

**ADDENDUM  
TO THE:**

**SAN BERNARDINO  
GENERAL PLAN  
UPDATE AND  
ASSOCIATED  
SPECIFIC PLANS  
ENVIRONMENTAL  
IMPACT REPORT**

**SCH NO. 2004111132**



*prepared for:*

**CITY OF SAN  
BERNARDINO**

Contact:  
Margo Wheeler  
Community Development  
Director

*prepared by:*

**THE PLANNING  
CENTER**

Contact:  
Jorge Estrada  
Associate Planner

**JANUARY 2012**



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# 1. *Introduction*

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## **1.1 PURPOSE AND SCOPE**

This document is an Addendum to the previously certified City of San Bernardino General Plan Update and Associated Specific Plans Environmental Impact Report (SBGPU EIR) (State Clearinghouse No. 2004111132 and Mayor and Common Council Resolution No. 2005-362). It serves as the environmental review for the proposed Transit Overlay District (TD) zoning designation and associated development standards and design guidelines for areas surrounding the cities transit stations. The TD and its regulations are proposed in order to implement the City's General Plan policies promoting transit-oriented development within San Bernardino and apply to 13 individual transit stations along the San Bernardino bus rapid transit (sbX BRT) corridor. The corridor spans approximately 15 miles between Loma Linda to the south and northern San Bernardino (Palm Street/Kendall Drive) to the north.

This Addendum has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State CEQA Guidelines. Pursuant to CEQA and the State CEQA Guidelines, the City of San Bernardino (City) is the Lead Agency charged with the responsibility of deciding whether or not to approve the requested action. As part of the decision-making process, the City is required to review and consider the potential environmental effects that could result from implementation of the proposed project.

## **1.2 PURPOSE OF AN ADDENDUM**

### **1.2.1 CEQA Requirements**

Pursuant to CEQA, the State CEQA Guidelines and the City's CEQA Guidelines, the City's review of the proposed project focuses on project modifications that could change the conclusions of the SBGPU EIR, and also any change in circumstances or new information of substantial importance that would substantially change the conclusions of the SBGPU EIR.

Pursuant to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or



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- New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:
  - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
  - B. Significant effects previously examined will be substantially more severe than identified in the previous EIR.
  - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
  - D. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Preparation of an Addendum to an EIR is appropriate when none of the conditions specified in Section 15162 (above) are present, and where some minor technical changes to the previously certified EIR are necessary.

After careful consideration of the potential environmental impacts of the proposed project, the City of San Bernardino has determined that none of the conditions requiring preparation of a subsequent or supplement to an EIR have occurred and that an Addendum to the previously certified SBGPU EIR is the appropriate environmental clearance for the proposed project. This Addendum reviews the changes proposed by the project and any changes to the existing conditions that have occurred since the SBGPU EIR was certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time the SBGPU EIR was certified. It further examines whether, as a result of any changes or any new information, a subsequent EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines and their applicability to the proposed project.

This Addendum relies on use of the attached Environmental Analysis, which addresses environmental checklist issues section by section. It also includes analysis of certain impacts that were not analyzed in the SBGPU EIR. The additional analyses are appropriate for inclusion in the Addendum due to updates in the CEQA Guidelines, but none resulted in new or increased impacts that would require preparation of a subsequent EIR pursuant to Section 15162 of the Guidelines.

The City of San Bernardino Environmental Checklist Form has been completed by the City and included in Section 4. The checklist includes findings as to the environmental effects of the proposed project in comparison with the findings of the SBGPU EIR.

## **1.3 PREVIOUS ENVIRONMENTAL DOCUMENTATION**

This Addendum relies on the environmental analysis in the SBGPU EIR, which was prepared to address the environmental impacts associated with the General Plan Update and related actions including the University District Specific Plan and the Arrowhead Springs Specific Plan. The public review period for the SBGPU EIR was from July 25, 2005 to September 8, 2005. The San Bernardino City Council certified the SBGPU EIR on November 5, 2005, and adopted the General Plan Update and associated General Plan elements and land

use plan. The land use designations denoted on the land use plan and the City’s zoning map are one and the same, as the land use plan was the basis for establishing the zoning designations.

This Addendum incorporates by reference all or portions of the SBGPU EIR and the technical/planning documents that relate to the proposed project or provide additional information concerning the environmental setting of the proposed project. The information disclosed in this Addendum is based on and/or incorporates by reference the following technical/planning documents:

- City of San Bernardino General Plan and Municipal Code
- City of San Bernardino Noise Ordinance (Chapter 8.54, Noise Control, of the City of San Bernardino Municipal Code)
- City of San Bernardino General Plan Update Environmental Impact Report
- sbX E Street Corridor BRT Project Environmental Assessment/Initial Study
- Transit Overlay District Zoning Standards and Guidelines (Appendix A)

These documents are available for review at the City of San Bernardino Community Development Department, 300 North D Street, 3rd Floor, San Bernardino, California 92408.

## 1.4 SCOPE OF SUBSEQUENT ANALYSIS

The discretionary approval subject to CEQA is the approval of proposed changes to the San Bernardino Development Code. Specifically, the project is the proposed Transit Overlay District (TD) zoning designation and associated development standards and design guidelines for areas surrounding the City’s transit stations. The “scope” of the review for project-related impacts for this Addendum is limited to changes between the original project (San Bernardino General Plan Update and Associated Specific Plans), and the requested modifications to the City’s Development Code.

As described in the 2005 General Plan Update, the City of San Bernardino’s Development Code (Title 19 of the San Bernardino Municipal Code) was adopted in May 1991 and has been periodically revised since that time. In particular, the General Plan Land Use Element establishes the primary basis for consistency with the City’s Development Code. The City’s zoning map corresponds with the General Plan land use designations. One or more of the zoning districts established in the City’s Development Code corresponds to each of the General Plan land use designations. Since the General Plan land use designations and zoning under the Development Code are consistent (as substantiated in the Appendix 8, *Zoning Consistency Matrix*, of the General Plan Update), by analyzing the proposed land use designations and allowable land uses, the EIR prepared for the 2005 General Plan Update also analyzed the potential impacts of the Development Code. Moreover, the SBGPU EIR was prepared as a program EIR and it explicitly anticipated that it would be utilized for subsequent activities implementing the goal and policies of the 2005 General Plan Update, including incorporation of “new provisions of the General Plan into the Development Code” (Executive Summary, page 1-4).

The previously certified environmental documentation and related approved mitigation for impacts associated with the SBGPU EIR serve as the “baseline” for the environmental impact analysis for the proposed TD overlay and related development standards and design guidelines. The CEQA project, therefore, is the difference between this baseline and the proposed TD overlay. Section 3, *Project Description*, of this Addendum details the proposed TD overlay and the differences between existing zoning within the transit station areas and the proposed overlay and development standards.



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## 2. Environmental Setting

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### 2.1 PROJECT LOCATION

The project area consists of the areas surrounding 13 bus rapid transit (sbX) stations within the City of San Bernardino, San Bernardino County. The City is located approximately 60 miles east of the City of Los Angeles, at the southern base of the San Bernardino Mountains in the upper Santa Ana River Valley. The City is surrounded by the San Bernardino National Forest to the north, the cities of Highland to the east, Redlands to the southeast, Loma Linda to the South, Colton to the southwest, and Rialto to the west. The 13 bus rapid transit (sbX) station areas are generally located north of Interstate 10 (I-10) and east of I-215. The sbX station areas occur within a 12.8-mile corridor that spans between the northern end of the City to the southern end along Kendall Drive, E Street and Hospitality Lane. Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*, show the location of the project area within the regional and local contexts of San Bernardino County and the City of San Bernardino, respectively. Figures 3 through 15 show the boundaries of the 13 sbX station areas.

### 2.2 ENVIRONMENTAL SETTING

#### 2.2.1 Existing and Surrounding Land Use

The 13 sbX station areas that comprise the project area consist of a variety of existing land uses including residential, commercial, retail, office, medical, civic, and institutional. Some of the sbX station areas also include undeveloped parcels. For planning purposes, the transit stations have been categorized based on neighborhood character, scale, and development patterns surrounding the stations. For reference purposes the stations have been numbered 1-13 from north to south as indicated in Figure 2, *Local Vicinity*. The existing General Plan land use designations within the respective stations areas are depicted in exhibits included in Appendix B. For reference, the land use designations within the transit station areas include those listed below in Table 1, *Existing General Plan Land Use Designations*.



**Table 1**  
**Existing General Plan Land Use Designations**

<b>Designation</b>	<b>Name</b>	<b>Maximum Density (Units per Acre) and Intensity (Floor Area Ratio)</b>	<b>Intended Uses</b>
<b>Residential Designations</b>			
RS	Residential Suburban	4.5 dwelling units per acre (7,200 minimum lot size)	Single-family residences in a high quality suburban setting.
RU	Residential Urban	9 dwelling units per acre (7,200 minimum lot size; 5,200 minimum lot size in planned unit developments)	Single-multi-family attached and detached residences, including townhomes, stacked flats, courtyard homes, small lot subdivisions, and mobile home parks.

## 2. Environmental Setting

**Table 1  
Existing General Plan Land Use Designations**

<b>Designation</b>	<b>Name</b>	<b>Maximum Density (Units per Acre) and Intensity (Floor Area Ratio)</b>	<b>Intended Uses</b>
RM	Residential Medium	14 dwellings units per acre (14,400 minimum lot size)	Multifamily dwellings including townhomes, stacked flats, courtyards homes, apartments and condominiums as well as small lot single-family developments.
RMH	Residential Medium High	24 dwelling units per acre (20,000 minimum lot size)	Multifamily dwellings including apartments and condominiums.
RH	Residential High	36 dwelling units per acre (20,000 minimum lot size)	Multifamily dwellings including apartments and condominiums.
<b>Commercial Designations</b>			
CO	Commercial Office	1.0 floor area ratio	Professional offices including financial, legal, insurance, medical, and other similar uses.
CG-1	Commercial General	0.7 floor area ratio	Local and regional serving retail, personal service, entertainment, office, related commercial uses and limited residential uses with a CUP.
CG-2	Commercial General-2	1.0 floor area ratio	Local and regional serving retail, personal service, entertainment, office, related commercial uses and limited residential uses with a CUP.
CG-3	Commercial General-3	1.0 floor area ratio	Local and regional serving retail, personal service, entertainment, office, and related commercial uses.
CCS-1	Central City South-1	1.0 floor area ratio	Local and regional serving retail and service uses.
CR-1	Commercial Regional-1: Regional Malls	1.5 floor area ratio	Large scale, regional serving retail and service uses.
CR-2	Commercial Regional-2: Downtown	Non-Residential Intensity – 3.0 floor area ratio (4.0 floor area ratio if a vertical mixed use project); Residential Density – 54 dwellings per acre	A mixture of regional serving retail, service, office, outdoor dining, entertainment, cultural, and residential uses that enhance the downtown area as the functional and symbolic center of the City of San Bernardino.
CR-3	Commercial Regional-3: Tri-City Commercial	0.7 floor area ratio commercial; 3.0 floor area ratio hotels & offices; 15. floor area ratio R&D	A mixture of regional serving retail, service, tourist, office, entertainment, financial establishments, restaurants and supporting outdoor dining, hotels/motels, research and development, high technology, business parks, warehouse/promotional retail, and supporting services uses that capitalize on the location along the Interstate 10 corridor.
CH	Commercial Heavy	0.7 floor area ratio; 10,000 square feet minimum lot size	Large scale regional serving retail and service uses limited commercial and industrial uses that are characterized by an extensive use of outdoor or indoor space for their sales, service, or storage.
<b>Commercial Designations</b>			
OIP	Office Industrial Park	1.0 floor area ratio	Employee-intensive employment uses in a park-like setting, including research & development, corporate offices, “clean” industry and light manufacturing, and supporting retail.

## 2. Environmental Setting

**Table 1  
Existing General Plan Land Use Designations**

<i>Designation</i>	<i>Name</i>	<i>Maximum Density (Units per Acre) and Intensity (Floor Area Ratio)</i>	<i>Intended Uses</i>
IL	Industrial Light	0.75 floor area ratio	Variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted within enclosed structures as well as supporting retail and personal uses.
IH	Industrial Heavy	0.75 floor area ratio	Variety of intense industrial activities that could potentially generate significant impacts, such as excessive noise, dust, and other nuisances, such as rail yards and multi-modal transportation centers.
<b>Public Designations</b>			
PF	Public Facilities	Not Applicable	Public facilities, governmental institutions, transportation facilities, public schools (K-12), public or private colleges and universities, museums, and public libraries.
PCR	Public/Commercial Recreation	Case-by-case basis	Intensive recreational uses, such as golf courses, sports complexes, and fair grounds as approved through the public review process.

Source: City of San Bernardino 2005.



The location of the existing General Plan land use designations listed above are also organized by station area in Table 2, *General Plan Land Use Designations within Station Areas*.

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**Table 2  
General Plan Land Use Designations within Station Areas**

<b>Number</b>	<b>Location</b>	<b>CG-1</b>	<b>CG-2</b>	<b>CG-3</b>	<b>CO</b>	<b>CR-1</b>	<b>CR-2</b>	<b>CR-3</b>	<b>CCS-1</b>	<b>CH</b>	<b>RS</b>	<b>RU</b>	<b>RM</b>	<b>RMH</b>	<b>RH</b>	<b>OIP</b>	<b>IL</b>	<b>IH</b>	<b>PF</b>	<b>PCR</b>
<b>Kendall Drive Neighborhood Station Areas</b>																				
1	Kendall Drive and Palm Avenue	X																		
3	Kendall Drive and Little Mountain	X									X		X		X					
4	Kendall Drive and Shandin Hills Drive	X											X	X						
<b>E Street Neighborhood Station Areas</b>																				
5	E Street and Marshall Boulevard	X			X						X		X							
6	E Street and Highland Avenue	X			X						X	X	X	X	X					
7	E Street and Baseline Avenue	X			X						X	X	X	X	X				X	
<b>Village/Urban Center Station Areas</b>																				
2	University Parkway and Northpark Boulevard	X	X	X									X						X	
10	E Street and North Mall Way	X				X														X
<b>Downtown Station Areas</b>																				
8	E Street and Court Street					X	X							X					X	
9	E Street and Rialto Avenue	X			X				X	X							X			
<b>Employment Center Station Areas</b>																				
11	Hospitality Lane and Hunts Lane							X												
12	Hospitality Lane and Carnegie Drive							X												
13	Hospitality Lane and Tippecanoe Avenue	X						X				X	X	X		X		X		

Source: City of San Bernardino, 2005 & The Planning Center|DC&E.

## *2. Environmental Setting*

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## 2. Environmental Setting

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The following are narrative descriptions of existing General Plan land use designations and existing land uses in each station area.

### **Kendall Drive Neighborhood Station Areas**

These station areas are predominantly residential areas with supporting neighborhood or community level retail and services.

- Palm Avenue/Kendall Drive (1) – The parcels within this station area are zoned General Commercial (CG-1) and are currently used for retail and services use, characterized by fast-food enterprises. I-215 abuts this area to the south/southwest, beyond which is primarily vacant land. Low- and medium-density residential uses are situated north and northeast of the delineated transit station area.
- Kendall Drive/Little Mountain Drive (3) – The majority of parcels within this station area are zoned residential, including parcels zoned RS, RM, and RH. The station area includes a small area zoned commercial (CG-1). The existing uses reflect these designations. The Shandin Hills Middle School athletic field is located to the east of the high-density multifamily use, and commercial uses are located south of the multifamily site. Single-family residential development characterizes the area north of the proposed transit station area boundary.
- Kendall Drive/Shandin Hills Drive (4) – This station area includes parcels zoned RM, RMH, and CG-1. High-density residential uses abut similar uses to the north located within Station Area 3 (above). Commercial uses include a grocery store and restaurants. To the east of existing medium density residential is a large, vacant parcel designated for public use. Single-family residential lies beyond the boundaries of this station area on both sides of Kendall Drive.



### **E Street Neighborhood Station Areas**

These stations will provide access to neighborhoods and businesses on the E Street corridor north of 8th Street. The station areas are predominantly residential with supporting neighborhood or community level retail and services.

- E Street and Marshall Boulevard (5) – This station area is linearly organized along E Street. Parcels within the station area are generally zoned Commercial General (CG-1) from I-210 to 33rd Street, and Residential Medium (RM) from 34th Street to 36th Street. Existing residential uses include small, two-story apartment buildings, single-family homes, and vacant parcels. The commercial corridor features single-family homes, significant vacant lots at the Marshall Boulevard intersection, and very few retail uses.
- E Street and Highland Avenue (6) – This station area follows the east-west axis of Highland Avenue and the north-south axis of E Street. Parcels adjacent to both streets are generally zoned for CG-1 commercial uses. Off the main corridors, the station area includes small clusters of parcels zoned Commercial Office (CO), Residential Suburban (RS), Residential Urban (RU), Residential Medium High (RMH), and Residential High (RH). Existing uses along Highland and E Street are generally single-story commercial uses, with many buildings located directly adjacent to each-other on the street, mixed with single-family residences and vacant lots. Areas outside the two corridors are generally dominated by single-family residences except for a group of connected parcels between D Street and Arrowhead Avenue that feature small, 1-2 story office buildings.

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- Baseline Avenue and E Street (7) – This station area features a collection of parcels almost identically zoned to those near Station 6, only organized along the intersecting streets of E Street and Baseline Road. This station area similarly features stretches of continuous single-story commercial buildings, interspersed with parking lots and vacant parcels. E Street near 10th Street notably features a collection of used-car lots. Although D Street features some small-scale office uses, surrounding uses are dominated by one-story single-family homes.

### Village/Urban Center Station Areas

These two station areas contain a variety of neighborhood and community level retail uses and services, along with some residential and public uses. Both station areas are dominated by a large, single institution. In northern San Bernardino, this area contains the California State University, San Bernardino campus (CSU San Bernardino). South of downtown, the area around Station 10 is centered on the Inland Center indoor shopping mall.

- University Parkway and Northpark Boulevard (2) – This station area is zoned Public Facilities (PF) north east of Northpark Boulevard on the CSU San Bernardino campus. Southwest of Northpark Boulevard, parcels are zoned for commercial uses (CG-2 and CG-3) west of University Parkway and Commercial General (CG-1) and Residential Medium (RM) east of University. Existing land use in the station area is dominated by the university campus. Existing uses on parcels zoned CG-2 and CG-3 across the street from the campus are primarily vacant, with one small-scale retail center located at the intersection of University and Kendall Drive. East of University and south of the campus, existing land uses consist of 2-3 story garden apartment communities and a vacant parcel.
- E Street and North Mall Way (10) – This station area is centered on a segment of E Street that runs between entrances to the Inland Center indoor shopping mall, and the National Orange Show Event Center. Parcels adjacent to the I-215 freeway are zoned for Commercial Regional - Regional Malls. Parcels underlying the National Orange Show Event Center are zoned Public/Commercial Recreation (PCR). Parcels located on E Street between the two facilities are zoned CG-1. Existing land uses on this corridor besides the mall and event center include auto-oriented businesses, furniture stores, vacant parcels, and a Target store at the intersection E Street and Orange Show Road.

### Downtown Station Areas

Station areas located in downtown provide access to a mixed use district that includes government offices, small businesses, large scale retail stores (including those within and near Carousel Mall), and the Arrowhead Credit Union Park baseball stadium.

- E Street and Court Street (8) – Parcels within this station area are almost entirely zoned Commercial Regional - Downtown (CR-2). Exceptions consist of a small group of parcels zoned Residential Medium High (RMH) and half of a block zoned Public Facilities (PH). This second exception features county offices. West of E Street, the station area is dominated by the Carousel Mall and the parking facilities that surround it, including surface parking and a garage. East of E Street features a widely varying urban environment that includes mid-rise office towers, small-scale commercial uses, surface parking lots, and government facilities including City Hall.

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- E Street and Rialto Avenue (9) – Parcels within this station area west of Stoddard Avenue are zoned for commercial uses, including CG-1 uses north of Rialto Avenue and CCS-1 uses south of Rialto Avenue. East of Stoddard Avenue, parcels are zoned for a variety of uses, including Industrial Light (IL) and Commercial Heavy (CH) south of Rialto, and Commercial Office (CO) north of Rialto Avenue. Existing uses are relatively similar to those zoned, with big-box retail stores located between 2nd and Rialto, and smaller-scale retail distributed along E Street. East of E Street is dominated by industrial uses but also features several large vacant parcels. The Arrowhead Credit Union Park baseball stadium is located on parcels zoned CCS-1 directly west of E Street.

### Employment Center Station Areas

Station areas in the Employment Center area are located within a commercial corridor with a low-scale, auto-dependent, suburban character. Land uses include office parks, big-box retail stores, and travel-related commercial uses such as lodging and restaurants. The corridor is adjacent to I-10.

- Hospitality Lane and Hunts Lane (11) – The parcels within this station area are all zoned Commercial Regional - Tri-City Commercial (CR-3). Existing land uses include motels and hotels, office parks, and free-standing restaurants. A large vacant parcel is located at the end of Sunwest Court.
- Hospitality Lane and Carnegie Drive (12) – The parcels within this station area are all zoned Commercial Regional - Tri-City Commercial (CR-3). Existing land uses include suburban-style office buildings, free-standing restaurants such as Olive Garden, and a big-box retail center anchored by The Home Depot.
- Hospitality Lane and Tippecanoe Avenue (13) – The parcels within this station area are primarily zoned Commercial Regional - Tri-City Commercial (CR-3) west of Tippecanoe. East of Tippecanoe, parcels are zoned for Urban (RU), Medium (RM) and Medium High (RMH) residential uses. Parcels are zoned for CG-1 commercial uses next to I-10. The far northern part of the station area is zoned for industrial uses, including IH and OIP. Existing uses largely reflect the relevant zoning designations, with parcels west of Tippecanoe dominated by regional-scale retail stores including Costco and Sam's Club, and parcels east of Tippecanoe consisting of a rural residential neighborhood with single-story homes interspersed with vacant lots. Parcels north of the railway feature warehouses and industrial vehicle-repair facilities. Large vacant parcels are located throughout the station area.



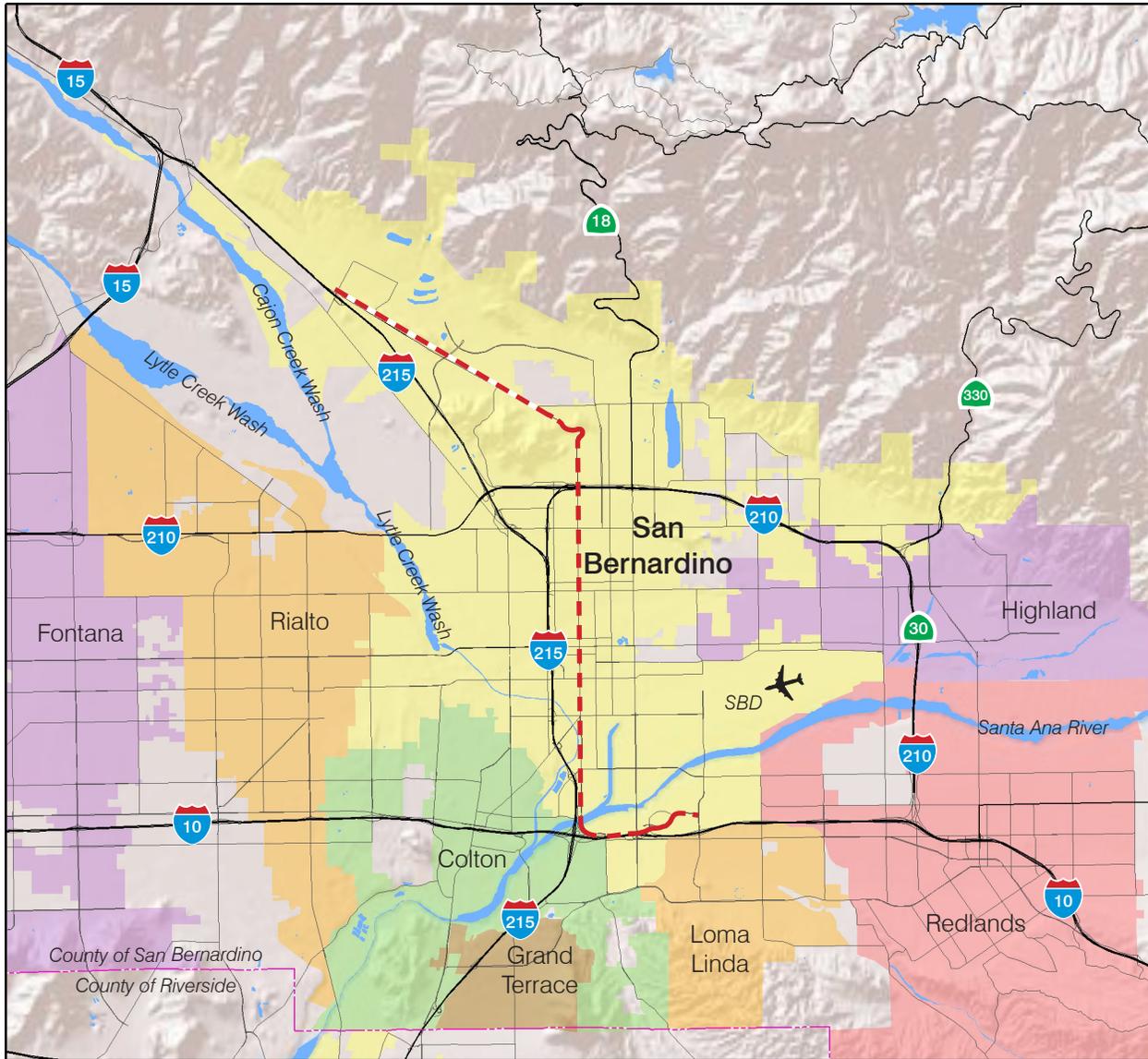
## *2. Environmental Setting*

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## 2. Environmental Setting

# Regional Location



--- Project Area



## *2. Environmental Setting*

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## 2. Environmental Setting

### Local Vicinity



① Station

— San Bernardino City Boundary

— Project Area



Basemap Source: Google Earth Pro 2011

## *2. Environmental Setting*

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3. Project Description

*Palm Avenue/Kendall Drive TD Boundary*



--- Site Boundary



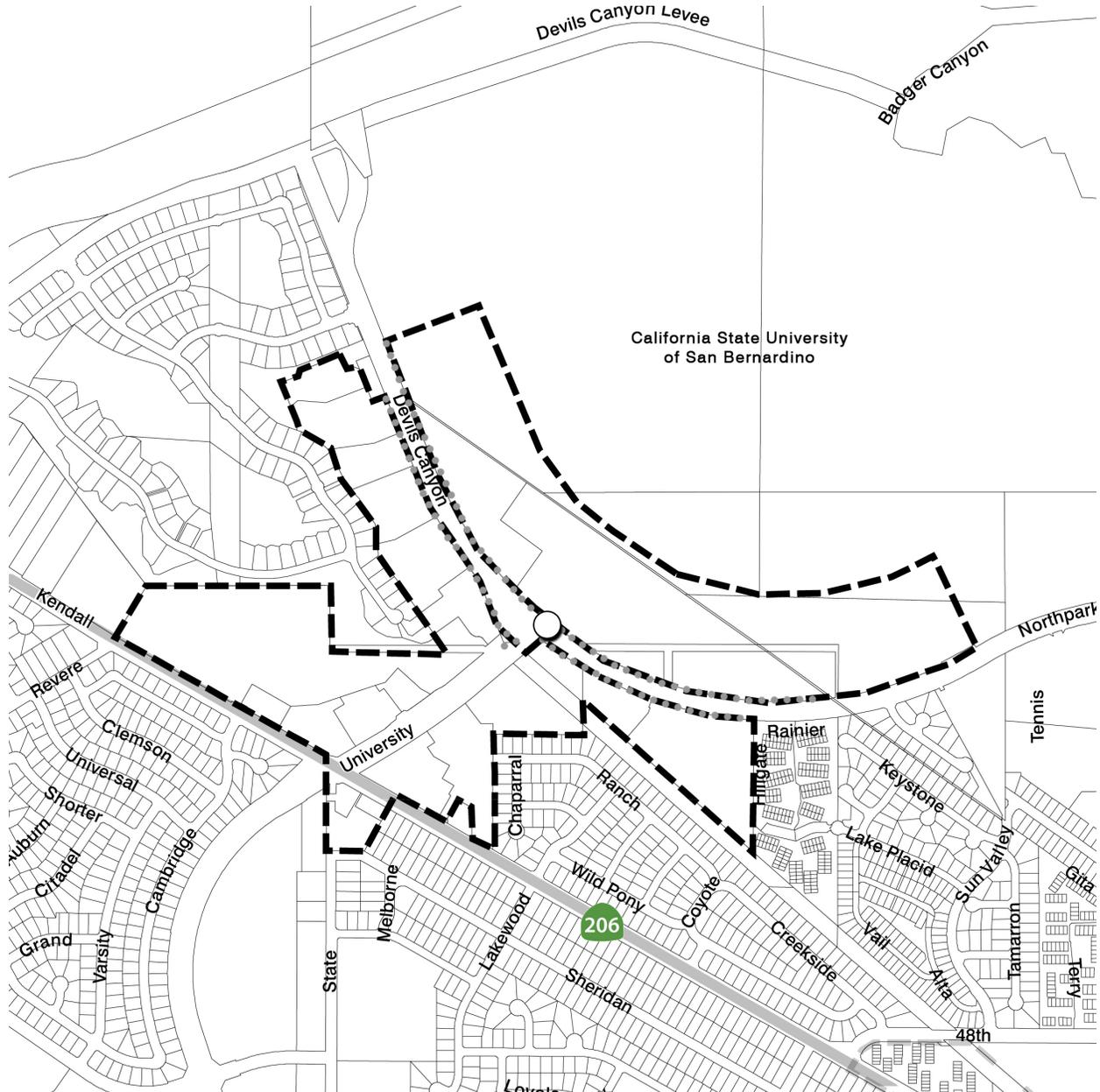
## *2. Environmental Setting*

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3. Project Description

# University Parkway/Northpark Boulevard TD Boundary



--- Site Boundary



## *2. Environmental Setting*

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3. Project Description

# Little Mountain Drive/Kendall Drive TD Boundary



--- Site Boundary

0 1,000  
Scale (Feet)



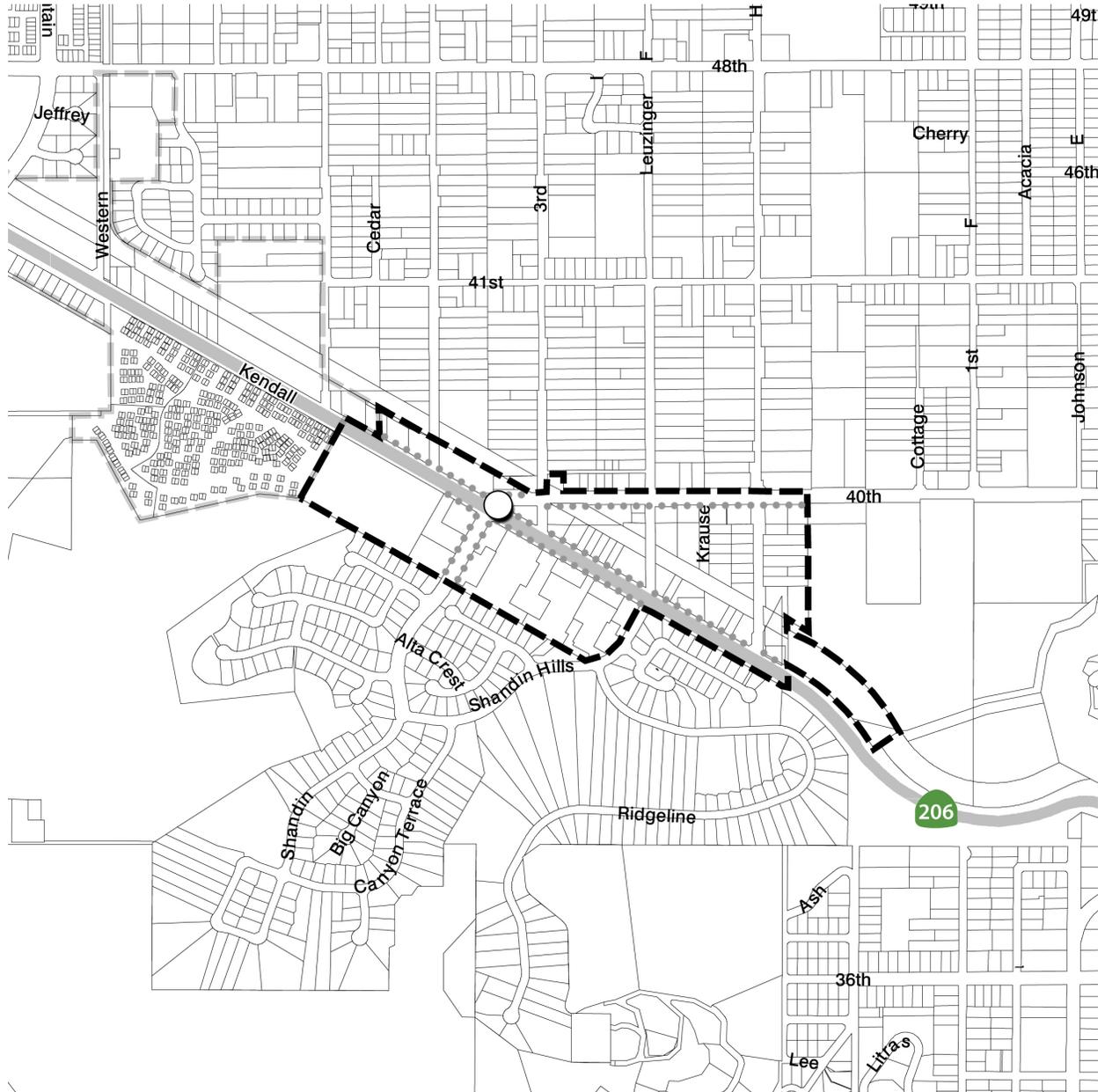
## *2. Environmental Setting*

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3. Project Description

# Shandon Hills Drive/Kendall Drive TD Boundary



--- Site Boundary



## *2. Environmental Setting*

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3. Project Description

*Marshall Boulevard/E Street TD Boundary*



--- Site Boundary

0 1,000  
Scale (Feet)



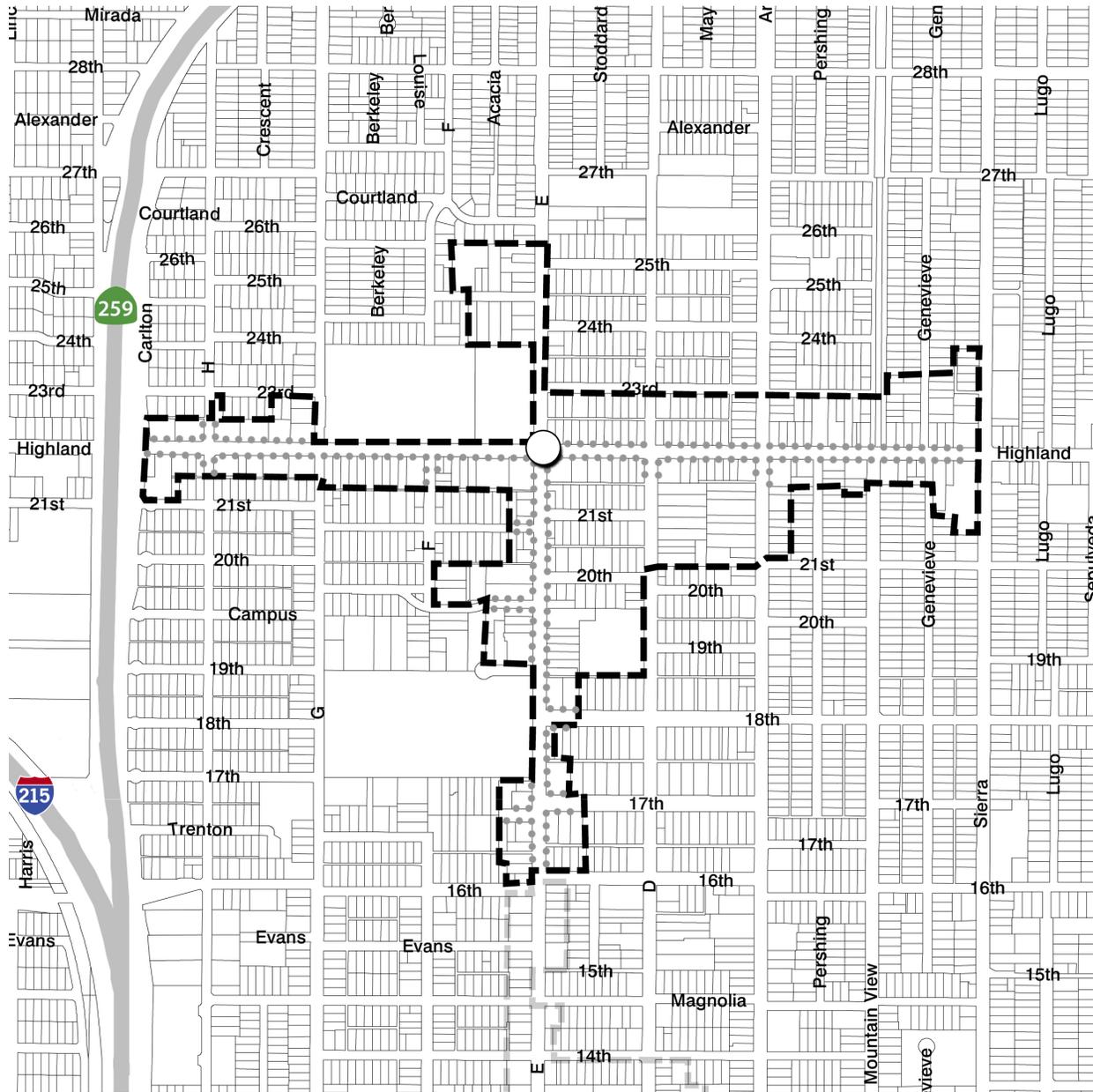
## *2. Environmental Setting*

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3. Project Description

# Highland Avenue/E Street TD Boundary



--- Site Boundary



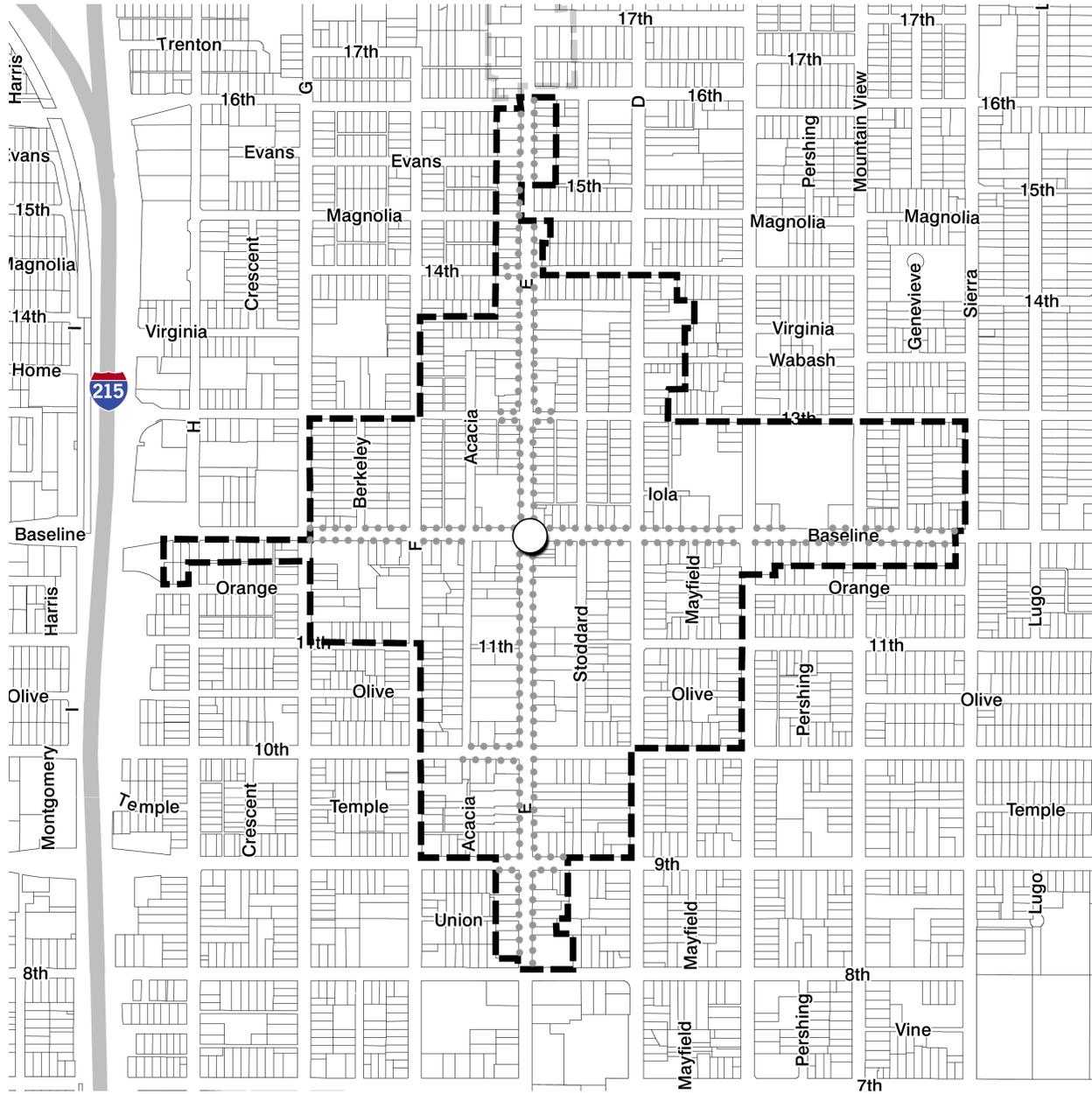
## *2. Environmental Setting*

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3. Project Description

*Baseline Road/E Street TD Boundary*



--- Site Boundary



## *2. Environmental Setting*

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3. Project Description

*Court Street/E Street TD Boundary*



--- Site Boundary

0 1,000  
Scale (Feet)



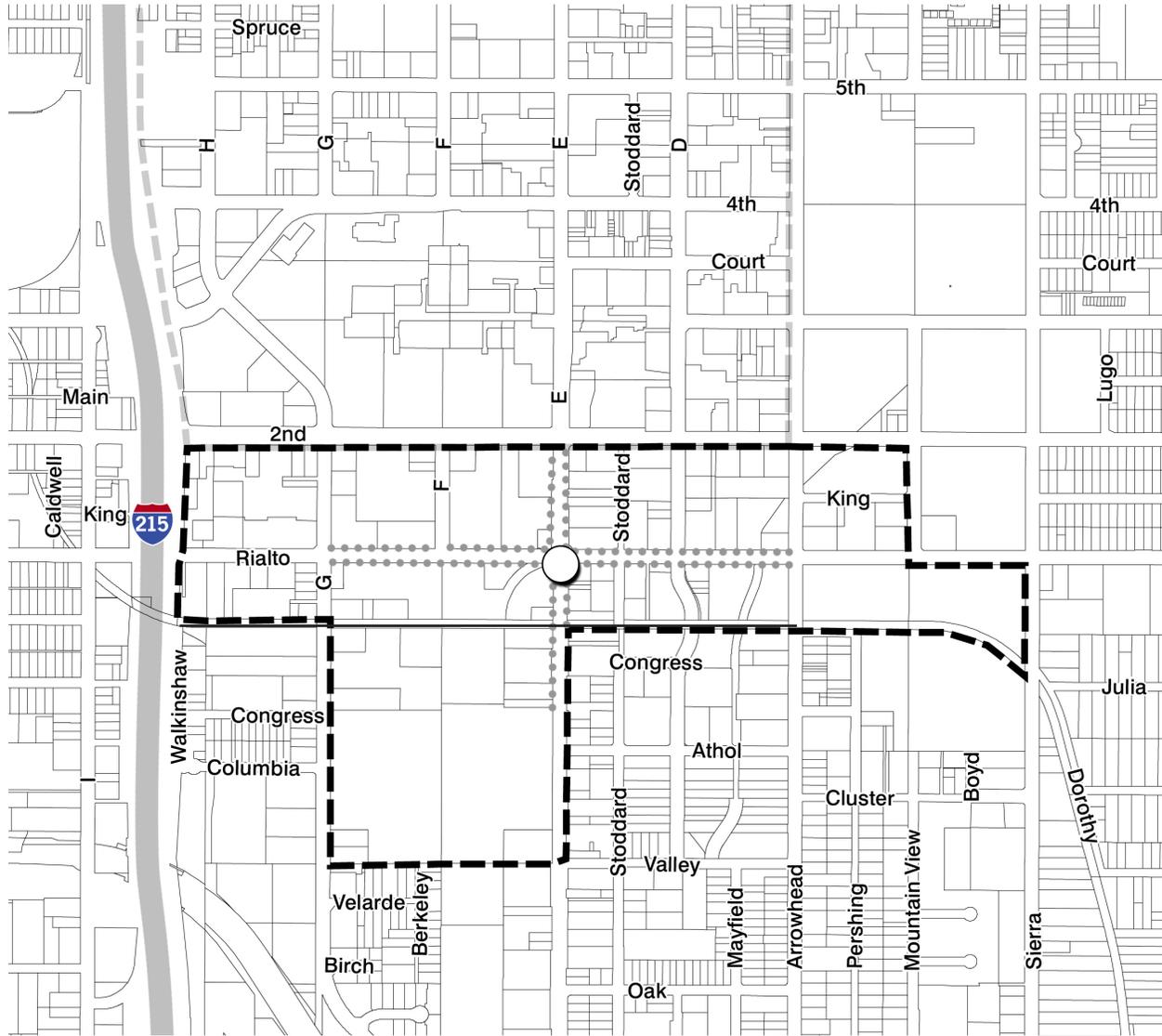
## *2. Environmental Setting*

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3. Project Description

Rialto Avenue/E Street TD Boundary



--- Site Boundary



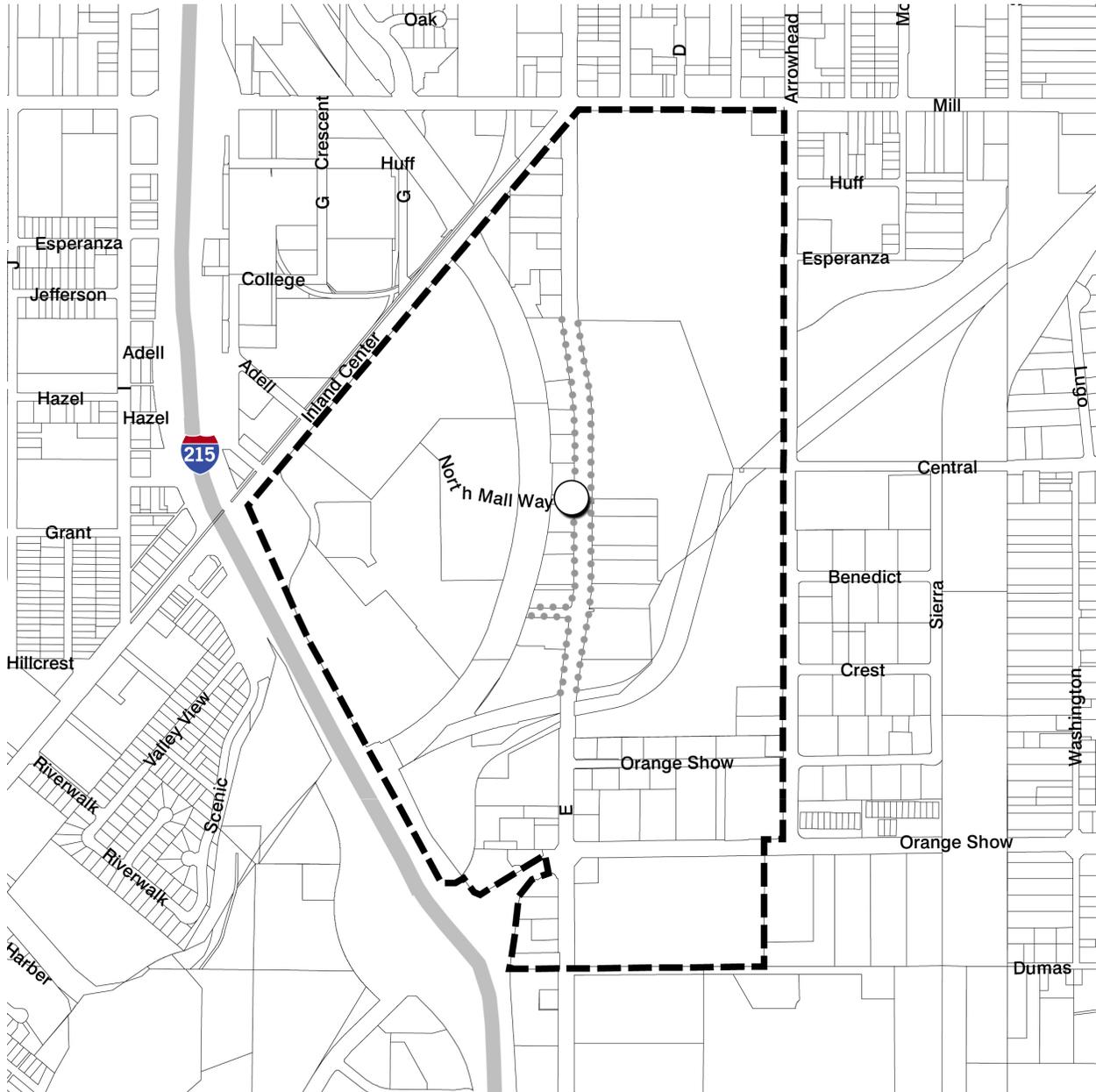
## *2. Environmental Setting*

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3. Project Description

*North Mall Way/E Street TD Boundary*



--- Site Boundary

0 1,000  
Scale (Feet)



## *2. Environmental Setting*

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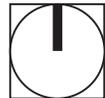
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3. Project Description

*Hunts Lane/West Hospitality Lane TD Boundary*



--- Site Boundary



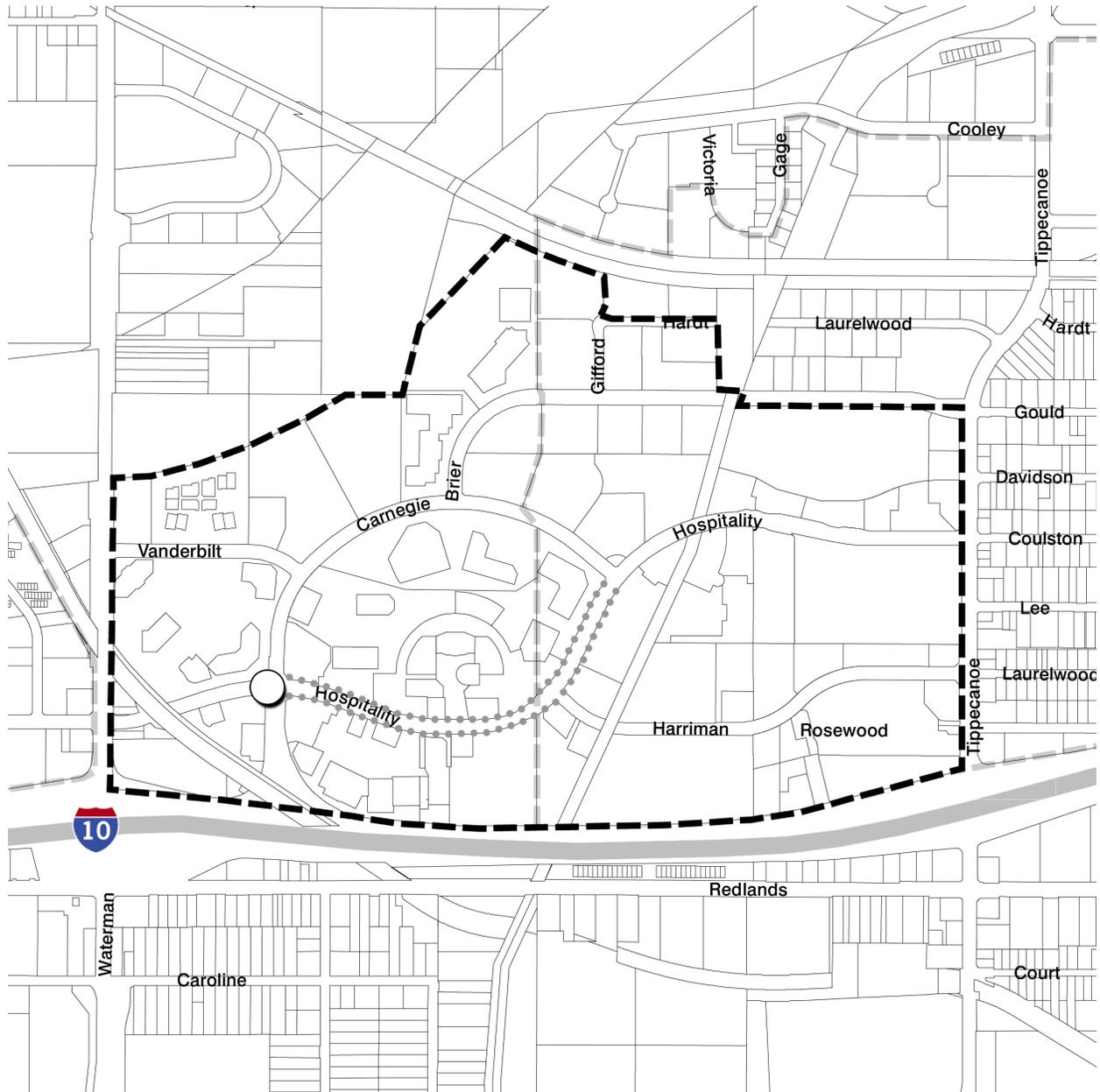
## *2. Environmental Setting*

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3. Project Description

*Carnegie Drive/Hospitality Lane TD Boundary*



--- Site Boundary

0 1,000  
Scale (Feet)



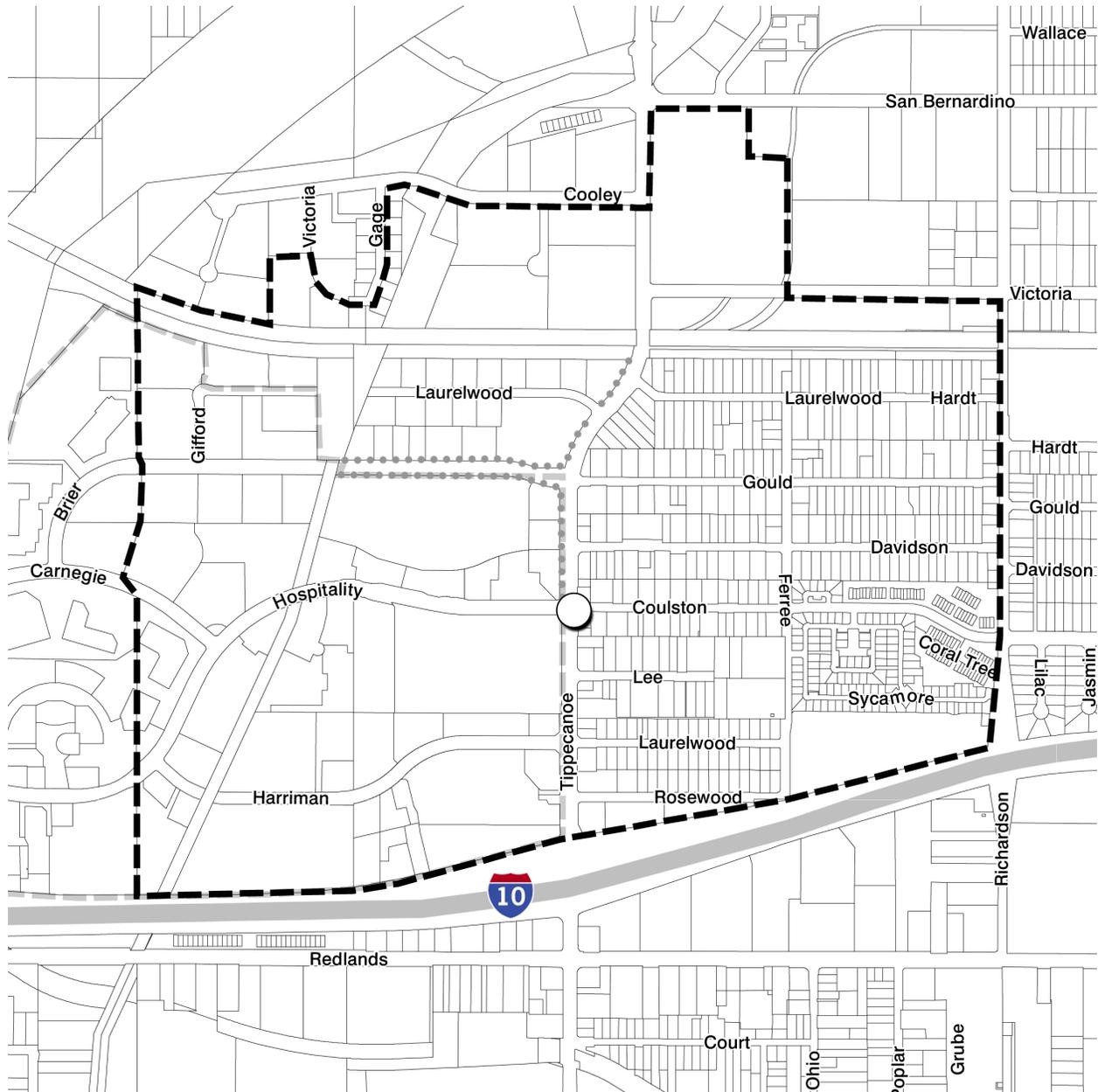
## *2. Environmental Setting*

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3. Project Description

*Tippecanoe Avenue/Hospitality Lane  
TD Boundary*



--- Site Boundary

0 1,000  
Scale (Feet)



## *2. Environmental Setting*

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## 3. *Project Description*

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### 3.1 **PROJECT BACKGROUND**

Over the past decade, the City of San Bernardino (City) and its partners, which include Omnitrans and the San Bernardino Association of Governments (SANBAG), have made consistent progress in establishing the foundation for expanded transit and transit-oriented development (TOD) opportunities. The City's approach has been comprehensive and well integrated with the local land use context and transit systems, with numerous studies and plans on expanding local and regional bus, bus rapid transit, light rail, and Metrolink facilities completed or underway. One of these plans includes the sbX E Street Corridor Bus Rapid Transit Project (sbX BRT Project), which is being sponsored and implemented by Omnitrans and SANBAG, in coordination with the City. The environmental impacts of the sbX Project were fully analyzed in an Environmental Assessment/Initial Study (SCH#2008091107) prepared in June of 2009 by Parsons on behalf of Omnitrans, which is included by reference in this Addendum.

In coordination with the City, Omnitrans is in the process of developing detailed construction schedules for the station and roadway improvements necessary to implement the sbX BRT Project, which consists of a 15.7-mile corridor that spans between northern San Bernardino and Loma Linda. The proposed transit route would begin in the vicinity of Palm Avenue and Kendall Drive in northern San Bernardino and terminate in the vicinity of the Veterans Administration Hospital located at Barton Road and Benton Street in Loma Linda. The sbX BRT Project will include 16 art-inspired transit stations at key university, government, business, entertainment and medical centers as well as four park-and-ride facilities. Improved rapid transit along the project corridor will help Omnitrans achieve its long-range goals to cost effectively enhance lifeline mobility and accessibility; improve transit operations; support economic growth and redevelopment; conserve non-renewable resources; and improve corridor safety.

The sbX BRT Project will be completed in 2,000-foot segments, with construction anticipated to take two years and service anticipated to commence in early 2014 (Omnitrans 2011). Once completed, it will be the first express bus service project to be constructed in the Inland Empire.

The potential for TOD at sbX station areas draws on TOD principles that focus on compact growth, a mix of land uses, and pedestrian-oriented design within walking distance of a transit station. The potential for the area proximate to the forthcoming sbX stations to reach higher concentrations of development than their surroundings is dependent primarily on the planned land use and zoning designations around the stations. The improved transit services proposed under the sbX BRT Project would provide the City opportunities for TOD and transit-supportive uses in the station areas.

### 3.2 **PROJECT PURPOSE**

While the planning, design and construction of the transit facilities are largely the responsibility of Omnitrans and SANBAG, the City is responsible for establishing complementary land use and regulatory plans, standards and guidelines for the station areas and surrounding neighborhoods and businesses. The TD and its regulations are established in order to implement the City's General Plan policies promoting transit-oriented development within the City. The intent of the TD is to allow and encourage an appropriate mix and intensity of land uses in a compact pattern around transit stations that will foster transit usage, create new opportunities for economic growth, encourage infill and redevelopment, reduce dependency on the



### *3. Project Description*

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automobile, improve air quality, and promote high quality, interactive neighborhoods. The regulations and guidelines are based upon the following principles:

- A. An attractive transit station with surrounding pedestrian amenities as the focus of the transit-oriented development area.
- B. An appropriate mix and intensity of uses such as office, retail, entertainment, residential, and recreational facilities that support transit use and are designed for convenient access by transit riders, pedestrians, and bicyclists.
- C. Inviting and pedestrian-focused open spaces on both public and private properties, such as smaller public pocket parks, civic plazas, outdoor dining areas, common greens, and other types of urban spaces.
- D. A walkable and bikeable area with pleasant connections linking transit stations with businesses and neighborhoods.
- E. An interconnected street and non-vehicular network where walkways, bikeways, landscaping, and other streetscape amenities receive priority.

#### **3.3 TRANSIT OVERLAY DISTRICT AND DEVELOPMENT REGULATIONS**

Approval of the proposed project would supplement the San Bernardino Development Code to include the TD overlay. A copy of the proposed revisions to the City's Development Code are included as Appendix A, *San Bernardino Development Code, Transit Overlay District Zoning Standards and Guidelines*. The modifications would formally add this district in the list of districts included in Article 1 – General Provisions, and would detail the new overlay district under Article II, *Land Use Zoning Districts, Section 19.19A, Transit Overlay District (TD)*. The boundaries proposed for the TD districts are shown in Figures 3-15. The TD would establish standards and regulations beyond those required by the underlying base zones. If the requirements of the TD conflict with the underlying base zone, the TD requirements would govern. The proposed TD includes the following subsections:

- Purpose
- Applicability
- Transit Station Area types
- General Provisions
- Building Form and Placement Standards
- Permitted and Conditionally Permitted Uses
- Residential Transition Standards
- Parking
- Subdivision Standards
- Design guidelines
- District Image
- Transit Oriented Design
- Site Planning and Architectural Design
- Site Design
- Landscape Design

### 3. Project Description

The TD zoning regulations include standards and guidelines for but not limited to building massing and design, setbacks, site coverage, and landscaping and would apply to establishment of all new structures and uses within the boundaries of the 13 transit station areas. The existing General Plan Land Use and Zoning designations for the affected parcels would be maintained. The TD District would be an ‘overlay’ zoning which would further define development standards specifically for the transit station areas.

#### 3.3.1 Permitted and Prohibited Land Uses

TD Section 19.19A.060, *Permitted and Conditionally Permitted Uses*, describes changes that would apply to allowable uses within the TD areas. All existing legally established structures and uses currently within the TD areas that do not conform with the standards of the TD would be deemed legal nonconforming uses and/or structures. The repair, renovations, and minor expansion to such uses and structures would be allowed as permitted by Development Code Chapter 19.62, *Nonconforming Structures and Uses*.

The intent of the use regulations would be to permit and encourage land uses that create a pedestrian-friendly environment that supports transit use.

#### Permitted Uses

The TD provisions for permitted and conditionally permitted land uses would apply to commercial base zones. Under the provisions, the allowed uses would be the same with the exceptions as noted in Table 3. The table summarizes uses that would be permitted with the approval of a Development Permit but were previously not permitted uses in the zones listed.



**Table 3  
New Permitted and Conditionally Permitted Uses**

<i>Land Use</i>	<i>Applicable Zones (uses previously not permitted in these zones)</i>
Convenience Stores (pursuant to Section 19.06.025)	CO, CR-1,2,3, CH, and CCS-1 (No longer conditional for CG-1, 2, 3)
Dry Cleaners	CCS-1
Educational Services	CO, CG-3, CR-2,3, CH, and CCS-1 (No longer conditional to CG-1, 2)
Medical/Care Facilities/Social Services	CCS-1
Mixed Use (including residential only where currently allowed in base zone)	CO, CG-1,2,3, CR-1,3, CH, and CCS-1 (No longer conditional to CG-2, 3, and CR-2)
Mobile Vendors	Applicable to Main Street Overlay District)
Neighborhood Grocery Stores	CO, CR-1,3, and CCS-1 (No longer conditional to CG-1,2,3, CR-2, and CH)
Parking Structures	CG-1,2,3, CH, CCS-1, and CO

Mixed-Use Development is defined in the Development Code as:

The development of a parcel(s) or structure(s) with 2 or more different land uses such as, but not limited to a combination of residential, office, manufacturing, retail, public, or entertainment in a single or physically integrated group of structures.

### 3. Project Description

The TD overlay would only allow residential uses within commercial-base zones that already allow residential uses. Moreover, the maximum density permitted for the residential would be the same as the density allowed for the underlying base zone. As with the existing Development Code, overall development within a mixed-use parcel would be limited by the development standards that specify lot coverage, building height and floor area ratios (FAR). A comparison of the maximum permitted residential density (and related provisions), building setbacks and FAR by zone for the underlying base zones as provided in the City's General Plan and Development Code is provided in Table 4. Table 2 provides a matrix of the land use designations included within the respective transit station areas.

**Table 4  
Development Code and General Plan Residential Densities and  
Standards For Commercial Districts\***

<b>Current Code</b>	<b>CG-1</b>	<b>CG-2</b>	<b>CG-3</b>	<b>CO</b>	<b>CR-1</b>	<b>CR-2</b>	<b>CR-3</b>	<b>CCS-1</b>	<b>CH</b>
Residential Density	47du/ac*	12-21du/ac*	—	47du/ac*	—	47du/ac* ** (GP says 54 du/ac)	—	—	—
Front Setbacks	10	10	15	15	0	0	15	20	10
Building Height	30ft/2st	30ft/2st	30ft/2st	30-52ft/2-4st	52ft/4st	100ft/na	52ft/4st	30ft/2st	45ft/na
FAR	0.7	1.0	1.0	1.0	1.5	3.0 <sup>1</sup>	0.7 <sup>2</sup>	1.0	0.7 <sup>3</sup>

Notes: du/ac = dwelling units per acre; ft = feet; st = stories

Floor Area Ratios are provided in the 2005 General Plan Update, Table LU-2. Also see previous Table 1-1 in this Addendum

\* Senior citizen and senior congregate care housing only

\*\* Bonus density of up to 50% for senior citizen and senior congregate care housing only

\*\*\* Senior citizen and senior congregate care housing shall permit up to 130 du/ac (by CUP)

<sup>1</sup> Non-Residential Intensity – 3.0 FAR (4.0 FAR if vertical mixed use project) Residential Density – 54 dwelling units per acre.

<sup>2</sup> 0.7 FAR commercial, 3.0 FAR Hotels & Offices, 1.5 FAR R&D.

<sup>3</sup> 10,000 square feet minimum lot size.

#### Prohibited Uses

The TD overlay district would specifically prohibit the following land uses, which are currently allowed in some of the underlying base zones:

- Auto parts sales
- Auto repair
- Car, RV, and truck sales
- Car Washes
- Service Stations
- Service Commercial uses pursuant to Table 06.01 J., excluding veterinary services
- Impound vehicle storage yard
- Vehicle leasing/rental
- RV parks
- Blood banks
- Drive-thru commercial uses
- Restaurants with drive-thru
- Nurseries

### 3. Project Description

#### 3.3.2 Development Standards and Guidelines

Chapter 10.19A.050, Proposed Building Form and Placement Standards, of the TD zoning regulations provide customized standards for each station area type. These standards define minimum and maximum requirements for Build to Line setback, building height, and upper floor step back. The Build to Line standard defines the minimum public frontage for the primary building on a parcel. The highest percentages are defined for the highest, urban activity areas (e.g., Downtown Station Area stations are 80 percent). The Residential Transition Standards (Chapter 19.19A.070) establish standards to ensure that new development in the TD is compatible with adjacent single-family residential development.

Table 5 provides an overview of development standards included in the current Development Code in comparison to the proposed TD overlay.

**Table 5**  
**Key Development Standards -- Comparison of Current Code and TD Overlay**

	<i>Current Code</i>	<i>TOD Overlay</i>
Front Setbacks	minimum front setback of 0-20 feet	No minimum front setback; Maximum front setback of 15-25 feet, depending on the station area type
Building height	30-100 feet max, depending on the base zone	30-100 feet max, depending on the station area type
Upper floor step-back	No requirement	8 feet minimum for all station area types except for Kendall Neighborhood
Minimum building presence	None	50-80% depending on the station area type
Required ground floor façade transparency	None	50-75% depending on the station area type
Entrance orientation requirement	None	Front door facing public frontage line
Minimum first floor ceiling height for buildings	None	15 feet
Minimum Lot Size	10,000 for new commercial or industrial subdivisions	None
Maximum Lot coverage	50-100%, depending on the base zone	None
Residential Transition Standards	None	New setbacks, step-back, commercial service location and screening, noise generating activities (Section 19.19A.070)
Parking	Zoning Ordinance Section 19.24	Reduced onsite parking requirements for specific uses, and other new standards in Section 19.19.A.080
Subdivision Standards		New standards for block length and street connectivity
Design Guidelines		New advisory design guidelines (Section 19.19A.100)



A summary of new TD standards by category of transit stations is provided in Table 6, *Build-to-Line and Building Height Standards*.

### 3. Project Description

**Table 6**  
**Build-to Line Setback and Building Height Standards**

<i>TD Station Areas</i>		<i>Build-to Line Setback</i>	<i>Building Height<sup>1</sup></i>
Kendall Neighborhood Station Areas	Minimum	None [3]	None
	Maximum	25 ft. [4]	30 feet/2 stories
E Street Neighborhood Station Areas	Minimum	None [3]	None
	Maximum	15 ft [4]	42 feet/3 stories
Village/Urban Station Areas	Minimum	None	None
	Maximum	15 ft [4]	56 feet/4 stories
Downtown Station Areas	Minimum	None [3]	None
	Maximum	15 ft [4]	100 feet/7 stories[5]
Employment Center Station Areas	Minimum	None [3]	None
	Maximum	25 ft. [4]	75 feet/6 stories

<sup>1</sup> Building height of new development adjacent to existing single-family residential zones may not exceed 30feet or 2 stories. This is applicable to all TD station areas.

Based on a comparison of maximum heights permitted in existing underlying zones and the TD overlay, the TD zone allows increased building heights, particularly within the Downtown Station Areas and Employment Center Station Areas. Based on the underlying commercial zones, maximum building heights in the Downtown Station Area would currently be 52 feet/4 stories; and these will increase to a maximum 100 feet/7 stories. Within the Employment Center Stations, the existing maximum (for some areas) of 52 feet/4 stories would increase to a maximum of 75 feet/6 stories under the TD overlay. The underlying FAR, however, would not be modified.

#### **3.4 EXISTING ZONING AND GENERAL PLAN**

The City of San Bernardino employs a single-map system of land uses. This means that the City’s General Plan land use designations are the same as its zoning designations. As noted above, the TD covers 13 sbX station areas (see Figure 2, *Local Vicinity*) in the City. The station areas consist of a mix of the following General Plan and zoning designations, which are one in the same: Commercial General (CG-1), Commercial General-2 (CG-2), Commercial General-3 (CG-3), Commercial Office (CO), Commercial Regional-1 (CR-1), Commercial Regional-2 (CR-2), Commercial Regional-3 (CR-3), Central City South (CCS-1), Industrial Heavy (IH), Public/Commercial Recreation (PCR), Public Facilities (PF), Public Flood Control (PFC), Residential High (RH), Residential Medium High (RMH), Residential Medium (RM), Residential Suburban (RS), and Residential Urban (RU). Exhibits showing the existing General Plan land use designations within each proposed TD boundary are included in Appendix B.

#### **3.5 DISCRETIONARY APPROVALS**

- Determination that the General Plan Update EIR and its Addendum are adequate to serve as the required environmental documentation for the proposed project
- Adoption of the Transit Overlay District Zoning Designation and Associated Development Standards and Design Guidelines

## 4. *Environmental Checklist*

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### 4.1 **BACKGROUND**

- 
1. **Project Title:** Addendum to San Bernardino General Plan Update and Associated Specific Plans Environmental Impact Report

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  2. **Lead Agency Name and Address:**  
City of San Bernardino  
201 North E Street, Suite 301  
San Bernardino, CA 92401

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  3. **Contact Person and Phone Number:**  
Jeff Smith, Senior Urban Planner  
(909) 663-1044

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  4. **Project Location:** Includes 13 transit station areas generally located north of Interstate 10 (I-10) and east of I-215 within a 12.8-mile corridor that spans between the northern end of the City to the southern end, along Kendall Drive, E Street and Hospitality Lane.

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  5. **Project Sponsor's Name and Address:**  
Jeff Smith, Senior Urban Planner  
Economic Development Agency  
City of San Bernardino  
201 North E Street, Suite 301  
San Bernardino, CA 92401  
(909) 663-1044

---

  6. **General Plan Designation:** Varies by station area (see r 2, *Environmental Setting*)

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  7. **Zoning:** Varies by station area (see Chapter 2, *Environmental Setting*)

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  8. **Description of Project:**  
The project consists of a Transit Overlay District (TD) zoning designation and associated development standards and design guidelines for areas surrounding the city's transit stations. The TD and its regulations are proposed in order to implement the City's General Plan policies promoting transit-oriented development within San Bernardino and would apply to 13 individual transit stations along the San Bernardino bus rapid transit (sbX BRT) corridor. The corridor spans approximately 15 miles between Loma Linda to the south and northern San Bernardino (Palm Street/Kendall Drive) to the north.

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  9. **Surrounding Land Uses and Setting:** Varies by station area (see Chapter 2, *Environmental Setting*)

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  10. **Other Public Agencies Whose Approval Is Required** (e.g., permits, financing approval, or participation agreement): Not applicable



## 4. Environmental Checklist

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### 4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agricultural and Forest Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                | <input type="checkbox"/> Geology / Soils                    |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials     | <input type="checkbox"/> Hydrology / Water Quality          |
| <input type="checkbox"/> Land Use / Planning      | <input type="checkbox"/> Mineral Resources                 | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population / Housing     | <input type="checkbox"/> Public Services                   | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems       | <input type="checkbox"/> Mandatory Findings of Significance |

### 4.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
\_\_\_\_\_  
Signature

1/12/12  
\_\_\_\_\_  
Date

Karen Gulley  
\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For

### 4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) **Earlier Analyses Used.** Identify and state where they are available for review.
  - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.



## *4. Environmental Checklist*

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- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

## 5. Environmental Analysis

This section is intended to provide evidence to substantiate the conclusions set forth in the Environmental Checklist. The section will briefly summarize the conclusions of the SBGPU EIR and then discuss whether or not the proposed project is consistent with the findings contained in the SBGPU EIR. Mitigation measures referenced are from the SBGPU EIR.

### 5.1 AESTHETICS

#### 5.1.1 Summary of Impacts Identified in the SBGPU EIR

As concluded in the SBGPU EIR, the most notable aesthetic effect resulting from buildout of the General Plan Update would be the change in the visual characters of the areas from predominantly open viewsheds to ones that would be occupied with urban land uses. These areas occur mostly in the northern portion of the City and outside the are. Additional effects include new sources of light and glare resulting from development projects. However, future development plans are subject to a review process overseen by the City that ensures preservation of aesthetic quality. Further, the City's Municipal Code regulates light and glare from new developments. For these reasons aesthetic impacts associated with the 2005 General Plan Update were determined to be less than significant in the SBGPU EIR and no mitigation measures were required.



#### 5.1.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>I. AESTHETICS. Would the project:</b>					
a) Have a substantial adverse effect on a scenic vista?					X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?					X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X	

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### Comments:

#### a) Have a substantial adverse effect on a scenic vista?

**No Impact.** Some of the project's northern station areas (Stations 1 through 4, as shown in Figure 2, *Local Vicinity*) are afforded views of the San Bernardino Mountains, which form the City's northern boundary. However, future development of these station areas as anticipated under the proposed project would occur similar to and as permitted under the City's General Plan, which was fully analyzed in the SBGPU EIR. No intensification of land uses in these station areas would occur under the proposed project beyond those already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. Additionally, none of the building heights in those station areas would exceed 30 feet in height (or two stories), as outlined in the TD overlay zoning regulations (see Appendix A) and noted above in Section 3.3.2, *Development Standards and Guidelines*. Furthermore, the height of San Bernardino Mountains also ensures that they will remain a scenic backdrop to San Bernardino without detriment from anticipated future development associated with the proposed project. Therefore, implementation of the proposed project would not have an adverse effect on scenic vistas of the San Bernardino Mountains and no significant impact would occur.

#### b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**No Impact.** According to the California Scenic Highway Mapping System of the California Department of Transportation, the station areas associated with the proposed project are not on or near a state-designated scenic highway (Caltrans 2007). The nearest designated state scenic highway to the project area is a portion of State Route 38, the Angeles Crest Highway, approximately 18 miles west of the nearest station area (Station 13). Therefore, implementation of the proposed project would not have a significant impact on scenic resources along a state scenic highway.

#### c) Substantially degrade the existing visual character or quality of the site and its surroundings?

**Minor Technical Changes or Additions.** Although the character of some of the station areas may be designed and developed in a more transit-oriented manner (to include a mix of uses) than anticipated under the 2005 General Plan Update, implementation of the proposed project would not degrade the existing visual character or quality of the project area or their surroundings. With the exception of the allowance of increased building heights (an increase of up to 4 stories in the Employment Center Station Areas and 5 stories in the Downtown Station Areas) and mixed use (e.g., residential over office or commercial, office over commercial) in some station areas, future development of the station areas anticipated under the proposed project would generally occur as permitted under the City's General Plan. Although mixed-use would be a new land use introduced into certain station areas under the proposed project, the uses themselves would be similar to those permitted under the existing General Plan and zoning designations and were already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. The proposed project would still allow the same permitted uses under the General Plan to be developed, but in a manner that would permit them to be more closely integrated with each other in a horizontal or vertical manner and thereby allow a higher level of connectivity and community form. For example, a mixed-use project could allow residential units to be built over commercial or office uses. The residential densities (dwelling units per acre) and non residential intensities (floor area ratio) would not change as they would be implemented consistent with those currently permitted under the City's existing zoning standards.

The TD zoning overlay includes a set of development standards and design guidelines that are flexible enough to allow property owners and developers to express their vision while maintaining a consistency in urban form to encourage an attractive multi-modal atmosphere. The TD zoning regulations include standards

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and guidelines for but not limited to building massing, form, placement and design; building heights, setbacks; site coverage; and landscaping. Following are some of standards and guidelines include outlined TD zoning regulations:

- Provide simple changes in wall plane to reduce the apparent mass and scale of the dwelling, consistent with the architectural style of the home.
- Create building relief through the use of tower elements and building projections designed to enhance facade variety and visual interest.
- Differentiate individual building masses along the street wall with slight indentations to enhance blockscape variety and visual interest.
- Design landscape buffers adjacent to rear building elevations to soften building architecture while providing a landscaped transition between the rear parking area and building.
- Use medians and islands to segment large parking fields creating variety and visual interest while mimicking traditional orchard grids.

The TD zoning regulations would apply to the establishment of all new structures and uses within the boundaries of the 13 sbX station areas shown in Figures 3 through 15; therefore, ensuring that all future development implement standards and guidelines that would ensure high-quality design and compatibility with surrounding uses.

Therefore, implementation of the proposed project would beneficially alter the visual character of the station areas and would create vibrant, pedestrian-friendly station areas.

**d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

**Minor Technical Changes or Additions.** Future development of the station areas as anticipated under the proposed project would be similar to that permitted under the City's General Plan. An increase in allowable building heights could result in an incremental increase in light sources due to additional allowable building stories. However, the height increase would occur in the most developed/urbanized station areas (Employment Center and Downtown Station Areas. Additionally, no new sources of light and glare would occur within the project areas beyond those already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. As with development associated with the 2005 General Plan Update, light and glare sources associated with future development under the proposed project would also be required to adhere to the lighting requirements stipulated in the City's Municipal Code. No changes to lighting standards would occur with adoption of the proposed TD zoning overlay. Furthermore, the light sources associated with the future development under the proposed project would be similar to those of surrounding land uses. Because the project site and surrounding area are largely developed, the lighting associated with improvements and structures of the proposed project would not substantially increase nighttime light and glare in the project area. Finally, future development in accordance with the propose project would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations, which outlines mandatory provisions for lighting control devices and luminaires. Therefore, implementation of the proposed project would not have a significant light and glare impact.



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### 5.1.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project

No mitigation measures related to aesthetics were outlined in the SBGPU EIR.

## 5.2 AGRICULTURE AND FOREST RESOURCES

### 5.2.1 Summary of Impacts Identified in the SBGPU EIR

The SBGPU EIR concluded that implementation of the 2005 General Plan Update would not result in the loss of land in agricultural production, and no farmland, agriculturally-zoned, or Williamson Act land would be affected by future development in accordance with the 2005 General Plan Update, which included the sbX station areas comprising the proposed project. No mitigation measures were required.

Impacts to forest resources were not analyzed in the SBGPU EIR as the requirement to analyze forest resources in environmental documents did not become effective until the adoption of the Senate Bill 97 (SB 97) amendments (adopted December 31, 2009, effective March 18, 2010) to the CEQA Guidelines, which occurred after the adoption date (November 5, 2005) of the 2005 General Plan Update and its associated SBGPU EIR by the San Bernardino City Council. Prior to the adoption of SB 97, forest resources had not yet been generally recognized as an environmental issue. Therefore, the analysis to impacts on forest resources is new in this Addendum.

### 5.2.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>II. AGRICULTURE AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					<b>X</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					<b>X</b>

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<b>Issues</b>	<b>Substantial Change in Project or Circumstances Resulting in New Significant Effects</b>	<b>New Information Showing Greater Significant Effects than Previous EIR</b>	<b>New Mitigation or Alternative to Reduce Significant Effect is Declined</b>	<b>Minor Technical Changes or Additions</b>	<b>No Impact</b>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?					<b>X</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?					<b>X</b>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?					<b>X</b>



**Comments:**

- e) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The station areas associated with the proposed project are located within highly urbanized areas of the City of San Bernardino and consist of a variety of urban uses, including residential, commercial, institutional, and office. Future development anticipated under the proposed project would occur within the same development envelope of the parcels included in the General Plan land use map and analyzed in the SBGPU EIR. Additionally, according to California Resource Agency’s Department of Conservation “Important Farmland Maps for San Bernardino County” (2008), the project area and entire City are not designated Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance (DLRP 2008). As with the 2005 General Plan Update, implementation of the proposed project would not convert mapped farmland to nonagricultural use. Therefore, implementation of the proposed project would not have an impact on farmlands.

- f) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The project’s station areas consist of a mix of the following General Plan and zoning designations, which are one and the same: Commercial General (CG-1), Commercial General-2 (CG-2), Commercial General-3 (CG-3), Commercial Office (CO), Commercial Regional-1 (CR-1), Commercial Regional-2 (CR-2), Commercial Regional-3 (CR-3), Central City South (CCS-1), Industrial Heavy (IH), Public/Commercial Recreation (PCR), Public Facilities (PF), Public Flood Control (PFC), Residential High (RH), Residential Medium High (RMH), Residential Medium (RM), Residential Suburban (RS), and Residential

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Urban (RU). As concluded in the SBGPU EIR, the project's station areas are not designated or zoned for agricultural use, used for agriculture, or subject to a Williamson Act contract. Therefore, implementation of the proposed project would not have an impact on agricultural resources.

- g) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** As noted above, the station areas consist of a mix of General Plan and zoning designations. The project areas are not designated or zoned for forest or timber land or used for foresting. Additionally, the project areas are located within highly urbanized areas of the City of San Bernardino and consist of a variety of urban uses. There is no forest land or resources within the confines of or in proximity to the project areas. Therefore, implementation of the proposed project would not have an impact on forest land or resources, and no mitigation measures are required.

- h) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** See response to Section 5.2.2(c), above.

- i) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** See response to Sections 5.2.2(a) and (b), above.

### **5.2.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

No mitigation measures related to agricultural resources were outlined in the SBGPU EIR.

## **5.3 AIR QUALITY**

### **5.3.1 Summary of Impacts Identified in the SBGPU EIR**

As concluded in the SBGPU EIR, growth and buildout projections for the General Plan Update were determined to be consistent with the Air Quality Management Plan. Additionally, implementation of the General Plan land use plan is not anticipated to result in CO concentrations exceeding federal and state standards. Therefore, these impacts were considered to be less than significant. However, the SBGPU EIR also determined that even after incorporating mitigation measures, the magnitude of the General Plan Update buildout development and corresponding generation of air pollutant emissions would result in exceedance of the South Coast Air Quality Management District's (SCAQMD) construction and operational phase thresholds. These emissions were thus considered significant on a cumulative basis by SCAQMD. Therefore, the SBGPU EIR concluded that buildout of the General Plan Update would have significant and unavoidable adverse air quality impacts due to the magnitude of emissions generated during construction and operation.

**5.3.2 Impacts Associated with the Proposed Project**

<b>Issues</b>	<b>Substantial Change in Project or Circumstances Resulting in New Significant Effects</b>	<b>New Information Showing Greater Significant Effects than Previous EIR</b>	<b>New Mitigation or Alternative to Reduce Significant Effect is Declined</b>	<b>Minor Technical Changes or Additions</b>	<b>No Impact</b>
<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?					<b>X</b>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?					<b>X</b>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?					<b>X</b>
d) Expose sensitive receptors to substantial pollutant concentrations?				<b>X</b>	
e) Create objectionable odors affecting a substantial number of people?					<b>X</b>



The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O<sub>3</sub>), carbon monoxide (CO), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), and lead (Pb). Geographic areas are classified under the national and California Clean Air Acts as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated as nonattainment for O<sub>3</sub>, PM<sub>2.5</sub>, PM<sub>10</sub><sup>1</sup> and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO<sub>2</sub> under the California AAQS.

<sup>1</sup> CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM<sub>10</sub> to attainment for PM<sub>10</sub> under the national AAQS on March 25, 2010 because the SoCAB has not violated federal 24-hour PM<sub>10</sub> standards during the period from 2004 to 2007. However, the USEPA has not yet approved this request.

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### Comments:

#### a) Conflict with or obstruct implementation of the applicable air quality plan?

**No Impact.** CEQA requires that General Plans be evaluated for consistency with the AQMP. AQMP strategy is based on projections from local General Plans, projects that are consistent with the local General Plan are considered consistent with the air quality-related Regional Plan. New land use introduced into certain station areas under the proposed project would be similar to those permitted under the existing General Plan and zoning designations and were already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. As discussed in Section 5.16, *Transportation and Traffic*, the proposed project would establish more compact land use patterns to facilitate shorter travel distances and alternative travel modes. The project would also reduce commute distances by providing housing close to transit. The proposed project would not exceed the assumptions and impacts identified in the SBGPU EIR, and would be consistent with the AQMP. There would be no impact, and no mitigation measures would be required.

#### b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

**No Impact.** Criteria air pollutant emissions would be generated from transportation and stationary sources within the TD. Although the character of the station areas would change and mixed uses would be introduced under the proposed project, the uses themselves would not be new as they are already permitted under the existing General Plan and zoning designations. The TD overlay and associated zoning regulations, development standards, and design guidelines would encourage a mix and intensity of land use around sbX transit stations and would foster transit-usage and encourage walking/biking and would implement the land use and transportation strategies of the General Plan. The project would establish more compact land use patterns to facilitate shorter travel distances and alternative travel modes. The project would also reduce commute distances by providing housing close to transit. Consequently, the proposed project has the potential to reduce transportation-related air pollutant emissions within the City. Furthermore, as with development anticipated under the General Plan Update, most project-related development projects (including mixed use) would require a project-level environmental analysis at the time development plans are submitted to the City. As a part of the environmental review, a project-specific air quality analysis for most projects would also be required. Future development projects anticipated under the proposed project would be required to adhere to the mitigation measures outlined in the SBGPU EIR. The project would not result in additional impacts anticipated in the SBGPU EIR; therefore, significant impacts with the proposed project would not occur.

#### c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

**No Impact.** SCAQMD considers exceedance of their daily significance thresholds to lead to a significant contribution to emissions on a cumulative basis. As discussed previously, the proposed project would not result in additional emissions than what was anticipated in the SBGPU EIR. There would be no additional impacts to the ones analyzed in the SBGPU EIR. Therefore, no significant impacts would occur.

#### d) Expose sensitive receptors to substantial pollutant concentrations?

**Minor Technical Changes or Additions.** An impact is potentially significant if concentration of emissions at sensitive receptors exceed the state or federal AAQS. The TD overlay would only allow residential uses within commercial-base zones that already allow residential uses. Moreover, the maximum density permitted for the

residential would be the same as the density allowed for the underlying base zone. Further, as discussed above Section 5.3.2(a), the proposed project would not worsen traffic, thereby worsening or creating new of CO “hot spots” at heavily congested intersections.

Dry cleaners would be permitted with the approval of a Development Permit but were previously not permitted in areas zoned CCS-1 in Station Area 9. Dry cleaners that would be allowed under the proposed TD could generate toxic air contaminants in proximity to residential area. As identified in the SBGPU EIR, these emissions are controlled at the local and regional level through permitting (SCAQMD New Source Review Permit) and would be required to implement best available control technology to ensure that risks are below SCAQMD’s significance criteria prior to the issuance of any necessary air quality permits. Potential impacts related to the permitted dry cleaner use would be less than significant, and no mitigation measures would be required.

### e) Create objectionable odors affecting a substantial number of people?

**No Impact.** As with the 2005 General Plan Update, future development in accordance with the proposed project would not emit objectionable odors that would affect a substantial number of people. Future development within the station areas in accordance with the proposed project—which would include but not be limited to residential, commercial, retail, office, hotel, mixed-use—is not associated with foul odors that constitute a public nuisance. During construction activities of future development projects, construction equipment exhaust, application of asphalt and architectural coatings would temporarily generate odors. These impacts were addressed in the SBGPU EIR and no additional impacts would occur with the proposed project. Therefore, impacts of the proposed project associated with operation- and construction-generated odors would not be significant.

### 5.3.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project

The following mitigation measures are included in the SBGPU EIR and would apply to development within the project’s station areas.

GP 5.2-2A Prior to the issuance of grading permits, the property owner/developer shall include a note on all grading plans which requires the construction contractor to implement following measures during grading. These measures shall also be discussed at the pregrade conference.

- Use low emission mobile construction equipment.
- Maintain construction equipment engines by keeping them tuned.
- Utilize existing power sources (i.e., power poles) when feasible.
- Configure construction parking to minimize traffic interference.
- Minimize obstruction of through-traffic lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum.
- Schedule construction operations affecting traffic for off-peak hours to minimize traffic congestion.



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- Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service).

GP 5.2-2B The City shall promote the use of low or zero VOC content architectural coatings for construction and maintenance activities.

### 5.4 BIOLOGICAL RESOURCES

#### 5.4.1 Summary of Impacts Identified in the SBGPU EIR

The City of San Bernardino's General Plan update would facilitate urban land uses in areas of the City that had previously been undeveloped. However, the City has in place policies and programs in its Land Use Element and Natural Resources and Conservation Element to sufficiently protect biological resources and mitigate potential impacts. Therefore, impacts related to the General Plan Update were determined to be less than significant.

#### 5.4.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					<b>X</b>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					<b>X</b>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?					<b>X</b>

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<b>Issues</b>	<b>Substantial Change in Project or Circumstances Resulting in New Significant Effects</b>	<b>New Information Showing Greater Significant Effects than Previous EIR</b>	<b>New Mitigation or Alternative to Reduce Significant Effect is Declined</b>	<b>Minor Technical Changes or Additions</b>	<b>No Impact</b>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					<b>X</b>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					<b>X</b>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					<b>X</b>

**Comments:**

- f) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** The project areas are located within highly urbanized areas of the City of San Bernardino and consist of a variety of urban uses. The project areas have been heavily disturbed in the past and are not in their natural condition. The station areas and surrounding areas consist of a mix of existing land uses, including residential, commercial, retail, office, institutional, and civic. No natural biological resources or communities existed in the areas of the proposed project in 2005 at the time the 2005 General Plan Update was analyzed under the SBGPU EIR and no such resources exist at the present time. The site conditions have not changed since then. Additionally, future development anticipated under the proposed project would occur within the same development envelope of the parcels included in the General Plan land use map and analyzed in the SBGPU EIR.

Three of the project's station areas (Stations 11 through 13) however abut the Santa Ana River Wash. The wash is within Critical Habitat Unit 1 (Santa Ana River and San Timoteo Canyon), which is designated critical habitat for San Bernardino kangaroo rat and California gnatcatcher. As with the 2005 General Plan Update, development of these areas under the proposed project could impact critical habitat of the Santa Ana River Wash. However, as outlined in the SBGPU EIR, project applicants would be required to consult with the appropriate agencies regarding potential impacts to listed species that the wash habitat may support, and would also be required to comply with regulatory requirements, including permitting, to offset any identified impacts. For example, development projects would be subject to current regulations protecting waters and wetlands, including the requirements of Section 404 permits from the United States Army Corps of



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Engineers, US fish and Wildlife Services review, Section 401 water quality certification, and the California Department of Fish and Game 1600 Streambed Alteration Agreements.

Additionally, to minimize the impacts to sensitive plant communities and wildlife species along the Santa Ana River Wash, the 2005 General Plan Update outlines goals and policies related to the protection of open space and wildlife habitat. Future development within the areas associated with Stations 11 through 13 would be reviewed for consistency with the established goals and policies of the 2005 General Plan Update. Furthermore, at the time individual development applications are submitted for development within these three station areas, the City will assess development proposals for potential impacts to significant natural resources pursuant to CEQA and associated state and federal regulations and City ordinances.

Therefore, as with the 2005 General Plan Update, the proposed project would not have a significant impact on or interfere with any species, habitat, natural community, riparian area, wetland, migratory fish or wildlife, or migratory wildlife corridor identified by any local, regional, state or federal agency.

**g) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** See response to Section 5.4.2(a), above.

**h) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** See response to Section 5.4.2(a), above.

**i) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**No Impact.** See response to Section 5.4.2(a), above. Additionally, the Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA. As standard practice, the City requires that project applicants comply with the MBTA by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities. As with future development associated with the 2005 General Plan Update, development associated with the proposed project would be required to comply with the provisions of this regulatory requirement. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to nesting birds, if any are found in any of the individual development sites of project areas. With adherence to the MBTA requirements, no significant impact would occur.

**j) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** As with future project development anticipated under the 2005 General Plan Update, future development of the project's station areas would be required to comply with relevant policies and ordinances

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relating to the protection and preservation of biological resources within the City. For example, City Ordinance MC-1027, 9-8-98 and MC-682 regulate the removal of mature trees. As with the 2005 General Plan Update, future development anticipated under the proposed project would not conflict with any local policies protecting biological resources.

**k) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** No adopted habitat conservation plans or natural community conservation plans existed in the City in 2005 at the time the 2005 General Plan Update was analyzed under the SBGPU EIR and no such plans exist at the present time. The San Bernardino Valley-Wide Multi Species Habitat Conservation Plan (MSHCP) has been and is still in the development stages. Upon approval and adoption of the San Bernardino Valley-Wide MSHCP, and participation by the City, future development projects within the station areas that would fall within the MSHCP boundary (if any) would be required to comply with the requirements of the MSHCP. Therefore, as with the 2005 General Plan Update, no significant impact to any habitat conservation plan or natural community conservation plan would occur as a result of future development anticipated under the proposed project.

**5.4.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

Mitigation measures outlined in the SBGPU EIR related to biological resources would not be applicable to the proposed project.

**5.5 CULTURAL RESOURCES**

**5.5.1 Summary of Impacts Identified in the SBGPU EIR**

With regards to historical, archeological and paleontological resources, the SBGPU EIR concluded that future development in accordance with the 2005 General Plan Update, which included development of the project's station areas, would not have a significant impact on or interfere with any such resources with implementation of the mitigation measures outlined in the SBGPU EIR.

**5.5.2 Impacts Associated with the Proposed Project**

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>V. CULTURAL RESOURCES. Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?					<b>X</b>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?					<b>X</b>



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<b>Issues</b>	<b>Substantial Change in Project or Circumstances Resulting in New Significant Effects</b>	<b>New Information Showing Greater Significant Effects than Previous EIR</b>	<b>New Mitigation or Alternative to Reduce Significant Effect is Declined</b>	<b>Minor Technical Changes or Additions</b>	<b>No Impact</b>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?					<b>X</b>
d) Disturb any human remains, including those interred outside of formal cemeteries?					<b>X</b>

### Comments:

#### a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

**No Impact.** Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii) Is associated with the lives of persons important in our past;
- iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

Future development anticipated under the proposed project would occur similar to and as permitted under the City’s General Plan. Development associated with the proposed project would occur within the same project area boundaries included in the General Plan land use map and analyzed in the SBGPU EIR. Additionally, future development projects anticipated under the proposed project would be required to adhere to the mitigation measures outlined in the SBGPU EIR, which are reproduced at the end of this section. For example, as outlined in Mitigation Measure GP 5.4-1, in areas of documented or inferred historic resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of historical resources. Therefore, as with development associated with the 2005 General Plan Update, future development anticipated under the proposed project would not have a significant impact on historical resources.

#### b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

**No Impact.** As with development anticipated under the 2005 General Plan Update, the likelihood for the discovery of archeological or paleontological resources or the impact to such resources is not considered

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significant with future development anticipated under the propose project. The project areas and immediate surroundings are not recognized as an area having the potential for subsurface archeological or paleontological resources. The project areas have been heavily disturbed in the past for a variety of land uses and are in an urbanized area of the City. The project area conditions under the proposed project remain similar as with those considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. Additionally, future development anticipated under the proposed project would occur within the same project area boundaries analyzed in the SBGPU EIR. Furthermore, future development projects resulting from the proposed project would be required to adhere to the mitigation measures outlined in the SBGPU EIR, which are reproduced at the end of this section. For example, as outlined in Mitigation Measure GP 5.4-2, in areas of documented or inferred archeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. Therefore, as with the 2005 General Plan Update, the proposed project would not have an impact on archeological or paleontological resources.

### **c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**No Impact.** See response to Section 5.5.2(a), above. Additionally, there were no unique geological features in any of the project areas or adjacent to or surrounding the project areas at the time the 2005 General Plan Update was being considered and this fact has not changed under the proposed project. Therefore, project implementation would not destroy any unique geological features.

### **d) Disturb any human remains, including those interred outside of formal cemeteries?**

**No Impact.** As with development anticipated under the 2005 General Plan Update, the likelihood for the discovery of human remains or the impact to such resources is not considered significant with future development anticipated under the propose project. Development anticipated under the proposed project would occur within the same project area boundaries included in the General Plan land use map and analyzed in the SBGPU EIR. The project areas and immediate surroundings are also not recognized as an area having the potential for human remains. Additionally, the project areas have been heavily disturbed in the past for a variety of land uses and are in an urbanized area of the City. The project area conditions under the proposed project remain similar as with those considered in the 2005 General Plan Update. Furthermore, future development projects resulting from the proposed project would be required to adhere to the mitigation measures outlined in the SBGPU EIR, which are reproduced at the end of this section. For example, Mitigation Measure GP 5.4-2 outlines a number of steps that are required to be taken in the even of a discovery of human remains. Therefore, as with the 2005 General Plan Update, the proposed project would not have an impact on human remains.



### **5.5.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

The following mitigation measures are included in the SBGPU EIR and would apply to development within the project's station areas.

GP 5.4-1 In areas of documented or inferred historic resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of historical resources. On properties where historic structures or resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified historical preservation expert.

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GP 5.4-2 In areas of documented or inferred archeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert.

GP 5.4-3 In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the San Bernardino County Coroner is contacted to determine if the remains are prehistoric and that no investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or

Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendation of the most likely descendant or on the property in a location not subject to further subsurface disturbances:

- The Native American Heritage Commission is unable to identify a most likely descendant or the likely descendant failed to make a recommendation within 24 hours after being notified by the commission; or
- The descendant identified fails to make a recommendation; or
- The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

### 5.6 GEOLOGY AND SOILS

#### 5.6.1 Summary of Impacts Identified in the SBGPU EIR

The SBGPU EIR concluded that due to the proximity and location of several earthquake faults that occur in an near the City, all structures within the City of San Bernardino may be subject to seismic related impacts from severe ground-shaking. Further, many sites within the City are located in areas with high and moderately high liquefaction potential, which can be induced by seismic activity. Therefore, the EIR concluded that City of San Bernardino residents, visitors, and workers would be subjected to potential seismic-related hazards in the buildout of the General Plan. However, all development in the City of San Bernardino would be required to follow the California Building Code, which regulates construction and design to ensure safety from seismic activity. The EIR thus concluded that upon consideration of regulatory requirements and standard conditions of approval the impacts would be less than significant.

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Another geological impact resulting from buildout of the General Plan Update is soil instability. The SBGPU EIR concluded that because the City lies within a geologic unit that contains soil types that are susceptible to wind and water erosion, development in areas characterized by such soil types may result in substantial soil erosion or the loss of topsoil. Additionally, the EIR also found that there is the potential to encounter expansive soils within the City, and that as a result there is a potential for risks to life or property due to structural collapse as a result of construction on expansive soils. As with ground shaking impacts, however, regulatory requirements like the California Building Code would render impacts less than significant.

### 5.6.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>VI. GEOLOGY AND SOILS. Would the project:</b>					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.					<b>X</b>
ii) Strong seismic ground shaking?					<b>X</b>
iii) Seismic-related ground failure, including liquefaction?					<b>X</b>
b) Result in substantial soil erosion or the loss of topsoil?					<b>X</b>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					<b>X</b>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?					<b>X</b>



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<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?					<b>X</b>

### Comments:

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**No Impact.** As stated in the SBGPU EIR and shown in Figure S-3, Alquist-Priolo Study Zones, of the City's General Plan Safety Element, the project's station areas are not within an established Alquist-Priolo Earthquake Fault Zone. However, three faults traverse the City as shown in Figure S-3, which include the San Jacinto, Glen Helen, and San Andreas Faults. All of these faults are designated as Alquist-Priolo Earthquake Fault Zones and are considered as active faults. The San Jacinto Fault is in close proximity to three of the project's station areas (Stations 10 through 12). A rupture of this fault could expose people or structures in those station areas to potentially substantial adverse effects, including the risk of loss, injury, or death. Additionally, all of the project's station areas are in a seismically active region and occasional seismic ground shaking is likely to occur within the lifetime of the proposed development.

However, the project area is not at greater risk of seismic activity or impacts than other sites in southern California. Seismic shaking is a risk throughout southern California. Additionally, the state regulates development in California through a variety of tools that reduce hazards from earthquakes and other geologic hazards. The 2010 California Building Code (CBC; California Code of Regulations, Title 24, Part 2) contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. As with development anticipated under the 2005 General Plan Update, future development associated with the proposed project would be required to adhere to the provisions of the CBC, which are imposed on project developments by the City during the building plan check and development review process. Compliance with the requirements of the 2010 CBC for structural safety during a seismic event would reduce hazards from strong seismic ground shaking along one of the three faults that traverse the City. Therefore, significant impacts resulting from rupture of a known earthquake fault and strong seismic ground shaking would not occur.

### ii) Strong seismic ground shaking?

**No Impact.** See response to Section 5.6.2(a), above.

### iii) Seismic-related ground failure, including liquefaction?

**No Impact.** As disclosed in the SBGPU EIR and shown in Figure S-5, Liquefaction Susceptibility, some of the project's station areas (Stations 7 through 13) lie within areas susceptible to high liquefaction. Future development anticipated under the proposed project would occur within the same areas considered in the 2005 General Plan Update and analyzed in the SBGPU EIR, and would be susceptible to the same level of potential impacts from liquefaction. However, as standard procedure, future grading and soil compaction activities associated with development anticipated under the proposed project would require the preparation of specific grading plans, soils and geotechnical reports (which must address liquefaction, subsidence, and other potential soil stability hazards), and hydrology studies, which are required to be submitted to and reviewed and approved by the City prior to the commencement of any grading activities. Submittal of these technical plans and studies would ensure that hazards arising from liquefaction and other seismic ground failures would not occur, as they would be prepared in accordance with current grading and engineering standards outlined in the most recent CBC. Therefore, significant impacts resulting from liquefaction would not occur.

### b) Result in substantial soil erosion or the loss of topsoil?

**No Impact.** As with development anticipated under the 2005 General Plan Update, future development associated with the proposed project would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. These activities could result in soil erosion. However, development within the project areas is subject to local and state codes and requirements for erosion control and grading during construction. As with development anticipated under the General Plan, future development associated with the proposed project would be required to comply with standard regulations, including South Coast Air Quality Management District Rules 402 and 403, which would reduce construction erosion impacts. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emissions source. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance offsite.

Additionally, the Construction General Permit (CGP) issued by the State Water Resources Control Board (SWRCB), effective July 1, 2010, regulates construction activities to minimize water pollution, including sediment. The anticipated improvements that would occur within the project areas would be subject to National Pollution Discharge Elimination System (NPDES) permitting regulations, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which is further discussed in Section 5.9, *Hydrology and Water Quality*, of this Addendum. Specifically, the CGP requires the preparation and implementation of a SWPPP for project sites of one acre or greater, which would include but not be limited to the following:

- Determine risk level for impacts of sediment from site to receiving waters.
- Specify actions the project will take to minimize sediment transport from construction sites.

Such actions include best management practices (BMPs). Types of BMPs that are incorporated in SWPPPs include:



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- Erosion controls: cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.
- Sediment controls: Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers, and cleaning measures such as street sweeping.
- Tracking controls: Tracking control BMPs minimize the tracking of soil offsite by vehicles; for instance, stabilizing construction roadways and entrances/exits.

The SWPPP must include BMPs to eliminate and/or minimize soil erosion prior to and during construction and show the placement of those BMPs. Additionally, the SWPPP must contain among other things a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. The construction contractor of future development anticipated under the proposed project would be required to prepare and implement a SWPPP in compliance with the CGP during construction. Adherence to the BMPs in the SWPPP would reduce, prevent, and or minimize soil erosion. Therefore, soil erosion impacts from grading and construction activities associated with future development anticipated under the proposed project would not occur.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.**

**No Impact.** As with development anticipated under the 2005 General Plan Update and as standard procedure, future grading and soil compaction activities associated with development anticipated under the proposed project requires the preparation of specific grading plans, soils and geotechnical reports (which must address liquefaction, subsidence, and other potential soil stability hazards), and hydrology studies, which are required to be submitted to and reviewed and approved by the City Engineer prior to the commencement of any grading activities. Submittal of these technical plans and studies would ensure that hazards arising from lateral spreading, subsidence or collapsible soils would not occur, as they would be prepared in accordance with current grading and engineering standards outlined in the most recent CBC. Additionally, additional testing for soils would be required following rough grading and prior to construction of foundations and other concrete work to confirm these conditions. Therefore, impacts resulting from lateral spreading, subsidence or collapsible soils would not occur.

- d) Be located on expansive soil, as defined in Table 19-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**No Impact.** See response to Section 5.6.2(c), above.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

**No Impact.** As with development anticipated under the 2005 General Plan Update, no septic tanks or alternative wastewater disposal systems would be proposed for future development anticipated under the proposed project. Future development would require connection to existing sewers mainlines and service lines, which are currently available in the surround roadways of the project areas. Therefore, impacts from alternative wastewater disposal systems would not occur.

**5.6.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed project**

No mitigation measures related to geology and soils were outlined in the SBGPU EIR.

**5.7 GREENHOUSE GAS EMISSIONS**

**5.7.1 Summary of Impacts Identified in the SBGPU EIR**

Greenhouse gas emission (GHG) impacts were not analyzed in the SBGPU EIR, because the requirement to analyze GHG in environmental documents did not become effective until the adoption of AB 32 and the SB 97 amendments (adopted December 31, 2009, effective March 18, 2010) to the CEQA Guidelines, which occurred after the adoption date (November 1, 2005) of the 2005 General Plan Update and its associated SBGPU EIR by the San Bernardino City Council. Prior to the adoption of AB 32 and SB 97, GHG emissions had not yet been generally recognized as an environmental issue. Therefore, the analysis of GHG emissions is new in this Addendum.

**5.7.2 Impacts Associated with the Proposed Project**

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>VII. GREENHOUSE GAS EMISSIONS. Would the project:</b>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?					<b>X</b>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?					<b>X</b>



**Comments:**

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**No Impact.** Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is by definition a cumulative environmental impact. The State of California, through its governor and its legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of AB 32 and SB 375, which will address GHG emissions on a statewide cumulative basis.

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A regional GHG emissions inventory is being prepared by SANBAG for the County of San Bernardino and participating cities, including the City of San Bernardino. Although the character of the station areas would change and mixed uses would be introduced under the proposed project, the uses themselves would not be new as they are already permitted under the existing General Plan and zoning designations. The TD and associated zoning regulations, development standards, and design guidelines would encourage a mix and intensity of land use around sbX transit stations that would foster transit-usage and encourage walking/biking and would implement the land use and transportation strategies of the City's General Plan. The project would establish more compact land use patterns to facilitate shorter travel distances and alternative travel modes. The project would also reduce commute distances by providing housing close to transit.

Consequently, the proposed project has the potential to reduce transportation-related GHG emissions within the City (the largest GHG sector) and support the GHG reduction goals of AB 32. As with development anticipated under the General Plan Update, most project-related development projects (including mixed use) would require a project-level environmental analysis at the time development plans are submitted to the City. As a part of the environmental review, a project-specific GHG analysis for most projects would also be required. Future development projects anticipated under the proposed project would be required to adhere to statewide measures adopted for the purpose of reducing GHG emissions, including the Building and Energy Efficiency Standards (part of the California Building Code) and the California Green Building Code (CALGreen). Additional measures to reduce project-level GHG emissions impacts would be evaluated on a case-by-case basis, based on their potential to exceed SCAQMD's GHG significance thresholds. Furthermore, the City is currently preparing a Sustainability Master Plan (SMP) that will set the City on a path toward achieving the GHG reduction goals of AB 32 (City of San Bernardino 2010). Once adopted, future projects consistent with the qualified GHG reduction plan would not result in GHG emissions impacts. Therefore, significant impacts would not occur.

### **b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**No Impact.** The California Air Resources Board (CARB) adopted the Scoping Plan on December 11, 2008. The Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by AB 32, which are 1990 levels by year 2020. AB 32 requires California to reduce its GHG emissions by approximately 29 percent below business-as-usual. CARB identified reduction measures to achieve this goal as set forth in the Scoping Plan. Thus, projects that are consistent with the Scoping Plan are also consistent with the 29 percent reduction below business-as-usual required by AB 32. The City of San Bernardino is in the process of creating a SMP that will set the City on a path toward achieving the GHG reduction goals of AB 32 (City of San Bernardino 2010). The TD and associated zoning regulations, development standards, and design guidelines would encourage a mix and intensity of land use around sbX transit stations that would foster transit-usage and encourage walking/biking and would implement the land use and transportation strategies of the General Plan and SMP to promote infill development. Consequently, implementation of the proposed project would be consistent with the GHG reduction goals of AB 32 and would not conflict with plans adopted for the purpose of reducing GHG emissions.

### **5.7.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

This topic was not analyzed in the SBGPU EIR and therefore no mitigation measures related to GHG emissions were outlined. Moreover, because the proposed project would not emit significant levels of GHG, this impact would be less than significant and no mitigation is required.

**5.8 HAZARDS AND HAZARDOUS MATERIALS**

**5.8.1 Summary of Impacts Identified in the SBGPU EIR**

The SBGPU EIR concluded that buildout of the General Plan Update would result in an increase in the frequency of transport, use and disposal of hazardous materials associated with commercial and industrial growth within the City. Other impacts addressed in the SBGPU EIR include the presence of properties identified on the CERCLIS list, presence of the San Bernardino International Airport, and the City’s susceptibility to wildland fires. Increased development resulting from implementation of the City’s General Plan, including the station areas associated with the proposed project, would expose additional structures and persons to these hazards. However, upon implementation of General Plan policies, regulatory requirements, and standard conditions of approval, impacts would be less than significant.

**5.8.2 Impacts Associated with the Proposed Project**

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?					X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?					X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?					X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?					X



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<b>Issues</b>	<b>Substantial Change in Project or Circumstances Resulting in New Significant Effects</b>	<b>New Information Showing Greater Significant Effects than Previous EIR</b>	<b>New Mitigation or Alternative to Reduce Significant Effect is Declined</b>	<b>Minor Technical Changes or Additions</b>	<b>No Impact</b>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?					<b>X</b>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?					<b>X</b>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?					<b>X</b>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?					<b>X</b>

### Comments:

#### a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

**No Impact.** Implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials or through the foreseeable upset and accident conditions involving the release of hazardous materials. Although mixed-use would be a new land use introduced into certain station areas under the proposed project, the uses themselves would be similar to those permitted under the existing General Plan and zoning designations and were already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. As concluded in the SPGPU EIR, no significant impacts would occur with development anticipated under the 2005 General Plan Update and no such significant impacts would occur under future development associated with the proposed project. Additionally, as with future development anticipated under the General Plan Update, the use, storage, transport, and disposal of hazardous materials by residential and nonresidential land uses associated with the proposed project would be required to comply with existing regulations of several agencies, including the Department of Toxic Substances Control (DTSC), US Environmental Protection Agency (EPA), Occupational Safety & Health Administration (OSHA), Caltrans, and San Bernardino City Fire Department. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an

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appropriate manner, and would minimize the potential for safety impacts to occur. Therefore, no significant impact would occur.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**No Impact.** See response to Section 5.8.2(a), above.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No Impact.** As with development anticipated under the 2005 General Plan Update, future development associated with the proposed project would not result in the placement of hazardous waste generating facilities within one quarter mile of a school. The various land uses that would be developed in the various station areas under the proposed project would consist of a mix of uses (e.g., residential, commercial, office, institutional) that are not considered emitters, producers or handlers of large quantities of hazardous materials, substance, or waste. Industrial uses, which are the primary hazardous waste generating facilities in the City, are currently concentrated along existing industrial corridors and that would not change under the proposed project. Therefore, no significant impact would occur.

**d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**No Impact.** As outlined in the SBGPU EIR, the Norton AFB and the Newmark Groundwater Contamination site are listed on the NPL. The CERCLIS list also identified 6 other sites within the City with hazardous waste contamination. While many of these sites do not have a remediation plan, the existing federal and state environmental regulations in place prevent the reuse of the site without standards for cleanup under CERCLIS, and in some cases RCRA. None of the station areas associated with the proposed project was included on the CERCLIS list. This condition remains unchanged and as with development anticipated under the 2005 General Plan Update, future development in accordance with the proposed project would not create a significant hazard to the public or environment. Additionally, the proposed project would not change the site boundaries of the station areas that were analyzed in the SBGPU EIR. Therefore, no significant impact would occur.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** As shown in Figure LU-4, San Bernardino International Airport Planning Boundaries, none of the station areas associated with the proposed project are within the airport influence area or in any of the airport's runway protection, safety, or traffic pattern zones. Additionally, none of the station areas associated with the proposed project are within the vicinity of a private air strip. Therefore, no significant airport-related impacts would occur.

**f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** See response to Section 5.8.2(e), above.



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### **g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** As concluded in the SPGPU EIR, no significant impacts to the adopted countywide Emergency Management Plan—which is prepared and overseen by the San Bernardino County Fire Department Office of Emergency Services—would occur with development anticipated under the 2005 General Plan Update and no such significant impacts would occur under future development associated with the proposed project. Although mixed-use would be a new land use introduced into certain station areas under the proposed project, the uses themselves would be similar to those permitted under the existing General Plan and zoning designations and were already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR.

Additionally, all construction activities associated with future development associated with the proposed project would be required to be performed per the City's and San Bernardino City Fire Department's standards and regulations. Future project-related development project would also be required to go through the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations as set forth in the CBC and the City's Municipal Code and by San Bernardino City Fire Department, to ensure that they do not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.).

Therefore, no significant impact to the adopted countywide Emergency Management Plan would occur.

### **h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** As shown in Figure S-9, Fire Hazard Areas, of the City's General Plan Safety Element, none of the project's station areas are within a fire hazard area. The project's station areas are in developed, urbanized areas and are not adjacent to wildlands that could be subject to wildland fires. Therefore, the proposed project would not increase risks related to wildland fires or expose people or structures to significant risk of wildland fires.

#### **5.8.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

No mitigation measures related to hazards and hazardous materials were outlined in the SBGPU EIR.

### **5.9 HYDROLOGY AND WATER QUALITY**

#### **5.9.1 Summary of Impacts Identified in the SBGPU EIR**

Multiple impacts to hydrology and water quality resulting from the General Plan Update were identified in the SBGPU EIR. Firstly, full buildout of the General Plan Update would result in an increase in construction, creating the potential for short-term unquantifiable increases in pollutant concentrations from the individual project sites. After project development the quality of storm runoff may be altered. Additionally, portions of the City are located within a 100-year flood hazard area, as well as within the inundation area of the Seven Oaks Dam. Therefore, development occurring in these areas has the potential to expose structures and occupants to flood hazards. Lastly, debris carried by the Santa Ana River has the potential to fill or plug structures designed to collect and convey runoff resulting in floodwaters being forced into adjacent areas.

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The SBGPU EIR also identified mudflows as similarly dangerous phenomena with potential to occur in San Bernardino.

However, due to the limited availability of vacant land for development, the amount of impervious surface added by buildout of the General Plan would be limited. Impacts to stormwater quantity and quality would consequently be limited. Additionally, existing drainage patterns would not be significantly altered by implementation of the plan. Potential impacts due to mudflows and inundation would also be reduced due to policies and regulations contained in the General Plan to limit development in areas susceptible to these phenomena. Therefore, the SBGPU EIR concluded that all hydrological and water quality impacts resulting from implementation of the General Plan Update would be less than significant.

### 5.9.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>IX. HYDROLOGY AND WATER QUALITY. Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements?					<b>X</b>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?					<b>X</b>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site?					<b>X</b>



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<b>Issues</b>	<b>Substantial Change in Project or Circumstances Resulting in New Significant Effects</b>	<b>New Information Showing Greater Significant Effects than Previous EIR</b>	<b>New Mitigation or Alternative to Reduce Significant Effect is Declined</b>	<b>Minor Technical Changes or Additions</b>	<b>No Impact</b>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?					<b>X</b>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?					<b>X</b>
f) Otherwise substantially degrade water quality?					<b>X</b>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?					
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?					<b>X</b>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?					<b>X</b>
j) Inundation by seiche, tsunami, or mudflow?					<b>X</b>

### Comments:

#### a) Violate any water quality standards or waste discharge requirements?

**No Impact.** Future development associated with the proposed project would not violate any water quality standard or waste discharge requirement or substantially degrade water quality. Although mixed-use would be a new land use introduced into certain station areas under the proposed project, the uses themselves would be similar to those permitted under the existing General Plan and zoning designations and were already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. As concluded in the SPGPUEIR, no significant water quality impacts would occur with development anticipated under the 2005

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General Plan Update and no such significant impacts would occur under future development associated with the proposed project.

Additionally, the Construction General Permit (CGP) issued by the State Water Resources Control Board (SWRCB), effective July 1, 2010, regulates construction activities to minimize water pollution, including sediment. As with development anticipated under the 2005 General Plan Update, future development associated with the proposed project would be subject to National Pollution Discharge Elimination System (NPDES) permitting regulations, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). Specifically, the CGP requires the preparation and implementation of a SWPPP for project sites of one acre or greater, which would include but not be limited to the following:

- Determine risk level for impacts of sediment from site to receiving waters.
- Specify actions the project will take to minimize sediment transport from construction sites.

Such actions include best management practices (BMPs). Types of BMPs that are incorporated in SWPPPs include:

- Erosion controls: cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.
- Sediment controls: Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers, and cleaning measures such as street sweeping.
- Tracking controls: Tracking control BMPs minimize the tracking of soil offsite by vehicles; for instance, stabilizing construction roadways and entrances/exits.
- Non-stormwater management: Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Non-stormwater management BMPs also prescribe conducting various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.
- Waste and Materials Management: management of materials and wastes to avoid contamination of stormwater. Waste and materials management BMPs include spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

The SWPPP must include BMPs to eliminate and/or minimize stormwater pollution prior to and during construction and show the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for nonvisible pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. The construction contractors of future development anticipated under the proposed project would be required to prepare and implement a SWPPP in compliance with the CGP during construction. Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters.

The City's Municipal Code also requires all future development of one acre or more to manage stormwater from construction sites in a manner that would reduce impacts to water quality. Therefore, no significant water quality impact would occur.



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- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**No Impact.** As concluded in the SBGPU EIR, the 2005 General Plan Update would not result in a significant reduction in groundwater recharge due to the limited amount of vacant area available for development that could be turned into impervious surfaces. Although the project's station areas consist of some scattered vacant parcels, the proposed project would not change the site boundaries of the station areas that were considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. Additionally, the vacant parcels associated with the proposed project are in highly urbanized areas of the City and are not considered groundwater recharge areas. Therefore, no significant impacts to groundwater recharge would occur.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site?**

**No Impact.** As concluded in the SPGPUEIR, no significant on- or offsite erosion or flooding impacts would occur with development anticipated under the 2005 General Plan Update and no such significant impacts would occur under future development associated with the proposed project. Although mixed-use would be a new land use introduced into certain station areas under the proposed project, the uses themselves would be similar to those permitted under the existing General Plan and zoning designations and were already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. As also concluded in the SBGPU EIR, any impacts to the drainage pattern and potential erosion hazards would be mitigated on a project-by-project basis by adherence to NPDES requirements as well as the City's Municipal Code, which includes provisions for onsite stormwater retention for undeveloped properties of one acre or more in size. Additionally, the City's General Plan contains methods to reduce erosion through goals, policies, and programs related to the protection of the drainage systems. Furthermore, as a standard requirement of all new developments, project applicants are required to submit for review and approval by the City comprehensive grading and drainage plans for construction projects. The plans are required to demonstrate how surface water will be collected onsite and conveyed to existing storm drain facilities. Therefore, no significant impact would occur.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**No Impact.** See response to Section 5.9.2(c), above.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

**No Impact.** As concluded in the SBGPU EIR, implementation of the General Plan Update may alter the existing localized (project level) drainage patterns within the San Bernardino area and increase the amount of impervious surfaces through the continued development of vacant areas. Some of these vacant areas (in the form of vacant parcels) are located within various station areas of the proposed project. However, as stated in the SBGPU EIR, new development would be required to size storm water drainage facilities appropriately. As a standard requirement of all new developments, project applicants are required to submit for review and approval by the City comprehensive grading and drainage plans for construction projects. The

plans are required to demonstrate how surface water will be collected onsite and conveyed to existing storm drain facilities. Additionally, the proposed project would not change the site boundaries of the station areas that were considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. Therefore, no significant impacts on the stormwater drainage system would occur.

**f) Otherwise substantially degrade water quality?**

**No Impact.** See response to Section 5.9.2(a), above.

**g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** As shown in Figure S-1, 100-Year Flood Plain, none of the project's station areas are located within a 100-year flood zone as indicated on the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) covering the project area. Therefore, as with development anticipated under the General Plan Update, development associated with the proposed project would not place people or structures at risk of flooding in a 100-year flood zone and would not place structures in 100-year flood zones that would redirect flood flows. Therefore, no significant impacts would occur.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No Impact.** See response to Section 5.9.2(g).

**i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**No Impact.** As shown in Figure S-2, Seven Oaks Dam Inundation, a number of the project's station areas (Stations 10 through 13) are within the dam inundation area of Seven Oaks Dam. Although mixed-use would be a new land use introduced into certain station areas under the proposed project, the uses themselves would be similar to those permitted under the existing General Plan and zoning designations and were already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. The proposed project would still allow these same permitted uses to be developed, but in a manner that would permit them to be more closely integrated with each other in a horizontal or vertical manner. Additionally, as outlined in the SBGPU EIR, although failure of the dam in the event of a catastrophe would release a significant amount of water (approximately 145,600 acre-feet of water during flood conditions), the dam is engineered to withstand an earthquake measuring 8.0 on the Richter scale, with any point able to sustain a displacement of four feet without causing any overall structural damage. Furthermore, the dam inundation areas shown in Figure S-2 reflect events of extremely remote nature. Finally, the City's General Plan contains policies that prohibit land use development in inundation-prone areas intended for human occupancy, which would limit risk to the population in the event of dam failure. Therefore, no significant impacts would occur.

**j) Inundation by seiche, tsunami, or mudflow?**

**No Impact.** The following describes potential impacts to people and structures from seiches, tsunamis, and mudflows. As demonstrated below, the proposed project would not expose people or structure to any of these hazards.

**Seiche:** A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. There are no bodies of water near the project's station areas that could pose a flood hazard due to a seiche or failure of an aboveground reservoir. Therefore, impacts from a seiche would not occur.



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**Tsunami:** A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project area is approximately 48 miles inland from the Pacific Ocean. Therefore, impacts from a tsunami would not occur.

**Mudflow:** A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The project's station areas and surroundings are generally flat and highly urbanized. Therefore, impacts from a mudflow would not occur.

### 5.9.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project

No mitigation measures related to hydrology and water quality were outlined in the SBGPU EIR.

## 5.10 LAND USE AND PLANNING

### 5.10.1 Summary of Impacts Identified in the SBGPU EIR

There are no significant land use impacts related to implementation of the San Bernardino General Plan Update. The certified EIR demonstrated that the plan would not divide an established community, and would not conflict with existing plans seeking to protect the environment, including habitat conservation plans. Similarly, the EIR also concluded that implementation of the Arrowhead Springs Specific Plan would not have significant land use impacts as defined by CEQA Guidelines.

### 5.10.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>X. LAND USE AND PLANNING. Would the project:</b>					
a) Physically divide an established community?				X	
c) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X	
d) Conflict with any applicable habitat conservation plan or natural community conservation plan?					X

**Comments:**

**a) Physically divide an established community?**

**Minor Technical Changes or Additions.** Although the TD overlay would slightly modify existing development standards and the list of permitted/prohibited land uses within the project's station areas, it would not introduce any feature, element or incompatible land uses that would physically divide a community. Additionally, under the proposed project, adequate transitions would be created between primarily residential and commercial areas via mixed-use developments. The intent of the TD overlay is to allow and encourage an appropriate mix and intensity of land uses in a compact pattern around the sbX transit station areas, thereby creating a greater level of connectivity, cohesiveness and community form. The City would also maintain the existing land use and zoning designations of the affected parcels in place under the proposed project. Therefore, no significant impacts are anticipated.

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**Minor Technical Changes or Additions.** Implementation of the proposed project would not conflict with any applicable land use plan, policy, or regulation. Development under the proposed project would occur as permitted under and consistent with the City's General Plan. The City would maintain the existing land use and zoning designations of the affected parcels in place under the proposed project. As noted above, with the exception of the allowance of increased building heights (an increase of up to 4 stories in the Employment Center Station Areas and 5 stories in the Downtown Station Areas) and mixed use (e.g., residential over office or commercial, office over commercial) in some station areas, future development of the station areas anticipated under the proposed project would generally occur as permitted under the City's General Plan. Although mixed-use would be a new land use introduced into certain station areas under the proposed project, the uses themselves would be similar to those permitted under the existing General Plan and zoning designations and were already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. The intent of the TD overlay is to allow and encourage an appropriate mix and intensity of land uses in a compact pattern around the sbX transit station areas, thereby creating a greater level of connectivity, cohesiveness and community form. Therefore, no significant land use impacts are anticipated.



**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** See response to Section 5.4.2(f), above.

**5.10.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

No mitigation measures related to land use and planning were outlined in the SBGPU EIR.

**5.11 MINERAL RESOURCES**

**5.11.1 Summary of Impacts Identified in the SBGPU EIR**

As outlined in the SBGPU EIR, while certain areas in the City are known to contain mineral resources, extraction is not compatible with existing land uses in the City and the City is opposed to the mineral resource zone designations found in the City for several reasons. Consequently, the SBGPU EIR concluded that buildout of the General Plan Update would not create a loss in availability of mineral resources, as

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existing conditions do not allow for extraction anyway. Therefore, impacts to mineral resources would be less than significant.

### 5.11.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>XI. MINERAL RESOURCES. Would the project:</b>					
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?					X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?					X

#### Comments:

#### a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

**No Impact.** As shown in Figure NRC-3, Mineral Resource Zones, of the City's General Plan Natural Resources and Conservation Element, a few of the project's station areas are within Mineral Resource Zone 2 (MRZ-2) and one or two others are within MRZ-1. The MRZ-1 designation indicates that there is adequate information that no significant mineral deposits are present or likely to be present. The MRZ-2 designation indicates that either aggregate resources exist on the site, or that there is a high likelihood that such resources exist.

As stated in the SBGPU EIR, the City further evaluated areas listed by the state as containing regionally significant construction aggregate sectors, as shown in Figure NRC-3, and determined several sectors (which included the project areas) could not be protected due to incompatible land use and such sectors were opposed by the City. The reasons these sectors are opposed by the City include: rapid growth rate (in excess of 25 percent); identification of rare and endangered plant species; traffic and safety concerns; proximity to highly urbanized areas; inadequate freeway access; and incompatibility with surrounding land uses (lack of a adequate buffer zone). In addition, mining in the project areas would also be incompatible with the surrounding urban uses, especially the residential uses within and adjacent to the project areas. Given these factors, mining is not practical in the project's station areas, and no significant impacts to mineral resources would occur.

**b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact.** See response to Section 5.11.2(a), above.

**5.11.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

No mitigation measures related to mineral resources were outlined in the SBGPU EIR.

**5.12 NOISE**

**5.12.1 Summary of Impacts Identified in the SBGPU EIR**

It was determined by the SBGPU EIR that several noise-related impacts would occur as a result of the 2005 General Plan Update. Firstly, implementation would result in long-term operation-related noise that would exceed local standards that may have significant noise impacts related to noise sources, which include stationary, roadway, railroad and aircraft. Secondly, implementation of the General Plan Update would create groundborne vibration and groundborne noise that may result in significant vibration impacts from vibration-intensive construction activities and increased train travel along railroads. Thirdly, at the time of the 2005 General Plan Update there was no adopted Airport Master Plan or Comprehensive Land Use Plan (CLUP) for the San Bernardino International Airport (which was formerly known as the Norton Air Force Base). While awaiting the finalization of these plans, the City of San Bernardino has regulated land uses around the airport through the existing noise ordinance (and as predicated on the noise contours from the former Norton AFB). Land uses under the flight path of the airport include noise-sensitive uses, creating an inherent incompatibility and potentially resulting in exposure of persons to noise levels exceeding standards established in the General Plan.

For these three impacts, specifically, the SBGPU EIR analysis determined that stationary noise generated by the General Plan would potentially be problematic if occurring at the borders between industrial and commercially-zoned areas and sensitive noise uses. With respect to mobile sources, the SBGPU EIR concluded that increases in noise levels would occur at existing noise-sensitive land uses and would exceed the City's land use compatibility standards for noise. Buildout of the General Plan Update was also determined to have short- and long-term impacts on groundborne vibration and groundborne noise due to a general increase in rail usage. The SBGPU EIR also concluded that construction activities associated with buildout of the General Plan would result in temporary noise increases in the vicinity of individual projects. Lastly, the SBGPU EIR concluded that noise incompatibility with the designation of parkland underneath the then-existing airport flight path was anticipated to result in significant noise impacts on this sensitive use.



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### 5.12.2 Impacts Associated with the Proposed Project

<b>Issues</b>	<b>Substantial Change in Project or Circumstances Resulting in New Significant Effects</b>	<b>New Information Showing Greater Significant Effects than Previous EIR</b>	<b>New Mitigation or Alternative to Reduce Significant Effect is Declined</b>	<b>Minor Technical Changes or Additions</b>	<b>No Impact</b>
<b>XII. NOISE. Would the project result in:</b>					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					<b>X</b>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?					<b>X</b>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				<b>X</b>	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?					<b>X</b>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?					<b>X</b>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?					<b>X</b>

Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, the County of San Bernardino, and the City of San Bernardino have established criteria to protect public health and safety and to prevent disruption of certain human activities.

### Comments:

**a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**No Impact.** Developments anticipated under the proposed project would adhere to the City's General Plan and the Municipal Code for controlling both temporary and permanent noise and vibration levels. With this consistency, the proposed TD overlay would have no significant impact and no additional mitigation is required.

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**No Impact.** As discussed in the SBGPU EIR, significant vibration impacts can potentially be generated by roadway, railway, and industrial sources. Because the proposed TD overlay is consistent with the City's General Plan and because conforming to the General Plan will result in no sensitive land uses being sited within critical distances to vibration sources, any potential for significant vibration impacts from transportation sources is less than significant. Further, since vibration generated by machinery at industrial land uses is regulated by City's Municipal Code (Section 15.68.20), compliance with the code would result in industrial vibration levels that are considered to be acceptable to the City. As such, no significant vibration impacts would occur from vibration.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Minor Technical Changes or Additions.** As discussed above, the proposed project has the potential to reduce transportation-related noise levels within the City. By encouraging an improved mix of land uses around sbX transit stations and by fostering more efficient transit usage and transportation strategies, the proposed TD overlay would establish more compact land use patterns and could, as a result, reduce vehicle miles traveled rates and the associated traffic noise within the city.

The potential noise effects and changes from the project-related developments would be identified in each project-level environmental analysis (as is required by the General Plan). Minor technical changes or additions may be identified as a result of these specific project-level noise assessments. However, given the overall consistency with the General Plan and with the implementation of Mitigation Measure GP 5.10-1 from the SBGPU EIR, the proposed project would have no significant impact and no additional mitigation is required.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**No Impact.** Developments anticipated under the proposed project would adhere to the City's General Plan and the Municipal Code for controlling temporary and periodic increases in noise levels, including those from construction activities. With this consistency, the proposed project would have no significant impact and no additional mitigation is required.



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- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The SBGPU EIR discussed the operations at The San Bernardino International Airport (call letters SBD), which is located within the San Bernardino city limits. Airport noise, produced from takeoffs, flyovers/over-flights, and approaches/landings, contribute to the noise environment within the City. In lieu of an Airport Master Plan or Comprehensive Land Use Plan (CLUP) for the airport, the General Plan identified an inherent incompatibility with the parkland and operation of the airport, which may result in exposure of visitors to noise levels that exceed noise compatibility standards established in the General Plan. As a consequence, Mitigation Measure GP 5.10-4 was instigated (provided at the end of this section). The proposed project would be consistent with the General Plan and with this mitigation measure regarding noise from the airport. Therefore, the proposed project would have no significant impact and no additional mitigation is required.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** In addition to aircraft noise from the San Bernardino International Airport, local helicopter air traffic from five heliports in San Bernardino was identified in the General Plan Update<sup>2</sup>. With respect to potential noise impacts from private airstrips, the proposed project would be consistent with the City's General Plan in that individual projects would have to be analyzed on a project-specific basis. Given this approach, this impact would be less than significant and no mitigation is required.

### **5.12.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

The following mitigation measures are included in the SBGPU EIR and would apply to development within the project's station areas.

GP 5.10-1 Prior to the issuance of building permits for any project that involves a noise sensitive use within the 65 dBA CNEL contour along major roadways or freeway, railroads, or the San Bernardino International Airport, the project property owner/developers shall submit a final acoustical report prepared to the satisfaction of the Planning Director. The report shall show that the development will be sound-attenuated against present and projected noise levels, including roadway, aircraft, helicopter and railroad, to meet City interior and exterior noise standards.

GP 5.10-4 The City of San Bernardino shall incorporate into the General Plan and Zoning ordinance the noise contour map developed for the SBIA after completion of the Airport Master Plan.

## **5.13 POPULATION AND HOUSING**

### **5.13.1 Summary of Impacts Identified in the SBGPU EIR**

The SBGPU EIR concluded that buildout of the General Plan Update would allow for substantial population growth through development of additional housing units. Buildout of the General Plan would also result in displacing people and housing, thus necessitating the construction of replacement housing elsewhere. However, the plan provides for infusion of residential uses into existing commercial strips, thus providing

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<sup>2</sup> These heliports included National Orange Show, Red Dog Properties, San Bernardino Community Hospital, SCE Eastern Division, and in the Tri-City area.

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additional residential opportunities in areas that currently do not allow residential uses. Consequently, the SBGPU EIR concluded that the General Plan Update would not result in the displacement of a substantial number of people or existing homes and thus impacts were deemed less than significant.

### 5.13.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>XIII. POPULATION AND HOUSING. Would the project:</b>					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?					<b>X</b>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?					<b>X</b>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?					<b>X</b>



#### Comments:

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**No Impact.** Implementation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly, beyond that considered and approved as a part of the 2005 General Plan Update. With the exception of the allowance of increased building heights (an increase of up to 4 stories in the Employment Center Station Areas and 5 stories in the Downtown Station Areas) and mixed use (e.g., residential over office or commercial, office over commercial) in some station areas, future development of the station areas anticipated under the proposed project would generally occur as permitted under the City's General Plan. Although mixed-use would be a new land use introduced into certain station areas under the proposed project, the uses themselves would be similar to those permitted under the existing General Plan and zoning designations and were already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. The proposed project would still allow these same permitted uses to be developed, but in a manner that would permit them to be more closely integrated with each other in a horizontal or vertical manner. Because the allowable residential density would be the same as for the underlying base zone and the floor area ratio for commercial would also remain the same as existing, the number of residential units and nonresidential square footage would not increase under the proposed project; these would occur in

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accordance with those considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. Therefore, no significant impacts would occur.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** As with the General Plan Update, implementation of the proposed project would not displace existing housing or people in the station areas associated with the proposed project. Future development anticipated under the proposed project would occur within the same project area boundaries considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. Therefore, no significant impacts would occur.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** See response to Section 5.13.2(b).

**5.13.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

No mitigation measures related to population and housing were outlined in the SBGPU EIR.

**5.14 PUBLIC SERVICES**

**5.14.1 Summary of Impacts Identified in the SBGPU EIR**

As outlined in the SBGPU EIR, buildout of the General Plan Update would result in an increase in residents and workers in the City, which may result in an increased demand for fire protection services, resulting in the need for additional fire protection facilities and personnel. The SBGPU EIR found that if additional fire and emergency medical services facilities and personnel are not added to accommodate the increase service demand brought about by the development of the project area, a pattern of overstressed resources and decreased levels of service to the overall community would evolve. Buildout in accordance with the San Bernardino General Plan would also result in an increase in demand for police protection services within the City. As a result of an increase in demand due to future growth within the City, the SBGPU EIR found that new police facilities, equipment and personnel may be necessary to maintain adequate level of service for the City. However, the SBGPU EIR concluded that existing regulations and standards conditions are sufficient to reduce potential impacts to a less than significant level.

Buildout of the General Plan Update would generate a significant number of additional elementary, middle, and high school students that would impact the school enrollment capacities of the City of San Bernardino Unified School District (SBUSD). Growth in the student population in the City would necessitate additional school facilities and personnel within SBUSD and several other neighboring districts. Additionally, buildout in accordance with the General Plan Update would result in the need for an additional 202,862 volumes of books to support future library needs of the City's population. However, upon implementation of General Plan policies, regulatory requirements, and standard of conditions of approval, impacts to schools and libraries were found to be less than significant.

**5.14.2 Impacts Associated with the Proposed Project**

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>XIV. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a) Fire protection?					<b>X</b>
b) Police protection?					<b>X</b>
c) Schools?					<b>X</b>
d) Parks?					<b>X</b>
e) Other public facilities?					<b>X</b>

**Comments:**

**a) Fire protection?**

**No Impact.** Implementation of the proposed project would not significantly impact fire and police protection and services or library service and facilities. The proposed project would not introduce a greater number of residential and nonresidential uses than those considered as a part of the 2005 General Plan Update and analyzed in the SBGPU EIR. With the exception of the allowance of increased building heights (an increase of up to 4 stories in the Employment Center Station Areas and 5 stories in the Downtown Station Areas) and mixed use (e.g., residential over office or commercial, office over commercial) in some station areas, future development of the station areas anticipated under the proposed project would generally occur as permitted under the City’s General Plan. Additionally, as with development associated with the 2005 General Plan Update, future development anticipated under the proposed project would be assessed Development Impact Fees for fire protection (Section 3.27.040 [Fire Suppression Facilities, Vehicles, and Equipment Impact Fee – Findings]), law enforcement (Section 3.27.030 [Law Enforcement Facilities, Vehicles, and Equipment Impact Fee – Findings]), and library facilities (Section 3.27.080 [Library Facility and Collection Impact Fee – Findings]) as outlined in the City’s Municipal Code. Such fees would help to reduce impacts to fire and police protection and library services. Development anticipated under the proposed project is also required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and the San Bernardino City Fire Department. Therefore, no significant impacts to fire, police, and library services would occur.

**b) Police protection?**

**No Impact.** See response to Section 5.14.2(a), above.



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### c) Schools?

**No Impact.** Implementation of the proposed project would not significantly impact school services and facilities. The proposed project would not introduce a greater number of residential and nonresidential uses than those considered as a part of the 2005 General Plan Update and analyzed in the SBGPU EIR. Additionally, the need for additional school services is addressed by compliance with school impact assessment fees per Senate Bill 50 (SB 50). Therefore, to address the increase in enrollment at the school district schools, as with development associated with the 2005 General Plan Update, project applicants of future development anticipated under the proposed project would be required to pay school impact fees to reduce any impacts to the school system, in accordance with SB 50. These fees are collected by school districts at the time of issuance of building permits. As stated in Government Code Section 65995(h), "The payment or satisfaction of a fee, charge, or other requirement levied or imposed ...are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization ...on the provision of adequate school facilities." Payment of these fees would offset impacts from increased demand for school services associated with future development anticipated under the proposed project by providing an adequate financial base to construct and equip new and existing schools. Therefore, no significant impacts to school services would occur.

### d) Parks?

**No Impact.** Refer to the analysis in Section 5.15, *Recreation*, below.

### e) Other public facilities?

**No Impact.** See response to Section 5.14.2(a), above.

#### **5.14.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

No mitigation measures related to public services were outlined in the SBGPU EIR.

### **5.15 RECREATION**

#### **5.15.1 Summary of Impacts Identified in the SBGPU EIR**

As stated in the SBGPU EIR, buildout of the General Plan Update would generate additional residents that would increase the use of existing park and recreational facilities and would result in environmental impacts to expand recreational facilities. However, as concluded in the SBGPU EIR, with adherence of the existing regulations and polices of the General Plan Update, impacts were determined to be less than significant.

**5.15.2 Impacts Associated with the Proposed Project**

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>XV. RECREATION.</b>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?					<b>X</b>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?					<b>X</b>

**Comments:**

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** The proposed project would not introduce a greater number of residential and nonresidential uses or recreational facilities than those considered as a part of the 2005 General Plan Update and analyzed in the SBGPU EIR; therefore, implementation of the proposed project would not increase the use of parks and recreation facilities or developed recreational facilities beyond those already anticipated. Additionally, as with development associated with the 2005 General Plan Update, future residential development anticipated under the proposed project would be assessed Development Impact Fees for parks and recreation facilities, as outlined in Sections 3.27.070 (Quimby Act Parkland and Open Space Acquisition and Park Improvement Impact Fee – Findings) and 3.27.075 (AB 1600 Parkland and Open Space Acquisition and Park Improvement Impact Fee – Findings) of the City’s Municipal Code. Such fees would help to reduce impacts to parks and recreation facilities. Therefore, no significant impacts would occur.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

**No Impact.** See response to Section 5.15.2(a), above.

**5.15.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

No mitigation measures related to recreation were outlined in the SBGPU EIR.



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### 5.16 TRANSPORTATION/TRAFFIC

#### 5.16.1 Summary of Impacts Identified in the SBGPU EIR

As stated in the SBGPU EIR, trip generation at buildout of the General Plan Update would impact levels of service for the existing area roadway system. Additionally, General Plan related trip generation in combination with existing and proposed cumulative development would result in designated intersections, road and/or highways exceeding county congestion management agency service standards. As concluded in the SBGPU EIR, even with implementation of mitigation, impacts would remain significant and unavoidable.

With respect to air traffic patterns, proposed circulation improvements, and parking, the SBGPU EIR determined that no impacts would occur.

#### 5.16.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>XVI. TRANSPORTATION/TRAFFIC. Would the project:</b>					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?					<b>X</b>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?					<b>X</b>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?					<b>X</b>

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<b>Issues</b>	<b>Substantial Change in Project or Circumstances Resulting in New Significant Effects</b>	<b>New Information Showing Greater Significant Effects than Previous EIR</b>	<b>New Mitigation or Alternative to Reduce Significant Effect is Declined</b>	<b>Minor Technical Changes or Additions</b>	<b>No Impact</b>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?					<b>X</b>
e) Result in inadequate emergency access?					<b>X</b>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?					<b>X</b>

**Comments:**

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**



**No Impact.** Although the character of some of the station areas may be designed and developed in a more transit-oriented manner than anticipated under the 2005 General Plan Update, implementation of the proposed project would not lead to a significant impact on the City’s circulation or transportation system, including non-motorized transportation systems and roadways and highways designated under a congestion management program. Even with the introduction of mixed use, vehicles miles traveled and development intensity would not increase under the proposed project. Additionally, the TD and associated zoning regulations, development standards, and design guidelines would encourage a mix and intensity of land use around sbX transit stations that would foster transit-usage and encourage walking/biking and would implement the land use and transportation strategies of the City’s General Plan. The project would establish more compact land use patterns to facilitate shorter travel distances and alternative travel modes. The project would also reduce commute distances by providing housing close to transit.

Additionally, future development associated with the proposed project would create station area communities that would provide for a mix of commercial, office, residential, recreation, and other support uses. The location, design, and layout of these various land uses would provide a unique and walkable shopping, working, and living experience for residents of the station areas, thereby minimizing the number of vehicles on the City’s roadway system and also minimizing the dependency on vehicles. As with development associated with the 2005 General Plan Update, future development anticipated under the proposed project would be assessed Development Impact Fees for the local and regional circulation systems, as stipulated in Sections 3.27.050 (Local Circulation System Impact Fee – Findings) and 3.27.060 (Regional Circulation System Impact Fee – Findings) of the City’s Municipal Code. Furthermore, as with development anticipated under the General Plan Update, most project-related development projects

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(including mixed use) would require a project-level environmental analysis at the time development plans are submitted to the City. As a part of the environmental review, a project-specific traffic analysis for most projects would also be required. Finally, future development projects anticipated under the proposed project would be required to adhere to the mitigation measures outlined in the SBGPU EIR, which are reproduced at the end of this section. Therefore, significant impacts would not occur.

**b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**No Impact.** See response to Section 5.16.2(a), above.

**c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** As shown in Figure LU-4, San Bernardino International Airport Planning Boundaries, not of the station areas associated with the proposed project are within the airport influence area or in any of the airport's runway protection, safety, or traffic pattern zones. Additionally, the proposed project would not change the project area boundaries that were analyzed in the SBGPU EIR for the 2005 General Plan Update. Therefore, no significant impacts would occur.

**d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**No Impact.** Future development in accordance with the proposed project would not increase hazards due to a design feature or incompatible land use, or result in inadequate emergency access. The City of San Bernardino, San Bernardino City Fire Department (SBCFD) and Caltrans have adopted roadway design standards that would preclude the construction of any unsafe design features. As with development anticipated under the General Plan Update, future development in accordance with the proposed project (including roadways, alleys, access drives and drive aisles) would be required to comply with the City, SBCFD and Caltrans standards for design, sight lines, access, speeds, and emergency access. These design standards are imposed on project developments by the City and SBCFD during the building plan check and development review process. Compliance with these established design standards would ensure that hazards due to design features would not occur and that adequate emergency access is provided. Additionally, individual development projects would be required to incorporate all applicable design and safety requirements as set forth in the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and SBCFD. Furthermore, during the building plan check and development review process, the City would coordinate with SBCFD to ensure that adequate circulation and access is provided within the traffic and circulation components of each development project. Therefore, no significant impacts would occur.

**e) Result in inadequate emergency access?**

**No Impact.** See response to Section 5.16.2(a), above.

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**No Impact.** As with development anticipated under the 2005 General Plan Update, future development associated with the proposed project would not conflict with adopted policies, plans or programs regarding

alternative modes of transportation. Development in the project's station areas would be more than adequately served by existing and future bus stops as the project would occur along the 15.7-mile corridor that makes up the sbX E Street Corridor Bus Rapid Transit Project (sbX BRT Project). In fact, future development in accordance with the proposed project would help implement the sbX BRT Project by allowing transit-oriented development (TOD) to occur adjacent to and near the 13 sbX stations that would be developed along the 15-mile corridor. The potential for TOD at sbX station areas draws on TOD principles that focus on compact growth, a mix of land uses, and pedestrian-oriented design within walking distance of a transit station. Future development associated with the proposed project would create station area communities that would provide for a mix of commercial, office, residential, recreation, and other support uses. The location, design, and layout of these various land uses would provide a unique and walkable shopping, working, and living experience for residents of the station areas, thereby creating a greater level of connectivity and minimizing the dependency on vehicles. Additionally, the TD and associated zoning regulations, development standards, and design guidelines would encourage a mix and intensity of land use around sbX transit stations that would foster transit-usage and encourage walking/biking and would implement the land use and transportation strategies of the City's General Plan. The project would establish more compact land use patterns to facilitate shorter travel distances and alternative travel modes. Therefore, no significant impact on alternative transportation would occur.

### **5.16.3 Mitigation Measures Identified in the SBGPU EIR**

The following mitigation measures are included in the SBGPU EIR and would apply to development within the project's station areas.

GP 5.14-1 Prior to adoption of the General Plan Update the City of San Bernardino shall add the following recommendations to the Circulation Element of the General Plan Update:

- Signalize the intersection of Meridian Avenue @ Rialto Avenue. With signalization and permitted phasing the intersection will operate at LOS A during both peak hours.
- Signalize the intersection of Hunts Lane @ E Street. With signalization and protected phasing, and the addition of one NB left-turn lane the intersection will operate at LOS B and C during the AM and PM peak hours, respectively.
- Add an additional westbound right-turn lane at the intersection of Waterman Avenue @ 30th Street. With one additional WB right-turn lane the intersection will operate at LOS D and C during the AM and PM peak hours, respectively.
- Add an additional northbound right-turn lane at the intersection of Waterman Avenue @ SR-30 EB Ramps. With one additional NB right-turn lane and one additional EB left-turn lane the intersection will operate at LOS D during both peak hours.
- Signalize the intersection of SR-30 WB Off-ramp @ 30th Street. With signalization and protected phasing, the intersection will operate at LOS C during both peak hours.
- Signalize the intersection of Harrison Street @ 40th Street. With signalization and permitted phasing the intersection will operate at LOS A and C during the AM and PM peak hours, respectively.



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- Signalize the intersection of Waterman Avenue @ 36th Street. With signalization and permitted phasing the intersection will operate at LOS A and B during the AM and PM peak hours, respectively.
- Signalize the intersection of Waterman Avenue @ 34th Street. With signalization and permitted phasing the intersection will operate at LOS A during both peak hours.
- Signalize the intersection of Valencia Avenue @ 40th Street. With signalization and permitted phasing the intersection will operate at LOS A during both peak periods.
- Add an additional westbound right-turn lane at the intersection of Del Rosa Avenue @ SR-30 WB Ramps. With one additional WB right-turn lane the intersection will operate at LOS B and C during AM and PM peak hours, respectively.
- Signalize the intersection of Tippecanoe Avenue @ Rialto Avenue. With signalization and permitted phasing the intersection will operate at LOS A and B during AM and PM peak hours, respectively.
- Signalize and add one northbound exclusive left-turn lane and one exclusive northbound right-turn lane at the intersection of Rancho Avenue @ 5th Street/Foothill Road. With signalization and E/W protective phasing, N/S split phasing, one NB exclusive left-turn lane and one NB exclusive right-turn lane the intersection will operate at C and D during AM and PM peak hours, respectively.
- Signalize and add one additional through lane in each direction at the intersection of Mount View Avenue @ San Bernardino Road. With signalization, protective phasing and one exclusive left, thru and right-turn lane in each direction, and EB right turn overlap phasing the intersection will operate at LOS C and D during AM and PM peak hours, respectively.

GP 5.14-2 The City of San Bernardino shall cooperate with regional transportation agencies toward mitigating impacts to regional transportation facilities by measures such as securing fair share contributions from future projects impacting mainline freeway segments. Mitigation of impacts to regional transportation facilities would require the following improvements:

- I-10 EB from Jct. I-21 to Waterman Avenue, add 2 lanes.
- I-10 WB from Jct. I-21 to Waterman Avenue, add 1 lane.
- I-10 EB and WB from Waterman Avenue to Tippecanoe Avenue, add 2 lanes each direction.
- I-10 EB and WB from Tippecanoe to Mountain View, add two lanes each direction.
- SR 30 EB from Highland Avenue to Jct. I-215, add two lanes.
- SR 30 WB from Highland Avenue to Jct. I-215, add one lane.
- SR 30 EB and WB from Jct. I-215 to H Street, add one lane each direction.
- SR 30 EB and WB from H Street to SR 259 add one lane each direction.

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- SR 30 EB from SR 259 to Waterman Avenue, add one lane.
- I-215 NB and SB from Jct. 1-10 to Orange Show Road, add one lane.
- I-215 NB from Jct. SR 66 to Baseline Street, add three lanes.
- I-215 SB from Jct. SR 66 to Baseline Street, add two lanes.
- I-215 NB and SB from Jct. SR 66 to University Parkway, add one lane.

### 5.17 UTILITIES AND SERVICE SYSTEMS

#### 5.17.1 Summary of Impacts Identified in the SBGPU EIR

According to the SBGPU EIR, upgrades to the existing water supply and delivery systems would be required to adequately serve future growth in accordance with the General Plan buildout. Additionally, protect-generated wastewater could not be adequately treated by the wastewater service provider for the project. However, as concluded in the SBGPU EIR, with adherence to existing regulations and implementation of the policies outlined in the General Plan Update, impacts would be reduced to less than significant.

As also concluded in the SBGPU EIR, existing and/or proposed facilities would be able to accommodate project-related solid waste and project-related development would comply with related solid waste regulations). Additionally, existing and/or proposed facilities would be able to accommodate project-generated dry utility demands, but geothermal resources used for energy may be affected by buildout of the General Plan Update. However, as concluded in the SBGPU EIR, with adherence to existing regulations and implementation of the policies outlined in the General Plan Update, impacts would be reduced to less than significant.



#### 5.17.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>					
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?					<b>X</b>
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?					<b>X</b>

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<b>Issues</b>	<b>Substantial Change in Project or Circumstances Resulting in New Significant Effects</b>	<b>New Information Showing Greater Significant Effects than Previous EIR</b>	<b>New Mitigation or Alternative to Reduce Significant Effect is Declined</b>	<b>Minor Technical Changes or Additions</b>	<b>No Impact</b>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?					<b>X</b>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?					<b>X</b>
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?					<b>X</b>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?					<b>X</b>
g) Comply with federal, state, and local statutes and regulations related to solid waste?					<b>X</b>

### Comments:

#### a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

**No Impact.** As concluded in the SDBGUEIR (which included development of the project's station areas), additional facilities would need to be built or expansion of existing facilities would need to be completed to accommodate the proposed General Plan Update buildout (which includes development in the project's station areas) in the service area of the San Bernardino Water Reclamation Plant (WRP). Since the City is the largest contributor of wastewater flows to the WRP, the increase in population from buildout of the General Plan Update alone would most likely exceed design capacity of both facilities. Although the character of the station areas would change and mixed uses would be introduced under the proposed project, the uses themselves would not be new as they are already permitted under the existing General Plan and zoning designations. Therefore, the proposed project's impacts to wastewater treatment would be similar to those of the General Plan Update buildout. However, as outlined in the SDBGUEIR, with implementation of Mitigation Measures 5.15-2 (which is reproduced at the end of this section), impacts would be reduced to a less than significant level. Additionally, as discussed in Section 5.9.2(a), individual project applicants would be required to prepare and implement a SWPPP pursuant to the GCP. The SWPPP would specify BMPs the project applicant would implement for protecting water quality by eliminating and/or minimizing stormwater

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pollution prior to and during grading and construction and show the placement of those BMPs. Therefore, no significant impacts would occur.

**b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**No Impact.** Although the character of the station areas would change and mixed uses would be introduced under the proposed project, the uses themselves would not be new as they are already permitted under the existing General Plan and zoning designations. Therefore, the proposed project's impacts to water and wastewater treatment would be similar to those of the General Plan Update buildout. Additionally, during the City's development review process, individual project applicants would be required to comply with the requirements in effect at the time building permits are issued, including payment of the required sewer connection fees, as outlined in Section 13.08.050 (Fees Accompanying Application) of the City's Municipal Code. As stated in Section 13.08.050, these fees are deposited in a special account and used for the construction of sewer trunk lines and collection facilities and for the construction and improvement of waste water treatment plants. Furthermore, as outlined in Section 13.08.090 (Compliance with City Engineer's Specifications) of the City's Municipal Code, all installations of sewer laterals are required to comply with the provisions and requirements of the current standard specifications of the City on file in the office of the City Engineer. Therefore, no significant impacts would occur.

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**No Impact.** Future development associated with the proposed project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities beyond those already considered under the General Plan Update. Although the character of the station areas would change and mixed uses would be introduced under the proposed project, the uses themselves would not be new as they are already permitted under the existing General Plan and zoning designations. As a standard requirement of all new developments, project applicants are required to submit for review and approval by the City comprehensive grading and drainage plans and a hydrology study for construction projects. The plans and study are required to demonstrate how surface water will be collected onsite and conveyed to existing storm drain facilities. Additionally, as with development associated with the 2005 General Plan Update, future development anticipated under the proposed project would be assessed Development Impact Fees for storm drains as in Section 3.27.105 (Storm Drain Development Impact Fee – Findings) of the City's Municipal Code. Therefore, no significant impacts would occur.



**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**No Impact.** As concluded in the SBGPUEIR, buildout of the General Plan Update (which included development of the project's station areas) would impact water supplies. Although the character of the station areas would change and mixed uses would be introduced under the proposed project, the uses themselves would not be new as they are already permitted under the existing General Plan and zoning designations. Therefore, the proposed project's impacts to water supplies would be similar to those of the General Plan Update buildout. However, as outlined in the SBGPUEIR, with implementation of Mitigation Measures 5.15-1 (which is reproduced at the end of this section), impacts would be reduced to a less than significant level. Additionally, as with development anticipated under the General Plan Update, future development associated with the proposed project would have to adhere to the provisions of the City's Water Wise Landscape Program (Chapter 17.06 of the City's Municipal Code). Additionally, future development in the project's station areas would also have to adhere to the development standards and guidelines outlined

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in the proposed TD zoning regulations (see Appendix A). For example, one of the guidelines outlined in Section 19.19A.150 (Landscape Design) includes the use native and drought tolerant plant materials. Finally, individual development projects would be required to comply with the provisions of the 2010 Green Building Standards Code, which contains requirements for indoor water use reduction and site irrigation conservation. Therefore, no significant impact on water supplies would occur.

- e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**No Impact.** See response to Section 5.17.2(a), above.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**No Impact.** Future development associated with the proposed project would be served by landfills with sufficient permitted capacity. Although the character of the station areas would change and mixed uses would be introduced under the proposed project, the uses themselves would not be new as they are already permitted under the existing General Plan and zoning designations. Therefore, the amount of solid waste generated by future development associated with the proposed project would be similar to that of development anticipated under the General Plan Update. As concluded in the SBGPU EIR, local landfills would be able to handle the amount of refuse from San Bernardino and other surrounding communities for some time and legislative requirements (e.g., Assembly Bill 939 [AB 939]) are in place for planning of new landfills in advance of closure of existing landfills. In addition, the City of San Bernardino Refuse and Recycling Division is continuing to participate and maintain AB 939 goals and guidelines. For example, the Refuse and Recycling Division would continue to provide curbside recycling and green waste pickup for both commercial and household materials. Continuation of the recycling program and education on composting efforts would result in achieving the desired goal of 50 percent waste diversion in compliance with the Assembly Bill 939. Implementation of the proposed project would not hinder efforts to achieving this requirement as educational material on reducing waste, recycling and composting would be provided to commercial and residential users. Furthermore, future development projects associated with the proposed project would be required to comply with the provisions of the 2010 Green Building Standards Code, which outlines requirements for construction waste reduction, material selection, and natural resource conservation. Therefore, no significant impacts would occur.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?**

**No Impact.** See response to Section 5.17-2(f), above.

### **5.17.3 Mitigation Measures Identified in the SBGPU EIR and Applicable to the Proposed Project**

The following mitigation measures are included in the SBGPU EIR and would apply to development within the project's station areas.

- GP 5.15-1 In accordance with the State Water Code (Section 10610-10645), the City shall maintain an updated Urban Water Management Plan (Water System Management Plan) which describes and evaluates sources of supply, reasonable and practical efficient uses, reclamation and demand management activities, necessary to adequately serve future growth pursuant to the City's General Plan.

## 5. Environmental Analysis

GP 5.15-2 The City of San Bernardino shall update the Wastewater Collection System Master Plan to reflect General Plan Update build-out statistics, review treatment facility capacity periodically and adjust Sewer Capacity Fees when appropriate in consultation with participating communities to accommodate construction of new or expanded wastewater treatment and collection facilities.

### 5.18 MANDATORY FINDINGS OF SIGNIFICANCE

#### 5.18.1 Summary of Impacts Identified in the Certified EIR

According to the SBGPU EIR, based on the substantiations provided in the SBGPU EIR and with implementation of the mitigation measures identified therein, the City found that the General Plan Update would have a significant adverse effect on the environment, either individually or cumulatively, directly or indirectly with regards to Air Quality, Noise and Transportation/Traffic.

#### 5.18.2 Impacts Associated with the Proposed Project

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?					<b>X</b>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)					<b>X</b>



## 5. Environmental Analysis

<i>Issues</i>	<i>Substantial Change in Project or Circumstances Resulting in New Significant Effects</i>	<i>New Information Showing Greater Significant Effects than Previous EIR</i>	<i>New Mitigation or Alternative to Reduce Significant Effect is Declined</i>	<i>Minor Technical Changes or Additions</i>	<i>No Impact</i>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?					<b>X</b>

### Comments:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**No Impact.** As with development anticipated under the General Plan Update, future development associated with the proposed project is not expected to reduce the habitat of fish and wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate examples of major periods of California history or prehistory. Therefore, no significant impacts would occur.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

**No Impact.** Although mixed-use would be a new land use introduced into certain station areas under the proposed project, the uses themselves would be similar to those permitted under the existing General Plan and zoning designations and were already considered in the 2005 General Plan Update and analyzed in the SBGPU EIR. As with development anticipated under the General Plan Update, future development associated with the proposed project would be consistent with the long-term goals of developing the project’s station areas with a mix of uses in accordance with the City’s General Plan. Therefore, the proposed project would not weight short-term goals above long-term environmental goals of the City. Additionally, the issues relevant to the proposed project are very localized and confined to the immediate project area. The development of the TD zoning regulations, introduction of mixed-use, and new information available for the proposed project would not result in impacts that are individually limited but cumulatively considerable. Cumulative impacts of the proposed project would not be greater than those determined by the SBGPU EIR for the station areas associated with the proposed project.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

**No Impact.** This Addendum reviewed the proposed project’s potential impacts to air quality, greenhouse gas emissions, noise, traffic, and other environmental issues. As explained herein, the mitigation measures

## *5. Environmental Analysis*

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contained in the SGBPU EIR and reproduced in this Addendum would remain sufficient to ensure that all impacts remain less than significant and no new significant impacts would occur. Therefore, the proposed project's impacts to human beings, either directly or indirectly, would not be greater than those determined by the SGBPU EIR.



## *5. Environmental Analysis*

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## 6. Summary Table of Mitigation Measures

Table 7 below provides the mitigation measure, the responsible party and time frame for implementation, and the monitoring agency.

<i>Mitigation Measure</i>	<i>Responsible Party</i>	<i>Time Frame</i>	<i>Monitoring Party</i>	
<b>Air Quality</b>				
GP 5.2-2A	Prior to the issuance of grading permits, the property owner/developer shall include a note on all grading plans which requires the construction contractor to implement following measures during grading. These measures shall also be discussed at the pregrade conference. <ul style="list-style-type: none"> <li>• Use low emission mobile construction equipment.</li> <li>• Maintain construction equipment engines by keeping them tuned.</li> <li>• Utilize existing power sources (i.e., power poles) when feasible.</li> <li>• Configure construction parking to minimize traffic interference.</li> <li>• Minimize obstruction of through-traffic lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum.</li> <li>• Schedule construction operations affecting traffic for off-peak hours to minimize traffic congestion.</li> <li>• Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service).</li> </ul>	Property Owner/Developer, Construction Contractor	Prior to issuance of grading permits	City of San Bernardino
GP 5.2-2B	The City shall promote the use of low or zero VOC content architectural coatings for construction and maintenance activities.	City of San Bernardino	Ongoing	City of San Bernardino
<b>Cultural Resources</b>				
GP 5.4-1	In areas of documented or inferred historic resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of historical resources. On properties where historic structures or resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified historical preservation expert.	Property Owner/Developer, Historical Preservation Expert	In conjunction with submittal of development permits	City of San Bernardino



## 6. Summary Table of Mitigation Measures

**Table 7**  
**Summary of Mitigation Measures**

<b>Mitigation Measure</b>	<b>Responsible Party</b>	<b>Time Frame</b>	<b>Monitoring Party</b>
<p>GP 5.4-2 In areas of documented or inferred archeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert.</p>	<p>Property Owner/Developer, Cultural Preservation Expert</p>	<p>In conjunction with submittal of development permits</p>	<p>City of San Bernardino</p>
<p>GP 5.4-3 In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:</p> <p>There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the San Bernardino County Coroner is contacted to determine if the remains are prehistoric and that no investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or</p> <p>Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendation of the most likely descendant or on the property in a location not subject to further subsurface disturbances:</p> <ul style="list-style-type: none"> <li>• The Native American Heritage Commission is unable to identify a most likely descendant or the likely descendant failed to make a recommendation within 24 hours after being notified by the commission; or</li> <li>• The descendant identified fails to make a recommendation; or</li> <li>• The landowner or his authorized representative rejects the recommendation of the descendant,</li> </ul>	<p>Property Owner/Developer, Construction Contractor</p>	<p>During grading/construction</p>	<p>County Coroner, Native American Heritage Commission</p>

## 6. Summary Table of Mitigation Measures

**Table 7  
Summary of Mitigation Measures**

<i>Mitigation Measure</i>	<i>Responsible Party</i>	<i>Time Frame</i>	<i>Monitoring Party</i>
and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.			
<b>Noise</b>			
GP 5.10-1    Prior to the issuance of building permits for any project that involves a noise sensitive use within the 65 dBA CNEL contour along major roadways or freeway, railroads, or the San Bernardino International Airport, the project property owner/developers shall submit a final acoustical report prepared to the satisfaction of the Planning Director. The report shall show that the development will be sound-attenuated against present and projected noise levels, including roadway, aircraft, helicopter and railroad, to meet City interior and exterior noise standards.	Property Owner/Developer	Prior to issuance of building permits	City of San Bernardino, Planning Director
<b>Transportation and Traffic</b>			
GP 5.14-1    Prior to adoption of the General Plan Update the City of San Bernardino shall add the following recommendations to the Circulation Element of the General Plan Update: <ul style="list-style-type: none"> <li>• Signalize the intersection of Meridian Avenue @ Rialto Avenue. With signalization and permitted phasing the intersection will operate at LOS A during both peak hours.</li> <li>• Signalize the intersection of Hunts Lane @ E Street. With signalization and protected phasing, and the addition of one NB left-turn lane the intersection will operate at LOS B and C during the AM and PM peak hours, respectively.</li> <li>• Add an additional westbound right-turn lane at the intersection of Waterman Avenue @ 30th Street. With one additional WB right-turn lane the intersection will operate at LOS D and C during the AM and PM peak hours, respectively.</li> <li>• Add an additional northbound right-turn lane at the intersection of Waterman Avenue @ SR-30 EB Ramps. With one additional NB right-turn lane and one additional EB left-turn lane the intersection will operate at LOS D during both peak hours.</li> <li>• Signalize the intersection of SR-30 WB Off-ramp @ 30th Street. With signalization and protected phasing, the intersection will operate at LOS C during both peak hours.</li> <li>• Signalize the intersection of Harrison Street @ 40th Street. With signalization and permitted phasing the intersection will operate at LOS A and C during the AM and PM peak hours, respectively.</li> </ul>	City of San Bernardino	Prior to adoption of the General Plan Update	City of San Bernardino



## 6. Summary Table of Mitigation Measures

**Table 7**  
**Summary of Mitigation Measures**

<b>Mitigation Measure</b>	<b>Responsible Party</b>	<b>Time Frame</b>	<b>Monitoring Party</b>
<ul style="list-style-type: none"> <li>• Signalize the intersection of Waterman Avenue @ 36th Street. With signalization and permitted phasing the intersection will operate at LOS A and B during the AM and PM peak hours, respectively.</li> <li>• Signalize the intersection of Waterman Avenue @ 34th Street. With signalization and permitted phasing the intersection will operate at LOS A during both peak hours.</li> <li>• Signalize the intersection of Valencia Avenue @ 40th Street. With signalization and permitted phasing the intersection will operate at LOS A during both peak periods.</li> <li>• Add an additional westbound right-turn lane at the intersection of Del Rosa Avenue @ SR-30 WB Ramps. With one additional WB right-turn lane the intersection will operate at LOS B and C during AM and PM peak hours, respectively.</li> <li>• Signalize the intersection of Tippecanoe Avenue @ Rialto Avenue. With signalization and permitted phasing the intersection will operate at LOS A and B during AM and PM peak hours, respectively.</li> <li>• Signalize and add one northbound exclusive left-turn lane and one exclusive northbound right-turn lane at the intersection of Rancho Avenue @ 5th Street/Foothill Road. With signalization and E/W protective phasing, N/S split phasing, one NB exclusive left-turn lane and one NB exclusive right-turn lane the intersection will operate at C and D during AM and PM peak hours, respectively.</li> <li>• Signalize and add one additional through lane in each direction at the intersection of Mount View Avenue @ San Bernardino Road. With signalization, protective phasing and one exclusive left, thru and right-turn lane in each direction, and EB right turn overlap phasing the intersection will operate at LOS C and D during AM and PM peak hours, respectively.</li> </ul>			
<p>GP 5.14-2 The City of San Bernardino shall cooperate with regional transportation agencies toward mitigating impacts to regional transportation facilities by measures such as securing fair share contributions from future projects impacting mainline freeway segments. Mitigation of impacts to regional transportation facilities would require the following improvements:</p> <ul style="list-style-type: none"> <li>• I-10 EB from Jct. I-21 to Waterman Avenue, add 2 lanes.</li> </ul>	City of San Bernardino, Regional Transportation Agencies	Ongoing	City of San Bernardino

## 6. Summary Table of Mitigation Measures

**Table 7  
Summary of Mitigation Measures**

<i>Mitigation Measure</i>	<i>Responsible Party</i>	<i>Time Frame</i>	<i>Monitoring Party</i>	
<ul style="list-style-type: none"> <li>• I-10 WB from Jct. I-21 to Waterman Avenue, add 1 lane.</li> <li>• I-10 EB and WB from Waterman Avenue to Tippecanoe Avenue, add 2 lanes each direction.</li> <li>• I-10 EB and WB from Tippecanoe to Mountain View, add two lanes each direction.</li> <li>• SR 30 EB from Highland Avenue to Jct. I-215, add two lanes.</li> <li>• SR 30 WB from Highland Avenue to Jct. I-215, add one lane.</li> <li>• SR 30 EB and WB from Jct. I-215 to H Street, add one lane each direction.</li> <li>• SR 30 EB and WB from H Street to SR 259 add one lane each direction.</li> <li>• SR 30 EB from SR 259 to Waterman Avenue, add one lane.</li> <li>• I-215 NB and SB from Jct. 1-10 to Orange Show Road, add one lane.</li> <li>• I-215 NB from Jct. SR 66 to Baseline Street, add three lanes.</li> <li>• I-215 SB from Jct. SR 66 to Baseline Street, add two lanes.</li> <li>• I-215 NB and SB from Jct. SR 66 to University Parkway, add one lane.</li> </ul>				
<b>Utilities and Services Systems</b>				
GP 5.15-1	In accordance with the State Water Code (Section 10610-10645), the City shall maintain an updated Urban Water Management Plan (Water System Management Plan) which describes and evaluates sources of supply, reasonable and practical efficient uses, reclamation and demand management activities, necessary to adequately serve future growth pursuant to the City's General Plan.	City of San Bernardino	Ongoing	City of San Bernardino
GP 5.15-2	The City of San Bernardino shall update the Wastewater Collection System Master Plan to reflect General Plan Update build-out statistics, review treatment facility capacity periodically and adjust Sewer Capacity Fees when appropriate in consultation with participating communities to accommodate construction of new or expanded wastewater treatment and collection facilities.	City of San Bernardino	Ongoing	City of San Bernardino



## *6. Summary Table of Mitigation Measures*

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## 7. *References*

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### **7.1 PRINTED REFERENCES**

San Bernardino, City of. 2005a, November 5. *City of San Bernardino General Plan Update Environmental Impact Report*. Prepared by the planning Center.

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California Department of Conservation Division of Land Resource Protection (DLRP). 2008. *Los Angeles Important Farmland 2008*.

California Department of Transportation (Caltrans). 2011. *California Scenic Highway Mapping System*. [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways](http://www.dot.ca.gov/hq/LandArch/scenic_highways).

### **7.2 WEB SITES**

Omnitrans. 2011. sbX. <http://www.estreet-sbx.com/>.

San Bernardino, City of. 2010. *City of San Bernardino Sustainability Master Plan*. <http://www.sustainable-sanbernardino.org>.



## 7. References

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*Appendix A.*

*San Bernardino Development Code, Transit Overlay District  
Zoning Standards and Guidelines*



## *Appendix*

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# San Bernardino Development Code

January 9, 2012 DRAFT

## Article 1- General Provisions

### 19.02.060 ESTABLISHMENT OF LAND USE ZONING DISTRICTS

Transit Overlay District (TD)

## Article 2- Land Use Zoning Districts

### 19.19A – Transit Overlay District (TD)

#### Sections

- 19.19A.010 Purpose
- 19.19A.020 Applicability
- 19.19A.030 Transit Station Area Types
- 19.19A.040 General Provisions
- 19.19A.050 Building Form and Placement Standards
- 19.19A.060 Permitted and Conditionally Permitted Uses
- 19.19A.070 Residential Transition Standards
- 19.19A.080 Parking
- 19.19A.090 Subdivision Standards
- 19.19A.100 Design Guidelines
- 19.19A.110 District Image
- 19.19A.120 Transit Oriented Design
- 19.19A.130 Site Planning and Architectural Design
- 19.19A.140 Parking Design
- 19.19A.150 Landscape Design

### **19.19A.010 Purpose**

The Transit Overlay District (TD) and its regulations are established in order to implement the City's General Plan policies promoting transit-oriented development within San Bernardino. The intent of the TD is to allow and encourage an appropriate mix and intensity of land uses in a compact pattern around transit stations that will foster transit usage, create new opportunities for economic growth, encourage infill and redevelopment, reduce dependency on the automobile, improve air quality, and promote high quality, interactive neighborhoods. The regulations and guidelines of this chapter are based upon the following transit-oriented development area principles, consistent with the California Transit Village Development Planning Act of 1994:

1. An attractive transit station with surrounding pedestrian amenities as the focus of the transit-oriented development area.
2. An appropriate mix and intensity of uses such as office, retail, entertainment, residential, and recreational facilities that support transit use and are designed for convenient access by transit riders, pedestrians, and bicyclists.
3. Inviting and pedestrian-focused open spaces on both public and private properties, such as smaller public pocket parks, civic plazas, outdoor dining areas, common greens, and other types of urban spaces.
4. A walkable and bikeable area with pleasant connections linking transit stations with businesses and neighborhoods.
5. An interconnected street and non-vehicular network where walkways, bikeways, landscaping, and other streetscape amenities receive priority.

### **19.19A.020 Applicability**

The Transit Overlay District (TD) applies to transit station areas within San Bernardino. The TD establishes standards and regulations beyond those required by the underlying base zones. Whenever the requirement of the TD conflicts with the underlying base zone, the requirement of the TD shall govern.

As transit service is expanded within San Bernardino, additional areas may be designated as TD within the city. TD boundaries may also be expanded over time as development becomes more transit oriented. Boundary adjustments within a half mile of a transit station may be proposed by an applicant and approved at the discretion of the Community Development Director. The boundaries for each station area are established below, as shown in Figures 1 to 13.

The TD standards apply to the establishment of all new structures and uses within the boundaries of the TD. Existing structures and uses those are inconsistent with the TD standards may be maintained, repaired, altered, and expanded only as allowed by Chapter 19.62 (Nonconforming Structures and Uses).

Figure 1. Kendall Drive and Palm Avenue Transit Station Area



Figure 2. Kendall Drive and Little Mountain Drive Transit Station Area



Figure 3. Kendall Drive and Shandin Hills Drive Transit Station Area



Figure 4. E Street and Marshall Boulevard Transit Station Area

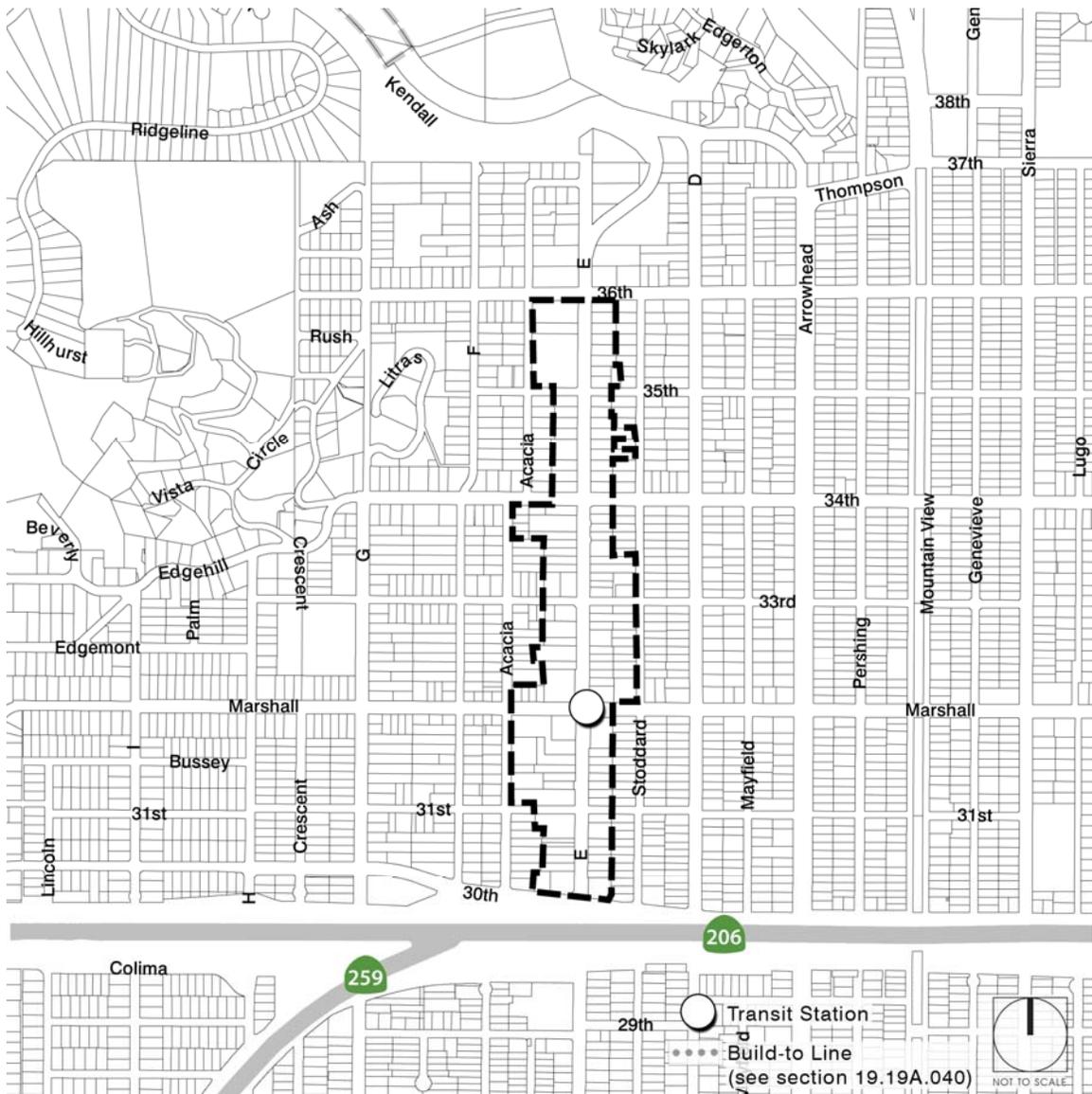


Figure 5. E Street and Highland Avenue Transit Station Area

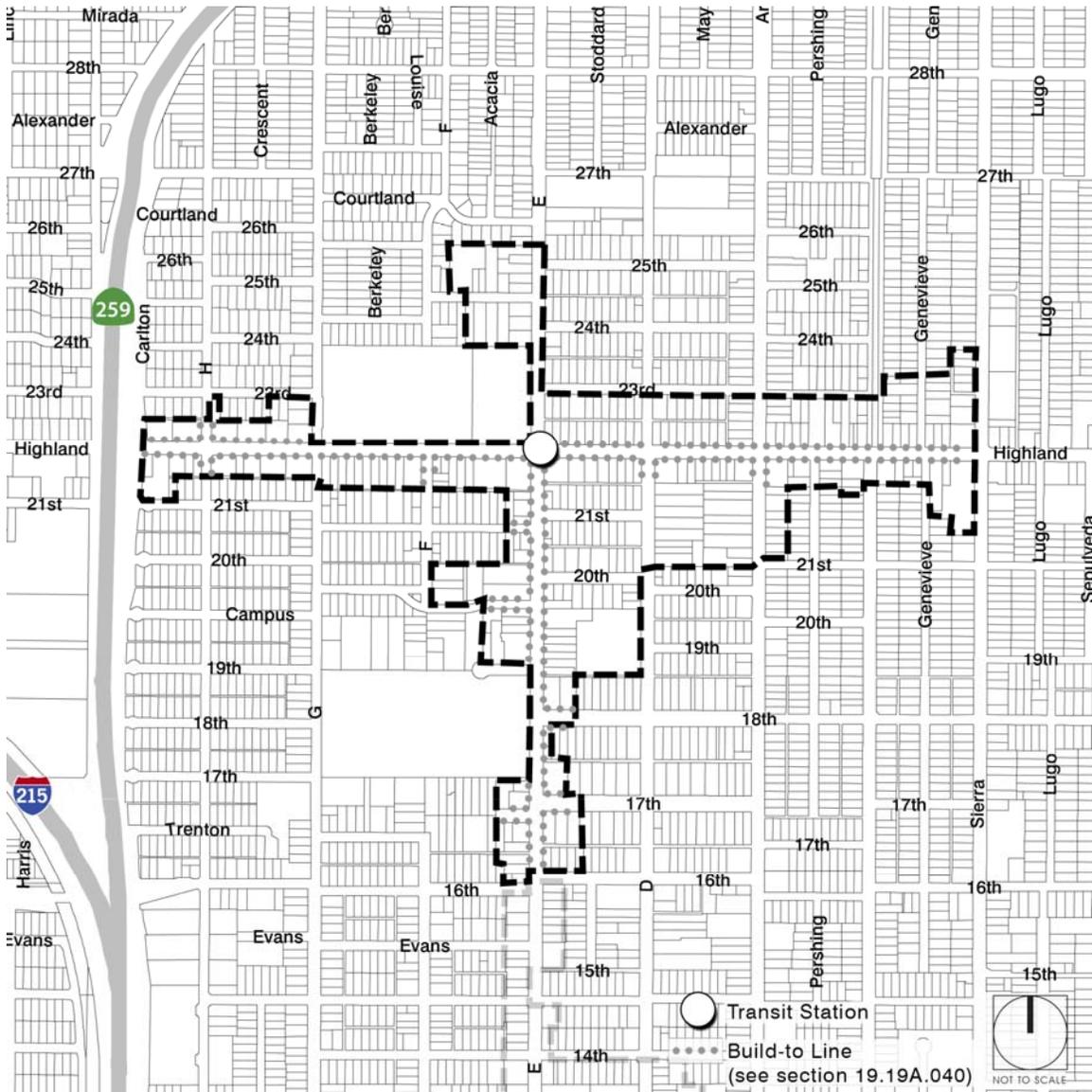


Figure 6. E Street and Baseline Avenue Transit Station Area

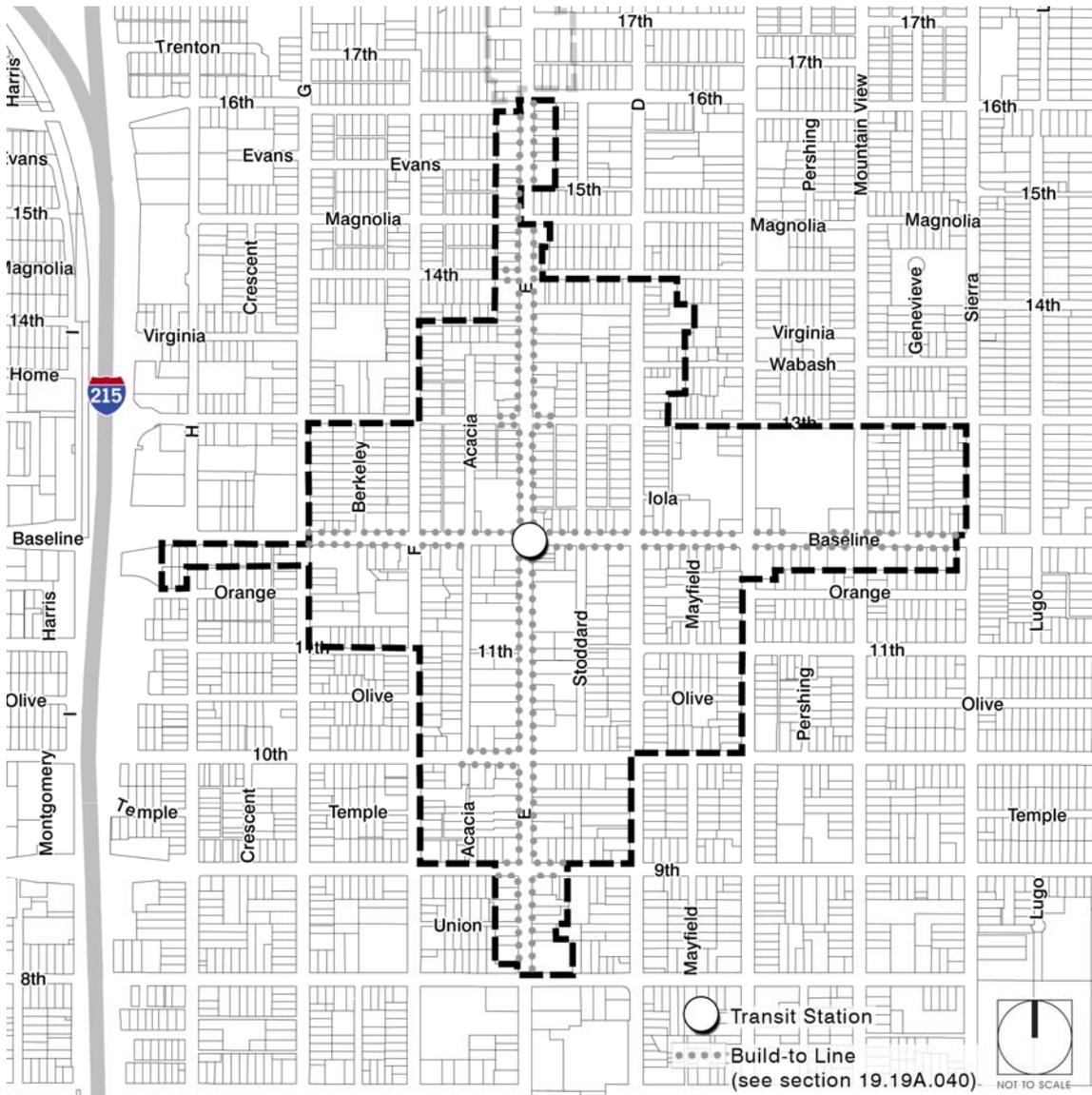


Figure 7. University Avenue and North Parkway Transit Station Area

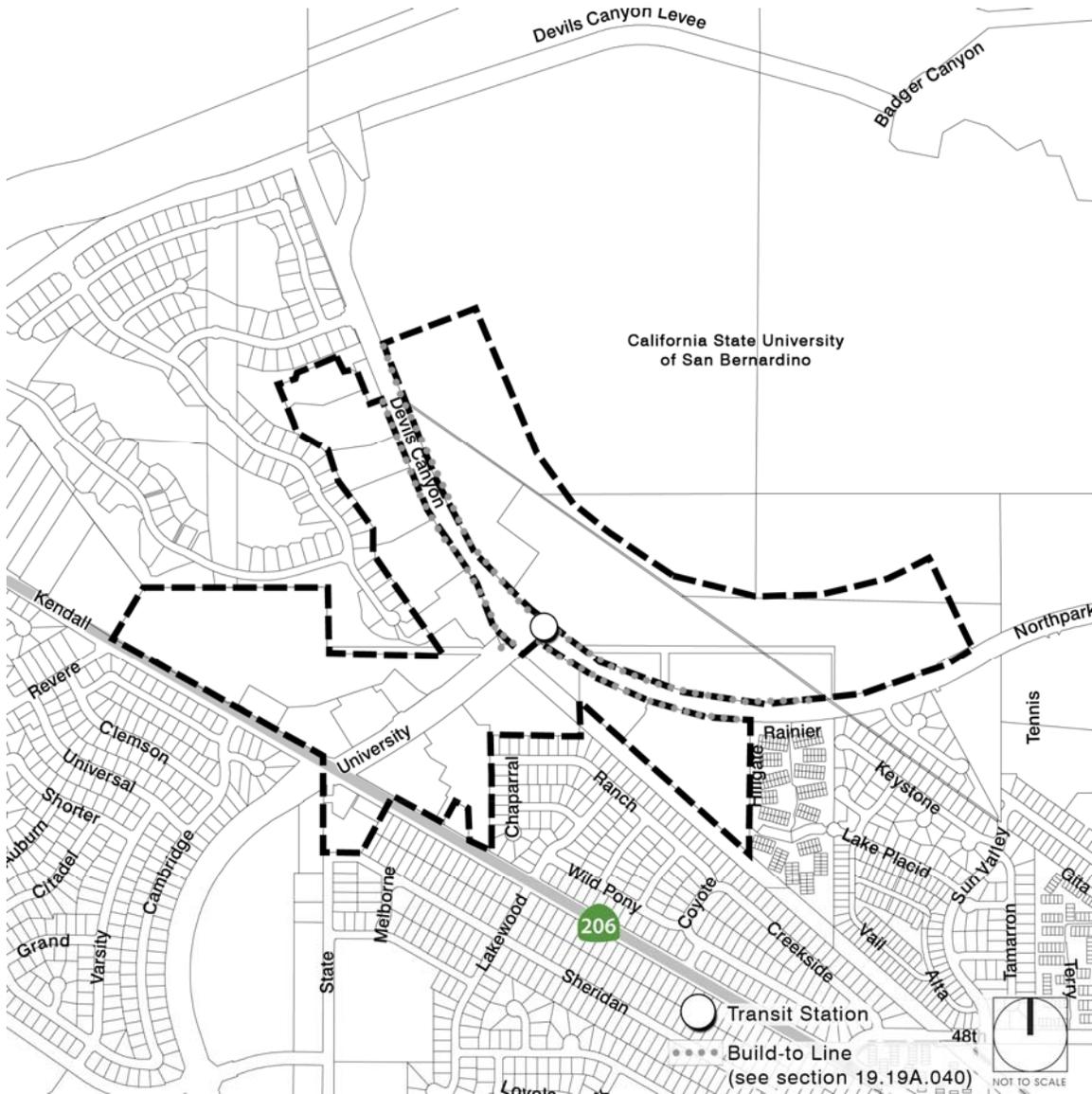


Figure 8. E Street and North Mall Way Transit Station Area

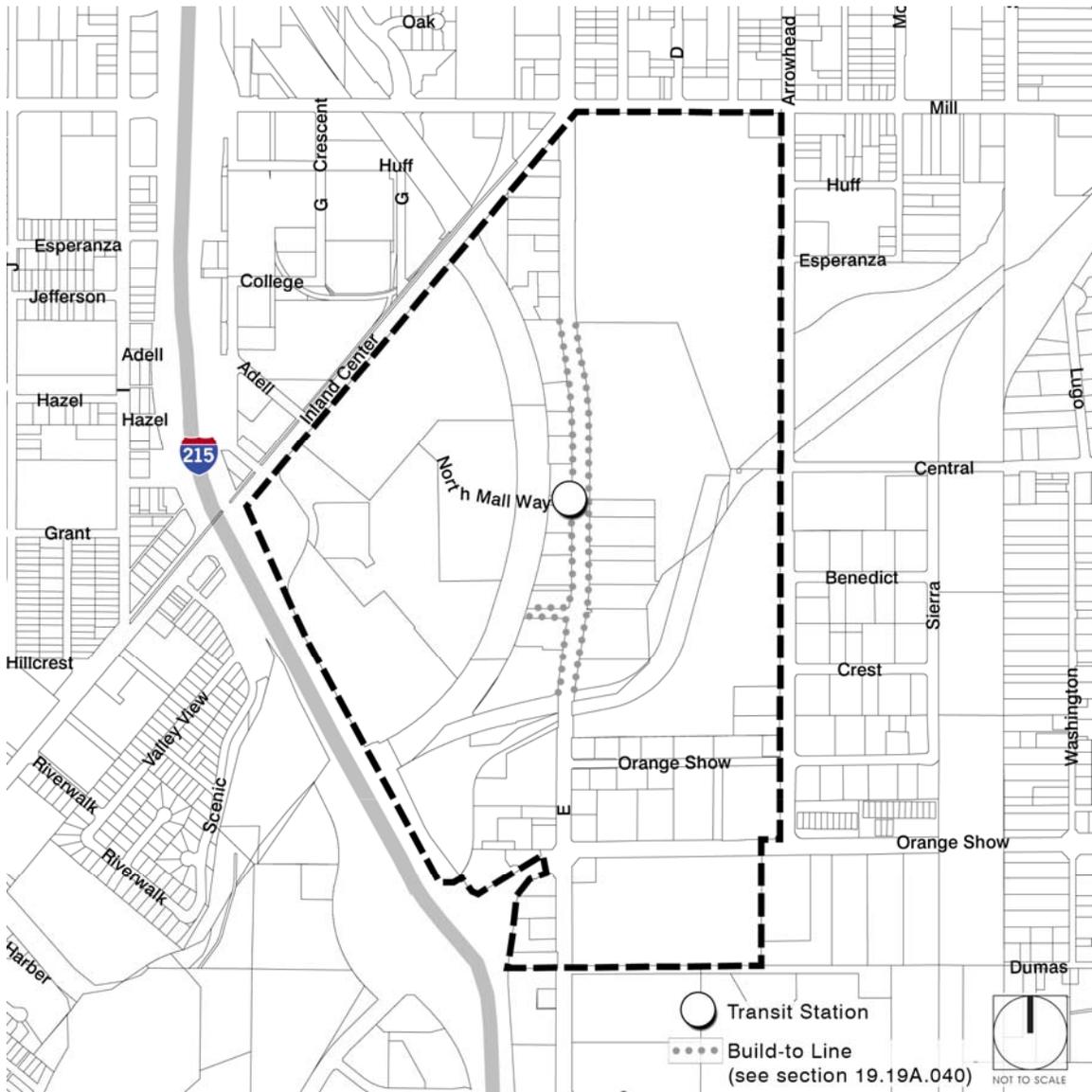


Figure 9. E Street and Court Street Transit Station Area



Figure 10. E Street and Rialto Avenue Transit Station Area

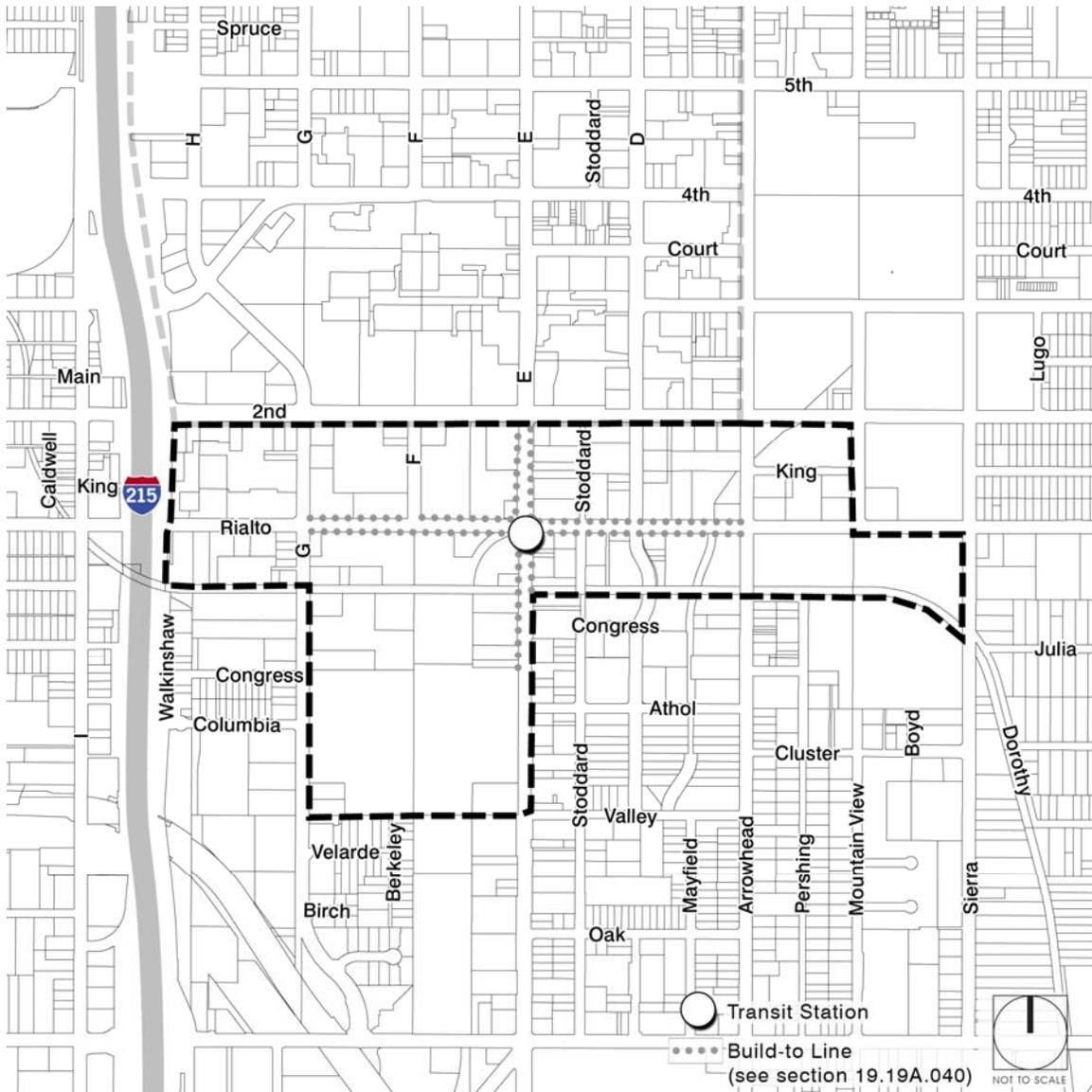


Figure 11. Hospitality Lane and Hunts Lane Transit Station Area



Figure 12. Hospitality Lane and Carnegie Drive Transit Station Area

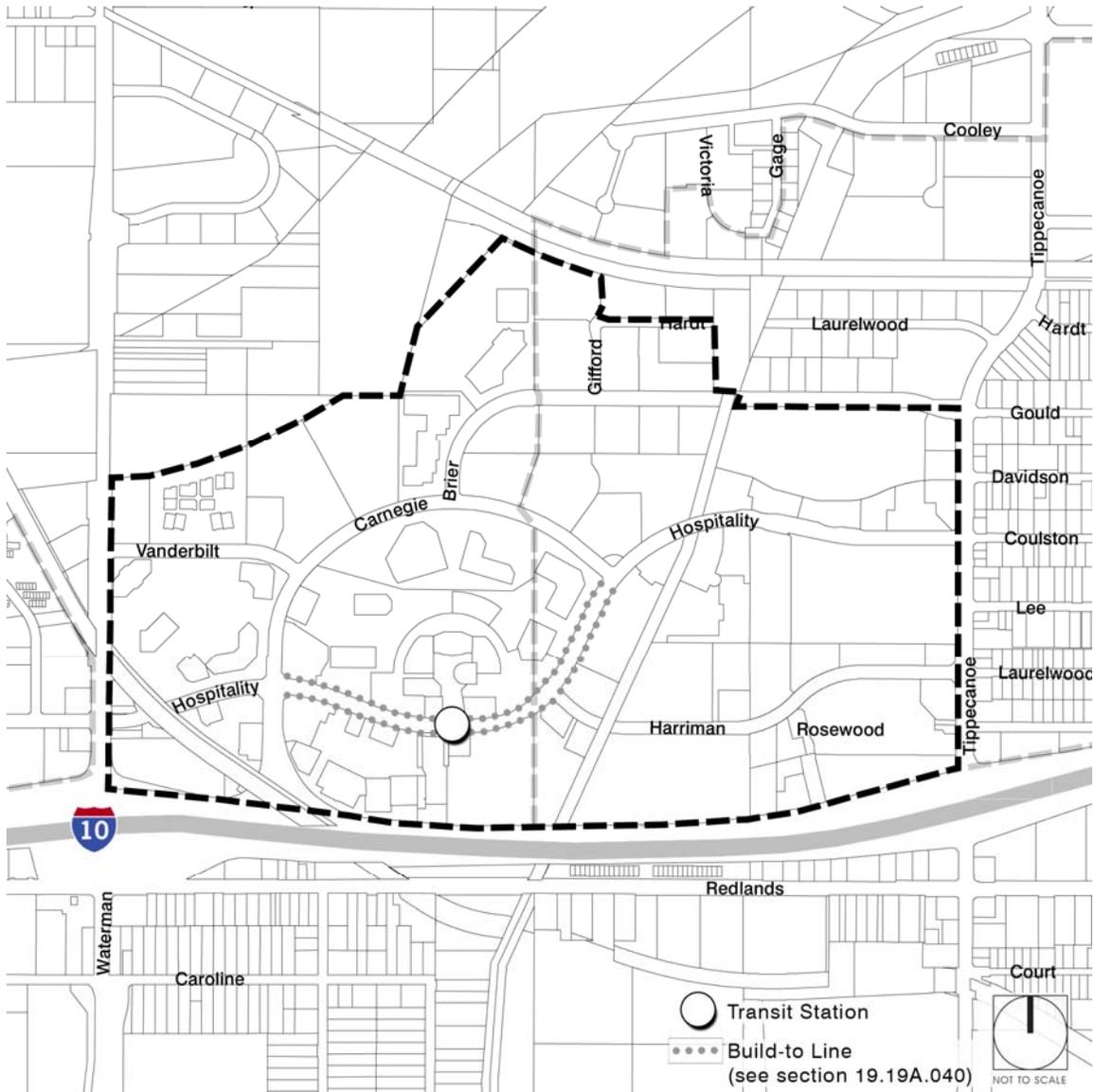
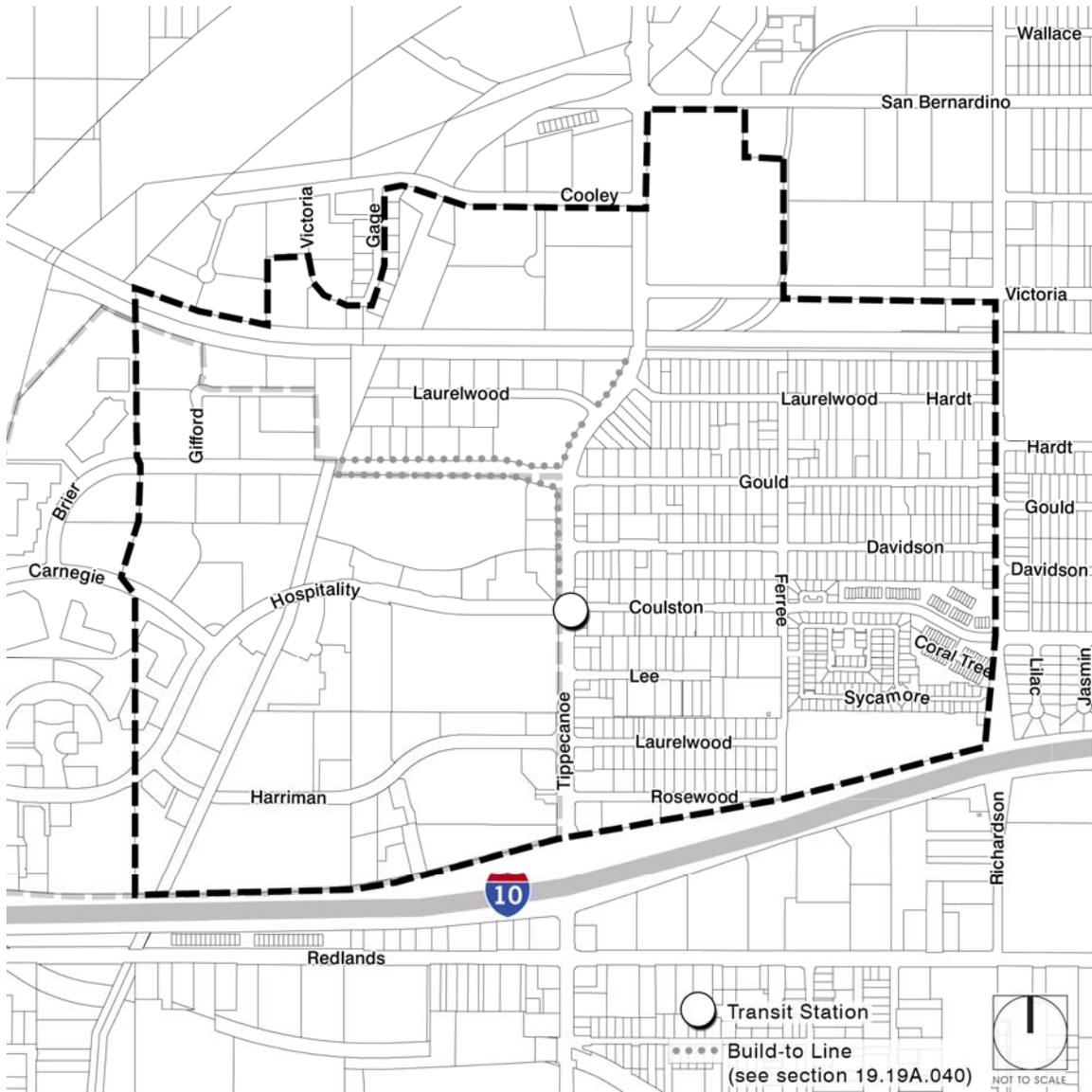


Figure 13. Hospitality Lane and Tippecanoe Avenue Transit Station Area



### **19.19A.030 Transit Station Area Types**

This chapter establishes five transit station area types, each with its own unique character and neighborhood scale. The transit station area types are based on the design and function of the stations and the predominant development patterns surrounding the station. The station area types are a framework for tailoring the development regulations for each of the station areas. The station area types also provide a guide for applying the TD to additional areas within the city.

**A. Kendall Drive Neighborhood Stations.** This type of station area provides transit access to serve neighborhoods and businesses in the Kendall Drive area, within an approximately 10-minute walk or up to a half-mile radius. The station area is typically a predominantly residential area with supporting neighborhood or community level retail and services. The transit stations are designed as pull-up stations along an arterial and may include transfers between bus rapid transit (BRT) and local bus service. The following transit station areas are identified as Neighborhood Walk-up Station areas:

- 1) Kendall Drive and Palm Avenue
- 2) Kendall Drive and Little Mountain Drive
- 3) Kendall Drive and Shandin Hills Drive

**B. E Street Neighborhood Stations.** This type of station area provides transit access to serve surrounding neighborhoods and businesses in the E Street area north of 8th Street, within an approximately 10-minute walk or up to a half-mile radius. The station area is typically a predominantly residential area with supporting neighborhood or community level retail and services. The transit stations are designed as pull-up stations along an arterial and may include transfers between BRT and local bus service. The following transit station areas are identified as Neighborhood Walk-up Station areas:

- 1) E Street and Marshall Boulevard
- 2) E Street and Highland Avenue
- 3) E. Street and Baseline Avenue

- C. **Village/Urban Center Station Areas.** This type of station area serves as a high-activity center and village center for nearby residential neighborhoods, up to a half mile radius. The area contains a variety of neighborhood and community level retail uses and services, along with the integration of higher intensity housing including student housing, and offices uses in a mixed-use configuration. The transit stations within this station area type are designed as either a pull-up station along an arterial, or as an in-line station. The following transit station areas are identified as Village/Urban Center Station areas:
- 1) University Avenue and North Parkway
  - 2) E Street and North Mall Way
- D. **Downtown Station Area.** This type of station area is intended for the highest intensity of development within in the city. The downtown station areas contain a planned mix of employment-intensive office, civic uses, regional-level retail and service uses, entertainment, hospitality, education, hospital or medical facilities, and high density residential uses in a compact urban form. Uses are to be served by an interconnected multi-modal transportation center and public spaces network that will accommodate the highest levels of pedestrian activity. The following transit station areas are identified as Downtown Station Areas:
- 1) E Street and Court Street
  - 2) E Street and Rialto Avenue
- E. **Employment Center Station Areas.** This type of station area serves as concentrated employment areas within the city. They contain a mix of office or high employment industrial uses, educational or technical training institutions, hospital or medical facilities, supporting retail, restaurant, entertainment, and other similar services. Higher density residential development, in mixed-use configurations, may also be located in Employment Center Station Areas. The transit stations within this station area type are designed as either a pull-up station along an arterial, or as an in-line station. The following transit station areas are identified as Employment Center Station:
- 1) Hospitality Lane and Hunts Lane
  - 2) Hospitality Lane and Carnegie Drive
  - 3) Hospitality Lane and Tippecanoe Avenue

### **19.19A.040 General Provisions**

- A. **Precedence.** The requirements of this chapter take precedence over the citywide regulations found elsewhere in the City of San Bernardino Development Code. In the event of a conflict between this chapter and other portions of the Development Code, the provisions of this chapter shall govern.
- B. **Build-to Line.** This chapter establishes standards for a Build-to Line(s) that apply to the TDs. Build-to Line is a line(s) established at a certain distance from the corresponding lot line along which the building, or a portion thereof, must be built. The purpose of the build-to line is to ensure that redevelopment within the TD is well integrated with adjacent development and enhances the design character of existing streets, where appropriate. Build-to Lines also help to create consistent and strong pedestrian and public spaces that advance commercial development and activity. The location of applicable Build-to Lines is shown on Figures 1 through 13 of this chapter. Standards that apply to properties adjacent to a Build-to Line are located in Section 19.19A.050 below.
- C. **Modifications to Existing Development.** All legally established structures and uses within the TD which do not conform with the standards contained within this chapter shall be deemed legal nonconforming uses and/or structures. The repair, renovation, and minor expansion to these uses and structures shall be allowed as permitted by Chapter 19.62 (Nonconforming Structures and Uses).

### **19.19A.050 Building Form and Placement Standards**

- A. **Purpose and Intent.** This section establishes standards for building form and placement within the TD. Customized standards are provided for each station area type. The intent of these standards is to ensure excellence in community and building design in order to create a vibrant and well-defined public realm that is pedestrian-friendly and supports transit use.
- B. **Standards Established.** Building form and placement standards in the TD are the same as in the base zoning district, except as follows;
  - 1) Minimum and maximum requirements for Build-to Line setback, building height, and upper floor step-back shall follow the standards specified in Table 19A.01.
  - 2) New development within TD station areas shall have no minimum lot size and no maximum lot coverage requirements.
  - 3) New development along existing railroad right-of-way shall provide a minimum 10-foot setback for landscaping and/or a multiuse pathway to accommodate pedestrians and bicyclists.

**C. Residential Density.**

- 1) *Commercial Base Zones.* When the TD applies to property within a commercial base zone that already allows for residential uses, the maximum permitted density of the underlying zone shall apply.
- 2) *Residential Base Zones.* When the TD applies to property within a residential base zone, maximum permitted residential density shall be the same as the base zone.

**D. Commercial Intensity.** When the TD applies to property within a commercial base zone, the maximum permitted intensity of the underlying zone shall apply.

Table 19A.01 Building Form and Placement Standards

TD Station Areas		Build-to Line Setback	Building Height[1]	Upper Floor Step-back [2]
Kendall Neighborhood Station Areas	Minimum	None [3]	None	None
	Maximum	25 ft. [4]	30 ft. / 2 stories	None
E Street Neighborhood Station Areas	Minimum	None [3]	None	8 ft.
	Maximum	15 ft [4]	42 ft. / 3 stories	None
Village/Urban Station Areas	Minimum	None	None	8 ft.
	Maximum	15 ft [4]	56 ft. / 4 stories	None
Downtown Station Areas	Minimum	None [3]	None	8 ft.
	Maximum	15 ft [4]	100 ft. / 7 stories[5]	None
Employment Center Station Areas	Minimum	None [3]	None	8 ft.
	Maximum	25 ft. [4]	75 ft. / 6 stories	None

Notes:

[1] Building height of new development adjacent to existing single-family residential zones may not exceed 30ft/2 stories applicable to all TD station areas.

[2] Upper floor step-back shall be measured from the building wall at the street level.

[3] Building must be set back to provide for a minimum 10-foot sidewalk including street trees. Build-to line setback along Tippecanoe Avenue shall provide for landscaping and a multiuse pathway to accommodate pedestrians and bicyclists.

[4] Setback areas from the build-to line not occupied by a structure or driveway shall be landscaped and/or contain semi-public amenities such courtyards or outdoor seating areas.

[5] Additional height bonus may be allowed per section 19.06.030(2)(E).

- E. **Building Presence along Build-to Lines.** The primary building(s) located on a parcel shall occupy the following minimum linear percentage of the parcel width fronting a build-to line:
- 1) Kendall Neighborhood Station Area: 50%
  - 2) E Street Neighborhood Station Area: 60%
  - 3) Village/Urban Center Station Area: 70%
  - 4) Downtown Station Area: 80%
  - 5) Employment Center Station Area: 50%
- F. **Ground Floor Transparency.** The ground floor building façade facing a street frontage line shall consist of the following minimum area percentage glass doors, windows, or other transparent materials.
- 1) Kendall Neighborhood Station Area: 50%
  - 2) E Street Neighborhood Station Area: 50%
  - 3) Village/Urban Center Station Area: 75%
  - 4) Downtown Station Area: 75%
  - 5) Employment Center Station Area: 50%
- G. **Entrance Orientation.**
- 1) Within the Kendall Neighborhood station area type, all ground-floor building facades fronting a primary street shall feature a main building entrance.
  - 2) Within the E Street Neighborhood, Village/Urban Center, Downtown, and Employment Center station area types, all ground-floor building facades fronting a primary street shall feature the building's main entrance.
- H. **Minimum First Floor Ceiling Height.** For buildings with ground floor commercial uses, the minimum required floor to ceiling height at the ground floor level for buildings facing public frontage lines shall be 15 feet.
- I. **Building and Site Design.** Refer to Sections 19.19A.140 to 19.19A.160 for design guidelines applicable to building form and placement within the Transit Overlay District.

### **19.19A.060 Permitted and Conditionally Permitted Uses**

A. **Purpose and Intent.** This section identifies permitted, conditionally permitted, and prohibited land uses within the TD. The intent of these regulations is to permit and encourage land uses that create a pedestrian-friendly environment that supports transit use and thriving commercial districts and residential neighborhoods.

B. **Land Use Regulations – Commercial Base Zones.** When the TD applies to property within a commercial base zone, permitted and conditionally permitted shall be the same as the base commercial zone, except as specified below.

1) *Permitted Uses.* The following uses are permitted with the approval of a Development Permit:

- Convenience stores pursuant to Section 19.06.025.
- Dry cleaners
- Educational services
- Medical/care facilities/social services (within CCS-1 only)
- Mixed-use (with residential where allowed in commercial base zones)
- Mobile vendors
- Neighborhood grocery stores
- Parking structures

2) *Prohibited Uses.* The following uses are prohibited:

- Auto parts sales
- Auto repair
- Car, RV, and truck sales
- Car Washes
- Service Stations
- Service Commercial uses pursuant to Table 06.01 J., excluding veterinary services
- Impound vehicle storage yard
- Vehicle leasing/rental
- RV parks
- Blood banks
- Drive-thru commercial uses
- Restaurants with drive-thru
- Nurseries

### **19.19A.070 Residential Transition Standards**

- A. **Purpose.** This section establishes standards to ensure that new development in the TD is compatible with adjacent single-family residential uses.
- B. **Applicability.** The following standards apply to buildings located on a parcel that either:
  - 1) Shares a property line with an existing single-family residential zone; or
  - 2) Faces an existing single-family residential zone across a street.
- C. **Building Setbacks.**
  - 1) *Front Setbacks.* For a parcel located across a street from an existing single-family residential zone, the front setback shall be no less than the average front setback requirement of the facing homes block face but not more than 20 ft.
  - 2) *Interior Side Setbacks.* For a parcel sharing an interior side property line with an existing single-family residential zone, the interior side setback shall no less than the interior side setback requirement of the adjacent property but not more than 20 ft.
  - 3) *Rear Setbacks.* For a parcel sharing a rear property line with an existing single-family residential zone, the rear setback requirement shall be no less than 10 feet.
- D. **Upper Floor Step-backs.**
  - 1) *Front Building Walls.* For a parcel located across a street from an existing single-family residential zone, the height of the front building wall shall not exceed 2 stories and 30 feet.
  - 2) *Side and Rear Building Walls.* For a parcel sharing an interior side or rear property line with an existing single-family residential zone, the height of the side or rear building wall, as applicable, shall not exceed 2 stories and 30 feet.
  - 3) *Upper Floors.* When permitted by the applicable zone, any portion of a building taller than 2 stories or 30 feet shall step back a minimum of 8 feet from the first- and second-story building walls.
- E. **Commercial Service Location and Screening.**
  - 1) Outdoor storage, trash collection and loading areas associated with commercial uses shall be set back a minimum of 15 feet from any property line abutting a parcel occupied by a detached single-family home.

- 2) Outdoor storage, trash collection, and loading areas shall be located and screened from view such that they are not visible from any parcel occupied by a detached single-family home.
- F. **Parking and Driveways.** See Section 19.20.100, Subsection G (Parking Buffers).
- G. **Noise Generating Activities.** Outdoor dining, amplified music, and other noise-generating activities shall be set back a minimum of 150 feet from the property line of any parcel occupied by a detached single-family home.

### **19.19A.080 Parking**

A. **Purpose.**

- 1) This section establishes parking standards that apply to new and expanded land uses in the TD. The intent of the standards is to ensure the success of the transit corridor by providing efficient parking in the corridor. This includes design standards for parking area design and parking supply standards.
  - 2) The parking requirements reflect the immaturity of the transit system along the corridor. As the system matures, there will be increased potential to refine the parking requirements, applying techniques such as parking maximums (e.g., no minimum parking requirements). These requirements should be updated as the system matures to reflect the change in required parking along the corridor.
- A. **Required On-Site Parking.** All land uses within the TD shall provide on-site parking as shown in Table 19A.02 (Required On-Site Parking) unless further reductions can be justified as part of project approval by utilizing shared parking, unbundled parking, in-lieu parking fees, or other parking reduction techniques, as described below:
- 1) Shared parking assessment shall be completed using the latest information from ULI's (Urban Land Institute's) Shared Parking.
  - 2) Unbundled parking occurs when development does not include parking in the standard cost of the facilities (e.g., residents/employees must pay additional cost for the right to park on-site).
  - 3) In-lieu parking fees are effective if a parking district or other management agency owns and maintains parking facilities. With in-lieu fees, a developer can pay the identified fee for the right to use that parking and reduce their own on-site parking facilities.

Table 19A.02 Required On-Site Parking

Base Zoning District	Parking Requirement (per sq. ft. of leasable area, unless otherwise noted)
Commercial General (CG-1)	1 space per 300 sq. ft.
Commercial General – Baseline/Mt. Vernon (CG-2)	1 space per 500 sq. ft.
Commercial General – University Village (CG-3)	1 space per 250 sq. ft.
Commercial Office (CO)	1 space per 370 sq. ft.
Commercial Regional – Malls (CR-1)	1 space per 250 sq. ft.
Commercial Regional – Downtown (CR-2)	1 space per 500 sq. ft.
Commercial Regional – Tri-City/Club (CR-3)	1 space per 250 sq. ft.
Central City South (CCS-1)	1 space per 500 sq. ft.
Commercial Heavy (CH)	1 space per 300 sq. ft.
Industrial Heavy (IH)	1 space per 1,230 sq. ft. of gross floor area
Office Industrial Park (OIP)	1 space per 350 sq. ft.
Public/Commercial Recreation (PCR)	Special study required
Public Facilities (PF)	Special study required
Public Flood Control (PFC)	1 space per access point
Residential High (RH)	1 space per unit
Residential Low (RL)	1 space per unit
Residential Medium (RM)	1 space per unit
Residential Medium High (RMH)	1 space per unit
Residential Suburban (RS)	2 spaces per unit
Residential Urban (RU)	1 space per unit
Industrial Light (IL)	1 space per 625 sq. ft.

- B. **Residential Guest Parking.** Current visitor and guest parking standards of the underlying zone shall apply. On-street parking may be considered for visitors to residential uses along public and private streets adjacent to the residential use.
- C. **Handicapped Parking Requirements.** Handicapped parking space design shall be consistent with approved designs in the off-street parking standards Section 19.24.050
- D. **Bicycle Parking Requirements.** One bicycle parking space shall be provided for each ten automobile parking spaces provided. For office and multifamily uses, bicycle parking should be provided in sheltered and secure facilities.
- E. **Location of Surface Parking.** New surface parking lots shall not be located between the front wall of a building and a public street. Surface parking shall be located to the rear or side of buildings. If surface parking is not feasible, all other parking shall be located in structures, underground, and/or off-site.
- F. **Parking Structures.** All multistory parking structures shall be lined with commercial, retail, or residential uses on the ground floor along primary build-to lines, except for pedestrian and vehicular entries into the parking structure.

**G. Surface Parking Lot Screening.**

- 1) Surface parking lots abutting a public sidewalk or street shall provide a landscaped buffer and/or decorative or “greenwall” screening along the perimeter of the parking lot abutting the sidewalk or street.
- 2) Surface parking abutting a residential zone shall provide a six foot high decorative wall and a landscaped buffer at least 8 feet in width.

**H. Alley Access.** For new structures adjacent to a rear alley, service access to the property shall be provided only through the rear alley.

**I. Driveways.** All new driveways within a TD shall comply with the following standards.

- 1) Driveways shall comply with the dimension standards shown in Table 19A.03 (Driveway Dimension Standards).
- 2) All new curb cuts providing access to a driveway from a public street shall be separated a minimum distance of 50 feet from another existing or new curb cut, unless the parcel size requires shorter spacing. In that case, a minimum spacing of 35 feet shall be provided.
- 3) Parking spaces shall not be located along the sides of a driveway.

Table 19A.03 Driveway Dimension Standards

Driveway Type	Driveway Width	
	Minimum	Maximum
1-way	8 ft.	12 ft.
2-way	20 ft.	25 ft.

## **19.19A.090 Subdivision Standards**

- A. **Purpose.** This section establishes standards for the subdivision of parcels within the TD to ensure that large parcels are subdivided in a manner that supports a walkable, transit-oriented environment.
- B. **Applicability.** The following standards apply to subdivisions of parcels 10 acres or greater.
- C. **Block Lengths.**
  - 1) Except as permitted by Subsection 2 below, the maximum length of a block created by the establishment of one or more new streets shall not exceed 400 feet.
  - 2) The City may approve a block length in excess of 400 feet when necessary to achieve project compliance with connectivity standards in Subsection D below, or if there are physical limitations, such as the size of the project area, that do not allow for compliance with this standard.
  - 3) Block lengths shall be measured as the length of property abutting one side of a street between either the two nearest intersecting streets or the nearest such street and any other physical barrier to the continuity of development. Block lengths shall be measured from property lines that intersect at an angle of 45 degrees or more.
- D. **Connectivity Standards.**
  - 1) New streets established within the TD shall align and connect with any existing adjacent street.
  - 2) Block lengths shall increase connectivity to surrounding existing and planned pedestrian and bicycle facilities.
  - 3) New development of large sites (in excess of one acre) shall maintain and enhance connectivity with a hierarchy of public streets, private streets, walks and bike paths.
  - 4) Bicycle/pedestrian connections shall be provided at each cul-de-sac end, where feasible.

## 19.19A.100 *Design Guidelines*

The guidelines are intended to promote quality design, consistent with City General Plan goals and objectives, while providing a level of flexibility to encourage creative design. These design guidelines implement various policies in the Land Use, Housing, Economic Development, Community Design, Circulation, and Natural Resources and Conservation Elements pertaining to transit oriented development.

- A. **Purpose and Intent.** The following design guidelines are intended to direct the physical design of building sites, architecture, and landscape elements located within the City’s Transit Overlay District (TD). This comprehensive approach represents a more understandable and predictable role in shaping each TD’s physical future by emphasizing community form, architectural typologies, and landscape design that reinforce traditional and modern development patterns. In the Downtown, Village/Urban Center, and Employment Center station areas, contemporary architecture that has a strong pedestrian orientation, visual interest on the ground floor, quality long lasting materials, human scale, and articulated facades are also encouraged. The guidelines are intended to complement the mandatory TD development regulations contained in this chapter by providing design solutions and interpretations of the mandatory regulations.

All projects subject to design review are expected to incorporate the guidelines in a manner that responds to the unique characteristics of each TD, individual site, and adjacent parcels. A project that is consistent with the guidelines is likely to be well-received and expedited through the review process.

- B. **Applicability.** The provisions of this section shall apply to all TDs within the City. Any addition, remodeling, relocation, or construction requiring a building permit within any TD is subject to review and shall adhere to these guidelines where applicable.
- C. **Interpretation.** Compliance with a design guideline written as a “should” is discretionary. A design guideline written with an action verb (e.g., provide, use, locate, create, establish, employ) is highly recommended. Using these terms are important, but may be waived or modified based upon an alternative deemed acceptable through the design review process.
- D. **Architectural Typology.** The design guidelines for architectural typologies contained in this section (i.e., Courtyard Housing, Row houses, Live/Work Units, Stacked Flats, Mixed Use, and Office) are not all inclusive. Other architectural typologies may also be appropriate for other permitted uses as listed in the development code.

### 19.19A.110 District Image

The intent of this section is to establish a design framework for the development, enhancement, and preservation of San Bernardino Transit Overlay Districts, based upon traditional planning and urban design patterns, historical precedents, and sustainability principles that ultimately drive the physical form of each district.

The over arching community vision for Transit Overlay Districts originates from a desire to create compact pedestrian-oriented environments consistent with traditional transit oriented development principles which advocate:

1. *Compact Transit Districts.* Characterized by easy access to multi-modal transit systems, a wide variety of housing types and services, and job sites located very close at hand.
2. *Connectivity.* Characterized by a fine-grained and interconnected street network ensuring that all trips are as short as possible, disperse congestion, and are compatible with walking, biking, and transit.
3. *Walkability.* Characterized by commercial business, service establishments, employment, and transit facilities that are located within a five-minute walk.
4. *Placemaking.* Characterized by urban patterns, blockscapes, architecture, and landscaping that reinforces and complements the design heritage of the region.
5. *Employment Accessibility.* Characterized by good jobs located in higher-intensity “vertical campuses” located close to a variety of housing opportunities.
6. *Diversity of Housing Types.* Characterized by a fine grain of housing typologies, designed to complement a wide variety of income levels and associated lifestyles.



### 19.19A.120 *Transit Oriented Design*

A transit district is a defined, higher-intensity, multimodal quarter designed to accommodate a variety of coordinated movement systems, including commuter rail, light rail, streetcar, BRT, bus, shuttle, pedestrian, and automobiles.

Transit oriented development is intended to maximize access to mass transit amenities with centrally located transit stations commonly surrounded by relatively high-intensity commercial, office, and residential development. In general, successful transit oriented districts are well-used and well-loved people places, enriched by a dynamic mix of land uses, defined street-adjacent architecture, and comfortable urban spaces. Transit oriented districts are highly permeable, composed of an extensive network of transit modes that physically and visually link to the greater community, encouraging enhanced connectivity that ultimately embraces transit ridership.

The essence of a sustainable transit district is found in an integrated system of commercial, residential, employment, and recreation uses coupled with a diversity of alternative circulation/transportation features that knit the district together in an integrated and holistic fashion. The goal is a low-carbon district with a sense of place, concentration of activities coupled with urban spaces, and efficient architecture where daily life can unfold.

- Create a density gradient, locating the highest intensity/density land uses closest to transit stations, transitioning outward to lower intensity/density uses.
- Locate pedestrian and transit-friendly commercial activities at the ground level, office and residential above where supported by the market. Use ground-floor storefront windows to enliven the street by providing visual interest that encourages people to walk and take transit.
- Provide civic amenities and urban open space uses within transit districts designed to serve transit users and residents.



- Develop a hierarchy of street designs that vary in modal emphasis, providing a balanced transportation system that accommodates transit, automobiles, bicyclists, and pedestrians.



- Intensify building masses at corners to accommodate pedestrian generating uses that enhance ridership

- Locate primary building entrances facing the public street, with clear connections to the adjacent sidewalk, ensuring pleasant and simple access for pedestrians.



- Provide a pedestrian-scaled street network composed of a dense grid of streets with short, direct connections between land uses and transit amenities. Provide connections to local and regional multiuse paths and trails that encourage longer walking and bicycle trips improving accessibility for transit users.

- Configure parking to be unobtrusive by orienting parking away from the pedestrian realm, behind buildings, in structures, or underground. Utilize on-street parking, where feasible, to reduce off-street parking requirements, providing parking opportunities to adjacent retail and service uses.
- Combine traditional ground-floor storefront commercial facilities at corner transit stop locations, enhancing “trip chaining”—performing one or more errand on the same trip.
- Promote an interconnected street network and the use of short blocks (two to five net acres) to increase vehicular and pedestrian route choice, thus enhancing connectivity, reducing trip length and vehicular greenhouse gas (GHG) emissions.
- Promote tight urban blocks that are not dominated by large surface parking areas, reducing convection losses and heat gains as adjacent buildings protect one another from the wind and sun.
- Use street trees to modify the climate in a passive way (absorbing rather than reflecting heat energy, leaving opposed to the use of tacked-on architectural “green-bling.”
- Create high-performance, energy-efficient buildings and infrastructure.

### 19.19A.130 *Site Planning and Architectural Design*

A. **Site Planning.** Site planning within the TD should promote traditional time honored building placements while accommodating pedestrian plazas, courtyards, and parking located internal to the site. The goal is to place buildings adjacent to the public streetscape in order to enhance the pedestrian experience by creating an enclosed and defined environment, while sensitively accommodating the automobile. This traditional setting fosters a people-oriented environment in which the needs of everyday life are easily accessible. These guidelines are also intended to accommodate a wide variety of building typologies, in an effort to create a dynamic environment that promotes connectivity, walkability, commerce, jobs/housing balance, and transit ridership.



1) **Residential Site Planning.** The residential site planning guidelines address a wide range of architectural typologies designed to create a fine-grained district image. The intent is to sensitively orchestrate the location, placement, and orientation of various multifamily attached dwelling types consistent with



the nature of transit oriented development districts. What is envisioned is a small-scale “smattering” of traditional housing types—courtyard housing, row houses, stacked flats—seamlessly integrated into the fabric of the district. Ultimately, the goal is to disperse a wide variety of traditional multi-family attached dwelling types throughout the transit district, oriented toward the public realm, as opposed to internal oriented gated mega-complexes. By sensitively siting multifamily dwelling types, it is envisioned that higher-density dwellings will successfully blend into the TD, welcoming a variety of living arrangements and associated lifestyles.

2) **Commercial and Office Site Planning.**

The commercial and office site planning guidelines are intended to promote time-honored building placements to concentrate live-work, mixed-use, and office structures to frame and enclose the public streetscape. Buildings are to be placed near to the public



streetscape in order to create an enclosed and defined environment that promotes commerce, social interaction, and transit ridership. The purpose is to create a fine-grained environment whereby modest live-work housing coexists with higher-intensity mixed use and office nodes and adjacent residential neighborhoods. This traditional setting fosters a people-oriented environment in which the needs of everyday life are easily accessible—an atmosphere that places automobiles behind buildings, concentrates activities, defines urban space, and promotes building placements that celebrate people.

B. **Architectural Design and Image.**

The San Bernardino Transit Overlay District architectural image is born out of a desire to create enduring and human-scaled expressions rooted in the traditional architectural heritage of the region. This traditional architectural image typically fosters a people-oriented environment characterized by a variety of building designs that frame and define the public streetscape.



All elements of architecture were traditionally constructed of highly durable materials, defined by a discernible base, middle, and top that add architectural rhythm to the streetscape. Composed of both modern interpretations and traditional architectural precedents, architecture should be defined by cultural influences, graced by indigenous materials, and constructed with the time-honored design principles of mass, scale, and rhythm. The following most common architectural typologies are defined for the TD: courtyard housing, row houses, stacked flats, live-work units, mixed-use, and office buildings. The guidelines do not preclude variations in these types of development or other residential and non-residential products to be built. Ultimately, the purpose is to avoid superficial “franchise style” architecture in favor of a more traditional architectural image that embraces enjoyable life on the street.

- 1) **Courtyard Housing.** Courtyard housing is defined by multi-story building masses containing individual dwelling units that commonly enclose a centralized outdoor private courtyard space oftentimes containing formal gardens and decorative pavers.



Courtyard housing consists of:

- Two to four story building masses that frame and define the public streetscape.
- Building masses enclose internally oriented courtyard space.
- Building frontages orient toward the public streetscape and internal courtyard.
- Modest building insets accommodate front yard gardens and forecourts.
- Individual unit frontages should be accessed directly from the street and internal courtyard.
- Rear-oriented enclosed garages are accessed from a rear alley.

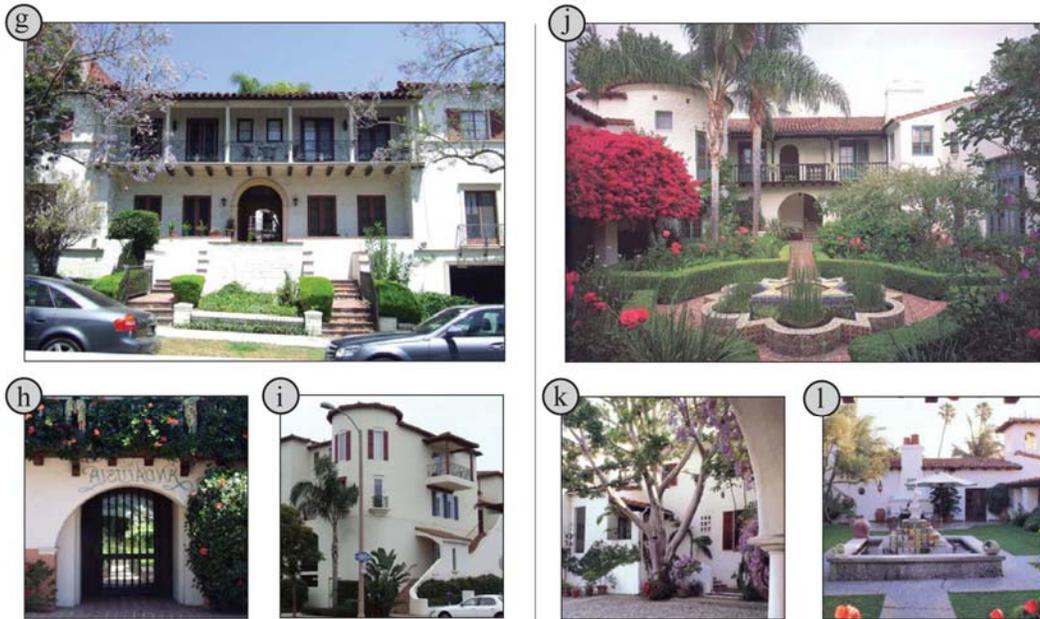
Traditionally within mild Mediterranean climates, such as Southern California, courtyard housing was employed to capitalize on the positive indoor/outdoor relationship characterized by multi-story building masses that frame and enclose positive garden space. The attraction of courtyard housing is its ability to function as a collection of individual units with private entries, yet having access to common space amenities.



The design guidelines for courtyard housing include the following:



- a. Orchestrate multi-story courtyard housing building masses to frame and enclose semi-private open space in the form of internalized courtyards and patios (a, b, c, d, g, j, k, l).
- b. Provide individual unit entrances oriented toward semi-private interior courtyards (k, l) and semi-public street-oriented external forecourts (a, d).
- c. Craft traditional courtyard housing with a distinctive base (anchoring the dwelling to the ground plane); shaft (transitional element which provides window transparency), and capital (roof cap which terminates the top of the dwelling) (a, d, g, j).
- d. Avoid the use of continuous common exterior corridors. Instead, access upper-story dwelling units via attractive external staircases which are fully integrated into the fabric of the building (c, i).
- e. Provide simple changes in wall plane to reduce the apparent mass and scale of the dwelling, consistent with the architectural style of the home (a, g, i, j).
- f. Create building relief through the use of tower elements and building projections designed to enhance facade variety and visual interest (i).
- g. Define the public and private realms by providing a distinguishable and ornamented transitional portal (h).



- h. Support covered porches, upper-story loggias, and balconies with substantial columns, piers, and posts (b, d, e, f, g).
- i. Provide ample "punched" window and door recesses designed to express building mass. Minimum window and door recess should measure four inches deep (b).
- j. Provide traditional vertical orientated windows (a, b, g).
- k. Provide simple changes in wall plane to reduce the apparent mass and scale of the dwelling, consistent with the architectural style of the home (a, g, i, j).
- l. Provide protruding wing walls as a natural extension of the building, designed to enclose and define private outdoor patio spaces.
- m. Use arcades and colonnades as semi-private transitional elements designed to frame courtyard spaces (c).
- n. Provide upper-story projecting balconies supported by protruding dimensional timber corbels (d, e, g).
- o. Configure courtyards in a usable fashion, designed to accommodate outdoor entertaining, recreation, and leisure amenities (j, k, l).
- p. Orient on-site garages toward the rear of the site accessed from an alley. On-grade and tuck-under parking facilities should be provided, characterized by enclosed garages designed to accommodate residents.

- 2) **Row Houses.** A row house is a multi-story single-family dwelling that shares a common wall with adjacent units of the same type, occupying the full width of the frontage line, designed to frame and enclose the streetscape in a regimented fashion.



Row house design consists of:

- Two-to-three story building masses that frame and define the public streetscape.
- Front dooryards accommodate raised stoops or garden.
- Individual units are directly accessible by pedestrians from the public street.
- Outdoor terrace space sometimes occurs between the street-facing dwelling and rear garage.
- Rear-oriented enclosed garages are accessed from a rear alley.

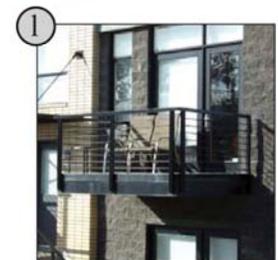
This traditional tall and slender attached building typology exhibits all the trappings of the classic urban oriented dwelling form, commonly defined by multi-story building masses with raised stoops, projecting window bays, and defined entrance features that greet the public realm. Row houses typically form regimented street walls that promote streetscape continuity, framing and enclosing the public streetscape.



The design guidelines include the following



- a. Provide two-to-three story building masses designed to frame and define the public streetscape (a, d, g, j).
- b. Create consistent row house unit bay rhythms designed to form a consistent and disciplined street wall (a, d, g, j).
- c. Anchor row house corners with higher intensity tower features (a, b).
- d. Craft traditional row houses with a distinctive base (anchoring the dwelling to the ground plane), shaft (transitional element that provides window transparency), and capital (roof cap that terminates the top of the dwelling) (c, j).
- e. Shelter residents by providing ample entrance indentations (e, i). Row house building entrances should be designed with a minimum square footage of 20 square feet and minimum depth of 4 feet
- f. Define individual unit entrances oriented toward the public street (e, i).
- g. Enhance interior viewing opportunities with bay window projections to optimize viewing angle (a, b, c, g, h, j).
- h. Provide traditional windows that are vertical in orientation (a, b, c, f, g, h, j).



- i. Recess window and door openings into the row house facades to express the mass of the building (j).
- j. Elevate row house units to ensure resident privacy while enhancing surveillance of the public streetscape (a, g, i, j, k).
- k. Avoid locating entrances directly on-grade. Instead, entries should be elevated 24 inches, minimum (a, g, i, j, k).
- l. Integrate exterior staircases and stoops into the fabric of the building (i). Design exterior staircases and stoops, including balusters, handrails, and treads, using similar materials as the row house dwelling. Prefabricated metal staircases shall not be permitted.
- m. Provide private outdoor open space in the form of stoops (i), balconies (f, l), and dooryard gardens (k). Private open space should be a minimum of 200 square feet
- n. Orient on-site parking garages toward the rear of the site accessed from an alley.

- 3) **Stacked Flats.** A flat is a self-contained housing unit that occupies only part of a building. In a stacked-flat building, several units, above and beside each other share a common entry and are accessed through common, semiprivate spaces.

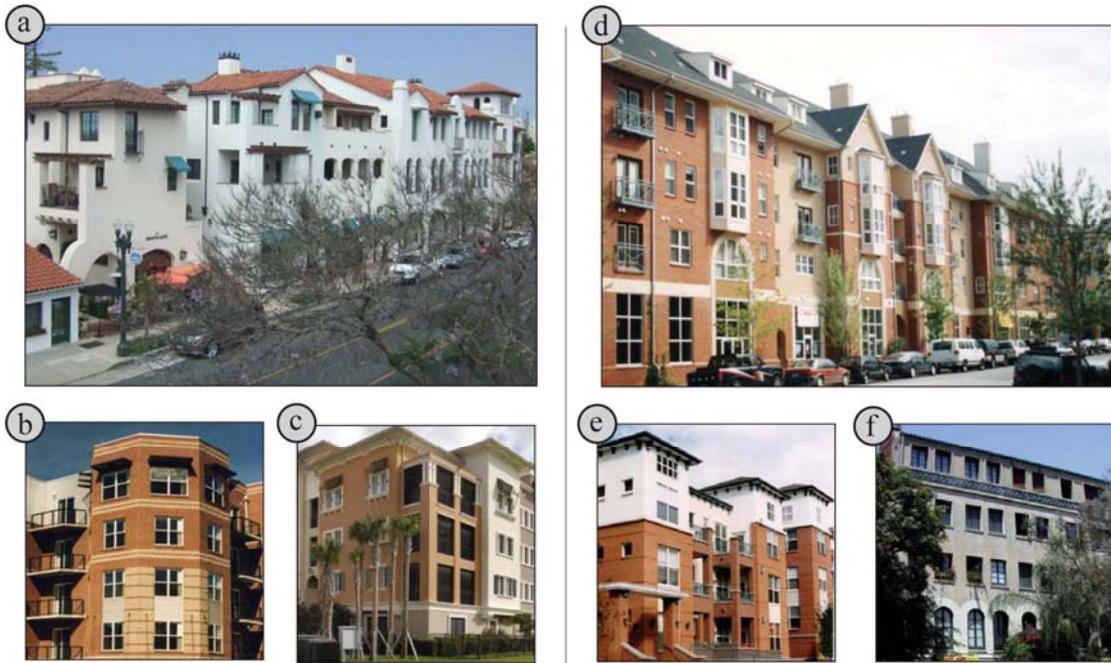
The design of stacked flats consists of:

- Three to four-story building masses that frame and define the public streetscape.
- Modest setback may accommodate front patio space.
- Buildings are accessed from a common street-adjacent entrance portal.
- Individual units are directly accessed from interior double-loaded hallways.
- Internally oriented underground or podium parking is accessed from limited street portals. Internally oriented courtyards are located above parking areas.

In addition to their classic scale and eye-catching proportions, the beauty of stacked-flat structures is their ability to frame and enclose broad boulevards and avenues, creating a pedestrian-friendly environment. It is this traditional relationship of the public street to the private building that is critically important in establishing a sheltering and safe pedestrian setting that enhances social interaction and commerce.



The design guidelines for stacked flats include the following:



- a. Create traditional, formal, proportional, and rhythmic multilevel building masses to unify the public blockscape (a, d, g, j).
- b. Provide traditional, formal building masses designed to frame and enclose the public streetscape (a, d, g, j).
- c. Celebrate the street corner by increasing or articulating building mass, using tower elements as "gatepost" architectural features (b).
- d. Distinguish buildings with a discernible base (c) and cap (a, d, e, f,) that to define the top and bottom of the structure. Use continuous building elements, such as roof eaves (a, d, e, g), cornice elements (f, h), window bands (b, d, f, g, h), and masonry foundation bases (c) to assure building unity and blockscape continuity.
- e. Rest the building on a wide discernible foundation base to anchor the building to the ground plane (c).
- f. Create visual rhythms with building masses that divide facades into individual repetitive components. Segment buildings into individual elements using the following techniques:
  - Vertical tower masses (b, e)
  - Horizontal repeating spandrels
  - Consistent repetitive roof forms (a, d, e)



g. Distinguish individual floors using the following techniques:

- Projecting horizontal cornice elements (f)
- Decorative masonry belt courses (f)
- Change in material pattern between floors (f)

h. Define individual units with subtle facade articulations. Use repetitive elements such as structural bays (j), recessed loggias (g, j, l), and projecting balconies (k) to distinguish individual units.

i. Provide distinguishable recessed building entrances, oriented toward the public street, as common building access points to internal-oriented lobbies and vertical circulation elements (i).

j. Generally center windows on the building mass, and align both horizontally and vertically (a, b, d, e, f, g, h).

k. Express building mass by recessing window openings in building facades a minimum of 4 inches (a, b, d, f, g, h, g).

l. Provide windows that are vertical in orientation (a, b, c, d, e, f, g, h, k).

m. Integrate projecting balconies (k) and recessed loggias (g, l) seamlessly with the design of the building. Projecting balconies should be minimum 5 ft deep and recessed loggias should be a minimum of 60 square feet.

- 4) **Live-Work Units.** A live-work building is designed to accommodate both commercial and residential uses within a single unit, commonly with retail and office uses on the first floor and upper floors dedicated to residential use.



Live-work units consist of:

- Two to three-story building masses that frame and define the public streetscape.
- Building frontages orient toward the public streetscape.
- Sidewalk-adjacent building masses accommodate ground-floor businesses.
- Ground floor businesses are accessed directly from the public street. Private residences are accessed from internal lock-outs or separate street-oriented entrances.
- Rear-oriented enclosed garages are accessed from a rear alley.

Traditionally, live-work establishments were occupied by merchants or employees who lived directly above their place of business, enabling entrepreneurs to establish business in an economical fashion. With the economic realities of today, this lifestyle concept is again gaining acceptance as a small business approach designed to provide goods and services while promoting enhanced housing diversity.



The design guidelines include the following:



- a. Provide multistory live-work building masses designed to frame and define the public realm (a, d, g, j).
- b. Provide dual-unit entrance designed to accommodate both residents and merchants. Provide direct storefront workspace access oriented toward the public streetscape. Provide secondary upper-story access designed to accommodate residents (i).
- c. Design ground-floor live-work storefronts using traditional storefront heights to allow natural light to penetrate street-oriented display windows, illuminating storefront interiors (c, e, f).
- d. Express the underlying structure of the building. Use a sequence of storefront structural bays designed to convey how the building stands up (c, e, f).
- e. Provide a series of storefront structural bays, composed of repetitive vertical columns/piers and horizontal spandrels designed to create a consistent facade rhythm (c, e, f).



- f. Distinguish higher-intensity building corners with tower elements designed to resolve two converging street walls (h).
- g. Provide upper-story private resident outdoor open space in the form of decks (i) and balconies (k). Private open space should be a minimum of 100 square feet. Balconies should be a minimum 5 ft in depth.
- h. Recess doors and windows into masonry and exterior plaster walls to express building mass. Minimum door and window recess should measure four inches (k).
- i. Accommodate vehicles parking onsite by providing rear-oriented enclosed garages (l).
- j. Live/work configurations include:
  - Live above work
  - Live within work
  - Live behind work (attached)
  - Live behind work (detached)

- 5) **Mixed-Use.** Mixed use is defined by higher-intensity developments that include two or more physically integrated uses on one site or within one structure, including combinations of retail, office, institutional, residential, or other land uses.



Mixed-use buildings consist of:

- Three to four-story building masses frame and define the public streetscape.
- Building frontages orient toward the public streetscape.
- Sidewalk-adjacent building masses accommodate ground-floor businesses.
- Ground-floor businesses are accessed directly from the public street. Offices and private residences are accessed from internal lobbies and hallways.
- Internally oriented underground, podium, or parking court are accessed from limited street portals.

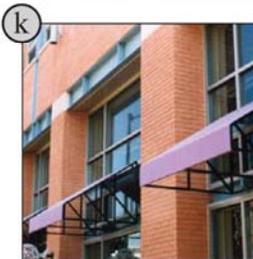
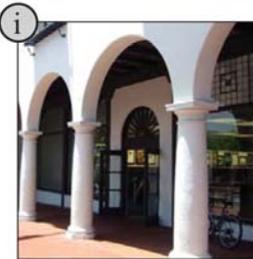
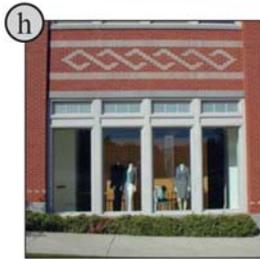
Traditionally, mixed-use districts are designed as pedestrian-friendly environments characterized by a variety of building typologies designed to frame, enclose, and embrace the public realm. Because commercial, residential, and employment land uses are placed in such close proximity, the needs of everyday life are easily accessible, while enhancing alternative transportation modes such as walking and transit ridership.



Design guidelines for mixed-use buildings include the following:



- a. Create traditional street walls composed of a storefront base, upper-story facade, and roof cap designed to frame and enclose the streetscape, creating a pedestrian-friendly “Main Street” atmosphere (a, d, g, j).
- b. Differentiate individual building masses along the street wall with slight indentations to enhance blockscape variety and visual interest (a, d, g).
- c. Use similar structural bay and window rhythms to promote blockscape continuity (j).
- d. Express the underlying structure of the building. Use a sequence of structural bays designed to convey how the building stands up (a, d, g, j).
- e. Provide tower elements to accentuate and highlight building corners, emphasizing higher intensity land uses (a, d, b).
- f. Use tower elements at corners as a transitional element that resolves two converging street walls (a, b, d, j).
- g. Create visual rhythms with structural bays that divide buildings into individual repetitive components (e).
- h. Provide a series of structural bays, composed of repetitive vertical columns/piers and horizontal spandrels/arches designed to create a consistent facade rhythm (f, h).
- i. Create visually distinct and substantial three-dimensional columns (i) and piers (h).



- j. Promote human scale by creating a series of proportional structural bays that segment the building into individual components. Structural bay width typically ranges between 24–30 feet (h).
- k. Use traditional storefront heights to allow natural light to highlight display windows, illuminating storefront interiors (e, f, h, l).
- l. Design storefronts that are balanced, with symmetrical proportions defined by structural bays, and characterized by storefront display windows, transom windows, recessed doorways, bulkheads, sign bands, and awnings/canopies (e, f, h, l).
- m. Create substantial covered arcades capable of accommodating pedestrian movements while sheltering patrons from the elements (i).
- n. Provide substantial three-dimensional arches designed to express the mass of the building (e, f, i, l).
- o. Use columns to continue the plane of upper-story facades (i).
- p. Design awnings to complement the structural framework of the building. Awnings should express the shape and proportion of structural bays and window openings (l).
- q. Locate transom windows above storefront display windows to increase interior daylighting (e, f, k).

6) **Office.** An office building is a place available for the transaction of general business, administration, and research and development functions typically not involving labor, manufacturing, fabrication or retail sales.

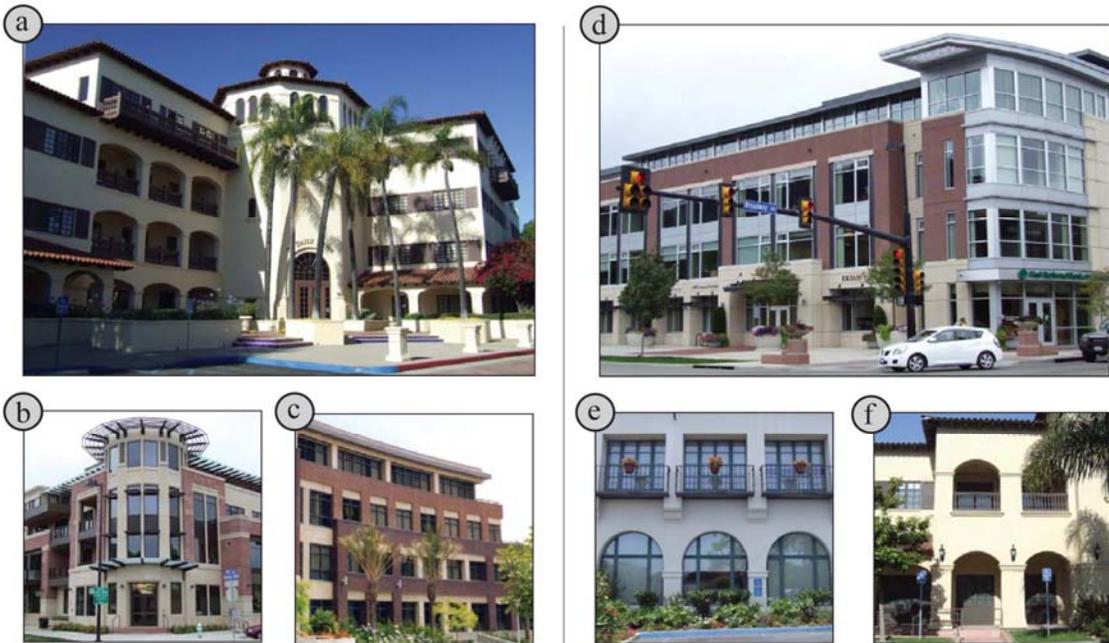
Office buildings should generally be characterized by:

- Three to four-story building masses that frame and define the public streetscape.
- Building frontages are oriented toward the public streetscape, sometimes accommodating covered arcades and colonnades.
- Buildings are accessed from a street-adjacent common entrance portal.
- Individual office units are accessed from internal lobbies and hallways.
- Internally oriented courtyards are located above underground or podium parking.
- Internally oriented underground, podium, or parking courts are accessed from limited street portals.

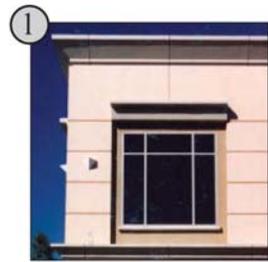
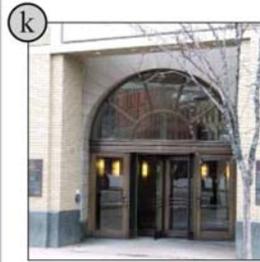
Within traditional urban settings, office buildings become an integral element within the district mosaic, integrating seamlessly with other uses to form a rich and diverse mixture. Traditionally, office buildings and primarily building entrances, are located contiguous to the street, designed to frame and enclose the public realm while accommodating parking within internal-oriented courtyards or parking structures.



Design guidelines for office buildings include the following:

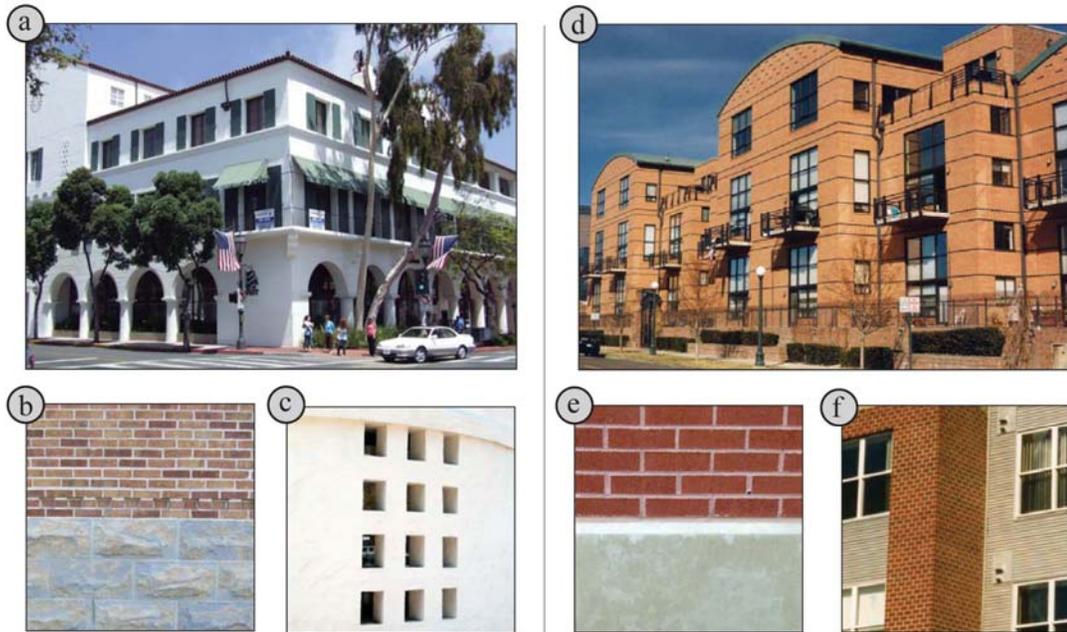


- a. Create building masses reflecting a distinguishable base, shaft, and capital (a, b, c, d, g, j).
- b. Rest the building on a distinguishable ground floor base or pedestal designed to anchor the building to the ground plane (g).
- c. Provide ground floor arcades and recessed entries that shelter pedestrians from the elements (f, k).
- d. Create a definable building shaft, designed as a transitional facade element which links the building base and capital (h, i).
- e. Crown the building with a discernible building capital, designed to terminate the top of the structure (a, d, g, j).
- f. Distinguish building corners by providing tower elements as landmark structures, designed to resolve two converging street walls (b).
- g. Create structural bays that visibly display the underlying structure of the building (e, f, h).
- h. Segment buildings into repetitive scale-giving elements composed of columns/piers and spandrels/arches (e, f, h, i).
- i. Create distinct and recognizable horizontal floor divisions. Use such techniques as horizontal window bands, continuous cornice elements, masonry belt courses, and repetitive window lintels designed to distinguish individual floors (a, c, d, e, g, h, i, j).

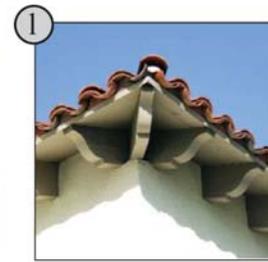
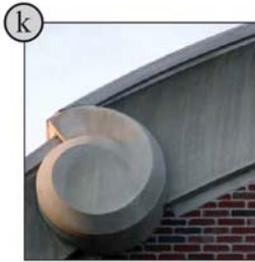
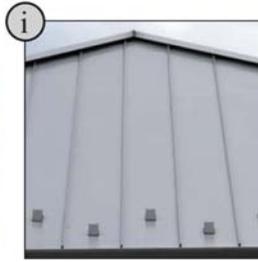
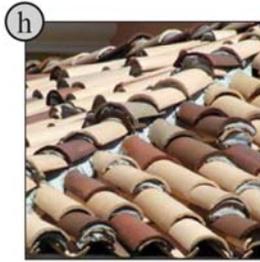


- j. Create visual rhythms with structural elements that divide facades into individual repetitive components. Building structures should be segmented into simple symmetrical components based upon the following facade rhythm standards:
- Vertically repeating columns and piers (e, f, h, i).
  - Horizontal repeating spandrels (h, j)
  - Vertically-oriented windows repeated in horizontal bands recessed a minimum of four inches from the solid wall plane designed to express building mass (e, g, h, i, j).
- k. Segment horizontal window openings with mullions into a series of vertical oriented windows (e, h).
- l. Provide traditional windows divided by muntins into a series of individual window panes (h).
- m. Define window opening with lintels, masonry belt courses, sills, and awnings (l).
- n. Use traditional, small, and durable human-scaled masonry building materials (c, d, j).
- o. Provide a definable and prominent building entrance designed to signal egress (k).

- 7) **Building Materials.** Traditional indigenous building materials promote community identity by promoting an identifiable architectural vision, firmly rooted in the vernacular of the region. Traditionally, building materials such as brick and stone masonry are measured in human-scaled units. Because these materials are so commonplace, literally the building blocks of a civilized society, they are easily discernible and readily understood. Traditional building materials help us understand and scale larger buildings, ultimately connecting us to the built environment.



- a. Use durable and refined wall materials to project a traditional architectural image (a).
- b. Design buildings that use heavy, visually solid foundation materials (b, e) that transition upward to lighter wall cladding and roof materials.
- c. Use durable and substantial foundation materials such as rusticated stone (b), polished granite, and sandblasted concrete (c).
- d. Provide human-scaled wall materials that are familiar in their dimensions and can be repeated in understandable units (b, c).
- e. Provide wall materials such as brick and stone masonry that help people interpret the size of a building (b, e).
- f. Use traditional brick masonry dimensions (b, e).
- g. Use real, smooth, three-coat exterior plaster applications (a, c). Exterior plaster finishes should appear hand troweled, with slight surface variations (a, c).



- h. Provide exterior plaster finishes that are not overly exaggerated or irregular such as Spanish Lace.
- i. Use metal cladding (such as corrugated metal) with discretion, primarily for architectural accents and structural members (f, g, j).
- j. Use traditional gloss-glazed transparent tile with deep, rich colors for architectural accents.
- k. Avoid large featureless wall surfaces, such as metal screens, unrelieved stucco facades, and all-metal spandrel panels.
- l. Provide material changes at a change in wall plane on an inside corner (f).
- m. Use durable metal roof materials that enhance the longevity of buildings, including copper, Corten steel, standing seam (i), and “V” seam.
- n. Provide traditional straight-barrel mission tile roofs composed of clay or concrete if tile is to be used (h).
- o. Use rubber membrane materials for flat roofs only.
- p. Define flat roofs with a substantial parapet wall capped with ornamental coping designed to screen vents and mechanical equipment (k).
- q. Support roof eaves and rake overhangs with substantial dimensional timber beams, rafter tails, brackets, and corbels (l).
- r. Avoid nondurable roofing materials such as wood shingles (real or cementitious) and composition roofing.

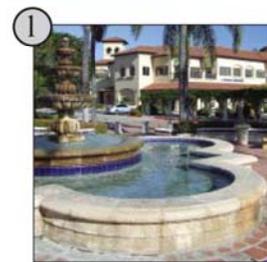
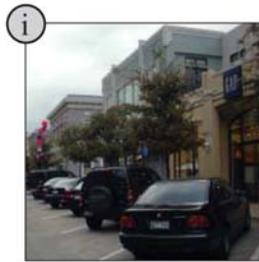
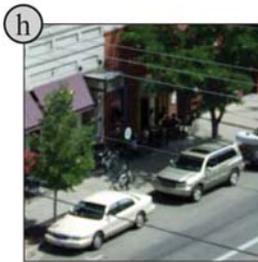
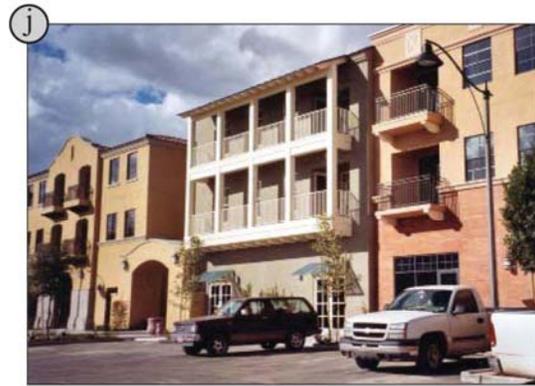
### 19.19A.140 Parking Design

On-street parking lanes, parking structures, and rear parking courtyards are dedicated to the temporary storage of vehicles. The intent is to reduce the physical and visual impact of vehicles, fostering a pedestrian atmosphere.

Traditionally, parking garages were beautifully ornamented structures seamlessly integrated into the fabric of the business district, having their own special typology designed to harmonize with their surroundings. Today, new innovative solutions have been developed to soften the impact of vehicular storage, including screening garages with commercial storefronts, underground parking, and internal parking courts.



- a. Locate parking structures internal to the site and screened from public view. Use street-oriented building masses and commercial storefronts to screen parking structures from the streetscape (a, b, c, d, e, f).
- b. Provide ample parking structure identification signage designed to distinguish and highlight public parking garages (b, c).
- c. Design the facade of parking structures to mimic a traditional building composed of window openings and accretions intended to project a consistent streetscape image (c, e).
- d. Use continuous horizontal elements, such as projecting cornice elements, window bands, and brick courses consistent with adjacent building facades (c).
- e. Align parking structure facade walls with adjacent buildings to create a continuous street wall (e).



- f. Promote on-street parking opportunities to slow traffic in district cores. Motorists must be alert and aware to navigate the traditional intimate streetscape (g, h, i).
- g. Provide on-street parallel parking lanes designed to promote a traditional “Main Street” image and physical buffer. Parallel parking lanes are symbolic of traditional downtowns and provide a physical and psychological buffer between the street and pedestrian sidewalk (g).
- h. Provide on-street parallel parking lanes to accommodate short term convenience parking (g, h, i).
- i. Provide diagonal parking stalls to encourage short-term convenience parking opportunities, enhancing commerce (i).
- j. Eliminate pedestrian/vehicular conflicts. Curb cuts should not occur along storefront street walls. Curb cuts should only occur on side-alley-loaded blocks, providing alley access to internally oriented parking courts and service areas.
- k. Locate long-term on-site parking behind buildings, screened from public view (j, k).
- l. Design onsite parking areas as dual-usage courtyards to accommodate vehicles as well as pedestrians. Provide amenities such as raised fountain pedestals, tree bosques, and textured pavement treatments designed to accommodate pedestrians (l).

- m. Segment large parking areas into a series of small parking courts enclosed by buildings and framed by canopy trees designed to minimize the scale of the total parking area (j, k, l).
- n. Create internalized parking courts designed to accommodate long-term parking opportunities. Design parking courts as dual-usage plazas intended to accommodate both vehicular and pedestrian activities.
- o. Surface parking lots adjacent to public streets should incorporate a minimum 4 ft deep landscape buffer with trees and other plant material. Where a landscape buffer is not feasible, a screen wall with decorative detailing and/or landscaping should be provided. Screen walls should be visually permeable and provide openings for pedestrian access.

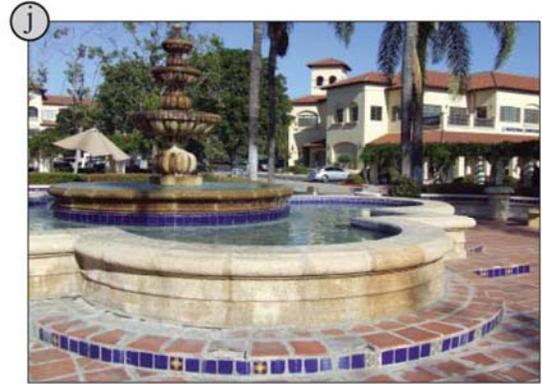
### **19.19A.150 Landscape Design**

- A. **Landscape Image.** The San Bernardino Transit Overlay District landscape pattern is intended to project a formal impression designed to reinforce the transit village image, rooted in the landscape heritage of the region. This formal landscape pattern justifies itself through the use of consistent street tree plantings which form tree-lined rows that frame and define the streetscape while shading and sheltering pedestrians from the elements. Public urban open spaces, such as plazas and courtyards, formal tree plantings create a framework outlining these public oriented amenities. Within TDs, the landscape image is designed to reinforce a pedestrian dominated environment that celebrates human culture rather than the automobile to create a sense of place while reinforcing the higher intensity nature of these transit nodes as commercial, residential and employment hubs of the community.
- B. **Landscape.** Landscape design is intended to improve or ornament the physical environment through the use of such elements as plant materials, water features, and land forms, designed to modify the physical setting for aesthetic purposes.

Street trees are an important asset to the streetscape, due to their functional ability to modify the micro climate by providing summer shade, winter transparency (solar gain), while purifying the air. From a design standpoint, trees can positively frame and enclose the streetscape, creating an enhanced pedestrian environment that defines the public realm; while formal orchard-style tree grids soften parking fields.



- a. Provide a consistent streetscape image through the use of formal canopy-style street tree plantings that provide summer shade and winter transparency (a, d).
- b. Plant formal rows of street trees designed to frame and enclose the streetscape (a, d).
- c. Provide raised planters adjacent to light rail transit lines designed as a physical shield to guard pedestrians (b).
- d. Use raised planters contiguous to higher capacity arterials, buffering pedestrians from vehicles (c).
- e. Provide individual groupings of plant containers (b) or raised planters along sidewalks with colorful flowering annuals and perennials (e, f).
- f. Use tree grates and guards to protect street tree root systems, reducing soil compaction.
- g. Design landscape buffers adjacent to rear building elevations to soften building architecture while providing a landscaped transition between the rear parking area and building.
- h. Use trees in grids designed to mimic orchard-style plants designed to provide a shady grove designed to shelter vehicles and motorists from elements (g, h).



- i. Use tall columnar trees to frame and enclose parking fields creating a solid backdrop that protects interior canopy-style orchard trees.
- j. Use tall columnar trees to segment large parking fields into a series of “outdoor rooms” breaking-up large expanses of pavement.
- k. Use medians and islands to segment large parking fields creating variety and visual interest while mimicking traditional orchard grids (h).
- l. Provide landscape amenities including raised fountain pedestals, tree bosques, and enhanced paving designed to screen vehicles from public view (f, g).
- m. Provide decorative and ornamental low parking field walls to screen vehicles from public view (k, l).
- n. Build seating into low screen walls designed to accommodate waiting transit riders (k).
- o. Use native and drought tolerant plant materials to promote an indigenous landscape image.
- p. Segment landscape areas into individual hydro zones designed to conserve water by grouping similar plant materials with like water requirements.



*Appendix B.*

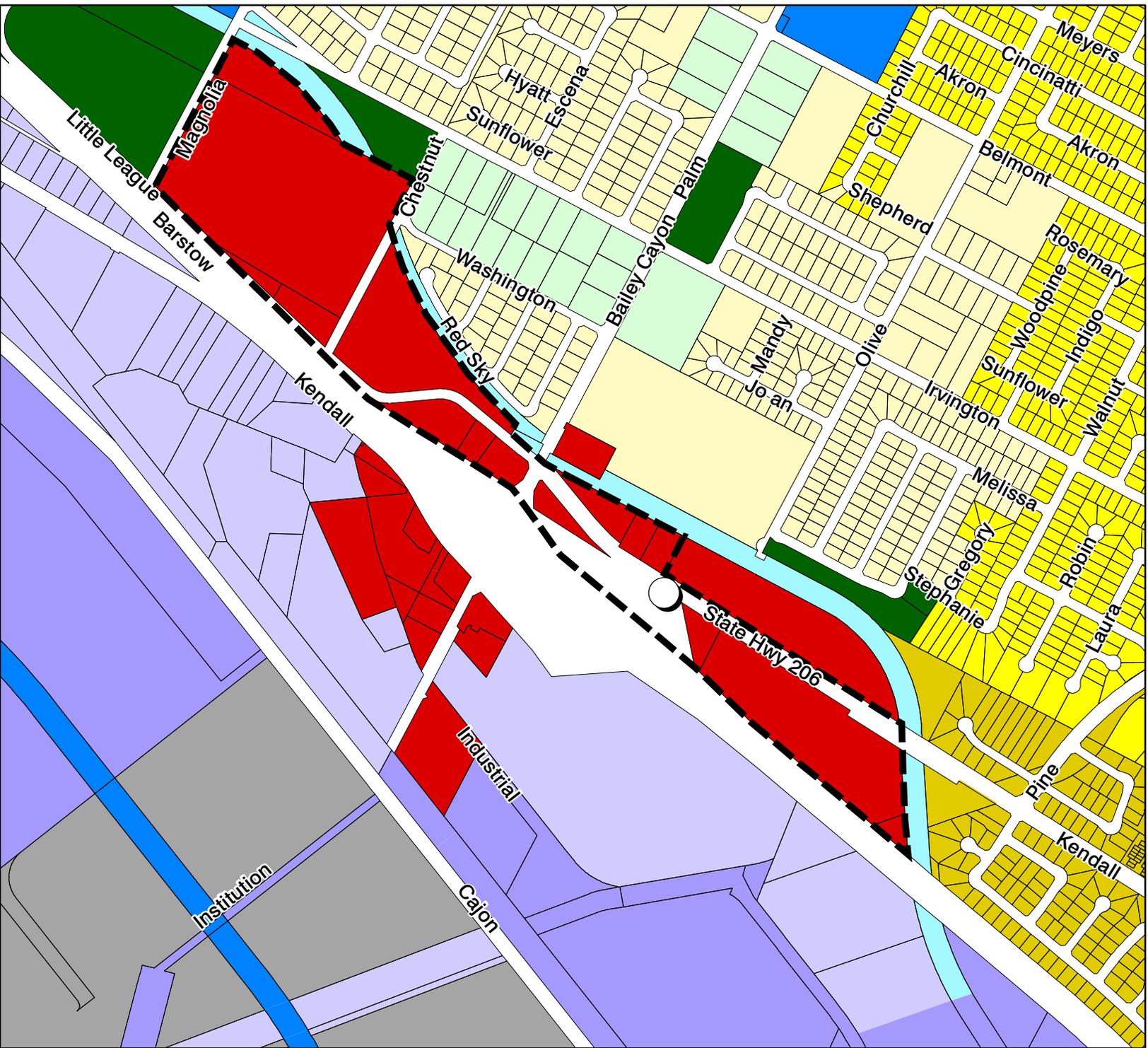
*Existing General Land Use Designation by Station Area  
Exhibits*



## *Appendix*

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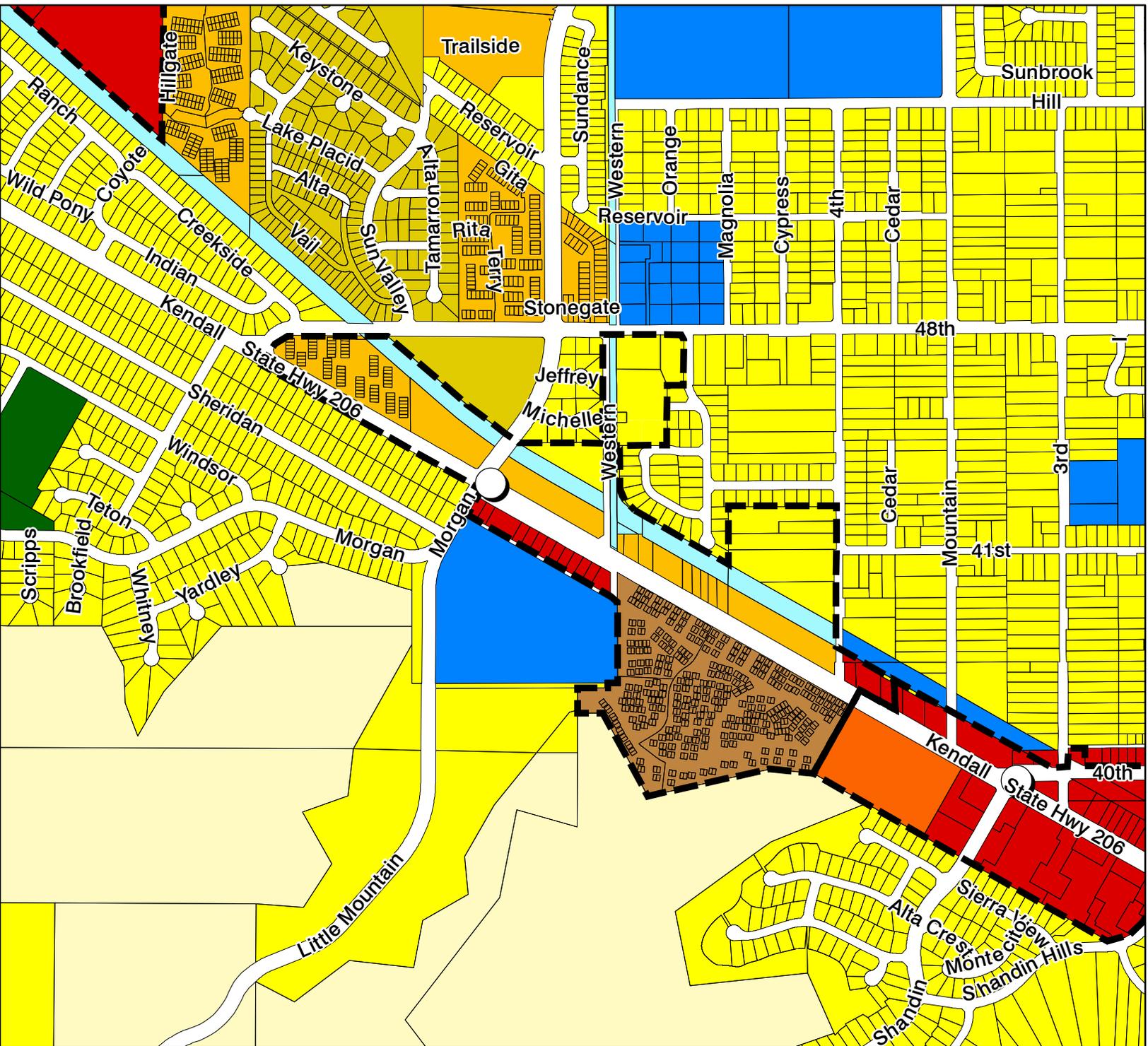
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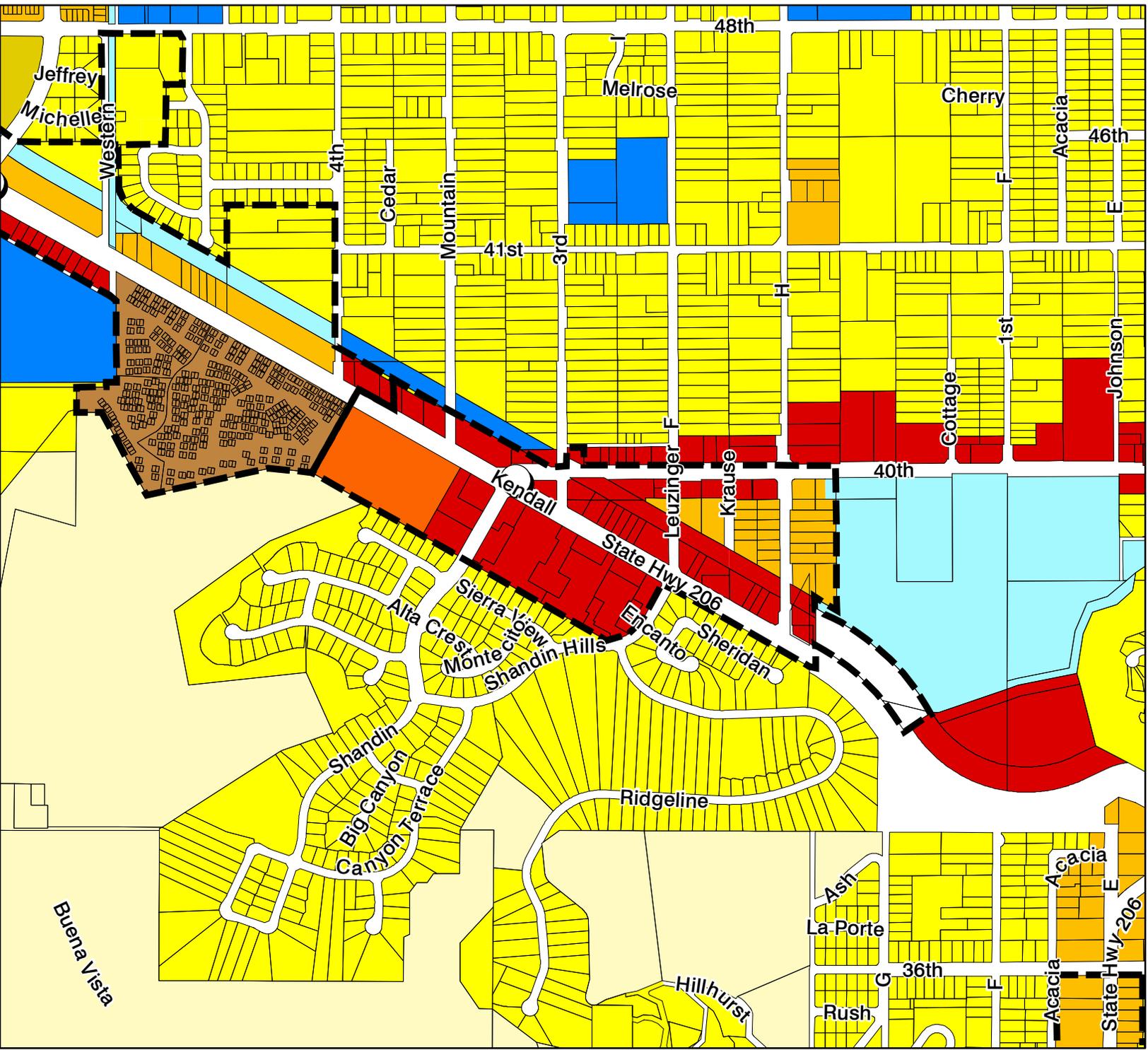
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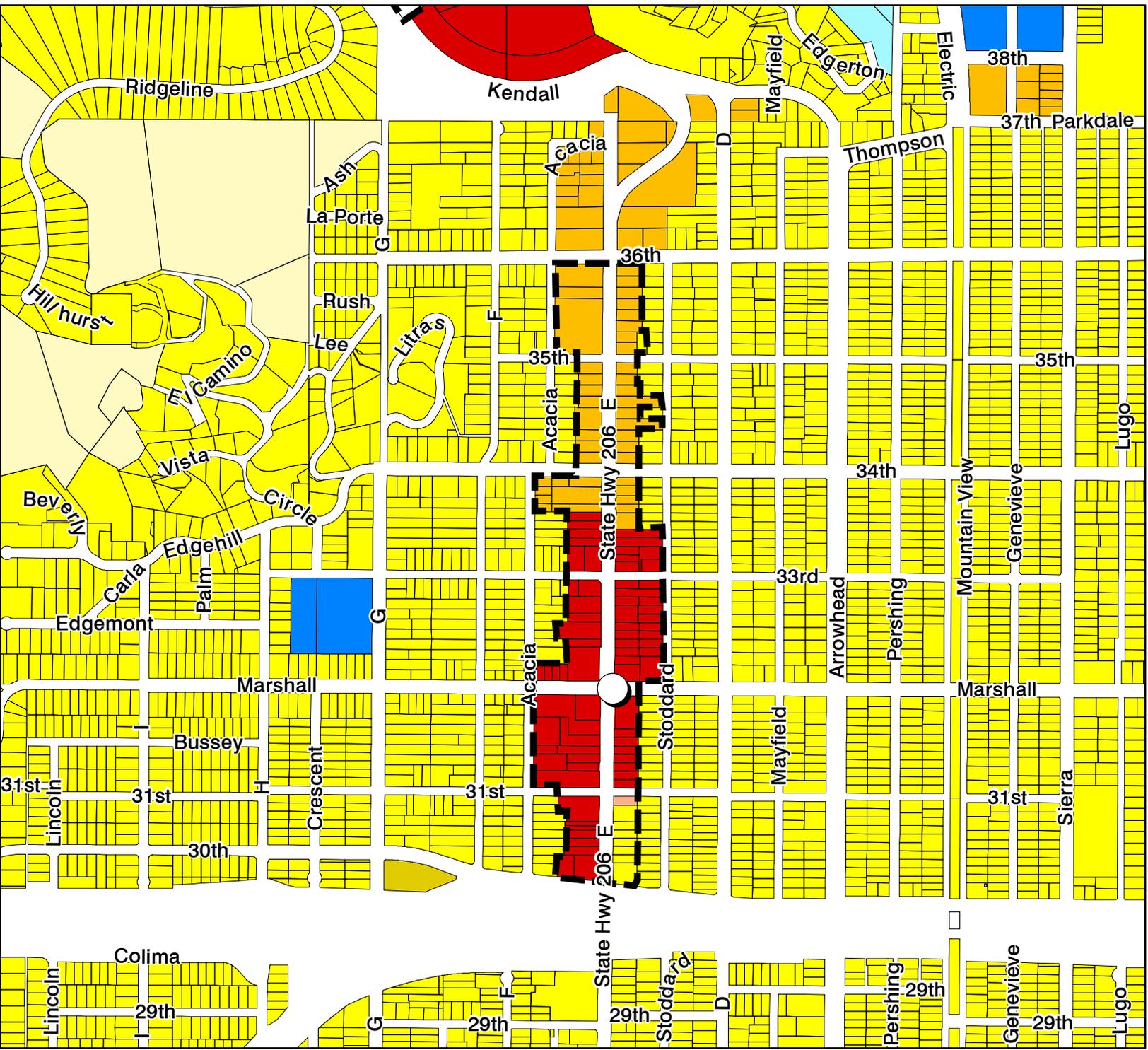
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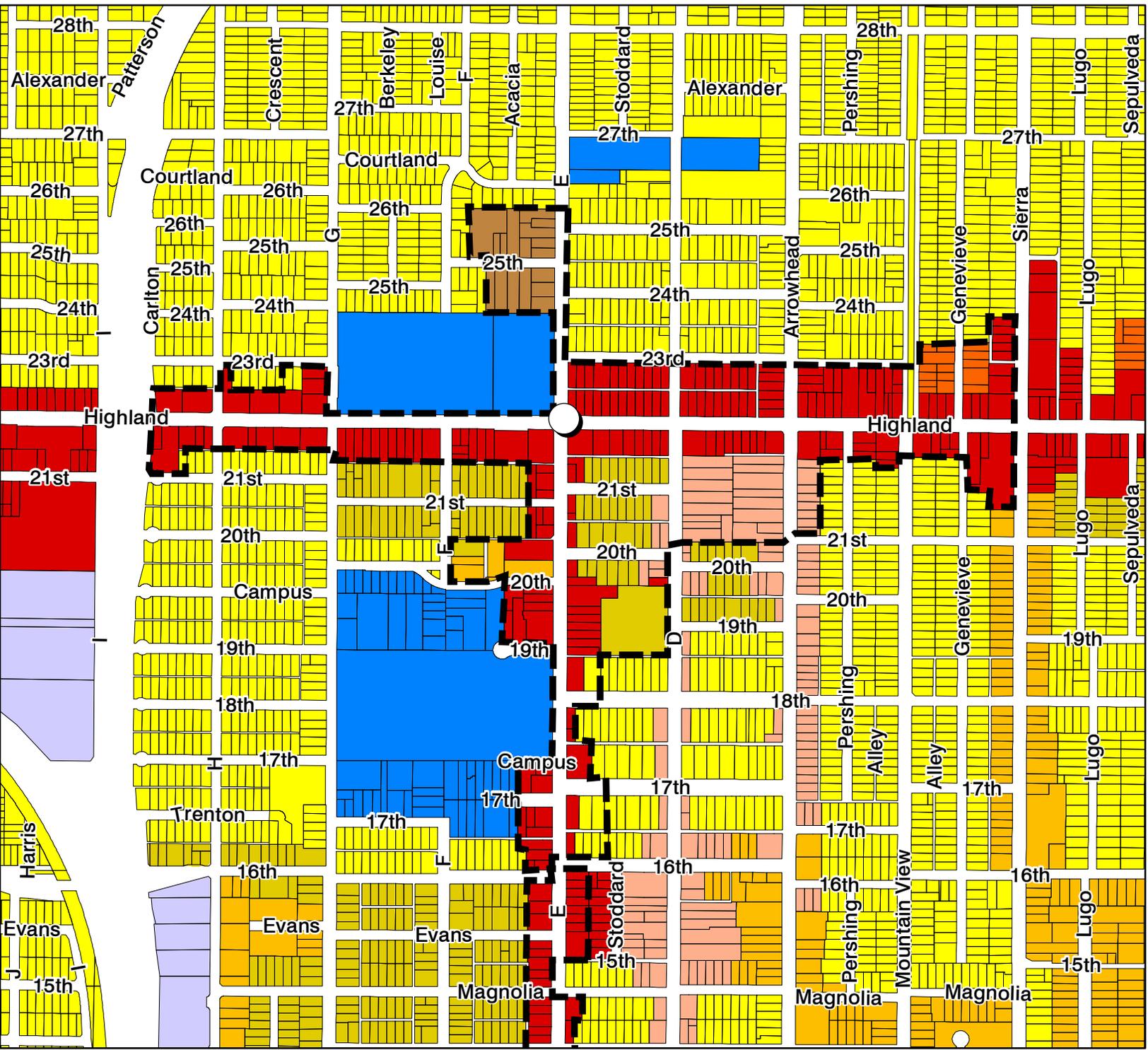
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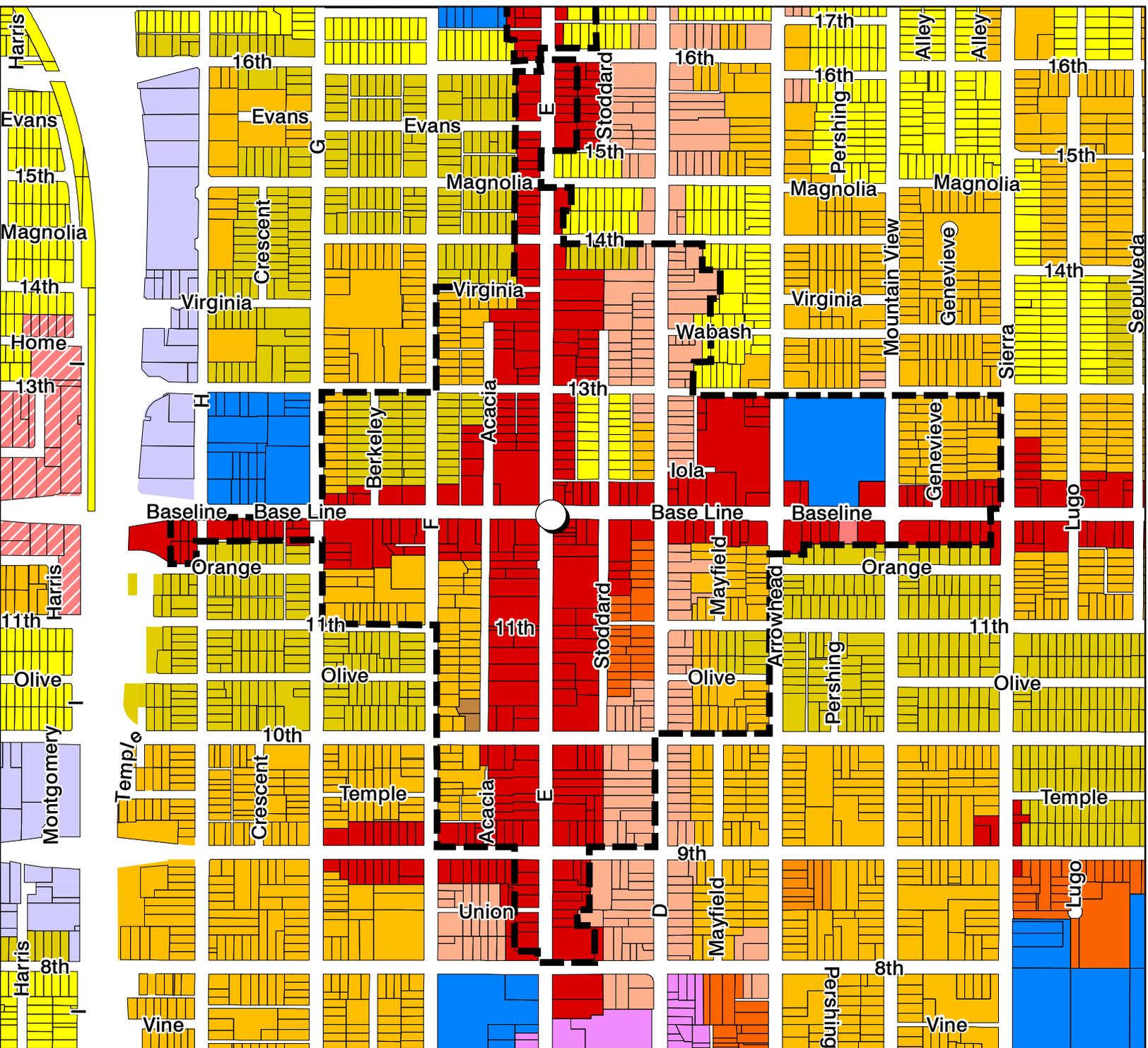
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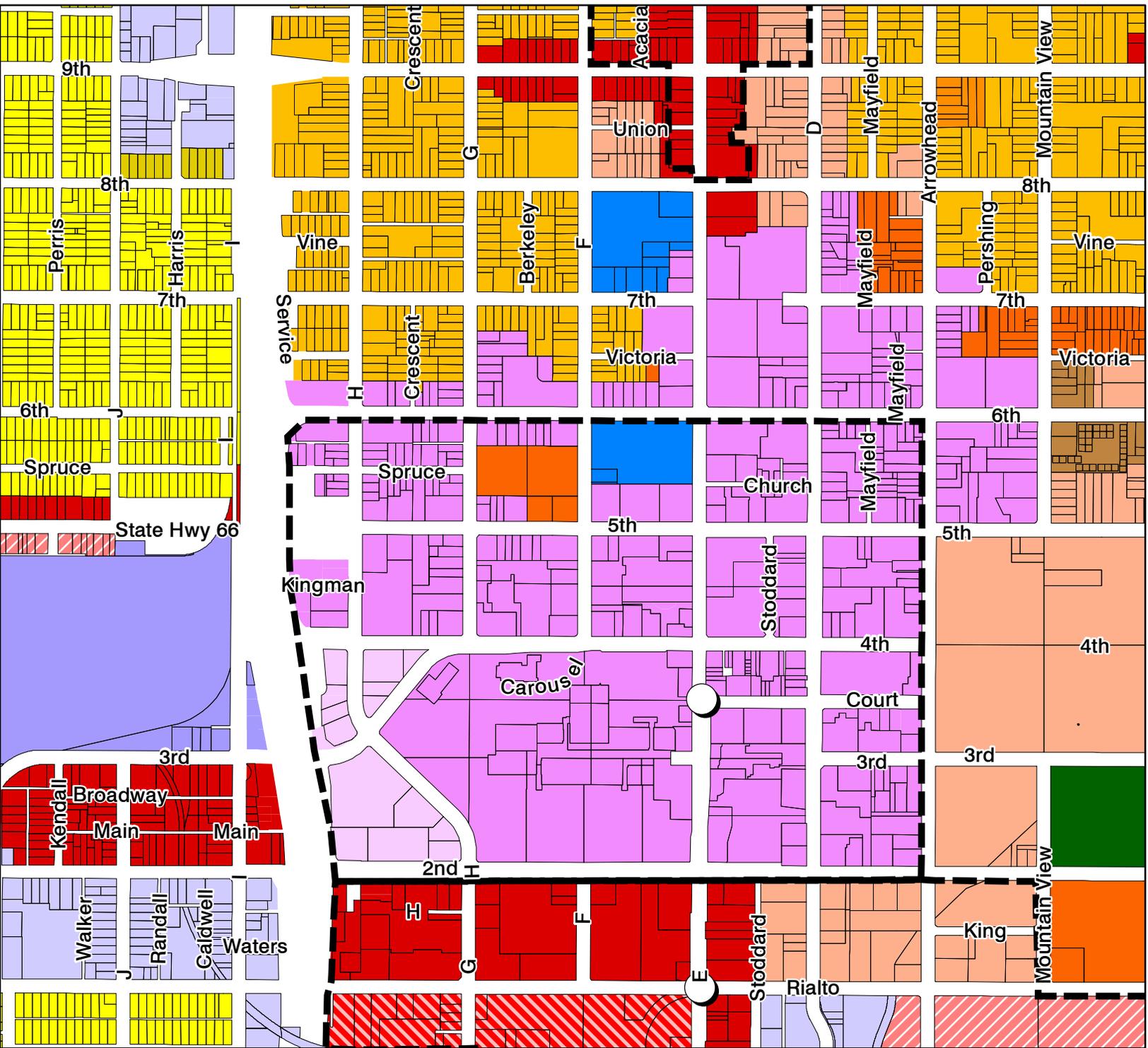
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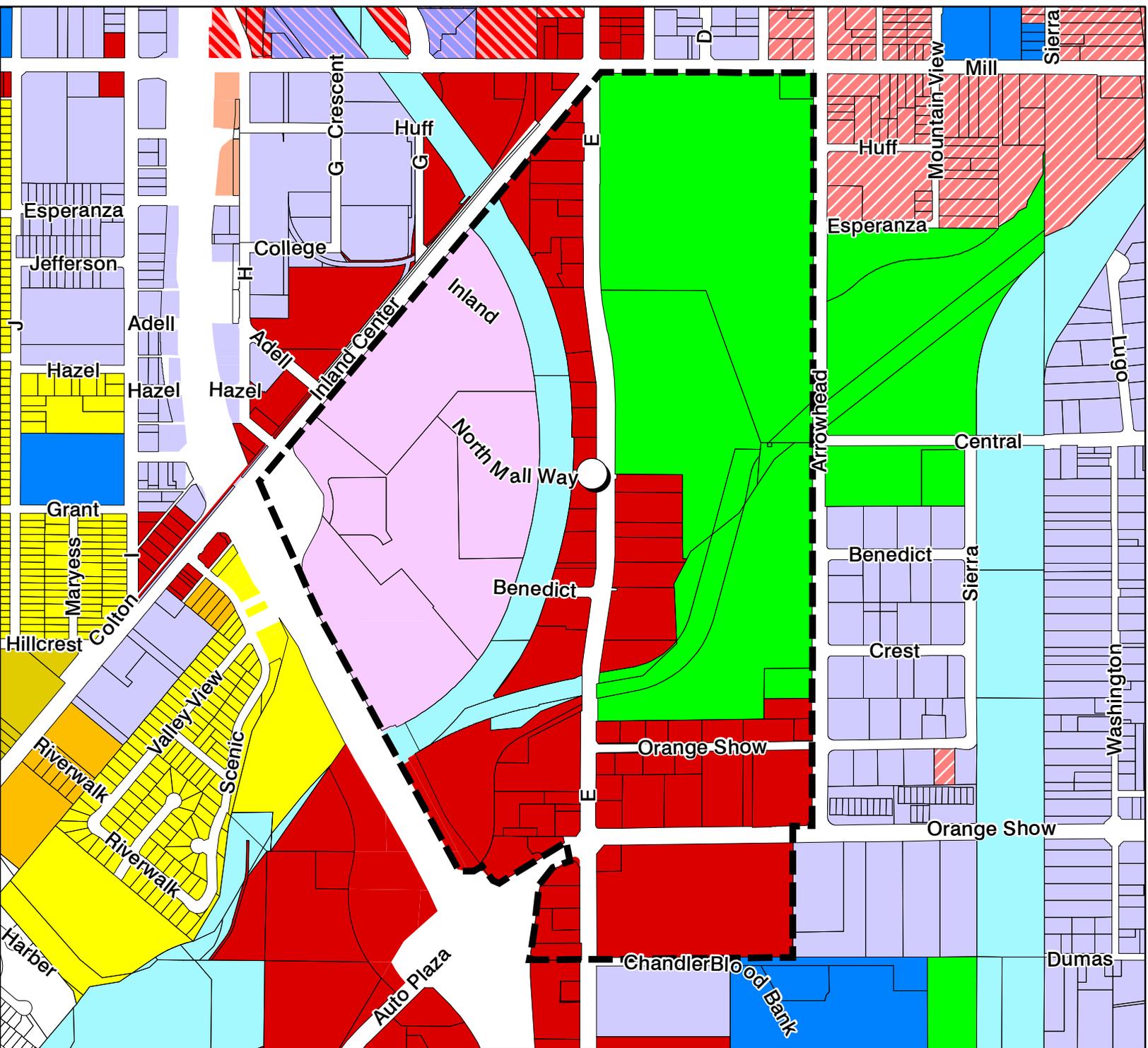
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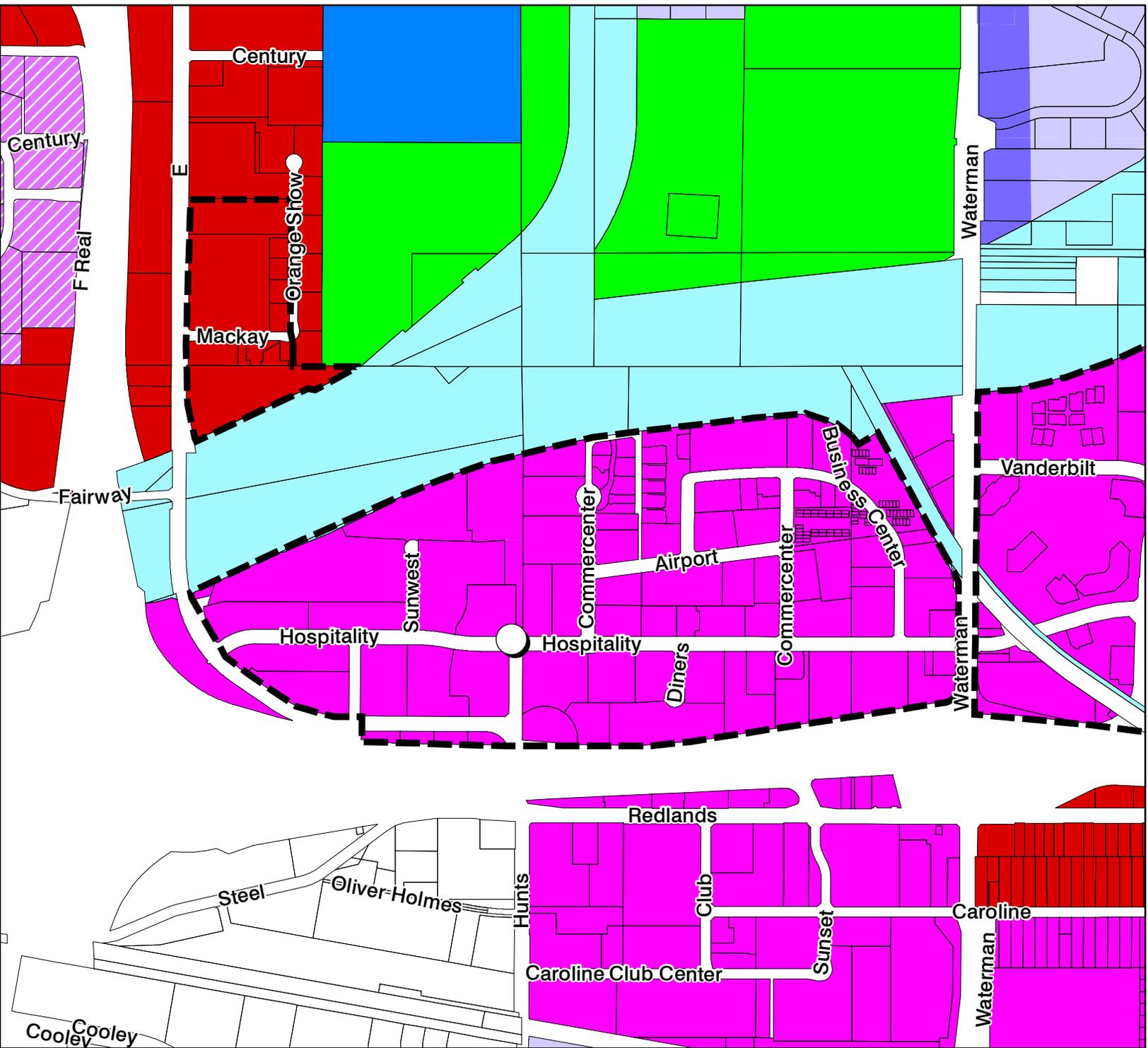
### Legend

<all other values>	RM	CG-2	CR-3	CALMAT	PP
ROW	RMH-20	CG-3	CR-4	UBP-1	OS
RE	RMH	CCS-1	CH	CCS-2	PCR
RL	RH	UBP-2	OIP	PFC	
RL-3.5	RSH	UBP-3	IL	PF	
RS	CO	CR-1	IH	CCS-3	
RU	CG-1	CR-2	IE	RR	



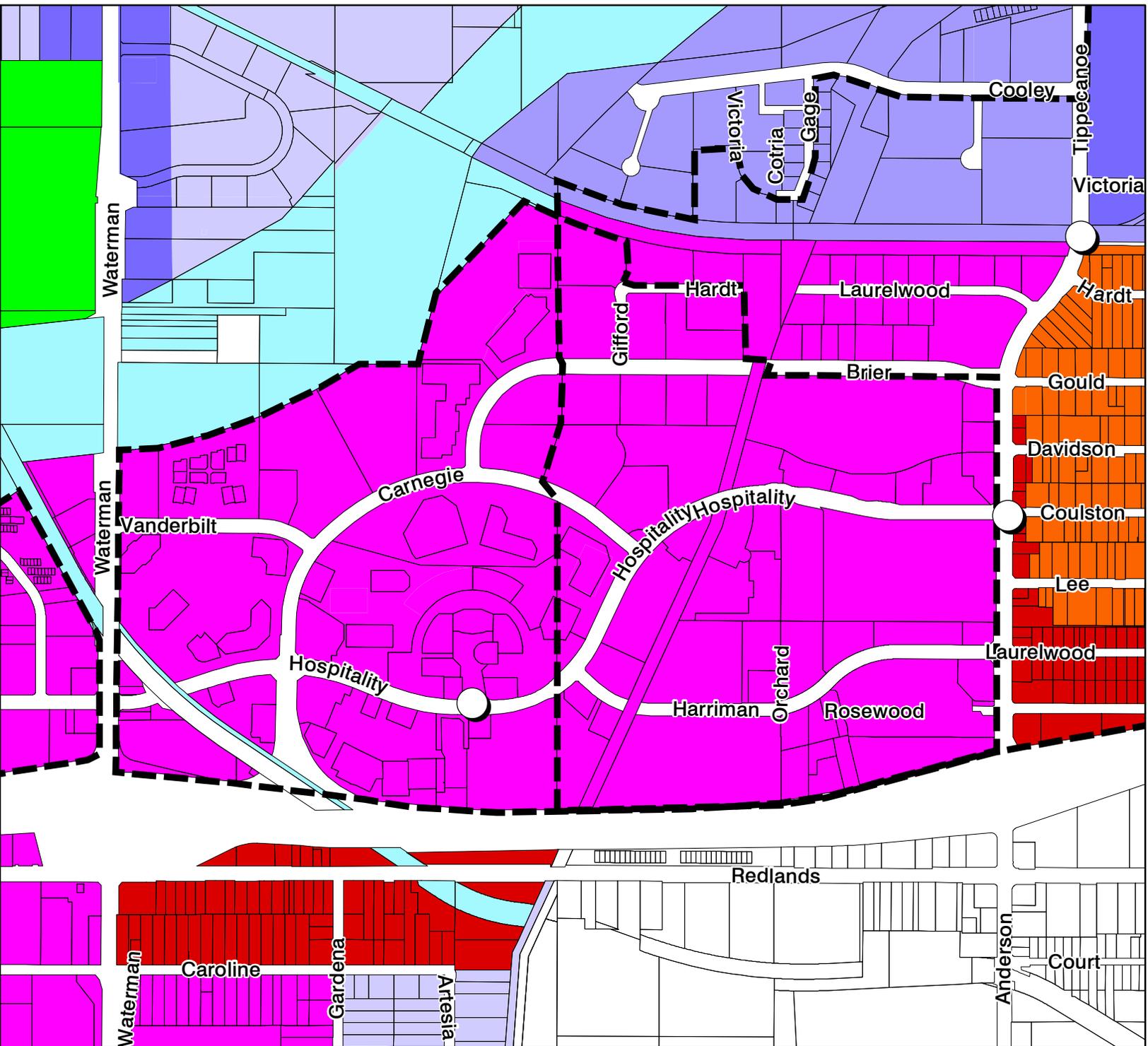
### Legend

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ROW	RMH-20	CG-3	CR-4	UBP-1	OS
RE	RMH	CCS-1	CH	CCS-2	PCR
RL	RH	UBP-2	OIP	PFC	
RL-3.5	RSH	UBP-3	IL	PF	
RS	CO	CR-1	IH	CCS-3	
RU	CG-1	CR-2	IE	RR	



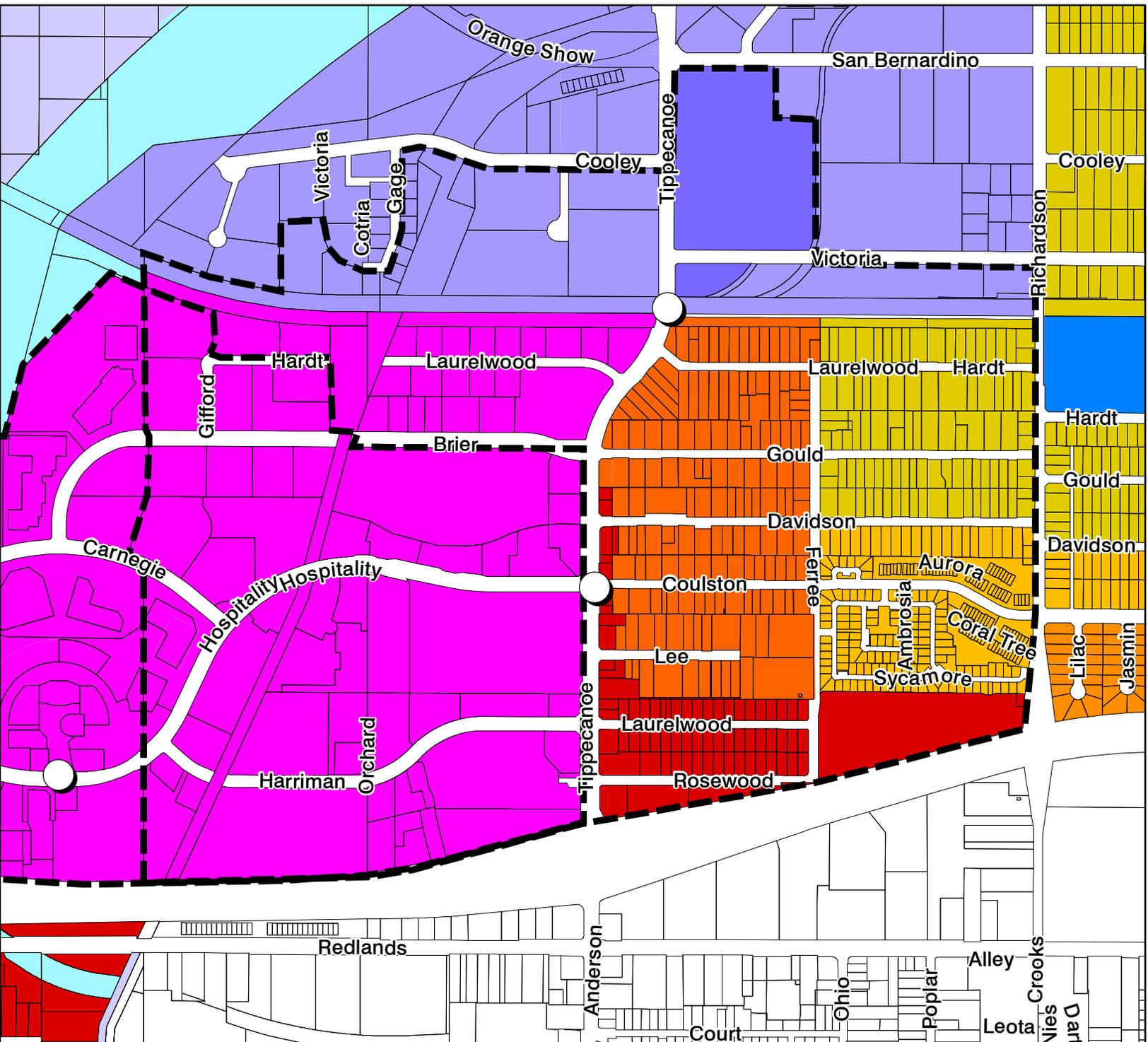
### Legend

	<all other values>		RM		CG-2		CR-3		CALMAT		PP
	ROW		RMH-20		CG-3		CR-4		UBP-1		OS
	RE		RMH		CCS-1		CH		CCS-2		PCR
	RL		RH		UBP-2		OIP		PFC		
	RL-3.5		RSH		UBP-3		IL		PF		
	RS		CO		CR-1		IH		CCS-3		
	RU		CG-1		CR-2		IE		RR		



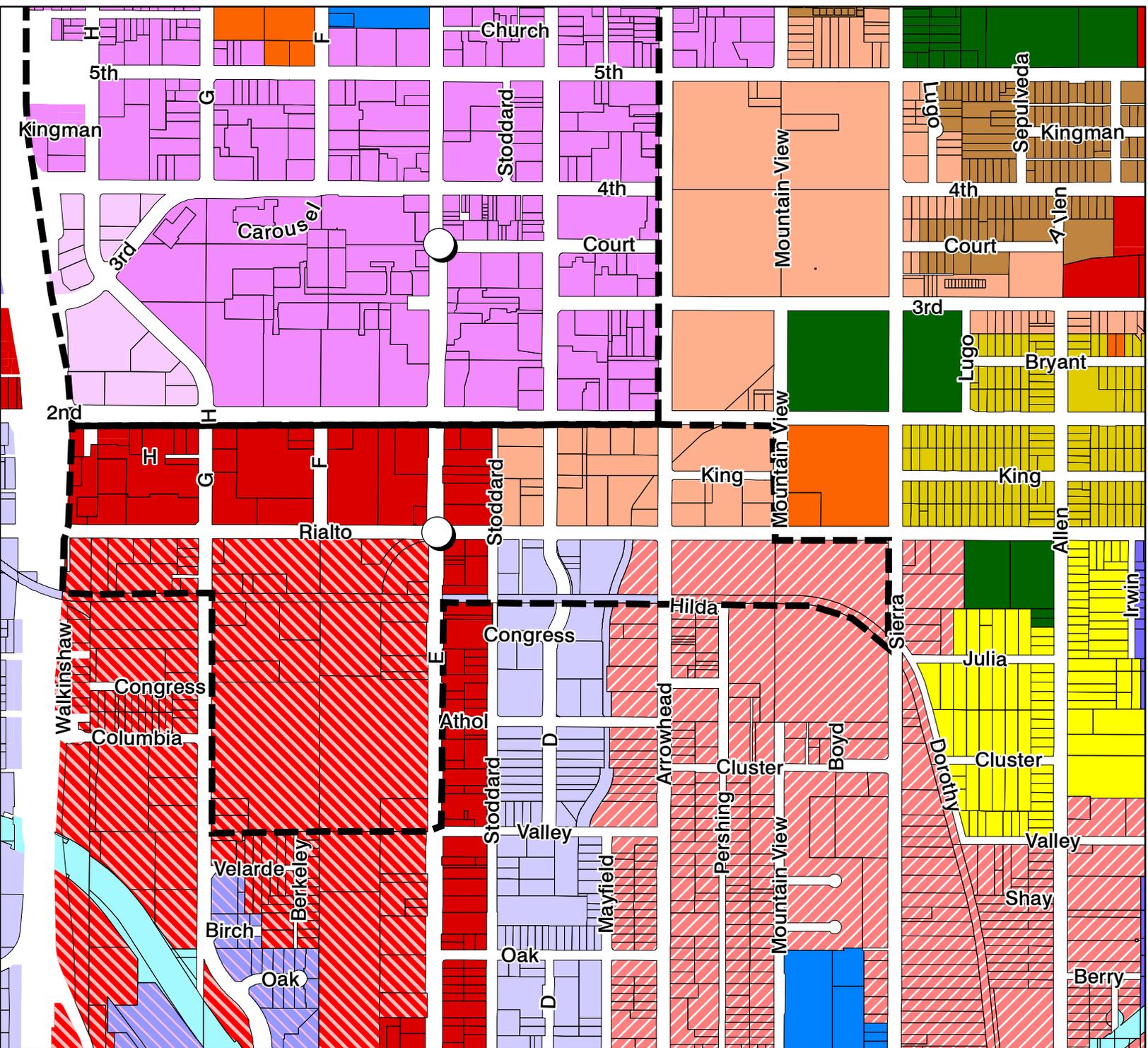
### Legend

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ROW	RMH-20	CG-3	CR-4	UBP-1	OS
RE	RMH	CCS-1	CH	CCS-2	PCR
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RS	CO	CR-1	IH	CCS-3	
RU	CG-1	CR-2	IE	RR	