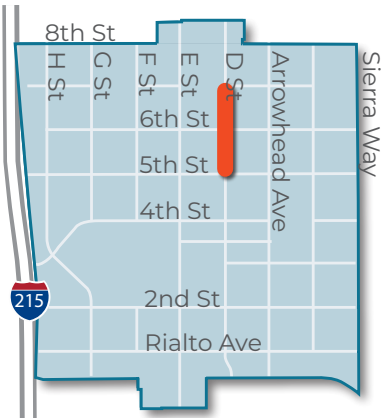
(Between 5th and 7th Streets)

Overview

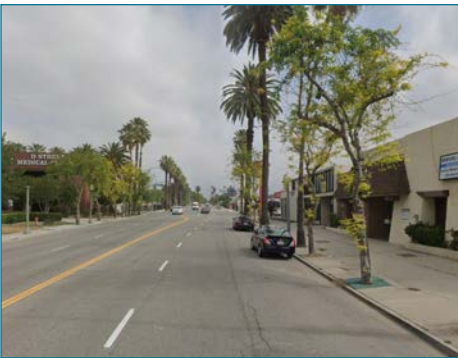
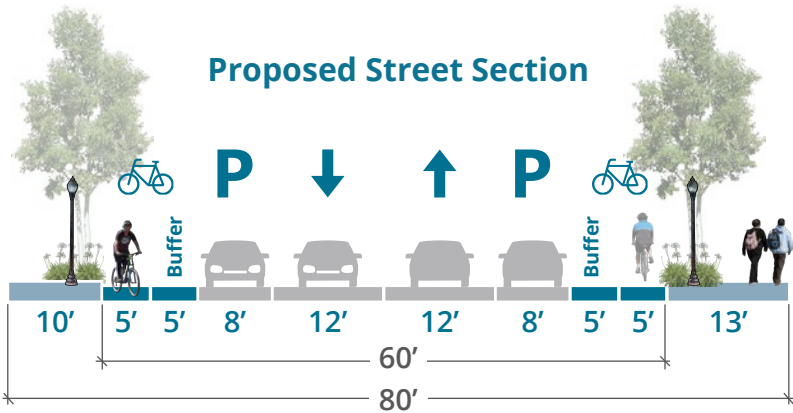
-  Pedestrian Priority
-  Bicycle Priority
-  Transit Priority
-  Vehicle Priority

D Street is a key north-south bicycle corridor that runs through the Downtown Core and the Downtown project area. One travel lane in each direction is removed to accommodate high quality buffered bike lanes.

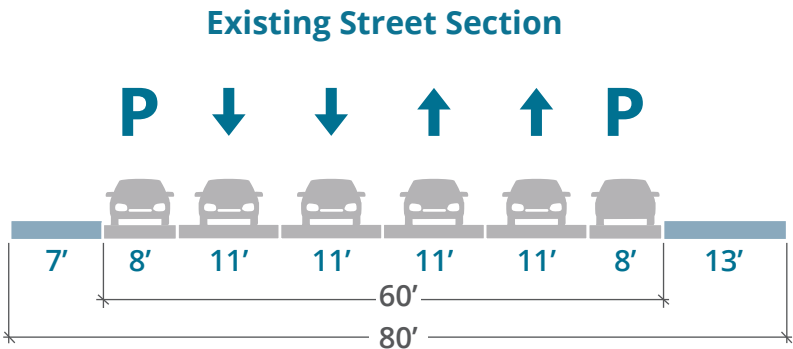
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

D Street

(Between Rialto Ave and 5th Street)

Overview



Pedestrian
Priority



Bicycle
Priority



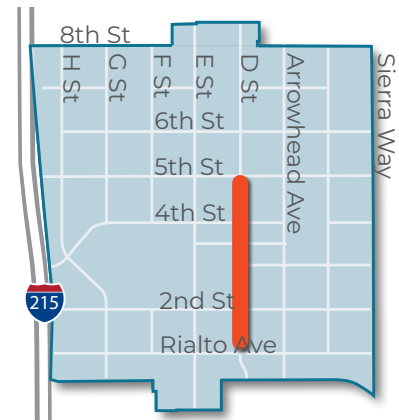
Transit
Priority



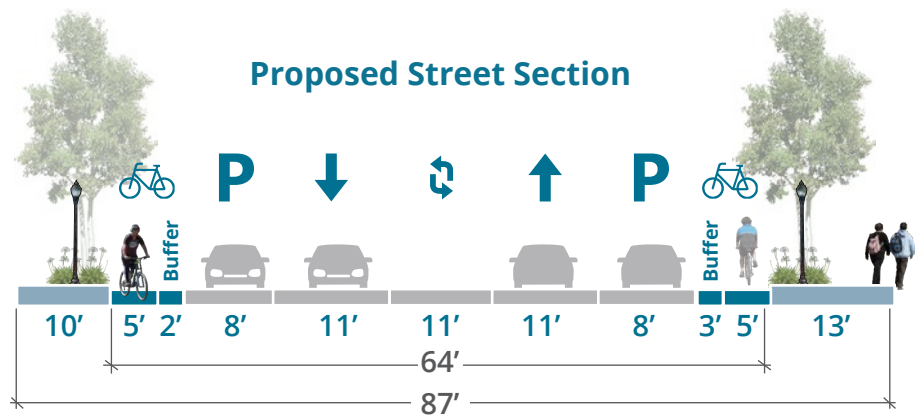
Vehicle
Priority

D Street is a key north-south bicycle corridor that runs through the Downtown Core and the Downtown project area. One travel lane in each direction is removed to accommodate high quality buffered bike lanes.

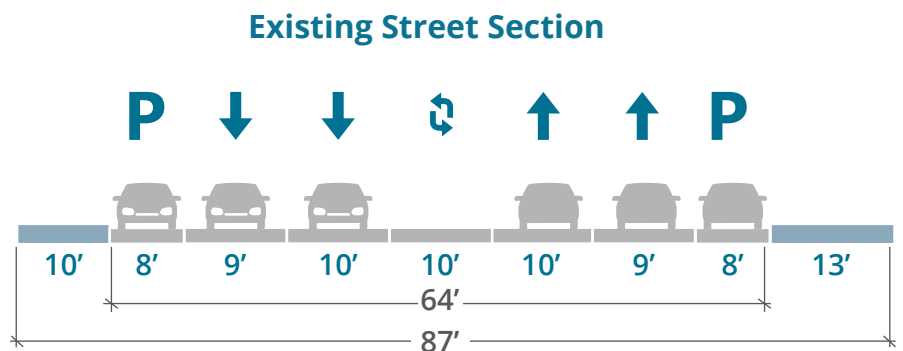
Key Map



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Existing Conditions Photo



8.4 Roadway Design

Mountain View Avenue

(Between 5th and 8th Streets)

Overview

- 

Pedestrian
Priority
- 

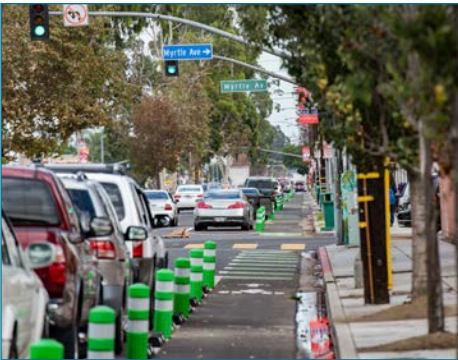
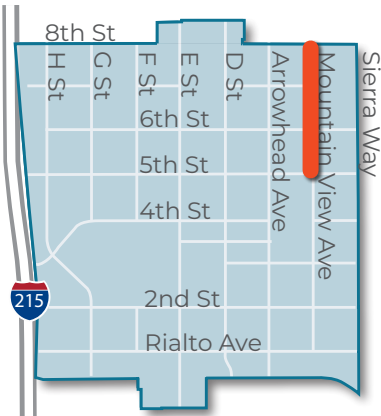
Bicycle
Priority
- 

Transit
Priority
- 

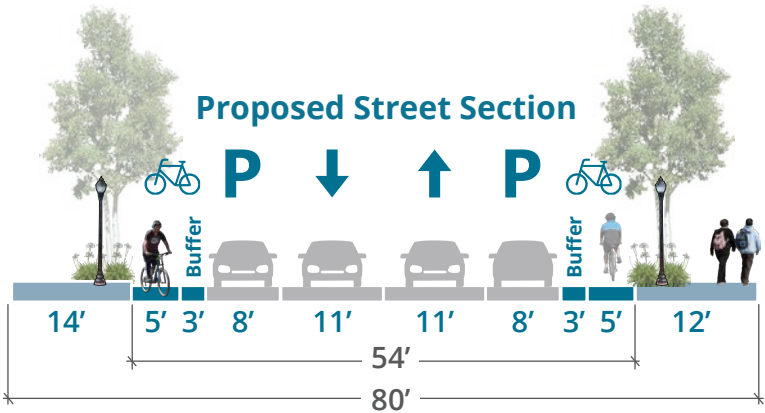
Vehicle
Priority

Mountain View Avenue is a bicycle priority street and connects to Meadowbrook Park, the County Center, and Norton Elementary school. Vehicle lanes will be removed to provide room for buffered bike lanes.

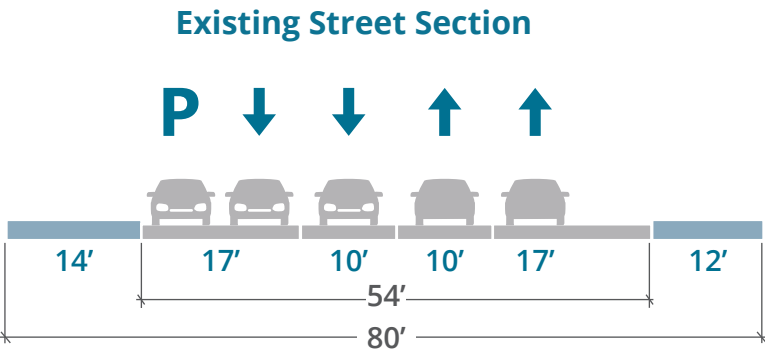
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Precedent Image



Existing Conditions Photo



8.4 Roadway Design

Sierra Way

(Between 8th & 3rd Streets)

Overview

- 

Pedestrian

Priority
- 

Bicycle

Priority
- 

Transit

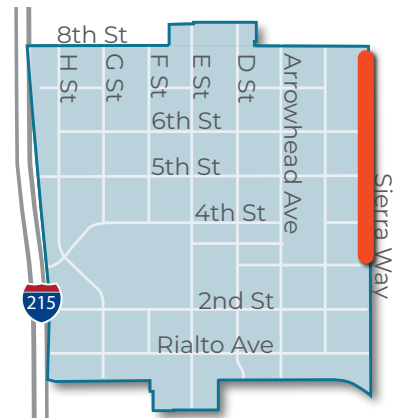
Priority
- 

Vehicle

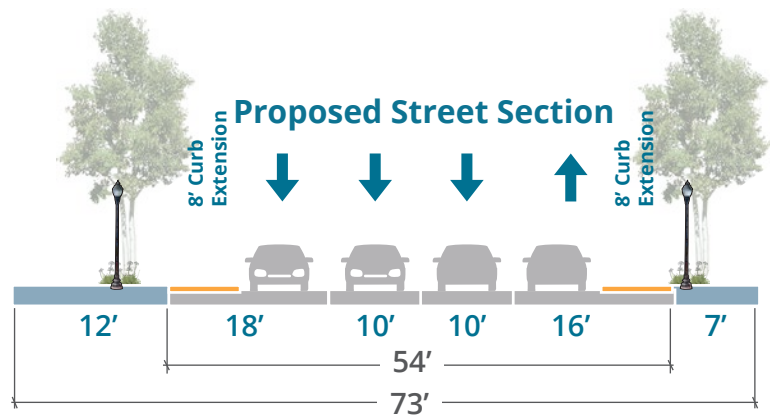
Priority

Sierra Way runs north-south along the eastern edge of the Downtown area. Sierra Way is prioritized for pedestrians, transit, and vehicles. Future development dedications shall provide for wider sidewalks. To enhance the pedestrian and transit experience, curb extensions shall be implemented at transit stops and major intersections.

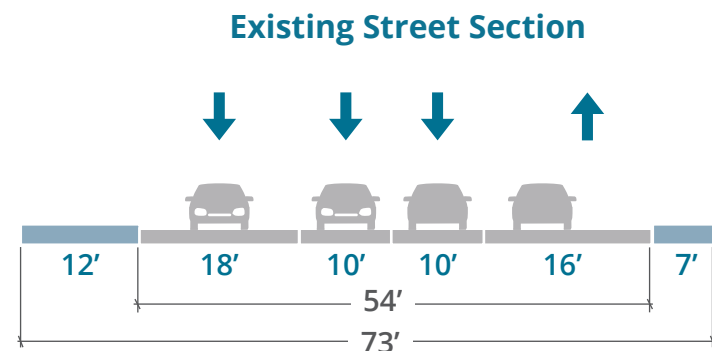
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

Sierra Way

(Between 2nd and 3rd Streets)

Overview

- 

Pedestrian
Priority
- 

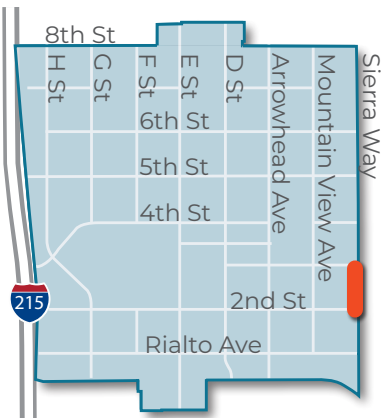
Bicycle
Priority
- 

Transit
Priority
- 

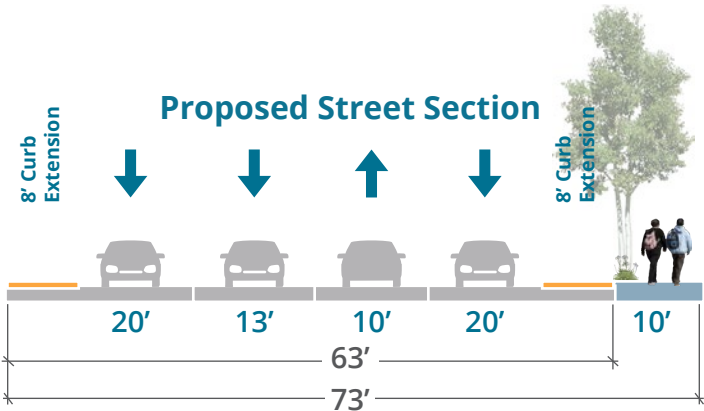
Vehicle
Priority

Sierra Way between 2nd and 3rd Streets cuts thorough Meadowbrook Park and is adjacent to the Rudy C. Hernandez Community Center and key transit stops. Future development dedications shall provide for wider sidewalks, and curb extensions shall be implemented at transit stops and major intersections.

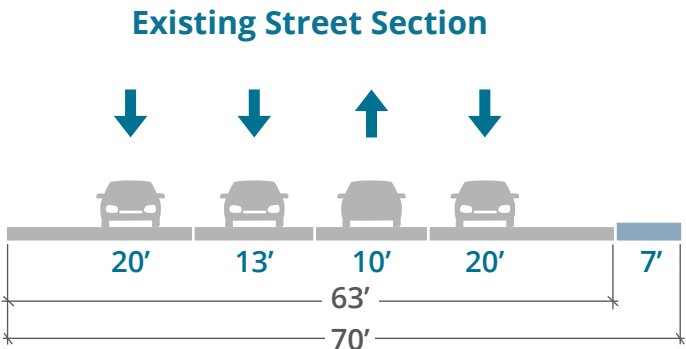
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

6th Street

(Between H & E Streets)

Overview



Pedestrian
Priority



Bicycle
Priority



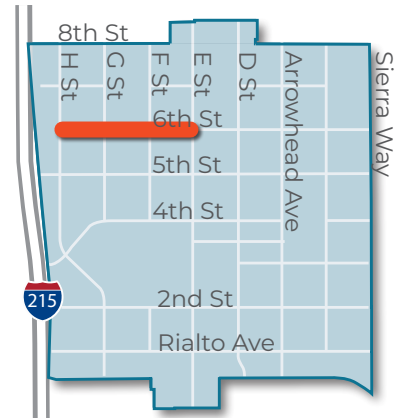
Transit
Priority



Vehicle
Priority

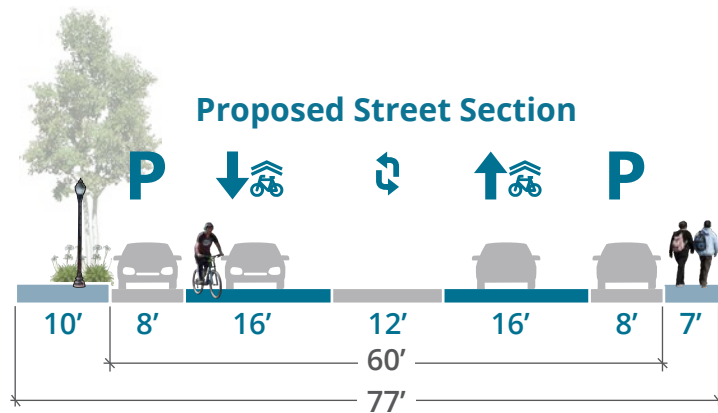
6th Street between H and E Streets is an east-west pedestrian and bicycle priority street that runs through the North Neighborhoods and North Gateway. 6th Street connects to Juanita B. Jones Elementary School, Feldheym Library, and Seccombe Lake Recreation Area. No major roadway impacts are expected on this street. Sharrow markings should be added to improve bicyclists comfort.

Key Map

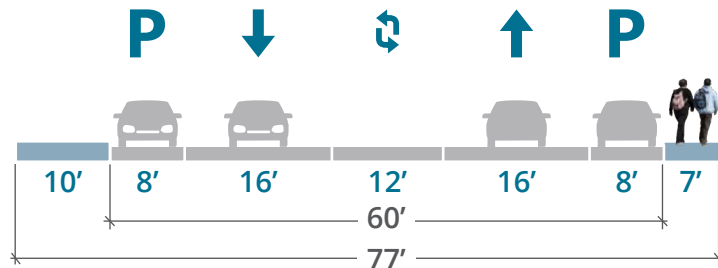


Precedent Image

Proposed Street Section



Existing Street Section



Existing Conditions Photo

8.4 Roadway Design

6th Street

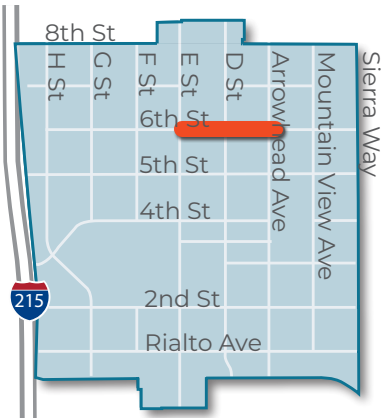
(Between E Streets & Arrowhead Ave)

Overview

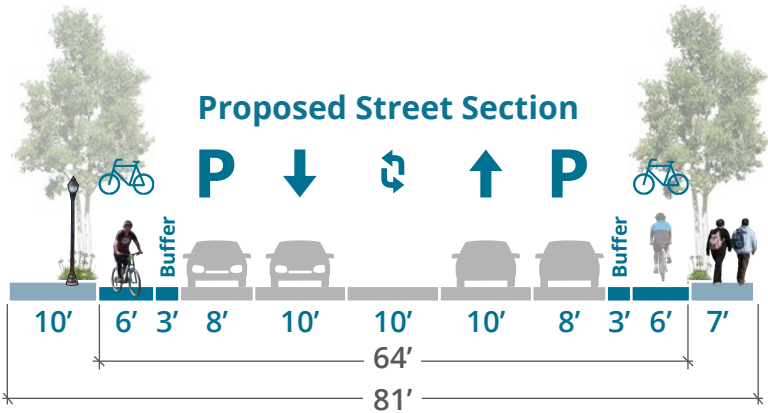
-  Pedestrian Priority
-  Bicycle Priority
-  Transit Priority
-  Vehicle Priority

At 6th Street between E Street and Arrowhead Ave, travel lanes are reduced from four to two. Buffered bike lanes provide an enhanced experience for bicyclists. 6th Street is designated a pedestrian and bicycle priority street.

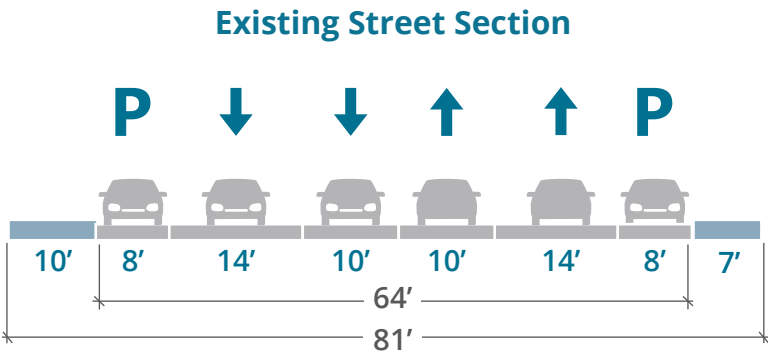
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

8th Street

(Between H & E Streets)

Overview

- 

Pedestrian
Priority
- 

Bicycle
Priority
- 

Transit
Priority
- 

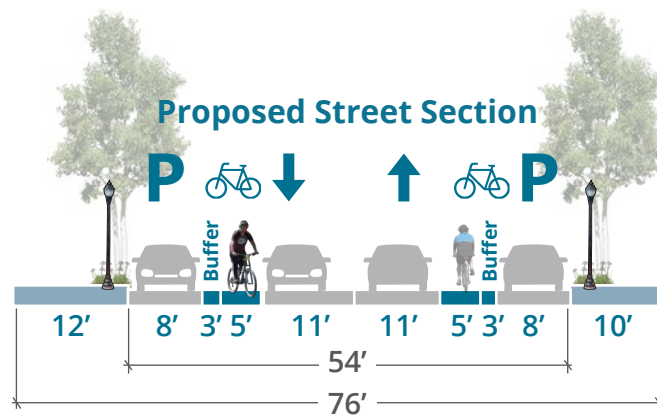
Vehicle
Priority

8th Street between H Street and E Street is an east-west pedestrian priority street that runs along the northern boundary of the Downtown area. Travel lanes are narrowed to calm traffic and maintain the residential character of the street.

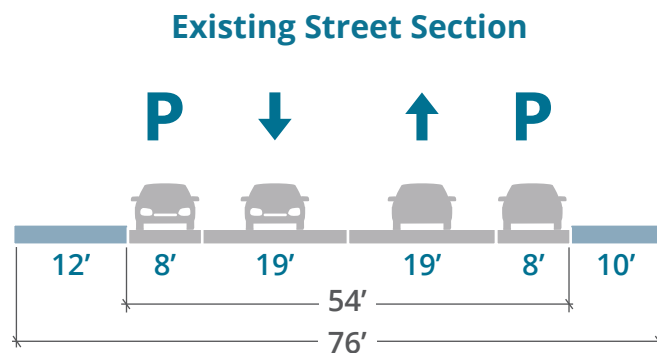
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

5th Street

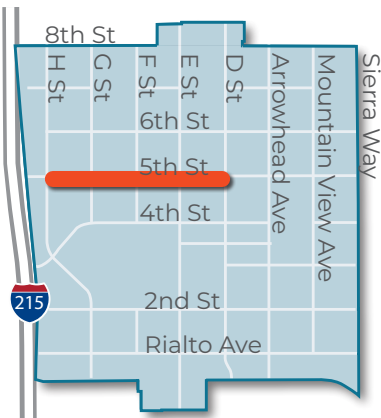
(Between H & D Streets)

Overview

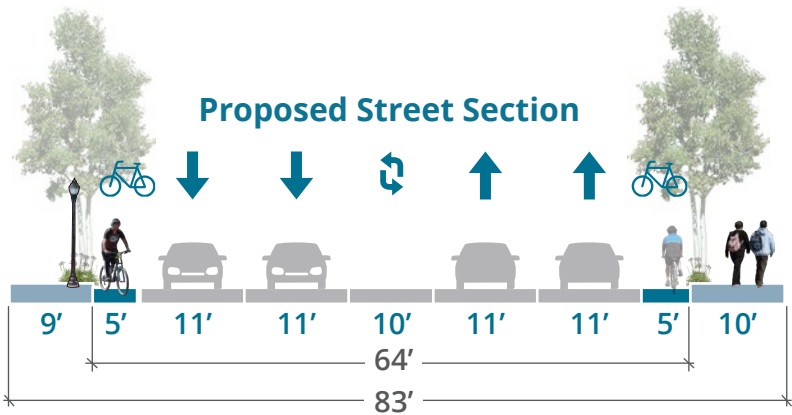
-  Pedestrian Priority
-  Bicycle Priority
-  Transit Priority
-  Vehicle Priority

5th Street connects to I-215 on- and off-ramps and is a major vehicular thoroughfare. This plan designates 5th Street as a bicycle, transit, and vehicle priority street. Parking is removed between H and D Streets to accommodate bike facilities. The bike facility may connect to a planned protected bike lane west of SR-215.

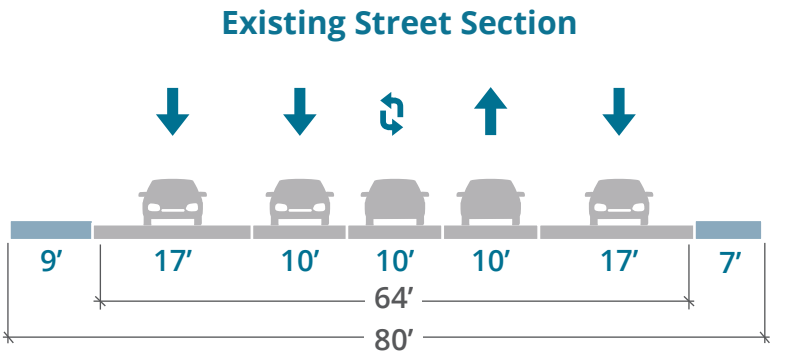
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

4th Street

(Between F & E Streets)

Overview

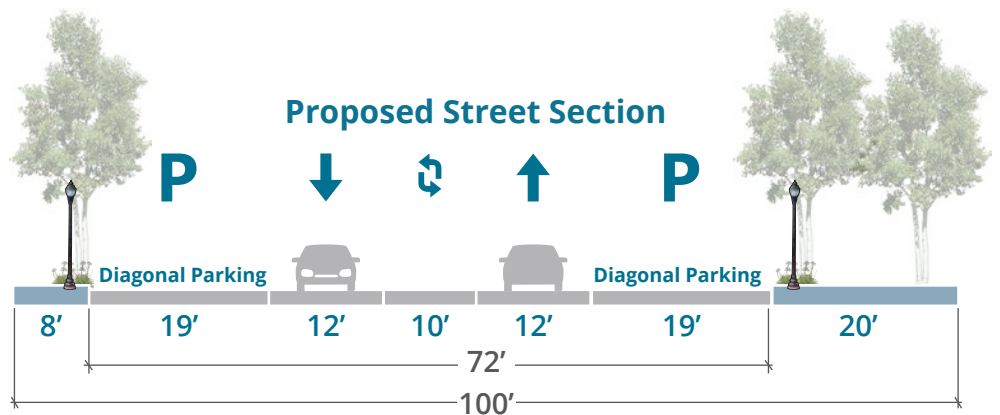
-  Pedestrian Priority
-  Bicycle Priority
-  Transit Priority
-  Vehicle Priority

4th Street is designated a pedestrian priority street. The California Theatre of the Performing Arts is on the north side of the street, and the Carousel Mall site is on the south side of the street. Travel lanes are reduced to accommodate diagonal parking on both sides of the street. On the south side of the street, two rows of street trees should be planted on the existing 20-foot-wide sidewalk to provide shade and comfort for pedestrians.

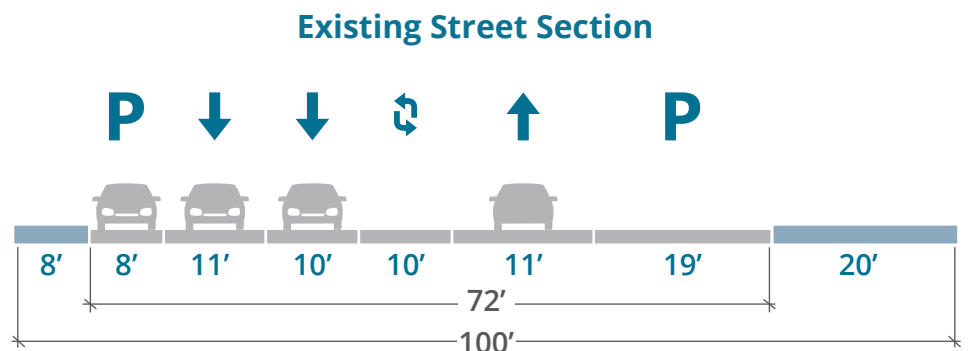
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

4th Street

(Between D Street & Arrowhead Avenue)

Overview

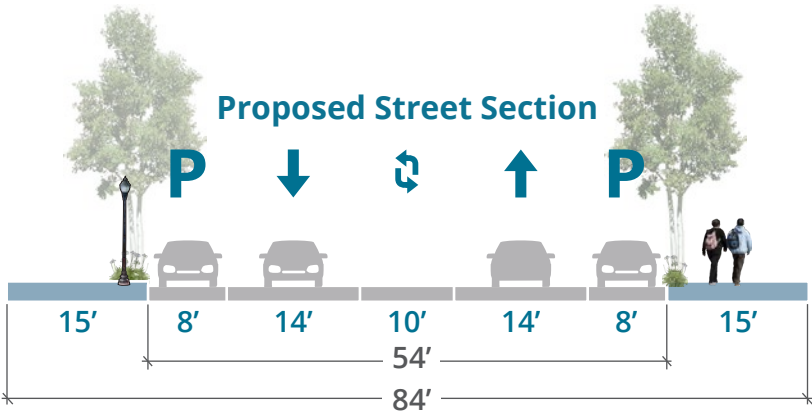
-  Pedestrian Priority
-  Bicycle Priority
-  Transit Priority
-  Vehicle Priority

4th Street terminates at the County Center at Arrowhead Avenue. To enhance the pedestrian character of this street, traffic is calmed through the removal of travel lanes. On-street parking is maintained, and there are no impacts to the right-of-way and curb-to-curb widths.

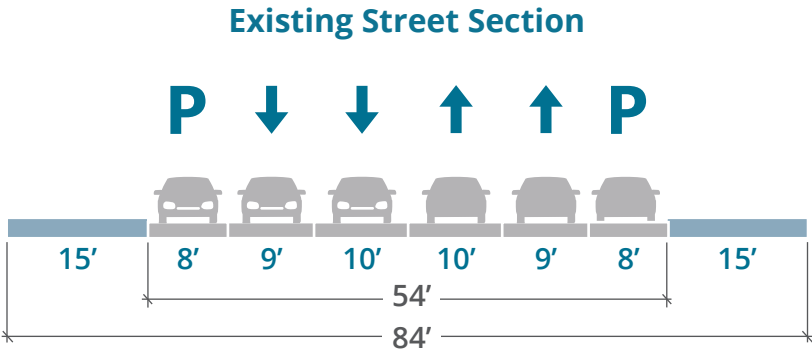
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

Rialto Avenue

(Between H & E Streets)

Overview



Pedestrian
Priority



Bicycle
Priority



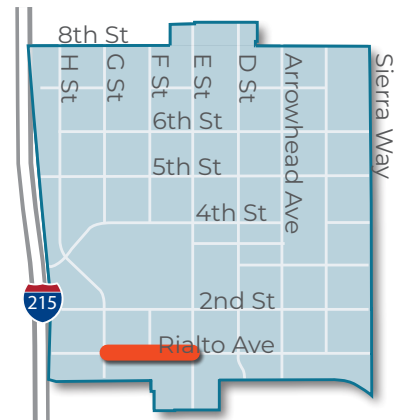
Transit
Priority



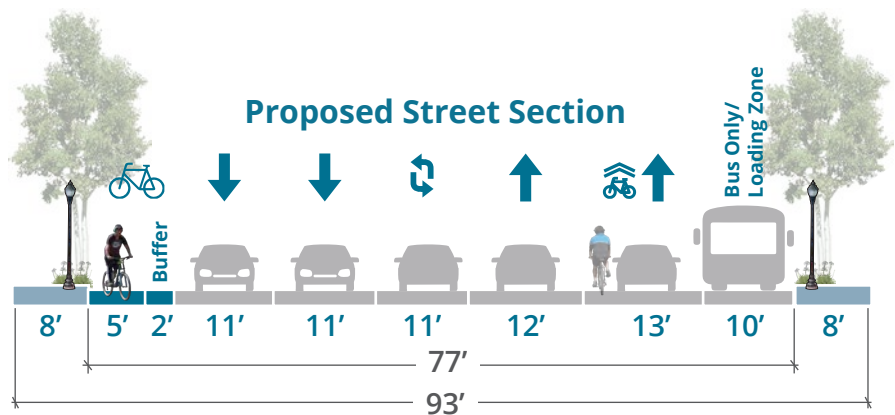
Vehicle
Priority

Rialto Avenue runs east-west and straddles the Transit Neighborhood and the Railside and Transit Center Downtown districts. Rialto is designated a pedestrian priority street throughout the Downtown area and a pedestrian, bicycle, and transit priority street between G and D Streets, adjacent to the Transit Center. Between F and E Streets, a buffered bike lane should be implemented on the north side of the street, and a bus/bike shared lane should be implemented on the south side of the street. Curb extensions shall be located in the parking lane at transit stops.

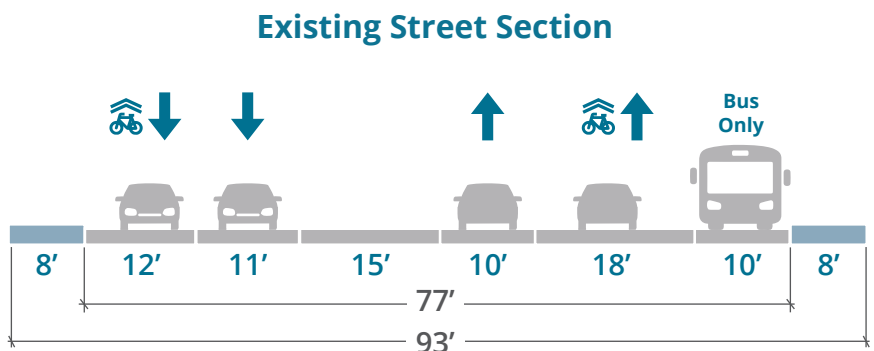
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

Rialto Avenue

(Between E Street & Mountain View Ave)

Overview

- 

Pedestrian
Priority
- 

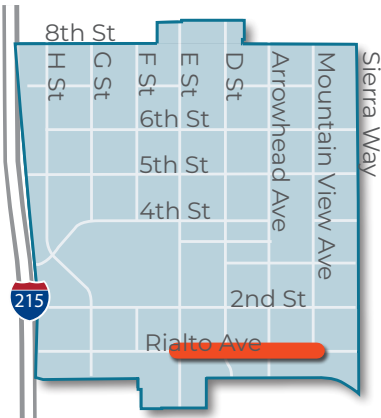
Bicycle
Priority
- 

Transit
Priority
- 

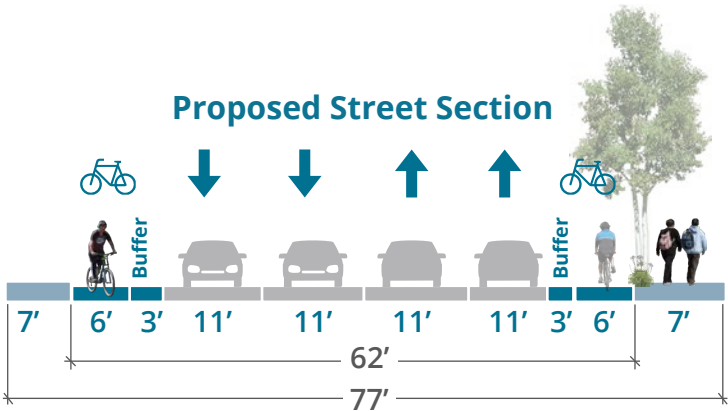
Vehicle
Priority

Rialto Avenue between E Street and Mountain Avenue, the roadway configuration transforms to provide buffered bike lanes on both sides of the street.

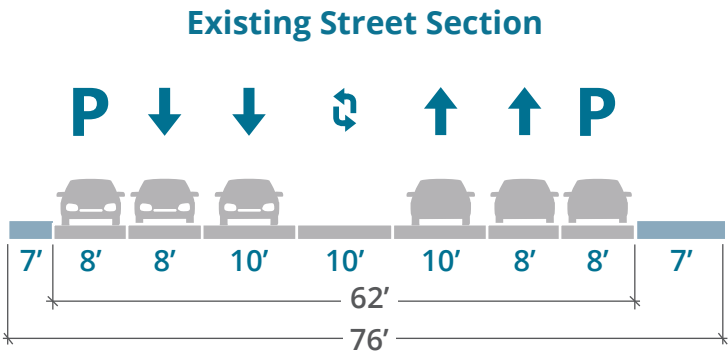
Key Map



Precedent Image



Existing Conditions Photo



8.4 Roadway Design

2nd Street

(Between H & D Streets)

Overview

- 

Pedestrian

Priority
- 

Bicycle

Priority
- 

Transit

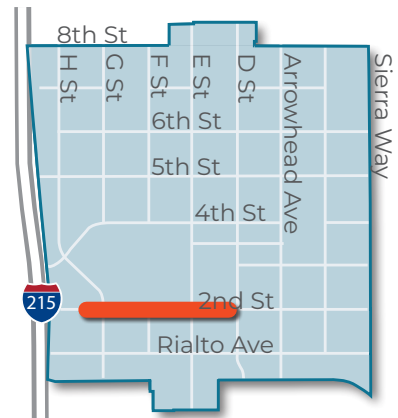
Priority
- 

Vehicle

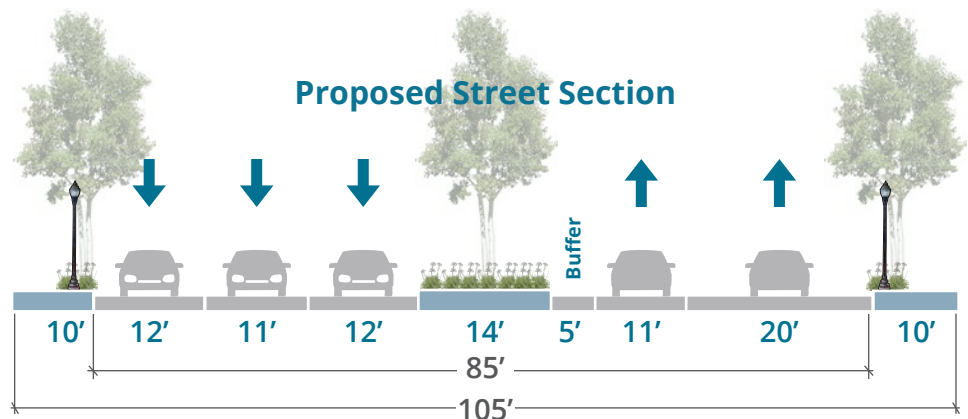
Priority

2nd Street is an east-west corridor that connects the I-215 to the Metrolink Station located at Metrolink Way and 2nd Street, and terminates at Waterman Avenue to the east. Within the Downtown Specific Plan area, 2nd Street runs along the south side of the Carousel Mall site and connects to Meadowbrook Park. To enhance the pedestrian character of this street, future development dedications should provide for wider sidewalks and parkway. Providing adequate shade trees along 2nd Street will further improve the pedestrian experience.

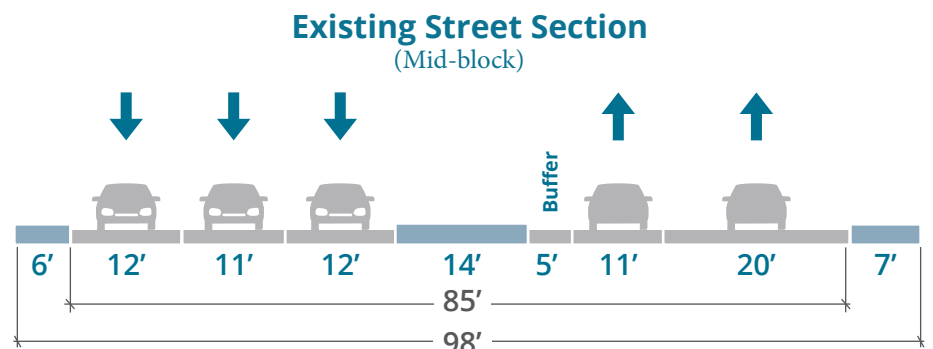
Key Map



Precedent Image



Existing Conditions Photo



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8.5 Carousel Mall Streets

A potential street pattern for the Carousel Mall site is shown on Figure 8-4, Carousel Mall Streets and are described below. This possible street grid within the site connects to the existing surrounding streets. The intent is to create a series of walkable blocks within the site and provide convenient connections to off-site uses. Alternative street prototypes for the design of F Street are provided to enable the developer of the Carousel Mall site to select the type of right-of-way design that works best for the adjacent uses. The extension of F Street through the mall site to reconnect the street to the north and south is a requirement.

F Street

The restoration of F Street across the Mall site is one of the most critical design decisions for the redevelopment of this property. Not only will the extension of F Street provide a vehicular street parallel to E Street, but it will also extend bike path from neighborhoods on the north edge of downtown directly to the Transit Center. Extend F Street through Mall site will additionally provide direct access to the Transit Center from the heart of the Mall site. Finally, a creative design of the F Street extension, as illustrated in the following pages, establishes a unique opportunity to build a streetscape optimized for special events, festivals, markets, and other activities that require street closures. This opportunity is further enhanced by the fact that both sides of the street will be new development, which can likewise be designed with these goals in mind.

Local Streets

Across the Mall site various intermediate streets may be located to divide the overall site into smaller blocks. Generally, these streets should be designed to promote pedestrian use first, with street trees, landscaping, on-street parking, relatively narrow travel lanes and potentially bike lanes as well. Depending upon the ultimate configuration and disposition of the Mall property, these local streets may be deeded to the City as public streets or potentially maintained as private streets with public access rights.

Goods Movement and Access

Major deliveries to/from the mall site are expected to be principally taken from G and H Streets.

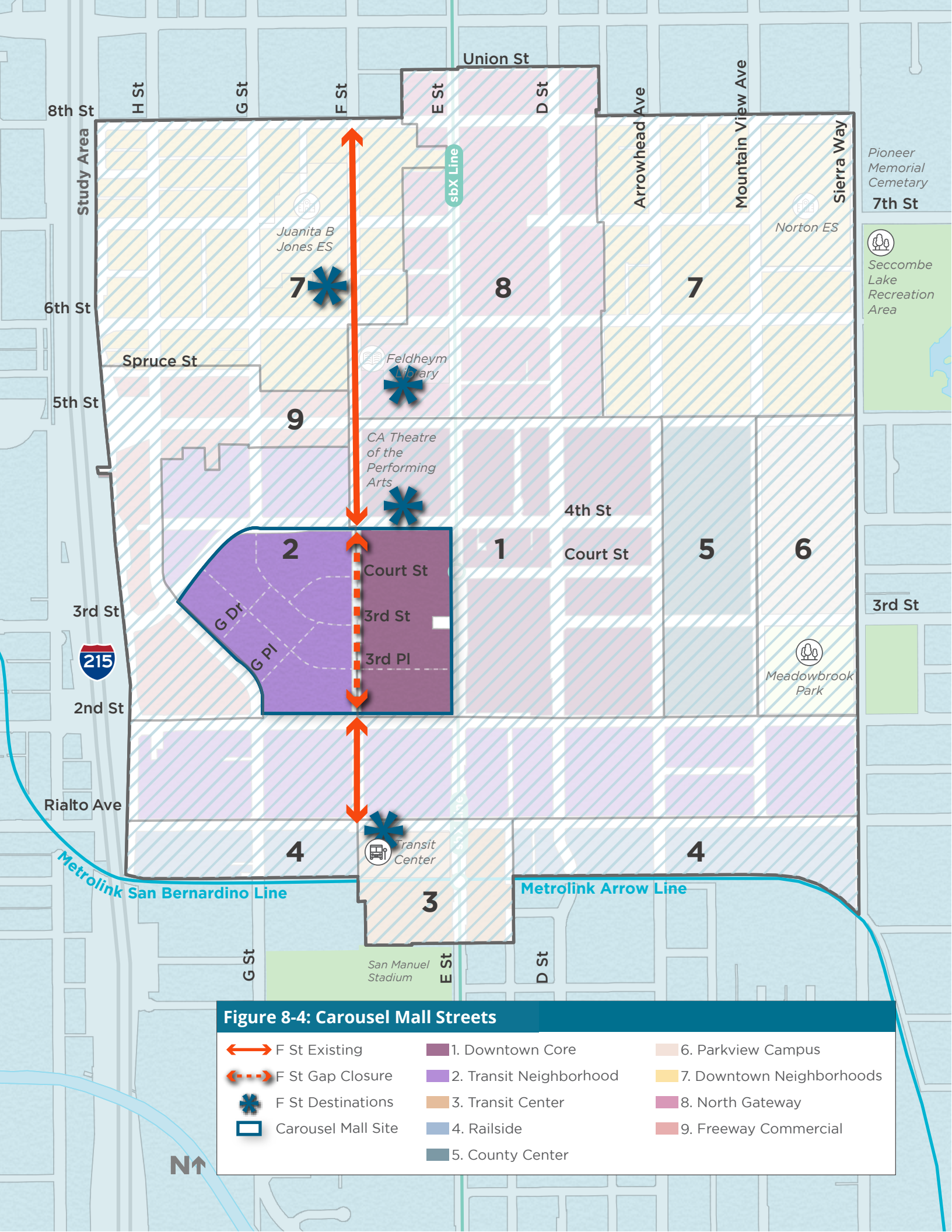


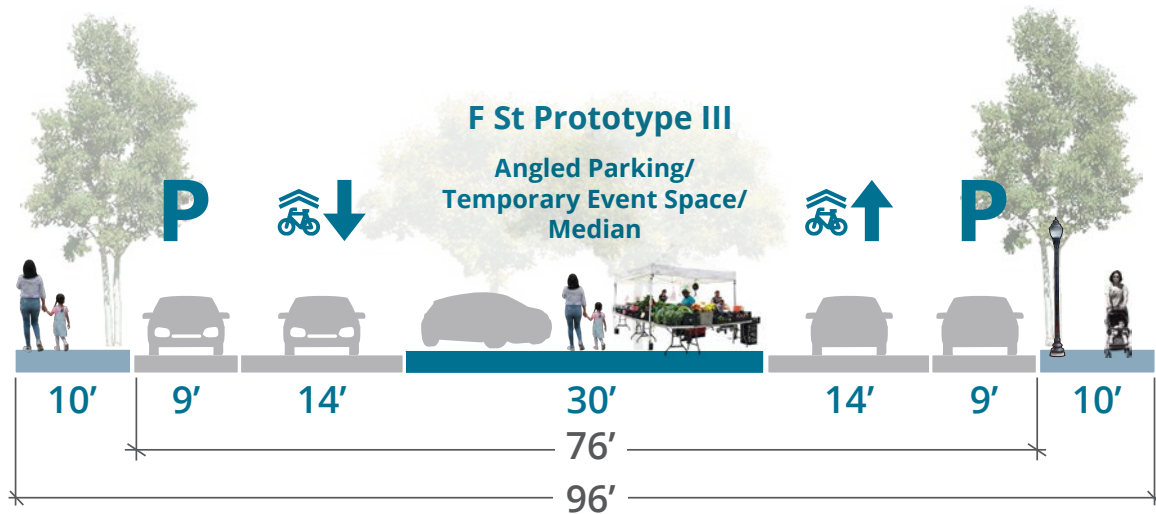
Figure 8-4: Carousel Mall Streets

- | | | |
|--------------------|-------------------------|---------------------------|
| F St Existing | 1. Downtown Core | 6. Parkview Campus |
| F St Gap Closure | 2. Transit Neighborhood | 7. Downtown Neighborhoods |
| F St Destinations | 3. Transit Center | 8. North Gateway |
| Carousel Mall Site | 4. Rialside | 9. Freeway Commercial |
| | 5. County Center | |

F Street Prototype I

(Carousel Mall Site)

F Street Prototype I is focused on the median, which has angled parking spaces and a temporary event space and provides room for street trees. The median provides generous parking to serve future commercial and retail establishments. When closed, the median can be used to host special events, such as farmers markets or festivals.



Precedent Images: Lancaster Blvd

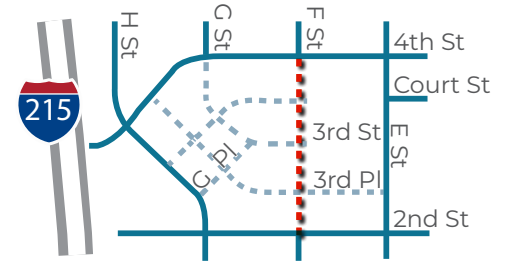
F Street Prototype II

(Carousel Mall Site)

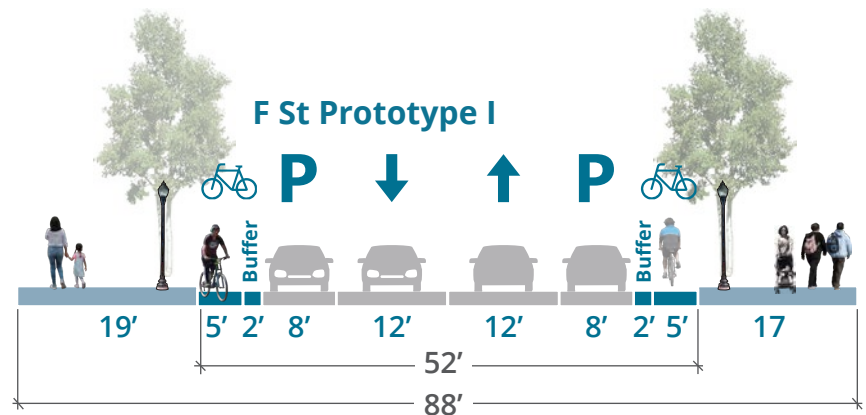
Overview

F Street Prototype II aligns with the proposed F Street roadway configuration in the rest of the Downtown area. Prototype I suggests a continuous buffered bike lane, emphasizing the street as a bicycle corridor.

Key Map



Precedent Image



F Street Prototype III

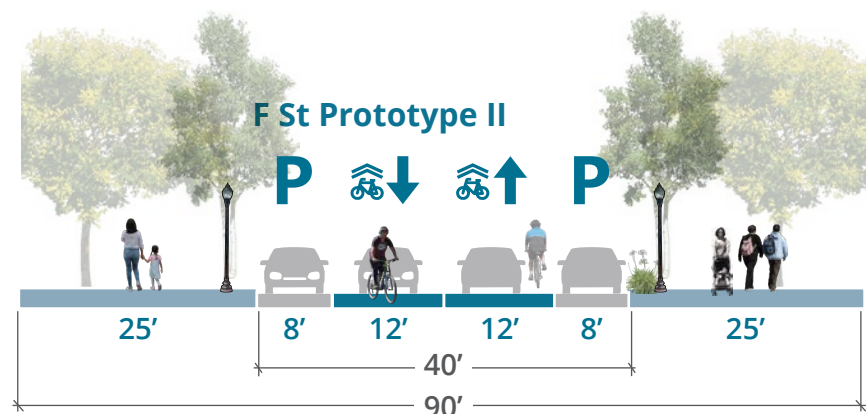
(Carousel Mall Site)

Overview

F Street Prototype III proposes generous 25-foot-wide sidewalks with a double row of street trees. This concept supports a comfortable pedestrian environment and complements future mixed-use commercial uses along this section of F Street.



Precedent Image



8.6 Street Tree Program

The intent of the Street Tree Program is to create a public-private partnership to establish a cohesive landscape fabric in the Downtown area. This is a critical element of the implementation of the Specific Plan and will bring a host of environmental benefits—cool the ambient air temperature, provide shade for pedestrians, and filter particulate matter from the air.

The public streetscape realm along the streets is defined as the area between the curb face and the façade of adjacent buildings. It includes public lands within the street profile as well as the setback area of adjacent development. It also includes any median in the public street.

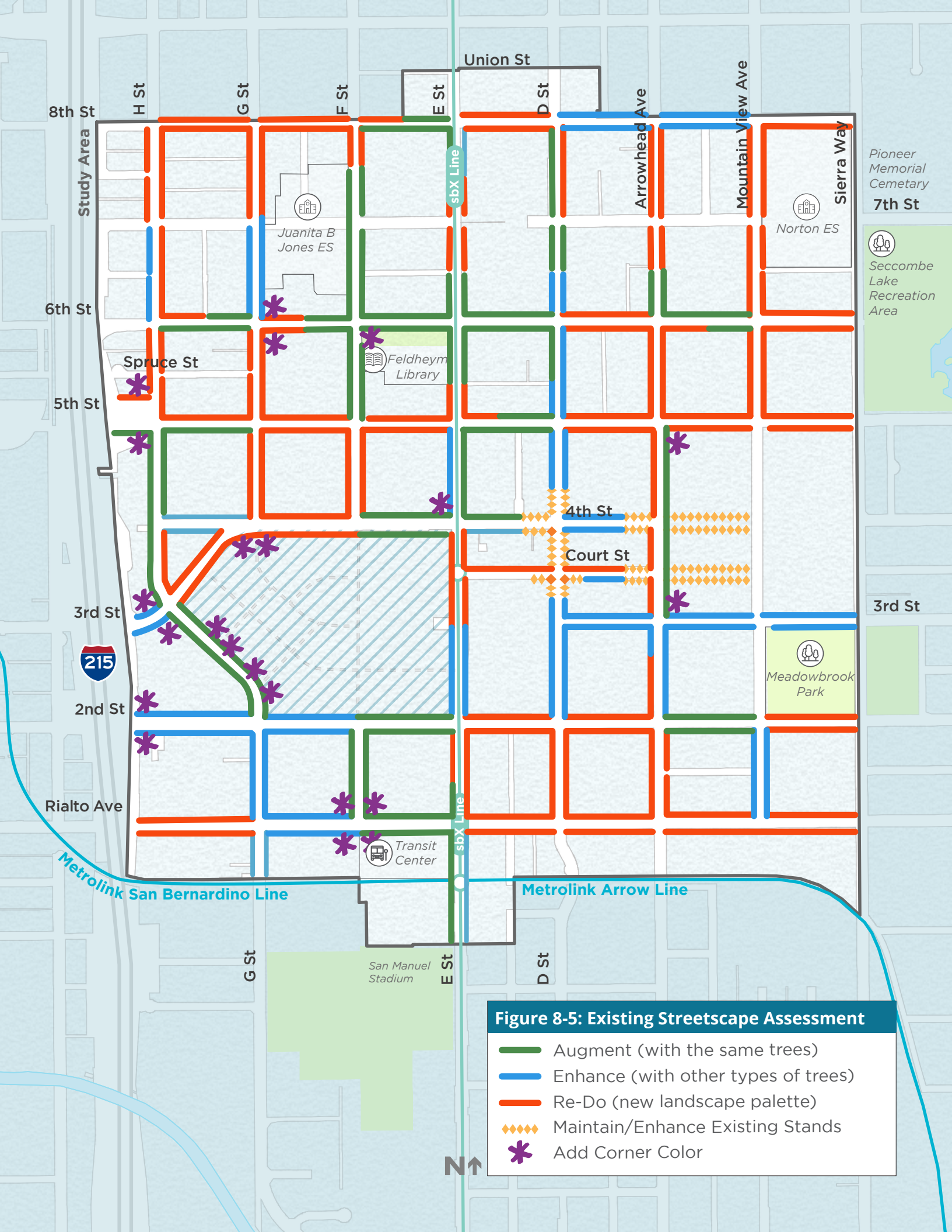
Urban greening of the downtown area will be an ongoing effort of enhancing existing mature landscaping, adding new public street trees as roads are improved, and landscaping areas associated with private project development and improvements. The standards, installation, and maintenance of these areas is spelled out in the City of San Bernardino Urban Forestry Plan and may be augmented with detailed specifications and landscape plans issued by the San Bernardino Parks and Street departments.

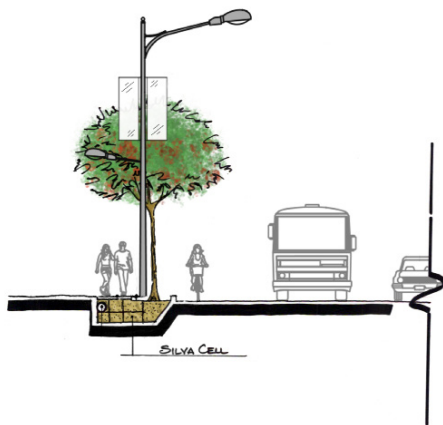
Existing Streetscape Conditions

It is imperative to understand the existing landscape pattern and condition of the Downtown area to build a streetscape action plan. An assessment of the location, type, and health of existing street trees was conducted on all the public streets in the Specific Plan area. Heritage trees and groves were identified, as well as street trees planted on private property that provide shade over the sidewalk. This analysis resulted in Figure 8-5, Existing Streetscape Assessment Map. This exhibit identifies where healthy street trees exist and need to be augmented; where there are very few if any street trees and a new palette is needed; or where the addition of color or shade should be added.

Streetscape Function

Organization of landscapes within the street right-of-way can help support the function of the public street, including traffic flow, speed, district identity, and perception of distance. Figure 8-2, Roadway Mode Priority, establishes the different functions of streets within the Specific Plan.





Silva Cells support tree growth and provide on-site stormwater management in urban environments.

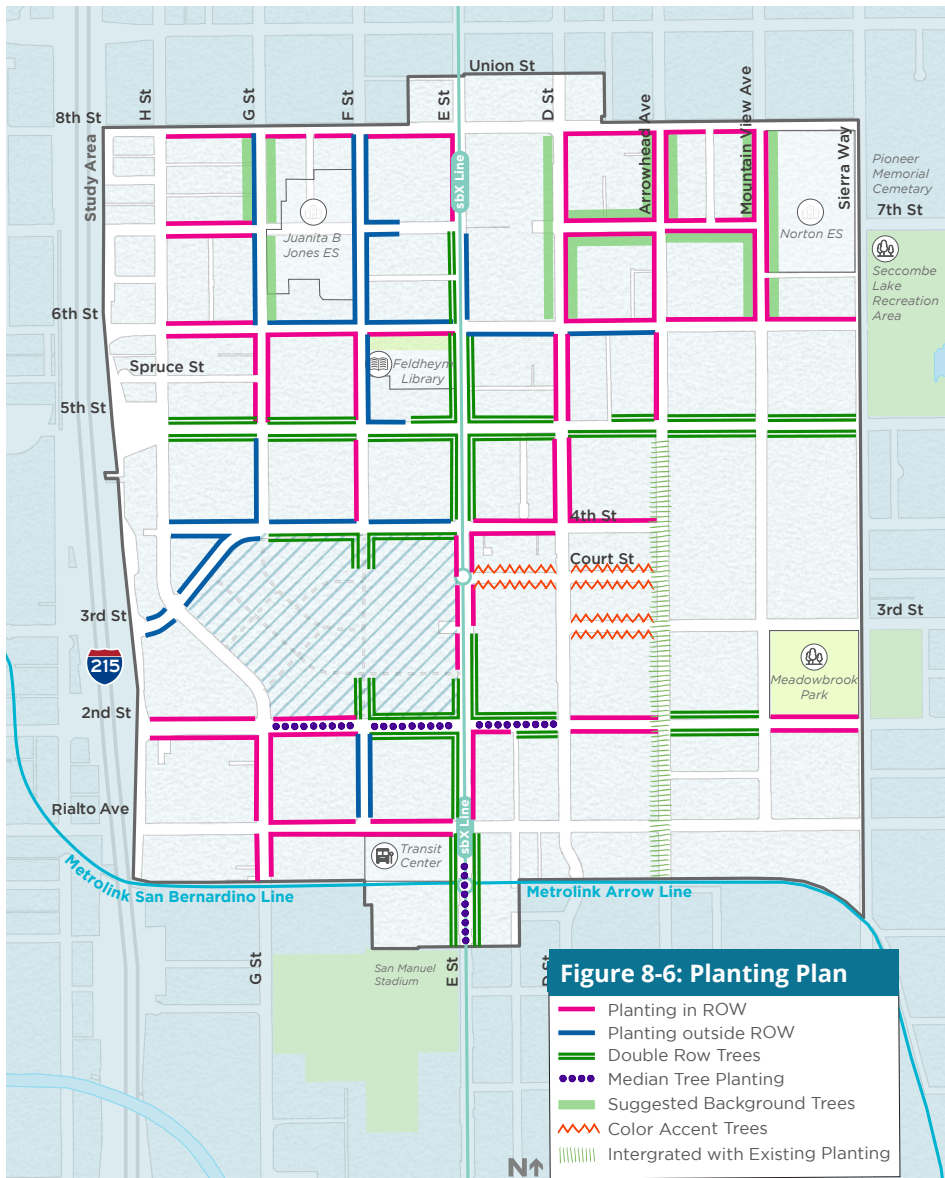
Automobile Priority Streets, including 2nd Street, 5th Street, Arrowhead, and G Street, should have streetscapes that are consistent in structure and should include upright material both in the median (where applicable), parkways or tree wells adjacent to the sidewalk, with the continuation of upright material into the adjacent landscape setback areas. Destination points along the street should be celebrated with the use of color trees and articulated ground covers. Information banners and signing should be displayed at points of entry into commercial neighborhoods along the street frontage.

Pedestrian and Bicycle Priority Streets, including Mountain View, F Street, 4th Street, 6th Street, and 8th Street, are neighborhood connectors, intended to slow traffic flow and respect their residential and commercial destinations. Generally, these streets do not have a raised median, and the streetscape is in the parkway and/or in building setbacks on private property. The intent of the landscape in these neighborhood connectors is to mass-plant material to create street and sidewalk shade. A varietal mix of medium to tall trees and shrubs creates a variety of visual experiences. Heritage trees in these corridors are to be protected and integrated into the landscape pattern, where feasible.

Neighborhood Streets, including D Street, H Street, G Street, and 7th Street, currently have minimal landscapes. These streets provide an opportunity to develop signature streetscapes that respect the history of the community or character of the neighborhood. It is important that these streets have both a parkway to plant a signature street and setback trees to provide a rhythm of shadow in the community.

Existing Tree Stands in the County Governmental Center along Court Street and 3rd Street are examples of existing special streetscapes that are anomalies in the visual character of the community. These areas should be identified and protected where possible.

The Downtown Core District is a pedestrian-oriented urban district that requires special streetscape treatment. The streets should have tree wells with Silva Cells provided on a 30-foot interval and planted with color trees that can provide shade and a vertical landscape pattern that complements the architecture. Silva Cells may be needed on other streets where the space for trees is 3 feet or less.



Street Tree Recommendations

The Public Works Department maintains a street tree palette that is used to determine street tree plantings throughout the city. For the Downtown Specific Plan, this street tree palette was supplemented with several new trees that provide color and shade. Based on this new street tree palette, a planting plan for each of the Specific Plan streets has been prepared (see Table 8-1, Street Tree Planting Chart).

The street trees are illustrated after the table to show how their size, shape, and color will bring beauty and shade to the streets. Tree coloring represents the actual color of mature trees.

Irrigation

The street tree program for Downtown will require a regular watering program. Where there is a landscape setback adjacent to the sidewalk on private property, the irrigation of the landscaping will most likely be sufficient to sustain the street trees. However, the best and most sustainable alternative is the use of reclaimed water for irrigation, which should be installed when the street trees are installed.

Table 8-1: Street Tree Planting Chart

Streets	Existing Trees	Crape Myrtle	Eastern Redbud	Golden Rain Tree	Ornamental Pear	Acer Paxii	Australian Willow	Bottle Tree	Brisbane Box	Pink Trumpet	Purple Orchid Tree	Raywood Ash	Sawtooth Zelkova	Carrotwood Tree	Chinese Flame Tree	Delavay Magnolia	Flame Tree	Holly Oak	Marona Arbutus	Mimosa Tree	Interior Live Oak	Jacaranda	London Plane Tree	Southern Live Oak	Camphor Tree
Streets S-N																									
Rialto																									
215-E	Ficus											P	S									B	B		
E-Sierra	None											P	S									B			
2nd																									
215-F	Sycamore	M									B												P		
F-D	Sycamore	M									B												P2		
D-Sierra	Cassia																						P2		
3rd																									
D-Arrowhead		S									P														
Court																									
E-Arrowhead	Cassia										P											B	S		
Arrow-Sierra	Existing Landscape																								
4th																									
215-E	Camphor Tree																					B	P		
E- Arrowhead	Cassia									P	S											B			
5TH																									
H-Sierria	Podocarpus																	P2					S2		
6th																									
H-Sierra	Elm											S						P							S
8th																									
H-Sierra	Oak				S													P							

NOTE:

P Primary Tree
 S Secondary Tree
 SB Setback Tree

B Background Tree
 M Median Tree
 E Enhance Existing Landscape

2 Double Row

Table 8-1: Street Tree Planting Chart

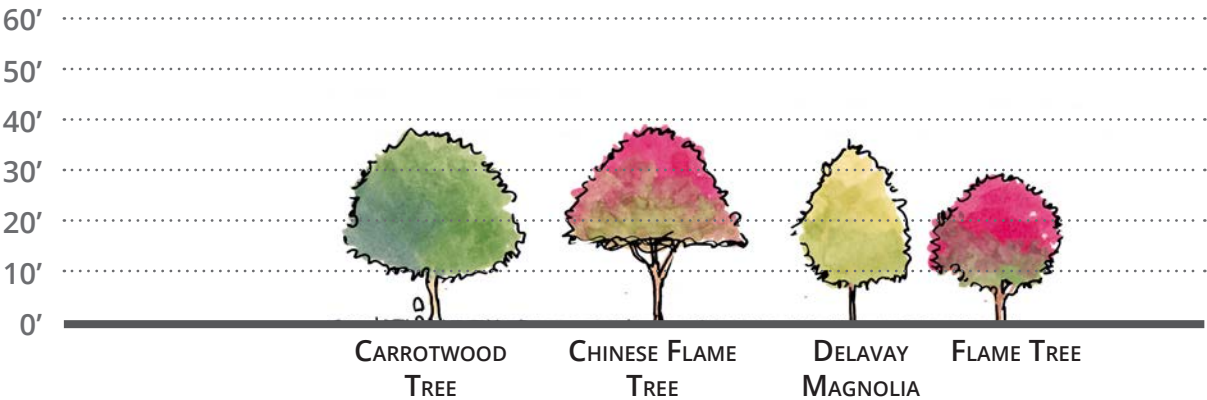
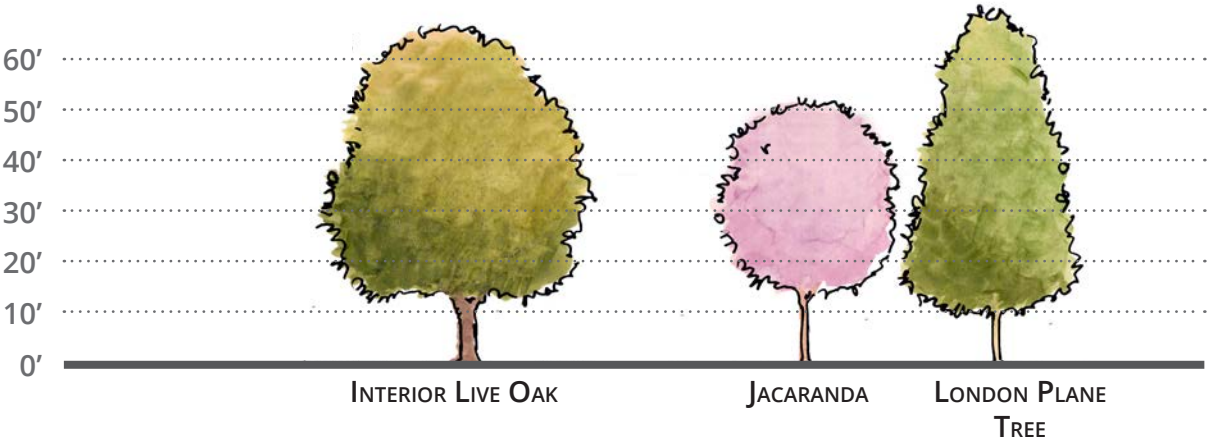
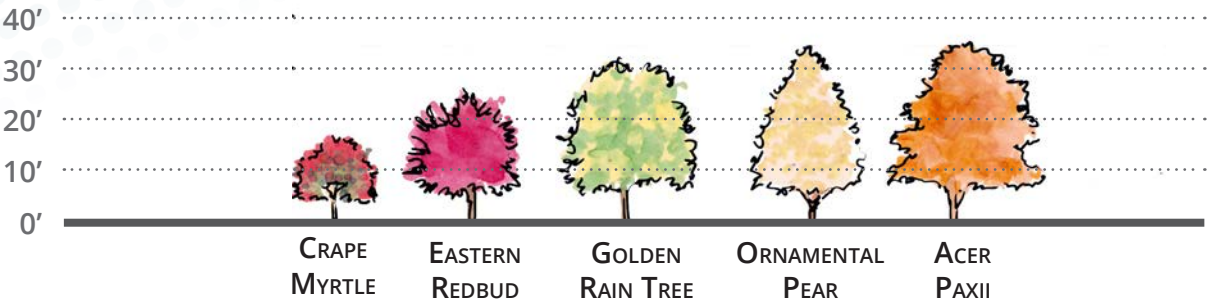
Streets	Existing Trees	Crape Myrtle	Eastern Redbud	Golden Rain Tree	Ornamental Pear	Acer Paxii	Australian Willow	Bottle Tree	Brisbane Box	Pink Trumpet	Purple Orchid Tree	Raywood Ash	Sawtooth Zelkova	Carrotwood Tree	Chinese Flame Tree	Delavay Magnolia	Flame Tree	Holly Oak	Marona Arbutus	Mimosa Tree	Interior Live Oak	Jacaranda	London Plane Tree	Southern Live Oak	Camphor Tree
STREETS W-E																									
G St																									
Rialto- 2nd	None												S										P		
2nd-4th	Sycamore												S										P		
4th -6th	Sycamore												S										P		
6th-8th	OAK												S					P							
H St																									
4th-5th	Pine-Trumpet										S													P	
5th-8th	Elm																							P	
F St																									
Rialto-2nd	Ficus																							P	
4th-5th	Pine																							P	
5th-8th	Elm																							P	
E St																									
Transit Cnt	Ash	P									P						S								
Rialto-2nd	Craype Myrtle	P									P						S								
2nd-4th	Pine										P						S								
4th-6	Misquitz										P						S								
6th-8th	Carrotwood													P									S		
D St																									
Rialto -2nd	Jacaranda														S								P		
2nd-5th	Jacaranda														S								P		
5th-8th	Jacaranda																								
Arrowhead																									
Metro-2nd															S								P		
2nd-5th	Existing landscape													P											
5th-8th	Carrotwood													P											
Mt. View																									
Rialto-2nd	Existing landscape	P									P									S					
2nd-8th	Existing landscape	P									P									S					

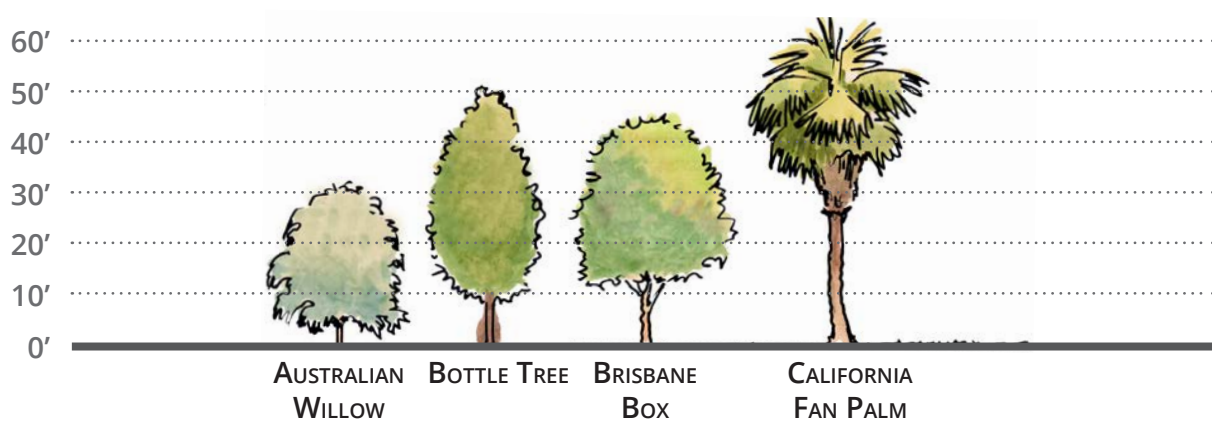
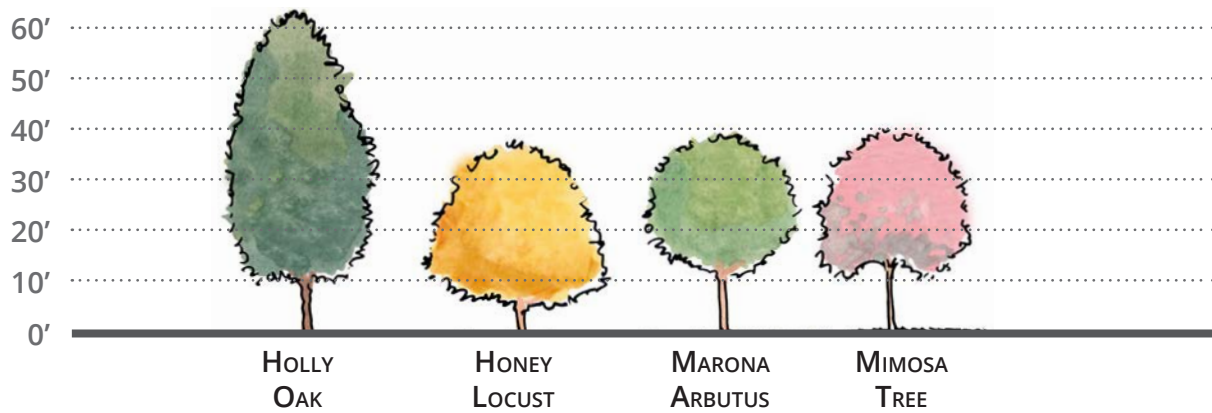
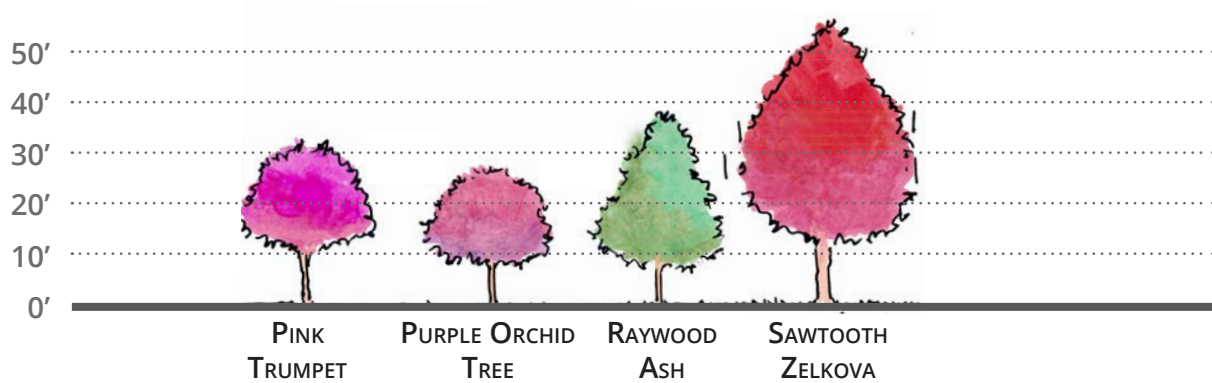
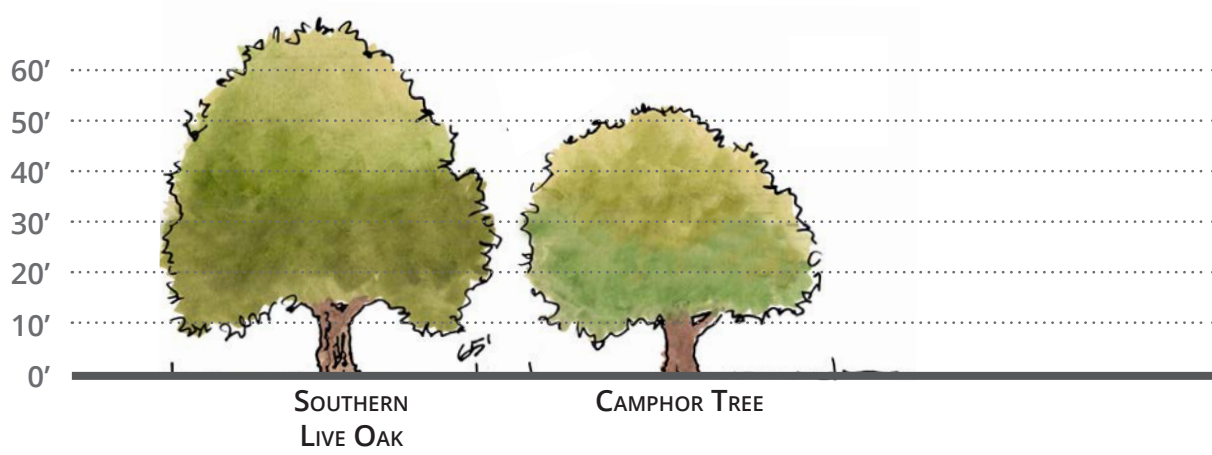
NOTE: P Primary Tree
S Secondary Tree
SB Setback Tree

B Background Tree
M Median Tree
E Enhance Existing Landscape

2 Double Row

Figure 8-7: Street Tree Size Guide





8.7 Infrastructure

This section provides an overview of the existing public utilities that service the Downtown, including localized drainage and flood control, wastewater/sewage treatment, and water supply and distribution. It also discusses the impact of future land use development on these systems as the Specific Plan is implemented.

Hydrology and Water Quality

The Downtown Specific Plan is a part of the Upper Santa Ana River Watershed and Warm Creek subwatershed, whose water ultimately discharges into the Prado Reservoir. The watershed is regulated by the Santa Ana Regional Water Quality Control Board. The storm drain lines that carry the stormwater runoff from Downtown are under the jurisdictions of both the City and the County.

The city is in the Bunker Hill Basin, a large groundwater basin that is at the top of the Santa Ana River Watershed and receives runoff from the headwaters of the Santa Ana River, Mill Creek, Lytle Creek, and other smaller tributaries. The Bunker Hill Basin extends over 120 square miles across San Bernardino Valley.

The County's Comprehensive Storm Drain Plan No. 7 highlights plans for managing the proper implementation of storm drain and flood control facilities to protect people and property from flooding. San Bernardino County Public Works is mainly responsible for long-range advanced planning, coordination of flood control project development, and funding with other agencies, and the City of San Bernardino Public Works Department implements the plan. As projects come online, the City collects development impact fees for drainage improvements consistent with the plan.

Based on the current storm drain system, there are no major deficiencies, and no major flooding occurs during large storm events. However, as with many older developed areas, larger storm events can result in localized flooding, which can often be improved through the addition of catch basins and inlets to reduce localized street ponding.

Numerous water quality regulations apply to the Downtown Specific Plan and the anticipated new development and redevelopment with the proposed land uses. Within the DTSP,

the Santa Ana Regional Water Quality Control Board Basin Plan provides the relevant information to carry out federal mandates and permits that pertain to water quality.

As a part of the County's MS4 Storm Water Permit, the County is required to update and implement a drainage area management plan and a local implementation plan (LIP). Under the City's LIP, land development policies pertaining to hydromodification and low-impact development are regulated for new developments and significant redevelopment projects. Low-impact development best management practices (BMP) in project planning and design help to preserve a site's predevelopment hydrology by minimizing the loss of natural hydrologic processes such as infiltration, evapotranspiration, and runoff detention.

Drainage impacts from proposed land uses are not anticipated to have any negative impacts on flooding or erosion/siltation. The proposed land uses associated with the buildout of the Specific Plan would result in significant changes, including infill development of vacant lots, changes in impervious surfaces, reduction in large parking lots replaced with mixed-use and parking structures, and increased landscaping throughout the area. The proposed changes will result in changes in peak flow runoff, runoff volumes, and water quality. All runoff the Downtown ultimately discharges into either the Town Creek Channel or Warm Creek Channel, both of which are fully improved and are not susceptible to scour or erosion within the project limits or immediately downstream.

Proposed land use changes in the Specific Plan are not anticipated to have impacts on groundwater supplies, recharge, or sustainable groundwater management. New development and redevelopment may allow for increased recharge of groundwater through the implementation of infiltration BMPs associated with the MS4 permit. Projects in the Specific Plan will not directly pump groundwater from the basin. All water will be provided by the City of San Bernardino Municipal Water Department (SBMWD), and water supply assessments are handled separately in the EIR.

Drainage patterns from proposed conditions will largely mimic drainage patterns from the existing conditions because of the

built-out street network and existing development constraints. Connection points and small private laterals will change with the proposed development, but overall drainage patterns will remain similar. In certain areas, additional catch basins may be required, or storm drains may require upsizing based on the requirements of the Comprehensive Storm Drain Plan # 7.

Sewer

The sewer system throughout the Specific Plan is managed by the SBMWD. All sewer systems in the area eventually lead to the Water Reclamation Plant. Within the DTSP, there are approximately 19 miles (100,560 linear feet) of pipes ranging from 6 inches to 36 inches. Based on the existing land uses, the DTSP generates approximately 0.413 million gallons per day (mgd) of wastewater, which is less than 4 percent of the total flows in the SBMWD service area. See Figure 8-8, Proposed Sewer Plan.

In 2019, the SBMWD updated its sewer master plan to better understand sewer system infrastructure integrity and demands. Wastewater ratios developed from the sewer master plan were used to forecast future wastewater projections. Based on the General Plan land uses, the Year 2060 projection was 37,876 acre-feet per year or 33.81 mgd. This represents an increase of 20.95 mgd or 260 percent over existing conditions.

Several components of the existing sewer infrastructure could benefit from upgrades. Some specific locations may require additional evaluation which includes inspection to determine pipe quality and fixes to small areas of degradation. Additionally, several pipeline segments are near or over capacity.

The SBMWD maintains a capital improvement program to upgrade any deficiencies to the sewer system in the city. There are no major sewer infrastructure projects currently identified in the Specific Plan area, but this would be expected to change as the Downtown Specific Plan area redevelops.

Full implementation of the proposed land uses for Downtown would not significantly impact the hydraulic capacity of the overall sewer system based on the findings of the 2019 Sewer Master Plan. Full implementation has the potential to increase sewer flows by 2.04 mgd within the limits of the Downtown

Specific Plan. This represents a 592 percent increase over existing conditions. These flow estimates are for infrastructure planning purposes only and are considered conservative.

However, when comparing sewer demands for existing General Plan land uses versus Downtown Specific Plan land uses, implementation of the Specific Plan would result in a total sewer demand that is less than the current General Plan land uses. The Specific Plan land uses would result in an increase of 2.04 mgd over existing conditions, which is a 24 percent decrease in sewer demand compared to the full buildout of existing General Plan for the same area.

Water Distribution System and Supply

SBMWD monitors and manages the water distribution system in the Downtown Specific Plan. The area has approximately 22 miles (106,595 linear feet) of water pipes ranging from 6 to 36 inches. See Figure 8-9, Proposed Water Plan.

The San Bernardino Valley Municipal Water District (SBVMWD) provides wholesale water service to SBMWD and serves the Specific Plan area using imported water and groundwater resources. SBVMWD ensures recharge of the Bunker Hill Groundwater Basin using its facilities and sources of surface water, including imported and recycled water.

Based on the existing land uses, Downtown generates 0.564 mgd of water demand; this is less than 2 percent of the total water demand in the SBMWD service area. Under the existing conditions, no major deficiencies are identified for the Downtown Specific Plan, although the evaluation identified that 6-inch water lines or smaller should be replaced with larger water lines as redevelopment occurs in order to meet the increased fire flow demand to satisfy current San Bernardino County Fire Department development requirements.

Water demands associated with full buildout of the Downtown Specific Plan would result in a total demand of 3.33 mgd or an increase of 2.77 mgd over existing conditions. The 2015 Water Master Plan analyzed the full buildout of the City's current General Plan and found that it would result in a total demand of 66.1 mgd or an increase of 28.4 mgd over existing conditions. The full buildout of the existing General Plan for the Downtown

Specific Plan would result in a total water demand of 4.1 mgd or an increase of 3.51 mgd over existing conditions.

When comparing water demands for existing General Plan land use versus Downtown Specific Plan land use, implementation of SPA would result in a total water demand that is less than the current General Plan land uses. The DTSP land uses would result in an increase of 2.77 mgd over existing conditions, which is a 21 percent decrease in water demand compared to the full buildout of the existing General Plan for DTSP. In addition, the 2.77 mgd increase represents approximately 10 percent of the total anticipated increase in water demand when evaluated across the service area.

The City and San Bernardino County Fire Department have policies that require improvements to water infrastructure as part of new development and redevelopment occurs. The City has the discretion to require additional water hydraulic capacity studies associated with new and redevelopments. It currently requires site-specific studies to determine a project's impact throughout the water system. Based on the results of these studies, the City requires development fees to help support infrastructure improvements.

Reclaimed Water System

Currently, SBMWD does not use recycled water within its service area or have any recycled water distribution lines. Wastewater is treated at the San Bernardino Water Reclamation Plant to a secondary treatment level and is then conveyed to the Rapid Infiltration Extraction (RIX) Tertiary Treatment Facility in Colton. This facility is jointly owned by SBMWD and the City of Colton and is operated under contract solely by Colton. RIX further treats the wastewater to a tertiary level. All treated effluent from the facility is discharged to the Santa Ana River. A portion of the discharged water, 16,000 acre-feet per year, is provided by contract to SBVMWD to maintain flows in the Santa Ana River, fulfilling SBVMWD's downstream obligations under the Orange County Judgment. The remainder of the discharged amount is excess water, subject to potential reuse.

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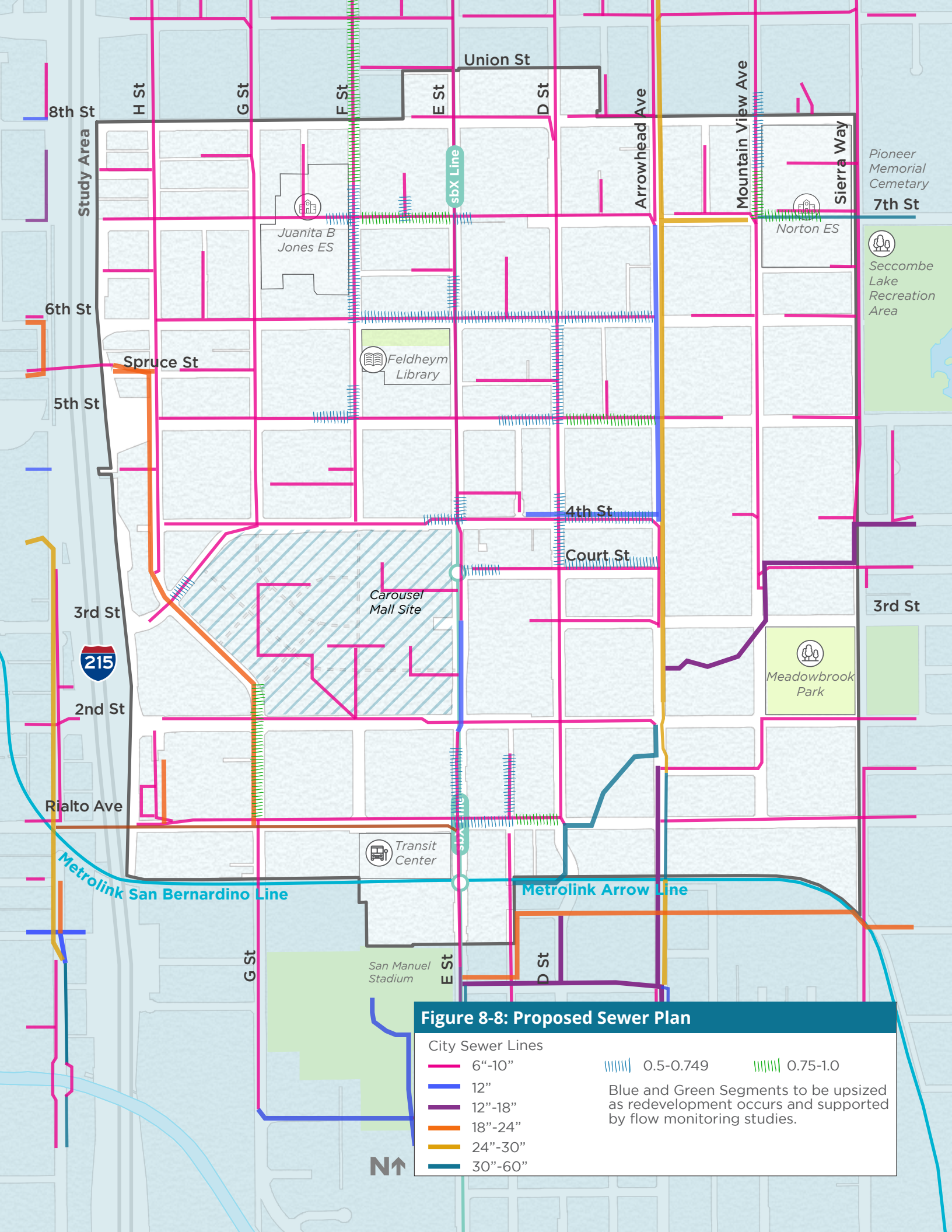


Figure 8-8: Proposed Sewer Plan

City Sewer Lines	0.5-0.749	0.75-1.0
6"-10"		
12"		
12"-18"		
18"-24"		
24"-30"		
30"-60"		

Blue and Green Segments to be upsized as redevelopment occurs and supported by flow monitoring studies.

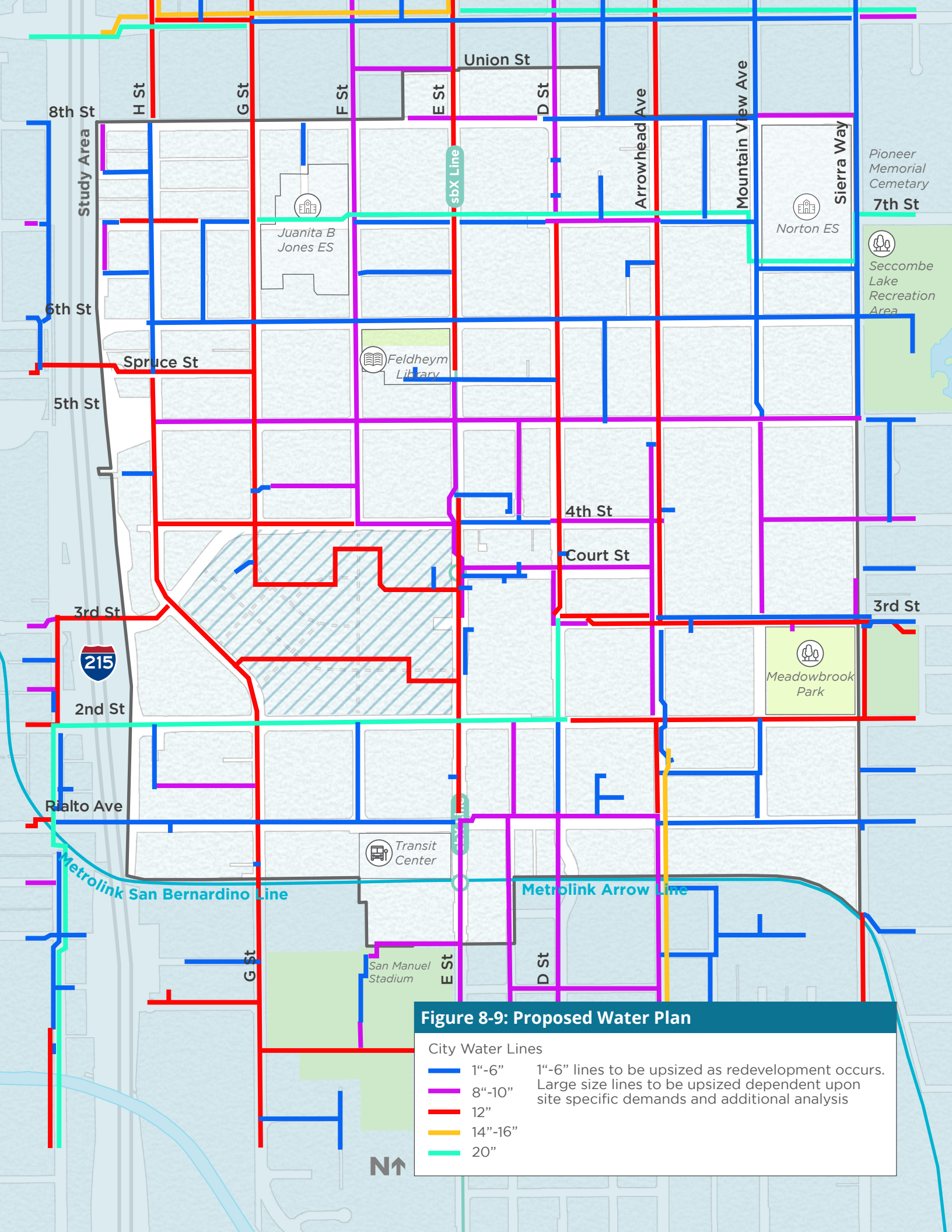


Figure 8-9: Proposed Water Plan

City Water Lines

- 1"-6"
- 8"-10"
- 12"
- 14"-16"
- 20"

1"-6" lines to be upsized as redevelopment occurs.
Large size lines to be upsized dependent upon site specific demands and additional analysis



9

Administration & Implementation

- 9.0 Introduction
- 9.1 Plan Administration
- 9.2 Land Use & Development Review
- 9.3 Specific Plan Amendments
- 9.4 Environmental Review
- 9.5 Subdivisions
- 9.6 Review Authority
- 9.7 Specific Plan Implementation

9.0 Introduction

This Chapter describes the steps and actions to implement and administer the Specific Plan. The administration process described herein provides the mechanisms for the City of San Bernardino to review and approve project applications within the Specific Plan area. The implementation section addresses the phasing, funding, and financing mechanisms that guide public and private improvements/new development over time.

9.1 Administration

9.1.1 Applicability

The Downtown Specific Plan was prepared in conformity with Government Code Section 65450, et seq., the City of San Bernardino General Plan, the City of San Bernardino Municipal Code (SBMC), and adopted by Ordinance.

The Downtown Specific Plan serves as the implementation tool for the zoning for the Specific Plan area. The Specific Plan addresses general provisions, permitted uses, development and design standards, mobility improvements, and community design guidelines. Proposed development plans, tentative tract or parcel maps, and any other development approval, pertaining to land or property governed by this Specific Plan, must be consistent with the Downtown Specific Plan. The Specific Plan supersedes the otherwise applicable City of San Bernardino Municipal Code, and zoning code and regulations unless otherwise stated herein. Whenever the provisions and development standards herein conflict with the San Bernardino Municipal or Zoning codes, the provisions of the Downtown Specific Plan shall take precedence. Where the Specific Plan is silent, the SBMC shall apply, using the context and objectives of the Specific Plan as a guide.

9.1.2 Responsibility and Enforcement

The City of San Bernardino Community Development and Housing Department, its Director, or his or her designee, shall be responsible for administering the Downtown Specific Plan in accordance with the provisions of this document, all governing and applicable State and federal laws, the City of San Bernardino's General Plan, and the SBMC.

9.1.3 Severability

If any portion of this Specific Plan and its regulations are declared invalid or ineffective in whole or in part by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

9.1.4 Interpretation

The Director or his/her designee shall have the authority to interpret Specific Plan requirements if ambiguity occurs about the meaning or appropriate application of provisions within the Specific Plan. In so doing, the Director or his/her designee shall consider the following:

- A. Continuity and consistency with previous interpretations of this Specific Plan;
- B. The interpretation responds satisfactorily to the Specific Plan vision, intent, and purpose; and
- C. The resultant project is consistent with the San Bernardino General Plan

The Director may, at the Director's discretion, refer the request for an interpretation to the Planning Commission as a scheduled matter not requiring public hearing, and the findings and interpretations of the Planning Commission shall be set forth in the recorded minutes. Thereafter, such interpretations shall govern. The Director shall maintain a permanent record of all interpretations of this Specific Plan.

The interpretations remain the final determination of the Director but may be appealed to the Planning Commission.

9.1.5 Land Use and Definitions.

In the event that a specific use or type of use is not listed, the Director shall have the authority to determine, based on the standards and considerations set forth below, whether the use is permitted, permitted subject to a conditional use permit, permitted as a temporary use, or prohibited.

For purposes of arriving at determinations for classifying any use of land, the degree of compatibility of any such use of land to any other land use shall be fully evaluated. Insofar as technical evidence and scientific means of measurement are available, such evidence and measurement shall be considered in determining the form and intensity of performance standards typically associated with any identifiable type of land use. The term “performance standards” as employed herein means and refers to such conditions, effects or results which flow from the maintenance or operation of any primary use, including but not limited to:

- A. The flow of sound measured in decibels;
- B. Ambient level of sound;
- C. Vibrations above and below the auditory range;
- D. Odors, fumes, smoke or other emissions, whether toxic or nontoxic;
- E. Incidence of hazard, including explosion or contamination;
- F. The identification and classification in terms of chemical composition of the emissions generated from any type of land use, whether industrial, commercial or domestic;
- G. The traffic-generating capacity, both in terms of freight and passengers, the volume of either or both, and the time or times of daily cycle that represent peak flow or minimum flow;
- H. The consuming capacity of and need for electrical energy, natural gas, oil and fuel, water, sewage disposal and transportation facilities, including highway, rail, and air.

The Director shall also consider whether the proposed use is similar to a listed use and should, on that basis, be permitted, permitted conditionally, or permitted as a temporary use. The Director, after review of the application, shall make their determination in writing, including setting forth the findings above in Section 9.1.4. The Director shall maintain a permanent record of such decisions.

9.2 Land Use And Development Review

An application for permits, permit modification, amendments, and other matters pertaining to the provisions of this Specific Plan shall be filed with the Department on a City application form, in accordance with the requirements of Chapter 19.32 of the SBMC and the fees as established by the Council. Nothing in the review processes described below would preclude concurrent processing of Building Permits.

9.2.1 Director's Determination – Administrative Approval

Except as provided herein, no building permit or use of land permit shall be issued for any Project in whole or in part within the Specific Plan area unless the Director of Community Development and Housing (Director) has issued an administrative approval under the procedures outlined in this Section. In issuing an administrative approval, the Director's review shall determine whether the use and development proposed are consistent with the requirements of the Specific Plan (Chapter 7) and other applicable regulations. The Director, or their designee, shall approve the application for a project that is consistent with the Downtown Specific Plan's land uses, development standards, and requirements.

Approvals for development within the Specific Plan area shall be an administrative decision with no hearing required, unless the development also requires a discretionary approval, such as a conditional use permit, variance, or Specific Plan amendment.

9.2.2 Minor Modifications

This Specific Plan includes a minor modification process to grant minor relief from development standards (regulations). The Director or their designee shall have the authority to approve minor modifications to a development application as defined herein. Minor modifications may include:

- Adjustments to development regulations by no more than 10 percent.
- Adjustments to allowable projections and encroachments if consistent with the Uniform Building Code.
- Modifications necessary to comply with final Conditions of Approval or mitigation measures when adopted under subsequent action.
- Addition of information to the Specific Plan (text or map changes) for purposes of clarification provided that the additions do not change the intent of the plan or regulations.
- Adjustments to the alignment, location, and sizing of utilities and facilities, or a change in utility and/or service provider,

as approved by the City's Engineering or Public Works Department.

- Final adjustments to the Circulation Plan, including roadway alignment, sizing, traffic control techniques, and access locations, as approved by the City's Engineering or Public Works Department.

In approving a minor modification, the Director and/or designee must make at least one of the following findings:

- The minor modification is consistent with the purposes and intent of the Specific Plan.
- The minor modification is consistent with the purposes and intent of the General Plan.
- The minor modification will not be detrimental to the public health, safety, and welfare of the existing or future development in the surrounding area.
- The minor modification is necessary for safety reasons or to comply with other applicable codes, laws, ordinances, or regulations.

Within 30 days of receipt of a complete application, the Director shall either grant the requested Minor Modification or indicate reasons for non-approval. The specified 30-day period may be extended by written mutual consent of the Director and the Applicant. The Director shall set forth specific reasons for any denial of an application for Minor Modification in a determination letter. Following any denial determination, the Applicant may file a new application for a revised project that addresses the reasons for denial. The determination of the Director may be appealed to the Planning Commission within fifteen (15) calendar days of the Director's determination.

9.2.3 Projects Crossing Zone Districts

- A. Within the Downtown Specific Plan boundaries: Individual development proposals within the Specific Plan boundaries that incorporate at least two parcels with different DSP zoning districts shall utilize the more permissive height and setback standards for the entire development proposal. The total density of the proposal shall not exceed the combined density as established by the individual parcels when calculated individually, however this total density may be distributed across the entire proposal site, regardless of the density restrictions of individual parcels.
- B. Projects Crossing Alleys within the Downtown Specific Plan: Individual development proposals within the Specific Plan may be joined over or under a public alley, subject to an encroachment permit from the City Engineer.

- C. Crossing the Downtown Specific Plan boundaries: Individual development proposals that include more than one parcel outside of the Specific Plan boundary shall be required to process a Specific Plan amendment to incorporate the non-Specific Plan parcel into the Specific Plan, or; shall be processed as separate applications, one within the Specific Plan and one outside of the Specific Plan subject to the Zoning Map and Municipal Code.

9.3 Specific Plan Amendments

Any deviation or relief from the requirements of the Specific Plan that cannot be accommodated by a Modification to the Specific Plan according to Sections 9.2.2 and/or 9.2.3 above shall require a Specific Plan Amendment. Examples that would require a Specific Plan Amendment include the following:

- A. An increase or decrease in quantitative Specific Plan Development Standards by more than ten (10) percent;
- B. A change in Specific Plan boundary;
- C. An increase in maximum Specific Plan build-out, per the Development Standards Chapter of this Specific Plan; and
- D. A change in use not allowed in the Specific Plan that was determined not to be consistent with Section 6.1 Permitted Uses of this Specific Plan.

Any amendment to the Specific Plan shall be processed in the same manner as outlined in Chapter 19.64 of the SBMC. Before the Planning Commission makes its recommendation for a Specific Plan Amendment, it shall make the following findings:

- The change proposed is consistent with the objectives, policies, general land uses, and programs specified in the General Plan; and
- Its adoption will conform with public convenience, general welfare, and good zoning practice.

Note: The following does not trigger a Specific Plan Amendment:

- Revisions to Chapter or Section numbers in the SBMC that are referenced in this specific plan do not constitute a Specific Plan Amendment.
- Revisions, additions, or deletions to definitions that are included in this specific plan in order to ensure consistency with the SBMC do not constitute a Specific Plan Amendment.

9.4 Environmental Review

The 2050 General Plan Environmental Impact Report (EIR) describes the potential environmental impacts associated with the adoption and full buildout of the Downtown Specific Plan (Specific Plan). The EIR also identifies required mitigation measures to reduce significant environmental effects. All development shall comply with the approved Mitigation Monitoring Reporting Program (MMRP) for the EIR.

It is anticipated that the proposed development approved pursuant to the Administrative Approval, Minor Modification, or Major Modification processes will be within the scope of the EIR and will not require further CEQA review. In the event that the proposed development includes elements, that were not within the scope of the EIR, additional documentation and/or findings shall be required in accordance with the California Environmental Quality Act.

9.5 Subdivisions

Submittal requirements for subdivisions within the Downtown San Bernardino Specific Plan shall be those set forth in the Subdivision Map Act of the State of California and Chapter 19.66 of the Municipal Code.

9.6 Review Authority

Table 9-1 below summarizes the review authority for each type of approval that will or may be required after the Specific Plan is approved.

Table 9-1: Review Authority	
Reviewing Body	Approval Type
Director, Community Development and Housing, or Designee	• Specific Plan Interpretations • Administrative Approval • Minor Modifications • Master Sign Program and Sign Permits • Art Program • Land Use Certificate (if applicable)
Planning Commission	• Conditional Use Permit • Tentative Tract Map(s) • Variance • Appeal of Director Approval/Denial • Environmental Certification
City Council	• Specific Plan Adoption/Amendment • Environmental Certification • Development Agreement Adoption/Amendment • Appeal of Planning Commission Action

9.7 Specific Plan Implementation

The Specific Plan area is expected to undergo sizable growth in housing, employment, commercial retail, entertainment, and other supporting uses that befit an active downtown environment. There are a number of implementation and financing strategies that could or will be applied – both public and private - in order to realize the vision and potential of the downtown area. These resources and action items are described below.

9.7.1 Phasing

Phasing of new development or adaptive reuse of existing buildings will occur over time in response to market demand and the availability of financing. In addition, new development or adaptive reuse will occur provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the project, or as needed for public health and safety.

9.7.2 Private Sector Financing

New development in the downtown area, including the Carousel Mall property, will largely be financed by private sector developers. This will include roads, the extension of water, sewer, and storm water infrastructure, building construction, grading, and other site improvements and amenities. Other privately owned vacant parcels within the downtown area will be similarly developed with private financing. Improvements and adaptive reuse of existing buildings that are privately owned will also be largely financed by the building owners or developers. The private sector has the widest access to capital to fund new investment in the Downtown, provided that potential investors see opportunities for reasonable returns on investment without undue risk and uncertainty. Other sources of funding, including grants by the State or Federal Government, can leverage and supplement private investment by supporting reasonable returns on investment and reducing uncertainty and risk. In addition, a local jurisdiction can pursue public financing mechanisms to assist with the costs of certain kinds of public infrastructure improvements to help incentivize economic development within an area. These sources of public financing mechanisms are described below.

9.7.3 Enhanced Infrastructure Financing District

The Enhanced Infrastructure Financing District (EIFD) is a funding mechanism designed to finance a wide array of infrastructure projects with “communitywide significance,” from parks and brownfield remediation to transit improvements and affordable housing.

An EIFD can be created by a city, county, or joint powers authority to fund specific infrastructure and economic development projects as outlined in a financing plan. An EIFD is established with a set boundary, which may include the plan area or a portion thereof, a larger part of the city, or more than one separate area within the city. An EIFD’s financing plan may include tax increment financing, in which the EIFD can collect the property tax revenue from increases in property values associated with new development. An EIFD can collect the tax revenue that would otherwise have gone to the city’s general fund and revenue from any other taxing entity (such as the county general fund, flood control, etc.) but not school districts. The tax increment revenue can be used to secure bond funding for EIFD improvements, which may facilitate the new development generate the revenue. EIFDs can also leverage other funding streams, such as assessment revenues, fees, and state and federal grants.

The City is currently studying the feasibility of an EIFD for the downtown area.

9.7.4 Business Improvement District

A Business Improvement District (BID) can be established for the plan area, or a portion thereof, assessing property or business owners to fund maintenance, marketing and promotion, parking, special events and other activities, including additional public services or improvements. Once established, property owners or business owners pay an additional annual assessment proportional to the benefits received. If such a district were to be formed in the downtown area, funding could be applied toward enhanced services, such as garbage collection, street-cleaning, graffiti abatement, security, and public facilities, such as streetscape, parking and pedestrian improvements.

A BID must be initiated and approved by property (or business) owners in the proposed district boundary. The City would need to undertake extensive outreach to identify actionable needs and explain potential benefits before moving forward with formation. A BID, especially a property-based BID, is a very effective tool to generate revenue to fund facilities and services that enhance the appeal and livability of a downtown but cannot be used for long-term financing of major infrastructure.

9.7.5 Landscape and Lighting District

A Landscape and Lighting Assessment District (LLAD) is a type of special assessment district that could be established in the downtown area to fund new street and pedestrian lights, landscaping, parkways, medians, and other amenities. Creating a LLAD requires approval of a majority of property owners in the proposed district. Once established, property owners pay an additional annual assessment proportionate to the benefits received. Although more limited in the type of facilities and services they can fund, LLADs are more flexible than BIDs because they can issue long-term bonds, secured by the district assessment, to finance facilities.

9.7.6 Development Impact Fees

Development impact fees are a potential funding source for affordable housing, parks, recreational open space, and infrastructure upgrades. These fees, paid by new residential and commercial development projects, may only be used to pay for improvements necessitated by the new development and only in an amount proportionate to new development's share of the benefit. The fees can be combined with other funding sources to pay for an improvement that serves both new and existing residents or businesses. A nexus study—which calculates the new increment of development, estimates the portion of an improvement project attributable to that increment of growth, and allocates the fee among the new development projects by land use—is required by state law for implementation. Cities can, and usually do, have more than one impact fee, with each fee dedicated to an individual category of improvements, such as roads, water, sewer, parks, affordable housing, etc. One or more new fees for the plan area would have to be clearly distinct from improvements funded through existing fees that are applicable in the plan area.



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