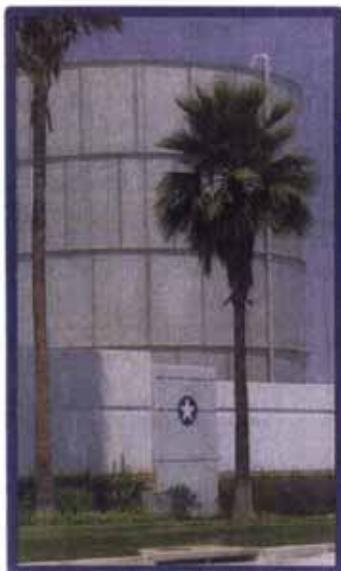


San Bernardino
Alliance  California
Specific Plan



M/ 2007

**Revised:
May 2007**

**San Bernardino
Alliance**

**★ California
Specific Plan**

Specific Plan Amendment No. 5

Prepared for:
Inland Valley Development Agency

Revised by:
David Evans and Associates, Inc.

San Bernardino Alliance California Specific Plan

Specific Plan Amendment No. 5

**Prepared for:
Inland Valley Development Agency**

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**Revised by:
David Evans and Associates, Inc.**

May 2007

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ACKNOWLEDGEMENTS

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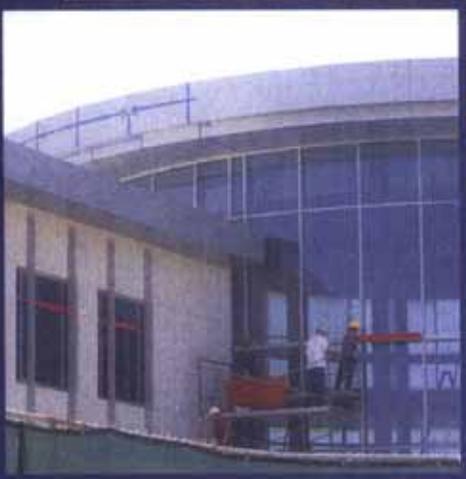
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EXECUTIVE SUMMARY



San Bernardino Alliance ★California Specific Plan

EXECUTIVE SUMMARY

I. INTRODUCTION

SITE LOCATION AND DESCRIPTION

The subject property, referred to as the San Bernardino Alliance★California (SBAC), is located in the southern portion of the City of San Bernardino, approximately 60 miles east of Los Angeles. The area contained within the Specific Plan boundary is approximately 692.6 acres, comprised of three non-contiguous sites. The properties covered by the Specific Plan are located within the boundaries of the former Norton Air Force Base and adjacent areas to the south. The Specific Plan area is generally located south of Third Street, north of the Santa Ana River, east of Lena Road, and west of Alabama Street (see Exhibit I-1).

The SBAC was formerly known as the San Bernardino International Trade Center (SBITC) but has since been renamed due to a change in development focus for the area. The SBAC is located entirely within the City of San Bernardino. The SBAC Specific Plan area boundaries abut both the City of Redlands to the south and the City of Highland to the north. The portion of the Specific Plan area abutting Redlands consists of the proposed industrial area south of and including the former golf course. The City of Highland abuts the Specific Plan boundary north of Third Street between Tippecanoe Avenue and Leland Norton Way and east of Victoria Avenue.

PROPERTY OWNER

The property included in the Specific Plan boundary is now owned by the Inland Valley Development Agency (IVDA), private parties, and other local governmental entities. The Specific Plan area is being marketed and developed consistent with the provisions of this Plan. Ultimately, all of the land within the Specific Plan boundary will have been acquired in fee by the IVDA, except for the prior Public Benefit lands, with the intent to either retain ownership or sell portions of the Specific Plan area to individual owners.

INLAND VALLEY DEVELOPMENT AGENCY

The Inland Valley Development Agency (IVDA) is a Joint Powers Authority formed in conformance with the provisions of Article I, Chapter 5, Division 7, Title I of the *California Government Code*. The IVDA was formed through the execution of a Joint Powers Agreement dated January 24 and

amended on February 12, 1990. Four local governmental entities comprise the IVDA: the County of San Bernardino and the cities of San Bernardino, Colton, and Loma Linda. The IVDA has the ability to exercise redevelopment powers pursuant to Health and Safety Code Section 33492.40, et seq.

The IVDA and Hillwood Development Services (“Hillwood”) entered into a Master Disposition and Development Agreement (DDA) on November 6, 2002, for the development of the project area in accordance with this Specific Plan. The IVDA agreed to sell portions of the Specific Plan area to Hillwood and required Hillwood to complete certain infrastructure improvements as set forth in the Master DDA.

RELATIONSHIP TO THE SAN BERNARDINO INTERNATIONAL AIRPORT AUTHORITY

The San Bernardino International Airport Authority (SBIAA) is a separately constituted joint powers agency made up of the cities of San Bernardino, Colton, Loma Linda, Highland, and the County of San Bernardino. It is currently leasing the airport property from the Department of Defense and will become the owner of the air field and related facilities portion of the former Norton Air Force Base following remediation of toxic wastes. The SBIAA is responsible for the management and development of the airport facility into an operating international airport.

BACKGROUND OF NORTON AIR FORCE BASE

Norton Air Force Base, originally named the San Bernardino Air Depot, was established as a supply depot in 1942 shortly after the United States entered World War II. The original Base covered about 500 acres and had about 1,000 civil service employees. By 1943, the Base comprised about 13,000 civilian and 5,000 military personnel. The name Norton Air Force Base was not conferred upon the facility until 1950 in honor of Captain Leland F. Norton. Eventually, the Base encompassed approximately 2,003 acres and, as late as 1988, included a military and civilian population of about 10,000 people.

In 1988, the Secretary of Defense established the Base Realignment and Closure Commission for the purpose of recommending the realignment or closure of military facilities. In 1989, the Commission approved the closure of Norton Air Force Base. Base operations were discontinued in September 1993 and the facility was officially closed in March 1994.

PURPOSE OF THE SPECIFIC PLAN

The purpose of this Specific Plan is to provide for the transition of the non-airport portion of the former Norton Air Force Base site from a single-purpose military use to a multi-use commercial/industrial center. To accomplish this, the Specific Plan must address three criteria.

1. *Meet Economic Development and Redevelopment Needs*

The most critical need and obligation of the IVDA is to facilitate and stimulate the economic revitalization and reuse of the former Norton Air Force Base as quickly as the market will allow. It is IVDA's intent to develop the former Base site in a manner that will help recoup and expand upon the number of jobs lost due to the closure of the Base. To meet this need, the IVDA has focused upon two (2) specific objectives.

- ❖ ***Encourage future business development, generate or create new jobs for the community and provide revenue.*** This can be accomplished through the effective reuse of Base buildings and facilities to the extent possible, as well as through redevelopment. Simplified review procedures and interim use development and building standards must be adopted to ensure that this occurs smoothly.
- ❖ ***Provide for a broad mix of commercial, office, and industrial development opportunities consistent with the overall objectives and policies established for the property.*** This is accomplished through a plan that accommodates a broad range of land uses and a coordinated road and infrastructure network. The Plan will provide sufficient detail on land use and development standards to permit streamlined administrative land use decisions on a case-by-case basis. A detailed Environmental Impact Report has been prepared to accompany the adoption of the Specific Plan, so that future discretionary permits for projects consistent with the Plan can proceed with minimal review and processing times.

2. ***Comply with the City of San Bernardino General Plan***

The San Bernardino General Plan is the foundation for all development approvals within the City. Compliance with the goals, objectives and policies of the General Plan is essential if this Specific Plan is to meet the needs of the community. The General Plan text has been amended to reflect the transition of the previous Norton Air Force Base to civilian use. A separate General Plan Amendment accompanies the Specific Plan to ensure that the intent of the General Plan is achieved, including provisions for the proposed land use intensity and required additions to the Circulation Element.

3. ***Be Consistent with State Law***

State law has established the authority and basic framework for the preparation and adoption of specific plans. This Specific Plan has been prepared consistent with those provisions, to take maximum advantage of the legislative opportunities afforded. The adoption of the Specific Plan represents a major commitment of the IVDA and the Mayor and Common Council for the City of San Bernardino to the actions, recommendations, and obligations adopted through the overall Specific Plan document.

This Specific Plan can be characterized as the vehicle that will create the planning framework for the transition and redevelopment of the Base, while effectively linking with City regulations to provide administrative and legal responsibility. The effective life of the Specific Plan may span several decades. Therefore, the Plan will be utilized to guide development until the entire project is developed and beyond.

PLAN ORGANIZATION

The Specific Plan is organized into the following chapters:

Chapter I - Introduction: This chapter describes the project location, background information, relationship to other agencies and facilities, the purpose and authority of the Specific Plan, and the document's organizational structure.

Chapter II - Existing Setting: This chapter describes the existing land uses on and off the Specific Plan area, planned land uses and operations of adjoining properties, a description of public benefit uses, public services and facilities, existing circulation/access, and the status of the hazardous waste remediation program being implemented by the United States Air Force.

Chapter III - Project Issues, Goals, Objectives and Policies: This chapter includes a discussion of project issues and a listing of the goals, objectives and policies intended to address these issues. The goals, objectives and policies focus on job creation, streamlined decision-making, economic revitalization, economically sound development standards, adequate access and circulation, and financial mechanisms to promote reinvestment in the project and surrounding area.

Chapter IV - Specific Plan Framework: This chapter creates a framework for the discussion of land use, circulation, public services, infrastructure and urban design elements in a policy perspective. These elements represent a further refinement and implementation of the goals, objectives and policies discussed in the previous chapter.

Chapter V - Specific Plan Regulations: This chapter contains the permitted uses for each land use district, associated development standards and administrative procedures. The administrative procedures are focused on creating a predictable and streamlined process for day-to-day land use decision-making and for the issuance of building and occupancy permits.

Chapter VI - Implementation: This chapter contains various programs and methods of achieving the goals, objectives and policies of this Specific Plan, in addition to discussing a financing program, development fees, and maintenance provisions. Particular focus has been given to long-term infrastructure financing and development incentives in a locally and regionally competitive setting.

REFERENCE TO ENTERPRISE ZONE AND FOREIGN TRADE ZONE

Included in the Specific Plan is a discussion of the Local Agency Military Base Recovery Area (LAMBRA) program and a Foreign Trade Zone within the Specific Plan area. These programs are recognized as critical elements to the ultimate successful conversion of the Base to private ownership and development. To that end, they are included in the discussion in Chapter I and covered in the Environmental Impact Report that was prepared concurrent with the Specific Plan adoption for approval and certification by the City of San Bernardino as Lead Agency.

II. EXISTING SETTING

LAND USE

The project area was originally improved with a number of buildings that provided support to the military mission previously occupying the Base. The buildings consisted of warehouses, offices, detached residential and dormitory units, and a variety of commercial support and recreational facilities, including a former golf course. Within the Specific Plan boundary, the former Base buildings provided approximately 3.82 million square feet of floor space. To the extent feasible, the Specific Plan has attempted to recognize the existing land use patterns and groupings to facilitate interim use of former Base buildings and enhance the transition to new construction and development in a compatible manner.

EXISTING STREET NETWORK

There are a number of existing streets in the Specific Plan area providing general circulation and access to the various buildings and uses. The IVDA has also completed improvements to Del Rosa Drive, Harry Sheppard Boulevard, and Tippecanoe Avenue in anticipation of the need for better circulation and access to the surrounding area in the immediate future.

PUBLIC SERVICES AND FACILITIES

A number of public services and facilities are available to the Specific Plan area since the former Base essentially operated as an island unto itself and was self-sufficient. Over time, these facilities have been upgraded and transitioned, as appropriate, to existing public agencies for operation and maintenance. The City of San Bernardino is currently providing police and fire protection services to the project area. Integration of the water system to the City's system was recently completed and a wastewater system transfer agreement is being finalized.

HAZARDOUS WASTE REMEDIATION

The United States Air Force is responsible for the cleanup of hazardous wastes caused by its operations at the former Base. A program to accomplish this has been developed and implemented. The required cleanup is currently in progress, with the majority of the remediation efforts completed. Continued monitoring of the groundwater and landfill area is ongoing to ensure that the contamination has been abated. Prior to the transfer of any land to private use, any existing hazards on that site must be mitigated.

III. ISSUES, GOALS, OBJECTIVES, AND POLICIES

A number of issues have been identified that have an impact on the goals and structure of the Specific Plan. These issues cover such areas as jobs, long-term versus short-term uses, regional access, public benefit parcels and uses, infrastructure, location and compatibility with surrounding uses, and planning and coordination.

In response to the issues, a set of goals, policies and objectives were prepared. These goals, policies and objectives address each of these issues and provide the foundation upon which the Specific Plan is based. The goals of the Specific Plan are to replace lost jobs with new job generating uses; integrate the previous Base into the surrounding communities; and create a plan that will generate reinvestment back into the area. Procedural streamlining, maximum use opportunities and utilization of a combination of financing mechanisms to facilitate new development opportunities set this project apart from other commercial/industrial development in the area.

IV. SPECIFIC PLAN FRAMEWORK

PURPOSE

The purpose of this section of the Specific Plan is to establish the overall policy framework for the Plan. This section contains policies that will guide and govern future development and redevelopment of the project area.

APPROACH

The concept for this Specific Plan reflects a series of considerations:

- ❖ Utilize various design components of the former Base, such as the roadway alignments, building types and landscaping features, as the physical framework for the establishment of future land use and circulation patterns;
- ❖ Allow for the utilization of former Base facilities for interim and/or short-term uses to provide an avenue for immediate reuse of the site;
- ❖ Integrate the public benefit parcels established by the Department of Defense (DOD) into a coherent pattern of uses;
- ❖ Arrange land use patterns to maximize economic opportunities, circulation, efficiency, as well as compatibility with surrounding uses, and streamline regulatory procedures for CEQA and project review;
- ❖ Phase redevelopment consistent with infrastructure availability, and utilize various financial mechanisms for maximum effectiveness;
- ❖ Provide appropriate guidance to assure a high quality of development.

LAND USE PATTERN

The land use element of the Specific Plan is intended to build upon the land use patterns previously established at the Base and to facilitate the orderly transition of the Specific Plan area to non-military

use, accommodating new construction when appropriate and utilizing existing building types and related uses as long as possible in a compatible manner.

The overall Specific Plan area has been divided into six distinct land use districts, including the Northgate, Westgate, Centergate, Southgate, Third Street, and Defense Finance and Accounting Services (DFAS) Districts. Each land use district responds to a unique set of needs, opportunities and constraints offered by the existing setting and conditions.

The land use districts represent broad policy groupings of common land uses combined with several unique aspects that require a focus at a more detailed scale. Thus, the discussion of each district includes a block by block set of land use planning guidelines that will serve as the basis for the land use controls and opportunities.

These land use districts are illustrated in Exhibit IV-2 and summarized in Table IV-1. As shown, the Specific Plan proposes an ultimate buildout of approximately 14.15 million square feet of building floor area. This represents an increase of approximately 10.33 million square feet over the previous building floor area in this section of the Base. The land use districts are further defined in Chapter V.

PUBLIC BENEFIT PARCELS

A number of parcels have been granted by the United States Air Force directly to various organizations as Public Benefit parcels. These grants of use on specifically defined parcels must be continued by the recipients for a minimum of thirty years, unless otherwise approved by the IVDA, the public benefit parcel owner, the City of San Bernardino, and the United States Air Force. The Specific Plan has recognized these uses and structured adjacent land uses that are compatible. The public benefit uses are clearly identified and spelled out to benefit the IVDA and the City of San Bernardino as they implement this Plan over the life of the development to ensure that the appropriate actions are taken to protect and enforce these use requirements. The long-term objective is to integrate these public benefit parcels and users into the overall fabric of the project for an ultimately cohesive and mutually beneficial result, unless otherwise determined by the IVDA, the public benefit parcel owner, the City of San Bernardino, and the United States Air Force that such use is no longer mutually beneficial.

CIRCULATION

Given the increased intensity of proposed land uses, there is a need to significantly upgrade the existing circulation network within the Specific Plan area. Key roads have been upgraded to improve linkages to the surrounding community. These include Tippecanoe Avenue, Del Rosa Drive, Mill Street, and Harry Sheppard Boulevard. These roads have been upgraded to six-lane, divided arterials within the project boundary. Other internal roads within the Specific Plan area are being upgraded to four-lane collector streets.

Off-site, the primary road improvements, beyond those described above, have included the widening of Third Street adjacent to the project area. Ultimately, Third Street will require improved access to the Route 30 Freeway and Lena Road will need to be extended south to terminate at Orange Show Road.

V. SPECIFIC PLAN REGULATIONS

Chapter V will be adopted by ordinance and will serve as the regulatory basis for the issuance of permits. The six land use districts are established and structured for clarity and administration. The purpose of each district is clearly identified and the list of permitted uses by district is defined, along with minimum development standards, procedures and standards for temporary and interim uses in existing buildings and structures, general property development standards, parking and loading requirements, signs, landscaping standards, and the streamlined administrative process to be used in reviewing and approving individual projects and permits. Where appropriate, this section incorporates provisions of the existing City of San Bernardino Development Code for consistency of review and administration.

VI. DESIGN GUIDELINES

A series of urban design guidelines are included within the Specific Plan. These address building massing, articulation, orientation, materials, roof equipment screening, signage, landscaping, Third Street streetscape and pedestrian circulation. These guidelines will serve to establish the project as a high quality development and enhance its integration into the surrounding neighborhoods.

VII. IMPLEMENTATION

INTRODUCTION

IVDA will be the principal agency through which implementation of this Plan will occur, in close coordination with the regulatory authority, which is the City of San Bernardino. In coordination with Hillwood, as the master developer, IVDA has the ability to regulate the pace, location and timing of new development subject, of course, to market conditions.

In this role, IVDA will have the authority and responsibility to ensure that adequate public facilities are made available in a timely manner to accommodate new development. Infrastructure improvements will also be required off-site to address certain impacts created by the project, such as increased traffic, at such time as development begins to exceed the level of activity of the previous Base. Specific projects may require additional improvements on a case-by-case basis, as determined during the City development review process. The IVDA can direct potential users to the area of the project most compatible with and responsive to the tenant and/or new development needs. Financial

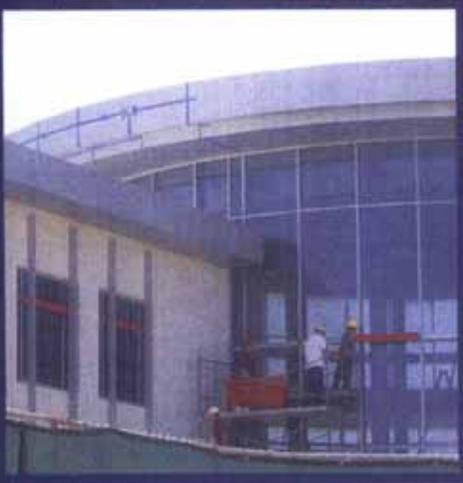
programs and incentives will also be administered by the IVDA for quick decision-making, consistent application, and enhancement of the site for potential users.

INFRASTRUCTURE FINANCING

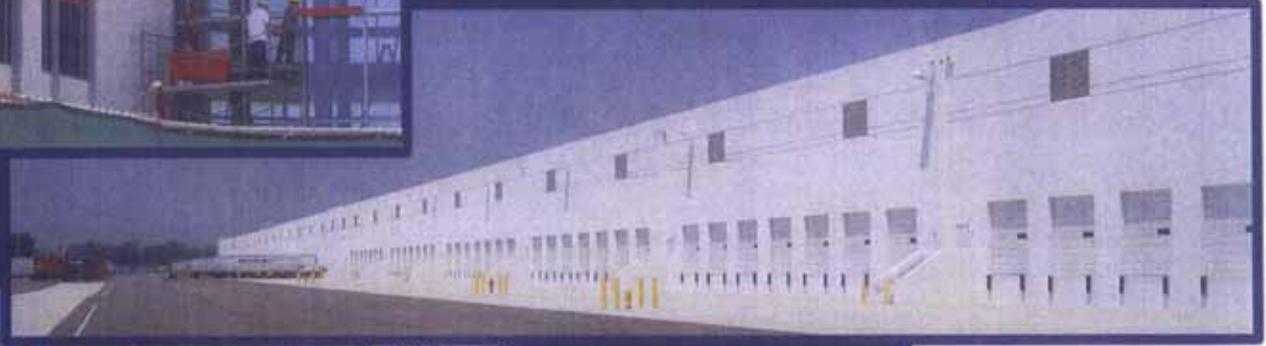
A discussion of the process through which the needed infrastructure improvements will be financed is included in this Specific Plan. This includes the use of redevelopment financing, as well as the careful utilization of development impact fees. This is one of the critical elements in the successful accomplishment and effective implementation of the Specific Plan. It will be coordinated with redevelopment agency financing to create a unique financial incentive package for new users and development.

MAINTENANCE

Maintenance of common areas, buildings and landscaping will be addressed through the formation of appropriate assessment districts or property owner associations to ensure that initial public agency investments are maintained over the life of the project, to the advantage of tenants and owners.



INTRODUCTION



I. INTRODUCTION

A. SITE LOCATION AND DESCRIPTION

The subject property, referred to as the San Bernardino Alliance*California (SBAC), is located in the southern portion of the City of San Bernardino, approximately 60 miles east of Los Angeles. The area contained within the Specific Plan boundary is approximately 692.6 acres, divided into three non-contiguous sites. The properties included in the Specific Plan are located within the boundaries of the former Norton Air Force Base and adjacent areas to the south. The Specific Plan area is generally located south of Third Street, north of the Santa Ana River, east of Lena Road, and west of Alabama Street (see Exhibit I-1).

B. BACKGROUND

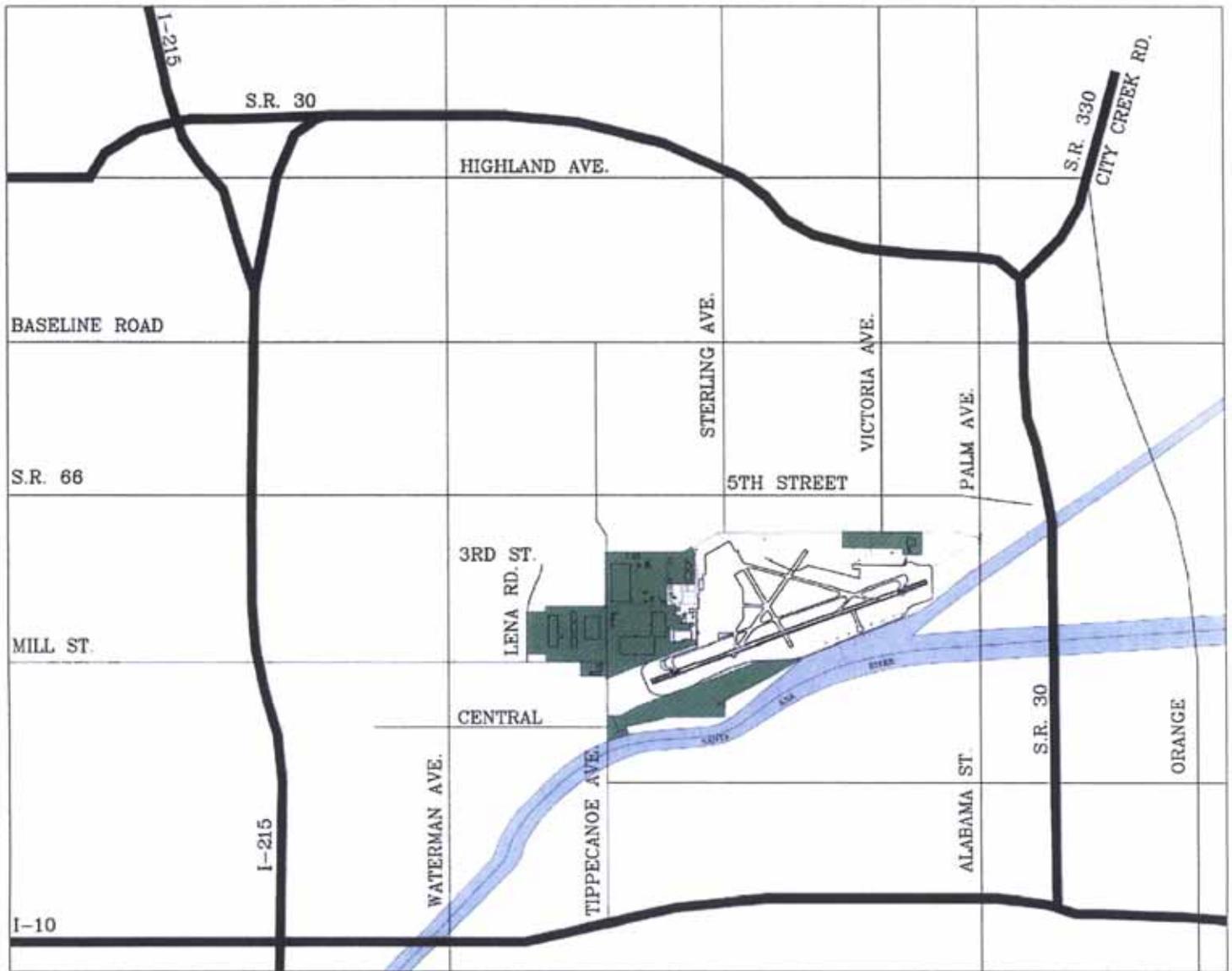
B.1 The Establishment and Closure of Norton Air Force Base

Norton Air Force Base, originally named the San Bernardino Air Depot, was established as a supply depot in 1942, shortly after the United States entered World War II. The original Base covered about 500 acres and had about 1,000 civil service employees. By 1943, the Base comprised about 13,000 civilian and 5,000 military personnel. The name Norton Air Force Base was conferred upon the facility in 1950, in honor of Captain Leland F. Norton. Eventually, the Base encompassed approximately 2,003 acres and, as late as 1988, included a military and civilian population of about 10,000 people.

In 1988, the Secretary of Defense established the Base Realignment and Closure Commission for the purpose of recommending the realignment or closure of military facilities. In 1989, the Commission approved the closure of Norton Air Force Base. Base operations were discontinued in September 1993 and the facility was officially closed in March 1994.

B.2 The Inland Valley Development Agency

This Specific Plan has been prepared by the Inland Valley Development Agency (IVDA). The IVDA is a Joint Powers Authority formed in conformance with the provisions of Article I, Chapter 5, Division 7, Title I of the *California Government Code*. The IVDA was formed through the execution of a Joint Powers Agreement dated January 24 and amended on February 12, 1990. Four local governmental entities comprise the IVDA: the County of San Bernardino and the cities of San Bernardino, Colton, and Loma Linda. The IVDA has the ability to exercise redevelopment powers pursuant to Health and Safety Code Section 33492.40. This section provides that the IVDA shall have and exclusively exercise the powers of a redevelopment agency pursuant to the California Community Redevelopment Law in connection with the redevelopment of a project area approved by such joint powers authority. Such a project area would include a military facility subject to closure and certain areas in proximity to it, as provided by Public Law 100-526.



LEGEND

 SBAC SPECIFIC PLAN AREA

EXHIBIT I-1
Site Location



Pursuant to Redevelopment Law, the IVDA may exercise broad governmental functions and authority to accomplish its purposes, including, but not limited to, the right to issue bonds and expend their proceeds and the right to acquire, sell, develop, administer, or lease property. The IVDA may demolish buildings, clear land, and cause to be constructed certain improvements including streets, sidewalks, and public utilities. With certain exceptions, the IVDA may not construct or develop buildings, with the exception of public facilities including improvements to school facilities, but must sell or lease cleared property to developers for construction and development in accordance with a Redevelopment Plan adopted by the Agency in 1990.

The Agency's purpose in adopting the Redevelopment Plan was to provide a mechanism and funding to (1) acquire the former Norton Air Force Base and facilitate successful reuse of the property, (2) assure adequate access to and from major transportation systems, and (3) promote economic development within the surrounding area. Implementation of the Redevelopment Plan was intended to achieve a wide range of goals including pooling of resources to better attack problems of blight elimination, improvement of infrastructure, provision of needed improvements to community facilities, promotion of rehabilitation of housing stock where appropriate, and alleviation of environmental deficiencies, including substandard circulation.

C. INSTITUTIONAL SETTING

C.1 Property Ownership

The area included within the boundaries of this Specific Plan was previously under the ownership of the United States Department of Defense (DOD). As of March 7, 1995, the IVDA entered into a long-term lease with the DOD to develop and manage the transition of the property from an Air Force Base to non-military land use. The lease also provided for partial releases of the property for sale to individual ownership, subject to the completion of the environmental remediation and clean-up which was underway, and for which the DOD is responsible. Additional environmental assessments will be scheduled on a case-by-case basis to accommodate the development of new users as they come on-line. In no event can the property be transferred to the IVDA or another owner until existing environmental hazards have been removed or contained in an approved manner.

The bulk of the remaining portion of the previous Norton Air Force Base was previously authorized for transfer to the San Bernardino International Airport Authority (SBIAA) by the DOD as a public benefit transfer and sale of real property. This is described in the initial Record of Decision issued by the DOD and included in Appendix A. The SBIAA land incorporates those portions of the previous Base that were designed for and committed to aviation uses. These lands do not include any of the land within the SBAC Specific Plan area.

The boundaries of the Specific Plan were established in concert with direction provided by the IVDA. The ownership boundary of the airport became a fixed boundary between the IVDA and SBIAA interests. The remaining areas of the previous Base that were determined to have potential

for reuse in the foreseeable future were included within the Specific Plan boundaries. This resulted in the exclusion of the off-base housing and other properties located north of Third Street.

Within the Specific Plan boundaries, the most intense development area is located to the northwest of the Airport. However, the Specific Plan area also includes the former golf course on the south side of the airport and a smaller area along the south side of Third Street, generally east of Victoria Avenue, which includes the previous Air Combat Camera facility. The immediate proximity of the Airport and the dual benefit of site improvements to both the IVDA and SBIAA necessitate continued close interaction between these two agencies.

Subsequently, the IVDA and Hillwood Development Services (“Hillwood”) entered into a Master Disposition and Development Agreement on November 6, 2002 (the “Master DDA”), under which the IVDA agreed to sell approximately 440 acres of land on the former Norton Air Force Base (“NAFB”) to Hillwood. The Master DDA property is exclusively within the Specific Plan area, except for the optional purchase of the property referred to as the County 44 Acres, located on the north side of Central Avenue approximately 800 feet west of Tippecanoe Avenue. The sale to Hillwood of the County 44 Acres was completed in November 2005.

Prior to the date of the Master DDA, the IVDA agreed to sell the property now developed with the Kohl’s Distribution Center and an optional 20-acre parcel under a separate disposition and sale agreement. Thereafter, all other Hillwood projects have been undertaken pursuant to the Master DDA. The Master DDA required Hillwood to undertake and complete certain infrastructure improvements as set forth in the Master DDA. All such infrastructure requirements will soon be extinguished after the date of this Amended Specific Plan. Hillwood has also entered into a Tax Increment Reimbursement Agreement, under which the IVDA has agreed to repay Hillwood the costs of certain infrastructure items solely from the new tax increment revenues to be generated by identified Hillwood developments both on the former NAFB and, in under certain circumstances, within the other areas of the IVDA Redevelopment Project Area.

The only remaining areas to be developed by Hillwood pursuant to the Master DDA include: (i) the Southgate District (former Palm Meadows Golf Course), (ii) the portions of the Northgate District located east of the Mattel facility and the area located east of Del Rosa Avenue and south of Third Street, and (iii) approximately 30 acres within the interior areas of the Westgate District between the Pep Boys facility and the Kohl’s Center. Kohl’s 20-acre optional parcel has also reverted to the properties as now encompassed by the Master DDA due to Kohl’s not having timely executed the option as initially granted by the IVDA.

Hillwood is currently undertaking the construction of the Medline facility, a 404,097-square-foot development on a portion of the Defense Finance and Accounting Services (DFAS) property and a portion of the County 44 Acres, just outside the Specific Plan Area. Other Hillwood properties located in the vicinity of the eastern extension of Central Avenue east of Tippecanoe Avenue (the former Palm Meadows Drive) have been included within the Specific Plan area within the Southgate District, together with the former IVDA golf course area.

Hillwood has shifted the focus of the various areas included within the Master DDA from their prior Air Force building designations to a marketing plan that is comparable to the Alliance-Texas project of Hillwood in Fort Worth, Texas. The IVDA has renamed the Specific Plan to include the Alliance-California name and to change the designation of each identifiable area of the Specific Plan to the Hillwood-designated marketing areas. The areas presently included within the Specific Plan are presently known as: Northgate, Centergate, Westgate and Southgate. Such references to the various areas of the Master Plan are presently used herein for identification purposes.

C.2 Relationship to the San Bernardino International Airport Authority

The San Bernardino International Airport Authority (SBIAA) is a separately constituted joint powers agency made up of the cities of San Bernardino, Colton, Loma Linda, Highland, and the County of San Bernardino. It is currently leasing the airport property from the Department of Defense and will become the owner of the airfield and related facilities on this portion of the former Norton Air Force Base through a public benefit transfer following remediation of toxic contamination. The SBIAA is responsible for the management and development of the facility into an operating international airport.

C.3 Adjoining Jurisdictions

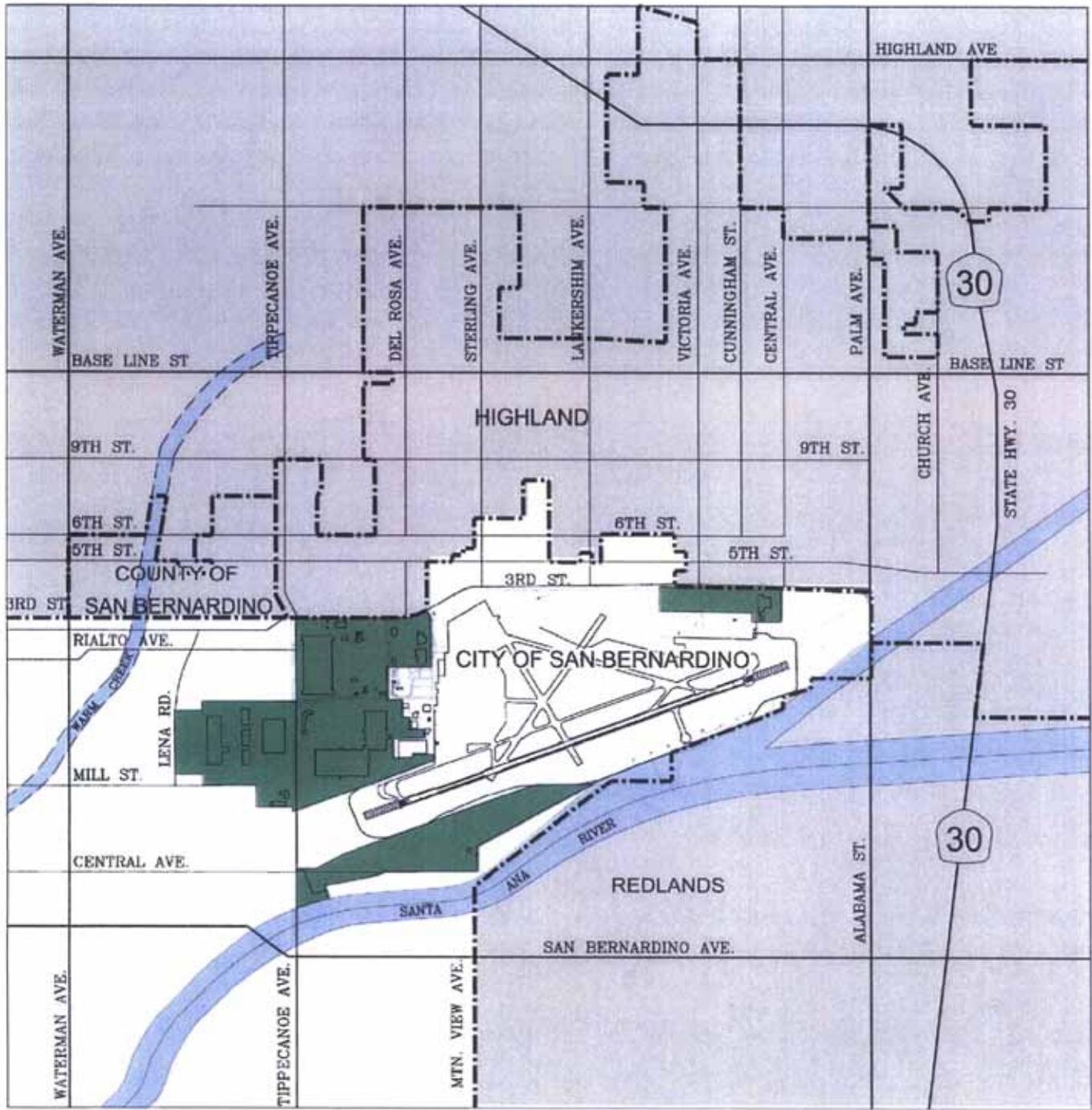
The SBAC is located entirely within the City of San Bernardino. The SBAC boundaries abut the City of Redlands to the south and the City of Highland to the north as shown in Exhibit I-2. That portion of the Specific Plan area abutting Redlands consists of the former golf course area. The City of Highland abuts the Specific Plan boundary north of Third Street east of Victoria Avenue and between Tippecanoe Avenue and Del Rosa Drive.

An important issue in the future implementation of development along Third Street is the jurisdictional boundary between the cities of Highland and San Bernardino. When Highland was incorporated, the two jurisdictional boundaries were aligned such that the total right-of-way for some portions of Third Street is currently located in the City of Highland. When Third Street is to be fully improved, through this Specific Plan or other projects, the additional right-of-way dedication along the south side of the street will occur in the City of San Bernardino. Close coordination will be necessary between both jurisdictions when improvements are contemplated along Third Street as a result of this Specific Plan.

D. PURPOSE AND AUTHORITY

D.1 Purpose

The purpose of this Specific Plan is to provide for the transition of the former Norton Air Force Base site from a single-purpose military use to a multi-use civilian operation. To accomplish this, the Specific Plan must contain certain provisions and conform to requirements of three separate and independent criteria:



LEGEND

- SBAC SPECIFIC PLAN AREA
- CITY BOUNDARY

EXHIBIT I-2

Adjoining Jurisdiction

SAN BERNARDINO ALLIANCE ★ CALIFORNIA



D.1.1 Meet the Needs of the IVDA

The needs of the IVDA are predicated upon developing the project area in a manner that will help recoup and expand upon the number of jobs lost due to the closure of the Base. To meet this need the IVDA has focused upon two specific objectives.

- ❖ It must meet the short-term needs of the Agency to generate revenue, enhance future business development, and generate or maintain jobs for the community.
- ❖ It must meet the long-term desires of the Agency by creating a Plan which allows for a variety of new development consistent with the overall objectives and policies established for the property.

D.1.2 Be Consistent with the Requirements of the City of San Bernardino General Plan

The San Bernardino General Plan is the foundation for all development approvals within the City. Consistency with the goals, objectives and policies of the General Plan is essential if this Specific Plan is to meet the needs and desires of the community.

D.1.3 Be Consistent with the Provisions of State Law

State law has established the authority and basic framework for the preparation and adoption of Specific Plans. The issues to be addressed within the Specific Plan are contained under Section 65450 of the California Government Code, as discussed below.

This Specific Plan can be characterized as the vehicle that will create the planning framework for the transition and redevelopment of the Base, while effectively linking with City regulations to provide administrative and legal responsibility. The effective life of the Specific Plan is not intended to be date-specific but rather project-oriented. Therefore, the Plan will guide development until the entire project area is developed.

D.2 Authority

The *California Government Code*, Section 65450, permits cities to prepare and adopt Specific Plans "for the systematic implementation of the General Plan." The law further provides that a Specific Plan shall include a text and diagrams which discuss the following issues.

- ❖ The distribution, location, and extent of the uses of land within the area covered by the plan.
- ❖ The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

- ❖ Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- ❖ A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the preceding three items.
- ❖ The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

E. PLAN ORGANIZATION

This Specific Plan establishes broad concepts, goals and policies and identifies specific development standards for development and redevelopment within the Specific Plan boundaries. This structure will not only identify specific building standards, but provide a basis for understanding how such standards were arrived at and what objectives are intended to be achieved. This level of discussion is helpful in a variety of situations, such as:

- ❖ Evaluating individual projects subject to review and approval by the City of San Bernardino;
- ❖ Determining the implications of future amendments to the Specific Plan;
- ❖ Providing a rationale to help citizens and decision-makers understand the Specific Plan.

The chapters of the Specific Plan are organized as follows:

Chapter I - Introduction: This chapter describes the project location, background information, relationship to other agencies and facilities, the purpose and authority of the Specific Plan, and the document's organizational structure.

Chapter II - Existing Setting: This chapter describes the land uses on and off the Specific Plan area, planned land uses and operations of adjoining property, a description of public benefit uses, public services and facilities, existing circulation/access, and the current hazardous waste remediation program being implemented by the Air Force.

Chapter III - Project Issues, Goals, Objectives and Policies: This chapter includes a discussion of project issues and a listing of the goals, objectives and policies intended to address these issues.

Chapter IV - Specific Plan Framework: This chapter creates a framework for the discussion of land use, circulation, public services, infrastructure and urban design elements. These elements represent further refinement and application of the issues, goals, objectives and policies discussed in the previous chapter.

Chapter V - Specific Plan Regulations: This chapter contains the permitted uses for each land use district, associated development standards, and administrative procedures.

Chapter VI - Implementation: This chapter contains various programs and methods of achieving the goals, objectives and policies of the Specific Plan, in addition to discussing a financing program, development fees, and maintenance provisions.

The entire Specific Plan is intended to be adopted by ordinance. Chapters I through IV contain the goals, objectives, policies, and issues involved with the development of the SBAC, while Chapter V contains the specific standards that new uses and/or development must meet in order to be located within the SBAC. Chapter VI addresses the implementation mechanisms for the Specific Plan.

F. RELATIONSHIP TO THE GENERAL PLAN AND DEVELOPMENT CODE

This Specific Plan is intended to implement the requirements of the City of San Bernardino General Plan and be compatible with the City of San Bernardino Development Code in format and administrative procedures. The existing General Plan contains provisions that provide for the orderly transition of the former Base to productive civilian use.

The format of the Regulations component of this Specific Plan (Chapter V) is similar to that of the City's existing Development Code. In addition, the Regulations portion contains references to a number of the development standards and administrative and public hearing procedures contained within the Development Code. The purpose of these references is to provide a Specific Plan that is comprehensive in scope but does not reiterate and duplicate existing City standards or procedures. Listing standards or procedures which already exist within the Development Code can create future conflicts if portions of the Code are amended but the Specific Plan is not. Therefore, the use of referencing is viewed as a method of maintaining long-term consistency with the City Development Code and minimizing unintended results.

G. SPECIAL INCENTIVE ZONES

The IVDA has been successful in pursuing inclusion of the project area in the Local Agency Military Base Recovery Area Program (LAMBRA), which is designed to enhance its ability to attract and retain businesses within the San Bernardino Alliance★California Specific Plan. A Foreign Trade Zone has also been established within the Specific Plan Area. These programs are discussed below:

G.1 Foreign Trade Zone

A Foreign Trade Zone (FTZ) is a site within the United States in or near a U.S. Customs port of entry, where foreign and domestic merchandise are generally considered part of international commerce. Foreign or domestic merchandise may enter this area without a formal Customs entry or the payment of Custom duties or government excise taxes. Merchandise entering a zone may be stored, tested, sampled, re-labeled, re-packaged, displayed, repaired, manipulated, mixed, cleaned,

assembled, manufactured, salvaged, destroyed or processed. If the final product is exported from the United States, no U.S. Customs duty or excise tax is levied. If, however, the final product is imported into the United States, Customs duty and excise taxes are due only at the time of transfer from the Foreign Trade Zone and formal entry in the U.S. The duty paid is the lower of that applicable to the product itself or its component parts. The benefits of an FTZ provide potential users with significant opportunities both in access to foreign trade and monetary savings.

FTZ designations are only part of a larger array of incentives used to encourage reuse of the former Norton Air Force Base. However, they are important to the implementation of the Specific Plan because they serve as a magnet to attract future developments by helping to offset Customs cost advantages available to manufacturing plants abroad.

The FTZ program encourages companies to maintain and expand their operations within the FTZ by removing disincentives associated with manufacturing in the United States. Specifically, the program corrects the imbalance in paid duties by treating a product made in the FTZ, for purposes of tariff assessment, as if it were produced abroad. Thus, companies can increase their cash flow, save taxes and improve their bottom line by locating their operations in an FTZ. The FTZ program impacts indirect employment as well, because a local business not only creates jobs for the area's labor force, but also creates opportunities for suppliers and service providers in the community.

Exhibit I-3 shows the boundaries of the Foreign Trade Zone in the Specific Plan area, as of June 2006.

G.2 LAMBRA

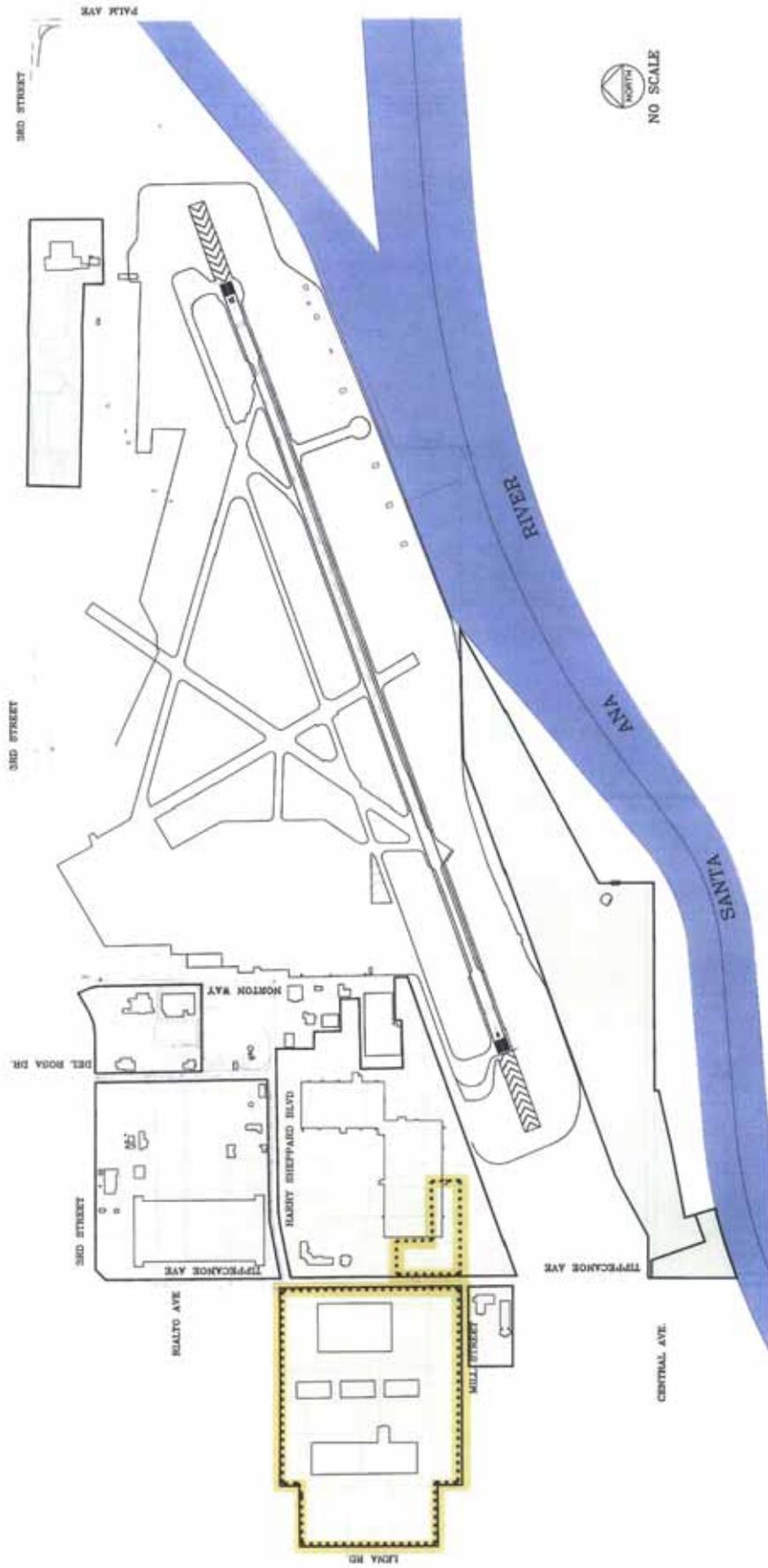
The State of California has established the Local Agency Military Base Recovery Area program (LAMBRA) for the purpose of stimulating business and industrial growth in areas experiencing military base downsizing and closure. The LAMBRA program is modeled after the enterprise zone concept, which offers incentives to businesses that locate within a specified area. The program provides methods of reducing regulatory controls to encourage private investment and foster cooperation and innovation between state and local governments and private business and industry. The reduction of governmental constraints on business development provides positive economic incentives for investment in these areas.

The LAMBRA designation will enhance the IVDA's ability to attract quality development to the San Bernardino Alliance★California. The incentives of the LAMBRA program are structured towards individual businesses and include:

- ❖ Tax credits for sales and use taxes paid on (up to) the first \$20 million of qualified high technology equipment, aircraft maintenance equipment, aircraft components, machinery purchases, and Section 1245 property (all tangible property that is depreciated other than land/real estate)

- ❖ Hiring credits for wages paid to qualifying employees during the first five years of employment - 50% the first year and declining 10% a year (which can amount to \$29,000+ per employee).
- ❖ Up to a 15-year net operating loss carryover, which permits losses to be carried over to future years (which is longer than the other California businesses) to offset taxes.
- ❖ Election to treat a portion of certain property as an expense chargeable to the capital account and eligible for treatment as a deduction against income. This Business Expense Deduction allows for rapid depreciation of qualified property used exclusively in the LAMBRA, such that businesses can take the accelerated LAMBRA depreciation for the year the qualified property is placed in service.
- ❖ Priority technical assistance from the California Trade and Commerce Agency, Cal EPA, and the Office of Permit Assistance.
- ❖ Preference points for State contracts, including the following:
 1. LAMBRA provides a five percent bidding preference on state solicitations for goods and services valued at more than \$100,000 if the worksite is located in a LAMBRA area, as designated by the State Trade and Commerce Agency.
 2. LAMBRA allows state contracting officials to award the bid worksite preference when 50 percent of the labor hours required to perform a contract for goods, or 90 percent of the labor hours required to perform a contract for services is performed at the approved worksites.
 3. Workforce Preference: Companies qualifying for the five percent worksite preference may request an additional one to four percent workforce preference by certifying to hire a specified percent of the contract workforce employees from those designated as LAMBRA qualified individuals

Exhibit I-4 shows the boundaries of the LAMBRA designation in the Specific Plan area, as of June 2006.

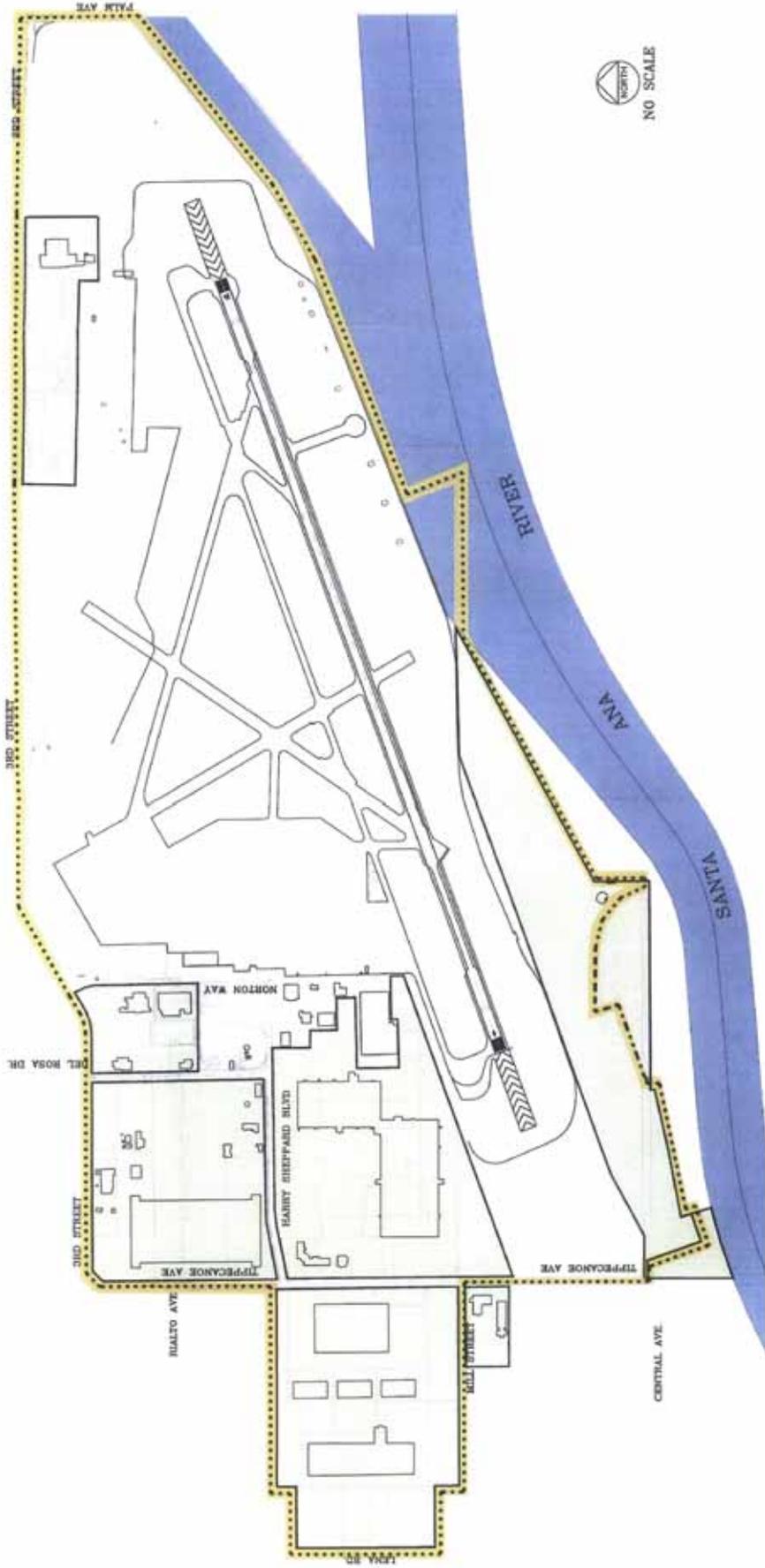


LEGEND

- FOREIGN TRADE ZONE BOUNDARY
- SBAC SPECIFIC PLAN AREA

EXHIBIT I-3
Foreign Trade Zone

SAN BERNARDINO ALLIANCE • CALIFORNIA



NO SCALE

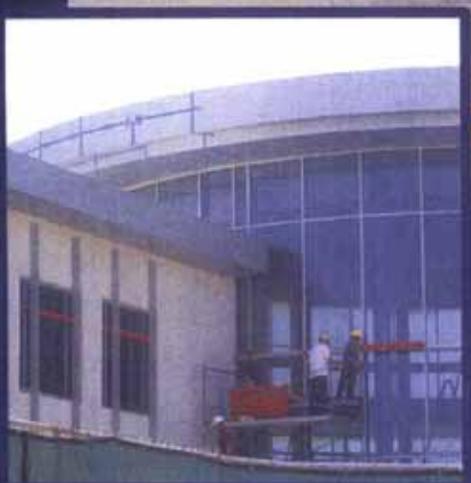
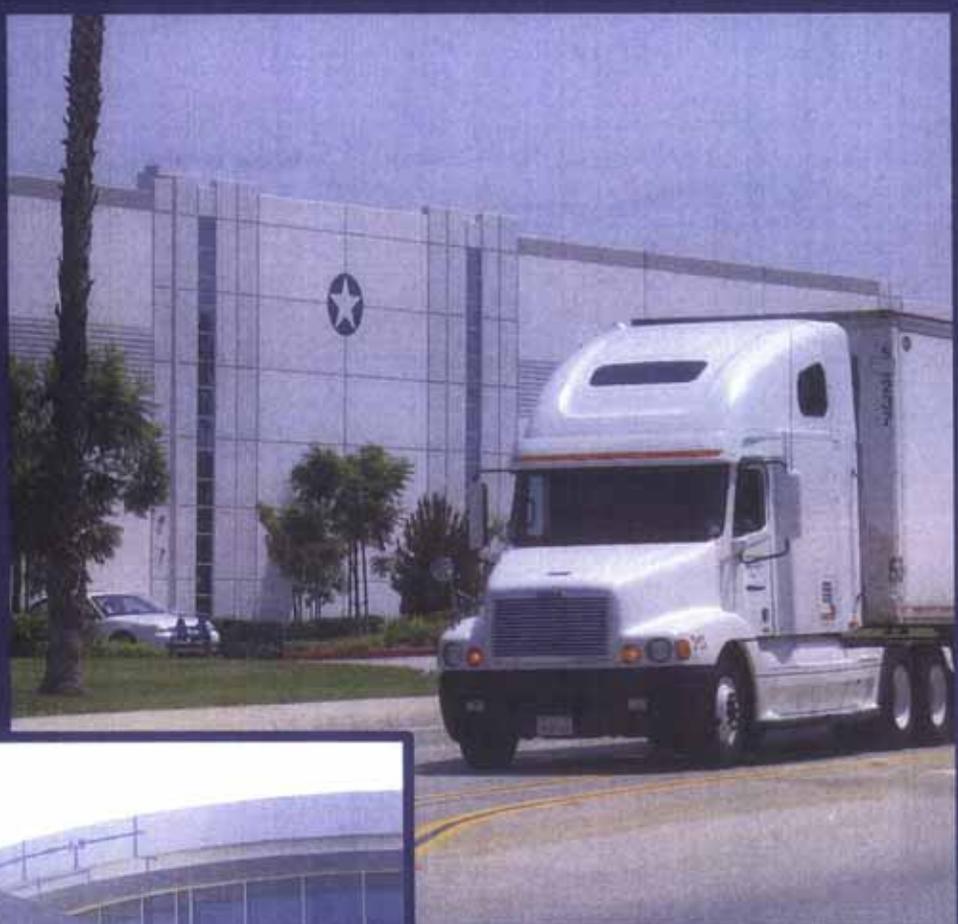
LEGEND

- LAMBRA BOUNDARY
- SBAC SPECIFIC PLAN AREA

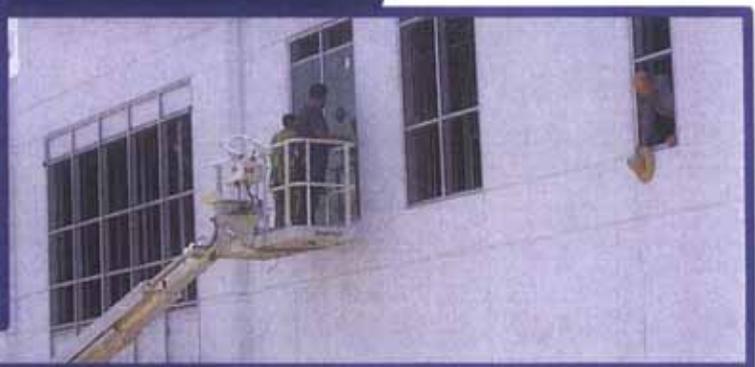
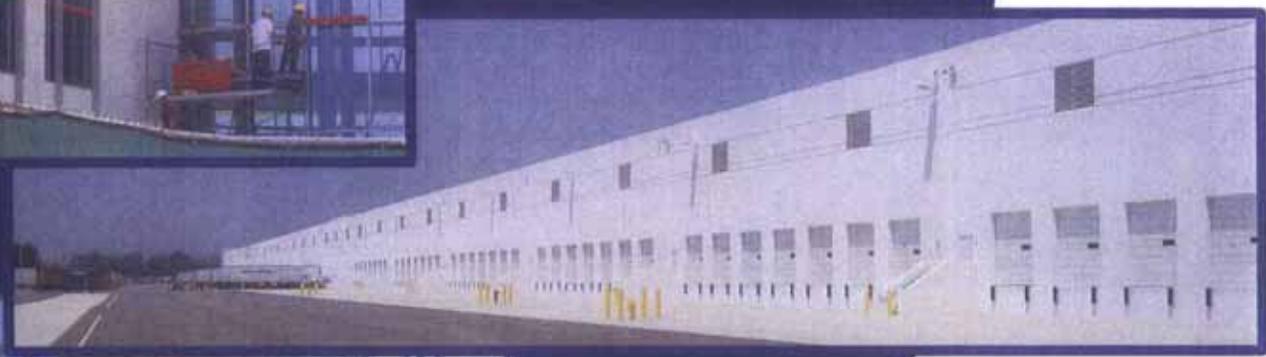
**EXHIBIT I-4
LAMBRA**

SAN BERNARDINO ALLIANCE CALIFORNIA

Alliance★California



EXISTING SETTING



II. EXISTING SETTING

A. LAND USE

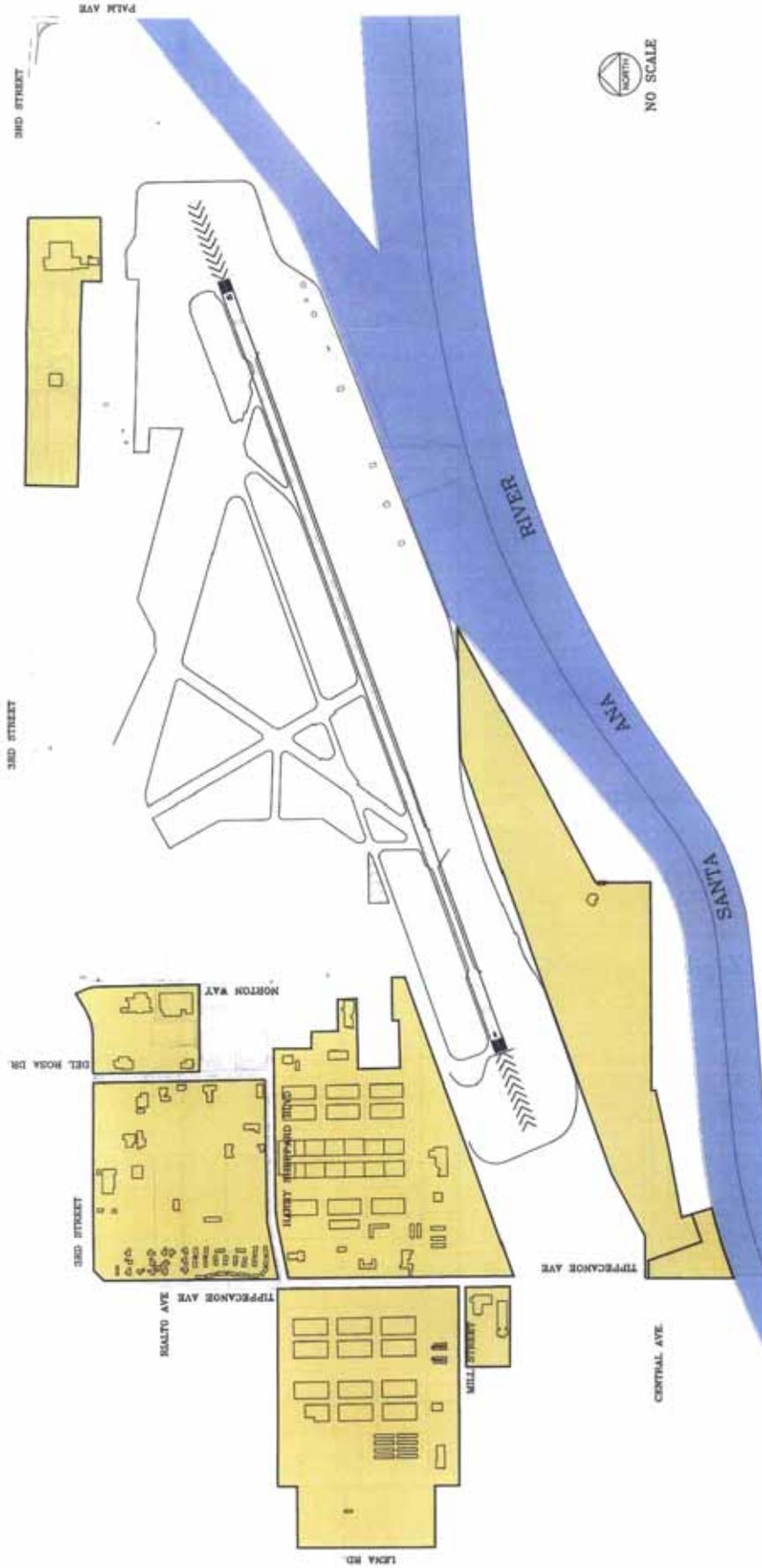
A.1 Onsite Land Use

The land uses on the former Base consisted of a variety of former military facilities, which existed until the IVDA and then Hillwood initiated the demolition of virtually all the older Air Force buildings within the Specific Plan area. In general, the former Base included a number of residential and commercial related facilities, including single family residences, barracks, recreational facilities, medical and office facilities, training and warehousing/storage facilities. Exhibit II-1 shows the previous Base buildings within the Specific Plan area. As noted in Chapter I, except for the transfers of the recreational and medical facilities to qualified public benefit transfer recipients, the other warehousing/storage and office facilities were transferred to the IVDA. As of this date, few of the original Air Force buildings remain in use on the Base.

The roadways which provide access to these facilities are laid out in a grid pattern suitable for vehicular and, in some cases, railroad access; however, rail access to the site, although previously provided a number of years ago, is not currently available. A variety of facilities have been occupied since the closure of the Base. These include facilities transferred directly to specific users (such as the Loma Linda Clinic), uses that continued to operate after Base closure (such as the Credit Union and the former Palm Meadows Golf Course until its closure by the IVDA on April 1, 2005), and uses attracted to the Base since closure by the SBIAA and IVDA (such as aircraft maintenance activities on the Airport and the Northrup/Grummon complex formerly known as TRW). Recent developments or new construction include Kohl's Department Store Distribution Center, Mattel's Distribution Warehouse, Norton Community Credit Union, Pep Boys, and Matich Corporation. The Stater Brothers Markets Distribution Center and Corporate Headquarters Office Complex are presently under construction within the Centergate area.

A.2 Offsite Land Use

The land uses surrounding the Specific Plan area (including the Airport) are located in four separate jurisdictions: Highland, Redlands, the unincorporated portion of the County of San Bernardino, and the City of San Bernardino (see Exhibit II-2). The area north of Third Street includes land in the cities of San Bernardino and Highland and consists of a variety of residential and commercial uses. Streets extending north from Third Street, such as Tippecanoe Avenue and Del Rosa Drive are focal points for commercial uses. The predominant residential community is the off-site housing for the former Base located west of Victoria Avenue, between Third and Fifth Streets. An area south of Third Street and east of Victoria Avenue has been transferred to the Bureau of Indian Affairs for the benefit of the San Manuel Band of Mission Indians. Several privately owned apartment buildings and a condominium complex exist in the vicinity of Fifth Street. Approximately fifty (50%) percent of the land fronting on Third Street is vacant.



LEGEND
 SBAC SPECIFIC PLAN AREA

EXHIBIT II-1
Base Buildings
 SAN BERNARDINO ALLIANCE • CALIFORNIA

The area northeast of the Specific Plan, located adjacent to Third Street between Victoria Avenue and Palm Avenue, is within the City of Highland and is designated as PC (Planned Commercial) east of Victoria Avenue to Central Avenue and is designated as BP (Business Park) east of Central Avenue to Palm Avenue on the City of Highland General Plan Land Use Map. The area north of the Specific Plan, located along Third Street between Tippecanoe Avenue and the extension of Leland Norton Way, is also within the City of Highland. This area is designated PC and BP on the City of Highland General Plan Land Use Map.

The City of Highland is currently updating their General Plan, including their Land Use Map. The draft Land Use Map for Highland shows that the area west of Marilyn Avenue to Leland Norton Way is proposed for redesignation from BP to I (Industrial) and the area east of Victoria Avenue to Central Avenue is proposed for redesignation from PC to BP. Adoption of the new Highland General Plan is expected by mid-2006.

Northwest of the Specific Plan area are lands within the unincorporated area of the County of San Bernardino. North of Third Street and west of Tippecanoe Avenue is an area designated CN (Neighborhood Commercial) and 4M-RM (Multiple Residential) in the County of San Bernardino.

The area west of Victoria Avenue and east of the extension of Leland Norton Way is located within the City of San Bernardino and is designated CG-1 (Commercial General), IL (Industrial Light) and RM (Residential Medium) on the City of San Bernardino General Plan Land Use Map. A small area at the northeast corner of Del Rosa Drive and Third Street is also designated CG-1.

The Specific Plan area is designated as IL (Industrial Light) at the southern, northeastern and central sections, IH (Industrial Heavy) on the western and northwestern sections, CG (Commercial General) at the northern section, CO (Commercial Office) at the central section along Tippecanoe Avenue, and PF (Public Facility) at the southwestern section.

The area west of Tippecanoe Avenue and south of Third Street is located within the City of San Bernardino and consists primarily of single family residential uses. The portion between Third Street and Rialto Avenue is designated CG-1 (General Commercial) along Third Street with IL (Industrial Light) to the south at Rialto Avenue. The area south of Rialto Avenue and west of Tippecanoe Avenue is designated RU-1 (Residential Urban), IL (Industrial Light) and PF (Public Facility).

Westerly of the area described in the preceding paragraph, adjacent to the west and east sides of Lena Road are a number of governmental offices operated by the County of San Bernardino and other offices of private firms. This area is designated PF (Public Facility), IL (Industrial Light) and CO-1 (Commercial Office) on the City of San Bernardino General Plan Land Use Map. The area south of Mill Street is within the City of San Bernardino and contains a variety of residential and commercial uses. This area is designated IL (Industrial Light) and PF (Public Facility) on the City of San Bernardino General Plan Land Use Map.

COUNTY OF SAN BERNARDINO
GENERAL PLAN LEGEND

DESIGNATION
4M-1M
CC
CN
IC

CITY OF HIGHLAND
GENERAL PLAN LEGEND

DESIGNATION
LD
MD
PD
GC
NC
PC
BP
I
P
OS

CITY OF SAN BERNARDINO
GENERAL PLAN LEGEND

DESIGNATION
RU-1
RM
RMH/15
CO-1
CO-1
OSP
IL
PPC
PF

CITY OF REDLANDS
GENERAL PLAN LEGEND

DESIGNATION
UR
L
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FCC
PA
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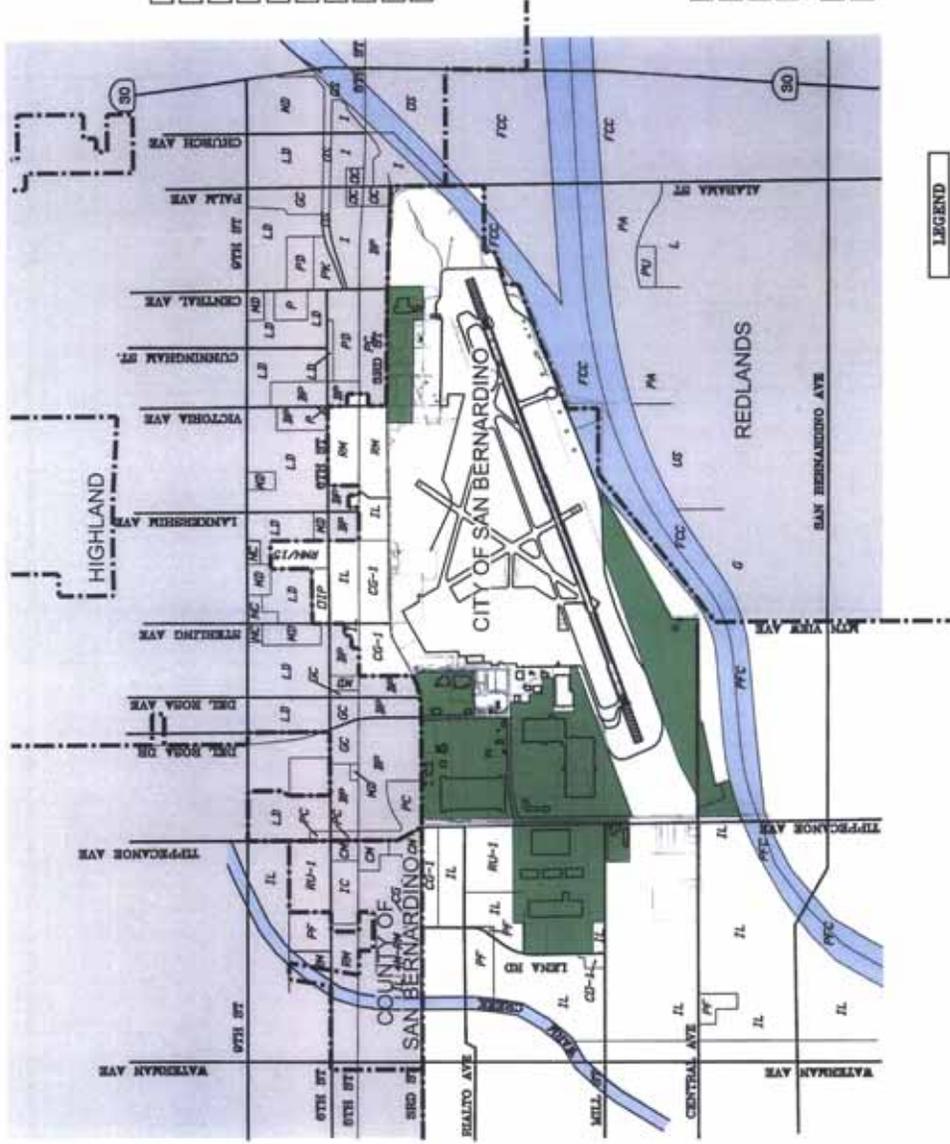


EXHIBIT II-2
General Plan Land Uses For Surrounding Jurisdictions

The City of San Bernardino recently updated the City's General Plan and Land Use Map (November 2005). The revised Land Use Map for the City shows that the adjacent lands north and west of the Specific Plan area have the same designations as the previous Land Use Map.

South of the Specific Plan area, east of Tippecanoe Avenue and south of the former golf course is the Santa Ana River, which extends through the cities of San Bernardino and Redlands and acts as a dividing line between much of the Specific Plan area and the City of Redlands, except for the parcels owned by the City of Riverside.

The area within the City of Redlands south of the Santa Ana River includes an Edison power plant, agricultural land, and a City of Redlands landfill site. This area is designated FCC (Open Space-Flood Control Conservation), G (Industrial-General), US (Industrial Urban Services) and PA (Open Space-Park) and is included within the East Valley Corridor Specific Plan.

A.3 San Bernardino International Airport

The San Bernardino Alliance★California Specific Plan area is adjacent to the San Bernardino International Airport, however, the Airport is not part of the Specific Plan, except for the former Commissary Building which has been conveyed by the IVDA to SBIAA and will remain in the Specific Plan Area. As such, the Airport and its facilities represent a significant land use adjacent to the Specific Plan area. In addition to the runway and hangar facilities, a passenger terminal and a variety of commercial, office and warehouse facilities exist on the Airport property.

A.4 Public Benefit Parcels

The process used by the Department of Defense (DOD) to dispose of the Base has included the transfer of property to various other federal, state, and local agencies for either subsequent disposal or public sale. As part of this disposal process, a number of parcels have been designated as public benefit parcels by the DOD and specifically granted to different groups for use in ways that have been identified as a public benefit. These include facilities for medical use, the homeless, public parks and recreation, education and fire suppression related activities. These users were granted title to their property and allowed to use existing buildings or structures or develop new facilities as necessary. Several of these parcels are located within the boundaries of the Specific Plan. They will be described in more detail in Section IV.C.

B. EXISTING ACCESS/CIRCULATION

The Specific Plan area consists of a number of existing streets distributed throughout the site in a grid pattern. The primary streets providing for vehicular movement throughout the Specific Plan area include Tippecanoe Avenue, Harry Sheppard Boulevard, and Del Rosa Drive north of Harry Sheppard Boulevard. The balance of the streets that formerly existed during the time of the

operation of the Base by the Air Force have been removed or are intended to provide non-public street access to individual building sites and users.

The IVDA has designed and constructed major street improvements to Tippecanoe Avenue, Harry Sheppard Boulevard and Del Rosa Drive, substantially widening each street to provide a major thoroughfare which links to adjoining external master plan streets. These roads provide the backbone circulation system for the Specific Plan area. The balance of the street system has been removed to provide for the development of the newly constructed and to be constructed buildings as new development occurs.

C. PUBLIC SERVICES AND FACILITIES

C.1 Public Services

City police and fire services are available to the Specific Plan area. Police services are provided from the central police station located in Downtown San Bernardino at Seventh Street and "D" Street. The City Fire Department responds to calls to the Specific plan area, primarily from Station 1 located on Third Street, west of Waterman Avenue. Depending on the location of a call from the Specific Plan area, additional fire stations may also respond as necessary. Calls from the southwest portion of the Specific Plan area may have responding units from Station 10 at Mill Street and Arrowhead Avenue. Calls from the area along Third Street near Victoria Avenue may have units responding from Station 6 on Del Rosa Drive near Highland Avenue.

The IVDA also operates a security force for the Airport and other IVDA and SBIAA properties that is under the supervision of a full-time City Police Sergeant assigned to duty at the Base to supervise the security force comprised of off-duty City and other law enforcement police officers that patrol the facilities.

C.2 Facilities

C.2.1 Water

The former Base contained an independent potable water system served by four wells. Three of the wells, located in the northwest portion of the Base, pump water directly into a 500,000-gallon elevated water tank within the Specific Plan area near the northwest corner of the intersection of Harry Sheppard Boulevard and Del Rosa Drive. The fourth well pumps water into an above ground tank for chlorinating. The water is then pumped into a 250,000-gallon elevated tank located on the eastern portion of the Airport near the intersection of Victoria Avenue and Third Street. Booster pumps at the ground level storage provide a pressure boost to the elevated tanks. The above-ground storage tanks serve the west or east end of the former Base as dictated by their location. The two water systems originally operated independently of one another and were not inter-connected. The IVDA has completed the extension of a twenty (20") inch water line that links the two systems together.

This action resulted in an upgraded water system with more adequate pressure to serve some nominal levels of lower density new development in the eastern end of the Airport. The actual water pressure provided by the system at a particular location is dependent upon the site's location, along with the loss of pressure within the system.

The water distribution pipeline system that was constructed by the Air Force consisted of a mixture of steel, cast iron, and asbestos cement (AC) pipe materials. Previously prepared reports on the system have noted that the steel lines were not properly protected from corrosion and they are no longer acceptable for any level of service. The portion of the system which is comprised of cast iron pipes is generally regarded as satisfactory for an interim use, with phased replacements required within the next 10 to 20 years. The AC pipe may have a service factor slightly longer than the cast iron pipe, but most of the AC pipe installed on the property is Class 100 which, if required to handle the pressure of either adjacent water utility, would be operating near its recommended pressure limit.

In September 2004, the IVDA and the City of San Bernardino Municipal Water Department ("SBMWD") entered into a Water Integration Agreement whereby the SBMWD agreed to integrate the IVDA water system into that of the City's overall system upon the (i) payment of \$1,200,000 in water acquisition charges, which will be applied by the SBMWD to provide 1,200,000 gallons of water storage capacity in a recently completed off-site reservoir, (ii) removal of water connections for buildings that are no longer in use, (iii) installation of backflow devices and water meters to certain designated former Air Force buildings, and (iv) a commitment of the IVDA to have new development install certain master plan water improvements required by the SBMWD to serve the Specific Plan area and the Airport. The IVDA-required physical improvements to the Base water system were timely completed and the former Base system has now been fully integrated into the water system of the SBMWD.

At the same time as the IVDA entered into the Water Integration Agreement with the SBMWD, the IVDA also entered into a delegation of responsibilities agreement with Hillwood whereby Hillwood agreed to pay the \$1,200,000 water acquisition charges to the SBMWD and to undertake the physical work of the cuts and caps and other meter installation work.

Existing City water facilities adjacent to the Specific Plan area include a 12-inch line in Mill Street, extending west of Tippecanoe Avenue; a 16- to 20-inch line in Tippecanoe Avenue extending north through the Specific Plan area to Rialto Avenue, where it transitions to the west; and a 12-inch line in Third Street, west of Tippecanoe Avenue. In addition, new 20-inch waterlines have been installed as part of the street improvements to Harry Sheppard Boulevard, Third Street, and Del Rosa Drive. A 16-inch line has been installed along Timer Creek and 12-inch lines on Lena Road, Leland Norton Way, and Central Avenue. In addition, a new well and booster pump have been installed adjacent to Perimeter Road near the U.S. Forest Service facility and a second well has been installed at the area formerly occupied by the Palm Meadows Golf Course. A new 20" water line was also installed along

the southern property line of the Stater Bros. Markets project and extending northerly in the reconstructed Leland Norton Way. Appropriate inter-tie connections were also installed to fully integrate the Base water system with that of the SBMWD.

C.2.2 Sewer

Most of the Specific Plan area is currently served by a sanitary sewer system, which includes a variety of line sizes ranging from 10 to 15 inches. The former golf course area, which was previously served by a septic system, is now connected to the sanitary sewer system, through a 10- to 12-inch line that was installed on Central Avenue, east of Tippecanoe Avenue. A 15-inch relief sewer has also been installed along Harry Sheppard Boulevard and west of Tippecanoe Avenue, aligned with an extension of Harry Sheppard Boulevard.

Along the south side of the former Base (near the former golf course area), the Air Force previously operated an industrial waste treatment plant. This plant has been removed and the 15-inch line connected to it, which traversed the end of the runway, has been abandoned. Also, near the southern project boundary is a 36-inch effluent discharge line which is operated by the City of San Bernardino. The pipeline currently follows a course that runs along Central Avenue and then transitions to the north side of the former golf course area. At this point, it continues in a northeasterly direction beyond the former Base boundary.

The primary City sewer line serving the Specific Plan area is a 21-inch line located just east of Lena Road in an alignment with Harry Sheppard Boulevard. All sewerage flows from the project area are treated by the City of San Bernardino Wastewater Treatment Plant.

The IVDA and the City of San Bernardino have been negotiating the terms of a Sewer System Transfer Agreement to convey the public portions of the on-Base system to the City of San Bernardino. It is expected that the IVDA will transfer the on-Base sewer system and the off-Base sewer line easements to the City of San Bernardino by 2006. As of the date of this Specific Plan Amendment, the former on-Base sewer system is now owned by the City of San Bernardino. Under the agreement, the IVDA has the benefits of the use of 1,000,000 gallons per day of sewer capacity in the City's sewerage treatment facility, which was the amount acquired by the USAF from the City of San Bernardino under prior agreements between the USAF and the City.

C.2.3 Utilities

1. *Electrical Service*

The Specific Plan area is currently provided electricity by a 33-kilovolt (kv) feeder line operated by the Southern California Edison Company. This facility is linked with an on-site substation where it is transformed down to 12 kv and 2.4 kv at

various substations. The 66-kv and 33-kv overhead transmission lines are located in the Tippecanoe Avenue right-of-way. Southern California Edison has indicated that new development will exceed the present electrical load capability of the former Base system. New service and service panels will generally be required but Edison has indicated that adequate capacity is available.

2. *Gas Service*

The Specific Plan area is served by the Southern California Gas Company. Gas is delivered through a master meter to the on-site low-pressure system, which is owned and maintained by the IVDA. The Gas Company has lines near most of the former Base areas, except along the river side. A 350-pounds-per-square-inch (psi) line extends up Tippecanoe Avenue. This line is a significant component of the area distribution network. The 350-psi line is connected to five major regional supply lines and, therefore, should be capable of providing service even during periods of major disruption. As part of the construction of Harry Sheppard Boulevard and Del Rosa Drive north to Third Street, new high pressure gas lines were installed. These serve as the backbone for a new on-site high-pressure distribution system that will be installed at user expense to serve new individual users. New service will also include separate meters which will be maintained by the Gas Company.

3. *Cable Service*

Cable television service was provided by Southland Cablevision. Southland Cablevision has an AML Receiver Site south of Third and west of 100th Street (which is located in the eastern portion of the former Base near Victoria Avenue). That dish provided service to the former Base housing near Victoria Avenue and Third Street and had an additional trunk cable (overhead) which feeds the main area of the former Base. This latter network consists of overhead cable with some segments connecting to roofs and other miscellaneous structures.

4. *Storm Drains*

The Specific Plan area is currently served by a number of integrated storm drain systems, most of which have been significantly upgraded as a result of the new street construction undertaken by the IVDA and the new industrial warehouse and distribution center construction of the private properties sold to Hillwood pursuant to the Master DDA. The former storm drain system was reflective of the prior street grid pattern on the interior of the large development areas which have now been almost entirely replaced within the Specific Plan area. Storm water flows currently drain west through the Timber Creek channel, which has been improved by the City of San Bernardino with funds provided by Hillwood pursuant to the Master DDA for

the portion east of Lena Road to Tippecanoe Avenue near the intersection with Harry Sheppard Boulevard. The southern section near the former golf course and the easterly portion of the Airport are not included in the storm drain system but will be upgraded as new development occurs within these areas. Runoff water from these areas are carried as surface flows and through individual storm drains directly to the Santa Ana River.

D. HAZARDOUS WASTE REMEDIATION

The United States Air Force is responsible for the cleanup of hazardous contaminated areas resulting from its activities at the former Norton Air Force Base. The cleanup process was initiated by the Air Force in 1989, and will continue for all properties prior to the time they are sold, leased, or developed. The burden of paying for this remediation will not be the responsibility of local government or local taxpayers.

The cleanup process currently underway can be separated into two distinct program elements. The first program element of cleanup activity has been based upon previously completed environmental studies, which identified the location of specific hazardous waste sites. Specific areas found to contain contamination that could pose a threat to human health, groundwater resources and/or the environment have been investigated; evaluated for the need for remedy; and in some cases, a removal or remediation action has been implemented. Most of the waste sites have been cleaned up through the removal of underground storage tanks, the industrial waste treatment plant, the heating oil line, the jet fuel storage system and a number of wells. Groundwater pump and treatment systems have been installed to clean up the groundwater contamination plume and a soil vapor extraction system used to clean up contaminated soils. The former landfill site has also been capped and a landfill gas collection and treatment system installed.

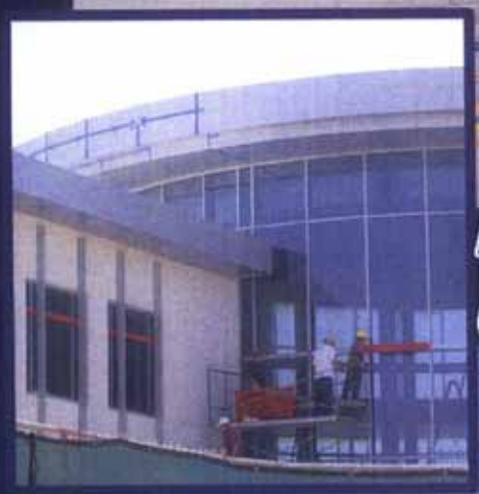
Clean up of the contaminated soils from the industrial waste treatment plant and lagoons was completed in 2004, and clean up of soils at the remaining sites was completed in 2005. The contamination in the groundwater plume has been reduced significantly to below the maximum contaminant levels, through the on-site treatment systems. A habitat management plan for special status species is also being implemented. This first element is expected to terminate in the near term, with only the exception of monitoring activities at the former landfill and groundwater contamination sites.

The second program element provides that no property will be sold, leased or developed until each has been further assessed to determine if hazardous waste materials exist on a site by site basis. If such an assessment concludes and/or finds the existence of such materials, the site must be remediated prior to its sale, lease or development.

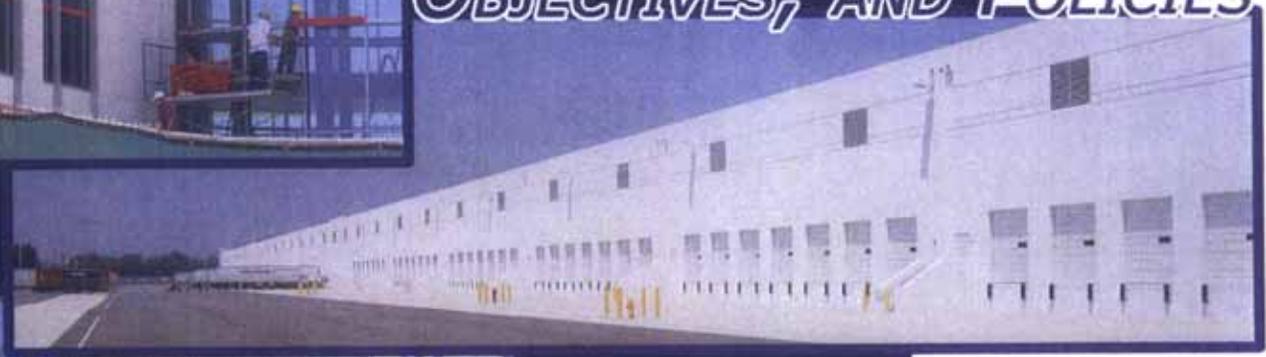
Removal of friable asbestos, lead-based paint and radium paint wastes in former Base buildings has been completed. Thus, no exposure to these hazardous materials is present. Sale of the sites and

buildings that contain asbestos and lead-based paint would require the re-assessment of the potential exposure to these hazardous materials and their abatement prior to reuse of the structures or the demolition of the structures and disposal of hazardous wastes in accordance with established regulations.

The timing of this process will be a function of the level of interest in redeveloping the Specific Plan area by potential users.



*PROJECT ISSUES, GOALS,
OBJECTIVES, AND POLICIES*



III. Project Issues, Goals, Objectives and Policies

A. PROJECT ISSUES

The issues enumerated below are intended to identify the breadth and depth of the opportunities and constraints reflected by the Specific Plan area. The following represent the most significant project issues to which the goals, objectives and policies are addressed singly or in combination.

A.1 Jobs

- ❖ Norton Air Force Base previously represented over 10,000 jobs for San Bernardino and the surrounding communities, which have been lost due to base closure.
- ❖ Conversion of the Base to private use, and replacing and expanding upon the jobs lost due to the closure of Norton Air Force Base are critical concerns.
- ❖ The IVDA, as a redevelopment agency, has been empowered to undertake a variety of activities to create new development opportunities. However, the goal of the IVDA is directed towards job creation rather than strictly financial reinvestment.

A.2 Long-Term vs. Short-Term Uses

- ❖ Most of the buildings on the former Base were 40 to 50 years of age and did not meet current building code requirements.
- ❖ In order to create new jobs quickly, it is necessary to use existing buildings and facilities. The extent to which improvements must be undertaken and the length of time the existing structures can remain viable are dependent in part upon the duration and financial viability of the use.
- ❖ Over time, it is expected that most of the existing buildings and structures will be replaced with new development in full compliance with this Specific Plan.

A.3 Regional Access and Circulation

- ❖ The Specific Plan area is not adjacent to or visible from Interstate 10 or Route 30. The adjacent airport, however, is clearly visible from the Route 30 freeway. Marketing and design efforts will need to overcome the project's lack of adjacency to an existing freeway system.

- ❖ Major streets that previously terminated at the project boundary, due to Base security needs, have been opened up to allow the Specific Plan area to become accessible to the surrounding community. Future development will necessitate coordinating the internal street system with the adjacent public streets and circulation network.

A.4 Public Benefit Parcels/Uses

- ❖ Portions of the Specific Plan area have been allocated directly to specified users by the Department of Defense as public benefit uses.
- ❖ These uses may utilize existing structures for a long-term period rather than redevelop the property.
- ❖ The law, which defines the authority for deeding portions of closed military installations to public benefit users, stipulates that uses described by the applicant on the original proposal must continue for thirty years on that parcel or the property reverts to Federal ownership.

A.5 Infrastructure

- ❖ Improvements have been completed to a portion of the major internal project roads, including the associated utilities and water facilities, but the remaining internal roadway network will be inadequate for new development.
- ❖ Existing utilities, water and sewer facilities must be upgraded to meet future demand.
- ❖ The timing and extent to which additional major improvements are undertaken will be dependent upon the location of new uses and their demand for services.

A.6 Development Compatibility and Quality

- ❖ The Specific Plan area is contiguous to the San Bernardino International Airport with overlapping identification, access, and infrastructure requirements.
- ❖ Development plans must consider the needs created by the transition of the site from a single owner and operator, such as the Air Force and/or the IVDA, to multiple users of the site and a variety of owners and operators.
- ❖ Development plans along the perimeter of the Specific Plan area must be sensitive to and compatible with the surrounding community.
- ❖ Deteriorated conditions exist in the surrounding community, which reflects a low level of investment and maintenance.

B. SPECIFIC PLAN GOALS, OBJECTIVES AND POLICIES

These goals, objectives and policies establish the basis for the development and operation of the Specific Plan area. The cornerstone of these goals, objectives and policies is a desire to establish and develop a world-class business center that is sensitive to business needs and flexible enough to grow and flourish during future economic business cycles. The goals, objectives and policies enumerated herein are intended to further the interests of the agencies involved and ensure quality development. As such, they are intended to serve as a framework for the development and use of the SBAC. It is important, therefore, to understand the intent behind the use of the terms Goal, Objective, and Policy.

Goal: This term reflects a general, overall, and ultimate purpose, aim, or end toward which the Agency will direct its effort.

Objective: A specific statement of a desired future condition toward which the Agency will expend effort in the context of striving to achieve a broader goal. An objective should be an achievable task.

Policy: A specific statement of principle or of guiding action that implies clear commitment but is not mandatory. It is a general direction that the Agency sets to follow in order to meet its goals and objectives before undertaking an action plan.

The following goals, objectives, and policies reflect the purposes, future conditions, and directions for actions to be generated through implementation of the SBAC Specific Plan. To the extent possible, they also reflect a response to each of the issues previously described in this chapter, either singly or in combination.

Goal 1: Replace lost jobs with new job generating uses and quality projects.

Objective 1.1 (See Issues 1 and 5)

Create job intensive opportunities to replace existing facilities and uses.

Policies

- 1.11 Design land use districts to accommodate a variety of employment generating development.
- 1.12 Structure land use districts to permit the establishment of mutually reinforcing uses.
- 1.13 Provide for the incremental upgrading of infrastructure facilities necessary to support new job intensive development as it occurs.

Objective 1.2 (See Issues 1 and 2)

Accommodate short-term use of Base buildings and infrastructure.

Policies

- 1.21 Provide for interim uses within Base buildings.
- 1.22 Provide modified regulations which establish minimum improvement criteria for short-term uses to ensure adequate health, safety, and welfare.
- 1.23 Provide for maximum utilization of existing infrastructure.

Goal 2: Integrate the Norton Air Force Base site back into the physical structure of the community.

Objective 2.1 (See Issue 3)

Continue to open the site to regional and local traffic patterns.

Policies

- 2.11 Design and construct an internal circulation network capable of meeting the demands of project related traffic.
- 2.12 Link the internal circulation system with the existing surrounding arterial streets and freeways.
- 2.13 Define the off-site circulation system needed to accommodate traffic generated by development within the Specific Plan area.

Objective 2.2 (See Issues 4 and 6)

Ensure on-site development on the Specific Plan area and public benefit parcels that is compatible with surrounding land uses.

Policy

- 2.21 Provide land use regulations which are sensitive to and compatible with existing development.

Objective 2.3 (See Issues 1 and 6)

Create a high quality environment within the site that will stimulate reinvestment in the surrounding community.

Policies

- 2.31 Provide for aesthetically pleasing and economically functional development through the sensitive application of landscaping, signage, architectural standards and site facilities.
- 2.32 Be sensitive to existing design features which are unique to the site and contribute to its positive image, such as the mature oak trees.

Goal 3: Create a development plan which will have the effect of generating financial reinvestment on-site and within the community.

Objective 3.1 (See Issues 1 and 6)

Incorporate sufficient development intensity on-site to encourage investment and fund needed infrastructure.

Policy

- 3.11 Provide for a broad range of commercial, office, education, recreational, and industrial uses and intensities within the plan, allowing sufficient flexibility of interpretation to accommodate new uses not previously defined.

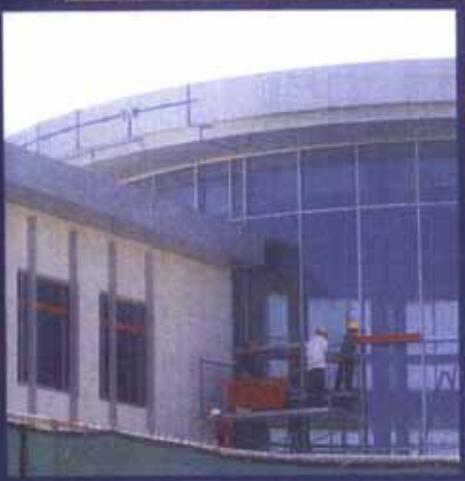
Objective 3.2 (See Issues 1 and 6)

Stimulate reinvestment within the immediately surrounding community. (See Issues 1 and 6).

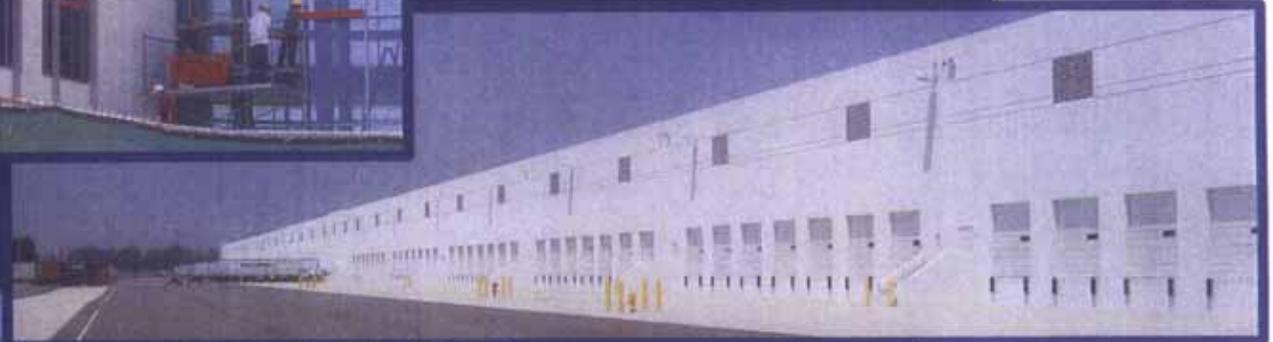
Policy

- 3.21 Use available redevelopment processes and programs to attract new businesses and other reinvestment.
- 3.22 Use a combination of programs, such as tax increment financing, development fees, grants, operational income, and other mechanisms to offset the cost of new development, including the need to upgrade existing infrastructure and off-site circulation improvements.

Alliance★California



SPECIFIC PLAN FRAMEWORK



IV. Specific Plan Framework

A. PURPOSE

The purpose of this section of the Specific Plan is to establish the overall concept or framework for the Plan. This section is policy-oriented and, as such, has a degree of flexibility not contained in the subsequent Chapter V.

B. APPROACH

B.1 Concept

The concept of this Specific Plan reflects a series of considerations:

- ❖ Use various design components of the former Base, such as the roadway alignments, building types and landscaping features, as the physical framework for the establishment of future land use and circulation patterns;
- ❖ Allow for the utilization of base facilities for interim and/or short-term uses to provide an avenue for immediate reuse of the site;
- ❖ Integrate the public benefit parcels established by the Department of Defense (DOD) into a coherent pattern of uses;
- ❖ Arrange land use patterns to maximize economic opportunities and circulation efficiency as well as compatibility with surrounding uses and streamline regulatory procedures for CEQA and project review;
- ❖ Phase redevelopment consistent with infrastructure availability, and utilize various financial mechanisms for maximum effectiveness;
- ❖ Provide appropriate guidance to assure a high quality of development.

The 692.6 acres of land within this Specific Plan about the San Bernardino International Airport and have the benefit of a number of unique site features and facilities. The underlying basis for the proposed land use and parcelization pattern contained in this Specific Plan is the historical land use pattern, operations and street network. The proposed land use pattern has been influenced by uses associated with the former Base operations. This concept is intended to provide the IVDA with immediate opportunities for the reuse of many of the existing structures, while providing for new development projects within the same areas. This concept will further the project objectives of providing both immediate and long-term employment opportunities.

The concept of providing a comprehensive plan for the integration of land use and circulation, along with a cohesive set of development and design standards, will establish the SBAC as a significant presence in the Inland Empire. The attraction of an international airport and enhanced access to the regional circulation system will help ensure the project's successful long-term completion.

C. PUBLIC BENEFIT PARCELS

Prior to the closure of Norton Air Force Base, the Department of Defense (DOD) had to determine how the following issues were to be handled.

- ❖ How the property was to be divided into parcels for disposal.
- ❖ What method would be used to dispose of the parcels to be conveyed, such as transfer to another federal agency, public benefit conveyance, or donation, negotiated sale to a public body, or public sale.
- ❖ What mitigation, if any, should be adopted covering the disposal and reuse of the property.

During this process, several agencies and non-profit organizations submitted applications for various sites on the Base to the Department of Defense in order to provide certain specified services or programs deemed to be of public benefit. The DOD, either directly or through other Federal agencies, has conveyed the following parcels as Public Benefit land within the boundaries of the Specific Plan. (See Exhibit IV-1)

- C.1** A 6.4-acre parcel has been conveyed to Loma Linda University. The DOD found the property was suited for immediate and long-term use due to its prior use as a medical facility. The DOD further found that a medical facility, which offers a broad spectrum of low-cost primary care services, would improve student training and provide needed low-cost clinical services.
- C.2** A 7.4-acre parcel has been conveyed to the City of San Bernardino Department of Parks and Recreation. The property was the site of former recreational facilities, some of which still exist, including the Galaxy Service Club, gymnasium, swimming pool, six tennis courts, and a running track.
- C.3 & C.4** Two parcels, 1.8 acres each, have been conveyed to the Grace Apostolic Church to assist the homeless. These sites previously accommodated an on-base chapel, youth center, and offices. These facilities will provide services to assist the homeless, however no on-site housing is proposed.
- C.5** A 3.7-acre parcel has been conveyed to the San Bernardino Community College District. The DOD found the proposed use enhances the educational resources of the community and is compatible with other proposed uses on the former Base.

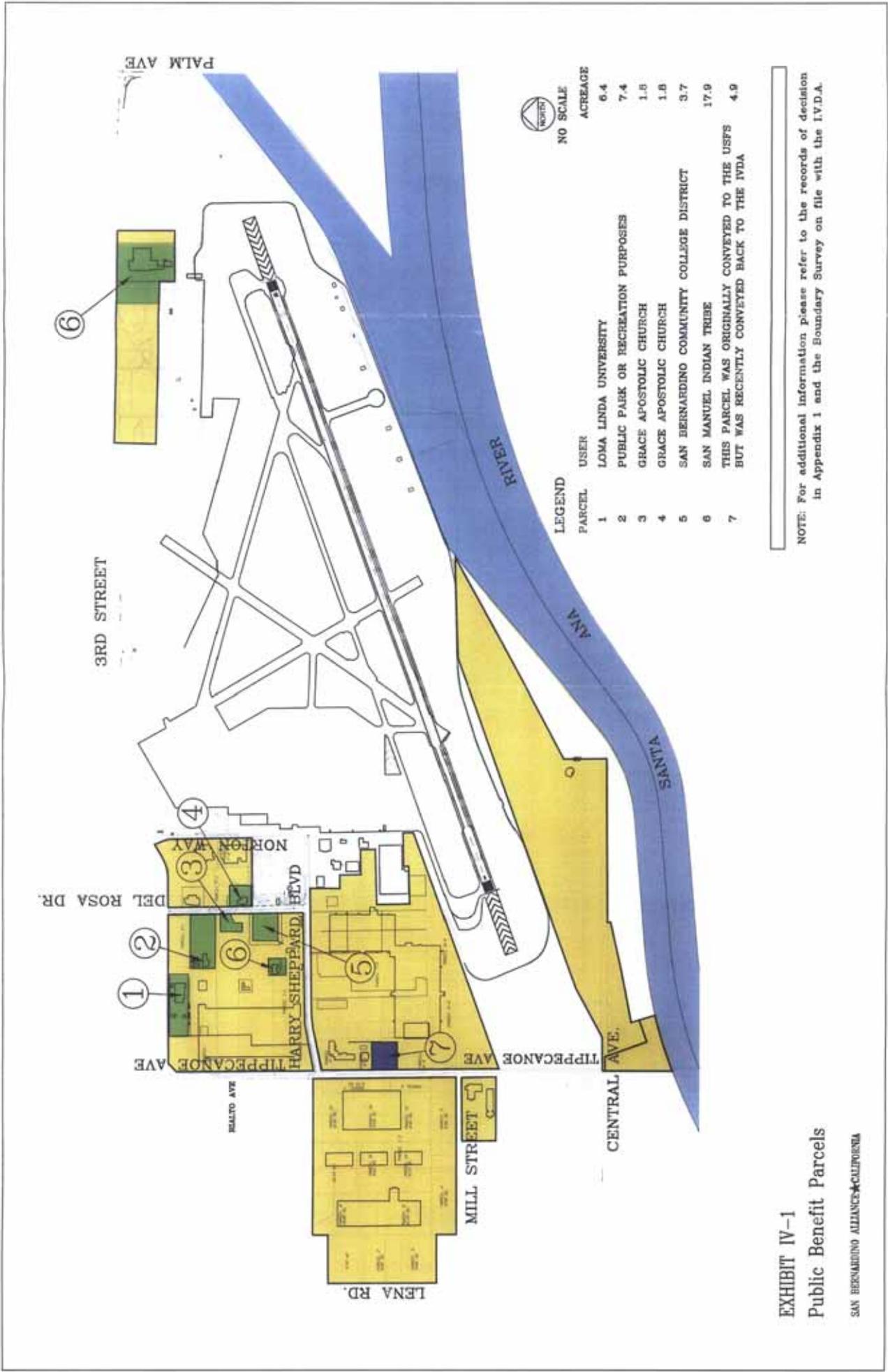


EXHIBIT IV-1
 Public Benefit Parcels
 SAN BERNARDINO ALLIANCE CALIFORNIA

- C.6 A 4.9-acre parcel east of Tippecanoe Avenue was initially transferred to the U.S. Forest Service (USFS). However, federal legislation has been recently enacted by Congress to provide for the transfer of this site back to the IVDA, together with the USFS moving to another location within the Specific Plan boundaries.
- C.7 A 15.64-acre parcel along Perimeter Road is currently in the process of being transferred to the San Manuel Indian Tribe as Public Benefit land and an additional parcel of approximately 30 acres was transferred from the Air Force to the IVDA and then to the San Manuel Indian Tribe as part of the EDC. Another 2.26-acre parcel north of Harry Sheppard Boulevard and west of Del Rosa Drive is also pending transfer to the San Manuel Indian Tribe.

The use of these parcels shall be restricted to the types of uses described above and as stipulated in the Department of Defense (DOD) Record of Decision (ROD). Use of any existing structures shall be consistent with the General Standards specified in Chapter V, Section C of this Specific Plan. Copies of the Records of Decision are provided in Appendix A. A detailed survey of the boundaries of these parcels has been prepared and is on file with the IVDA and the City of San Bernardino Planning Department.

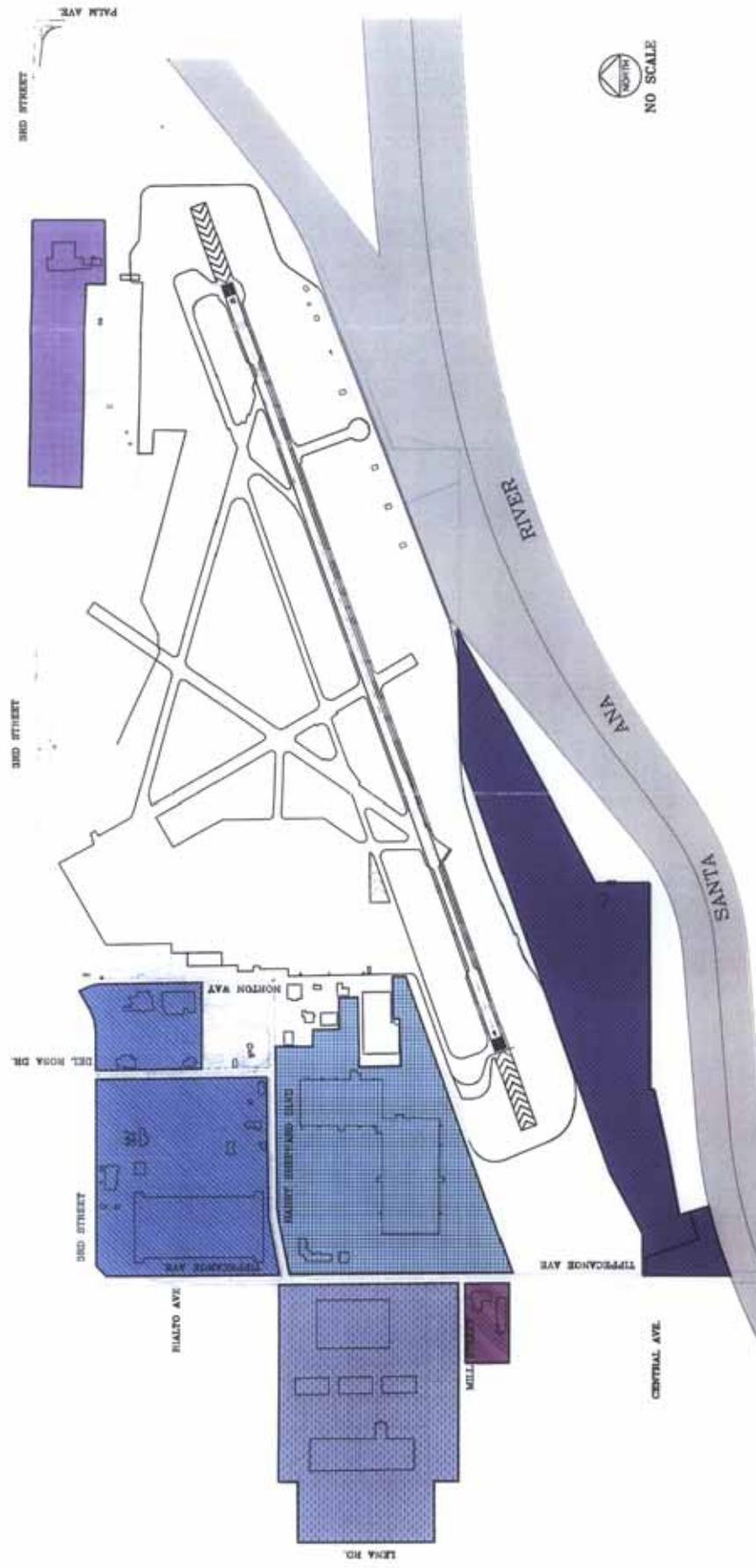
D. LAND USE

The land use element of the Specific Plan is intended to build upon the land use patterns previously established and facilitate the orderly transition of the site to non-military use, accommodating new construction when appropriate and utilizing existing building types and related uses as long as possible in a compatible manner.

The overall Specific Plan area has been identified with six distinct land use districts, including the Northgate, Westgate, Centergate, Southgate, Third Street, and DFAS Districts. Each land use district responds to a unique set of needs, opportunities, and constraints offered by the existing setting and conditions.

The land use districts represent broad policy groupings of common land uses combined with several unique aspects that require a focus at a more detailed scale. Thus, the discussion of each district includes a block by block set of land use planning guidelines that will serve as the basis for the land use controls and opportunities.

These land use districts are illustrated in Exhibit IV-2 and summarized in Table IV-1. As shown, the Specific Plan proposes an ultimate buildout of approximately 14.15 million square feet of building floor area. This represents an increase of approximately 10.33 million square feet over the previous building floor area in this section of the Base. The land use districts are further defined in Chapter V.



NO SCALE

LEGEND

AREA	DISTRICT NAME
[Light Blue Hatched Box]	WESTGATE
[Medium Blue Hatched Box]	NORTHGATE
[Dark Blue Hatched Box]	CENTERGATE
[Purple Hatched Box]	SOUTHGATE
[Dark Purple Hatched Box]	THIRD STREET
[Red Hatched Box]	DFAS

EXHIBIT IV-2
 Land Use District
 SAN BERNARDINO ALLIANCE-CALIFORNIA

**TABLE IV-1
SAN BERNARDINO ALLIANCE★CALIFORNIA SPECIFIC PLAN
LAND USE SUMMARY**

District Name	General Location	FAR	Acreage	Bldg. S.F.
Northgate	West of Del Rosa	0.5 ¹	109.6	2,225,916
	East of Del Rosa	0.5	29.2	635,976
Westgate		0.5	152.8	3,327,984
Centergate		0.5	154.9	3,373,286
Southgate	North of Central	0.5 ²	128.4	2,797,292
	South of Central	0.5 ²	23.1	502,465
Third Street		0.5	49.6	1,080,288
DFAS		0.5	9.6	209,088
	TOTAL		657.2 ³	14,152,295

¹ The FAR of 0.5 does not apply to the 7.4-acre parcel deeded to the City for recreation purposes.

² The FAR of individual developments within Southgate may be as much as 0.58, as long as the combined FAR of all developments does not exceed 0.50.

³ Excludes arterial streets, which cover approximately 35.4 acres.

Several new developments have been built within the Specific Plan area since the closure of the Norton Air Force Base. These new developments include Mattel, Kohl's, Pep Boys, Stater Brothers, and other projects, most of which have building floor areas less than the maximum allowable development in Table IV-1 above. Table IV-2 provides the floor area of new construction within the Specific Plan area by district.

**TABLE IV-2
NEW CONSTRUCTION**

District Name	Development Name	Floor Area (sf)	Site Area (acre)	Difference in Existing Floor Area with Maximum Allowable Development
Northgate	Mattel	1,205,040	57.35	44,043 sf
	Community College	30,700	4.68	71,230 sf
	Matich	10,200	1.88	30,746 sf
Westgate	Kohl's	651,880	60.25	660,365 sf
	Pep Boys	600,240	52.30	538,854 sf
DFAS	Building 1	70,851	9.60	51,625 sf
	Building 2	86,612		

District Name	Development Name	Floor Area (sf)	Site Area (acre)	Difference in Existing Floor Area with Maximum Allowable Development
Centergate	Stater Brothers Credit Union	2,087,300 21,500	154.90	1,264,486 sf
Southgate	--			
Third Street	--			
	TOTAL	4,662,403	339.60	2,661,349 sf

E. CIRCULATION

When the Norton Air Force Base was operational, public vehicular access through the facility was restricted for security purposes. Major thoroughfares leading up to the facility, such as Tippecanoe Avenue, Del Rosa Drive and Mill Street were precluded from providing a greater role in facilitating area-wide and regional circulation.

After military security was no longer required, these roadways were opened up, and now form the foundation for the future circulation network. This system will compliment the proposed land uses and link the site to the surrounding roadway network. The IVDA has completed construction of major improvements to the following roads: Tippecanoe Avenue between Mill Street and Third Street; Harry Sheppard Boulevard between Tippecanoe Avenue and Leland Norton Way; Mill Street from Lena Road to Tippecanoe Avenue, Third Street from Tippecanoe Avenue to Del Rosa Drive, and Del Rosa Drive between Third Street and Harry Sheppard Boulevard. These streets will serve as the primary backbone circulation system for the Specific Plan area, while simultaneously linking the site to the existing external circulation network. Additionally, recommendations have been included in the Specific Plan for upgrading the regional circulation network to meet projected needs.

The premise of the proposed circulation system is to recognize both the existing street improvements and the need to integrate the external circulation system into the Plan. The City of San Bernardino General Plan Circulation Element contains a listing of the master-planned streets. The City of Highland General Plan Circulation Element is also involved since Third Street passes through both jurisdictions. An amendment to the City of San Bernardino General Plan Circulation Element adopted concurrently with this Specific Plan integrates the SBAC into the local and regional street network.

The Circulation System is defined in Section V.E.

F. PUBLIC SERVICES AND INFRASTRUCTURE

An element of the Specific Plan process is to evaluate the existing public services to ensure that adequate provisions have been made to accommodate the needs of the project. The following section reviews the required public services and facilities and illustrates how they are addressed.

F.1 Public Services

The City of San Bernardino is a full-service municipality providing all required public services to lands within its boundaries. With the transition from federal to private ownership, it will be necessary for the City to provide those services to the project area as well. Each of those services and the anticipated response is described separately below.

F.1.1 Police Services

The portions of the Specific Plan area that have been transferred to the IVDA, as well as the public benefit and private sale parcels, are subject to the jurisdiction of the City Police Department. In addition, the IVDA operates a security force for the Airport and other IVDA and SBIAA properties. The security force is under the supervision of a full-time City Police Sergeant. As reuse and redevelopment continues, all patrols and calls for service or response will be through the main police station located at Seventh and "D" Street in Downtown San Bernardino.

F.1.2 Fire Protection

Similar to police services, fire protection services are provided by the City of San Bernardino Fire Department for the entire Specific Plan area that have been transferred to the IVDA or conveyed to other ownership, as well as the Airport area of the former Base. The Airport Authority renovated the Fire Station located at 165 South Leland Norton Way for aircraft rescue and firefighting (ARFF) operations. This station is now under lease to the San Bernardino City Fire Department and it will continue to be a City-manned facility. This station will be the primary fire station to serve the ARFF requirements of the airport.

The fire station serving the structural fire requirements of the Specific Plan area and the Airport will be the main fire station- Station 1 located at 200 East Third Street, just west of Waterman Avenue. Other fire stations that may respond to the project area are identified as follows:

- Station #11, 450 Vanderbilt Way
- Station #10, 502 South Arrowhead Avenue
- Station #6, 1920 Del Rosa Avenue

The responding back-up station will be determined by the location of the call from within the Specific Plan area.

F.1.3 Solid Waste

The City will provide trash pick-up service for all parcels and tenants within the project area. Each will be billed separately by the City for the service. The City rates cover the cost of the pick-up service, as well as disposal at a County-owned landfill site.

Waste from the project area will be disposed of primarily at the San Timoteo Landfill, located south of Redlands. Other landfills available include the Colton Landfill and the Mid-Valley Landfill. The San Timoteo and Mid-Valley Landfills are being proposed for expansion to accommodate additional growth and development in the Valley.

F.2 Utilities

Utilities within the project area were historically provided through on-site systems which were privately owned by the Department of Defense. The public utilities will be upgraded and converted over to ownership, operation, and maintenance by the IVDA or the appropriate public utility. Each utility system is described separately below.

F.2.1 Electricity

The existing electrical distribution and service system has been transferred to SCE. SCE provides electrical service with the existing system. However, Southern California Edison planners believe the new electrical load required by the proposed uses permitted by the Specific Plan will far exceed the previous electrical load of the former Base.

For many structures, the existing load consisted primarily of lighting. As the use of the structures change and new buildings are built, additional load will be imposed by motors, air conditioning and expanded lighting systems. Based on this, it is anticipated that new service to the buildings and new service panels will generally be required.

As part of the installation of the new roadway improvements along Tippecanoe Avenue, Harry Sheppard Boulevard, and Del Rosa Drive, the IVDA installed new underground electrical trunk lines and vaults which will be owned and operated by Southern California Edison. As new service loads and/or new construction occur within the project area, service will need to be extended from this trunk system at the users' expense. For those locations where service from the trunk system is not feasible, users will be required to work directly with Southern California Edison to arrange for the required service extension. SCE's Rules and Rates will apply to all newly installed equipment.

F.2.2 Natural Gas

The natural gas distribution system was transferred to the IVDA. For the short term during which reuse of existing buildings with similar uses occurred, the IVDA provided natural gas with the existing system. However, there were limitations on that system since gas had to be delivered at very low pressure.

As part of the installation of new roads described above, the IVDA installed a new high pressure gas distribution line tied directly into the Southern California Gas Company's regional distribution line that is located within Tippecanoe Avenue. This new line will service all new users and construction as needed. Connections to this backbone natural gas distribution system will be accomplished by each new user in coordination with the Gas Company.

F.2.3 Telephone

An entirely new telephone/telecommunications distribution network will be developed on-site. Verizon has indicated that it will be able to provide service to the Specific Plan area. Each new user will have to work directly with Verizon for new service installation.

F.2.4 Cable Television

A specific cable franchise provider for the Specific Plan area has not been established. Southland Cable previously provided service to the Base buildings within the project boundaries. The City of San Bernardino will be required to approve a franchise for the future cable service provider at such time as service is deemed desirable.

Table IV-3 summarizes these service providers.

**TABLE IV-3
CITY OF SAN BERNARDINO SERVICES AND PROVIDERS**

Type of Service	Service Provider
Fire (includes fire suppression and medical response)	City Fire Department
Police	City Police Department
Administration · Mayor · City Administrator · Planning and Building Services	City of San Bernardino
Public Works · Refuse pick-up and disposal	City of San Bernardino

Type of Service	Service Provider
<ul style="list-style-type: none"> · Street maintenance · Parks and Recreation Services 	
Water/Sewer <ul style="list-style-type: none"> · Water · Sewer collection · Sewer treatment 	IVDA* IVDA* City of San Bernardino
Telephone	Verizon
Cable Television	Dependent upon award of franchise by City of San Bernardino.
Electricity	Southern California Edison Company
Natural Gas	Southern California Gas Company

Note: * to be converted to the City of San of San Bernardino

F.3 Public Facilities

Water, wastewater, and drainage facilities are in place. These were installed, owned and operated by the former Base and are now under the jurisdiction of the IVDA. The facilities in place were designed to satisfy the needs and conditions of the military installation. Various improvements and upgrades were necessary as the project area converted to private uses. As indicated previously, this reuse process occurred in three forms: (1) interim use of existing on-site Base buildings with uses similar to those previously occupying the same space, (2) reuse of Base buildings with new uses requiring upgrades of existing utilities and infrastructure as determined necessary, and (3) demolition of Base buildings and construction of new buildings requiring new utilities and infrastructure. In almost all instances, where the installation of new utilities and infrastructure is required, construction of such infrastructure will be the responsibility of the user of the new development within the Specific Plan area, in coordination with the IVDA.

With regard to specific issues regarding water, wastewater, and drainage systems, an analysis of future system needs was prepared by ASL Consulting Engineers in 1993. The report provided technical background for the Master Plan Reuse Study prepared by Johnson, Fain and Pereira Associates for the IVDA. Those studies served as the basis for the preparation of this Specific Plan, which itself is a further refinement of those concepts. Subsequent amendments to the Specific Plan and new developments have occurred to further refine the infrastructure needs of the area. The primary difference between the previous Master Plan and this Specific Plan is the Plan boundaries and the allowable intensity of development.

In their report, ASL acknowledged that the land use plan upon which the analysis was accomplished was an evolving process. They indicated that for the purposes of their study, a change to the mix of uses (which were office/commercial/industrial) would not be considered significant unless high density residential (greater than 15 dwelling units per acre) were to be developed on the site. Thus, while the Specific Plan and the Master Plan differ in respect to details, the basic use assumptions remained constant and the ASL recommendations are directly transferable. Subsequent studies of the utility and infrastructure systems needed to serve new developments have also identified the necessary upgrades to existing utilities.

F.3.1 Water Supply

The IVDA initially owned, operated, and maintained the on-site water system for the project area. As noted previously, the system includes several wells of varying production capability, three storage tanks, and a distribution system. The distribution system was upgraded by the IVDA with the installation of the 20-inch backbone water mains in Tippecanoe Avenue, Harry Sheppard Boulevard, and Del Rosa Drive. An extension of the 20-inch line on Third Street to interconnect with the east water tank and distribution system also was completed. The water system of the San Bernardino Municipal Water Department in the project area includes a 20-inch line on Tippecanoe Avenue, 12-inch lines on Mill Street, Central Avenue, Leland Norton Way, and Lena Road, and a 16-inch line along Timber Creek. A new 20" water line was also installed along the southern property line of the Stater Bros. Markets project and extending northerly in the reconstructed Leland Norton Way. (See Exhibit IV-3)

The IVDA has recently entered into a water system integration agreement with the City of San Bernardino Municipal Water Department for the integration of the IVDA water system within the former Base area with the City system within an 18-month period. Water lines are proposed from the line running along the southern boundary of the Centergate District) across the end of the Airport runways toward the Southgate area, roughly parallel to Tippecanoe Avenue, to provide water service to future industrial developments to be undertaken within the former golf course area.

With regard to storage capacity, there are no plans to increase water storage on-site, however, an emergency interconnect with the City of San Bernardino water system at Third Street and Tippecanoe Avenue has been provided as back-up supply in emergency conditions when and if necessary, as part of the integration with the City of San Bernardino water system. However, a component of the IVDA agreement for the integration of the water system with that of the City of San Bernardino includes the acquisition of 1.2 million gallons of additional off-site water reservoir storage capacity.

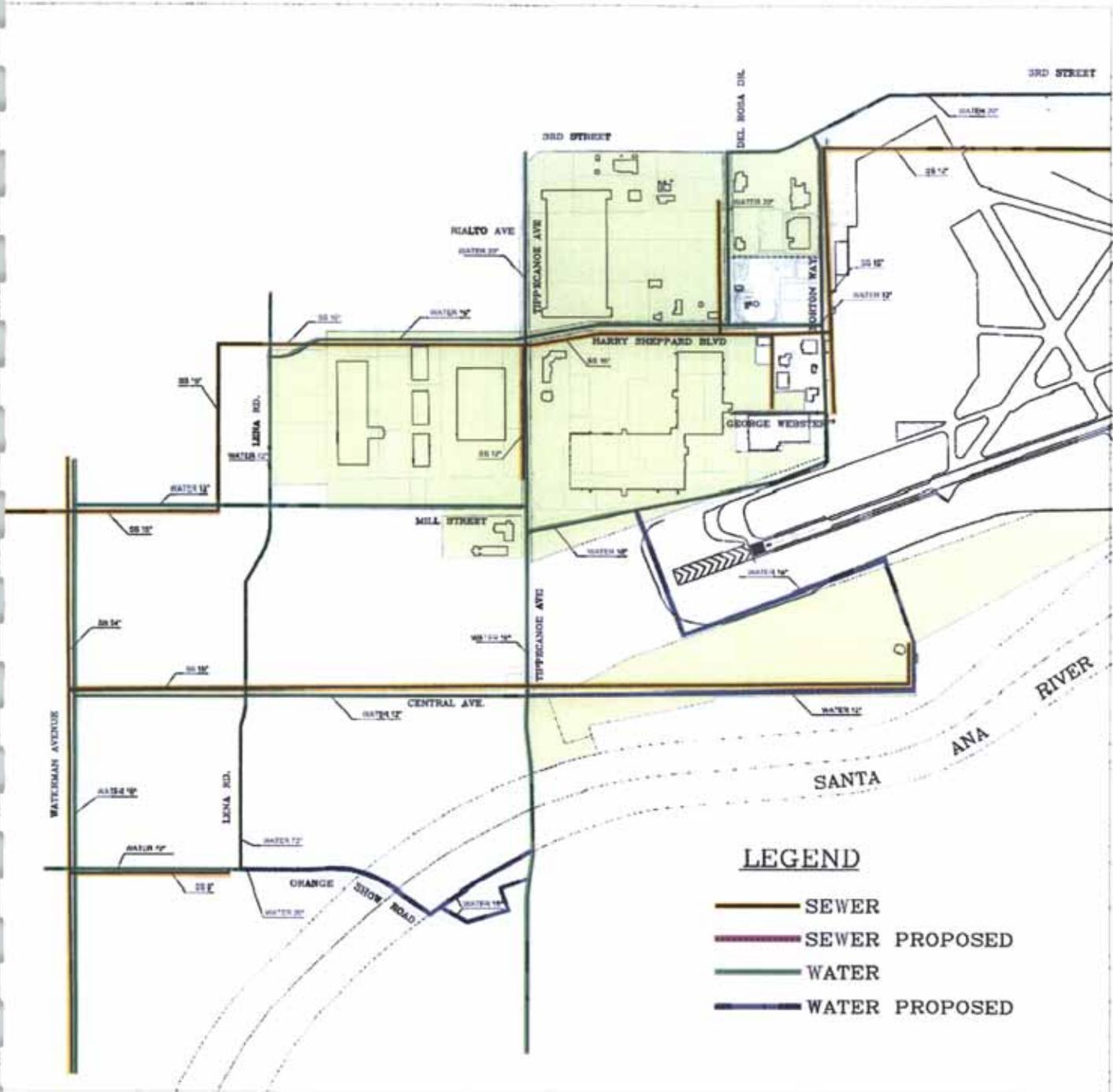


EXHIBIT IV-3
 Water & Sewer Systems



Extensions of new water lines and/or replacements of existing water lines will be accomplished on an incremental basis subject to demand. Any further improvements to the water system beyond that already described will be the responsibility of individual users.

F.3.2 Wastewater

The existing wastewater collection system of the Base was retained for use in the Specific Plan area and within the Airport. Repairs, replacements, or relocations of the lines will be accomplished on a case-by-case basis, as new construction occurs within the Specific Plan area and additional sewage lines would be provided as needed to serve new developments within the Specific Plan area and the Airport. These include a 10- to 12-inch line in Central Avenue extending east from Tippecanoe Avenue.

The IVDA previously entered into a Master Services Agreement with the City of San Bernardino for which the existing system in place had been inspected, cleaned, and repaired as required to maintain it in an acceptable working condition. The transfer of the former NAFB sewer system occurred on December 2005 by the delivery from the USAF to the IVDA of a Bill of Sale for the entire on-base system and a quitclaim deed for all off-base sewer line easements. The IVDA and the City of San Bernardino have been negotiating the terms of a Sewer System Transfer Agreement to convey the public portions of the on-base system to the City of San Bernardino. It is expected that the IVDA will transfer the on-base sewer system and the off-base sewer line easements to the City of San Bernardino in 2006.

Wastewater from the site will continue to be transported to the City of San Bernardino wastewater treatment facility via a sewer transmission line that was installed under a 1994 agreement between the City of San Bernardino and the USAF. Such agreement has expired as of 1994, after which time the IVDA had control over the sewer system under a license agreement with the USAF. It is anticipated that the City of San Bernardino will be able to accommodate new demand for sewage treatment as part of its ongoing expansion program, which is funded through a city-wide sewer treatment plant capacity fee program. An existing arrangement between the IVDA and City provides that up to one million gallons per day (1 mgd) of wastewater can be accepted at the treatment plant from the former NAFB (which includes the Airport). At such time as development within the Specific Plan area and the Airport result in flows of 1 mgd, the IVDA and the SBIAA will be required to pay sewer treatment plant capacity fees on a per connection basis for additional treatment plant capacity. The Sewer System Transfer Agreement, as noted above, addresses the availability of the 1-mgd capacity being reserved for the former NAFB properties.

F.3.3 Drainage

The existing storm drain system within the former Base is focused in the western portion of the overall site, with runoff flows going into Timber Creek. As illustrated in Exhibit IV-4, the storm drain system also serves the existing hangar and operations area of the Airport. The eastern two-thirds of the former Base and the Southgate District (former golf course area and adjacent lands) are served by a smaller storm drain system that flows directly into the adjacent Santa Ana River. The existing system was designed to serve the level of development on the former Base and the related amount of impervious surface.

As part of the Specific Plan development, the existing system was evaluated and determined that additional on-site development would result in a need for additional storm drain capacity. Required improvements described as follows are based on a design of a 10-year storm frequency:

1. Approximately 1,550 feet of 48-inch reinforced concrete pipe (RCP) and 2,150 feet of 54-inch RCP is required along Harry Sheppard Boulevard and has been constructed.
2. A 4-foot by 4-foot storm drain box is required along Tippecanoe Avenue just south of Harry Sheppard Boulevard and has been constructed.
3. A 36-inch line on Del Rosa Drive and a 24-inch line on Leland Norton Way have been constructed.
4. A new storm drain line would be needed to connect the existing storm drain line on Tippecanoe Avenue with the line on Leland Norton Way, running along the southern boundary of the Centergate District.
5. Additional piping in various locations is required for connections to catch basins and detention basins at scattered locations are needed for stormwater quality protection and runoff volume and velocity reduction.

The storm drain analysis also required that Timber Creek be upgraded. The creek is a natural outflow that runs westerly from Tippecanoe Avenue along the north edge of the Westgate District. The City of San Bernardino Public Works Department has completed improvements to Timber Creek from the origin of the creek at Harry Sheppard Boulevard to the Warm Creek Flood Control Channel, located approximately 2,000 feet to the west in order to adequately carry runoff from a 25-year storm. Construction of the Timber Creek channel was originally proposed to be integrated into the previous World Trade Center project. Since the World Trade Center is no longer proposed for development, the IVDA and SBIAA worked with the City of San Bernardino to install a channel that conforms with the Master Plan of Drainage for Timber Creek. As development and changes in the drainage

basin affecting Timber Creek occur, the need for changes and modifications will be evaluated cooperatively with the City and County.

A separate drainage study will be required for the area along the Third Street District, located between Victoria and Central Avenues, and the Southgate District (former golf course area south of the San Bernardino International Airport), at such time as redevelopment or new construction is planned for those areas. The drainage studies, to be prepared by the project proponent, will have to address the disposition of the runoff generated by the proposed developments. In the interim, existing drainage swales, pipes and culverts shall be maintained to protect and provide for existing improvements.

F.3.4 Santa Ana River Floodplain Area

Along the south side of the project area, a portion of the former golf course was previously located within the 100-year floodplain area. However, the area of the former golf course is no longer within the 100-year floodplain. The floodplain area has been defined based on input from San Bernardino County Flood Control District and assuming that the Seven Oaks Dam is completed. This area is identified on Exhibit IV-4. No flood control improvements along the Santa Ana River are proposed or anticipated beyond that which has already occurred. Detailed project design for specific projects will prohibit construction within the 100-year floodplain.

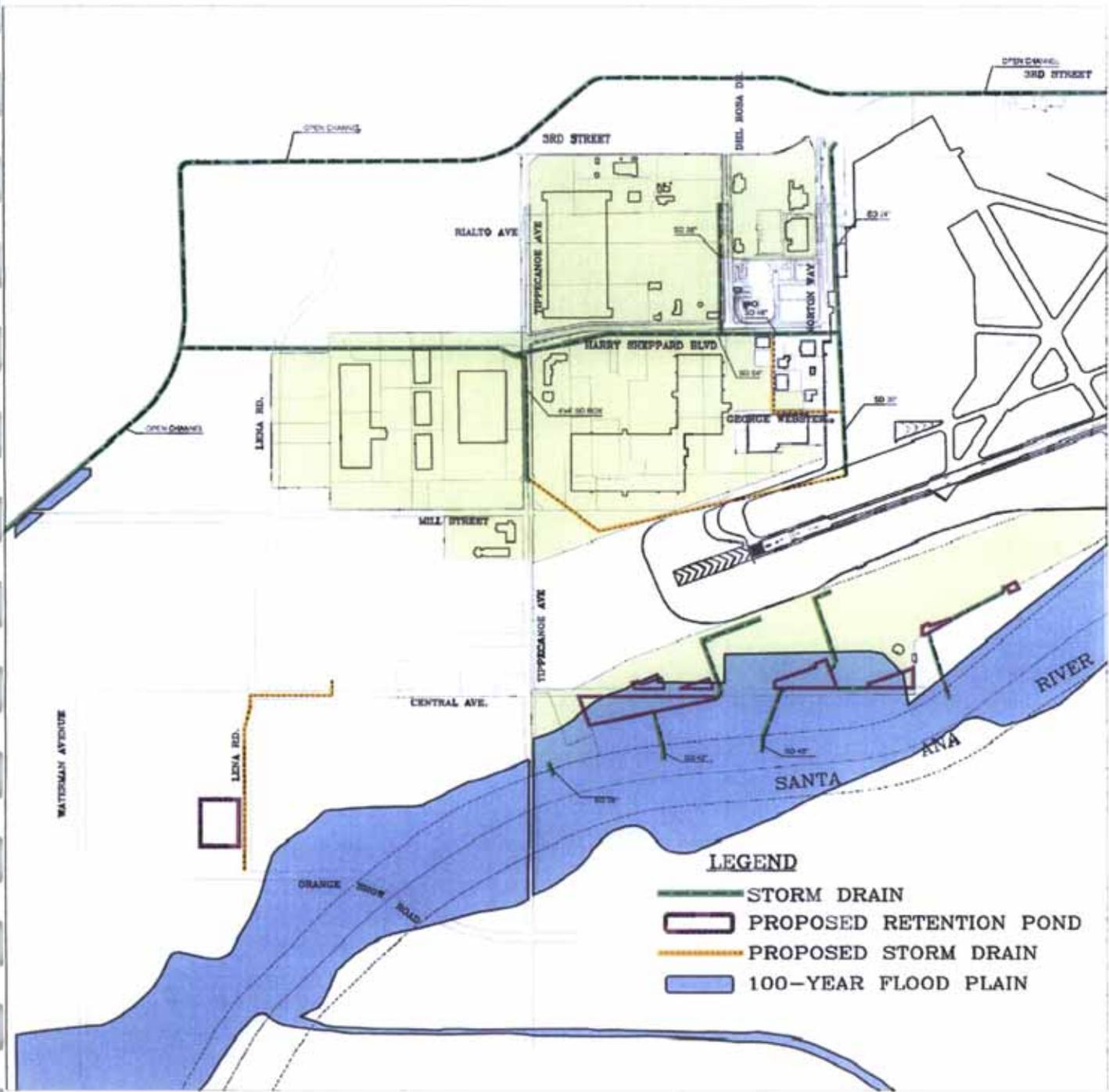
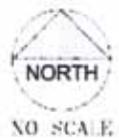
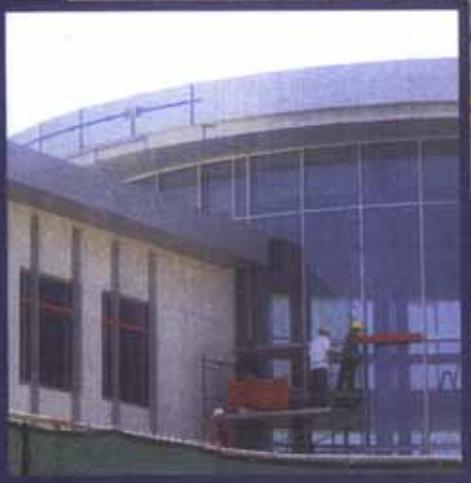


EXHIBIT IV-4 Storm Drainage



Alliance★California



SPECIFIC PLAN REGULATIONS



V. SPECIFIC PLAN REGULATIONS

A. BASIC PROVISIONS

A.1 Consistency with Specific Plan and General Plan

All land or structures shall be used and constructed in accordance with the regulations and requirements of this Specific Plan, including obtaining applicable permits prior to use initiation. The provisions contained within this Specific Plan shall be consistent with the provisions contained in the City of San Bernardino General Plan.

A.2 Conflicting Permits and Licenses to be Voided

All permits or licenses shall be issued in conformance with the provisions of this Specific Plan. Any permit or license subsequently issued and in conflict with this Specific Plan shall be null and void.

A.3 Similar Uses Permitted

When a use is not specifically listed in this Specific Plan, it shall be understood that the use may be permitted if it is determined by the City of San Bernardino Development Services Director that the use is similar to other uses listed.

It is further recognized that every conceivable use cannot be identified in this Specific Plan, and anticipating that new uses will evolve over time, this Section establishes the Director's authority to compare a proposed use and measure it against those listed in this Specific Plan for determining similarity.

In determining "similarity", the Director shall make all of the following findings:

- ❖ The proposed use shall meet the intent of, and be consistent with the goals, objectives and policies of the San Bernardino General Plan;
- ❖ The proposed use shall meet the stated purpose and general intent of the district in which the use is proposed to be located;
- ❖ The proposed use shall not adversely impact the public health, safety and general welfare of the City's residents; and
- ❖ The proposed use shall share characteristics common with, and not be of greater intensity, density or generate more environmental impact, than those uses listed in the land use district in which it is to be located.

A.4 Conflict with Other Regulations

Where conflicts occur between the provisions of this Specific Plan and the City Building and Fire codes, or other regulations of the City, the more restrictive shall apply.

It is not intended that the Specific Plan shall interfere with, repeal, abrogate, or annul any easement, covenant, or other agreement in effect at the time of adoption. Where this Specific Plan imposes a greater restriction upon the use of structures or land, the provisions of this Specific Plan shall apply.

Nothing contained in this Specific Plan shall be deemed to repeal or amend any regulation of the City requiring a permit or license or both. Nor shall anything in this Specific Plan be deemed to repeal or amend the Uniform Building and Fire Codes as adopted by the City.

A.5 Language

In interpreting this Specific Plan, it is understood that the term "shall" is mandatory, "should" is not mandatory, and "may" is permissive.

A.6 Severability

If any chapter, section, subsection, sentence, clause, or phrase of this Specific Plan is, for any reason, held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Specific Plan. The Council hereby declares that it would have adopted this Specific Plan and each chapter, section, subsection, sentence, clause, or phrase thereof irrespective of the fact that any one or more portions of this Specific Plan might be declared invalid.

A.7 Use of City Development Code

The purpose of this Specific Plan is to contain the criteria necessary for the development of the SBAC. Should this Specific Plan not contain all the elements necessary for the implementation of this Plan, then the provisions of the City of San Bernardino Development Code shall apply, including the definitions included in Section 19.02.050 of the Development Code.

A.8 Application of Document

The Specific Plan contains specific measurable standards and shall be considered a regulatory document, as opposed to a policy document. The contents of this Chapter are binding, except as may be modified using the applicable formal procedures contained within this Specific Plan. In the application of this Chapter, additional policy and intent language as contained in other chapters of the Specific Plan shall be considered. In any event, any proposal to amend the Specific Plan must be consistent with the overall goals and policies.

B. PURPOSE OF SPECIFIC PLAN REGULATIONS

1. Establish land use districts and development standards which are compatible with the development goals of the San Bernardino Alliance★California Specific Plan and the surrounding community.
2. Provide a variety of land use districts which will help stimulate business development and job growth within and around the San Bernardino Alliance★California Specific Plan.
3. Establish standards which will provide compatibility between different types of development and land use.
4. Ensure adequate light, air and open space.
5. Protect surrounding uses from excessive noise, illumination, unsightliness, odor, smoke and other objectionable influences.
6. Facilitate the provision of public improvements commensurate with anticipated land use, development intensities, and service requirements.
7. Minimize traffic congestion and avoid the overloading of utilities.

C. TEMPORARY AND INTERIM USES AND OCCUPANCIES

C.1 Purpose

These standards provide for the establishment of uses within an existing structure.

C.2 Applicability

Any use which occupies an existing structure for a limited or short-term period or proposes to alter or expand an existing structure shall be subject to the standards set forth in this section.

C.3 Definitions

C.3.1 Existing Structure

A structure located within the San Bernardino Alliance★California Specific Plan boundaries which was originally constructed as part of Norton Air Force Base and existed as of the effective date of the Specific Plan adoption in 1996.

C.3.2 Temporary Use/Occupancy (Legal Non-Conforming Use)

A use which was established prior to the adoption of the Specific Plan, which is inconsistent with uses permitted within the Land Use District.

C.3.3 Interim Use/Occupancy

A use consistent with uses permitted in the Land Use District, located in an existing structure where the site does not meet landscaping, parking, and/or other development standards.

C.4 General Standards for Temporary and Interim Uses/Occupancies

Proposed uses shall be identified as either temporary or interim uses/occupancies subject to a Development Permit and shall conform to all of the following standards set forth in this Section, in compliance with the following criteria prior to occupancy or expansion.

C.4.1 Temporary Uses/Occupancies

The structure shall be upgraded as necessary to meet current requirements of the Uniform Building Code.

C.4.2 Interim Uses/Occupancies

1. The structure shall be upgraded, as necessary, to meet current requirements of the Uniform Building Code.
2. The use and/or structure shall meet all applicable standards contained in this Chapter if any of the following actions occur:
 - (a) The structure undergoes a change of use or occupancy.
 - (b) The use or structure undergoes a physical or building floor area expansion.

D. USES ON PUBLIC BENEFIT PARCELS

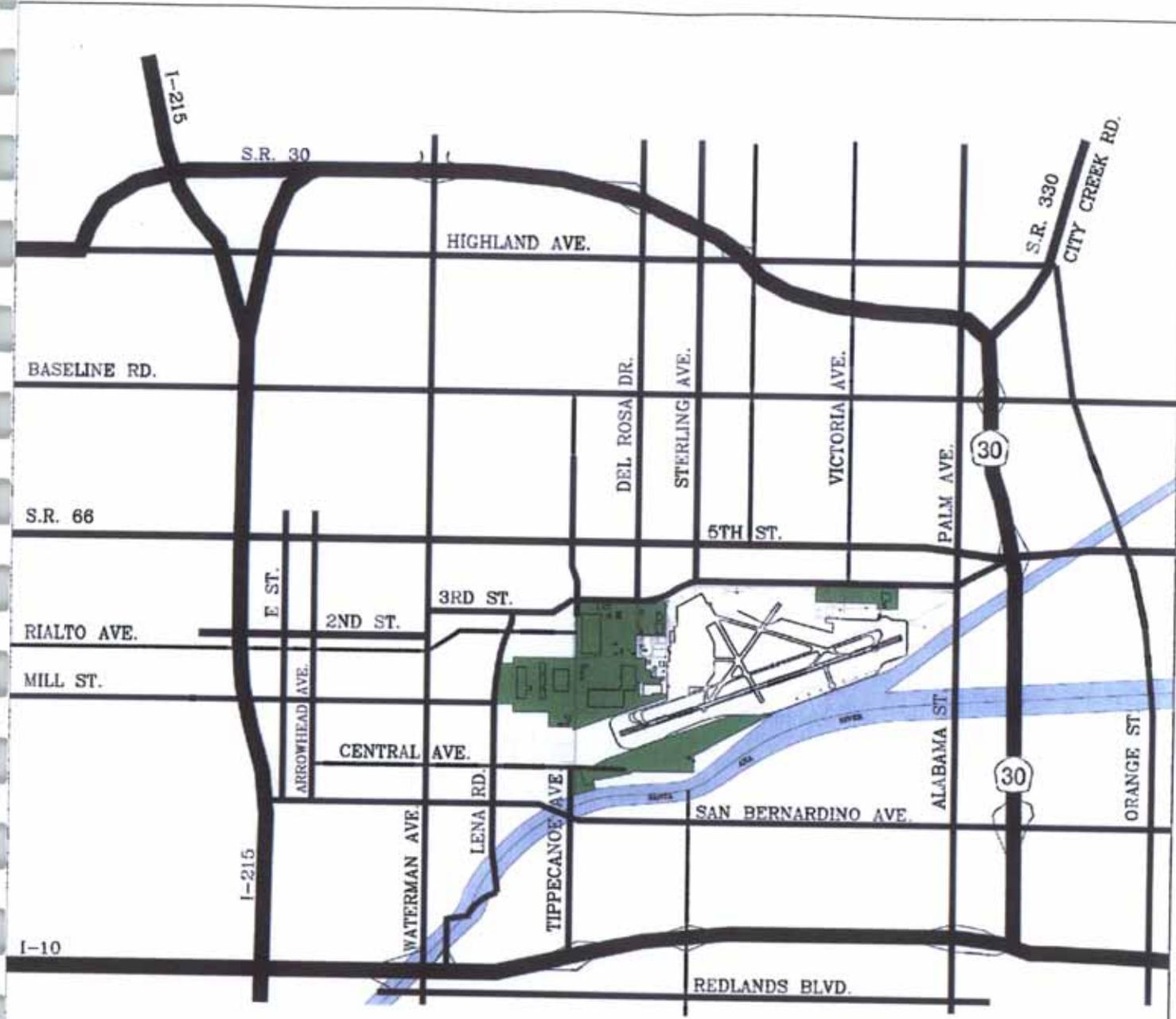
All uses established on the Public Benefit Parcels shall be subject to the requirements of the Record of Decision (ROD) included in the Appendix A to this Specific Plan. For purposes of this Specific Plan, all Public Benefit uses shall be treated in the same manner and subject to the same requirements as Interim Uses.

E. CIRCULATION ELEMENT

E.1 The purpose of the Specific Plan Circulation System is to recognize existing street improvements and future needs within the Specific Plan area, and integrate them into the surrounding circulation system.

E.2 Previous Circulation Element

Prior to the Specific Plan adoption in 1996, the planned street system adjacent to or in close proximity to the SBAC contained the following elements, as shown in Exhibit V-1.



LEGEND

-  FREEWAY
-  MAJOR ARTERIAL
-  SECONDARY ARTERIAL
-  SPECIFIC PLAN AREA

EXHIBIT V-1
 Circulation Element-
 Prior To Amendment

SAN BERNARDINO ALLIANCE★CALIFORNIA



- ❖ Third Street is designated as a Major Arterial, with a 120-foot right-of-way within the City of San Bernardino and as a Special Major Highway in the City of Highland.

Both involved six-lane roadways with a raised median improvement. This roadway will require widening and full improvements as new development occurs on adjacent parcels.

- ❖ Lena Road, from Third Street to Mill Street, is designated as a Major Arterial, with a 110-foot right-of-way. This roadway will require widening and full improvements as new development occurs on adjacent parcels.
- ❖ Mill Street, west of Lena Road, is designated as a Major Arterial, with a 110-foot right-of-way. This portion of Mill Street does not abut the project site.
- ❖ Tippecanoe Avenue, between Rialto Avenue and Third Street, was designated as a Secondary Arterial, with an 88-foot right-of-way. This segment of Tippecanoe Avenue has been upgraded as defined below.

E.3 Additions to the Circulation Element

Concurrent with the adoption of this Specific Plan and subsequent amendments, the following changes were made in the General Plan Circulation Element as shown in Exhibit V-2:

- ❖ Tippecanoe Avenue is designated as a Major Arterial (120-foot right-of-way) from the Santa Ana River north to Third Street, with a raised median.
- ❖ A southward extension of existing Del Rosa Drive is designated as a Major Arterial (120-foot right-of-way) from Third Street south to Harry Sheppard Boulevard.
- ❖ Mill Street is designated as a Major Arterial (100-foot right-of-way, 6-lane) extending from Lena Road eastward to Tippecanoe Avenue.
- ❖ Harry Sheppard Boulevard, between Tippecanoe Avenue and Del Rosa Drive, is shown as a Secondary Arterial with an 88-foot right-of-way.
- ❖ Central Avenue east of Tippecanoe Avenue (formerly Palm Meadows Drive) is designated as a Secondary Arterial with an 88-foot right-of-way. The actual alignment for this roadway would be established when development plans for Southgate are finalized.
- ❖ Lena Road, from Third Street to Orange Show Road, is redesignated as a Secondary Arterial, with an 88-foot right-of-way.

The purpose of these changes is to link the site to the local and regional circulation systems, facilitate local traffic movement, and enhance access to the Airport. The recommended amendments to the City of San Bernardino Circulation Element are also listed in Table V-1 and the roadway design standards shown in Exhibit V-3.

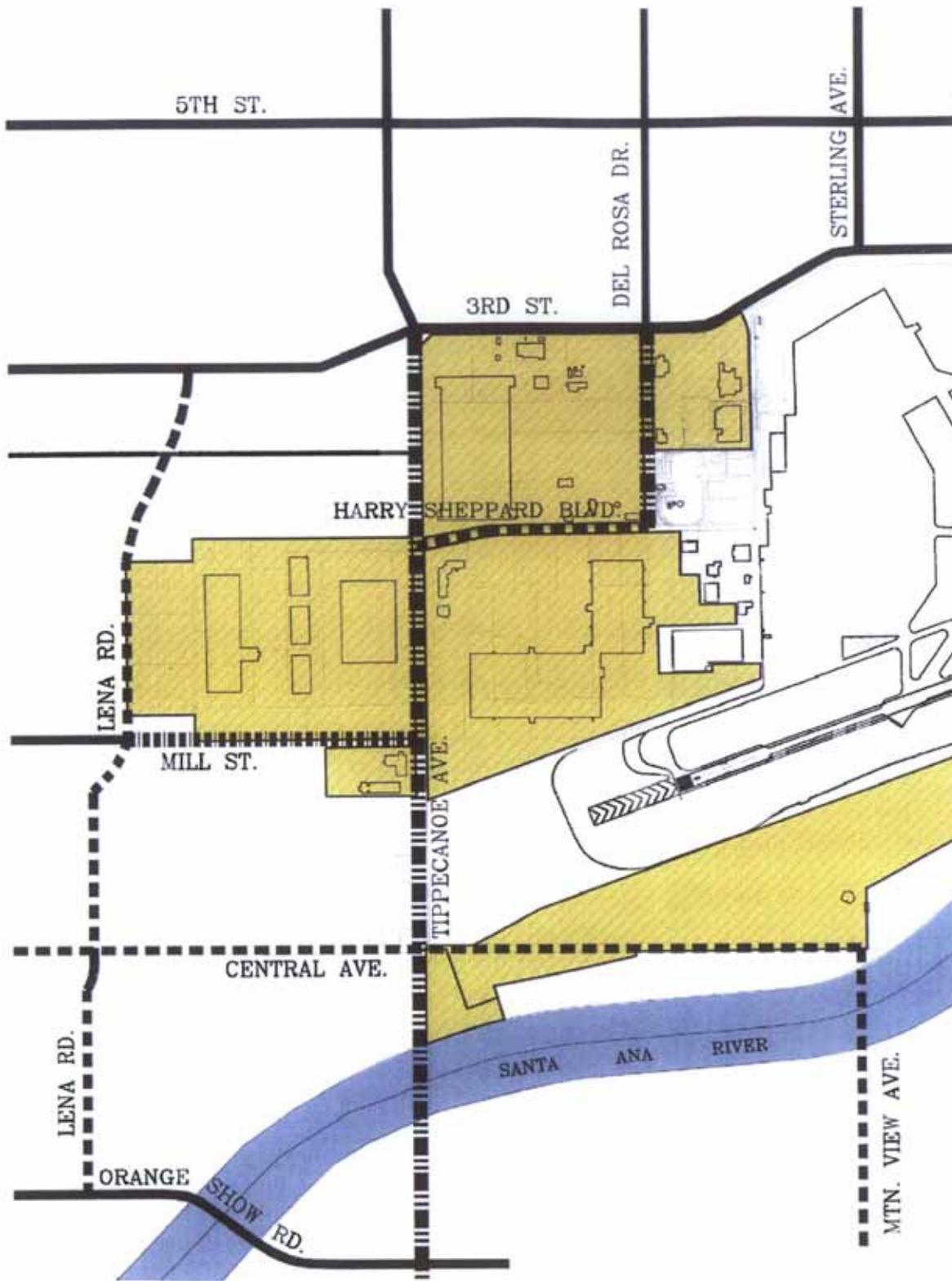


EXHIBIT V-2

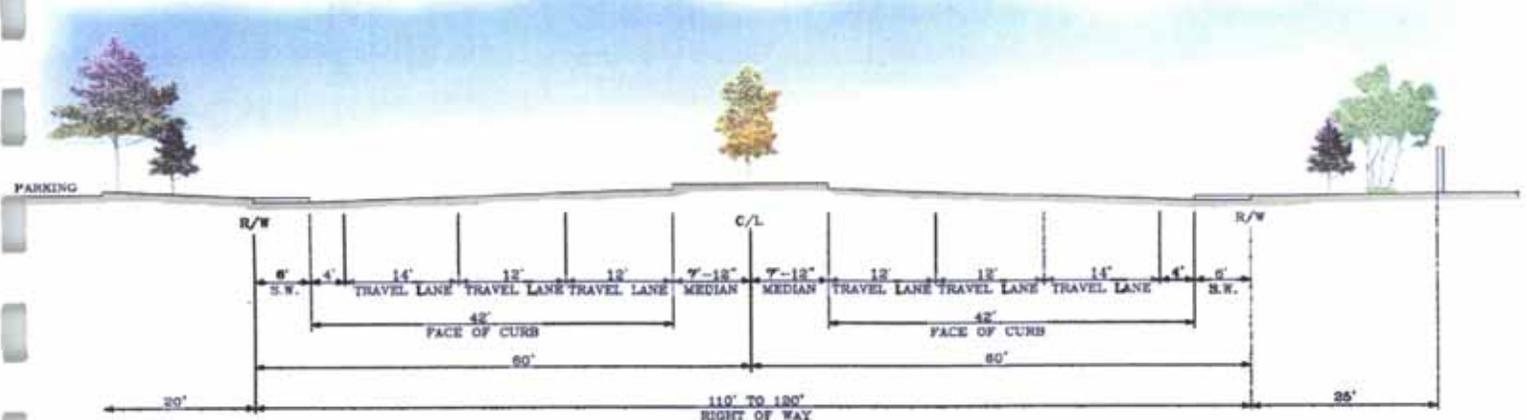
Circulation Element -
Amended Circulation

SAN BERNARDINO ALLIANCE ★ CALIFORNIA

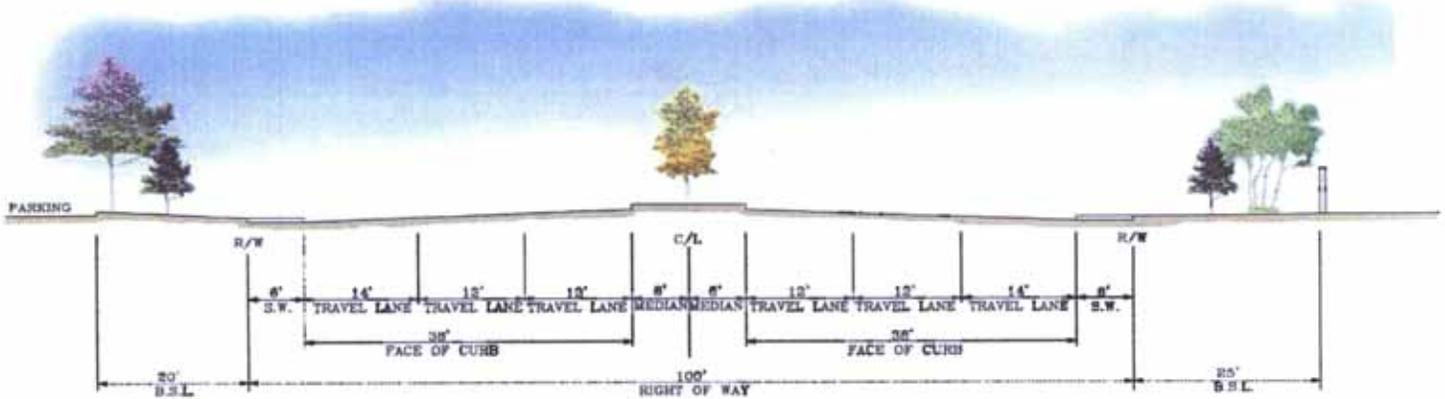
LEGEND



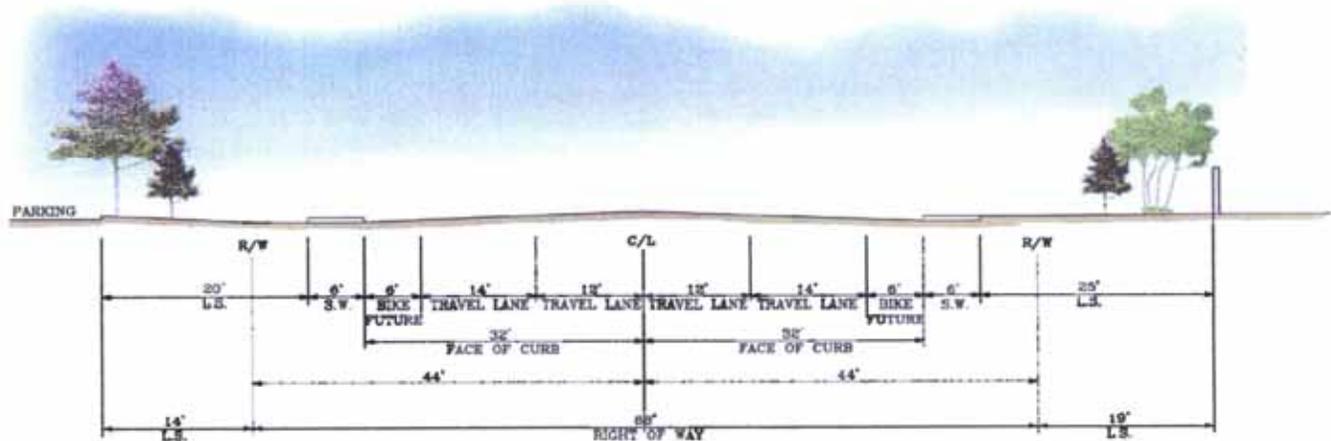
- MAJOR ARTERIAL
- SECONDARY ARTERIAL
- PROPOSED MAJOR ARTERIAL (120' R.O.W.)
- PROPOSED MAJOR ARTERIAL (100' R.O.W.)
- PROPOSED SECONDARY ARTERIAL
- SPECIFIC PLAN AREA



MAJOR ARTERIAL (6 LANE)
(TIPPCANOE AVE, DEL ROSA DR)



MAJOR ARTERIAL (6 LANE)
(MILL STREET)



SECONDARY ARTERIAL/SPECIFIC PLAN COLLECTOR
(HARRY SHEPPARD BLVD, DEL ROSA DR.
LENA ROAD, CENTRAL AVE.)

EXHIBIT V-3 Roadway Design Standards and Setbacks

**TABLE V-1
CITY OF SAN BERNARDINO CIRCULATION ELEMENT AMENDMENTS**

Street	Existing Designation	Proposed Designation
Tippecanoe Avenue	None except as Secondary Arterial between Third Street and Rialto Avenue.	Designate as Major Arterial (120 foot right-of-way) from the Santa Ana River on the south to Third Street on the north. Tippecanoe will then be shown as a continuous Major Arterial through the Base and connecting with the existing Major Arterial designation. The portion between Third Street and Rialto Avenue will be upgraded to Major Arterial by this action.
Del Rosa Drive	None	Extend Del Rosa Drive as a Major Arterial (120 foot right-of-way) south from Third Street to Harry Sheppard Boulevard.
Mill Street	None	Extend Mill Street as a Major Arterial (100-foot right-of-way, 6-lane) from Lena Road to Tippecanoe Avenue.
Harry Sheppard Boulevard	None	Designate as a Secondary Arterial/Specific Plan Collector with an 88-foot right-of-way between Tippecanoe Avenue and Del Rosa Drive.
Central Avenue	Secondary Arterial west of Tippecanoe and Major Arterial east of Tippecanoe Avenue	Designate as a Secondary Arterial with an 88-foot right-of-way east of Tippecanoe Avenue
Lena Road	Major Arterial	Designate as a Secondary Arterial with an 88-foot right-of-way between Third Street and Orange Show Road

E.4 Driveway Access Standards

Each development block has special considerations for driveway access limitation points. These are described in detail in Section V.F under the descriptions of each land use category, land use district and any related subareas. Refer to that section for more detailed information.

E.5 Traffic Signal Requirements

Traffic signals currently exist at the primary access intersections of Mill Street and Tippecanoe Avenue, Third Street and Tippecanoe Avenue, Third Street and Del Rosa Drive, and Third Street and Victoria Avenue. The signals at Mill Street and Tippecanoe Avenue and at Third Street and Del Rosa Drive were upgraded concurrent with the improvements to the intersecting roads. New traffic

signals have also been installed at the intersections of Tippecanoe Avenue and Harry Sheppard Boulevard, Del Rosa Drive and Harry Sheppard Boulevard, Del Rosa Drive and Rialto Avenue, Third Street and Lena Road, Tippecanoe and Central Avenue and Lena Road and Mill Street, as part of the scheduled road improvements during the first phase infrastructure improvements.

A traffic signal is also planned at Third Street and Leland Norton Way as part of the access improvements planned by the San Bernardino International Airport. Lastly, a new traffic signal will be required at the intersection of Third Street and Central Avenue (in the City of Highland) at such time as new development activity provides sufficient additional traffic to warrant that improvement.

F. LAND USE DISTRICTS

F.1 The purpose of each Land Use District is defined as follows:

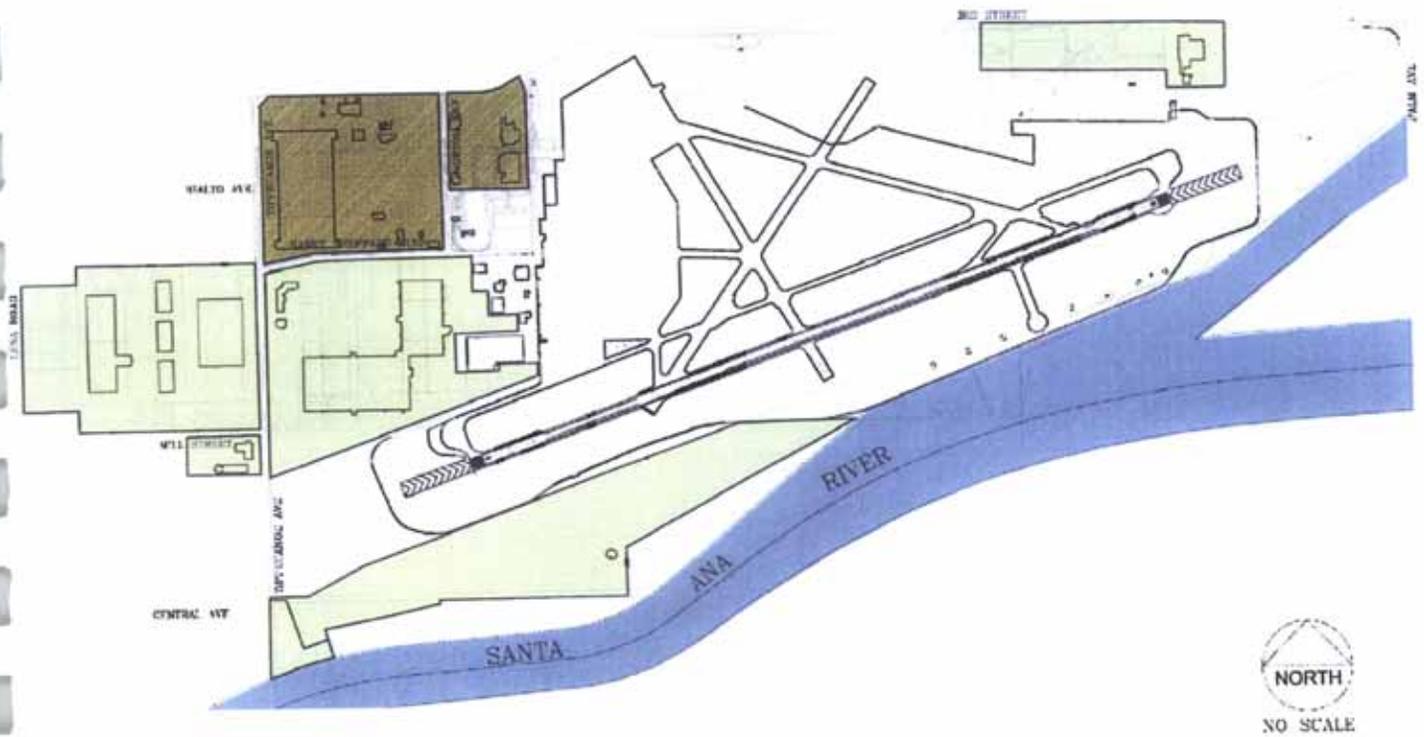
F.1.1 Northgate District

Located between Harry Sheppard Boulevard on the south, Third Street on the north, Tippecanoe Avenue on the west, and Leland Norton Way on the east (see Exhibit V-4), the Northgate District is intended to accommodate a wide variety of research and development related uses including manufacturing, light industrial, neighborhood commercial, laboratories, office professional use, vocational training and educational facilities, institutional, and recreational open space. The intent is to combine these land uses and implement them under a “campus” concept, which ties these uses together with broad landscaped and well-lighted pedestrian walkways.

The extent to which raw materials will be manufactured will be limited to that necessary to adequately test and analyze new products. The scale and intensity of these uses may allow for the interim use of existing building stock. Research and development facilities may include the manufacturing, assembly and testing of products which are characterized as clean and generate non-hazardous byproducts.

Neighborhood commercial uses may include a food court, retail stores, neighborhood services, and restaurants. Desired office uses would include a broad range of supporting uses in a well landscaped setting. Potential uses include medical offices and clinics, corporate offices, governmental and institutional uses, administrative and professional offices, daycare facilities, financial services and supporting commercial.

Site design should consider existing uses within the Northgate District. These existing uses include the Mattel facility at the northeast corner of Tippecanoe Avenue and Harry Sheppard Boulevard and the Loma Linda University Medical Clinic on Third Street, which serves a medical clinic to the local area population.



LOCATION: THE NORTHGATE DISTRICT IS GENERALLY BOUNDED BY TIPPECANOE AVENUE ON THE WEST, HARRY SHEPPARD AVE. ON THE SOUTH, LELAND NOTRON WAY ON THE EAST, AND 'THIRD STREET' ON THE NORTH.

EXHIBIT V-4
Northgate District

Additionally, the San Bernardino Community College District facility located on the west side of Del Rosa Drive north of Harry Sheppard Boulevard should encourage the establishment of business incubator uses that would benefit from the existing educational and research facilities.

The existing City of San Bernardino Recreation Park facilities located at the northwest corner of Rialto Avenue and Del Rosa Drive should encourage a commercial health club or similar facility.

The vocational and educational uses may range from a potential special attendance high school for technical and research training to Community College District facilities for post-high school education and training. All of these facilities will be oriented to research and development activities associated with technical park facilities and activities.

As a matter of policy, the Specific Plan does not propose the retention of residential housing units. The existing officers housing along Tippecanoe Avenue have been removed prior to the development in this area.

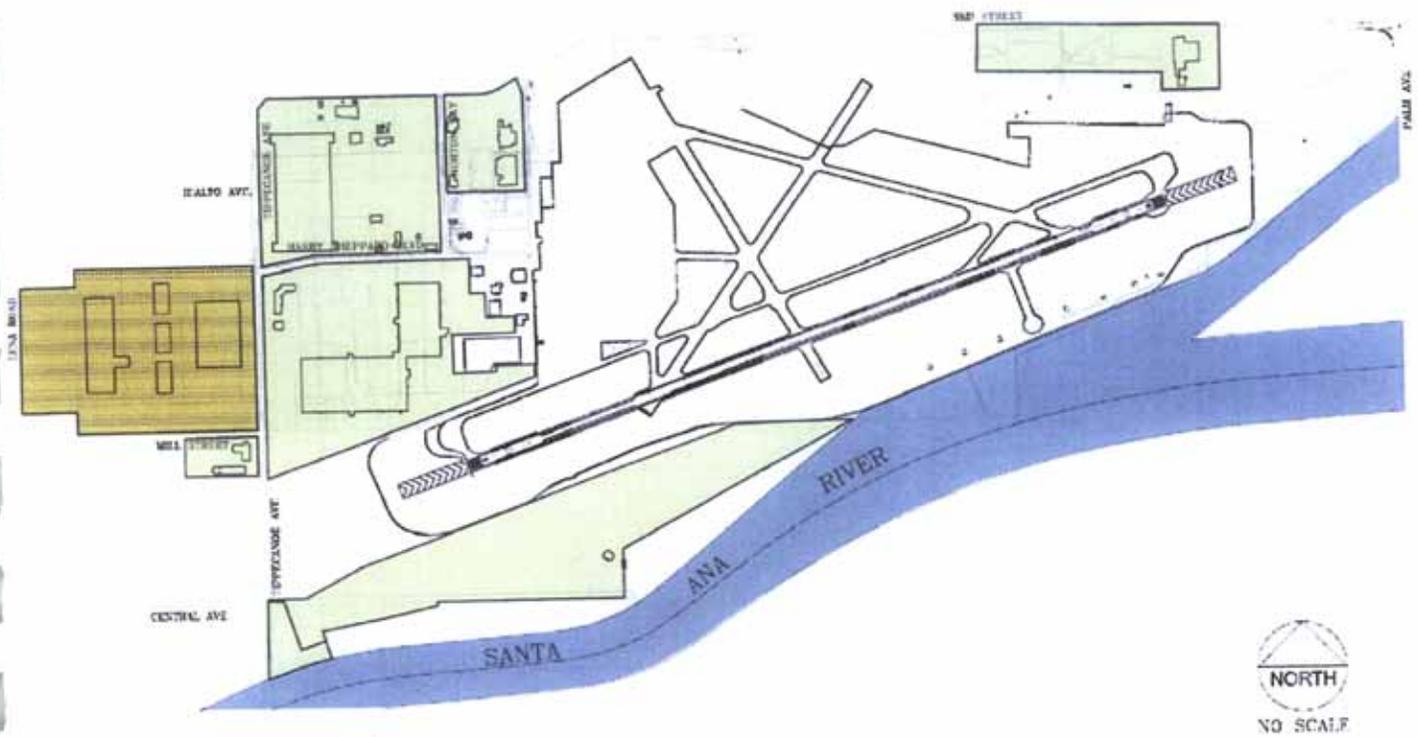
Parkway landscaping along Tippecanoe Avenue shall be designed to enhance the site's attractiveness and lessen the visual impact of adjacent parking areas. Consideration should be given to locating building mass to buffer potential airport noise from the site users.

Access points will be determined as part of the City's development review process and should consider existing traffic patterns outside the Specific Plan area, coordination with office and industrial uses to the south and industrial and airport uses to the east.

F.1.2 Westgate District

Generally located between Lena Road on the west, a drainage channel known as Timber Creek on the north, Tippecanoe Avenue on the east, and Mill Street on the south (see Exhibit V-5), this district is intended to provide the image of a self-contained area offering a combination of light industrial and distribution facilities, accompanied by warehousing and some light assembly and manufacturing activities. The district will be characterized by open space areas and associated amenities, highlighting the various on-site activity centers.

Primary access points include one major entry from Lena Road, two major entries from Mill Street, and one major entry from Tippecanoe Avenue. Additional driveway access points along these roads may be permitted as long as they are at least 150 feet from the major entry drive.



LOCATION: THE WESTGATE DISTRICT IS GENERALLY BOUNDED BY LENA ROAD ON THE WEST, TIMBER CREEK ON THE NORTH, TIPPECANOE AVENUE ON THE EAST, AND MILL STREET ON THE SOUTH.

EXHIBIT V-5 Westgate District

A landscape buffer will be created along Mill Street and along Tippecanoe Avenue which will serve to screen any proposed parking lot areas through a combination of mounding, berming, shrubs and tree planting. The building/structures are expected to be distributed throughout the site except that the most intense development will be oriented toward the intersection of Tippecanoe Avenue and Mill Street.

Existing uses in this district include the Kohl's Distribution Center and Pep Boys facility.

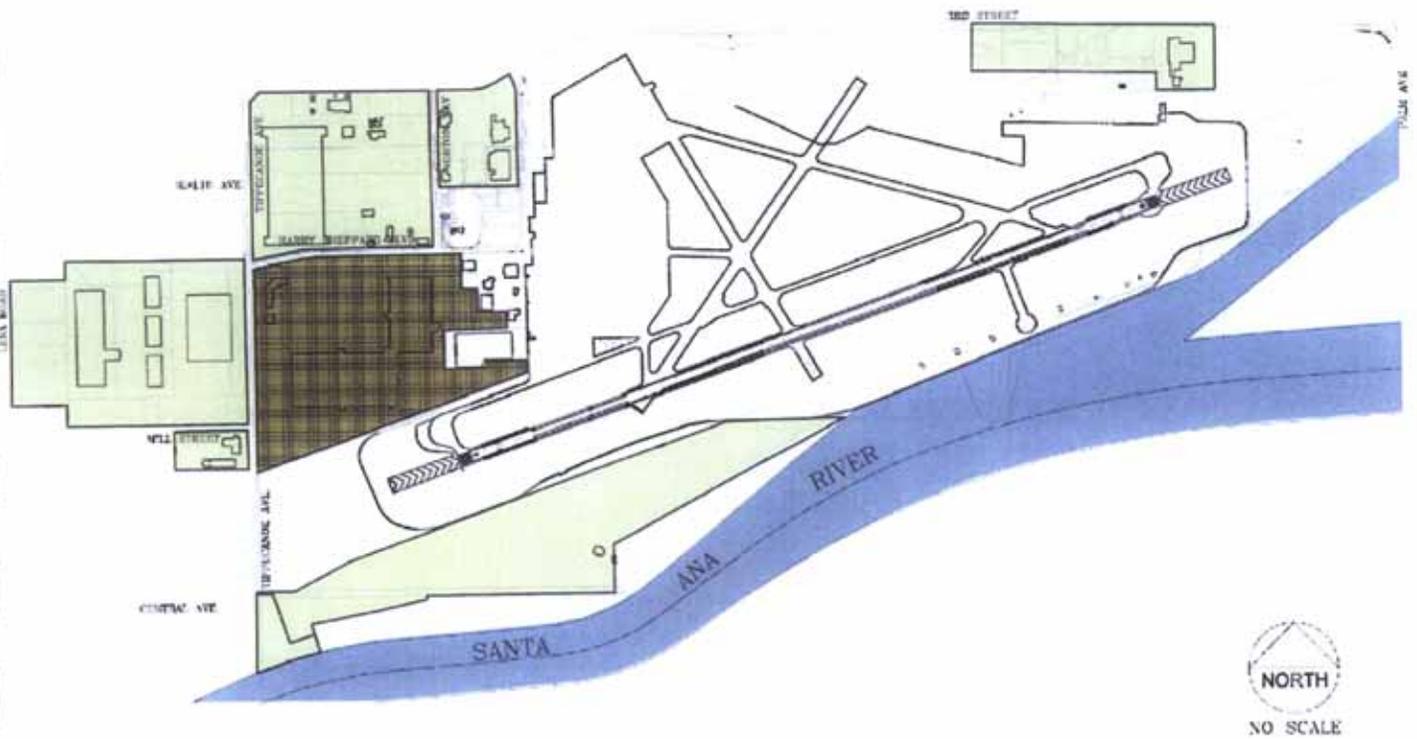
F.1.3 Centergate District

Located east of Tippecanoe Avenue, south of Harry Sheppard Boulevard, west of Leland Norton Way and north of the airport runways, (see Exhibit V-6 the Centergate District is intended to accommodate a variety of industrial and office uses of varying scale and intensity, taking advantage in two of these locations of the previous land use and building occupancy patterns established during operation of the Base including the availability of large buildings, aviation related activities, and compatibility with adjacent uses. It is expected that initial site tenants will utilize existing buildings to the extent feasible. In all cases, any manufacturing, assembly or similar activities must occur within an enclosed building.

This district is proposed to include industrial uses, including manufacturing, assembly, warehousing and distribution facilities. Site design issues include the creation of vehicular access points at generally equal intervals around the perimeter of the area. The location of these access points will be based on the location of adjoining access points and driveways between existing industrial buildings. This access feature relates directly to the massing of future buildings in an alignment similar to the existing building arrangement. By locating buildings in this manner the existing parking areas and mature trees can be retained. Vehicular access points should be generally evenly distributed, rather than grouped. Two access points are proposed along Harry Sheppard Boulevard and three access points at Tippecanoe Avenue.

The area adjacent to Harry Sheppard Boulevard and Tippecanoe Avenue shall be subject to increased setbacks and landscape screening to ensure compatibility with adjacent land uses. It is expected that the existing on-site structures will be utilized on an interim basis subject to improvements to satisfy public health and safety standards. The transition over time to new construction will be dependent on user needs and requirements.

Existing developments include the Norton Community Credit Union and the Stater Brothers Corporate Office and Distribution Center.



LOCATION: THE CENTERGATE DISTRICT IS BOUNDED ON THE WEST BY TIPPECANOE AVENUE, ON THE NORTH BY HARRY SHEPPARD BOULEVARD, ON THE EAST AND SOUTH BY THE SAN BERNARDINO AIRPORT AUTHORITY (SBIAA) BOUNDARY.

EXHIBIT V-6 Centergate District

F.1.4 Southgate District

Located east of Tippecanoe Avenue between the airport boundary on the north and the Santa Ana River and other parcels north of the river on the south, this District includes the former golf course in this area and adjacent parcels (see Exhibit V-7). This District is expected to develop with future industrial uses, with the Riverside parcels along the Santa Ana River (which are utilized by groundwater wells) expected to remain as open space.

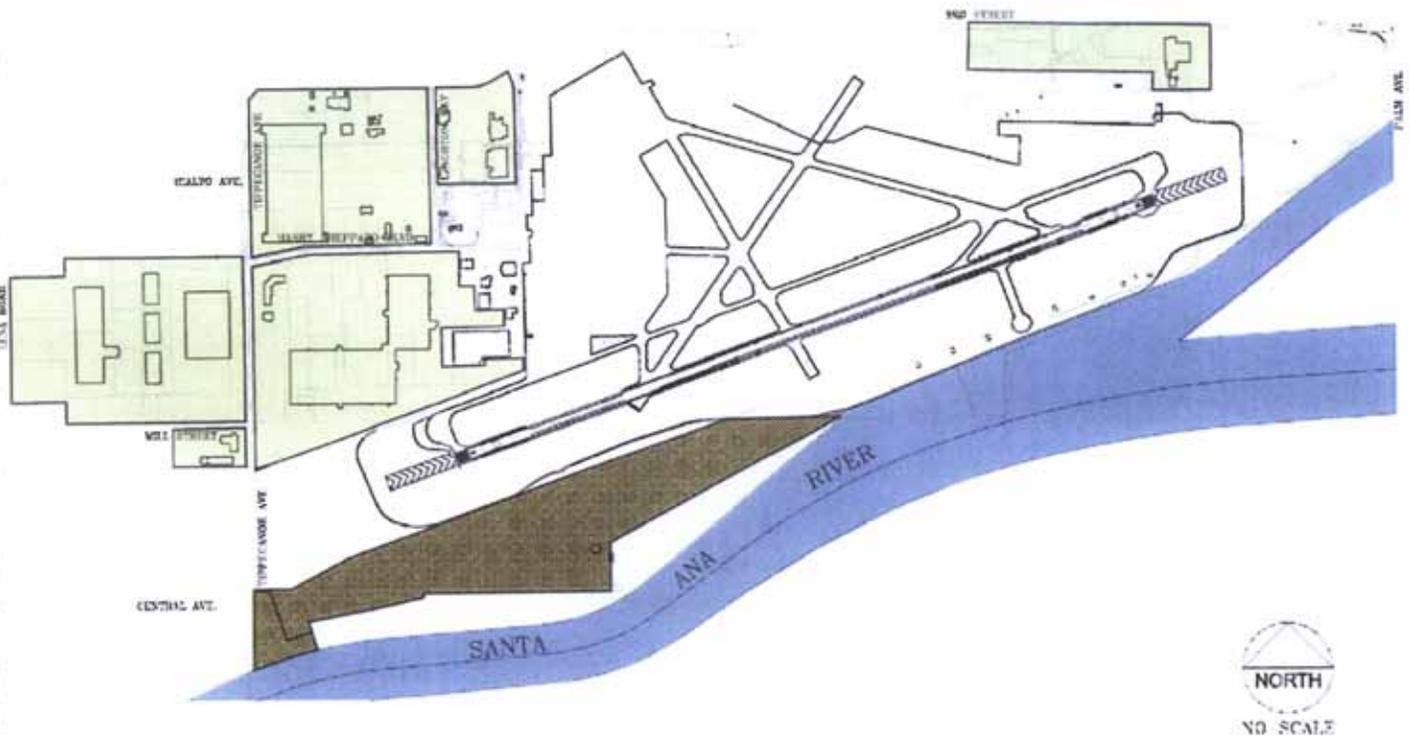
Site design considerations include coordinating access points along both sides of Central Avenue, as part of the City's development review process. Provision of passive and active employee recreational areas and access points to the Santa Ana River shall be considered as part of the overall site plan for the district. At such time as this area is converted to industrial development, an overall site plan shall be prepared and approved by the City.

F.1.5 Third Street District

The Third Street District is generally located south of Third Street, between Victoria and Central Avenues (see Exhibit V-8) and is proposed to include industrial related facilities. The uses in this district are expected to include large industrial operations, such as manufacturing, assembly, and distribution activities, in addition to aircraft sales and service uses, and "through-the-fence operations." A "through-the-fence operation" means that an aviation related or dependent industrial use backs up to and has direct access to airport operations inside the fenced Airport boundary. This allows planes to come directly to the facility to offload or take on cargo, avoiding unnecessary extra handling and tracking. Existing paved parking areas may be maintained as large contiguous shared parking areas.

Site design issues include the creation of primary access points along Third Street at Victoria Avenue and Central Avenue. The existing perimeter road that serves airport users within the Airport ownership and that enters the area from the west and extends east toward Victoria Avenue shall be maintained. Future site development planning may extend this Perimeter roadway if deemed desirable for enhanced circulation and access depending on ownership and site design. An optional circulation pattern could extend a road east/west along the southerly boundary along the alignment of "W" Street, potentially linking Victoria Avenue with Central Avenue. However, this would impact potential through-the-fence operations by placing a roadway between on-site users and the airport. This would result in preventing direct access to the airport cargo freight operations that might otherwise have been available for potential industrial users.

In addition to the 15.64 acre parcel transferred as a Public Benefit Transfer through the Department of Interior, approximately 30 acres were transferred from the Air Force to the IVDA and then to the San Manuel Band of Mission Indians (San Manuel Indian Tribe) as a part of the Economic Development Conveyance (EDC), with the deed being conveyed by the



LOCATION: THE SOUTHGATE DISTRICT IS AN IRREGULARLY SHAPED AREA BOUNDED ON THE NORTH BY THE SBIAA BOUNDARY, ON THE SOUTH BY THE SANTA ANA RIVER, AND ON THE WEST BY TIPPECANOE AVENUE.

EXHIBIT V-7
Southgate District

IVDA to San Manuel Indian Tribe. A portion of the 45.64-acre site comprising the Third Street District is contemplated for a boundary adjustment and transfer to the San Bernardino International Airport Authority (“SBIAA”) in exchange for an equal amount of land located north of “W” Street, subject to approval of the Federal Aviation Administration (FAA), San Manuel Indian Tribe, and SBIAA (see Exhibit V-8). In the event of such a boundary adjustment, all of the exhibits in this Amendment No. 5 to the Specific Plan related to the Third Street District, including without limitation Exhibit V-8, shall automatically, without any formal amendment hereto, be adjusted concurrent therewith to reflect the adjusted Third Street District boundary as shown on Exhibit V-8.

The boundary adjustments for that portion of the Specific Plan area as noted above is hereby approved as a part of Amendment No. 5 to the Specific Plan, subject to the FAA granting the necessary approvals for the proposed boundary adjustment, including a delivery of an Instrument of Release and Acquisition of property to thus provide for the exchange of an identical acreage between SBIAA and the San Manuel Indian Tribe. In the event the FAA does not approve such Instrument of Release for any reason on or before five (5) years from the effective date of Amendment No. 5 to the Specific Plan, the boundaries of the Specific Plan as illustrated above shall remain in the current locations for the Third Street District as the same existed for the Third Street District prior to the adoption of Amendment No. 5 to the Specific Plan.

F.1.6 DFAS District

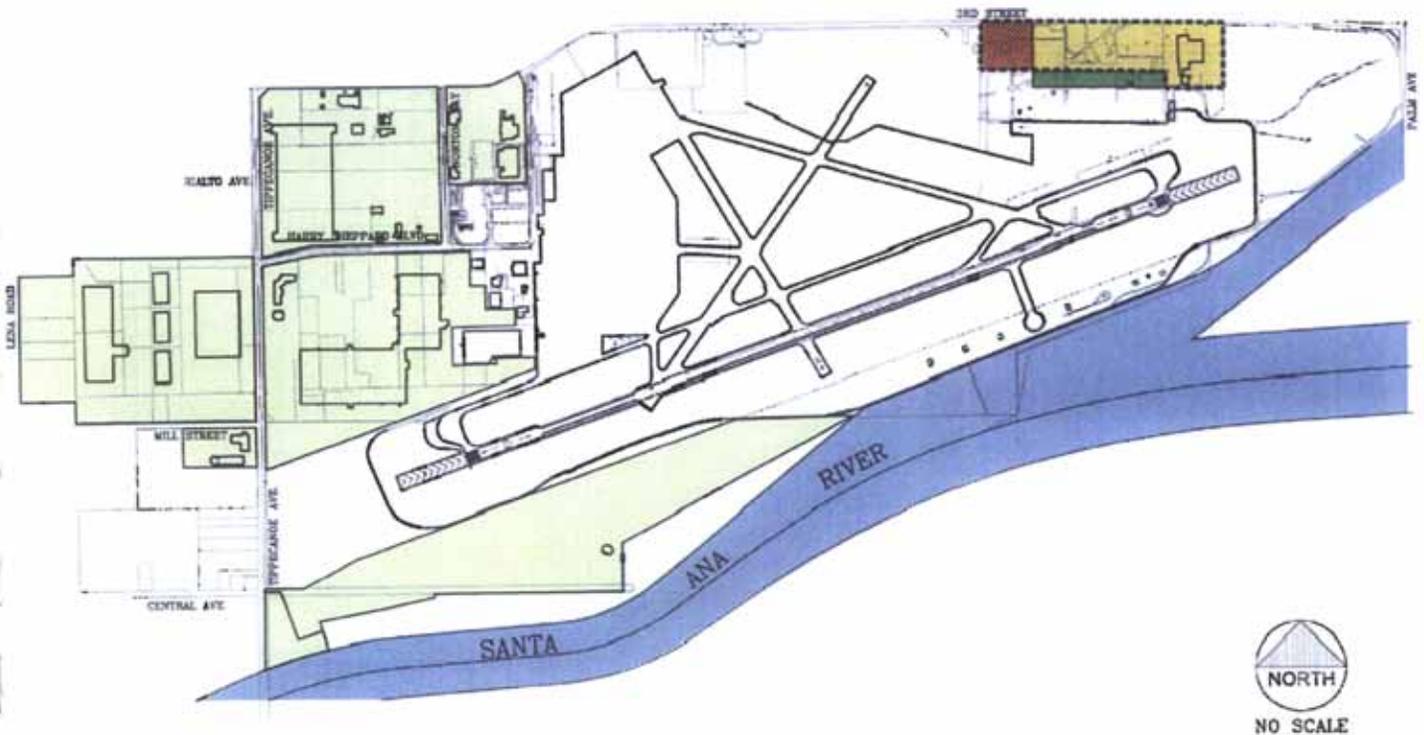
The Defense Finance and Accounting Service (DFAS) buildings are located west of Tippecanoe Avenue and south of Mill Street. The DFAS District is intended to accommodate the existing two buildings in this area, which have been renovated and reused by various agencies and private parties. These buildings are used and will continue to be used for office and light industrial uses, with access provided on both Tippecanoe Avenue and Mill Street.

Exhibit V-9 shows the location of the DFAS District.

F.2 Specific Plan Land Use District Map

The San Bernardino Alliance★California Specific Plan Land Use District Map defines the geographic location of each of the land use districts as described in Sections F.1.1 through F.1.5 above. The Specific Plan Land Use District Map is hereby incorporated as Exhibit V-10.

F.3 Permitted Uses

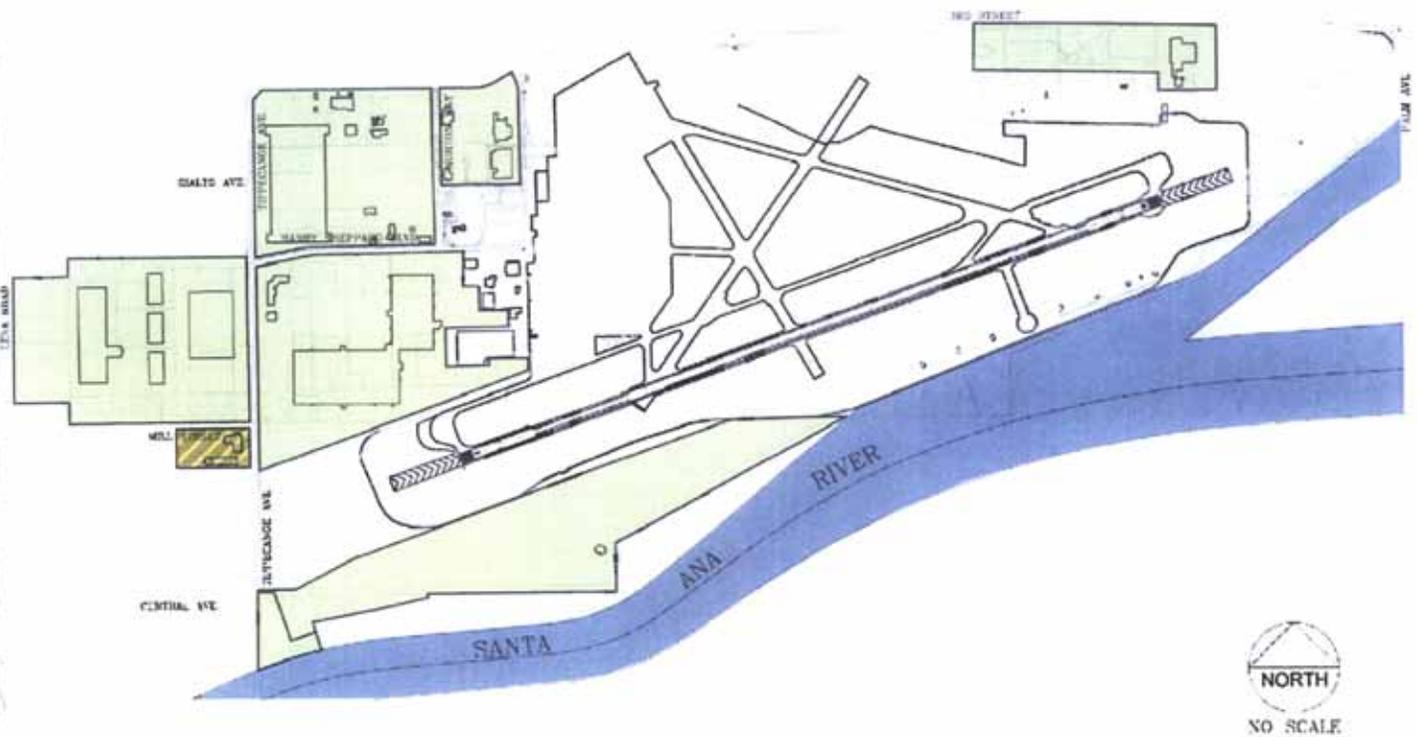


LOCATION: THE THIRD STREET DISTRICT IS BOUNDED BY THIRD STREET ON THE NORTH, AND BY SBIAA BOUNDARY ON THE REMAINING SIDES.

EXHIBIT V-8
Third Street District

SAN BERNARDINO ALLIANCE ★ CALIFORNIA

-  Existing Third Street District
-  Potential Exclusion from Third Street District if Boundary Adjustment Occurs
-  Potential Inclusion in Third Street District if Boundary Adjustment Occurs



LOCATION: THE DFAS DISTRICT IS GENERALLY BOUNDED ON THE EAST BY TIPPECANOE AVE. AND MILL STREET ON THE NORTH.

EXHIBIT V-9
DFAS District

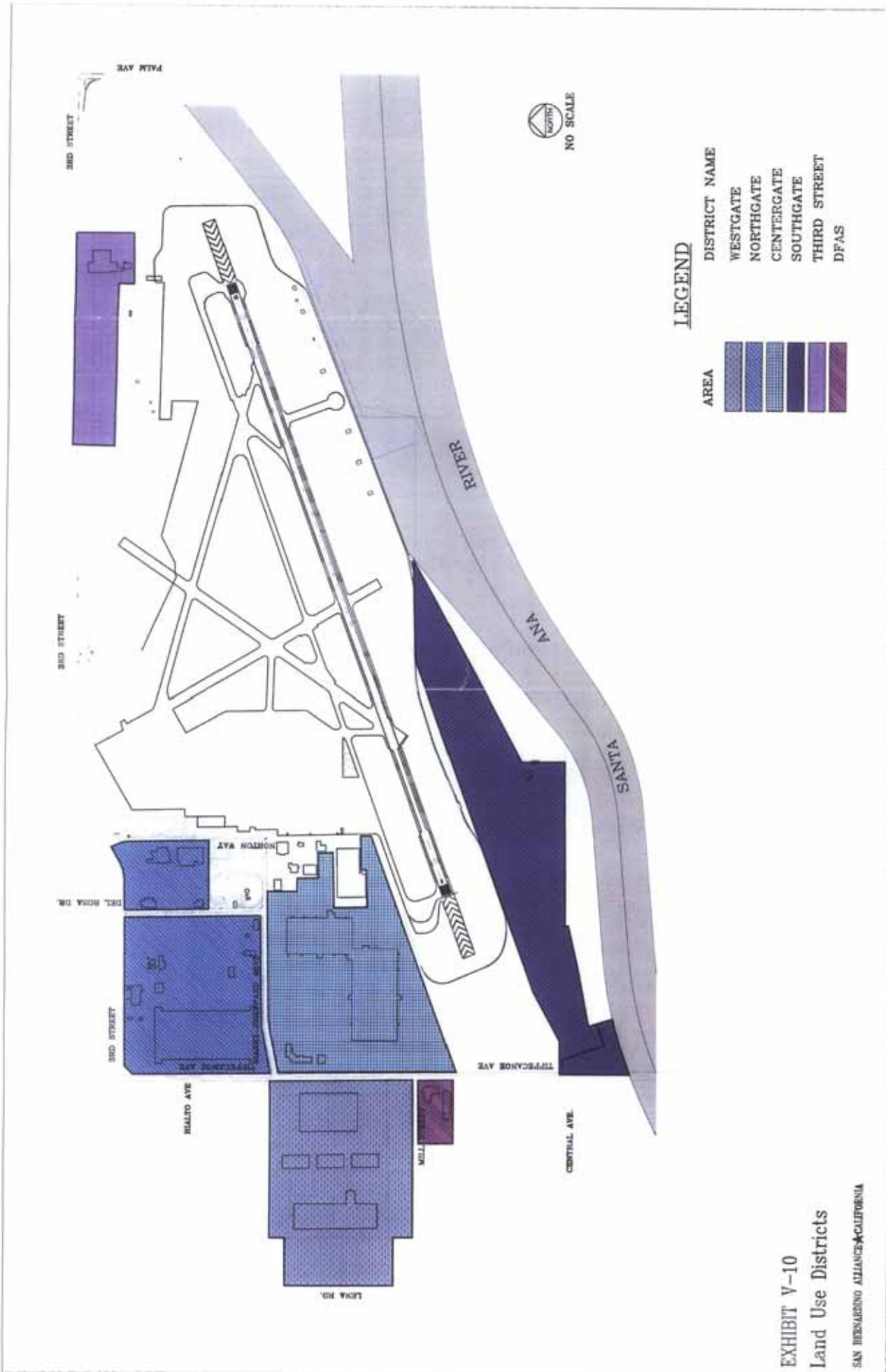


EXHIBIT V-10
 Land Use Districts
 SAN BERNARDINO ALLIANCE CALIFORNIA

**TABLE V-2
SUGGESTED AND PERMITTED USE**

District	Suggested Uses	Permitted Uses
Northgate	Research and development, light manufacturing/industrial, laboratories, related office uses.	As listed in the OIP (Office Industrial Park) District, Section 19.08.020 of the Development Code except that no residential uses shall be allowed.
	Food court, retail stores, neighborhood commercial services, restaurant, automobile service station.	As listed in the CN District, Section 19.06.020 of the Development Code except as follows: (a) no residential uses shall be permitted. (b) convenience stores will be permitted as an ancillary use to an automobile service station subject to a Conditional Use Permit (CUP).
	Medical offices and clinic, corporate and professional offices, day care facility.	As listed in the CO (Commercial Office) District, Section 19.06.020 of the Development Code except as follows: (a) No residential uses shall be allowed including Residential Care and Senior Congregate Care Facilities.
	Health club, recreational commercial uses, indoor and outdoor, public and private. Alternate uses are educational facilities, such as a technical school.	As listed in the PCR (Public/Commercial Recreation) District, Section 19.10.010 (2) (A) of the Development Code.
Westgate	Offices, commercial uses, restaurants, wholesale businesses, warehouse and light industrial uses including some assembly.	See Table V-3
Centergate, Southgate, Third Street and DFAS	Large industrial related operations including manufacturing, assembly, distribution, aircraft sales and service and airport related uses. Alternate uses are corporate and professional offices and business parks.	As listed in the CO (Commercial Office) district, Section 19.06.020 of the Development Code, and in the OIP (Office Industrial Park) District, Section 19.08.020 of the Development Code, except that no residential uses shall be allowed including Residential Care and Senior Congregate Care Facilities. Also, as listed in the IL (Industrial Light) District, Section 19.08.020 of the Development Code, except as follows: (a) Aircraft sales and service shall be an additional use permitted subject to a Development Permit. (b) Processing facilities (recycling) shall be subject to a conditional use permit (CUP).
All Districts	Temporary uses of existing structures or facilities for their original intended use under the Air Force jurisdiction.	No permitted uses. All uses are subject to a temporary use permit to be reviewed and approved by the City of San Bernardino.

**TABLE V-3
WESTGATE DISTRICT LAND USES**

The following list represents those primary uses in the Westgate District which are permitted subject to a Development Permit (D) or Temporary Use Permit (T):

Land Use Activity	Development Review Process
A. All offices, including Administrative and Professional Offices	D
B. Automotive Related Uses	
1. Service station	D
2. Vehicle leasing/rental	D
C. Lodging/Mixed Use Facilities	
1. Hotels	D
D. Eating/Drinking Establishments	
1. Lounge w/on-sale alcoholic beverages	D
2. Restaurants, no drive-thrus	D
E. Entertainment/Recreation	
1. Auditorium, convention halls, theaters	D
2. Miscellaneous indoor	D
F. Financial services	D
G. Left blank	
H. Personal service	
1. Barber/beauty/nail shops	D
2. Dance/karate studios	D
3. Dry cleaners	D
4. Health/athletic club	D
5. Laundromats	D
I. Retail Commercial	
1. Bookstores	D
2. Drug stores	D
3. Flower/gift shops	D
4. General merchandise	D
5. Indoor retail/Wholesale malls	D
6. Office supplies/equipment	D
7. Specialty food stores	D
J. Service Commercial	
1. Catering establishment	D
2. Cleaning/janitorial	D
3. Copy centers/postal service centers/blueprinting	D
4. Laboratories	D
5. Miscellaneous repair/services (indoors)	D

G. DEVELOPMENT STANDARDS

G.1 General Standards

Development standards shall be consistent with the standards contained in the following Table V-4.

G.2 Land Use Specific Standards

Special use standards for this Specific Plan shall be applicable to the following uses:

- a. Convenience stores
- b. Day care facilities
- c. Mini-storage
- d. Recycling facilities for reusable domestic containers
- e. Service stations

The standards for these uses shall be consistent with the provisions contained in Section 19.06.030(2) of the Development Code.

G.3 Property Development Standards

G.3.1 Property development standards shall be consistent with Section 19.20.020 of the Development Code except:

- 1. Exterior building walls,
- 2. Screening, and
- 3. Solar energy.

G.3.2 Intersection and Corner Visibility

To ensure clear and unobstructed visibility at intersections, landscaping planting and signs shall be limited to three feet in height within the following defined areas at street and driveway intersections and as illustrated in Exhibits V-11 and V-12:

Type	Distance From Intersection
Primary street	50 feet
Secondary street	35 feet
Local street	25 feet
Driveways	25 feet

**TABLE V-4
DEVELOPMENT STANDARDS**

Development Standards	Districts		
	Northgate	Centergate, Southgate, Third Street and DFAS	Westgate
Net Lot Area (min.)	1 ac.	NA	NA
Building Setback ¹ from Street (min.)	25' (P) 19' (S) 15' (L) 15' (PR)	25' (P) 25' (C)19' (S) 15' (L) 10' (PR)	25' (P) 25' (C) 19' (S) 15' (L) 10' (PR)
Building Setback from Property Line (min.)	10' (A) and 10' (B)	0' or 20' (A) (B)	0' or 20' (A) (B)
Building Separation (min.)	20'	20'	20'
Building Setback along Third Street (min.)	25'	25'	NA
Parking Setback (min.)	20' 20' (P) 14' (S) 10' (L)	20' 20' (P) 14' (S) 10' (L)	20' (P) 14' (S) 10' (L)
Building Height (max.)	60'	60' ²	120'
Floor Area Ratio (max.)	0.5	0.5	0.5
Lot Frontage (min.)	100'	100'	NA

(P) Major Arterial

(S)³ Secondary Arterial/Specific Plan Collector

(L) Local Road

(PR) Private Road

(A) Rear setback

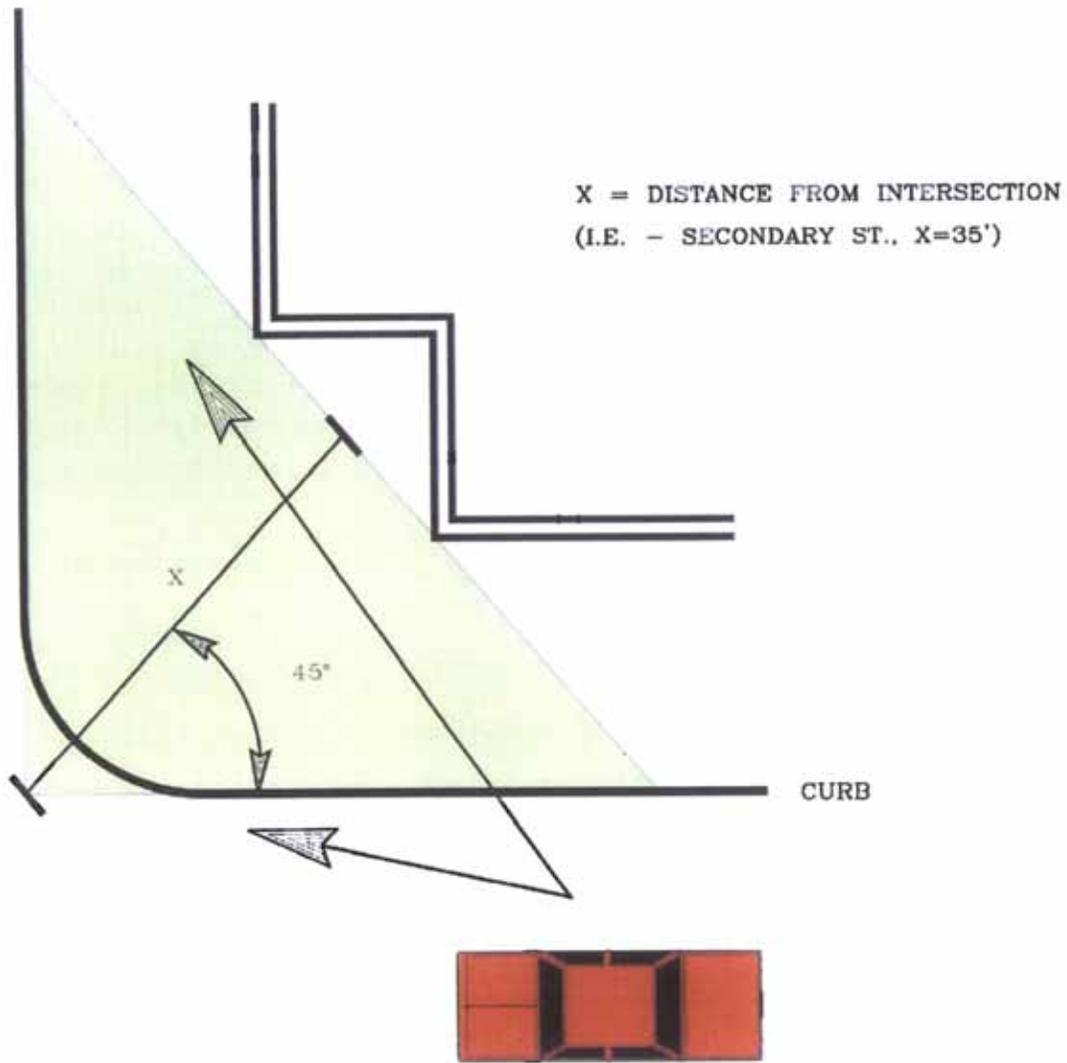
(B) Interior side setback

(C) Mill Street setback (100' right-of-way)

¹ All setbacks are measured from the right-of-way on public streets and from the back of curb or sidewalk on private roads.

² Subject to FAA height requirements for uses located near the runway. For industrial uses located adjacent to Third Street, maximum height is 100'.

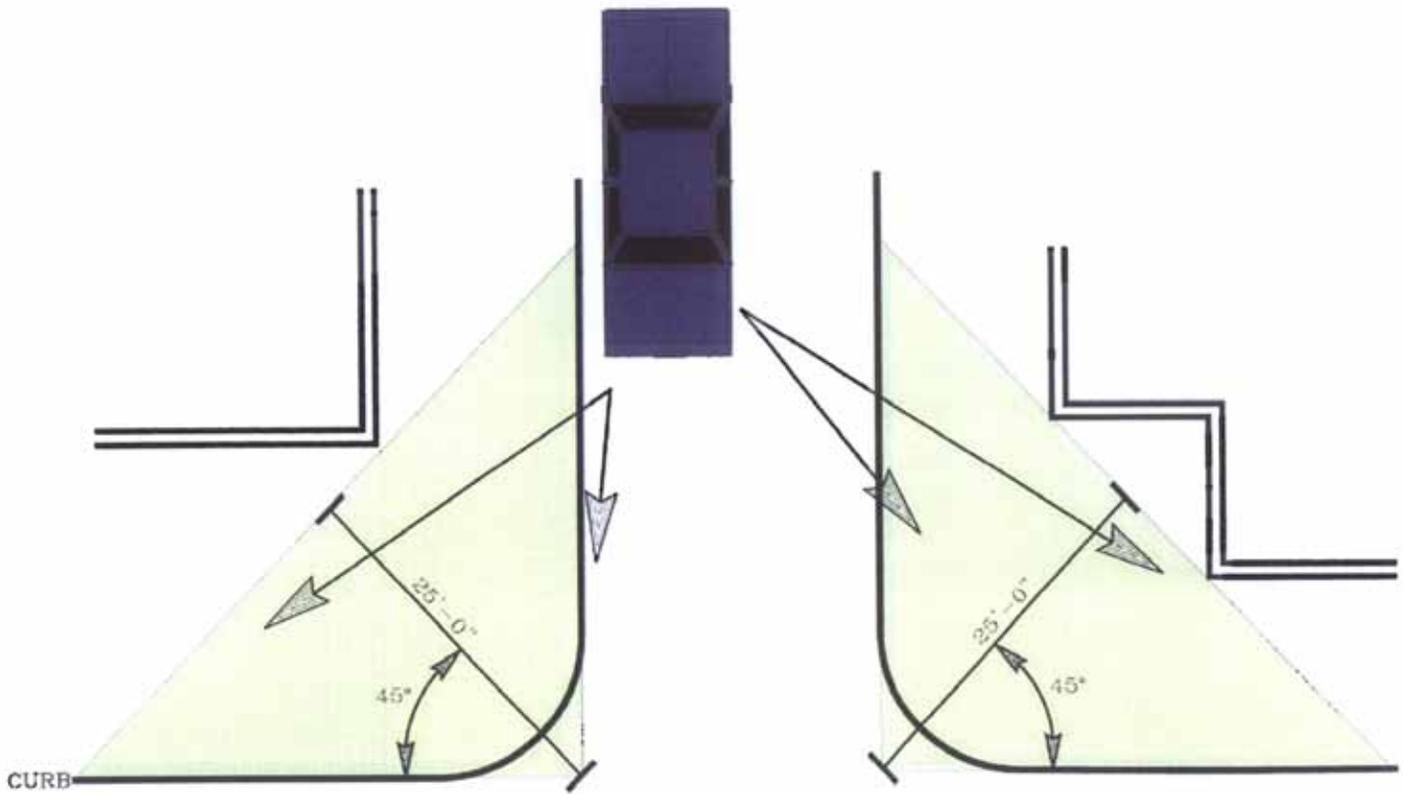
³ The Secondary Arterial contains 6' of landscaping within the right-of-way in addition to the landscaped setback (see Exhibit V-3).



SHADED AREA FOR SITE LINE VISIBILITY. NO PLANT OR STRUCTURAL ELEMENT ABOVE 36".

EXHIBIT V-11

Intersection Visibility



SHADED AREA FOR SITE LINE VISIBILITY. NO PLANT OR STRUCTURAL ELEMENT ABOVE 36".

EXHIBIT V-12
Driveway Visibility

G.3.3 Property Maintenance

Property shall be maintained as defined below. This maintenance includes the following:

- a. Irrigation, seeding, pruning and necessary replanting of landscaped areas;
- b. Removal of trash, discarded materials and equipment;
- c. Removal of boats, trailers or other vehicles either unrelated to the on-site business or in a deteriorated or incomplete condition;
- d. Removal of containers or shipping materials after their function is accomplished; and,
- e. Painting or appropriate preservation of building facades and walls.

G.3.4 Screening

Any equipment, whether on the roof, side of structure, or ground, shall be screened. The method of screening shall be architecturally compatible in terms of materials, color, shape, and size. The screening design shall blend with the building design and include landscaping when on the ground.

Loading areas, storage areas, and trash collection areas shall also be screened from view from public streets, pedestrian walks, and common parking areas, per City requirements. In addition, solid walls and landscaping shall be used to screen ground-mounted equipment (such as transformers, backflow preventers, etc.) that are located beyond building walls.

G.3.5 Off-Street Parking and Off-Street Loading

All development shall comply with Section 19.20.030 of the applicable provisions of the City of San Bernardino Development Code, Chapter 19.24, Off-Street Parking, and Chapter 19.26, Off-Street Loading.

G.4 Sign Regulations

G.4.1 Purpose

The purpose of this section is to provide standards for on-site, off-site and project entry signage. The signage concept involves the use of low profile project entry and on-site signs to maximize consistency and effectiveness while minimizing negative aesthetic impacts. The sign standards described herein will apply throughout the SBAC as specified.

G.4.2 Application

Sign plans shall be included with building plans when they are submitted for new construction, remodeling, or occupancy of existing building if a sign is proposed for the project. The sign plan shall show sign elevation, dimensions, and location(s) on the site plan.

G.4.3 General Regulations

Sign Regulations shall be consistent with the City Development Code, Sign Regulations, Chapter 19.22, except as provided below.

1. *Office Signs*

Signs permitted in office developments and in areas of similar land uses shall be subject to the regulations contained in Section 19.22.160, Table 022.01 (CO-1) of the San Bernardino Development Code.

2. *Commercial Signs*

Signs permitted in the commercial developments and in areas of similar land uses shall be subject to the regulations contained in Section 19.22.160, Table 022.01 of the San Bernardino Development Code.

3. *Industrial Signs*

Signs permitted in the industrial developments shall be subject to the regulations contained in Section 19.22.160, Table 022.01 of the San Bernardino Development Code.

4. *Open Space/Recreational Signs*

Signs permitted in the open space and recreation commercial areas shall be subject to the regulations contained in Section 19.22.160, Table 022.01 of the San Bernardino Development Code.

G.5 Offsite and/or Shared Parking

Projects within the SBAC shall have the ability for off-site or shared parking. All parking improvements shall be consistent with the standards provided in Chapter 19.24 of the San Bernardino Development Code. Any proposal for off-site or shared parking is subject to approval by the Director and recordation of a formal agreement between involved parties to ensure compliance with the provisions of this section.

G.6 Landscaping

G.6.1 Purpose

The following landscaping standards shall apply to all land uses in the SBAC unless more specific criteria are noted below. All landscaping shall comply with the requirements of Chapters 19.24 and 19.28 and as described below.

G.6.2 General Regulations

Landscape standards shall be consistent with the provisions contained in the City of San Bernardino Development Code, Chapter 19.28 (Landscape Standards) and Chapter 19.24 (Offstreet Parking Standards) except as noted as follows:

1. *Roadway Treatments*

- (a) The setback area between the face of curb and the parking area or the building, if no parking is proposed in the front setback, shall contain a minimum six-foot sidewalk within the street right-of-way and shall be landscaped with mounded or bermed turf and mounded groundcovers. Screening shrubs shall be planted outside the street right-of-way in a manner that will partially shield the parking area and/or buildings from public view.
- (b) All landscape setback areas on major, secondary, and specific plan collector roadways shall be incorporated into a landscape maintenance district and/or property owner association for on-going maintenance. Common maintenance is not mandatory for local internal streets, but is available at the choice of individual owners through formation of a property owners association.

2. *Maintenance*

- (a) Landscaping within and adjacent to major, secondary arterial and Specific Plan collector public street parkway areas shall be maintained by a landscape and lighting maintenance district and/or property owners association, in accordance with established covenants, codes, and restrictions (CC&Rs) acceptable to the City for maintenance purposes. The City may allow property owners to perform landscape maintenance on roads abutting individual properties, where such roads are subject to a landscape and lighting maintenance district, provided the property owners enter into a default agreement with the City.

- (b) Parking lots and on-site landscaping shall be maintained by a tenants' association or the individual tenants.
- (c) Irrigation on parkways shall be maintained by a landscape maintenance district and/or association and shall be separately metered from on-site areas.

3. *Existing Tree Preservation*

Existing mature trees including the California Live Oak, Silk Oak and Washingtonia Palm trees located within the Specific Plan area shall be preserved in place to the maximum extent feasible. This will be accomplished through sensitive site design practices including alternative building, driveway and parking lot layouts where feasible. Where appropriate, the Development Services Department shall grant a tree preservation parking credit for mature trees at a ratio of up to three spaces for every tree preserved that might otherwise have had to be removed.

Any healthy, mature tree that must be removed to accommodate new construction shall be subject to review and approval of a tree removal permit. Prior to issuance of a tree removal permit, an overall landscaping plan must be approved by the Development Services Department which includes provision for tree removal, relocation and/or replacement as may be appropriate. Any tree that must be removed shall be evaluated by a local certified arborist prior to removal to determine if it can be successfully relocated (such as a Washingtonia Palm).

All site plans submitted to the City for development approval shall indicate the location, size, type and condition of all mature trees currently on-site. Those trees proposed to be removed shall be clearly marked on the site plan. For purposes of this section, a mature tree is defined as having a trunk of 6 inches or greater as measured four feet up from ground level.

No trees shall be removed without a tree removal permit. All tree removal, relocation and/or replacement shall be accomplished at the project proponent's expense.

4. *Entry Point Landscaping*

Entry points or statements shall signify the entry into the project area or one of its individual land use districts. These entry points shall highlight those corners in the project area with landscaping, signage, and project identification. The entry points to be highlighted will be identified by the IVDA, and the IVDA will be responsible for the design and construction of monuments and landscaping at these designated entries.

G.7 Trails

The Specific Plan area is located north of the Santa Ana River. In coordination with the Santa Ana River Trail system that is being developed by various cities along the River, the SBAC Specific Plan will include the development of passive and active employee recreation areas within the Southgate District, along with various trail access points to the River.

The majority of the land along the Santa Ana River is outside the SBAC Specific Plan area and is owned by the City of Riverside. These parcels are currently used for groundwater wells and provide habitat for sensitive species. This area is expected to remain as open space and would provide opportunities for informal trails and recreational uses (such as bird watching and plane watching) along this section of the River. In addition, the proposed trail along the south side of the River (east of Tippecanoe Avenue) is anticipated to cross the River at the historic trolley bridge at the extension of Mountain View Road and then run easterly along the north side of the River. Exhibit V-13 shows the proposed trail system near SBAC.

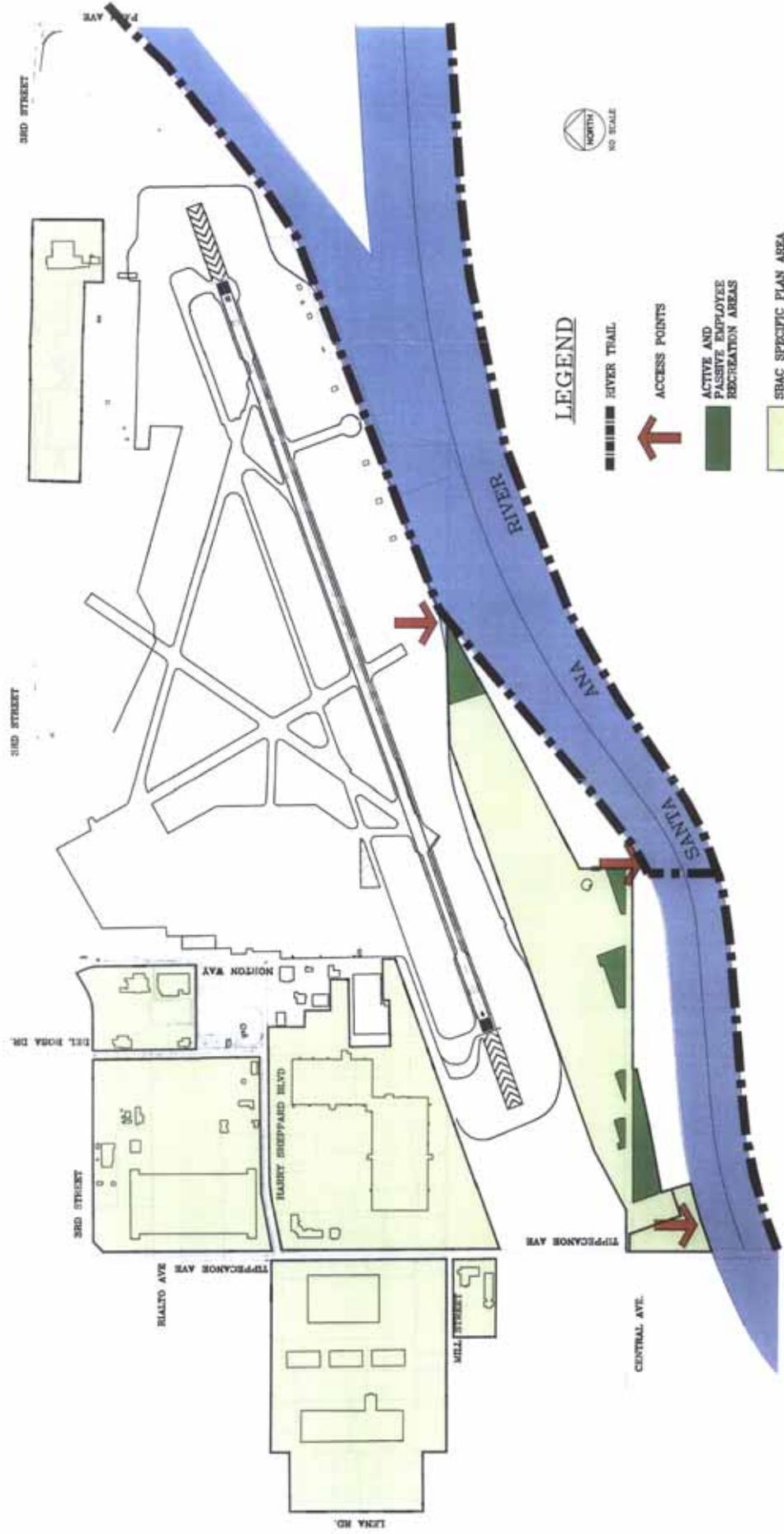
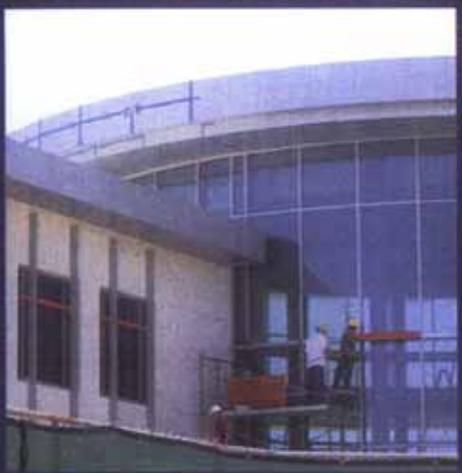


EXHIBIT V-13
 Santa Ana River Trail

Alliance★California



IMPLEMENTATION



VI. IMPLEMENTATION

A. INTRODUCTION

The implementation of the Specific Plan rests primarily with the IVDA as the redevelopment agency and Hillwood as the master developer. As the owner of the San Bernardino Alliance★California Specific Plan, the IVDA is interested in the long-term development of the area. The IVDA, through its ability to lease or sell land to prospective users, can control the type of development which ultimately occurs. The IVDA intends to attract users which will complement the project area, thereby further enhancing its ability to attract high-quality businesses and maintain quality design standards.

Similar to any master developer, the IVDA and Hillwood have the ability to regulate the pace, location, and guidelines for future development through their ownership of land. Future uses will need to secure leases and/or arrange for the purchase of land through the IVDA. As such, the IVDA should be viewed as an integral part of the regulatory approval process. This is especially true with respect to interim uses, which will utilize existing buildings under a lease agreement. The IVDA will be able to direct the location of new uses based upon individual business needs and the availability of infrastructure to the area that most nearly meets the needs and requirements of the prospective tenant.

In conjunction with these efforts, the IVDA is responsible for overseeing the improvement and expansion of the infrastructure system. The pace of infrastructure improvements will be tied directly to the rate of development.

The initial focus of development was directed toward the existing core portion of the San Bernardino Alliance★California Specific Plan area, generally located south of Third Street, west of Norton Way, and north of Mill Street. This was the location of the initial street improvements and the location of interim uses which occupied the Base structures.

The area located north of the airport runway adjacent to Third Street will generate development interest due to its frontage on and accessibility to Third Street and the expected increase in airport activity.

The former golf course area is expected to transition, at some future date, to industrial uses. The date of its transition will be tied to the level of development activity within the Specific Plan area and the availability of industrial land.

B. NEW DEVELOPMENT REVIEW PROCEDURES

All development within the project area shall be subject to the development review procedures of the City of San Bernardino. The specific level of review required is defined in Chapter 19.31 of the

Development Code. Prior to submittal of any application for land use approval to the City, the applicant must obtain authorization to file from the IVDA. This will allow the IVDA to monitor new development activity within the Specific Plan area.

B.1 Administration

The procedures used to process permit applications shall be consistent with the City of San Bernardino Development Code, Chapter 19.31 Administration, except as specified by this Specific Plan and as modified below.

B.1.1 Non-Conforming Structures

The Base structures within the boundaries of this Specific Plan were exempt from the provisions of Section 19.62.020(7) of the Development Code through March 7, 2005, except for improvements (including infrastructure) required to protect the health, safety and welfare of people or the safety of structures, prior to occupancy, as determined by the City of San Bernardino. These buildings have since been demolished.

B.2 Applicability of Policies and Regulations

For purposes of reviewing individual development project applications, the policies contained within the Specific Plan shall be considered in addition to the regulations and design guidelines contained in Chapter V. Specific site design criteria for each district and sub-area that must be addressed as part of the overall project design review process are identified in Chapter V.

B.3 Conditions of Approval

The City of San Bernardino will require conditions of approval for new development permitted within the project area. These conditions will incorporate the applicable mitigation measures identified in the Environmental Impact Report (EIR) for the San Bernardino Alliance★California Specific Plan, as previously called the San Bernardino International Trade Center Specific Plan, plus any other conditions deemed necessary.

B.4 Permit Streamline, Environmental and Development Reviews

The Specific Plan brings with it many processing benefits:

1. Development regulations are geared to take advantage of resources and opportunities affiliated specifically with the Specific Plan area;

2. Plan adoption is accompanied by an EIR, which will serve as the basic environmental document for future projects on the site as long as they are consistent with the Specific Plan that was analyzed in the EIR;
3. Specific Plan adoption has been accompanied by parallel adoption of a General Plan Amendment which provides a broad policy umbrella envisioning and sanctioning future development possibilities for the Specific Plan area, therefore, no future amendments are needed for any developments consistent with the Specific Plan that was adopted in 1996;
4. Since the Specific Plan provides tailored zoning for the site, no zone changes are needed for future development consistent with this Specific Plan;
5. The regulations in Chapter V include a broad range of uses, and allow for further interpretation of uses not explicitly permitted as similar to those already permitted; and
6. The majority of all uses included in Chapter V are permitted through the development permit review process, which allows for staff approval, subject to appeal.

C. PUBLIC BENEFIT PARCELS

All Public Benefit parcels will be treated the same as Interim Uses within the Specific Plan. The initial occupancy of the buildings and parcels disposed of through the public benefit process will be permitted subject to the upgrading of existing structures to meet minimum life safety requirements, as determined by the City of San Bernardino Department of Planning and Building Services and the Fire Department.

At such time as any physical expansion or change of occupancy occurs, all requirements of the Specific Plan and City Codes shall be met. At all times, during the life of any public benefit parcel use, the property maintenance provisions of the Specific Plan and the operational performance standards of the underlying land use district shall apply.

With regard to extension of infrastructure services, it is presumed that the public benefit parcels will be served by existing infrastructure currently in place. At such time as an additional level of service is required or desired, it will be the responsibility of the owner/tenant of the parcel to coordinate with the IVDA or the appropriate public utility for any service/infrastructure upgrades.

D. INFRASTRUCTURE DEVELOPMENT PROGRAM

D.1 Land Use/Infrastructure Relationship

New uses require the need for certain levels of capital improvements. As land continues to intensify in use, it creates an additional demand upon public services. Normally, new uses cannot continue to increase in intensity unless a proportional increase occurs in the ability of public services to meet this demand.

However, one of the unique aspects of this project is that as late as 1987 the site was an active military air force base generating over 10,000 jobs in the local economy. This operation also involved significant usage of existing infrastructure systems both on base and off. In planning for the conversion of the former Base to private development, a significant amount of capacity in existing infrastructure systems, such as roads, water, sewer, and storm drain systems, is available to accommodate initial development activity.

As described in Chapter IV, the IVDA has also installed additional infrastructure improvements that will primarily benefit the core area. These improvements, which consisted of full road improvements on Tippecanoe Avenue, Sheppard Boulevard and Del Rosa Drive, new 20-inch water lines, and gas, electrical and storm drain facilities are intended to serve as a backbone infrastructure system. As new development or construction occurs, additional required public facilities can be extended from this backbone system. It is the intent that all additional infrastructure installed to satisfy the requirements of the Specific Plan and new development will be accomplished on a site-by-site basis, with incremental improvements until the overall Specific Plan area is built out.

Initially, in support of the interim reuse of Base buildings, the IVDA made maximum use of the existing infrastructure. Particularly in the case of water, wastewater and storm drain systems, existing facilities were intended to be used to the extent feasible. As the owner and operator of these existing systems, the IVDA had full control over the maintenance and quality of the operations. The subsequent transfer of the water and wastewater systems to the City will allow them to be maintained and operated to meet all public health and safety standards that govern these types of public services.

The City, in conjunction with the IVDA, will determine the timing, type and nature of any expansion or replacement of the existing systems. To the degree that it continues to be applicable, the ASL Consulting Engineers Infrastructure Study will serve as the base report for determining the need and timing for new improvements. Over time, the IVDA may require that this report be supplemented as needed with additional studies to address site specific needs and requirements.

Off-site infrastructure improvements will be focused primarily on various road improvements as defined in the Traffic Impact Analysis and Environmental Impact Report prepared concurrently with the adoption of the Specific Plan, as well as subsequent updates. For purposes of this Plan, off-site

improvements refer to those road improvements that are determined to be necessary outside of and not contiguous to the boundaries of the project area. Based on recommendations contained in the Traffic Impact Analysis, specific plan projects shall contribute on a fair share basis to the needed improvements. Contributions shall be made by one of the following:

1. Implementation of the recommended intersection, traffic lane or freeway improvements listed.
2. Payment of dollar equivalent of the improvements to a specific fund for said improvements.
3. Implementation of additional capacity on parallel routes to offset impacts on existing routes. Such additional capacity shall be approved by the City prior to implementation credits be allowed.

However, for the first 46,520 vehicle trips per day generated by new development and uses within the boundaries of the previous Norton Air Force Base (which includes the SBIA), said new development and uses shall be exempt from the requirement for additional traffic mitigation fees.

D.2 Procedure

Development on the site will require the availability of public facilities and services to meet its needs at an acceptable level of service as defined by the IVDA and City of San Bernardino policies. The determination of availability will be made on a case-by-case basis.

D.2.1 Water

The IVDA shall verify with the City that adequate water supply and pressure exists to service the project prior to issuance of building permits. The Agency will require system upgrades with the individual project proponent on a case-by-case basis.

As discussed in Chapter IV, the IVDA has entered into a water system integration agreement with the City of San Bernardino Municipal Water Department for the integration of the water system within the Specific Plan boundaries with the City's water system. With this integration, verification of water supply adequacy will be handled directly by the City of San Bernardino Municipal Water Department.

D.2.2 Wastewater

The IVDA shall verify that adequate collection system capacity exists to service the project prior to issuance of building permits. The Agency will require system upgrades with the individual project proponent on a case-by-case basis. The IVDA monitors total wastewater

flows. At such time as wastewater flows within the Specific Plan area and the Airport reach 1 million gallons per day, the IVDA and the SBIAA will require that the project proponent purchase additional wastewater treatment plant capacity from the City.

The IVDA and the City of San Bernardino have entered into a Sewer System Transfer Agreement to convey the public portions of the on-base system to the City of San Bernardino. The agreement addresses the availability of the 1 mgd of treatment capacity that was reserved for the former NAFB properties.

D.2.3 Roads

Onsite: The initial road improvements constructed by the IVDA for Sheppard Boulevard and portions of Tippecanoe Avenue and Del Rosa Drive, referred to as the "Early Action Phase," will serve as the backbone circulation system for the project, along with the existing road network. As new construction occurs, additional roadway improvements will be required. These will be determined on a case-by-case basis as part of the development review process. It is anticipated that each new project will be responsible for improving the roads that are contiguous to the project site to the level of improvement identified in the Specific Plan.

Offsite: Additional off-site improvements to the circulation network have been identified as a result of the traffic study prepared for the Specific Plan. These projects are identified as mitigation measures in the Specific Plan Environmental Impact Report. The timing and amount of fair-share contribution to these improvements is subject to separate negotiation and agreement between the Inland Valley Development Agency, San Bernardino International Airport Authority and the City of San Bernardino as defined by the EIR mitigation measures.

D.2.4 Drainage

The drainage system for the area was originally designed to serve the level of development and related impervious surface for the former Air Force Base. Additional storm drain capacity was installed in Harry Sheppard Boulevard and other streets, consistent with the recommendations of the ASL Consulting Engineers Study for the Specific Plan. Additional storm drain capacity in the Timber Creek channel has also been completed through coordination between the IVDA, SBIAA, the City, and County. Timber Creek has been upgraded to implement the City's Master Plan of Drainage for this channel. At such time as additional on-site storm drain capacity is needed, additional system improvements will be installed.

E. INFRASTRUCTURE FINANCING

Financing of the expanded infrastructure system will occur using a variety of methods. As noted at several points in the Specific Plan, it is anticipated that the majority of new infrastructure beyond this point will be developer funded. However, there are a number of other methods that can be utilized when necessary. These are summarized below.

E.1 Direct Developer Construction

In most instances, required infrastructure will be installed at the developer's expense. As an alternative, the developer may enter into a reimbursement agreement with the IVDA if the costs incurred are those that would otherwise have been handled by the IVDA or a future development within the project area.

E.2 Redevelopment Bonds

The IVDA is formed as a Redevelopment Agency. As such, it receives revenue on the increased taxes generated by new development that occurs within the Agency's boundaries. Existing infrastructure improvements were funded in part by the sale of redevelopment bonds against which future revenues are pledged to pay off the debt. The acquisition cost of the land within a portion of the project boundary is also being financed by redevelopment revenues.

E.3 Economic Development Grants

The Federal Government makes certain grant monies available to local agencies for infrastructure improvements when there is a clear relationship to enhancing economic development opportunities. The fact that this is a Base closure project enhances that eligibility. Generally, these grants are subject to some local match share.

E.4 Development Fees

The City of San Bernardino has a set of Development Fees in place that address a variety of infrastructure needs within the City. All new construction within the project will be subject to these fees at the time of building permit issuance. Since State Law requires a nexus between the fee collected and the improvements constructed, it is presumed that these monies will be utilized for various infrastructure improvements that will benefit the Specific Plan area.

A special study was prepared for the IVDA by the Natelson Company, Inc. which evaluated the feasibility of the IVDA adopting its own development fee structure, in addition to the existing City Development Fees. The purpose of this analysis was to determine the extent to which additional development fees could be used to pay for identified Specific Plan Capital Infrastructure

improvements. Using costs identified in the ASL Consulting Engineers Study and supplemented with road construction costs by the project team, the analysis concluded that in most cases, if developers had to pay additional fees they would choose to develop elsewhere in the City or region. However, the IVDA project area offers a special incentive in that land prices can be offered at below market rates, hence allowing for overall cheaper development costs. There is therefore room to levy additional fees up to a point where additional fee costs do not completely offset the savings due to below market rate land costs. A Fee Schedule Model was developed which assesses reduced land costs versus additional development fees and ultimately derives financially feasible combinations from a developer's perspective.

The costs that were inputted into the model reflected the total cost of infrastructure for all phases of the project, as estimated by ASL Consulting Engineers and NBS/Lowry Engineers and Planners. These costs did not include off-site costs as previously defined. Based on these costs (estimated at approximately \$23 million), and applied against the intensity of development identified in the Specific Plan, it was concluded that as long as land costs within the Specific Plan were approximately 20 percent below market rate, it would be feasible to collect adequate development fees to offset the infrastructure costs referenced above. Because the model is dynamic, as variables within the model change, such as land use intensity or overall infrastructure costs, the model can be rerun and the results evaluated. Ultimately, it will be up to the IVDA whether they choose to adopt additional development fees and how much those fees might be.

F. MAINTENANCE

Certain improvements throughout the project area will require a consistent level of maintenance. Primary, secondary and local streets will ultimately be dedicated to the public and become the responsibility of the City of San Bernardino. Parkway landscaping or landscape areas outside of the public right-of-way are the responsibility of the private property owner, however, represent a major element in how the overall project presents itself to the community and other potential users.

The IVDA will investigate and employ a variety of maintenance processes to meet the demands of the project and specific users. Based upon this and subject to review and approval by the City, the IVDA may utilize one or both of the following types of maintenance mechanisms.

F.1 Assessment Districts

This process involves placing a levy upon property to pay for a public improvement which is of direct benefit to that property. An example of this type of assessment is the Landscape and Lighting Act of 1972. This type of assessment can be imposed to finance a variety of actions, including:

- a. Acquisition of land for parks, recreation and open space;

- b. Installation or construction of planting and landscaping, public lighting facilities, ornamental structures, and park and recreational improvements; and
- c. Maintenance and servicing of any of the above.

Assessment District No. 1022 has been established for the maintenance of landscaping along portions of Lena Road, Mill Street, Tippecanoe Avenue, Harry Sheppard Boulevard, Central Avenue, Del Rosa Drive, Third Street, Rialto Avenue, and Leland Norton Way. The assessment district includes approximately 825 acres of land, including portions of the SBAC Specific Plan.

F.2 Property Owners' Association

A group of property owners can join together to form an association for the purpose of maintaining private property in accordance with established covenants, codes, and restrictions (CC&Rs). The function of the association is comparable to that of an assessment district in that revenue is generated by assessing individual businesses.

It is the intent of this Specific Plan to allow the use of a variety of mechanisms for the maintenance of property. The criteria for allowing the establishment of a maintenance mechanism within the San Bernardino Alliance★California are three-fold:

- a. It must be a generally accepted method currently employed in business parks;
- b. It must have the ability to equitably collect funds for the purpose of maintaining improvements that exist in common with the project; and
- c. It must establish a specific entity responsible for maintenance.

Table VI-1 identifies the responsibility for construction and maintenance of various facilities by type. The IVDA shall facilitate the formation of a property owners association or assessment district, pursuant to the provisions of San Bernardino City Municipal Code, Chapter 12.90, for the maintenance of landscaped areas, lighting, infrastructure and roadway improvements, that are not otherwise deeded to the City of San Bernardino or other public agency.

G. SUBDIVISION MAP ACT REVIEW

In addition to the other implementation measures previously identified in this Chapter, it will be necessary in the course of reuse and redevelopment of the Specific Plan area to carry out the provisions of the California Subdivision Map Act, as they may uniquely apply in this circumstance. The Subdivision Map Act is contained in the California Government Code in Sections 66410

through Section 66499.58 and governs the subdivision of land for purposes of sale, lease, or financing.

G.1 Future Map Act Submittals

As reuse and development progresses, there will be an increasing necessity to prepare for and facilitate Map Act reviews and approvals through the City of San Bernardino Planning and Building Services Department. This will occur as hazardous waste remediation and/or major developments proceed and fee title is gained by the IVDA for sale to new users. In order to make this transition smooth, attention will be needed along the way to such considerations as street right-of-way and paving standards, parcel size and alignments, and similar future Map Act review considerations. Existing lot lines will be recognized to facilitate and allow lot mergers and lot line adjustments, as land is sold or leased to private parties. This can be done cooperatively between the IVDA and the Planning and Building Services Department during development permit reviews in anticipation of future formal Map Act proceedings.

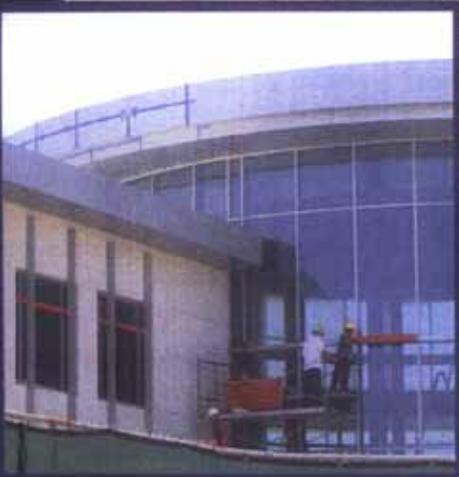
**TABLE VI-1
INFRASTRUCTURE CONSTRUCTION/MAINTENANCE RESPONSIBILITY**

	Construction	Operations/Maintenance
Water	Developer	City ¹
Wastewater	Developer	City ²
Drainage	Developer / IVDA	IVDA
Onsite Roads Local Arterials	Developer Developer ³	City City
Offsite Roads	City ⁴	City
Electrical	Developer	SCE
Gas	Developer	SCG ⁵
Entry Monumentation	IVDA	IVDA

Notes: ¹ In some areas, the developer may be able or required to connect directly to a City owned line. In those instances, the City will be responsible for operation and maintenance. With the recent integration of the water system within the Base with the City's water system, this responsibility was transferred to the City's Municipal Water Department.

² With the Sewer System Transfer Agreement between the IVDA and the City, the City became responsible for the wastewater system within the Specific Plan area.

- ³ In some instances, particularly where a road is not bounded by the IVDA on both sides, but is otherwise within the boundaries of the Specific Plan, such as the extensions of Mill Street and Del Rosa Drive, the IVDA will assume responsibility for the non-contiguous half of the roadway construction.
- ⁴ The appropriate City agency will assume ultimate responsibility for the final off-site road improvements using, in part, the funds paid by developers within the Specific Plan who have contributed their fair share toward those ultimate improvements as determined by the Traffic Impact Analysis.
- ⁵ For an undetermined period of time, the IVDA will continue to own and operate an existing low pressure natural gas system. All new construction will connect to the Southern California Gas Company's high pressure line available as part of the backbone infrastructure improvements.



APPENDICES



Appendix A
Records of Decision
For Public Benefit Parcels

Appendix B

List of Former Base Facilities

Appendix C
Adopting Ordinance #MC-962

Appendix D
Resolution of Adoption 1999-276

Appendix E
Resolution of Adoption 2004-324

Appendix F
Resolution of Adoption 2005-359

Appendix A
Records of Decision
For Public Benefit Parcels



WASHINGTON

DEC 15 1993

MEMORANDUM FOR GOVERNMENT AGENCIES, PUBLIC LIBRARIES, AND
INTERESTED PUBLIC

SUBJECT: Partial Record of Decision (ROD) on Norton Air Force Base (AFB),
California (CA) - INFORMATION MEMORANDUM

Attached is a copy of my partial ROD for the Disposal and Reuse of Norton AFB, California. This partial ROD was developed based upon review and consideration of the Final Environmental Impact Statement (FEIS), comments received and other relevant factors. I have taken into consideration the potential impacts addressed in the FEIS for this proposal prior to making my decision.

A handwritten signature in cursive script, reading "Sheila E. Widnall".

Attachment:
As Stated

Sheila E. Widnall

PARTIAL RECORD OF DECISION
FINAL ENVIRONMENTAL IMPACT STATEMENT
DISPOSAL AND REUSE OF NORTON AIR FORCE BASE, CALIFORNIA

December 1993

Prepared By:
Southern Pacific Division
Air Force Base Conversion Agency

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I. INTRODUCTION

This partial Record of Decision (ROD) documents the Air Force's decisions regarding the disposal of a portion (approximately fifteen hundred (1500) acres) of the real estate on Norton Air Force Base (AFB), California. It was developed pursuant to the National Environmental Policy Act (NEPA) and the Council on Environmental Quality Regulations (40 C.F.R. § 1505.2). The decisions included in this partial ROD have been made in consideration of the information contained in the Final Environmental Impact Statement (FEIS) for the Disposal and Reuse of Norton AFB, which was filed with the United States Environmental Protection Agency (EPA) on June 4, 1993. In addition to the analysis in the FEIS, the Air Force also studied the socioeconomic effects resulting from closure and reuse of Norton AFB, which is contained in the Final Socioeconomic Impact Analysis Study (FSLAS). Both documents were made available to the public on June 11, 1993.

Exhibits 1 and 2 illustrate the location of Norton AFB and vicinity.

A. Purpose and Need

Norton AFB will formally close on March 31, 1994, pursuant to the Defense Authorization Amendments and Base Closure and Realignment Act 1988 (BCRA) (Public Law 100-526) and the recommendations of the Defense Secretary's Commission on Base Realignment and Closure. The purpose of the FEIS is to analyze the potential environmental consequences of the disposal of the base. A separate FEIS, entitled the "Final Environmental Impact Statement for Closure of Norton AFB," was prepared to analyze the environmental impacts of closing the base. The ROD for that FEIS, which described the details of the closure and recommended mitigation measures, was issued in October 1990.

Pending closure of Norton AFB, the decisions to be made by the Air Force are:

How the property will be divided into parcels for disposal;

Method of disposal for parcels conveyed (transfer to another Federal agency, public benefit conveyance or donation, negotiated sale to a public body, or public sale); and

What mitigation, if any, should be adopted covering the disposal and reuse of the property.

Some mitigation measures will be taken by the Air Force; others will be the responsibility of the property recipients. Mitigation measures are discussed in Section III, Environmental Issues, of this ROD, as well as in the Disposal and Reuse FEIS.

B. Federal Agency Requirements Under the National Environmental Policy Act

Any Federal agency which acquires property from the Air Force, either for use in accomplishing its mission or for conveyance under its sponsorship in a public benefit program, must comply with the requirements of the National Environmental Policy Act (NEPA) and its attendant regulations.

C. Role of the Federal Aviation Administration

The Federal Aviation Administration (FAA), a cooperating agency in the preparation of the Disposal and Reuse FEIS, has legal jurisdiction regarding reuse of any property conveyed under Federal statute for public airport purposes. This jurisdiction arises from FAA's authority to approve airport layout plans that are required for Federally funded, public use airports. A decision, if any, by the FAA to approve an airport layout plan submitted for property that the Air Force may make available for public airport use, like any other FAA action, is subject to NEPA. The decision will be announced by a separate ROD issued by the FAA based on the analysis in the FEIS and any additional analysis that may be required and performed by the FAA.

D. Public Involvement

This section discusses the level of involvement of the State, local governments, and the public in the preparation of the FEIS for the Disposal and Reuse of Norton AFB.

On January 24, 1990, the Inland Valley Development Agency (IVDA) was formed as a Joint Powers Authority (JPA) under California law (Health and Safety Code Section 33320.5) to provide for the reuse and development of the base property. The membership of IVDA includes the cities of San Bernardino, Colton, and Loma Linda and the county of San Bernardino. On June 6, 1992, the San Bernardino International Airport Authority (SBIAA) was formed as an additional JPA with responsibility to redevelop the airfield portion of the base as described in the Proposed Action. The membership of SBIAA includes that of IVDA, as well as the cities of Redlands and Highland. The IVDA developed an Airport Layout Plan (ALP) and an overall Base Reuse Plan for redevelopment of the base. SBIAA has used the original work of IVDA to continue in their planning for the airport.

Consistent with Air Force policy, these plans were used in developing the Proposed Action for the purpose of analysis of potential impacts in the FEIS. They propose developing the base primarily as a commercial airport facility to include supporting activities as well as office/industrial park, warehousing, and recreational land uses. The Air Force FEIS also analyzed the potential environmental impacts of four additional alternatives to the proposed action: (1) develop an airport similar to the Proposed Action, but making greater reuse of existing facilities; (2) develop an aircraft maintenance center; (3) develop the base for nonaviation uses; and (4) the "no action" alternative.

The identification of environmental issues related to the closure, disposal, and reuse of the base actually began with the scoping process. A public scoping meeting for the Closure EIS was held in the City of San Bernardino on March 8, 1989. A public hearing on the Draft Closure EIS was also held in San Bernardino on December 13, 1989. Public comments were accepted and addressed in the Closure FEIS.

A public scoping meeting for the Disposal and Reuse EIS was held in the City of San Bernardino on March 20, 1991. The comments received from the two scoping meetings, along with other information, were used to determine the scope, relevant issues, and emphasis required for the Disposal and Reuse FEIS.

A Draft EIS (DEIS) was released for public review and comment from January to March 1992. Approximately three-hundred (300) copies of the DEIS were distributed to various Federal, State and local governmental agencies and organizations in addition to interested public citizens, organizations and civic groups. A public hearing was held on February 12, 1992, in the City of San Bernardino council chambers, during which eight speakers provided testimony. The hearing panel consisted of representatives of the Air Force. By the end of the public comment period (March 9, 1992), the Air Force received approximately thirty (30) letters containing comments on the DEIS. These comments were used in developing the FEIS. In Chapter 9 of the FEIS, copies of written comments are reproduced, along with Air Force responses to them. Approximately three-hundred twenty (320) copies of the FEIS were distributed on June 11, 1993.

E. Alternatives Considered

Description of Alternatives Analyzed in the FEIS

1. Airport with Office/Industrial Park (Proposed Action)

The Proposed Action analyzed in the Disposal and Reuse FEIS is based upon a layout oriented towards development of the base as an airport accommodating air passenger, air cargo, general aviation, and aircraft maintenance traffic, supported by an office park, various industrial and commercial reuses.

2. Airport with Mixed Use Alternative

This alternative consists of the redevelopment of the base as an airport similar to the Proposed Action, but retains and makes greater reuse of existing base facilities.

3. Aircraft Maintenance Center Alternative

This alternative would consist of aviation-related industrial use, specifically aircraft maintenance activities that need access to a functional airfield. The airport would also support general aviation, but no commercial passenger service. Land uses in the western portion of the base would be similar to the Airport with Mixed Use Alternative, but the area northeast of the airfield would be used for aggregate mining.

4. Nonaviation Alternative

Under this alternative, the base would be converted to entirely nonaviation reuses. The land uses incorporated in this alternative include residential and industrial uses, with some neighborhood-type commercial facilities supporting the residential areas.

5. No Action Alternative

Under this alternative, the Air Force would retain ownership of the property. The base property would be maintained in a caretaker status to prevent serious deterioration of the property and harm to the environment.

The No Action alternative is the environmentally preferred alternative as demonstrated by the chart at Exhibit 3, Summary of Environmental Impacts. The development of the property under any other alternative would create a possibility for greater direct environmental impacts, including a risk of environmental harm associated with the storage of hazardous materials used in aviation operations, increase transportation trips, increased utility demands, increases in regional air pollutant emissions (though still within both Federal and State quality standards), and a potential loss of native, forest lands, wetlands, and wildlife habitat. However, this alternative does not meet the objective of property disposal and community economic recovery expressed by the Secretary of Defense and the United States Congress.

F. Stewart B. McKinney Homeless Assistance Act

The Air Force has fully complied with the requirements of the Stewart B. McKinney Homeless Assistance Act, as amended, 42 U.S.C. § 11411 (McKinney Act). All of the property at Norton AFB reported by the Air Force was determined to be suitable for use by homeless assistance providers by the Department of Housing and Urban Development. A further and compelling Federal need exists for the continued use of parcels D and D1 by the Federal Government for fighting forest fires in the area of the San Bernardino Forest. Therefore, under Section 11411(b)(1)(B)(ii) of the Act, this property is not available for use to assist the homeless.

Of several applications received by the U.S. Department of Health and Human Services (HHS) for suitable property at Norton AFB, only one application from Western Eagle Foundation, Inc. (WEF), requested areas addressed in this ROD. On November 22, 1993, HHS found approvable only that portion of the WEF application which requested five buildings for warehouse space to support proposed food distribution operations. WEF has requested five buildings outside the area addressed in this ROD and support of WEF's proposed operations will not interfere with implementation of the decisions of this ROD.

G. Requests for Property by Federal Agencies

In compliance with the Federal Property and Administrative Services Act of 1949, as amended, BCRA, and regulations thereunder, the Department of Defense (Air Force) solicited proposals from Federal agencies regarding their respective interest in acquiring any land or facilities that might become available on the base.

The U.S. Department of Agriculture (USDA) has requested use of facilities and/or vacant land for the San Bernardino Forest Supervisor's Office. The request is based on the assumption that there will be a public airport and identifies requirements for parking, open storage, a hangar, an operations apron, and aircraft parking. The USDA requested other property identified on the nonairport portion of the base. These facilities would be used to consolidate fire fighting and emergency response activities.

H. Requests for Assignments from Sponsoring Federal Agencies

Proposals were solicited from Federal agencies regarding interest in acquiring any land or facilities through their various sponsorship programs. The FAA supports conveyance of a public airport at Norton AFB. The National Park Service supports conveyance of the golf course as well as other areas for park and recreation use on behalf of the City of San Bernardino and the City of Highland, respectively.

I. Other Requests for Property

Aggregate Mining has been proposed primarily in the extreme eastern part of the base. This type of proposal is included in the Aircraft Maintenance Center Alternative, but could be selected, in various forms, under any other alternative.

The San Manuel Band of Mission Indians is a Federally recognized Indian tribe located on the San Manuel Reservation in San Bernardino County. They expressed interest in the entire base for an International Enterprise Zone but did not submit a supporting request or reuse plan. No archeological or religious sites have been identified on the property.

II. DECISION

I have decided to dispose of the installation in parcels (Exhibit 4). The parcels identified below may be further subdivided for the purpose of facilitating disposal, consistent with the reuses analyzed in the FEIS.

Norton Air Force Base consists of 2,115 acres (856.58 hectares) in fee, 278.17 acres (112.66 hectares) in easements, and other interests. It is improved with 297 buildings including 264 housing units. This partial ROD documents my decisions regarding the disposal of only a portion of Norton AFB. I have decided to dispose of the aviation-related portion of Norton AFB in a manner that will enable the development of a regional airport with the capacity for commercial and industrial development as well as provide expansion capacity. Disposal methods for each parcel have been selected on the basis of the property's highest and best use and interdependency with the airfield portion of the base. This implements the central theme of the proposed future land use plans discussed in the FEIS. I have decided to defer my decision regarding other portions of Norton AFB until a later date.

The disposition of parcels by this ROD does not correspond specifically to the proposed action in the FEIS or any particular alternative reuse plan, but will establish a framework for the disposition of the airfield related parcels. I have selected a composite disposal plan because, in my judgment, it best achieves a responsible balance between the primary Air Force disposal goals: to assist the affected communities in developing productive uses of the property for economic recovery in an environmentally responsible manner, and to generate revenue to offset the cost of closure. Due to the potential negative impacts on the airport operations and development, aggregate mining was not selected for implementation. This ROD also addresses the golf course and parcels retained by the Government due to further Federal need. The environmental impacts of the elements of this decision are within the range of alternatives addressed in the FEIS.

A. Parceling of Real Property

My decisions with regard to parceling of real property, determinations of excess and surplus property, and methods of disposal are:

1. **Parcel A (approximately 998 acres/ 406.19 hectares):** This parcel consists of aviation-related property, including the airfield, runways, and parking aprons, taxiways, passenger terminal facilities, hangars, and support buildings. This area is anticipated to be used for aviation purposes for the indefinite future.

2. **Parcels B1-B4 (approximately 292.8 acres/ 119.16 hectares):** These parcels are improved with aviation-related property, including hangars, aircraft parking and support buildings, and industrial and commercial facilities for use as nonaviation revenue producing property. This area is anticipated to be used for aviation-related purposes for the indefinite future.

3. Parcel C (approximately 173.9 acres/ 70.78 hectares) This parcel is improved with portions of the golf course and associated facilities and includes an expansion area. Originally an eighteen-hole golf course, four holes have been severed from this parcel because of their location within Parcel A (Airport). The expansion area has been provided for realignment and restoration of the golf course to an eighteen-hole course. This parcel is expected to be used as a golf course for the foreseeable future.

4. Parcel D (approximately 27.8 acres/ 11.31 hectares): This parcel, the former refueling vehicle shop area consists of administrative, warehouse, and aviation support facilities of an institutional, office, and industrial nature, with associated land. The property is suited for interim use as presently improved and for redevelopment in the intermediate or long-term as airport related property.

5. Parcel D1 (approximately 5.7 acres/ 2.32 hectares): This parcel consists of the base headquarters building area. This area is suited for interim use as presently improved and for redevelopment in the intermediate or long-term.

6. Parcel E (approximately 50.9 acres/ 20.72 hectares): This is a partially developed parcel containing the Audio Visual Studio facility, associated support buildings, and parking areas. This area is suited for interim use as presently improved and for redevelopment in the intermediate or long-term.

7. Parcel F (36 acres/ 14.65 hectares): This parcel contains the commissary, base exchange, Non-Commissioned Officer's Club, and parking areas. This area is suited for interim use as presently improved and for redevelopment in the intermediate or long-term.

B. Determination of Excess and Surplus

This ROD reserves approximately 33.5 acres (13.63 hectares) at Norton AFB, which are hereby declared to be excess to the needs of the Air Force and the Department of Defense, for use by the U. S. Department of Agriculture Forest Service (USDAFS). A further and compelling Federal need exists for the continued use of parcels D and D1 by the Federal Government for fighting forest fires in the area of the San Bernardino Forest. Therefore, under Section 11411(b)(1)(B)(ii) of the Act, this property is not available for use to assist the homeless and will be transferred to USDAFS. The Air Force has conducted adequate preliminary screening; therefore, I am waiving further Federal screening.

The approximately 1551.6 acres (631.5 hectares) in Parcels A, B1-B4, C, E, and F are hereby determined to be surplus to the needs of the Federal Government. The mineral rights to the property will be retained by the Federal Government.

My statutory options for disposal are: transfer to another Federal agency, public benefit conveyance or donation, negotiated sale to public body, or public sale. In summary, I have decided to make available for Federal transfer approximately 33.5 acres (13.63 hectares); for

public benefit conveyance and/or negotiated sale approximately 1290.8 acres (525.35 hectares); and for negotiated or public sale approximately 260.8 acres (106.14 hectares).

C. Methods of Disposal

I have decided to dispose of the following property in the manner described below. In each case a contractual commitment will be obtained from the transferee, and where necessary leases to the same transferees will be used until the Air Force has met the requirements of CERCLA Section 120(h)(3) and can convey by deed.

1. Parcel A

Parcel A will be made available for disposal for use as a public airport under Section 13(g) of the Surplus Property Act of 1944. If the San Bernardino International Airport Authority meets the requirements under the Act, this parcel will be conveyed to it as a public benefit conveyance. It is the key parcel in the redevelopment of the aviation portion of Norton AFB. Inclusion in the airport transfer of any additional property necessary for revenue generation in support of the airport is described in Parcel B (paragraph II.C.2.).

Under the statute which governs the conveyance of property for public airport use, the recipient is required to provide land and facilities to FAA for its operational requirements at the airport. An FAA-approved ALP shall be the foundation for the disposal of Parcel A for public airport purposes. The FAA has already given preliminary approval to the ALP submitted by SBIAA.

Off-base aviation easements held by the Air Force over privately-owned land will be transferred with the airport property.

2. Parcels B1-B4

The airport conveyance application process may support a requirement for additional revenue-generating property. To successfully manage the development of the airport proper, it is essential to have the airport recipient acquire property needed for revenue (based on demonstrated financial need) and expansion. SBIAA has expressed an interest in acquiring Parcels B1 through B4 for the purposes of managing redevelopment of that property, including planning for long-term expansion of the airport. Based on the projected shortfall of revenue from its operation of the airport, I am making Parcels B1 through B4 available to SBIAA as non-aviation revenue-producing property to offset airport operation costs to attain a revenue-neutral position. After the airport decision is made, the remainder of these parcels will be made available for disposal by negotiated sale to SBIAA. Any of the property not disposed of by negotiated sale to the SBIAA will be disposed of by negotiated sale to another eligible entity, public benefit conveyance, or public sale.

The Administrator of the FAA has the sole responsibility for enforcing compliance with the terms and conditions of disposal, and for the reformation, correction or amendment of

any disposal instrument and the granting releases for taking any necessary action for recapturing such property, in accordance with the provisions of the Federal Property and Administrative Services Act of October 1, 1949, 63 Stat. 700, and Section 1402(c) of the Federal Aviation Act of 1958, 72 Stat. 807 (50 U.S.C. App. 1622a-1622c).

3. Parcels D and D1

The U. S. Department of Agriculture Forest Service (USDAFS) has requested Parcels D and D1 for FIRESCOPE, a joint use program involving the USDAFS, the California Department of Forestry and Fire Protection, the Governor's Office of Emergency Services, and other agencies, and for housing the San Bernardino Forest Supervisor's offices, respectively. These facilities were requested by the USDAFS to consolidate and augment activities currently located throughout Southern California into a Southern California coordination and support facility. To meet that need, these parcels will be transferred to USDAFS in support of their intended use under the Federal Property and Administrative Services Act of 1949. The transfer will be in accordance with Federal Property Management Regulation (FPMR) § 101-47.203-7 and will be for an amount equal to 100 percent of the fair market value of the property.

4. Parcels C, E, and F

Multiple parties have expressed an interest in acquiring these parcels. The Inland Valley Development Agency (IVDA) has expressed an interest in acquiring all three parcels for the purpose of managing redevelopment of that property. The property will be offered for negotiated sale to the IVDA for fair market value. If the property is not disposed of by this means, it will be disposed of by negotiated sale to another eligible entity, public benefit conveyance, or public sale.

D. Deferred Decisions

I have decided to defer decisions on all portions of Norton Air Force Base not covered by this ROD, to include utilities and roads, pending further analysis and review.

E. Summary of Disposal Parcels

SUMMARY OF DISPOSAL BY PARCEL

<u>PARCEL</u>	<u>APPROXIMATE FEE ACREAGE/ HECTARES</u>	<u>RECOMMENDED METHODS OF CONVEYANCE</u>
A	998/406.19	FAA Public Benefit Conveyance
B1	167.5/68.17	FAA Public Benefit Conveyance/Negotiated Sale
B2	57.5/23.4	FAA Public Benefit Conveyance/Negotiated Sale
B3	51.5/20.96	FAA Public Benefit Conveyance/Negotiated Sale
B4	16.3/6.63	FAA Public Benefit Conveyance/Negotiated Sale
C	173.9/70.78	Negotiated/Public Sale
D	27.8/11.31	Federal Transfer
D1	5.7/2.32	Federal Transfer
E	50.9/20.72	Negotiated/Public Sale
F	36.0/14.65	Negotiated/Public Sale

III. ENVIRONMENTAL ISSUES

The impacts of reuse on eighteen (18) separate environmental resources were analyzed and presented in the FEIS for the Disposal and Reuse of Norton AFB. These resource areas included land use and aesthetics, transportation, utilities, hazardous materials management, hazardous waste management, the Installation Restoration Program (IRP), storage tanks, asbestos, air quality, pesticides, polychlorinated biphenyls, radon, water resources, medical/biohazardous waste, soils and geology, noise, biological resources, and cultural resources. Out of these eighteen (18) areas, environmental issues identified included those associated with contaminated sites, air quality, asbestos, biological resources, water resources, and hazardous materials/hazardous wastes.

A. Contaminated Sites

Norton AFB is listed on the Superfund National Priorities List of contaminated sites and is managing restoration activities through the IRP, in accordance with the Federal Facilities Agreement (FFA) with U.S. EPA Region IX and the State of California. Twenty-two (22) IRP sites currently have been identified at Norton AFB under the FFA for inclusion in the remediation process. Additional sites as identified will become a part of the IRP, which program the Air Force will continue to execute at Norton AFB until all contaminated sites are remediated. Remedy selection for contaminated sites will be based on risk assessments and other required factors and procedures and will take into account the intended reuse of the property. The Air Force Base Conversion Agency will coordinate this process to ensure that property reuse and contaminated site cleanup decisions are properly integrated.

Although the decisions in this partial ROD are by parcel, many parcels designated for transfer outside the Federal Government contain contaminated areas which require further remediation. When the Air Force transfers property, it will do so in compliance with Section 120(h) of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended. All deeds of transfer for once contaminated property will contain covenants warranting that all remedial action necessary to protect human health and the environment has been taken (which, by statute, means completed or initiated and demonstrated to be operating properly and successfully). Further, all transfers will ensure that necessary remedial action can still be performed on the retained properties, either by retaining access easements or by restricting usage of the properties transferred until remedial action has been accomplished, or both. Until property can be conveyed by deed, the Air Force will execute leases to allow reuse to begin as quickly as possible. However, it is the Air Force's intent to dispose of any leased property by deed conveyance at the earliest possible date allowed.

B. Air Quality

Norton AFB is located in the South Coast Air Basin, which has been designated by the U.S. EPA as being in nonattainment of the National Ambient Air Quality Standards (NAAQS) for ozone, nitrogen dioxide, carbon monoxide, and particulate matter less than or equal to ten (10) micrometers in diameter. The IVDA and SBIAA, in coordination with the Southern California Association of Governments and the South Coast Air Quality Management District, have developed a mitigation plan that satisfies applicable air quality regulations.

C. Asbestos

An asbestos survey of facilities at Norton AFB was conducted between November 1990 and March 1991. The survey identified asbestos containing materials in 203 facilities on base.

Damaged or deteriorated asbestos must be abated if it is in a location and condition that constitutes a health hazard or a potential health hazard, or if it is otherwise required by law (e.g., schools). Asbestos abatement will be accomplished in accordance with applicable health laws, regulations and standards, if it is determined that a health hazard exists or to meet legal requirements. After transfer, asbestos management will be the sole responsibility of the property recipients. The disturbance of asbestos through extensive renovation and demolition of existing structures may occur after property disposal. In all cases, lessees or property recipients will be required to handle asbestos in accordance with all applicable regulations, including the Clean Air Act National Emissions Standards for Hazardous Air Pollutants.

D. Biological Resources

Biological resource issues at Norton AFB include the presence of threatened/ endangered species and wetlands. Several Federal- and State-listed threatened, endangered, candidate, or special concern species are known to be present in the vicinity of Norton AFB. Of particular concern is the Santa Ana River woolly star, which is listed by the Federal Government and the State of California as endangered. The woolly star exists in various locations throughout the eastern portion of the base and along the Santa Ana Wash. The Air Force will conduct informal consultation under Section 7 of the Endangered Species Act with the U.S. Fish and Wildlife Service for potential land conveyance to private parties. Recipients of properties conveyed to non-Federal and private parties are subject to the prohibitions in Section 9 of the Endangered Species Act and related regulations regarding listed species. If property is conveyed to another Federal agency, that agency may be required to conduct additional formal consultation under Section 7 prior to engaging in any project that could adversely affect the woolly star.

Norton AFB has approximately one (1) acre of designated wetlands. One-tenth (1/10) acre of wetlands is located in the area of this partial ROD. Executive Order 11990, Section 1(a), requires the Air Force to take action to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of

wetlands in carrying out the Air Force's responsibilities in disposing of Federal lands and facilities. The conveyance documents will, as required by the Executive order, reference those land uses that are restricted under identified Federal, State, or local wetlands regulations. However, the Air Force will transfer or sell these parcels without imposing any restrictions in addition to those imposed by law. Reuse activities that result in the discharge of fill or dredged material into wetlands are regulated under Section 404 of the Clean Water Act by the Corps of Engineers and EPA.

E. Water Resources

Norton AFB overlies the San Bernardino Groundwater Basin, which provides a major portion of the regional water supply. The projected demand for the region will exceed groundwater availability with or without reuse of Norton AFB. The water requirements for developing the property as an airport with office/industrial park will be provided by local water purveyors. The Proposed Action will contribute to the overdraft condition by approximately 1.5 percent. This can be minimized through the use of supplemental water sources, including purchase of water from the California State Water Project, water conservation, water reuse, and increased groundwater recharge spreading basins. The reconciliation of water demand with water availability will be the responsibility of local government, local water purveyors, and property recipients.

F. Hazardous Materials/Hazardous Wastes

Hazardous materials and hazardous wastes associated with the airport and office/industrial park are expected to be similar to those used at Norton AFB prior to closure, specifically for aviation-related maintenance and fuel transportation. Management of hazardous materials and hazardous waste associated property reuse will be the responsibility of individual property recipients, in accordance with applicable regulations.

Interim joint use of facilities at Norton AFB by Lockheed Corporation, sublessee to the IVDA, is in effect and expected to continue. Lockheed conducts commercial maintenance on Boeing 747 aircraft, similar to the type of maintenance conducted by the Air Force on C-141 aircraft prior to closure. The Air Force prepared an Environmental Assessment for this activity and issued a Finding of No Significant Impact on April 5, 1990. Lockheed manages hazardous materials and hazardous wastes in accordance with all applicable regulations. A listing of environmental permits held by Lockheed is given in the disposal and reuse FEIS.

G. Mitigation

The majority of environmental impacts that will occur on the Norton AFB property will result from reuses of the property by future owners. Impacts resulting from Air Force actions will be primarily associated with IRP remedial activities. Because it will have no control over the reuse decisions of future owners, the Air Force has left the responsibility for developing and implementing measures to avoid or minimize environmental harm to future

owners. As previously stated, the Air Force is balancing several goals in this partial ROD: protection of the environment, enhancement of economic development, and revenue generation to help pay for Air Force closure activities. A wide range of redevelopment alternatives exists for future land owners, and the Air Force does not want today's vision of the future to unduly restrict those future choices. Although this disposal decision covers the transfer of certain parcels to enable implementation of the IVDA and SBIAA plans for an airport with office/industrial park, future economic, political and environmental conditions could redirect the development toward other alternatives or means of implementation. Such changes will be subject to complex Federal, State, and local environmental and land use regulations, so that any differing environmental impacts will have to be carefully considered and controlled. The Air Force is adopting some of the mitigation measures described in the FEIS, by deed restrictions or covenants in specific transactions as required. In response to existing or forecast adverse environmental impacts to or in the area of Norton AFB, subsequent property owners should consider implementation of the specific mitigation measures recommended in each subsection of Chapter 4 of the disposal and reuse FEIS.

IV. CONCLUSIONS

The FEIS is more than adequate for the property disposal decisions documented in this partial ROD. The FEIS has presented an informed analysis of the future possibilities for this military base. Land use proposals offered by the public and concepts developed by the Air Force have been analyzed in the FEIS as reasonable reuse alternatives. The Air Force has considered the possible consequences of transfer or sale, parcel by parcel and, alternative by alternative. The FEIS provides ample information to make reasoned choices of how to dispose of individual parcels.

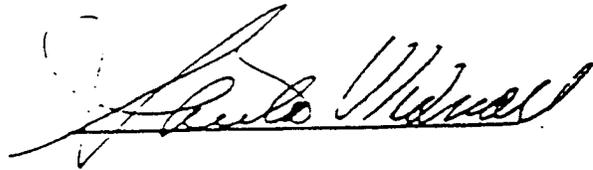
The Air Force does not intend to manage the reuse of the property. Land use management and community planning are the responsibility of local governments and the redevelopment agency, based upon State laws and local priorities. I believe that the environmental analysis process should continue to inform future decision makers. It should do so, however, under the sponsorship of those who will have possession of and develop the properties, or those who will be involved in their regulation.

By this decision, the Air Force adopts certain mitigation measures, as described in this partial ROD, to protect public health and welfare and the on-going hazardous waste cleanup process. In response to existing or forecasted environmental impacts to or in the area of Norton AFB, subsequent property owners should consider implementation of the more specific mitigation measures associated with reuses they may undertake, as recommended in Chapter 4 of the FEIS.

The disposal of Norton AFB is in accordance with the provisions of the Defense Authorization Amendments and Base Closure and Realignment Act of 1988 (Public Law 100-526) and recommendations of the Defense Secretary's Commission on Base Realignment and Closure. Based upon consideration of the FEIS, and other relevant factors, I have decided to proceed with the disposal of Norton AFB in accordance with the approaches indicated in the FEIS and this ROD.

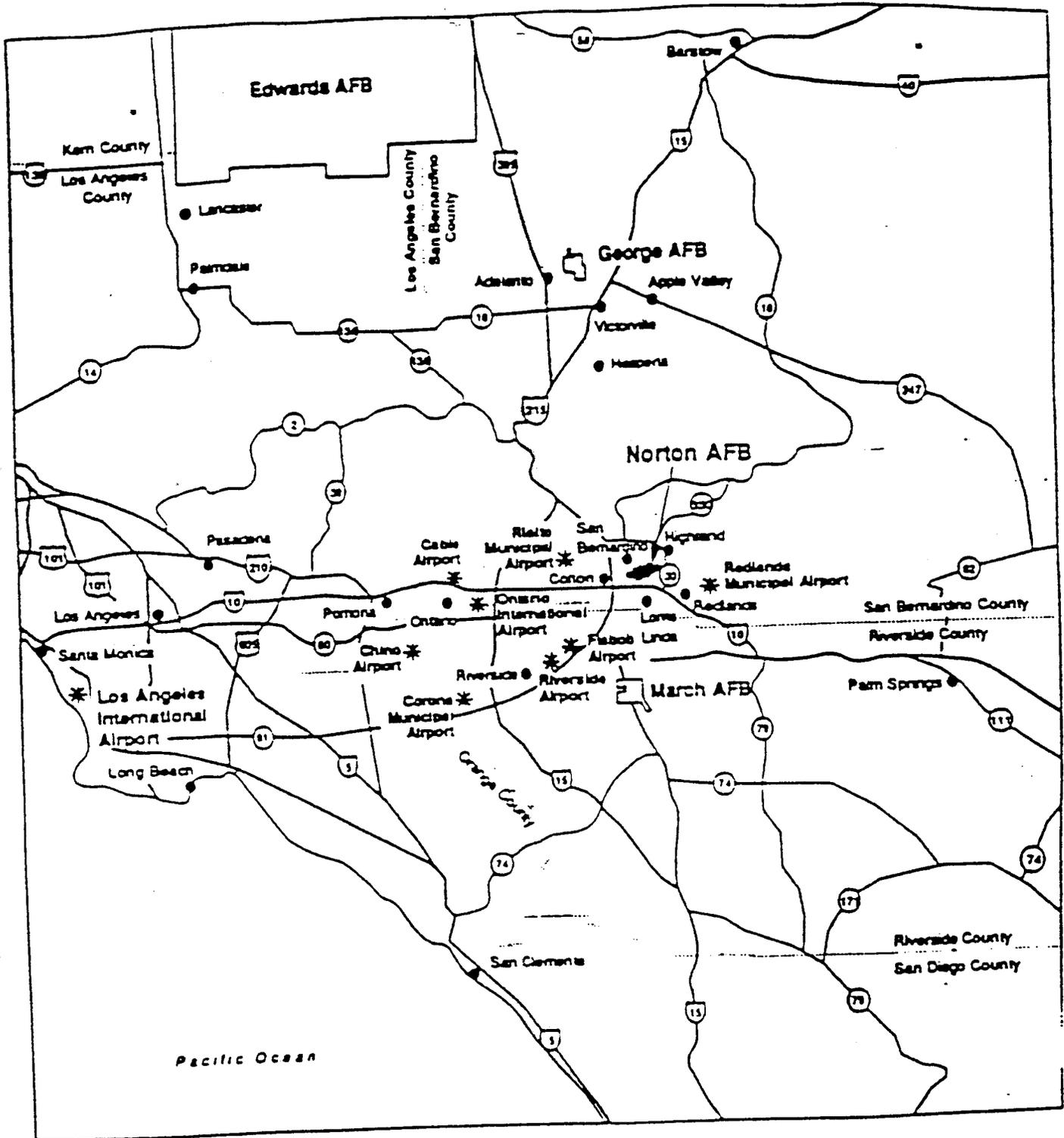
DEC 15 1993

Date



Sheila E. Widmell
Secretary of the Air Force

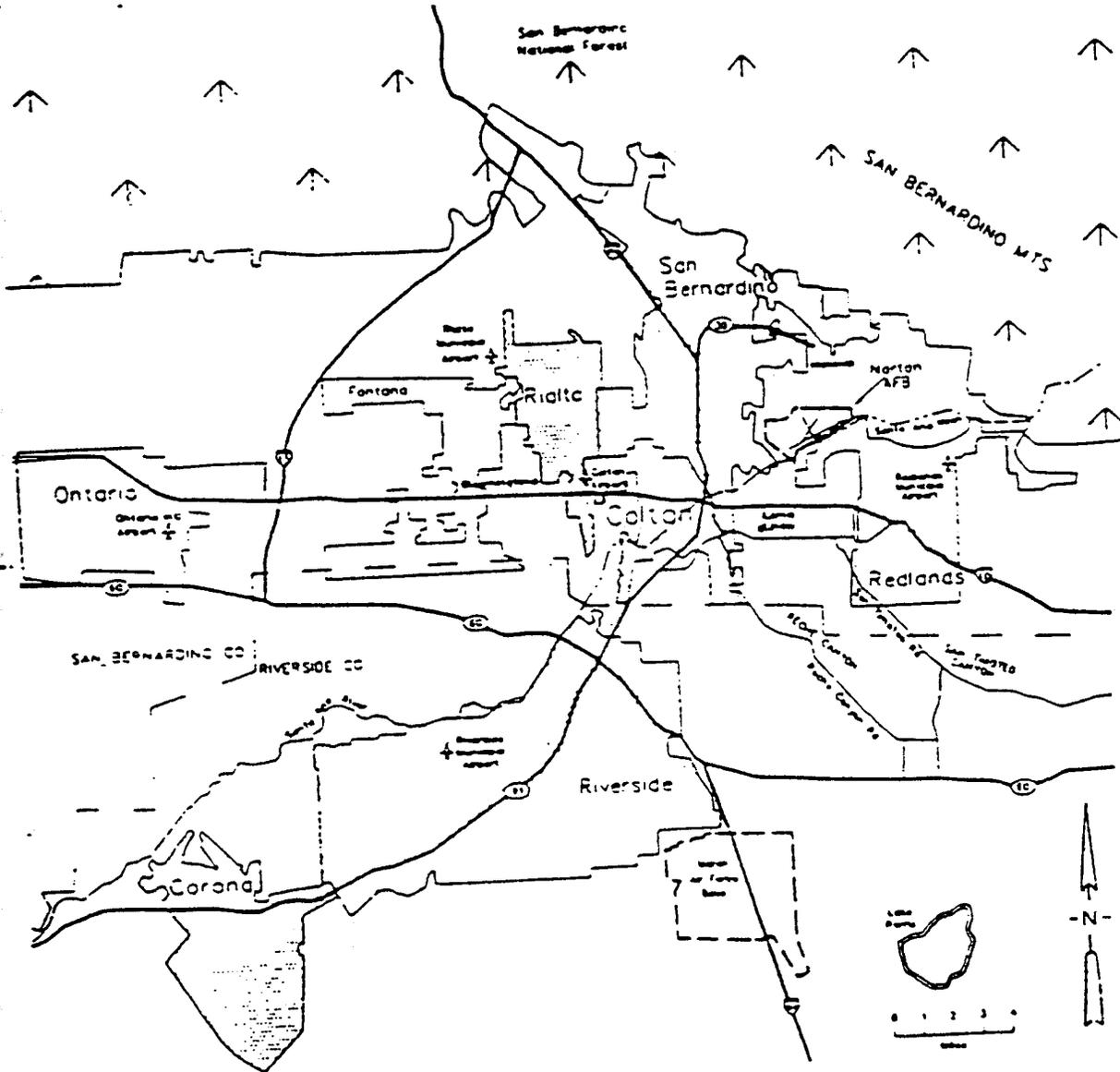
Exhibit 1
REGIONAL MAP



Norton AFB Disposal and Reuse ROD

Exhibit 2

LOCATION OF NORTON AFB, CALIFORNIA



Norton AFB Disposal and Reuse ROD

**EXHIBIT 3
SUMMARY OF ENVIRONMENTAL IMPACTS**

Resource Category	Proposed Action	Airport with Mixed Use Alternative	Aircraft Maintenance Center Alternative	Non-Aviation Alternative	No-Action Alternative*
Community Land Use and Aesthetics	Replacement of most facilities and infrastructure. New transportation corridor through base. Potential impacts from industrial development and new passenger terminal on adjacent residents. Warehouse development could affect future recreation along the Santa Ana River Corridor. Change in general appearance of the base.	Retention and reuse of existing facilities. New transportation corridor through base and new passenger terminal. Potential impacts from industrial uses on adjacent residents and development along the Santa Ana River. Little change in general appearance of base.	Similar impacts as Airport with Mixed Use Alternative. No passenger terminal. Potential impacts from aggregate mining and industrial uses on nearby residents and recreational uses.	Major change in base land use from predominantly aviation-related to residential. Potential impacts from aggregate mining across Alabama Street. Change in general appearance of base. Warehouse development could affect future recreation along the Santa Ana River Corridor.	No change in on-base land use. Potential effects on redevelopment of area. No change in base appearance.
Transportation	Improvements to Mill, Fifth, and Alabama streets to maintain LOS E or above. Cumulative airspace congestion with expansion of Ontario airport.	Improvements to Mill and Fifth streets to maintain LOS E or above. Airspace conflicts same as Proposed Action.	Improvements same as Airport with Mixed Use Alternative. Little airspace conflict.	Improvements to Mill, Fifth, and Alabama streets to maintain LOS E or above. No airspace conflicts.	No impacts on roadway or airspace.
Utilities	Increase in utilities demand. Minimal impact on local suppliers.	Similar to Proposed Action. Demand slightly lower.	Similar to Proposed Action. Demand slightly lower.	Similar to Proposed Action. Demand slightly lower.	No increase in utilities demand.
Hazardous Materials and Hazardous Waste Management	Increase in types and quantities of materials. Need for adequate emergency response capability.	Same as Proposed Action.	Same as Proposed Action.	Smaller quantities of fuel and hazardous materials than under the Proposed Action. Dependent on off-site emergency response support.	Small quantities of hazardous materials, managed by Air Force.

*Action Alternative summarizes impacts relative to the deuce baseline conditions

EXHIBIT 3
SUMMARY OF ENVIRONMENTAL IMPACTS
(continued)

Issue Category	Proposed Action	Airport with Mixed Use Alternative	Aircraft Maintenance Center Alternative	Non-Aviation Alternative	No-Action Alternative*
Asbestos Materials and Hazardous Waste Management (continued)	Increase in types and quantities of wastes.	Same as Proposed Action.	Same as Proposed Action.	Quantities of waste likely to be smaller than Proposed Action and other reuse alternatives.	Small quantities of waste generated.
Installation Restoration Program	Remediation activities may delay conveyance of some parcels.	Same as Proposed Action.	Same as Proposed Action. Landfill in northeast part of base may contain aggregate mining.	Same as Proposed Action. Landfill may affect residential development.	Remediation activities would be ongoing.
Storage Tanks	All underground tanks not meeting current regulations to be removed prior to disposal.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action. Caretaker maintenance of aboveground tanks.
Asbestos	Extensive demolition will require removal and disposal. Remaining asbestos will require management in place.	Same demolition and renovation will require removal and disposal. Remaining asbestos will require management in place.	Same as Airport with Mixed Use Alternative.	Same as Airport with Mixed Use Alternative.	Continued management of facilities with asbestos.
Pesticides	Increase in use associated with extensive landscaping in office industrial park and golf course.	Slight increase in use; similar to previous use.	Same as Airport with Mixed Use Alternative.	Increase in use of household pesticides in housing area.	Minimal use as part of caretaker activities.
Polychlorinated Biphenyls (PCBs)	All equipment with PCBs greater than 50 ppm removed or refilled prior to disposal.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action.
Radon	Below level of concern.	Below level of concern.	Below level of concern.	Below level of concern.	Below level of concern.

*Action Alternative summarizes impacts relative to the closure baseline conditions

EXHIBIT 3
SUMMARY OF ENVIRONMENTAL IMPACTS
(continued)

Resource Category	Proposed Action	Airport with Mixed Use Alternative	Aircraft Maintenance Center Alternative	Non-Action Alternative	No-Action Alternative*
<p>Hazardous Materials and Hazardous Waste Management (continued)</p> <ul style="list-style-type: none"> • Medical/Biohazardous Waste 	None generated	Small quantities generated from clinic.	Same as Airport with Mixed Use Alternative.	Same as Airport with Mixed Use Alternative.	None generated.
<p>Natural Environment</p> <ul style="list-style-type: none"> • Soils and Geology 	Consumption of aggregate for construction. Alteration of natural surface and some disturbance. New construction required to meet standards for Seismic Zone IV.	Same as Proposed Action.	Same as Proposed Action. Aggregate mining would increase supply of construction material but also increase disturbance.	Same as Proposed Action.	No impact.
<ul style="list-style-type: none"> • Water Resources 	Increased runoff could overburden existing drainage and flood control facilities. Increase in water demand requiring additional supplemental supply.	Same as Proposed Action.	Same as Proposed Action. Potential increase in erosion and sedimentation due to diversion of Santa Ana River channel to enable aggregate mining in wash.	Same as Proposed Action.	No impact.
<ul style="list-style-type: none"> • Air Quality 	Increase in air pollutant emissions. Potential interference with reaching attainment of federal and state PM ₁₀ standards, as well as state ozone and CO standards. No interference with meeting attainment goals for NO _x . No jeopardy of SO ₂ attainment status.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action.	No measurable increase in air pollutant emissions.

*No-Action Alternative summarizes impacts relative to the closure baseline conditions

EXHIBIT 3
SUMMARY OF ENVIRONMENTAL IMPACTS
 (continued)

Category	Proposed Action	Airport with Mixed Use Alternative	Aircraft Maintenance Career Alternative	Non-Airport Alternative	No-Action Alternative*
Environment Noise	Maximum of about 750 acres exposed to DNL 65 dB or greater. Area currently includes 9 residents. Increased traffic noise along some roads.	Similar to Proposed Action. Maximum of about 750 acres exposed to DNL 65 dB or greater from aircraft noise. Area currently includes 9 residents. Increased traffic noise along some roads.	Less than 100 acres and no area outside of airport exposed to DNL 65 dB or greater from aircraft noise. Increased traffic noise along some roads.	No aircraft noise. Increased traffic noise along some roads.	No impact.
Biological Resources	Loss of 12 acres of native vegetation, including 1 acre of wetlands. Impact on endangered Santa Ana River woolly-star and 5 other sensitive species. Loss of wildlife habitat and foraging area for several species.	Same as Proposed Action.	Loss of 47 acres of native vegetation, including 7 acres of wetlands. Also includes 21 acres of native vegetation in the Santa Ana Wash lost due to aggregate mining. Impact on Santa Ana River woolly-star and 5 other sensitive species. Loss of wildlife habitat and foraging area.	Loss of 21 acres of native vegetation, including 1 acre of wetlands. Loss of wildlife habitat and foraging area. Replacement with more landscaped areas. Impact on Santa Ana River woolly-star and 5 other sensitive species.	No impact. Potential increase in habitat value.
Cultural Resources	No significant resources on base; therefore, redevelopment will have no impact. Off-base road improvements may affect resources.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action.	No impact.



JAN 14 1994

MEMORANDUM FOR GOVERNMENT AGENCIES, PUBLIC LIBRARIES, AND
INTERESTED PUBLIC

SUBJECT: Supplement to Partial Record of Decision (ROD) on Norton Air Force Base
(AFB) California (CA) - INFORMATION MEMORANDUM

Attached is a copy of my supplement to the partial ROD for the Disposal and Reuse of Norton AFB, California, dated December 15, 1993. The supplemental ROD was developed based upon review and consideration of the Final Environmental Impact Statement (FEIS), comments received, and the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) which addressed the potential impacts of the proposed action. I have considered the potential impacts addressed in the FEIS and EA-FONSI for this proposal prior to making my decision.

A handwritten signature in black ink, appearing to read "Sheila E. Widmali".

Sheila E. Widmali

Attachment:
As Stated

SUPPLEMENTAL RECORD OF DECISION
FINAL ENVIRONMENTAL IMPACT STATEMENT
DISPOSAL AND REUSE OF NORTON AIR FORCE BASE, CALIFORNIA

The Partial Record of Decision (ROD) executed on December 15, 1993, (Exhibit 1) is hereby supplemented as follows:

My decision with regard to parceling of real property, determination of excess and surplus property, and methods of disposal, is modified to withdraw approximately 33 acres from Parcel A. The withdrawn property is adjacent to the approach end of Runway 6 and includes a section of Perimeter Road, a portion of the Norton AFB Golf Course, and navigational aids. The withdrawn property, excluding the navigational aids, will be included within Parcel C. Title to the navigational aids, easements for such navigational aids, and an aviation easement over this property will be made available for disposal with the remainder of Parcel A. Exhibit 2 depicts the modification to Parcel A resulting from this decision. Exhibit 3 is a detailed narrative description of the modified Parcel A.

In all other respects, my previous decisions regarding Parcels A and C are unchanged. Parcel A will be made available for disposal for use as a public airport and Parcel C will be disposed of by negotiated or public sale.

JAN 14 1994

Date



Sheila E. Widnall
Secretary of the Air Force

3 Exhibits:
As Stated

GENERAL DESCRIPTION OF PARCEL A

Parcel A (and the contiguous nonaviation revenue producing property - Parcels B1 - B4) starts at a point directly South of the Southwest corner of building #575 on the North side of Mill Street; then North to the South side of "A" Street; East along the South side of "A" Street to the center of 6th street; North along the center line of 6th street to the center line of "E" street; East along the center line of "E" street to the east side of 7th street; North along the eastern side of 7th street to the base boundary; East along the base boundary to a point directly South of Hercules Court in the housing area; South from that point to the center line of "X" Street; East to the West side of 106th Street; South to the center line of "W" Street; East to the East side of 107th Street; North to a point which is an extension of the center line of "X" Street; East to a point which is directly North of the North/South Perimeter Road, then North to the base boundary; turning East follow the base boundary to a point which is Southeast of facility #868; then go Northwest to the southwest corner of building #868; then Southwest to a point on the airfield side of Perimeter Road North of the 17th Hole Tee Box on the Golf Course, then along airfield side of Perimeter Road to the Airfield Side of the intersection of Mill Street and Perimeter Road, then North across Perimeter Road to the North side of Mill Street; West along the North side of Mill Street to the starting point directly South of the Southwest corner of building #575 on the North side of Mill Street.

Parcel A1 starts at the Southeast Corner of Mill Street and Tippecanoe Avenue; then East along the South side of Mill Street to a point South of the Southeast corner of Bldg. 561; South to the Centerline of Runway 6; East to a point South of 5th Hole Green; South to the outer boundary of the Runway Protection Zone; Southwest along the Runway Protection Zone boundary to its intersection with the base boundary; West along the boundary to the corner of Central and Tippecanoe, then North to the Southeast corner of Mill Street and Tippecanoe Avenue.

The property does not include a 20-acre parcel for the Forestry Service identified as Parcel D and all necessary and reasonable access easements.

The property includes Air Force Tract No. 119 off-base Instrument Landing System Middle Marker located on the South 378 feet of the West 175 feet of Lot 2 in Block 46, Rancho San Bernardino, in the County of San Bernardino, State of California, as recorded in the County Recorder's Office in Book 7, page 2 of Maps.

The property includes all navigational aids within the Runway Protection Zone at the approach end of Runway 6. The property also includes access easements to Perimeter road within the area of the golf course boundaries (Parcel C) and to all navigational aids and associated airfield equipment within the Runway Protection Zone on the golf course.

The property will be encumbered by public road easement running along and 60 feet from the center of 6th street.

Buildings on Airport Property:

233 273 277 288 289 296 298 299

302 308 313 324 330 331 332 333 335 336 338 339 341 343 S344 345 347

514 575 585

608 609 617 618 620 627 635 637 638 645 655 657 658 666 667 668 669
671 672 673 674 675 677 680 695 697

701 702 705 707 716 719 720 726 730 736 747 749 752 754 757 761 762
763 766 794 795 796 797

803 804 805 806 807 808 809 810 812 835 844 854 855 856 858 865 867
868

PB 36

2333 2357 2373 2374 2378 2379



SECRETARY OF THE AIR FORCE
WASHINGTON

MAR 30 1994

MEMORANDUM FOR GOVERNMENT AGENCIES, PUBLIC LIBRARIES, AND
INTERESTED PUBLIC

SUBJECT: Supplemental Record of Decision (ROD) on Norton Air Force Base
(AFB) California (CA) - INFORMATION MEMORANDUM

Attached is a copy of my second supplement to the Partial Record of Decision (ROD) for the Disposal and Reuse of Norton Air Force Base, California, dated December 15, 1993, first supplemented January 14, 1994. This Supplemental ROD pertains to those properties at Norton AFB for which the Air Force delayed a decision in the previous RODs.

This Supplemental ROD was developed based upon review and consideration of the Final Environmental Impact Statement (FEIS) for the Disposal and Reuse of Norton AFB, comments received, and other relevant factors. I have taken into consideration the potential impacts addressed in the FEIS for this proposal prior to making my decision.

A handwritten signature in black ink, which appears to read "Sheila E. Nicholl".

Sheila E. Nicholl

Attachment:
As Stated

SUPPLEMENTAL RECORD OF DECISION
DISPOSAL AND REUSE OF NORTON AIR FORCE BASE, CALIFORNIA

March 1994

Prepared By:
Southern Pacific Division
Air Force Base Conversion Agency

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I. INTRODUCTION

This Supplemental Record of Decision (ROD) documents the Air Force's decisions regarding the disposal of properties at Norton Air Force Base (AFB) for which a decision was delayed in the Air Force's Partial ROD issued on December 15, 1993, and supplemented on January 14, 1994. The previous RODs document the Air Force disposal decisions made for ten (10) parcels (airfield, golf course, airport-related properties) containing approximately 1,560 acres of the base property. The Air Force's disposal decisions for the remaining properties of Norton AFB (approximately 400 acres) are presented in this ROD.

The location of Norton AFB, surrounding vicinity, and the disposal parcels are shown in Exhibits 1 and 2, respectively.

This Supplemental ROD was developed pursuant to the National Environmental Policy Act (NEPA) and the Council on Environmental Quality Regulation, 40 Code of Federal Regulations (CFR) § 1505.2. The decisions included in this Supplemental ROD have been made in consideration of the information contained in the Final Environmental Impact Statement (FEIS) for the Disposal and Reuse of Norton AFB, which was filed with the United States Environmental Protection Agency (EPA) on June 4, 1993. In addition to the analysis in the FEIS, the Air Force also studied the socioeconomic effects resulting from closure and reuse of Norton AFB, which is contained in the Final Socioeconomic Impact Analysis Study (FSIAS). Both documents were made available to the public on June 11, 1993.

A. Purpose and Need

Norton AFB will formally close on March 31, 1994, pursuant to the Defense Authorization Amendments and Base Closure and Realignment Act of 1988 (Public Law 100-526) (BCRA) and the recommendations of the Defense Secretary's Commission on Base Realignment and Closure. The FEIS was prepared to analyze the potential environmental consequences of the disposal of the base. Pending closure of Norton, the following disposal decisions are to be made by the Air Force:

How the property which was not addressed in the previous RODs will be divided into parcels for disposal;

The method of disposal for parcels conveyed (transfer to another Federal agency, public benefit conveyance or donation, negotiated sale or public sale); and

The mitigations that should be adopted covering the disposal and reuse of the property.

Some mitigation measures will be taken by the Air Force, others will be the responsibility of the property recipients. Mitigation measures are discussed in Section III, Environmental Issues, of this ROD, and in the Disposal and Reuse FEIS.

B. Federal Agency Requirements Under the National Environmental Policy Act

Any Federal agency which acquires property from the Air Force; either for use in accomplishing its mission or for conveyance under its sponsorship in a public benefit program, must comply with the requirements of the NEPA and its attendant regulations.

C. Public Involvement

This section discusses the level of involvement of the State, local governments, and the public in the preparation of the FEIS for the Disposal and Reuse of Norton AFB.

On January 24, 1990, the Inland Valley Development Agency (IVDA) was formed as a Joint Powers Authority (JPA) under California law (Health and Safety Code Section 33320.5) to provide for the reuse and development of the base property. The membership of IVDA includes the cities of San Bernardino, Colton, and Loma Linda and the county of San Bernardino. On June 6, 1992, the San Bernardino International Airport Authority (SBIAA) was formed as an additional JPA with responsibility to redevelop the airfield portion of the base. The membership of SBIAA includes that of IVDA, as well as the cities of Redlands and Highland. The IVDA developed an Airport Layout Plan (ALP) and an overall Base Reuse Plan for redevelopment of the base. SBIAA has used the original work of IVDA to continue in their planning for the airport.

Consistent with Air Force policy, these plans were used in developing the Preferred Alternative for purposes of analysis of potential impacts in the FEIS. The plan included the development of a commercial airport facility to include support activities, as well as office/industrial park, warehousing, commercial and recreational land uses. The Air Force FEIS also analyzed the potential environmental impacts of four (4) reasonable alternatives to the Preferred Alternative, including the No-Action Alternative.

The identification of environmental issues related to the disposal and reuse of the base began with the scoping process. A public scoping meeting for the Disposal and Reuse EIS was held in the City of San Bernardino on March 20, 1991. Comments received from the scoping meeting along with other information were used to determine the scope, relevant issues, and emphasis required for the Disposal and Reuse FEIS.

A Draft EIS (DEIS) was released for public review and comment from January to March 1992. Approximately 300 copies of the DEIS were distributed to various Federal, State and local government agencies and organizations in addition to interested public citizens, organizations and civic groups. A public hearing was held on February 12, 1992, in the City of San Bernardino Council Chambers, during which eight (8) speakers provided testimony. The hearing panel consisted of representatives of the Air Force. By the end of the public comment period (March 9, 1992), the Air Force received about thirty (30) letters containing comments on

the DEIS. These comments were used in developing the FEIS. Copies of the written comments and associated Air Force responses are included in Chapter 9 of the FEIS. Approximately 320 copies of the FEIS were distributed on June 11, 1993.

D. Alternatives Considered

The FEIS for the Disposal and Reuse of Norton AFB presented the environmental consequences of disposal and reuse for those portions of base property considered to be excess to the needs of the Air Force. Approximately 125 acres, within three (3) non-contiguous parcels, were retained within DoD for continued military use. Subsequent to the FEIS, the Air Force identified additional excess properties on Norton AFB that will become available for disposal. These properties include warehouse facilities in the western portion of the base. The amount of retained property will be reduced by 37 acres and the total amount of property available for disposal and reuse will increase by less than two (2) percent. Further analysis of potential traffic and air emission increases and other changes related to civilian industrial uses concluded that the potential environmental consequences associated with the additional disposal and reuse of these properties would fall within the range of impacts and mitigations associated with the alternatives analyzed in the FEIS. Based upon these conclusions, the Air Force determined that a supplemental EIS was not warranted.

1. Airport with Office/Industrial Park (Preferred Alternative)

The Preferred Alternative analyzed in the FEIS includes the development of a commercial airport with related aviation support facilities, office/industrial park, warehousing, commercial and recreational land uses.

2. Airport with Mixed Use Alternative

This alternative considers the development of a commercial airport (air passenger, air cargo, general aviation, and aircraft maintenance traffic) and other nonaviation uses with the intent of retaining the majority of existing facilities for reuse. Non-aviation development would include industrial, commercial, residential, institutional, and recreational uses.

3. Aircraft Maintenance Center Alternative

This alternative would consist of aviation-related industrial use, specifically aircraft maintenance activities, that need access to a functional airfield. The airport would also support general aviation operations. In addition to the nonaviation land uses described under the Airport with Mixed Use Alternative, this alternative would include aggregate mining activities in the northeast portion of the base.

4. *Non-Aviation Alternative*

Under this alternative, the base property would be converted into non-aviation uses only. The aviation-related facilities, including the airfield would be removed and replaced with residential development. The remaining portions of the base would be developed for a variety of industrial, commercial, institutional and recreational uses.

5. *No-Action Alternative*

Under this alternative, the Air Force would retain ownership of the property. The base property would be maintained in a caretaker status to prevent serious deterioration of the property and harm to the environment.

The No-Action Alternative is the environmentally preferred alternative. The development of the property under any other alternative would create a possibility for greater environmental impacts, as described in the FEIS for the Disposal and Reuse of Norton AFB. Potential impacts include risk of environmental harm associated with the storage of hazardous materials used in industrial operations, increased transportation trips, increased utility usage, increases in regional air pollutant emissions, and potential loss of habitat for native and sensitive plant and wildlife habitat. The No-Action Alternative, however, does not meet the objective of property disposal and community economic recovery expressed by the Secretary of Defense and the United States Congress.

E. *Stewart B. McKinney Homeless Assistance Act*

The Air Force has fully complied with the requirements of the Stewart B. McKinney Homeless Assistance Act (McKinney Act), as amended, 42 U.S.C. § 11411. All of the property at Norton AFB reported by the Air Force was determined to be suitable for use by homeless assistance providers by the Department of Housing and Urban Development (HUD). A list of suitable and available properties was initially published in the Federal Register on June 4, 1993, and periodically thereafter.

The Department of Health and Human Services (HHS) has found one (1) homeless assistance application acceptable. The Grace Apostolic Church's request for use of the base chapel (Building 104) and the base youth center (Building 615) for homeless use has been approved by HHS.

In the Partial ROD, Western Eagle Foundation (WEF) was identified as an "approvable" applicant for the use of five (5) buildings for warehouse space to support proposed food distribution operations. HHS revoked its approval of the WEF application on February 14, 1994.

F. Requests for Property by Federal Agencies

In compliance with the Federal Property and Administrative Services Act of 1949, as amended, and regulations thereunder, and BCRA, the Department of Defense (Air Force) solicited proposals from Federal agencies regarding their respective interest in acquiring any land or facilities that might become available on the base.

The U.S. Department of Veterans Affairs (USDVA) and the U.S. Postal Service (USPS) expressed interest in several facilities during the initial EIS scoping process. However, USDVA did not submit a proposal for Norton AFB properties. No further action was taken by the USPS to formally request Norton AFB properties.

The Partial ROD documents the Air Force's decision to make property available for transfer to the U.S. Department of Agriculture Forest Service (USDAFS) for use in consolidating firefighting and emergency response operations.

G. Requests for Assignments from Sponsoring Federal Agencies

Proposals were solicited from Federal agencies regarding interest in acquiring any land or facilities through their various sponsorship programs. Informal proposals and interest were expressed by a variety of entities. The concept of these proposals were analyzed, in general, in the FEIS as independent land use concepts or as part of the reuse alternatives.

The National Park Service (NPS) supports conveyance of several properties for recreational and park use on behalf of the City of San Bernardino and the City of Highland.

The Department of Education (DOE) has recommended the public benefit conveyance of property for educational use, as requested by San Bernardino Community College District and Loma Linda University.

H. Other Requests for Property

The San Manuel Band of Mission Indians is a Federally recognized Indian tribe located on the San Manuel Reservation in San Bernardino County. They expressed interest in the entire base for an International Enterprise Zone but did not submit a supporting request or reuse plan. They have subsequently expressed interest in other parcels and individual facilities.

The San Bernardino County Adult Correctional Advisory Council requested several facilities for use as a correction facility during the EIS scoping period, but did not submit a formal request or reuse plan to the Air Force for consideration.

The Norton Federal Credit Union has expressed interest in acquiring the Credit Union Building pursuant to Public Law 102-190.

Aggregate mining has been requested, as an independent proposal, within the extreme eastern portions of the base. However, the majority of this property has been made available for public benefit conveyance for use as a public airport and associated revenue generating property as documented in the Partial ROD.

I. Previous Disposal Decisions (December 15, 1993, January 14, 1994)

The following disposal decisions were made in the previous RODs for parcels of property at Norton AFB which have been declared excess:

1. Parcels D and D1 were made available at fair market value to the USDAFS as transfers to another Federal agency pursuant to the Federal Property Management Regulation (FPMR) § 101-47.203-7.

The following disposal decisions were made in the previous RODs for parcels of property at Norton AFB which have been declared surplus:

2. Parcel A was made available as aeronautical property for public airport purposes pursuant to Section 13(g) of Surplus Property Act of 1944 (SPA).

3. Parcels B1-B4 were made available to support Parcel A as nonaviation revenue producing property pursuant to Section 13(g) of SPA.

4. Parcels C, E, and F were made available for negotiated sale for fair market value to eligible public bodies subject to obtaining such competition as is feasible under the circumstances pursuant to 40 U.S.C. § 484(e)(3)(h).

I previously deferred decisions on all portions of Norton Air Force Base not covered by the Partial ROD, to include utilities and roads, pending further analysis and review.

II. DECISION

The decision documented by the Partial ROD dated December 15, 1993, was to dispose of the aviation related portion of Norton AFB in a manner that enabled the development of a regional airport with the capacity for commercial and industrial development. This allowed for the central theme of the proposed future land use plans discussed in the EIS to be fully implemented. The Partial ROD also addressed the golf course and parcels retained by the Government due to further Federal need.

In this Supplemental ROD, I continue to dispose of Norton AFB in a manner that does not correspond specifically to the Preferred Alternative or any particular alternative in the EIS but is a composite of portions of all of the alternatives considered and analyzed. This ROD also contains minor boundary realignments of some parcels previously addressed. A composite disposal plan was chosen for this action because it best achieves a responsible balance between the primary Air Force disposal goals: to accommodate Federal needs; and to assist the affected communities in developing productive uses of the property for economic recovery in an environmentally-responsible manner.

The decisions outlined in this document, coupled with those in the previous RODs, complete the disposal decisions for Norton AFB pursuant to BCRA.

A. Parceling of Real Property

My decisions with regard to parceling of real property, determinations of excess and surplus property, and methods of disposal are:

1. **Parcels G1 and G2:** Parcel G1 contains approximately 8.9 acres (3.60 hectares) of land located on the northwest portion of the base, bordered on the south by G Street, and on the east by 6th Street. The property is developed with the Galaxy Service Club, gymnasium, swimming pool, six (6) tennis courts, a half-mile (0.8 kilometer) running track, and other recreational infrastructure.

Parcel G2 contains approximately 15 acres (6.07 hectares) of a 30 acre (12.14 hectares) parcel of land located off base within the City of Highland at the southeast corner of Central Avenue and Hibiscus Street. The property is located in a residential area approximately two (2) blocks north of the northeast corner of the base. The property is developed with a Little League Baseball field, a snack bar and restroom, recreational facilities, and land. The highest and best use of these parcels is for park and recreational purposes. These areas are anticipated to be used for park and recreational purposes for the foreseeable future.

2. **Parcels H and H1:** Parcel H contains approximately 19.4 acres (7.85 hectares). It contains the road bed consisting of Tippecanoe Avenue, "C" Street (east of Tippecanoe), 6th

Street (north of "C" Street). This road is proposed for widening to a six (6) lane configuration to improve circulation and redevelopment. Parcel H1 contains approximately 19.6 acres (7.93 hectares); it contains additional land to widen Tippecanoe Avenue, "C" Street (east of Tippecanoe), 6th street (north of "C" Street). Together these parcels contain approximately 39.0 acres (15.78 hectares) and will be used as a roadway for the indefinite future.

3. **Parcels I1-I3:** Parcel I1 has 57.5 acres (23.27 hectares) and contains eleven (11) barracks buildings, a bowling alley, movie theater, library, security police building, base communications center and civil engineering complex.

Parcel I2 contains approximately 111.3 acres (45.04 hectares) improved with twenty three (23) warehouses, some of which have been modified for other uses. The highest and best use of the parcel is for mixed use industrial and commercial development.

Parcel I3 contains approximately 150.4 acres (60.87 hectares) and is improved with twelve (12) large warehouses, eight (8) small warehouses and the aircraft crash laboratory. The highest and best use of Parcel I3 is for office/industrial development. These parcels are improved with mixed use industrial and commercial use facilities. The highest and best use of these parcels is for mixed use industrial and commercial development. These parcels are suited for immediate use as presently improved and for redevelopment in the intermediate or long-term. It is expected that the short-term use of parcels I2 and I3 is likely to be for warehousing.

4. **Parcels J and J1:** Parcel J consists of approximately 1.8 acres (0.73 hectares) and is bounded on the west by 5th Street, on the east by 6th Street, on the north by E Street, and on the south by Parcel I1. Parcel J is improved with the base chapel, a one story structure identified as Building 104. The Parcel also contains a paved parking area with forty three (43) parking spaces.

Parcel J1 consists of approximately 1.8 acres (0.73 hectares) and abuts Parcel F on the north and east and is bounded on the east by 6th Street and on the south by E Street. Parcel J1 is improved with the youth center. Parcels J and J1 have been requested by Grace Apostolic Church for homeless use. These parcels have been approved by HHS for homeless assistance by Grace Apostolic Church and will be assigned to HHS for that purpose.

5. **Parcels K1-K4:** Parcel K1 contains approximately 6.2 acres (2.51 hectares) and consists of two (2) baseball fields. Due to its frontage on East Third Street, the highest and best use for Parcel K1 is commercial and retail development.

Parcel K2 contains approximately 5.3 acres (2.14 hectares) is bounded on the west by Tippecanoe Avenue and on the north by "C" Street. This parcel contains the child care center. Considering the character and condition of the existing facility, the highest and best use of the parcel is commercial use with interim use as a commercial day care center. Commercial redevelopment will be aided by the proposed road improvements to Tippecanoe Avenue. These

parcels are suited for immediate use as presently improved and redevelopment in the intermediate or long-term.

Parcel K3 contains approximately 2.22 acres (0.9 hectares) and is bounded on the west by Tippecanoe Avenue, on the north by North Drive, on the east by Memorial Drive and on the south by South Drive. It contains the Credit Union (Building 21). Public Law 102-190, 10 U.S.C. 2825, dated December 5, 1991, authorizes the DoD to negotiate a sale with the Credit Union provided that Credit Union funds were used for construction or substantial renovation of the Credit Union building. The Norton Federal Credit Union has indicated an interest in acquiring Building 21 and the underlying land. This parcel is suited for immediate and long-term use as improved.

Parcel K4 contains approximately 10.9 acres (4.41 hectares) and includes the Officers' Club and a portion of the visiting officers' quarters. The highest and best use of Parcel K4 is commercial development. This parcel is suited for immediate and long-term redevelopment for commercial use as improved.

6. Parcel L: Parcel L contains approximately 6.4 acres (2.59 hectares) and includes the medical clinic, dental clinic, pharmacy and associated parking lots. It has office suites available for medical, dental, physical therapy, and other primary care purposes, together with necessary support services such as laboratory, radiology, pharmacy, etc.

For the past 25 years, Loma Linda University has operated two Social Action Community Clinics (SACC), which provide primary health care to the residents of the Inland Empire. Parcel L is located between the existing SACCs and is adjacent to a low-cost housing section of San Bernardino that includes many SACC patients. An expanded clinical facility offering a broad spectrum of low-cost primary care services would accomplish the dual objectives of improved student training and provision of needed clinical services. Loma Linda University has requested public benefit conveyance of this parcel for educational uses and this request has been approved by DOE. This parcel is suited for immediate and long-term use as presently improved.

7. Parcel M: Parcel M is an unimproved parcel located offbase within the City of Highland which contains approximately 15 acres (6.07 hectares). It is bounded on the south by Parcel G2, on the west by Central Avenue, on the east by privately-owned land, and on the north by Hibiscus Avenue. The highest and best use of Parcel M is for residential development. This is consistent with surrounding land use and community development plans.

8. Parcel N: Parcel N contains approximately 3.7 acres (1.5 hectares) and is bounded on the east by 6th Street, and on the north, south, and west by Parcel I1. The NonCommissioned Officers' Academy and the associated parking lot are the only improvements on the parcel.

The San Bernardino Community College District has requested the parcel to use as a

aircraft maintenance program of San Bernardino Valley College. This use enhances the educational resources of the community and fits well with other proposed uses of the base. The parcel has been recommended for educational use by DOE. This area is suited for use as presently improved.

B. Determination of Excess and Surplus

The Partial ROD reserved Parcels D and D1 (approximately 24.9 acres/ 10.07 hectares) at Norton AFB, which were excess to the needs of the Air Force and DoD, for use by the USDAFS. There are no other parcels required to meet the needs of the Federal Government. Therefore, I hereby determine that approximately 415.82 acres (168.3 hectares) that remain (Parcels G through N) are surplus to the needs of the Government and are to be disposed of as provided herein.

Under the Federal Property and Administrative Services Act of 1949 (FPASA), as amended, my statutory options for disposal are: transfer to another Federal agency, public benefit conveyance, negotiated sale to public bodies and public sale. In this ROD, I have decided to make available for public benefit conveyance approximately 76.6 acres (31.0 hectares); and for negotiated or public sale approximately 358.82 acres (145.2 hectares).

C. Methods of Disposal

I have decided to dispose of the following property in the manner described below. In each case a contractual commitment to accept title to the property will be obtained from the prospective transferee, and where necessary related leases to the same transferees will be used to allow occupancy of the property until the Air Force has met the requirements of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended, Section 120(h)(3) and can convey title by deed.

1. Parcels G1 and G2

In consideration of the recreational infrastructure already on Parcels G1 and G2, I have determined the highest and best use for the property to be parks and recreation. This is consistent with the recommendation by NPS for public benefit conveyance. Therefore, I have determined that Parcels G1 and G2 will be assigned to the Secretary of the Interior for disposal under 40 U.S.C. § 484 (k)(2) for public park or recreation purposes. Subsequent disposal shall be accomplished by the Department of the Interior under that authority.

2. Parcels H and H1

The highest and best use of these parcels is for use as a public thoroughfare. Therefore, I have decided that Parcel H will be donated pursuant to FPMR 101 - 47.501.2 to an eligible public body. Although the proposed road widening will improve circulation and

redevelopment of the base, the six (6) lane configuration as proposed will also cause severance damage to the abutting properties. However, the widening will enhance the value of the remainder of the properties so as to offset the fair market value of the property conveyed and any severance damage. Therefore, the property needed for the widening of the streets will be made available to the State or an eligible political subdivision of the State, without consideration under 40 U.S.C. 345(c) subject to such terms and conditions necessary to protect the interests of the United States.

3. Parcels I1-I3

The highest and best use of these parcels is for mixed use industrial and commercial development. In light of this, I have decided to dispose of Parcels I1-I3 by negotiated sale to eligible public bodies subject to obtaining as much value as is feasible under the circumstances pursuant to existing laws and regulations. If negotiations are unsuccessful or if there is lack of interest in a negotiated sale, Parcels I1-I3 will be offered at fair market value for public sale.

4. Parcels J and J1

Much of Norton Air Force Base was reported as excess to the needs of the Air Force upon an announcement of closure of the base. In accordance with the McKinney Act, Public Law 100-77, all of the property reported was determined to be suitable for homeless use by HUD. A list of suitable and available properties was initially published in the June 4, 1993, Federal Register and periodically thereafter. As of this date, one homeless application has been approved by HHS.

Therefore, with this supplement, I have decided to assign approximately 3.6 acres (1.46 hectares), with access and utility easements as required, to HHS for disposal.

5. Parcel K1-K4

Parcels K1 and K2 were requested by San Bernardino for park and recreation purposes. However, there is no immediate demand in San Bernardino for additional softball fields. The development of the roadways programmed will encourage commercial development in and around these parcels. For these reasons, I have determined that the business potential of both properties outweighs their potential for park and recreation purposes.

I have decided that Parcels K1, K2, and K4 will be made available to eligible public bodies by negotiated sale, subject to obtaining as much value as is feasible under the circumstances pursuant to existing laws and regulations. If negotiations are unsuccessful or if there is no interest in negotiated sale, the property will be offered at fair market value for public sale.

I have determined that Parcel K3 will be sold to the Norton Federal Credit Union, pursuant to Public Law 102-190. If the Air Force and the Credit Union are unable to successfully complete the negotiated sale, the property in Parcel K3 will be disposed of by negotiated or public sale.

6. Parcel L

I have decided that Parcel L with access and utility easements be assigned to DOE for disposition to Loma Linda University under the authority of 40 U.S.C. § 484(k)(1)(A) or 40 U.S.C. (k)(1)(B).

7. Parcel M

I have decided to make Parcel M available to eligible public bodies by negotiated sale subject to obtaining as much value as is feasible under the circumstances pursuant to existing laws and regulations. If negotiations are unsuccessful or if there is no interest in negotiated sale, the property will be offered at fair market value for public sale.

8. Parcel N

I have decided to dispose of Parcel N by assignment to DOE as a public benefit conveyance for further disposition to the San Bernardino Community College District under the authorities contained in 40 U.S.C. § 484(k)(1)(A).

9. Easements and Utilities

The road network is integral to the viability of all the parcels. To further redevelopment objectives, I have decided to dispose of the existing primary roadways as dedicated public streets by negotiated sale for a nominal amount if requested by an eligible public body. Secondary roadways that fall within a parcel completely will be included as part of the parcel. Access easements will be granted to all parcels as appropriate.

The main concern in disposing of the utilities is to ensure all parcels will be provided utility service. The utility systems are totally integrated systems, prohibiting their separation among the various parcels. Therefore disposal of the utility systems will include conditions under which the recipients must provide service to all parcels. Utility easements will be granted to all parcels as appropriate.

The gas and electrical systems, although several years old, have value in place. I have decided to dispose of the gas and electrical utility systems with appropriate easements for maintenance and repair, through negotiated sale to respective utility purveyors, or to eligible public bodies, if requested.

The concept of providing a comprehensive plan for the integration of land use and circulation, along with a cohesive set of development and design standards, will establish the SBITC as a significant presence in the Inland Empire. The attraction of an international airport and enhanced access to the regional circulation system will help ensure the project's successful long-term completion.

C. PUBLIC BENEFIT PARCELS

Prior to the closure of Norton Air Force Base, the Department of Defense (DOD) had to determine how the following issues were to be handled.

- How the property was to be divided into parcels for disposal.
- What method would be used to dispose of the parcels to be conveyed, such as transfer to another federal agency, public benefit conveyance or donation, negotiated sale to a public body, or public sale.
- What mitigation, if any, should be adopted covering the disposal and reuse of the property.

During this process, several agencies and non-profit organizations submitted applications for various sites on the Base to the Department of Defense in order to provide certain specified services or programs deemed to be of public benefit. The DOD, either directly or through other Federal agencies, has conveyed the following parcels as Public Benefit land within the boundaries of the Specific Plan. (See Exhibit IV-1).

- C.1 A 6.4-acre parcel has been conveyed to Loma Linda University. The DOD found the property was suited for immediate and long-term use due to its prior use as a medical facility. The DOD further found that a medical facility, which offers a broad spectrum of low-cost primary care services, would improve student training and provide needed low-cost clinical services.
- C.2 A 7.4-acre parcel has been conveyed to the City of San Bernardino Department of Parks and Recreation. The property was the site of former recreational facilities, some of which still exist, including the Galaxy Service Club, gymnasium, swimming pool, six tennis courts and a running track.
- C.3
&C.4 Two parcels, 1.8 acres each, have been conveyed to the Grace Apostolic Church to assist the homeless. These sites previously accommodated an on-base chapel, youth center and offices. These facilities will provide services to assist the homeless, however no on-site housing is proposed.
- C.5 A 3.7-acre parcel area has been conveyed to the San Bernardino Community College District. The DOD found the proposed use enhances the educational resources of the community and is compatible with other proposed uses on the former Base.

The water and wastewater systems are required to support any development at Norton AFB. Therefore, the disposal of these systems will be contingent on the recipient continuing to provide the necessary service to all parcels. I have decided to assign the water and wastewater system to HHS upon formal request for conveyance for use in the protection of public health to an authorized entity under the authority of 40 U.S.C § 484 (k)(1)(B).

D. Boundary Realignment

The following parcels have had minor boundary realignments since the Supplemental ROD dated January 14, 1994, was issued:

<u>Parcel</u>	<u>Old Acres</u>	<u>/</u>	<u>Hectares</u>	<u>New Acres</u>	<u>/</u>	<u>Hectares</u>
A	998.0		403.9	986.2		399.12
B1	167.5		67.78	157.0		63.54
B3	51.5		20.8	50.1		20.28
C	173.9		70.4	207.0		83.77
D	27.8		11.5	20.0		8.09
D1	5.7		2.31	4.9		1.98
F	36.0		14.57	32.2		13.03

of Section 120(h) of CERCLA have been met. The Air Force will allow the recipient to occupy the property before the closing of title under license provisions in the contract or a related lease so that reuse may begin as quickly as possible.

B. Air Quality

Norton AFB is located in the South Coast Air Basin which has been designated by the U.S. EPA as being in nonattainment of the National Ambient Air Quality Standards (NAAQS) for ozone, nitrogen dioxide, carbon monoxide, and particulate matter less than or equal to ten (10) micrometers in diameter. The Clean Air Act, as amended, 42 U.S.C. § 7476(c), requires that all Federal actions conform to the purposes of an applicable state (or Federal) implementation plan of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of such standards. The EPA conformity rule for general Federal actions (40 CFR § 51.853) implementing the statute exempt actions (or portions thereof) which would result in no emissions increase or an increase in emissions that is clearly *de minimis*. The exemptions include actions associated with transfer of land, facilities, title, and real properties, through an enforceable contract or lease agreement where the delivery of the deed is required to occur after specific, reasonable condition is met, such as after the land certified as meeting the requirements of CERCLA, and where the Federal agency does not retain continuing authority to control emissions associated with the lands, facilities, title, or real properties.

The actions covered by this ROD, the disposal of real property and facilities at Norton AFB, have been reviewed and fit within the exemption at 40 CFR § 853(c)(2)(xix) to the application of the general conformity rule. Recipients of the disposed properties will be required to comply with any applicable conformity requirements prior to implementing future actions.

C. Asbestos

An asbestos survey of facilities at Norton AFB was conducted between November 1990 and March 1991. The survey identified asbestos containing materials in 203 facilities on base.

Damaged or deteriorated asbestos must be abated if it is in a location and condition that constitutes a health hazard or a potential health hazard, or if it is otherwise required by law. Asbestos abatement will be accomplished in accordance with applicable health laws, regulations and standards, if it is determined that a health hazard exists or to meet legal requirements. After transfer, asbestos management will be the sole responsibility of the property recipients. In all cases, lessees or property recipients will be required to handle asbestos in accordance with all applicable regulations including the Clean Air Act National Emissions Standards for Hazardous Air Pollutants.

D. Biological Resources

Biological resource issues at Norton AFB include the presence of threatened/ endangered species and wetlands. No threatened or endangered species are known to be located in the parcels included in this Supplemental ROD. However, nine-tenths (9/10) acre of wetlands is located in Parcel B. Executive Order 11990, Section 1(a), requires the Air Force to take action to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the Air Force's responsibilities in disposing of Federal lands and facilities. The conveyance documents will, as required by the Executive Order, reference those land uses that are restricted under Federal, State, or local wetlands regulations. However, the Air Force will transfer or sell these parcels without imposing any restrictions in addition to those imposed by law. Reuse activities that result in the discharge of fill or dredged material into wetlands are regulated under Section 404 of the Clean Water Act by the Corps of Engineers and the U.S. EPA.

E. Water Resources

Norton AFB overlies the San Bernardino Groundwater Basin, which provides a major portion of the regional water supply. The projected demand for potable water within the region will exceed groundwater availability with or without reuse of Norton AFB. This could be minimized through the use of supplemental water sources. The reconciliation of water demand with water availability will be the responsibility of local government, local water purveyors, and property recipients.

F. Hazardous Materials/Hazardous Wastes

Hazardous materials and hazardous wastes associated with the proposed reuse of properties and facilities included in this Supplemental ROD are expected to be similar to those used at Norton AFB prior to closure. Management of hazardous materials and hazardous wastes associated with property reuse will be the responsibility of individual property recipients, in accordance with applicable regulations.

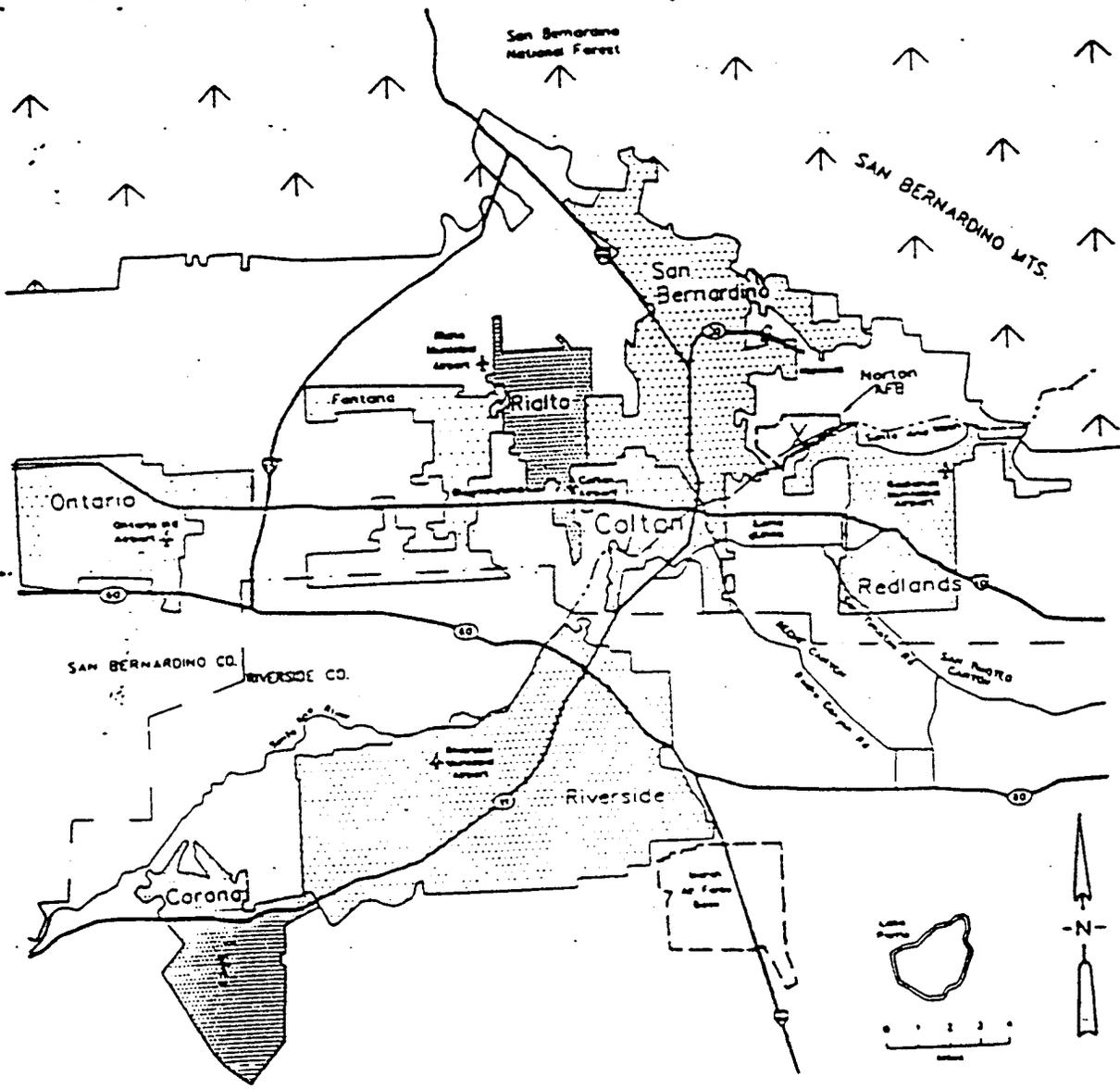
G. Mitigation

The majority of environmental impacts that will occur on the Norton AFB property will result from reuses of the property by future owners. Impacts resulting from Air Force actions will be primarily associated with IRP remedial activities. Because it will have no control over the reuse decisions of future owners, the Air Force has left the responsibility for developing and implementing measures to avoid or minimize environmental harm to future owners. As previously stated, the Air Force is balancing several goals in this Supplemental ROD: protection of the environment, enhancement of economic development, and revenue generation to help pay for Air Force closure activities. A wide range of redevelopment alternatives exist for future choices. Although this disposal decision covers the transfer of certain parcels to enable

implementation of the IVDA and SBIAA plans for an airport with office/industrial park, future economic, political and environmental conditions could redirect the development toward other alternative means of implementation. Such changes will be subject to complex Federal, State, and local environmental and land use regulations, so that any differing environmental impacts will have to be carefully considered and controlled. The Air Force is adopting some of the mitigation measures described in the FEIS, by deed restrictions or covenants in specific transactions as required. In response to existing or forecast adverse environmental impacts to or in the area of Norton AFB, subsequent property owners should consider implementation of the specific mitigation measures recommended in each subsection of Chapter 4 of the Disposal and Reuse FEIS.

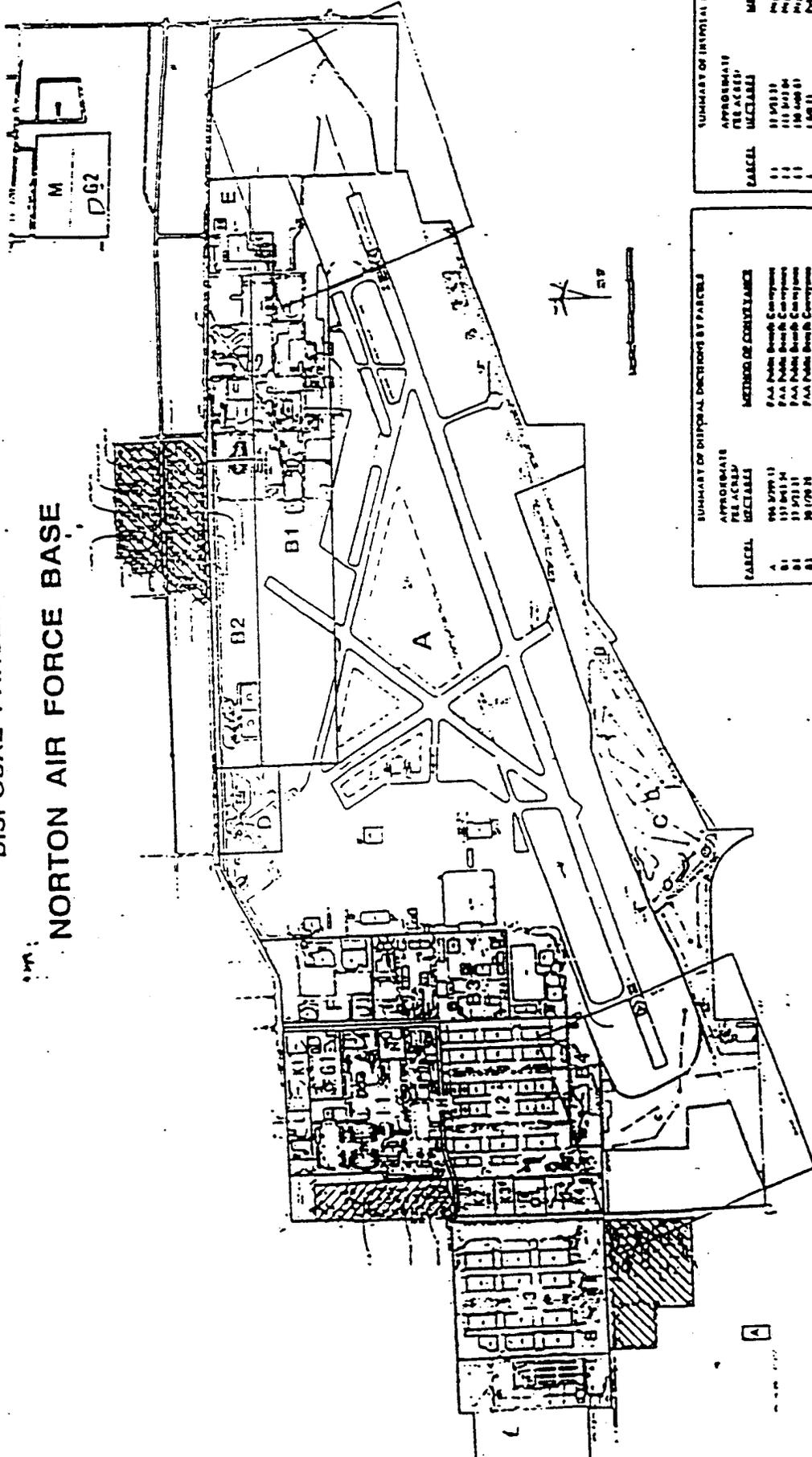
Exhibit 1

LOCATION OF NORTON AFB, CALIFORNIA



Norton AFB Disposal and Reuse ROD

DISPOSAL PARCELS NORTON AIR FORCE BASE



SUMMARY OF DISPOSAL DECISIONS BY PARCELS

PARCELS	APPROXIMATE FEET ACRES	METHOD OF CONFORMANCE
A	994 3779 11	F&A Public Benefit Contingent
B1	131 8413 24	F&A Public Benefit Contingent
B2	33 5713 11	F&A Public Benefit Contingent
C	28 176 24	F&A Public Benefit Contingent
D	18 345 5	F&A Public Benefit Contingent
E	241 8413 17	Regulated or Public Site
F	24 051 09	Regulated or Public Site
G	4 541 18	Regulated or Public Site
H	28 3776 5	Regulated or Public Site
I	23 3113 03	Regulated or Public Site
J	1 545 26	Regulated or Public Site
K	17 045 37	Regulated or Public Site
L	1 545 26	Regulated or Public Site
M	1 545 26	Regulated or Public Site
(1 & 2)	(as indicated in Section B)	Public Benefit Contingent

SUMMARY OF DISPOSAL DECISIONS BY PARCELS

PARCELS	APPROXIMATE FEET ACRES	METHOD OF CONFORMANCE
1	11 545 31	Regulated or Public Site
2	11 545 31	Regulated or Public Site
3	18 046 03	Regulated or Public Site
4	1 545 26	Regulated or Public Site
5	1 545 26	Regulated or Public Site
6	1 545 26	Regulated or Public Site
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100	1 545 26	Regulated or Public Site

EXHIBIT 2

To Be Transferred
to March AFB



EXHIBIT 3
SUMMARY OF ENVIRONMENTAL IMPACTS

Issue Category	Proposed Action	Airport with Mixed Use Alternative	Aircraft Maintenance Center Alternative	Non-Airport Alternative	No-Action Alternative*
Community Land Use and Aesthetics	Replacement of most facilities and infrastructure. New transportation corridor through base. Potential impacts from industrial development and new passenger terminal on adjacent residences. Warehouse development could affect future recreation along the Santa Ana River Corridor. Change in general appearance of the base.	Retention and reuse of existing facilities. New transportation corridor through base and new passenger terminal. Potential impacts from industrial uses on adjacent residents and development along the Santa Ana River. Little change in general appearance of base.	Similar impacts as Airport with Mixed Use Alternative. No passenger terminal. Potential impacts from aggregate mining and industrial uses on nearby residents and recreational uses.	Major change in base land use from predominantly aviation-related to residential. Potential impacts from aggregate mining across Alabama Street. Change in general appearance of base. Warehouse development could affect future recreation along the Santa Ana River Corridor.	No change in on-base land use. Potential effects on redevelopment of area. No change in base appearance.
Transportation	Improvements to ML, Fifth, and Alabama streets to maintain LOS E or above. Curbside areas congestion with expansion of Oxnard airport.	Improvements to ML and Fifth streets to maintain LOS E or above. Airspace conflicts same as Proposed Action.	Improvements same as Airport with Mixed Use Alternative. Little airspace conflict.	Improvements to ML, Fifth, and Alabama streets to maintain LOS E or above. No airspace conflicts.	No impacts on roadway or airspace.
Utilities	Increase in utility demand. Minimal impact on local suppliers.	Similar to Proposed Action. Demand slightly lower.	Similar to Proposed Action. Demand slightly lower.	Similar to Proposed Action. Demand slightly lower.	No increase in utility demand.
Hazardous Materials and Waste Management Hazardous Materials Management	Increase in types and amount of materials. Need for adequate emergency response capability.	Same as Proposed Action.	Same as Proposed Action.	Smaller quantities of fuel and hazardous materials than under the Proposed Action. Dependent on off-site emergency response support.	Small quantities of hazardous materials, managed by Air Force.

*No-Action Alternative summarizes impacts relative to the debase baseline conditions

EXHIBIT 3
SUMMARY OF ENVIRONMENTAL IMPACTS
(continued)

Category	Proposed Action	Airport with Mixed Use Alternative	Aircraft Maintenance Center Alternative	Non-Airport Alternative	No-Action Alternative*
Materials and Waste Management (continued) Hazardous Waste Management	Increase in types and quantities of wastes.	Same as Proposed Action.	Same as Proposed Action.	Quantities of waste likely to be smaller than Proposed Action and other reuse alternatives.	Small quantities of waste generated.
Soil Remediation Program	Remediation activities may delay conveyance of some parcels.	Same as Proposed Action.	Same as Proposed Action. Landfill in northeast part of base may constrain aggregate mining.	Same as Proposed Action. Landfill may affect residential development.	Remediation activities would be ongoing.
Storage Tanks	All underground tanks not meeting current requirements to be removed prior to disposal.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action. Caretaker maintenance of aboveground tanks.
Asbestos	Extensive demolition will require removal and disposal. Remaining asbestos will require management in place.	Same demolition and renovation will require removal and disposal. Remaining asbestos will require management in place.	Same as Airport with Mixed Use Alternative.	Same as Airport with Mixed Use Alternative.	Continued management of facilities with asbestos.
Pesticides	Increase in use associated with extensive landscaping in office industrial park and golf course.	Slight increase in use; similar to previous use.	Same as Airport with Mixed Use Alternative.	Increase in use of household pesticides in housing area.	Minimal use as part of caretaker activities.
Polychlorinated Biphenyls (PCBs)	All equipment with PCBs greater than 50 ppm removed or retrofitted prior to disposal.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action.
Radon	Below level of concern.	Below level of concern.	Below level of concern.	Below level of concern.	Below level of concern.

*No-Action Alternative summarizes impacts relative to the above baseline conditions.

EXHIBIT 3
SUMMARY OF ENVIRONMENTAL IMPACTS
(continued)

Impact Category	Proposed Action	Airport with Mixed Use Alternative	Aircraft Maintenance Center Alternative	Non-Airport Alternative	No-Action Alternative*
<ul style="list-style-type: none"> • Hazardous Materials and Waste (airfield) • Medical/Biohazardous Waste 	None generated.	Small quantities generated from clinic.	Same as Airport with Mixed Use Alternative.	Same as Airport with Mixed Use Alternative.	None generated.
<ul style="list-style-type: none"> • Soil and Geology 	Consumption of aggregate for construction. Alteration of natural surface and soils disturbance. New construction required to meet standards for Seismic Zone IV.	Same as Proposed Action.	Same as Proposed Action. Aggregate mining would increase supply of construction material but also increase disturbance.	Same as Proposed Action.	No impact.
<ul style="list-style-type: none"> • Water Resources 	Increased runoff could overburden existing drainage and flood control facilities. Increase in water demand requiring additional supplemental supply.	Same as Proposed Action.	Same as Proposed Action. Potential increase in erosion and sedimentation due to diversion of Santa Ana River channel to enable aggregate mining in wash.	Same as Proposed Action.	No impact.
<ul style="list-style-type: none"> • Air Quality 	Increase in air pollutant emissions. Potential interference with reaching attainment of federal and state PM ₁₀ standards, as well as state ozone and CO standards. No interference with meeting attainment goals for NO _x . No jeopardy of SO ₂ attainment status.	Same as Proposed Action.	Same as Proposed Action.	Same as Proposed Action.	No measurable increase in air pollutant emissions.

*No-Action Alternative summarizes impacts relative to the above baseline conditions.

EXHIBIT 3
SUMMARY OF ENVIRONMENTAL IMPACTS
(continued)

Resource Category	Proposed Action	Airport with Mixed Use Alternative	Aircraft Maintenance Center Alternative	Non-Airport Alternative	No-Action Alternative*
<p>Natural Environment (continued)</p> <ul style="list-style-type: none"> Noise 	<p>Maximum of about 780 acres exposed to DNL 65 dB or greater. Area currently includes 9 residents. Increased traffic noise along some roads.</p>	<p>Similar to Proposed Action. Maximum of about 750 acres exposed to DNL 65 dB or greater from aircraft noise. Area currently includes 9 residents. Increased traffic noise along some roads.</p>	<p>Less than 100 acres and no area outside of airport exposed to DNL 65 dB or greater from aircraft noise. Increased traffic noise along some roads.</p>	<p>No aircraft noise. Increased traffic noise along some roads.</p>	<p>No impact.</p>
<ul style="list-style-type: none"> Biological Resources 	<p>Loss of 12 acres of native vegetation, including 1 acre of wetlands. Impact on endangered Santa Ana River wren-tit and 5 other sensitive species. Loss of wildlife habitat and foraging area for several species.</p>	<p>Same as Proposed Action.</p>	<p>Loss of 47 acres of native vegetation, including 7 acres of wetlands. Also includes 21 acres of native vegetation in the Santa Ana Wash lost due to aggregate mining. Impact on Santa Ana River wren-tit and 6 other sensitive species. Loss of wildlife habitat and foraging area.</p>	<p>Loss of 21 acres of native vegetation, including 1 acre of wetlands. Loss of wildlife habitat and foraging area. Replacement with more landscaped areas. Impact on Santa Ana River wren-tit and 6 other sensitive species.</p>	<p>No impact. Potential increase in habitat value.</p>
<ul style="list-style-type: none"> Cultural Resources 	<p>No significant resources on base; therefore, redevelopment will have no impact. Off-base road improvements may affect resources.</p>	<p>Same as Proposed Action.</p>	<p>Same as Proposed Action.</p>	<p>Same as Proposed Action.</p>	<p>No impact.</p>

SUMMARY OF DISPOSAL BY DISPOSAL METHOD
APPROXIMATE

<u>METHOD OF DISPOSAL</u>	<u>ACRES</u>	<u>HECTARES</u>
FEDERAL TRANSFER	24.9	10.07
U.S. Forest Service	24.9	10.07
PUBLIC BENEFIT CONVEYANCE	1343.7	543.80
FAA	1267.1	512.80
Homeless	3.6	1.46
Park & Recreation	23.9	9.67
Education Health	10.1	4.09
Road & Road Widening	39.0	15.78
NEGOTIATED/PUBLIC SALE	648.92	262.62

SUMMARY OF PREVIOUS DISPOSAL DECISIONS

<u>PARCEL</u>	<u>APPROXIMATE ACRES/HECTARES</u>	<u>METHOD OF CONVEYANCE</u>
A	986.2/399.12	FAA Public Benefit Conveyance
B1	157.0/63.54	FAA Public Benefit Conveyance
B2	57.5/23.27	FAA Public Benefit Conveyance
B3	50.1/20.28	FAA Public Benefit Conveyance
B4	16.3/6.6	FAA Public Benefit Conveyance
C	207.0/83.77	Negotiated or Public Sale
D	20.0/8.09	Federal Transfer
D1	4.9/1.98	Federal Transfer
E	50.9/20.6	Negotiated or Public Sale
F	32.2/13.03	Negotiated or Public Sale

SUMMARY OF DISPOSAL DECISIONS
MADE WITHIN THIS SUPPLEMENTAL ROD

<u>PARCEL</u>	<u>APPROXIMATE ACRES/HECTARES</u>	<u>METHOD OF CONVEYANCE</u>
G1	8.9/3.60	Public Benefit Conveyance (Recreation)
G2	15.0/6.07	Public Benefit Conveyance (Recreation)
H & H1	39.0/15.78	Public Road and Widening
I-1	57.5/23.27	Negotiated or Public Sale
I-2	111.3/45.04	Negotiated or Public Sale
I-3	150.4/60.87	Negotiated or Public Sale
J	1.8/0.73	Public Benefit Conveyance (Homeless)
J1	1.8/0.73	Public Benefit Conveyance (Homeless)
K1	6.2/2.51	Negotiated or Public Sale
K2	5.3/2.14	Negotiated or Public Sale
K3	2.22/0.9	Negotiated Sale (Credit Union)
K4	10.9/4.41	Negotiated or Public Sale
L	6.4/2.59	Public Benefit Conveyance (Health/Education)
M	15.0/6.07	Negotiated or Public Sale
N	3.7/1.5	Public Benefit Conveyance (Education)

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

REC'D OCT 6 - 1994



OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR GOVERNMENT AGENCIES, PUBLIC LIBRARIES, AND
INTERESTED PUBLIC

SUBJECT: Supplemental Record of Decision (ROD) on Norton Air Force Base
(AFB), California

Attached is a copy of my third supplement to the Partial ROD for the Disposal and Reuse of Norton AFB, California, dated December 15, 1993, first supplemented January 14, 1994, and subsequently supplemented March 30, 1994. This Supplemental ROD pertains to those properties at Norton AFB for which my disposal method is being modified.

This Supplemental ROD was developed based upon review and consideration of the Final Environmental Impact Statement (FEIS) for the Disposal and Reuse of Norton AFB, comments received, and other relevant factors. I have taken into consideration the potential impacts addressed in the FEIS for this proposal prior to making my decision.

SEP 14 1994

Attachment:
As Stated

A handwritten signature in black ink, appearing to read "Rodney A. Coleman", written over a horizontal line.

RODNEY A. COLEMAN
Assistant Secretary
(Manpower, Reserve Affairs,
Installations and Environment)

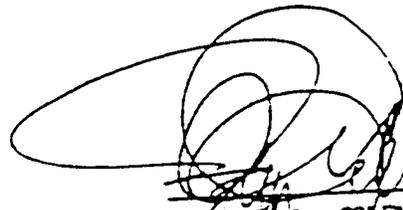
**SUPPLEMENTAL RECORD OF DECISION
FINAL ENVIRONMENTAL IMPACT STATEMENT
DISPOSAL AND REUSE OF NORTON AIR FORCE BASE, CALIFORNIA**

The Partial Record of Decision (ROD) executed on December 15, 1993, first supplemented on January 14, 1994, and subsequently supplemented on March 30, 1994, is hereby supplemented as follows:

My previous decisions making Parcels C, F, H, H-1, I-1, I-2, I-3, K-1, K-2, K-4, and the Easements and Utilities, available for disposal by negotiated or public sale is modified to provide for the disposal of such property by Economic Development Conveyance under the provisions of Public Law No. 103-160.

In all other respects, my previous decisions regarding such parcels are unchanged.

14 SEP 94
Date



RODNEY A. COLEMAN
Assistant Secretary
(Manpower, Reserve Affairs,
Installations and Environment)

Appendix B

List of Former Base Facilities

REFERENCE LIST FOR 11" X 17" SPECIFIC PLAN
BASE MAP SHOWING BASE FACILITIES

BUILDING NUMBER	BUILDING NAME
2	HEADQUARTERS OFFICE BUILDING
6	OFFICES AND PRINT SHOP
6	OFFICERS CLUB
7	OFFICERS CLUB STORAGE
9	BATH HOUSE
14	LIFEGUARD STATION
21	NORTON CREDIT UNION
23	TO BE DEMOLISHED
24	DAY CARE
48	NCO OPEN MESS
53	OFFICES
56	COMMISSARY STORE
58	BASE EXCHANGE FACILITY
97	BIO & ENVIRONMENTAL HEALTH
99	PHARMACY
100	BASE CLINIC
101	A.F. CLINIC AND MENTAL HEALTH
102	RECREATION PATIO
103	INFECTIOUS WASTE
104	CHAPEL
105	BANK
106	BARRACKS
107	BARRACKS
108	BARRACKS
109	BARRACKS
110	RELIGIOUS EDUCATION CENTER
111	STORAGE
112	STORAGE
114	A/C PLANT BUILDING
116	A/C PLANT BUILDING
118	BARRACKS
118	BARRACKS
119	BARRACKS
120	BARRACKS
122	BARRACKS
125	LIBRARY
126	BARRACKS
128	BARRACKS
142	BATHHOUSE

144	MESS HALL
145	MESS HALL
146	BARRACKS
147	A/C PLANT BUILDING
168	RADIO RELAY FACILITY
169	LINEN EXCHANGE
178	RECREATION CENTER
179	RECREATIONAL FACILITY
180	SWIMMING POOL WATER TREATMENT
181	BATHHOUSE
182	BASE GYM
184	SNACKBAR AND ANNOUNCERS BOOTH
190	BOWLING LANES
210	ADMIN. OFFICE DEF. LOG AGENCY
226	H.Q. SPECIFIED
227	H.Q. SPECIFIED
228	CARPENTER SHOP
233	CIVIL AIR PATROL
245	WASTE TREATMENT
247	ELECTRIC EQUIP. ROOM
248	H.Q. SPECIFIED
249	A/C PLANT
250	H.Q. SPECIFIED STORAGE
251	GUARD BUILDING
256	K-9 KENNELS
258	ACID STORAGE
273	LATRINE
289	WATER PUMP STATION
299	
301	HOBBY SHOP AUTOMOTIVE CAR WASH FACILITY
302	BASE HOBBY SHOPS
308	STORE ROOM
313	VEHICLE MAINTENANCE SHOP
401	MAINTENANCE SHOP
403	MAINTENANCE SHOPS FOR BASE ENGINEERING
404	STORAGE
407	MAINTENANCE SHOPS FOR BASE ENGINEERING
409	BASE ENGINEERING ADMINISTRATION
412	BASE ENGINEERING STORAGE FACILITY
414	STORAGE
417	BASE ENGINEERING STORAGE FACILITY
418	BASE ENGINEERING ADMINISTRATION
418	BASE ENGINEERING ADMINISTRATION
419	BASE THEATER
421	OFFICE AND WAREHOUSE
422	BARRACKS

423	BARRACKS
424	BARRACKS
425	BARRACKS
427	WAREHOUSE
428	STORAGE
455	POST OFFICE
460	BARRACKS
466	RESERVE FORCES TRAINING
468	COMMUNICATIONS POWER PLANT
474	MED. FOOD. INSP.
475	BASE PACKAGE STORAGE
479	HEADQUARTERS GROUP
491	NCO PROF. EDUCATION CENTER
499	SECURITY POLICE OPS.
503	BARRACKS
504	BARRACKS
505	OFFICES
512	OFFICES
515	OFFICES
517	BARRACKS
518	WAREHOUSE
520	OFFICES
522	OFFICES
523	OFFICES
524	OFFICES
525	OFFICES
526	OFFICES
527	OFFICES
528	OFFICES
533	OFFICES
534	HEADQUARTERS GROUP RESERVE FORCE
535	OFFICES
536	RESERVE FORCES OPER. TRNG.
537	OFFICES
538	HEADQUARTERS A.F.
539	OFFICES
542	OFFICES AND WAREHOUSE
545	WAREHOUSE
548	SUPPLY REC. AND DELIVERY OFFICES AND WAREHOUSE
552	RETAIL WAREHOUSE
555	RETAIL
558	OFFICES AND WAREHOUSE
561	BARRACKS
562	BARRACKS
563	BARRACKS
575	TO BE DEMOLISHED

575	CONDEMNED TO BE DEMOLISHED
608	SPECIAL OPERATIONS
609	FAMILY SUPPORT
610	FAST FOOD RESTAURANT
615	YOUTH CENTER
617	WATER PUMPING STATION
618	STORE ROOM
620	AUTO SERVICE STATION
635	AUTOMOTIVE REPAIR GARAGE
637	WAREHOUSE
638	OFFICE
645	THRIFT SHOP
650	VEHICLE FUEL STATION
655	WAREHOUSE AND OFFICES
657	BASE EXCHANGE STORAGE FACILITY
658	WAREHOUSE
701	PRECISION MEASURING EQUIPMENT TEST LAB
702	AIR FORCE RESERVE OFFICE
703	AIR CONDITIONING PLANT BUILDING
705	HEAVY EQUIPMENT SECTION
707	VACANT
716	HEATING AND POWER PLANT
719	WAREHOUSE
726	ENGINE TEST CELLS
730	FIELD TRAINING FACILITY
736	SHIPPING AIRCRAFT GENERAL SUPPORT SHOPS
747	AIR FREIGHT TERMINAL
749	TERMINAL FLEET SERVICES
752	OFFICES AND AVIONICS SHIPS
754	HEATING FACILITY/STEAM PLANT
757	FLIGHT SIMULATOR TRAINING
759	TRAINING FACILITIES
811	ELECTRICAL POWER STATION
818	GOLF CLUB HOUSE
821	STORAGE
836	SMALL ARMS RANGE 19 POS. 25 YDS.
837	MAINTENANCE ROOM AND LATRINES
840	SMALL ARMS RANGE
863	MILITARY
901	TEMPORARY LIVING QUARTERS
902	TEMPORARY LIVING QUARTERS
903	TEMPORARY LIVING QUARTERS
904	TEMPORARY LIVING QUARTERS
905	WASHROOM AND STORAGE
906	WASHROOM AND STORAGE
912	MILITARY USE

915	MILITARY USE
915	MILITARY USE
918	USAF INSPECTION GENERAL
922	OFFICE AND WAREHOUSE
925	WAREHOUSE
928	-
932	WAREHOUSE
935	WAREHOUSE
938	WAREHOUSE SUPPLY DEPOT
939	COVERED LUMBER STORAGE
942	WAREHOUSE
945	WAREHOUSE
948	REUTILIZATION
950	OFFICE AND STORAGE
951	BALLISTIC MISSILE DIVISION OFFICES
952	BALLISTICS SYSTEM DIVISION
953	BALLISTIC MISSILE DIVISION
956	OFFICES
957	OFFICES
958	OFFICES
959	LATRINE
961	SALVAGE YARD STORAGE
962	WAREHOUSE/SALVAGE
963	WAREHOUSE/SALVAGE
964	WAREHOUSE/SALVAGE
966	WAREHOUSE
967	MILITARY USE
968	WAREHOUSE/SALVAGE
968	WAREHOUSE/SALVAGE
970	HAZARDOUS MATERIAL STORAGE
1264	WASTE TREATMENT PLANT
1943	OFFICES AND WAREHOUSE
1943	HEADQUARTERS OFFICE BUILDING
1958	WAREHOUSE/SALVAGE
9006	OFFICES AND PRINT SHOP
9182	HANDBALL COURTS
9248	SOUND STAGE
9264	GENERATOR ROOM
9575	COLD STORAGE
9818	GOLF CART STORAGE

Appendix C
Adopting Ordinance #MC-962

ORDINANCE NO. MC-962

1
2 AN ORDINANCE OF THE CITY OF SAN BERNARDINO AMENDING CHAPTER
3 19.10 OF THE SAN BERNARDINO MUNICIPAL CODE (DEVELOPMENT CODE)
4 PERTAINING TO THE SAN BERNARDINO INTERNATIONAL TRADE CENTER
5 SPECIFIC PLAN.

6 THE MAYOR AND COMMON COUNCIL OF THE CITY OF SAN BERNARDINO DO
7 ORDAIN AS FOLLOWS:

8 Section 1. Chapter 19.10 of the Municipal Code (Development
9 code) is hereby amended to add Section 19.10.030(6) as shown in
10 Exhibit 1, attached and incorporated herein to read as follows:

11 "19.10.030(6) SPECIFIC PLAN NO. 95-01, SAN BERNARDINO INTERNATIONAL
12 TRADE CENTER

13 This Specific Plan district is intended to provide for land
14 use districts and development standards which are compatible with
15 the development goals of the International Trade Center Specific
16 Plan and the surrounding community. It provides a variety of land
17 use districts which will help stimulate business development and
18 job growth within and around the Specific Plan. The Plan
19 establishes land use districts, permitted uses, development
20 standards and design guidelines which will provide compatibility
21 between different types of development and land uses and is
22 incorporated herein by reference."

23 ////

24 ////

25 ////

1 AN ORDINANCE. . .AMENDING CHAPTER 19.10 OF THE SAN BERNARDINO
2 MUNICIPAL CODE (DEVELOPMENT CODE) PERTAINING TO THE SAN BERNARDINO
INTERNATIONAL TRADE CENTER SPECIFIC PLAN.

3 I HEREBY CERTIFY that the foregoing ordinance was duly
4 adopted by the Mayor and Common Council of the City of San
5 Bernardino at a regular meeting therefore held on the
6 18th day of March, 1996, by the following vote to wit:

<u>Council Members</u>	<u>AYES</u>	<u>NAYS</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
7 NEGRETE	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
8 CURLIN	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
9 ARIAS	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
10 OBERHELMAN	<u>---</u>	<u>---</u>	<u>---</u>	<u>X</u>
11 DEVLIN	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
12 ANDERSON	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
13 MILLER	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>

14
15 Rachel Clark
16 City Clerk

17 The foregoing resolution is hereby approved this 20
18 day of March, 1996.

19 Tom Minor
20 Tom Minor, Mayor
City of San Bernardino

21 Approved as to form
22 and legal content:

23 JAMES F. PENMAN
City Attorney

By: James F. Penman

sign shall identify the use or uses available on the site. No other monument or pole sign may be permitted. All other Development Code requirements shall also apply. In lieu of these preferred uses, any other permitted use (as determined by Table 10.03) may be developed.

- 5) Assessor's Parcel Number 266-361-15 (also shown as Parcel 2 on the Land Use Plan Map) may contain a full service restaurant. The gross floor area shall not exceed 5,500 square feet. One monument sign with a maximum height of 8 feet from ground level may be placed along the Hallmark Parkway frontage. The sign shall identify the use or uses available on the site. No other monument or pole sign may be permitted. All other Development Code requirements shall also apply. In lieu of this preferred use, any other permitted use (as determined by Table 10.03) may be developed.

V. A graphic illustration of the locations of the sub-areas designated for land use purposes is shown on the Land Use Plan Map.

W. Landscaping in this area shall be installed in a manner consistent with Chapter 19.26, Landscaping Standards, of this Development Code.

5. Specific Plan No. 90-01, CalMat Cajon Creek

This Specific Plan district is intended to provide for the development of industrial light, industrial heavy, industrial extractive and open space uses with mining-related interim uses within the CalMat Cajon Creek Specific Plan Area and to provide employment opportunities within the CalMat Cajon Creek Specific Plan area for existing and future residents of the City and those of adjacent communities. The CalMat Cajon Creek Specific Plan establishes land use districts, permitted uses, development standards and design guidelines for the Specific Plan area and is incorporated herein by reference. MC 874 6/2/93

6. Specific Plan No. 95-01, San Bernardino International Trade Center

This Specific Plan district is intended to provide for land use districts and development standards which are compatible with the development goals of the International Trade Center Specific Plan and the surrounding community. It provides a variety of land use districts which will help stimulate business development and job growth within and around the Specific Plan. The Plan establishes land use districts, permitted uses, development standards and design guidelines which will provide compatibility between different types of development and land uses and is incorporated herein by reference.

19.10.040 APPLICABLE REGULATIONS

All uses shall be subject to the applicable regulations of this Development Code, including, but not limited to, Article IV, Administration provisions.

Appendix D
Resolution of Adoption 1999-276

1 RESOLUTION NO. 1999-276

2 RESOLUTION OF THE CITY OF SAN BERNARDINO ADOPTING SPECIFIC
3 PLAN AMENDMENT NO. 98-01; AND ADOPTING GENERAL PLAN AMENDMENT
4 NO. 99-02 TO THE GENERAL PLAN OF THE CITY OF SAN BERNARDINO, TO
5 AMEND THE CIRCULATION ELEMENT RELATING TO THE SAN BERNARDINO
INTERNATIONAL TRADE CENTER SPECIFIC PLAN

6 BE IT RESOLVED BY THE MAYOR AND COMMON COUNCIL OF THE CITY
OF SAN BERNARDINO AS FOLLOWS:

7 SECTION 1. Recitals

8 (a) WHEREAS, the General Plan for the City of San Bernardino was adopted by the
9 Mayor and Common Council by Resolution No. 89-159 on June 2, 1989.

10 (b) WHEREAS, Specific Plan Amendment No. 98-01 and General Plan Amendment
11 No. 99-02 to the General Plan of the City of San Bernardino were considered by the Planning
12 Commission on September 21, 1999, after a noticed public hearing, and the Planning
13 Commission's recommendation of approval has been considered by the Mayor and Common
14 Council.

15 (c) WHEREAS, an Initial Study checklist was prepared by Tom Dodson & Associates
16 and independently reviewed by City staff who determined that the proposed changes presented
17 in Specific Plan Amendment No. 98-01 and General Plan Amendment No. 99-02 are within the
18 scope of the previously adopted Environmental Impact Report and therefore, no further review
19 is necessary. A copy of the Initial Study checklist is attached hereto as Attachment A and
20 incorporated herein by reference.

21 (d) WHEREAS, the Planning Commission conducted a noticed public hearing on
22 September 21, 1999 in order to receive public testimony and written and oral comments on
23 Specific Plan Amendment No. 98-01 and General Plan Amendment No. 99-02 (a proposal to
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NOV - 4 1999

1 modify and delete General Plan designations for streets within the Specific Plan) and fully
2 reviewed and considered the Planning Division staff report.

3 (e) WHEREAS, the Mayor and Common Council held a noticed public hearing and
4 fully reviewed and considered proposed Specific Plan Amendment No. 98-01 and General Plan
5 Amendment No. 99-02 and the Planning Commission recommendations and Planning Division
6 Staff Report on November 1, 1999.

8 (f) WHEREAS, the adoption of Specific Plan Amendment No. 98-01 and General Plan
9 Amendment No. 99-02 are deemed in the interest of the orderly development of the City and
10 are consistent with the goals, objectives and policies of the existing General Plan.

11 SECTION 2. Previous Environmental Impact Report

12 NOW, THEREFORE, BE IT RESOLVED, FOUND AND DETERMINED by the
13 Mayor and Common Council that the proposed amendment to the General Plan of the City of
14 San Bernardino will have no significant effect on the environment, and the previous
15 Environmental Impact Report heretofore prepared by the Environmental Review Committee as
16 to the effect of this proposed amendment is hereby ratified, affirmed and adopted.

17 SECTION 3. Specific Plan Amendment Findings

18 BE IT FURTHER RESOLVED by the Mayor and Common Council of the City of San
19 Bernardino that:

- 20 A. The proposed amendment is internally consistent with the General Plan in that it meets
21 Goal II which states that it shall be the goal to ensure the orderly and economic
22 transition of Norton Air Force Base to private commercial uses which are compatible
23 with and enhance adjacent uses.
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1 B. The proposed amendment would not be detrimental to the public interest, health, safety,
2 convenience, or welfare of the City in that it is in the public's interest to create a
3 revitalized research and industrial base surrounding and supporting the San Bernardino
4 International Airport.

5
6 C. The proposed amendment is physically suitable for the requested land use designations
7 and the anticipated land use developments in that the subject property is flat, is located
8 in an infill area and has adequate infrastructure to support the proposed development.

9 D. The specific plan amendment will ensure development of desirable character which will
10 be compatible with existing and proposed development in the surrounding neighborhood
11 in that the amended specific plan will require, at a minimum, compliance with the City
12 of San Bernardino Development Code Design Guidelines for commercial and industrial
13 development and comprehensive regulations governing uses within the plan area.

14
15 E. The proposed specific plan amendment will contribute to a balance of land uses so that
16 local residents may have the opportunity to work and shop in the community in which
17 they live in that the revisions will attract businesses that will provide skilled, good
18 paying jobs for residents in the immediate area.

19
20 SECTION 4. General Plan Amendment Findings

21 BE IT FURTHER RESOLVED by the Mayor and Common Council of the City of San

22 Bernardino that:

23
24 A. The proposed amendment is internally consistent with the General Plan in that it meets
25 Goal 6A, which strives to achieve an integrated, balanced, safe and efficient
26 transportation system that accommodates the demand for movement of people, goods
27 and services throughout the City.

28

1 B. The proposed amendment would not be detrimental to the public interest, health, safety,
2 convenience, or welfare of the City in that the proposal only redesignates certain streets
3 within the Specific Plan and does not physically remove them from use.

4 C. The proposed amendment would not impact the balance of land uses within the City in
5 that the modification of street designations does not change the types of land uses
6 permitted.
7

8 SECTION 5. Amendments

9 BE IT FURTHER RESOLVED by the Mayor and Common Council that:

10 A. The Circulation Element of the General Plan of the City of San Bernardino is amended
11 by modifying certain streets within the Specific Plan. This amendment is designated as
12 General Plan Amendment No. 99-02 and its location is outlined on the map entitled
13 Attachment B, and further described in Attachment C, copies of which are attached and
14 incorporated herein for reference.
15

16 B. The San Bernardino International Trade Center Specific Plan is hereby amended by the
17 changes proposed and specified in the September 3, 1999 version of the Specific Plan.
18 A copy of the Specific Plan is attached hereto as Attachment D and incorporated herein
19 by reference.
20

21 C. Specific Plan Amendment No. 98-01 to the San Bernardino International Trade Center
22 Specific Plan is hereby adopted; consisting of Attachment D (Draft Revised Specific
23 Plan dated September 3, 1999) and Attachment E (Addendum changes to the Specific
24 Plan) and incorporated herein by reference.
25

26 ////

27 ////

28

1 D. The specific plan amendment described in Section 5, Subsection B is designated
2 Specific Plan Amendment No. 98-01 and shall take effect upon the adoption of this
3 resolution by the Mayor and Common Council.

4 E. The general plan amendment described in Section 5, Subsection A is designated as
5 General Plan Amendment No. 99-02 and shall take effect upon the adoption of this
6 resolution by the Mayor and Common Council.
7

8 SECTION 5. Map Notation

9 This resolution and the amendment affected by it shall be noted on such appropriate
10 General Plan maps as having been previously adopted and approved by the Mayor and
11 Common Council and which are on file in the office of the City Clerk.
12

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1 RESOLUTION. . .ADOPTING GENERAL PLAN AMENDMENT NO. 99-02 TO
 2 THE GENERAL PLAN OF THE CITY OF SAN BERNARDINO, TO AMEND THE
 3 CIRCULATION ELEMENT RELATING TO THE SAN BERNARDINO
 4 INTERNATIONAL TRADE CENTER SPECIFIC PLAN

5 I HEREBY CERTIFY that the foregoing resolution was duly adopted by the Mayor and
 6 Common Council of the City of San Bernardino at a joint regular meeting thereof,
 7 held on the 1st day of November, 1999, by the following vote, to wit:

8 <u>Council Members</u>	<u>AYES</u>	<u>NAYS</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
9 ESTRADA	<u>X</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
10 LIEN	<u>X</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
11 MCGINNIS	<u>X</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
12 SCHNETZ	<u>X</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
13 Vacant - 5th Ward	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
14 ANDERSON	<u>X</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
15 MILLER	<u>X</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>

17
 18 Rachel Clark
 19 City Clerk

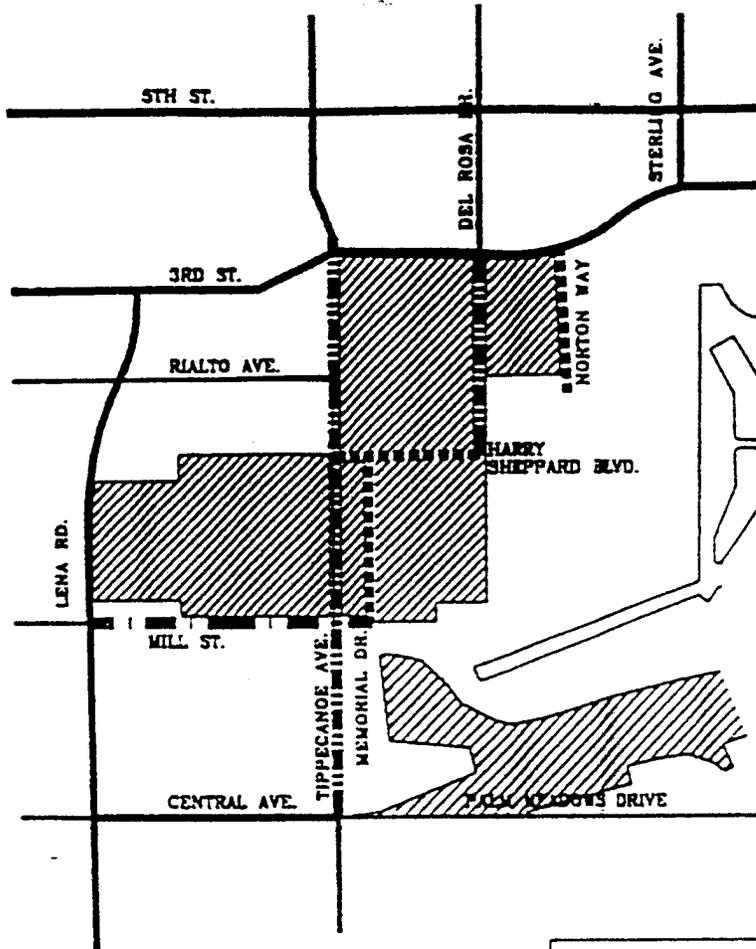
20 The foregoing resolution is hereby approved this 3rd day of November,
 21 1999.

22 Judith Valles
 23 JUDITH VALLES, Mayor
 24 City of San Bernardino

25 Approved as to form
 26 and legal content:

25 JAMES F. PENMAN
 26 City Attorney
 27 By: James F. Penman
 28

ATTACHMENT "B"



LEGEND

- FREEWAY
- MAJOR ARTERIAL
- SECONDARY ARTERIAL
- ▨ PROPOSED MAJOR ARTERIAL(120' R.O.W.)
- ▩ PROPOSED MAJOR ARTERIAL(100' R.O.W.)
- PROPOSED SECONDARY ARTERIAL

EXHIBIT V-2

Circulation Element- Amended Circulation

SAN BERNARDINO INTERNATIONAL TRADE CENTER



ATTACHMENT 'C'
General Plan Amendment No. 99-02
Written description of changes

General Plan Amendment changes involve re-designation of the following streets in the plan area:

1. Otto Gericke Drive from a Collector to a Local street between 3rd Street and Sheppard Blvd.
2. Memorial Drive from a Secondary Arterial/Collector to a Local street between Rialto Avenue and Sheppard Blvd.
3. Rialto Avenue from a Secondary Arterial to a Local Street between Tippecanoe Avenue and Del Rosa Avenue.
4. Del Rosa Avenue from a Major Arterial to a Local street between Sheppard Blvd and Memorial Drive.

Changes 1 -3 are in anticipation of the development of the TecParc project Land Use District #1. Change 4 is reflective of the fact that due to the proximity to restricted Airport areas, the juncture of Del Rosa Avenue and Mill Street would not be able to be widened sufficiently to act as a Major Arterial.

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES DEPARTMENT - PLANNING DIVISION

Inter-office memo

Date: October 15, 1999

To: Mayor and Common Council

From: Margaret Park AICP, Senior Planner ^{MP}

Thru: Michael Hays, Director

Re: SPA 98-01 & GPA 99-02, Revisions to the San Bernardino International Trade Center Specific Plan

Attached are several documents for your review prior to the Mayor and Common Council public hearing on this project scheduled for November 1, 1999. The following documents are included as Exhibits/Attachments to the Mayor and Common Council staff report and will not be redistributed:

EXHIBIT 1. Planning Commission Staff Report (Attachments not included)

EXHIBIT 2, ATTACHMENT A: Initial Study Checklist

EXHIBIT 2, ATTACHMENT D: Specific Plan (dated 9/3/99) with deletions in ~~strikeout~~ text and additions in ~~highlighted~~ text

EXHIBIT 2, ATTACHMENT E: Addendum sheet to the Specific Plan

If you have any questions, please contact the Department at your earliest convenience at 384-5357.

Cc: Rachel Clark, City Clerk
James Penman, City Attorney
Fred Wilson, City Administrator

SUMMARY

CITY OF SAN BERNARDINO PLANNING DIVISION

CASE: Specific Plan Amendment No. 98-01 & General Plan Amendment No. 99-02
AGENDA ITEM: 4
HEARING DATE: September 21, 1999
WARD: 1

APPLICANT:
Inland Valley Development Agency
294 S. Leland Norton Way, Suite 1
San Bernardino, CA 92408

OWNER:
Same

REQUEST/LOCATION:

A request to modify the San Bernardino International Trade Center Specific Plan to combine land use districts, reduce setback requirements, and extend timeframes for nonconforming structures; and to evaluate amending the General Plan to delete and modify streets within the Specific Plan.

CONSTRAINTS/OVERLAYS:

None

ENVIRONMENTAL FINDINGS:

- Previous Environmental Impact Report
- Exempt, Section 15061(b)(3)
- No Significant Effects
- Potential Effects, Mitigation Measures and Mitigation Monitoring/Reporting Plan

STAFF RECOMMENDATION:

- Approval
 - Conditions
 - Denial
 - Continuance to:
-
-

REQUEST AND LOCATION

A request to modify the San Bernardino International Trade Center Specific Plan to combine land use districts, reduce setback requirements, and extend timeframes for nonconforming structures; and to evaluate amending the General Plan to delete and modify streets within the Specific Plan.

A summary of the proposed changes is as follows:

- A new Research and Development District will be formed from former Neighborhood Commercial (District 1), portions of the Office District (District 3a & 3b), and the northerly portion of the Recreation Commercial District (District 6). This area is slated for development as the TecParc project and is bounded by Tippecanoe Avenue on the west, 3rd Street on the north, Del Rosa Avenue on the east and Sheppard Blvd on the south.
- A Trade Park District will be created (new District 3) from the combination of the original Parade Grounds (District 7) with the International Trade Center (District 8). There are no changes to permitted uses.
- The building setback along Mill Street will be reduced from 100' to 25'.
- Mill Street will be re-designated as a four-lane major arterial road instead of a six-lane major arterial.
- The window for allowing "non-conforming" structures will be extended 5 years, from March 7, 2000 to March 7, 2005.
- Construction of Timber Creek will become the responsibility of the IVDA rather than that of the developer of existing District 8.
- General housekeeping changes to make the document easier to reference.
- Minor modifications to street setback landscape standards.

General Plan Amendment changes involve redesignation of the following streets in the plan area:

- 1) Otto Gericke Drive from a Collector to a Local street between 3rd Street and Sheppard Blvd.
- 2) Memorial Drive from a Secondary Arterial/Collector to a Local street between Rialto Avenue and Sheppard Blvd.
- 3) Rialto Avenue from a Secondary Arterial to a Local Street between Tippecanoe Avenue and Del Rosa Avenue.
- 4) Del Rosa Avenue from a Major Arterial to a Local street between Sheppard Blvd and Memorial Drive.

Changes 1 -3 are in anticipation of the development of the TecParc project Land Use District #1. Change 4 is reflective of the fact that due to the proximity to restricted Airport areas, the juncture of Del Rosa Avenue and Mill Street would not be able to be widened sufficiently to act as a Major Arterial.

All of the changes proposed with this amendment are shown in Attachment B which identifies deletions in ~~strikeout~~ text and additions in **highlighted** text.

BACKGROUND

The Specific Plan was approved originally on March 4, 1996 with adoption of an environmental impact report and Traffic Impact Analysis. At the time of adoption, there was a vision of how the transition from military base to civilian project would unfold. Over the last 3 years, the economic climate of the former base and the City of San Bernardino overall, has changed, necessitating these proposed changes to take advantage of evolving development preferences in the region.

FINDINGS AND ANALYSIS

Specific Plan Amendment

1. *Is the proposed amendment consistent with the General Plan?*

Yes, Goal II states that it shall be the goal to ensure the orderly and economic transition of Norton Air Force Base to private commercial uses which are compatible with and enhance adjacent uses. This amendment consolidates land use areas to assist in the orderly redevelopment of the base. Those land use districts that are not as desirable in today's economic climate have been changed. There are no new uses proposed as part of this specific plan amendment that were not contemplated as part of the original approval of the specific plan.

2. *Would the proposed plan be detrimental to the public interest, health, safety, convenience or welfare of the City?*

No. It is in the public interest to create a revitalized research and development and industrial base surrounding and supporting the San Bernardino International Airport. All health and safety codes, at a minimum, are required to be adhered to for both new development on site and for reuse of existing military buildings. The plan specifies that all new business within the Specific Plan be licensed by the City and comply with all health and safety regulations imposed by governing agencies. There are no new uses proposed as part of this specific plan amendment that were not contemplated as part of the original approval of the specific plan.

3. *Is the subject property physically suitable for the requested land use designation(s) and the anticipated land use development(s)?*

Yes. The subject property is flat and consists of a number of existing structures built by the Air Force and large undeveloped areas. The density of development and type of development proposed will be primarily low intensity light industrial and research and development. A small quantity of commercial property is anticipated as support for future businesses in the plan area. All utilities are provided for by the Inland Valley Development Agency, the City of San Bernardino and/or utility companies who service the area. No affected agency or department has indicated an inability to service this development area as a result of the proposed amendment.

A traffic impact assessment was prepared which analyzed the effect of these amendment changes and it was determined that there would be a decrease of 3900 trips per day upon build-out of the specific plan, thus reducing impacts to surrounding streets and neighborhoods.

4. *Will the proposed amendment ensure development of desirable character which will be compatible with existing and proposed development in the surrounding neighborhood?*

Yes. The amended specific plan will require, at a minimum, compliance with the City of San Bernardino Development Code Design Guidelines for commercial and industrial development. Further, the specific plan provides for street landscaping that is consistent throughout the entire plan area. Unique to the Research and Development and Trade Park plan areas is a proposed multi-use landscaped parkway that will provide non-vehicular connection between these two areas and 3rd Street and Tippecanoe Avenue. This parkway is anticipated to encourage pedestrian interaction and ease mobility on site.

5. *Will the proposed amendment contribute to a balance of land uses so that local residents may work and shop in the community in which they live?*

It is expected that the revised land use districts within the area will attract businesses that will provide skilled, good paying jobs for residents of the immediate area. The 29.2 acres of tourist commercial will allow the development of a variety of retail, office and restaurant uses that are permitted in the CG-1, Commercial General land use district in other areas of the City.

General Plan Amendment

1. *Is the proposed amendment internally consistent with the General Plan?*

Yes, the proposed amendments are consistent with Goal 6A which strives to achieve an integrated, balanced, safe and efficient transportation system that accommodates the demand for movement of people, goods and services throughout the City generated by the Land Use Element. A Traffic Impact Assessment was prepared by LSA Associates, Inc. evaluating the proposed changes. It was concluded that the changes in street designations would not impact circulation through the specific plan or the surrounding area. An original proposal to delete a portion of Mill Street between Tippecanoe Avenue and Del Rosa Avenue was eliminated due to the traffic impacts that would be created.

It was determined that the consolidation of land use districts and the change in land uses to more research and development and elimination of the "Cal-Tai" Trade Center District generates fewer trips than originally determined. There will be no additional impacts as a result of this amendment.

2. *Would the proposed amendment be detrimental to the public interest, health, safety, convenience, or welfare of the City?*

No. The proposal only redesignates certain streets within the specific plan and does not physically remove them from use. The traffic assessment confirms that the redesignation of these streets combined with the modifications to land use districts actually reduces anticipated traffic.

ENVIRONMENTAL DETERMINATION

An Initial Study checklist was prepared by Tom Dodson & Associates and was reviewed independently by City staff (Attachment C). It was determined that the proposed changes to the San Bernardino International Trade Center Specific Plan are within the scope of the previously adopted Environmental Impact Report (State Clearinghouse No. 95082052) and no further review is required.

CONCLUSION

The proposal meets all necessary Findings of Fact for approval of Specific Plan Amendment No. 98-01 and General Plan Amendment No. 99-02.

RECOMMENDATION

Staff recommends the Planning Commission recommend that the Mayor and Common Council:

1. Approve Specific Plan Amendment No. 98-01 and General Plan Amendment No. 99-02 based upon the Findings of Fact contained in this Staff Report.

Respectfully Submitted,

Valerie C. Ross for MH

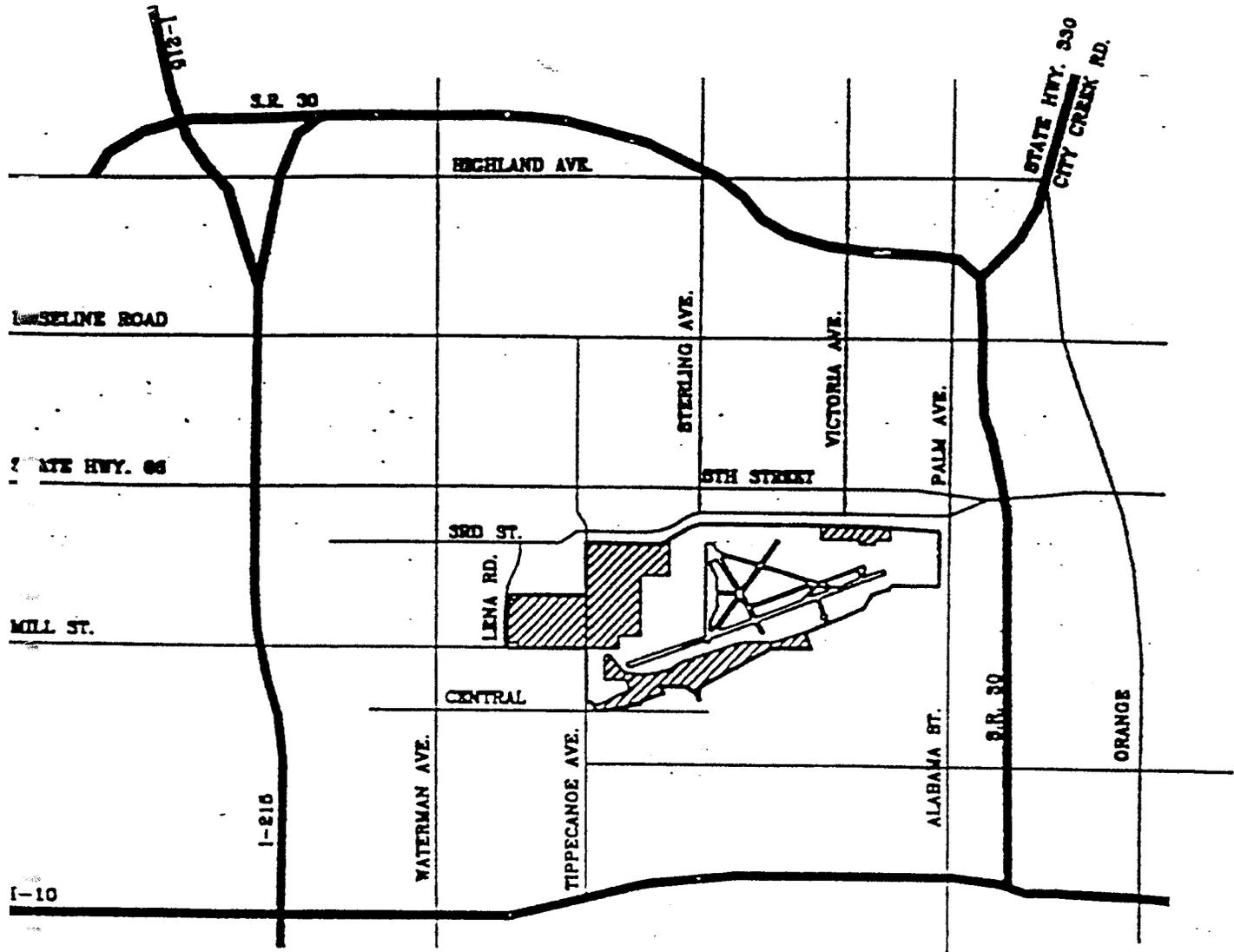
Michael E. Hays
Director of Development Services

Margaret Park

Margaret Park, AICP
Senior Planner

Attachment A	Location Map
Attachment B	Revised Specific Plan (Bold and Strikeout Format)
Attachment C	Initial Study
Attachment D	Replacement Pages for the Revised Specific Plan

ATTACHMENT A



 S.B.I.T.C./I.V.D.A. SPECIFIC PLAN

Location
SAN BERNARDINO
INTERNATIONAL TRADE CENTER



NO SCALE

TOM DODSON & ASSOCIATES
2150 N. ARROWHEAD AVENUE
SAN BERNARDINO, CA 92405
TEL (909) 882-3612 • FAX (909) 882-7015
E-MAIL tda@empirenet.com



ATTACHMENT "D"

MEMORANDUM

September 16, 1999

From: Tom Dodson

To: Margaret Park

Subj: Additional modifications to the Trade Center Specific Plan for the non-conforming structures

Based on my conversation with Valerie Ross, here is the final recommended change for the Trade Center Specific Plan text:

On page VII-2, third paragraph (B.1.1 Non-Conforming Structures), revise the text of the paragraph to read: *The existing structures within the boundaries of this Specific Plan shall be exempt from the provisions of Section 19.62.020(7) of the Development Code through March 7, 2005, except for improvements (including infrastructure) required to protect the health, safety and welfare of people or the safety of structures, prior to occupancy, as determined by the City of San Bernardino, and including:*

- a. This extension shall apply only to the following buildings:
- Building Nos. 48, 56, 58, 105, 475, 525 - 539, 912 - 948 (Note: if all of the above listed facilities are leased prior to February, 2005, said grace period shall no longer be deemed to be in full force and effect)
 - All life, building, and fire safety improvements must be completed on all IVDA leased facilities
 - All existing and future IVDA tenants must apply for and obtain both a Business Registration Certificate and a Certificate of Occupancy from the City of San Bernardino
 - All items of work performed relative to said improvements which require a permit shall be performed by a licensed contractor and permitted through the City of San Bernardino
 - City of San Bernardino shall ensure that all IVDA Certificate of Occupancy, Business Registration, and/or construction/utility improvement submissions shall be processed no later than ten (10) working days from the date of submission.

Hopefully, these changes will respond to all outstanding issues.

Tom Dodson

Appendix E
Resolution of Adoption 2004-324

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RESOLUTION NO. 2004-324

RESOLUTION OF THE CITY OF SAN BERNARDINO ADOPTING GENERAL PLAN AMENDMENT NO. 04-03 AND SPECIFIC PLAN AMENDMENT NO. 04-02 TO THE GENERAL PLAN OF THE CITY OF SAN BERNARDINO, TO AMEND THE GENERAL PLAN LAND USE DESIGNATION FROM SAN BERNARDINO INTERNATIONAL TRADE CENTER SPECIFIC PLAN TOURIST COMMERCIAL TO INDUSTRIAL FOR 30 ACRES AND TO DELETE LELAND NORTON WAY FROM THE CIRCULATION ELEMENT, APPROVAL OF DEVELOPMENT PERMIT II NO. 04-27 TO CONSTRUCT AN AIR CARGO FACILITY, AND APPROVAL OF LOT LINE ADJUSTMENT NO. 04-13 TO ACCOMMODATE THE PROJECT, WHICH IS LOCATED ON THE SOUTH SIDE OF 3RD STREET, EAST OF DEL ROSA AVENUE.

BE IT RESOLVED BY THE MAYOR AND COMMON COUNCIL OF THE CITY OF SAN BERNARDINO AS FOLLOWS:

SECTION 1. Recitals

(a) WHEREAS, the General Plan for the City of San Bernardino was adopted by the Mayor and Common Council by Resolution No. 89-159 on June 2, 1989.

(b) WHEREAS, the San Bernardino International Trade Center Specific Plan was adopted by the Mayor and Common Council by Resolution No. 96-50 on March 4, 1996.

(c) WHEREAS, General Plan Amendment No. 04-03 and Specific Plan Amendment No. 04-02 (a proposal to change the General Plan Land Use Designation from San Bernardino International Trade Center Specific Plan Tourist Commercial to Industrial for approximately 30 acres located on the south side of 3rd Street, east of Del Rosa Avenue, to delete reference to Tourist Commercial from the Specific Plan, and to remove Leland Norton Way from the Circulation Element) was considered by the Planning Commission on September 8, 2004, after a noticed public hearing. The Planning Commission's unanimous vote on a motion to recommend approval of the General Plan Amendment and Specific Plan Amendment has been considered by the Mayor and Common Council.

1 (d) WHEREAS, General Plan Amendment No. 04-03 and Specific Plan Amendment No.
2 04-02 were reviewed under the California Environmental Quality Act (CEQA) through an Initial
3 Study which found no significant adverse effects on the environment related to the amendments.
4

5 (e) WHEREAS, the Initial Study also analyzed impacts related to Development Permit II
6 No. 04-27 for the development of a 368,550 square foot air cargo facility in the area included in
7 the amendment area and an adjacent site, as well as consistency with the Final Environmental
8 Impact Report and Traffic Impact Analysis certified in conjunction with adoption of the San
9 Bernardino International Trade Center Specific Plan.
10

11 (f) WHEREAS, the Initial Study concluded that the proposed air cargo facility was
12 within the scope of Final Environmental Impact Report and Traffic Impact Analysis; and that
13 there were project-specific impacts that could be mitigated to a level of less than significant
14 based on inclusion of mitigation measures identified in the Mitigation Monitoring Plan.
15

16 (g) WHEREAS, the Mitigated Negative Declaration pursuant to CEQA has been
17 reviewed by the Planning Commission and the Mayor and Common Council in compliance with
18 the California Environmental Quality Act (CEQA) and local regulations.
19

20 (h) WHEREAS, the Planning Commission and the Mayor and Common Council
21 independently reviewed, analyzed, and exercised judgement in reviewing the Initial Study in
22 making their determinations.
23

24 (i) WHEREAS, the Mayor and Common Council held a noticed public hearing on
25 October 4, 2004, and fully reviewed and considered proposed General Plan Amendment No. 04-
26 03 and Specific Plan Amendment No. 04-02, the Planning Commission and Environmental
27 Review Committee actions, the Planning Division Staff Report, and all written comments
28 received.

1 (j) WHEREAS, the adoption of General Plan Amendment No. 04-03 and Specific Plan
2 Amendment No. 04-02 is deemed in the interest of the orderly development of the City and is
3 consistent with the goals, objectives and policies of the General Plan and the San Bernardino
4 International Trade Center Specific Plan.
5

6 SECTION 2. Mitigated Negative Declaration

7 NOW, THEREFORE BE IT RESOLVED, FOUND AND DETERMINED by the Mayor
8 and Common Council that the proposed amendments to the General Plan of the City of San
9 Bernardino and the San Bernardino International Trade Center Specific Plan, the proposed air
10 cargo facility and related lot line adjustment will have no significant adverse effects on the
11 environment beyond those previously identified with certification of the Final Environmental
12 Impact Report and Traffic Impact Analysis and with incorporation of the proposed project-
13 specific mitigation measures; and that the Mitigated Negative Declaration heretofore accepted by
14 the Environmental Review Committee as to the effect of these proposed amendments and
15 development project, is hereby ratified, affirmed and adopted.
16

17 SECTION 3. Findings – General Plan Amendment No. 04-03 and Specific Plan
18 Amendment No. 04-02
19

20 BE IT FURTHER RESOLVED by the Mayor and Common Council of the City of San
21 Bernardino that:

22 A. The proposed amendment is internally consistent with the General Plan and the
23 San Bernardino International Trade Center (SBITC) Specific Plan in that changing the
24 land use designation from Tourist Commercial to Industrial and deletion of reference to
25 Tourist Commercial from the Specific Plan is consistent with General Plan Objective
26 1.39 which states, "Promote the development and use of the existing airport facilities and
27
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1 related buildings as an international air carrier airport with aviation-related office,
2 commercial and industrial uses.”

3
4 Removing Leland Norton Way from the Circulation Element of the General Plan
5 and SBITC Specific Plan will not affect traffic/circulation patterns within the Specific
6 Plan or Airport areas, or the adjacent areas. Although Leland Norton Way was designated
7 as a Secondary Arterial, it only accessed 3rd Street from a point in front of the existing
8 terminal. The terminal can still be accessed from Del Rosa Avenue and Leland Norton
9 Way, as a Secondary Arterial, is not necessary.

10 B. The proposed amendment will not be detrimental to the public interest, health,
11 safety, convenience, or welfare of the City in that the proposed development will have to
12 comply with all local, state, and federal requirements.

13 C. The proposed amendments would not impact the balance of land uses within the
14 City in that the proposed change in land use designation represents a relatively small
15 percentage of the overall land uses within the City.

16 D. In the case of an amendment to the General Plan Land Use Map, the subject
17 parcel(s) is physically suitable (including, but not limited to access, provision of utilities,
18 compatibility with adjoining land uses, and absence of physical constraints) for the
19 requested land use designation(s) and the anticipated land use development(s) in that all
20 required utilities and public services can adequately serve the site.

21
22
23 SECTION 4. Findings – Development Permit II No. 04-27

24 BE IT FURTHER RESOLVED by the Mayor and Common Council of the City of San
25 Bernardino that:

26 A. The proposed development is permitted within the subject zoning district with
27 approval of the amendments to the General Plan and San Bernardino International Trade
28

1 Center Specific Plan. The warehouse/distribution portion of the project will be located
2 within the Industrial land use (zoning) district. The proposed project is a permitted use in
3 this land use district, as listed in Table V-2 of the SBITC Specific Plan, with approval of
4 a Development Permit. The airport-related portion of the project is a permitted use in the
5 "A," Airport land use district as listed in Table 19.12A.020 of the Development Code,
6 with approval of a Development Permit.
7

8 The proposed project complies with all applicable provisions in the SBITC
9 Specific Plan and the provisions of the Development Code, including the industrial
10 design guidelines as shown on the site plan, elevations, and landscape plan, and the
11 Conditions of Approval.
12

13 B. The proposed air cargo facility is consistent with the General Plan and Specific Plan.

14 The San Bernardino International Trade Center Plan includes the following goals:

- 15
- 16 • Meet Economic Development and Redevelopment Needs
 - 17 • Encourage future business development, generate or create new jobs for the
18 community and provide revenue
 - 19 • Provide for a broad mix of commercial, office and industrial development
20 opportunities consistent with the overall objectives and policies established for the
21 property
 - 22 • Comply with the City of San Bernardino General Plan
 - 23 • Be consistent with state law.
- 24

25 Development of the project assists with the Inland Valley Development Agency's
26 and San Bernardino International Airport Authority's goals of providing new
27 development, creating new jobs, and providing revenue. The DHL Air Cargo Facility is a
28 major warehouse/distribution facility, consistent with the mix of permitted uses. The

1 proposed project is in compliance with the Specific Plan, which itself is consistent with
2 the City's General Plan, and is consistent with applicable state law requirements.

3
4 C. The proposed facility will be compatible and harmonious with the existing and
5 surrounding land uses in the area. The proposed new construction will enhance the
6 existing site and be a benefit to the surrounding area due to its architectural design, on-
7 site and off-site improvements, and landscaping improvements.

8
9 D. Approval of the Development Permit for the proposed development is in compliance
10 with the requirements of the California Environmental Quality Act and Section 19.20.030(6)
11 of the Development Code. On the basis of the Initial Study, the
12 Development/Environmental Review Committee found that although the proposed
13 project could have a significant effect on the environment, there would not be a
14 significant effect in this case because all potentially significant effects (a) have been
15 analyzed adequately in an earlier EIR pursuant to applicable standards, (b) have been
16 avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation
17 measures that were imposed upon the proposed project, and (c) no events have occurred
18 which require the preparation of a supplemental EIR or addendum to the EIR.
19

20 Although there will be new noise impacts associated with the introduction of
21 DHL aircraft, the number of airplane flights, and related noise, are within the scope of the
22 Initial Study prepared for the Interim Airport Operating Plan. That Initial Study also
23 incorporated, by reference, the 1990 IVDA Redevelopment Plan Final Environmental
24 Impact Report.

25
26 E. There will not be potential significant adverse impacts upon environmental quality
27 and natural resources that could not be properly mitigated and monitored. Prior to approval
28 of the SBITC Specific Plan, the City certified the Environmental Impact Report and

1 Traffic Impact Analysis, and adopted the Mitigation Monitoring Program. In addition,
2 mitigation measures for this project are included in the Initial Study, and also included as
3 Conditions of Approval.
4

5 F. The subject site is physically suitable for the type and density/intensity of use being
6 proposed as evidenced by project compliance with all applicable Development Code and
7 SBITC Specific Plan standards, and Conditions of Approval.

8 G. There are adequate provisions for public access, water, sanitation, and public
9 utilities and services to ensure that the proposed use would not be detrimental to public
10 health and safety. All agencies responsible for reviewing access and providing water,
11 sanitation and other public services have all had the opportunity to review the proposal
12 and none have indicated an inability to serve the project. The proposal will not be
13 detrimental to the public health and safety in that all applicable Codes will apply to the
14 construction of this project.
15

16 H. The location, size, design, and operating characteristics are consistent with all
17 provisions of the Development Code and will not be detrimental to the public interest,
18 health, safety, convenience, or welfare of the City. The proposed construction of the DHL
19 Air Cargo Facility will be compatible with the existing development in the area.
20

21 SECTION 5. Amendment

22 BE IT FURTHER RESOLVED by the Mayor and Common Council that:

23 A. The Land Use Plan of the General Plan and the San Bernardino International
24 Trade Center Specific Plan of the City of San Bernardino is amended by changing the
25 land use designation from San Bernardino International Trade Center Specific Plan
26 Tourist Commercial to Industrial, for approximately 30 acres located at the southeast
27 corner of 3rd Street and Del Rosa Avenue, and deleting reference to Tourist Commercial
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from the Specific Plan. This amendment is designated as General Plan Amendment No. 04-03 and Specific Plan Amendment No. 04-02 and its location is outlined on the map entitled Attachment A, and described in Attachment B, copies of which are attached and incorporated herein for reference.

B. General Plan Amendment No. 04-03 and Specific Plan Amendment No. 04-02 shall become effective immediately upon adoption of this resolution.

SECTION 6. Map Notation

This resolution and the amendment affected by it shall be noted on such appropriate General Plan maps previously adopted and approved by the Mayor and Common Council and which are on file in the office of the City Clerk.

SECTION 7. Notice of Determination

The Planning Division is hereby directed to file a Notice of Determination with the County Clerk of the County of San Bernardino certifying the City's compliance with California Environmental Quality Act in preparing the environmental documentation.

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RESOLUTION OF THE CITY OF SAN BERNARDINO ADOPTING GENERAL PLAN AMENDMENT NO. 04-03.... LOCATED ON THE SOUTH SIDE OF 3RD STREET, EAST OF DEL ROSA AVENUE.

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the Mayor and Common Council of the City of San Bernardino at a joint regular meeting thereof, held on the 4th day of October, 2004, by the following vote, to wit:

<u>Council Members</u>	<u>AYES</u>	<u>NAYS</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
ESTRADA	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
LONGVILLE	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
MCGINNIS	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
DERRY	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
KELLEY	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
JOHNSON	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
MC CAMMACK	<u>X</u>	<u> </u>	<u> </u>	<u> </u>

Rachel G Clark
City Clerk

The foregoing resolution is hereby approved this 7th day of October, 2004.

Judith Valles
JUDITH VALLES, Mayor
City of San Bernardino

Approved as to form and legal content:

JAMES F. PENMAN
City Attorney
By: James F. Penman

**LEGAL DESCRIPTION
PARCEL 1**

In the City of San Bernardino, County of San Bernardino, State of California, being portions of Block 49 and 50 of the Rancho San Bernardino, as per Map recorded Book 7 of Maps, Page 2, Records of said County, together with portions of vacated streets and alleys lying within and adjacent to said blocks, being a portion of Parcel "A-1" as described in a sub-lease by and between the Inland Valley Development Agency and Ming Plaza Development, recorded January 24, 1997, as Document No. 19970024757 of Official Records in the Office of the County Recorder of said County, described as follows:

COMMENCING at the intersection of the centerlines of 3rd Street and Del Rosa Avenue North; thence along the centerline of 3rd Street North $89^{\circ}45'07''$ East, 0.47 feet to the centerline of Del Rosa Drive; thence South $00^{\circ}55'35''$ East, along said centerline, 1015.95 feet; thence at right angles to said centerline, North $89^{\circ}04'25''$ East, 60.00 feet to the East line of said Del Rosa Drive and the **TRUE POINT OF BEGINNING**; thence North $43^{\circ}06'10''$ East, 41.73 feet; thence North $89^{\circ}04'25''$ East, 251.35 feet; thence South $45^{\circ}55'35''$ East, 39.60 feet; thence South $00^{\circ}55'35''$ East, 255.31 feet; thence South $41^{\circ}20'54''$ West, 42.29 feet; thence North $89^{\circ}53'09''$ East, 328.05 feet to a point hereinafter mentioned as Point "A"; thence North $01^{\circ}01'53''$ West, 491.49 feet; thence North $88^{\circ}58'07''$ East, 443.56 feet; thence North $01^{\circ}01'53''$ West, 687.37 feet to the beginning of a tangent curve, concave southwesterly, having a radius of 463.97 feet; thence along said curve through a central angle of $28^{\circ}34'38''$, 231.41 feet; thence North $29^{\circ}36'31''$ West, 29.07 feet; thence North $79^{\circ}34'12''$ West, 17.19 feet to the southerly line of 3rd Street, said point bears 60.00 feet, measured at right angles from the centerline of 3rd Street; thence along said southerly line, South $60^{\circ}24'42''$ West, 229.83 feet to the beginning of a tangent curve, concave northwesterly having a radius of 659.96 feet; thence along said curve through a central angle of $29^{\circ}20'25''$, 337.95 feet; thence South $89^{\circ}45'07''$ West, 328.38 feet; thence South $44^{\circ}24'46''$ West, 150.72 feet to the East line of Del Rosa Drive; thence along said east line South $00^{\circ}55'35''$ East, 848.03 feet to the **TRUE POINT OF BEGINNING**.

EXCEPTING therefrom that portion described as follows:

BEGINNING at the aforementioned Point A, said point being the southwesterly corner of Parcel F-2 as shown on a Record of Survey No. 96-0174, filed as Book 108, Pages 76-77 of Records of Survey in said Office of the County Recorder, said point also being the southwesterly corner of Parcel "A-2", as described in said sub-lease by and between the Inland Valley Development Agency and Ming Plaza Development; thence northerly along the westerly line of said Parcel "A-2", North $01^{\circ}01'53''$ West, 491.49 feet to the northwesterly corner of said Parcel "A-2"; thence continuing, North $01^{\circ}01'53''$ West, 47.30 feet; thence South $88^{\circ}58'07''$ West, 298.59 feet to a point of intersection with the northerly prolongation of a line that bears North $00^{\circ}55'35''$ West, 255.31 feet as shown on said Record of Survey, said line being the easterly line of land described in a Deed recorded May 21, 1998 as Document No. 19980196585, of Official Records in said Office of the County Recorder, said point being distant North $00^{\circ}55'35''$ West, 247.00 feet from the northeasterly corner of said land described in said last mentioned Deed; thence along said northerly prolongation, South $00^{\circ}55'35''$ East, 247.00 feet to said northeasterly corner; thence along the easterly line of said last mentioned Deed and continuing South $00^{\circ}55'35''$ East, 255.31 feet; thence continuing along said easterly line, South $41^{\circ}20'54''$ West, 42.29 feet to the southwesterly corner of said Parcel "A-1"; thence along the southerly line of said Parcel "A-1", North $89^{\circ}53'09''$ East, 328.05 feet to the **POINT OF BEGINNING**.

Area containing 19.90 acres, more or less.

Bearings and Distances used in the above description are based on the California Coordinate System, Zone 5 (NAD-83). Divide distances shown by 0.99993157 to obtain ground level distances.

The legal description above was taken from "New Parcel A" as described in Certificate of Compliance for Lot Line Adjustment No. 2003-005, recorded June 19, 2003 as Document No. 2003-0414267 Official Records.

**LEGAL DESCRIPTION
PARCEL 2**

In the City of San Bernardino, County of San Bernardino, State of California, being a portion of Block 49 of the Rancho San Bernardino, as per Map recorded Book 7 of Maps, Page 2, Records of said County, together with portions of vacated streets and alleys lying within and adjacent to said blocks, being a portion of Parcels "A-1" and "A-2, as described in a sub-lease by and between the Inland Valley Development Agency and Ming Plaza Development, recorded January 24, 1997, as Document No. 19970024757 of Official Records in the Office of the County Recorder of said County, described as follows:

COMMENCING at the intersection of the centerlines of 3rd Street and Del Rosa Avenue North; thence along the centerline of 3rd Street North $89^{\circ}45'07''$ East, 0.47 feet to the centerline of Del Rosa Drive; thence South $00^{\circ}55'35''$ East, along said centerline, 1015.95 feet; thence at right angles to said centerline, North $89^{\circ}04'25''$ East, 60.00 feet to the East line of said Del Rosa Drive; thence North $43^{\circ}06'10''$ East, 41.73 feet; thence North $89^{\circ}04'25''$ East, 251.35 feet; thence South $45^{\circ}55'35''$ East, 39.60 feet; thence South $00^{\circ}55'35''$ East, 255.31 feet; thence South $41^{\circ}20'54''$ West, 42.29 feet; thence North $89^{\circ}53'09''$ East, 328.05 feet to the **TRUE POINT OF BEGINNING**, said point hereinafter mentioned as "Point A"; thence North $01^{\circ}01'53''$ West, 491.49 feet; thence North $88^{\circ}58'07''$ East, 443.56 feet; thence South $01^{\circ}01'53''$ East, a distance of 432.74 feet; thence South $38^{\circ}42'44''$ West, 84.51 feet; thence South $89^{\circ}53'09''$ West, 389.58 feet to the **TRUE POINT OF BEGINNING**.

TOGETHER with that portion described as follows:

BEGINNING at the aforementioned Point A, said point being the southwesterly corner of Parcel F-2 as shown on a Record of Survey No. 96-0174, filed as Book 108, Pages 76-77 of Records of Survey in said Office of the County Recorder, said point also being the southwesterly corner of Parcel "A-2", as described in said sub-lease by and between the Inland Valley Development Agency and Ming Plaza Development; thence northerly along the westerly line of said Parcel "A-2", North $01^{\circ}01'53''$ West, 491.49 feet to the northwesterly corner of said Parcel "A-2"; thence continuing, North $01^{\circ}01'53''$ West, 47.30 feet; thence South $88^{\circ}58'07''$ West, 298.59 feet to a point of intersection with the northerly prolongation of a line that bears North $00^{\circ}55'35''$ West, 255.31 feet as shown on said Record of Survey, said line being the easterly line of land described in a Deed recorded May 21, 1998 as Document No. 19980196585 of Official Records in said Office of the County Recorder, said point being distant North $00^{\circ}55'35''$ West, 247.00 feet from the northeasterly corner of said land described in said last mentioned Deed; thence along said northerly prolongation, South $00^{\circ}55'35''$ East, 247.00 feet to said northeasterly corner; thence along the easterly line of said last mentioned Deed and continuing South $00^{\circ}55'35''$ East, 255.31 feet; thence continuing along said easterly line, South $41^{\circ}20'54''$ West, 42.29 feet to the southwesterly corner of said Parcel "A-1"; thence along the southerly line of said Parcel "A-1", North $89^{\circ}53'09''$ East, 328.05 feet to the **POINT OF BEGINNING**.

Area containing 8.69 acres, more or less.

Bearings and Distances used in the above description are based on the California Coordinate System, Zone 5 (NAD-83). Divide distances shown by 0.99993157 to obtain ground level distances.

The legal description above was taken from "New Parcel B" as described in Certificate of Compliance for Lot Line Adjustment No. 2003-005, recorded June 19, 2003 as Document No. 2003-0414267 Official Records.

**LEGAL DESCRIPTION
PARCEL 3**

In the City of San Bernardino, County of San Bernardino, State of California,, being a portion of Block 49 of the Rancho San Bernardino, as per map recorded in Book 7 of maps, Page 2, Records of said County together with portions of vacated streets and alleys lying within and adjacent to said blocks, more particularly described as follows:

Commencing at the intersection of the centerline of 3rd Street and Del Rosa Avenue North; thence along the centerline of 3rd Street, North 89°45'07" East, 0.47 feet to the centerline of Del Rosa Drive; thence South 00°55'35" East, along said centerline 1015.95 feet; thence at right angles to said centerline, North 89°04'25" East, 60.00 feet to the East line of Del Rosa Drive and the POINT OF BEGINNING; thence North 43°06'10" East, 41.73 feet; thence North 89°04'25" East, 251.35 feet; thence South 45°55'35" East, 39.60 feet; thence South 00°55'35" East, 255.31 feet; thence South 41°20'54" West, 42.29 feet; thence South 89°53'09" West, 249.67 feet; thence North 45°55'00" West, 42.80 feet to the East line of Del Rosa Drive; thence North 00°55'35" West, along said East line, 250.79 feet to the POINT OF BEGINNING.

Area containing 2.17 acres, more or less.

Bearings and Distances used in the above description are based on the California Coordinate System, Zone 5 (NAD-83). Divide distances shown by 0.99993157 to obtain ground level distances.

The legal description above was taken from Quitclaim Deed recorded May 21, 1998 as Document No. 1998-0196585 of Official Records.

Appendix F
Resolution of Adoption 2005–359

1 (f) WHEREAS, on March 24, 2005, the Environmental Review Committee
2 determined that the Stater Bros. Market Distribution Project could have significant
3 effects on the environment, beyond those impacts identified in the 1996 FEIR, and thus
4 warranted the preparation of a Subsequent Environmental Impact Report pursuant to the
5 California Environmental Quality Act (CEQA); and
6

7 (f) WHEREAS, the Notice of Intent of the City to prepare a Draft
8 Subsequent Environmental Impact Report was made known to the public, responsible
9 agencies and other interested persons for their concerns and comments from March 29,
10 2005 through April 30, 2005 as required by CEQA; and

11 (g) WHEREAS, on April 7, 2005 the City Held a public scoping meeting to
12 solicit public comments on the preparation of the Draft Subsequent EIR; and
13

14 (h) WHEREAS, a Draft Subsequent EIR was distributed for a 45-day public
15 review period from June 21, 2005 through August 4, 2005; and

16 (i) WHEREAS, three comment letters were received before the close of the
17 public review period and written responses were provided on September 23, 2005 and
18 the specific responses to the written comments are in the Final Subsequent EIR; and

19 (j) WHEREAS, on September 29, 2005 the Environmental Review
20 Committee determined that the Draft Subsequent EIR adequately addressed all potential
21 impacts and recommended certification of the Draft Subsequent EIR and Mitigation
22 Monitoring and Reporting Plan; and
23

24 (k) WHEREAS, on October 4, 2005, the Planning Commission of the City of
25 San Bernardino held a noticed public hearing on the Stater Bros. Markets Distribution
26 Center Project and other entitlement actions in order to receive public testimony and
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1 written and oral comments relating to the Draft Subsequent EIR and proposed
2 amendments to the City General Plan in compliance with City requirements; and

3 (k) WHEREAS, the Planning Commission considered the Development
4 Services Department Staff Report on October 4, 2005, which addresses the Draft
5 Subsequent EIR and the proposed Stater Bros. Markets Distribution Center Project and
6 other entitlement actions; and
7

8 (l) WHEREAS, the Planning Commission, after receiving public testimony,
9 recommended that the Mayor and Common Council adopt the Facts, Findings and
10 Statement of Overriding Considerations, certify the Final Subsequent Environmental
11 Impact Report (SCH# 2005041008), adopt the Mitigation Monitoring and Reporting
12 Plan, certify the Traffic Impact Analysis, adopt General Plan Amendment No. 05-08,
13 adopt Specific Plan Amendment No. 05-01, approve Development Permit II No. 05-49,
14 and approve Tentative Parcel Map No. 17235; and
15

16 (m) WHEREAS, on November 3, 1993 the San Bernardino Associated
17 Governments adopted the Congestion Management Program (CMP) pursuant to
18 California Government Code Section 65809.3(a) which required the county and cities to
19 adopt and implement "a program to analyze the impacts of land use decisions, including
20 an estimate of the costs associated with mitigating these impacts" on the CMP network
21 of roadways; and
22

23 (n) WHEREAS, the Mayor and Common Council adopted a Land
24 Use/Transportation Analysis Program for the City pursuant to the CMP for the City of
25 San Bernardino by Resolution No. 93-74 on March 22, 1993; and
26
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1 (o) WHEREAS, the City determined that the Project exceeded the scope of
2 the 1996 TIA and thus warranted the preparation of an updated TIA pursuant to the
3 Congestion Management Program; and

4 (p) WHEREAS, a Draft TIA was prepared to address the traffic impacts of
5 the Project on designated CMP roadways and freeways, the appropriate mitigation
6 measures, and fair share contribution toward CMP roadway and freeway improvements;
7 and
8

9 (q) WHEREAS, the Draft TIA was made available to the various regional
10 and sub-regional agencies and to the adjacent jurisdiction for their review during a 21-
11 day review period which began on July 28, 2005 and ended on August 19, 2005 as
12 required by the CMP; and
13

14 (r) WHEREAS, verbal and written comments were received on the Draft
15 TIA and responded to via changes to the Draft TIA; and

16 (s) WHEREAS, the Mayor and Common Council conducted a noticed public
17 hearing on October 17, 2005, and fully reviewed and considered the Draft Subsequent
18 EIR, Final Subsequent EIR, the Mitigation Monitoring and Reporting Plan, the Facts,
19 Findings and Statement of Overriding Considerations, the Draft TIA, the Planning
20 Division staff reports, and the recommendation of the Planning Commission.
21

22 **SECTION II. SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

23 NOW, THEREFORE, BE IT HEREBY RESOLVED, FOUND, AND
24 DETERMINED THAT THE MAYOR AND COMMON COUNCIL HEREBY
25 CERTIFY:

26 A. The facts and information contained in the Recitals section are true and
27 correct. The Subsequent Environmental Impact Report for the Stater Bros. Markets
28

1 Distribution Center Project, including General Plan Amendment No. 05-08, Specific Plan
2 Amendment No. 05-01, Development Permit II No. 05-49, and Tentative Parcel Map No.
3 17235 have been completed in compliance with the California Environmental Quality
4 Act. Attached to this Resolution as Exhibit A, and incorporated herein by reference, is the
5 Final Subsequent EIR which consists of the Draft Subsequent EIR (which includes a list
6 of persons, organizations and public agencies commenting on the Draft Subsequent EIR),
7 the comments received on the Draft Subsequent EIR either verbatim or in summary, and
8 responses to those comments.
9

10 B. The Final Subsequent EIR was presented to the Mayor and Common
11 Council who have reviewed and considered the information in the Final Subsequent EIR
12 prior to its certification and prior to its adoption of General Plan Amendment No. 05-08,
13 Specific Plan Amendment No. 05-01, and other entitlement actions.
14

15 C. The Final Subsequent EIR has identified all significant environmental
16 effects of the Stater Bros. Markets Distribution Center and other entitlement actions.

17 D. Although the Final Subsequent EIR identifies certain significant
18 environmental effects that would result if the Stater Bros. Markets Distribution Center
19 Project occurs, all significant effects that can feasibly be avoided or mitigated will be
20 avoided or mitigated by the implementation of the mitigation measures as set forth in the
21 Mitigation Monitoring and Reporting Plan for the Final Subsequent EIR. The Mitigation
22 Monitoring and Reporting Plan and all information contained therein is attached to this
23 Resolution as Exhibit B and incorporated herein by reference.
24

25 E. Potential mitigation measures and other project alternatives not
26 incorporated into or adopted as part of the Stater Bros. Markets Distribution Center
27 Project and other entitlements, were rejected as infeasible, based on specific economic,
28

1 social, or other considerations as set forth in the Facts, Findings and Statement of
2 Overriding Considerations, attached to this Resolution as Exhibit C and incorporated
3 herein by reference.

4 F. The Mayor and Common Council have given great weight to the
5 significant unavoidable adverse environmental impacts. The Mayor and Common
6 Council find that the significant unavoidable adverse environmental impacts are clearly
7 outweighed by the economic, social, cultural, and other benefits of the Stater Bros.
8 Distribution Center Project, General Plan Amendment No. 05-08, Specific Plan
9 Amendment No. 05-01, and other entitlement actions, as set forth in the Facts, Findings
10 and Statement of Overriding Consideration.

11 G. The findings contained in the Facts, Findings and Statement of Overriding
12 Consideration with respect to the significant impacts identified in the Final Subsequent
13 EIR are true and correct, and are based upon substantial evidence in the record, including
14 documents comprising the Final Subsequent EIR.

15 H. The Final Subsequent Environmental Impact Report, Mitigation
16 Monitoring and Reporting Plan, and the Facts, Findings and Statement of Overriding
17 Consideration reflect the independent review, analysis and judgment of the Mayor and
18 Common Council of the City of San Bernardino.

19 **SECTION III. GENERAL PLAN AND SPECIFIC PLAN FINDINGS**

20 A. The proposed amendments are consistent with the General Plan and San
21 Bernardino International Trade Center Specific Plan. Goal 1 of the SBITC SP states:
22 "Replace lost jobs with new job generating uses and quality projects." Goal 2 states:
23 "Integrate the Norton Air Force Base site back into the physical structure of the
24 community."
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1 Adoption of the amendments to the General Plan and SBITC SP allow the
2 proposed Stater Bros. Markets Corporate Offices and Distribution Center to proceed.
3 The consolidation of the various Stater Bros. facilities at this location not only retains
4 local jobs, but also provides opportunities for new jobs as the company continues to
5 grow.

6 B. The proposed amendments will not be detrimental to the public interest,
7 health, safety, convenience, or welfare of the City. The Initial Study and the Subsequent
8 EIR analyzed potential impacts related to the proposed amendments and determined that
9 there were no impacts directly related to the General Plan and/or Specific Plan
10 Amendments that could not be mitigated to a level of less than significant.

11 **SECTION IV. TRAFFIC IMPACT ANALYSIS**

12 A. The TIA for the Stater Bros. Distribution Center Project has been
13 completed in compliance with the regional CMP and the City's Land Use/Transportation
14 Analysis Program and found to be consistent with the regional Congestion Transportation
15 Plan model. The TIA and all the evidence and information contained therein is attached
16 hereto as Exhibit D and incorporated herein by reference.

17 **SECTION V. CERTIFICATION OF THE SUBSEQUENT ENVIRONMENTAL**
18 **IMPACT REPORT**

19 NOW, THEREFORE BE IT RESOLVED, FOUND AND DETERMINED by the
20 Mayor and Common Council of the City of San Bernardino that the Final Subsequent
21 Environmental Impact Report (SCH #2005041008) is hereby certified, the Facts,
22 Findings and Statement of Overriding Considerations are hereby adopted, and the
23 Mitigation Monitoring and Reporting Plan is hereby adopted.
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1 **SECTION VI. GENERAL PLAN AND SPECIFIC PLAN AMENDMENTS**

2 A. General Plan Amendment No. 05-01 and Specific Plan Amendment No.
3 05-08, the amendment to the General Plan and the San Bernardino International Trade
4 Center Specific Plan of the City of San Bernardino to delete Office as a land use
5 designation and change the area between Tippecanoe Avenue and Memorial Drive
6 between Harry Sheppard Boulevard and an extension of Mill Street to Industrial, to
7 remove Del Rosa Avenue south of Harry Sheppard Boulevard and Mill Street east of
8 Tippecanoe Avenue as major arterials to the Circulation Element, to remove Memorial
9 Drive as a secondary arterial to the Circulation Element, various text changes to
10 accommodate the project, and adjustment of SBITC SP and Airport boundaries are
11 hereby adopted.
12

13 B. The amendments designated as General Plan Amendment No. 05-08 and
14 Specific Plan Amendment No. 05-01 shall take effect upon adoption of this resolution by
15 the Mayor and Common Council as provided herein.
16

17 **SECTION VI. CERTIFICATION OF THE TRAFFIC IMPACT ANALYSIS REPORT**

18 NOW, THEREFORE BE IT RESOLVED, FOUND AND DETERMINED by the
19 Mayor and Common Council that the Traffic Impact Analysis (TIA) for the Project is
20 certified.
21

22 **SECTION VII. NOTICE OF DETERMINATION**

23 In accordance with the provisions of this Resolution, the Planning Division is
24 hereby directed to file a Notice of Determination with the County of San Bernardino
25 Clerk of the Board of Supervisors certifying the City's compliance with the California
26 Environmental Quality Act in preparing and adopting the Final Subsequent
27 Environmental Impact Report, the Facts, Findings and Statement of Overriding
28

1 Consideration, and the Mitigation Monitoring and Reporting Plan. A copy of the Notice
2 of Determination will be forwarded to the State Clearinghouse.

3 SECTION VII. EFFECTIVE DATE

4 The certification of the Final Subsequent EIR and the adoption of the amendment
5 designated as General Plan Amendment No. 05-08 and Specific Plan Amendment No.
6 05-01 shall be effective immediately upon adoption.
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1 RESOLUTION OF THE CITY OF SAN BERNARDINO CERTIFYING THE
2 FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT, ETC. FOR THE
3 STATER BROS. MARKETS DISTRIBUTION CENTER.

4 I HEREBY CERTIFY that the foregoing Resolution was duly adopted by the Mayor and
5 Common Council of the City of San Bernardino at a joint
6 regular meeting thereof, held
7 on the 17th day of October, 2005, by the following vote to wit:

8	<u>Council Members:</u>	<u>Ayes</u>	<u>Nays</u>	<u>Abstain</u>	<u>Absent</u>
9	ESTRADA	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
10	LONGVILLE	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
11	MCGINNIS	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
12	DERRY	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
13	KELLEY	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
14	JOHNSON	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
15	MC CAMMACK	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>

17 Rachel G. Clark
18 Rachel G. Clark, City Clerk

19 The foregoing resolution is hereby approved this 17th day of October,
20 2005.

21 Judith Valles
22 Judith Valles, Mayor
23 City of San Bernardino

23 Approved as to form and Legal Content:

24 By: James F. Penman
25 James F. Penman
26 City Attorney

Appendix G
Resolution of Adoption 2007-157

1 (f) WHEREAS, on September 7, 2006, the Environmental Review
2 Committee recommended adoption of the Addendum to the 1996 FEIR and Mitigation
3 Monitoring/Reporting Plan (the attached Initial Study and Attachments E and F to the
4 staff report to the Planning Commission, Mitigation Monitoring/Reporting Plan and
5 Addendum to the EIR, all of which are incorporated herein as Exhibit B); and

6 (g) WHEREAS, on April 17, 2007, the Planning Commission of the City of
7 San Bernardino held a noticed public hearing on the Project in order to receive public
8 testimony and written and oral comments relating to the Addendum and the proposed
9 amendment to the Specific Plan and other entitlements sought in conjunction with the
10 Project; and

11 (h) WHEREAS, the Planning Commission considered the Development
12 Services Department Staff Report on April 17, 2007, which addresses the Addendum to
13 the 1996 FEIR and the proposed Project; and

14 (i) WHEREAS, the Planning Commission, after receiving public testimony,
15 continued consideration of the Project to the Planning Commission meeting of May 8,
16 2007; and

17 (j) WHEREAS, the Planning Commission conducted a continued public
18 hearing on May 8, 2007 and recommended that the Mayor & Common Council adopt
19 the Addendum to the 1996 FEIR, adopt Specific Plan Amendment No. 06-03, approve
20 Development Permit 2 No. 06-06, approve Tentative Parcel Map No. 17887, and
21 approve Variance No. 07-08; and

22 (k) WHEREAS, the Mayor and Common Council conducted a noticed public
23 hearing on May 21, 2007, and fully reviewed and considered the Addendum to the 1996
24 FEIR, the Development Services Department Staff Reports, and the recommendation of
25 the Planning Commission;

26 SECTION II. ADDENDUM TO 1996 FINAL ENVIRONMENTAL IMPACT REPORT

27 NOW, THEREFORE, BE IT HEREBY RESOLVED, FOUND, AND
28 DETERMINED by the Mayor and Common Council that the proposed amendment to the
Specific Plan, together with other entitlements comprising the Project will have no

1 significant adverse effects on the environment beyond those impacts identified in the
2 1996 FEIR, and therefore a subsequent Environmental Impact Report is not required
3 pursuant to the California Environmental Quality Act (CEQA) in Public Resources Code
4 Section 21166, and the proposed Addendum (including the updated Mitigation
5 Monitoring and Reporting Plan) to the 1996 FEIR is hereby adopted.

6 SECTION III. FINDINGS - SPECIFIC PLAN AMENDMENT

7 BE IT FURTHER RESOLVED by the Mayor and Common Council of the City of San
8 Bernardino that:

9 A. The proposed amendment is consistent with the General Plan and San
10 Bernardino International Trade Center Specific Plan, specifically with the following
11 goals: Goal 1 of the SBITC Specific Plan, which states “Replace lost jobs with new job
12 generating uses and quality projects.”; Goal 2, which states “Integrate the Norton Air
13 Force Base site back into the physical structure of the community.”; and Goal 3, which
14 states “Create a development plan which will have the effect of generating financial
15 reinvestment on-site and within the community.” Adoption of the amendment to the
16 SBITC SP will allow the proposed Project to proceed. The proposed subdivision and
17 construction of warehouse/distribution facilities and light industrial structures at this
18 location will not only retain local jobs, but will also provide opportunities for new jobs.

19 B. The proposed amendment will not be detrimental to the public interest,
20 health, safety, convenience, or welfare of the City. The Initial Study and the Addendum
21 analyzed potential impacts related to the proposed amendment and related entitlements
22 comprising the Project, and determined that there were no adverse impacts directly
23 related to the Project that could not be mitigated in accordance with the certified 1996
24 FEIR and Mitigation Monitoring/Reporting Plan.

25 C. The proposed amendment will maintain the appropriate balance of land
26 uses within the City of San Bernardino because the proposed Project is consistent with
27 the goals and policies of the Specific Plan and will enhance opportunities for economic
28 development in accordance with the goals of the Inland Valley Development Agency
and the City of San Bernardino, as expressed in the City’s General Plan.

1 D. The areas within the Specific Plan affected by the proposed amendment
2 are physically suitable for development as proposed in the Specific Plan and by the
3 proposed Project, as recommended for approval by the Development/Environmental
4 Review Committee and the Planning Commission.

5 SECTION IV. SPECIFIC PLAN AMENDMENT

6 BE IT FURTHER RESOLVED by the Mayor and Common Council of the City of San
7 Bernardino that:

8 A. Specific Plan Amendment No. 06-03, the amendment to the San
9 Bernardino International Trade Center Specific Plan of the City of San Bernardino, to
10 change the name of the San Bernardino International Trade Center Specific Plan to San
11 Bernardino Alliance California Specific Plan; expand the Specific Plan area to include
12 32.6 acres of land that is adjacent to the current Specific Plan boundaries; update the
13 maximum allowable capacity of the Specific Plan by transferring approved unbuilt
14 square-footage among planning areas; change the district names of the various planning
15 areas within the Specific Plan to Northgate, Centergate, Westgate, Southgate, 3rd Street,
16 and D.F.A.S.; provide for a future boundary adjustment to the 3rd Street District; and
17 various text changes to accommodate the Project, are hereby adopted.

18 B. The amendment designated as Specific Plan Amendment No. 06-03 shall
19 take effect upon adoption of this resolution by the Mayor & Common Council as
20 provided herein.

21 SECTION V. NOTICE OF DETERMINATION

22 In accordance with the provisions of this Resolution, the Planning Division is
23 hereby directed to file a Notice of Determination with the County of San Bernardino
24 Clerk of the Board of Supervisors certifying the City's compliance with the California
25 Environmental Quality Act in preparing the Initial Study and adopting the Addendum to
26 the 1996 FEIR.

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1 **RESOLUTION OF THE CITY OF SAN BERNARDINO ADOPTING SPECIFIC**
 2 **PLAN AMENDMENT NO. 06-03, TO AMEND THE SAN BERNARDINO**
 3 **INTERNATIONAL TRADE CENTER SPECIFIC PLAN.**

4 I HEREBY CERTIFY that the foregoing resolution was duly adopted by the
 5 Mayor and Common Council of the City of San Bernardino at a joint regular
 6 meeting thereof, held on the 21st day of May, 2007, by the following
 7 vote, to wit:

8 <u>Council Members</u>	<u>AYES</u>	<u>NAYS</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
9 ESTRADA	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
10 BAXTER	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
11 BRINKER	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
12 DERRY	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
13 KELLEY	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
14 JOHNSON	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
15 MC CAMMACK	<u>X</u>	<u> </u>	<u> </u>	<u> </u>

18
 19 Rachel G. Clark
 Rachel G. Clark, City Clerk

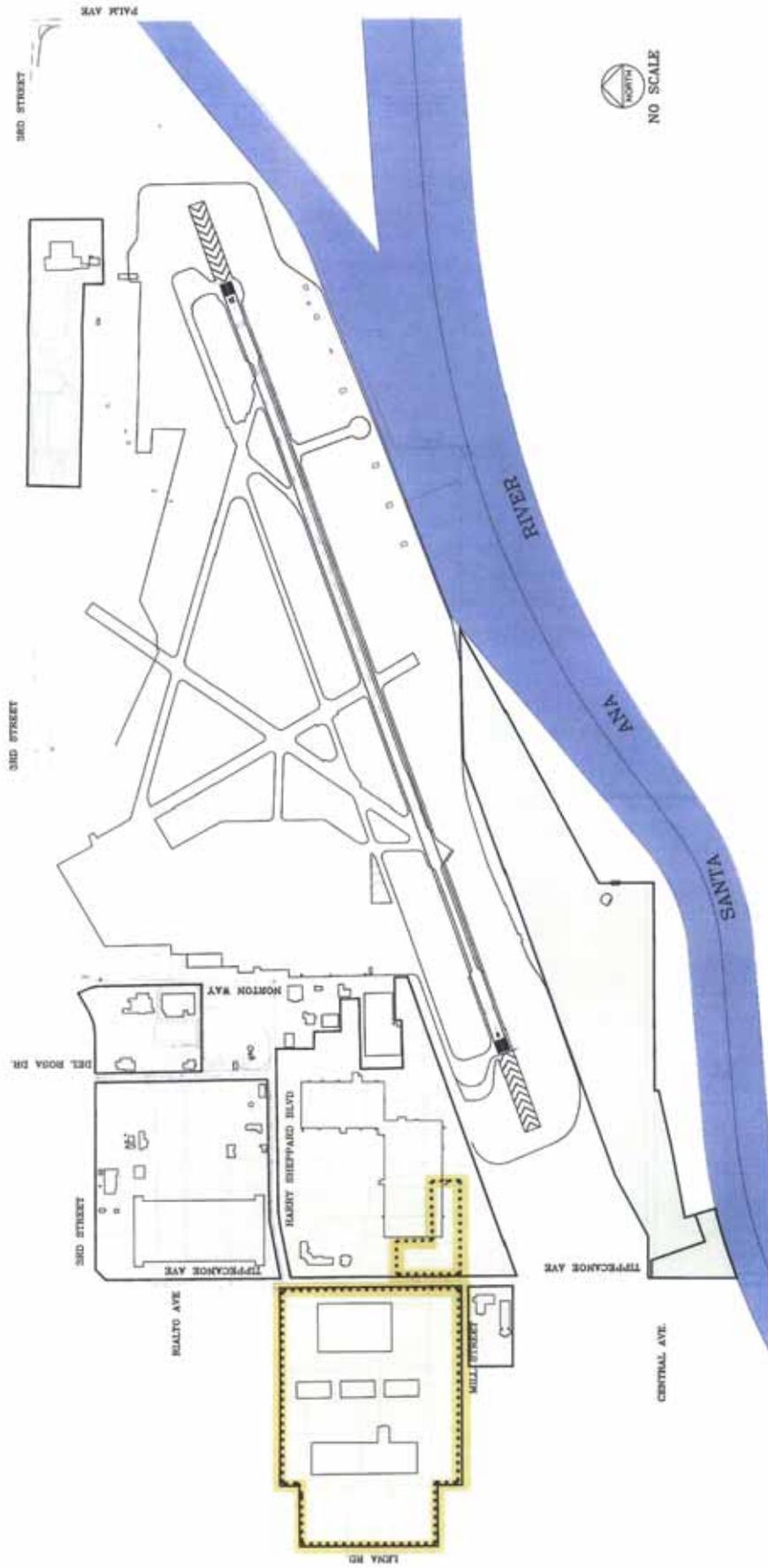
20 The foregoing resolution is hereby approved this 23rd day of May,
 21 2007.

22
 23 Patrick J. Morris
 24 Patrick J. Morris, Mayor
 City of San Bernardino

25 Approved as to form:

26 By: James F. Penman
 27 James F. Penman
 28 City Attorney

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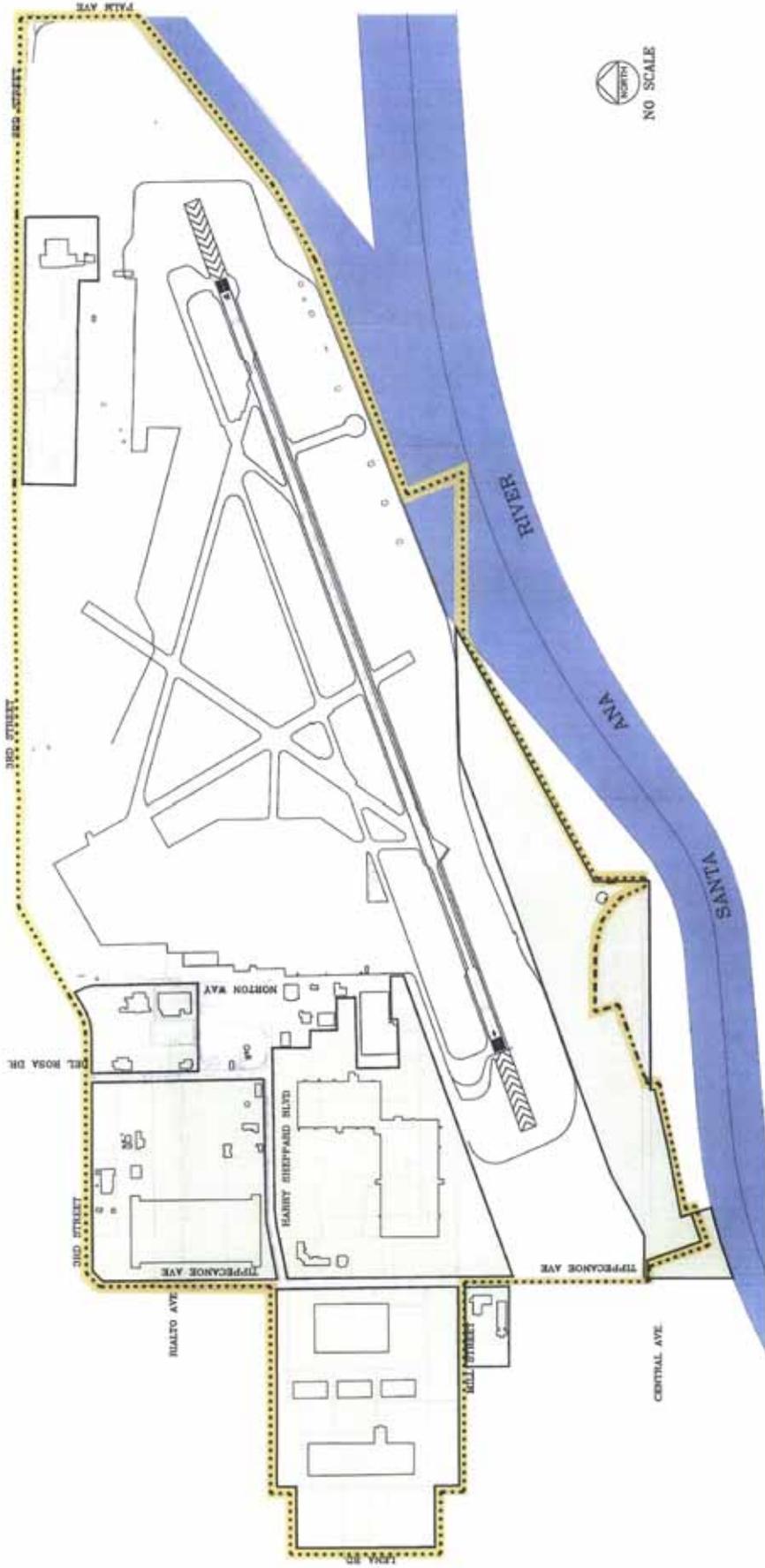


LEGEND

- FOREIGN TRADE ZONE BOUNDARY
- SBAC SPECIFIC PLAN AREA

EXHIBIT I-3
Foreign Trade Zone

SAN BERNARDINO ALLIANCE CALIFORNIA



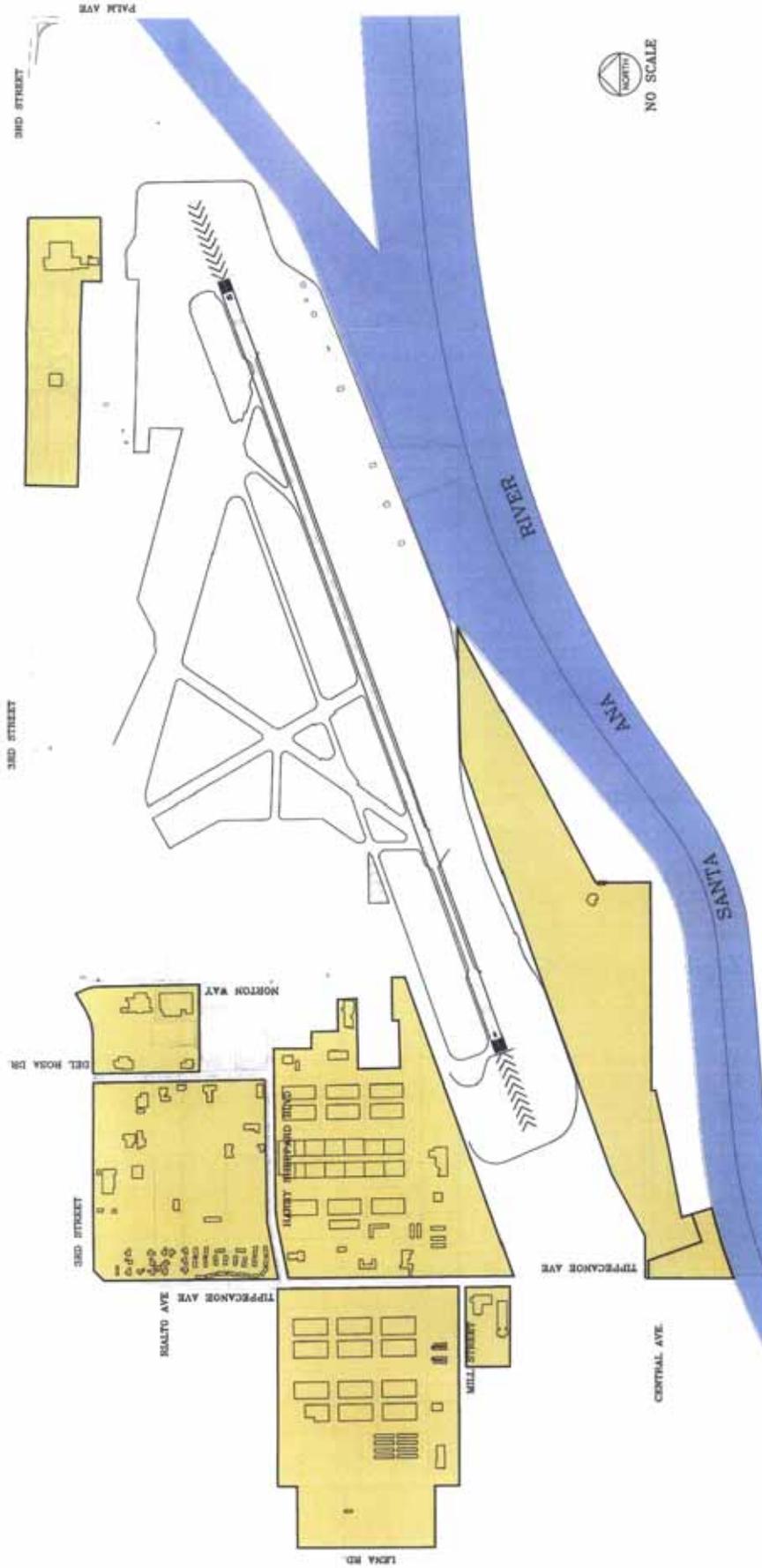
NO SCALE

LEGEND

- LAMBRA BOUNDARY
- SBAC SPECIFIC PLAN AREA

**EXHIBIT I-4
LAMBRA**

SAN BERNARDINO ALLIANCE CALIFORNIA



LEGEND
 SBAC SPECIFIC PLAN AREA

EXHIBIT II-1
Base Buildings
 SAN BERNARDINO ALLIANCE • CALIFORNIA

COUNTY OF SAN BERNARDINO
GENERAL PLAN LEGEND

DESIGNATION
4M-1M MULTIPLE RESIDENTIAL
CG GENERAL COMMERCIAL
CN NEIGHBORHOOD COMMERCIAL
IC COMMUNITY INDUSTRIAL

CITY OF SAN BERNARDINO
GENERAL PLAN LEGEND

DESIGNATION
RU-1 RESIDENTIAL URBAN
RM RESIDENTIAL MEDIUM
RMH/15 RESIDENTIAL MEDIUM HIGH
CO-1 COMMERCIAL OFFICE
CO-1 COMMERCIAL GENERAL
OSP OFFICE INDUSTRIAL PARK
IL INDUSTRIAL LIGHT
PPC PUBLIC FLOOD CONTROL
PF PUBLIC FACILITY

CITY OF HIGHLAND
GENERAL PLAN LEGEND

DESIGNATION
LD LOW DENSITY
MD MEDIUM DENSITY
PD PLANNED DEVELOPMENT
GC GENERAL COMMERCIAL
NC NEIGHBORHOOD COMMERCIAL
PC PLANNED COMMERCIAL
BP BUSINESS PARK
I INDUSTRIAL
P PUBLIC
OS OPEN SPACE

CITY OF REDLANDS
GENERAL PLAN LEGEND

DESIGNATION
US INDUSTRIAL-URBAN SERVICES
L INDUSTRIAL-LIGHT
G INDUSTRIAL-GENERAL
FCC OPEN SPACE-FLOOD CONTROL CONS.
PA OPEN SPACE-PARK
PU SPECIAL USE-PUBLIC

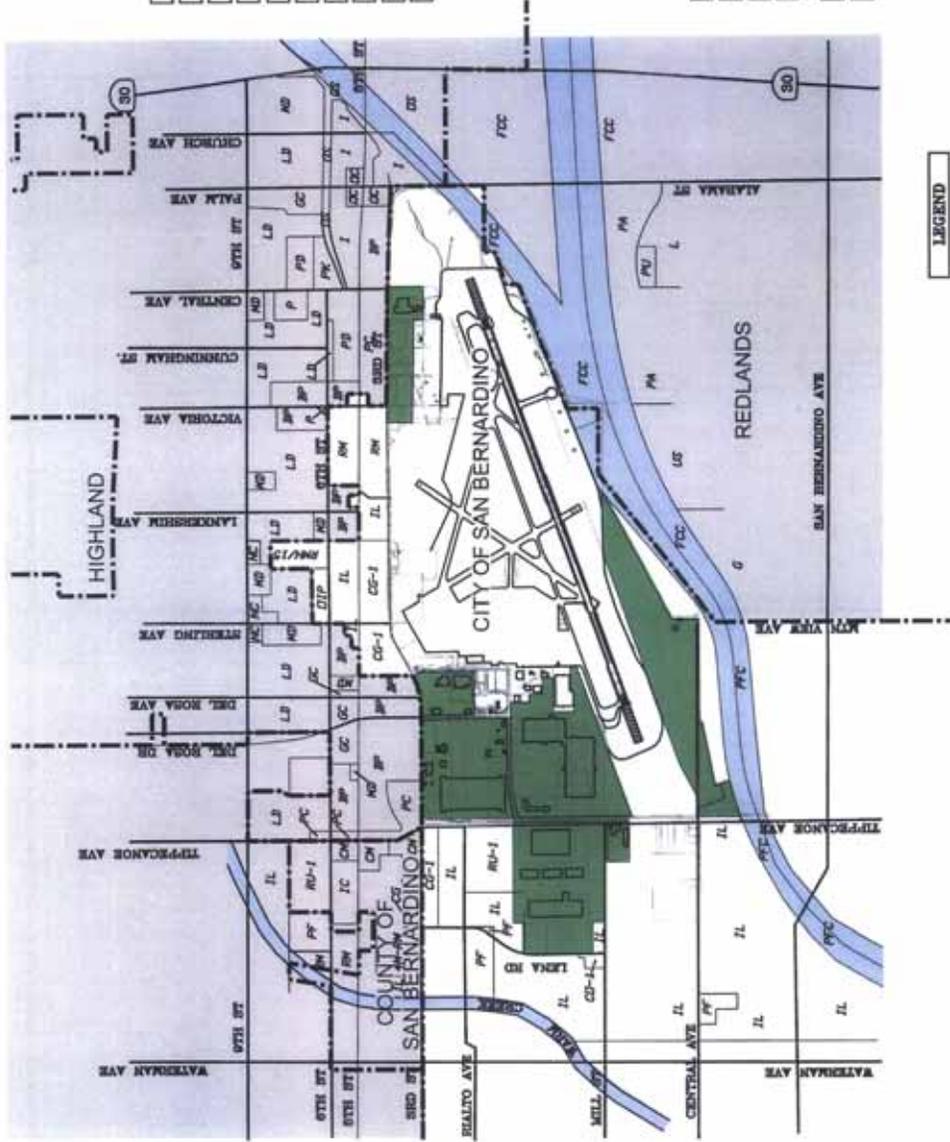


EXHIBIT II-2
General Plan Land Uses For Surrounding Jurisdictions

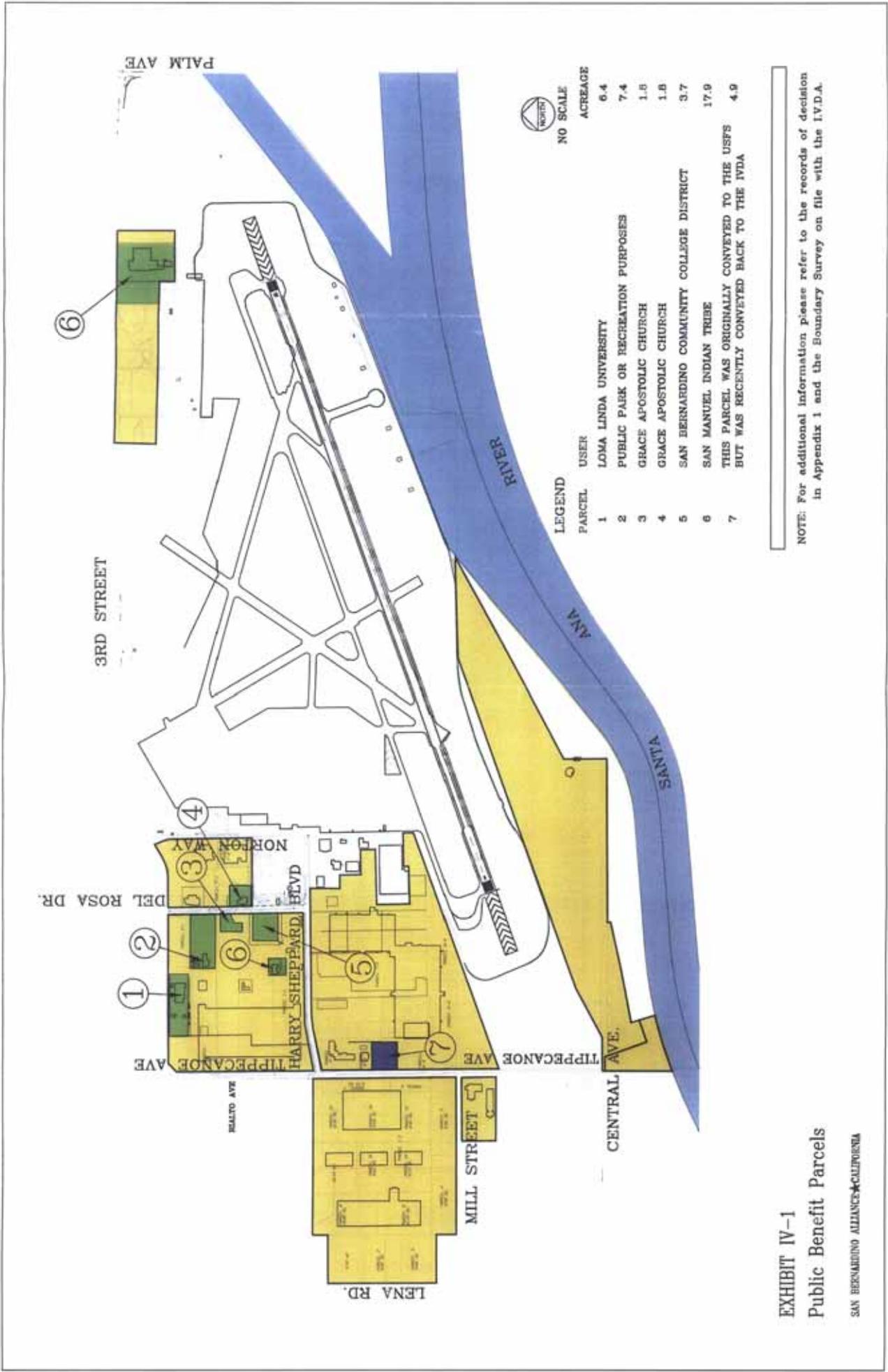
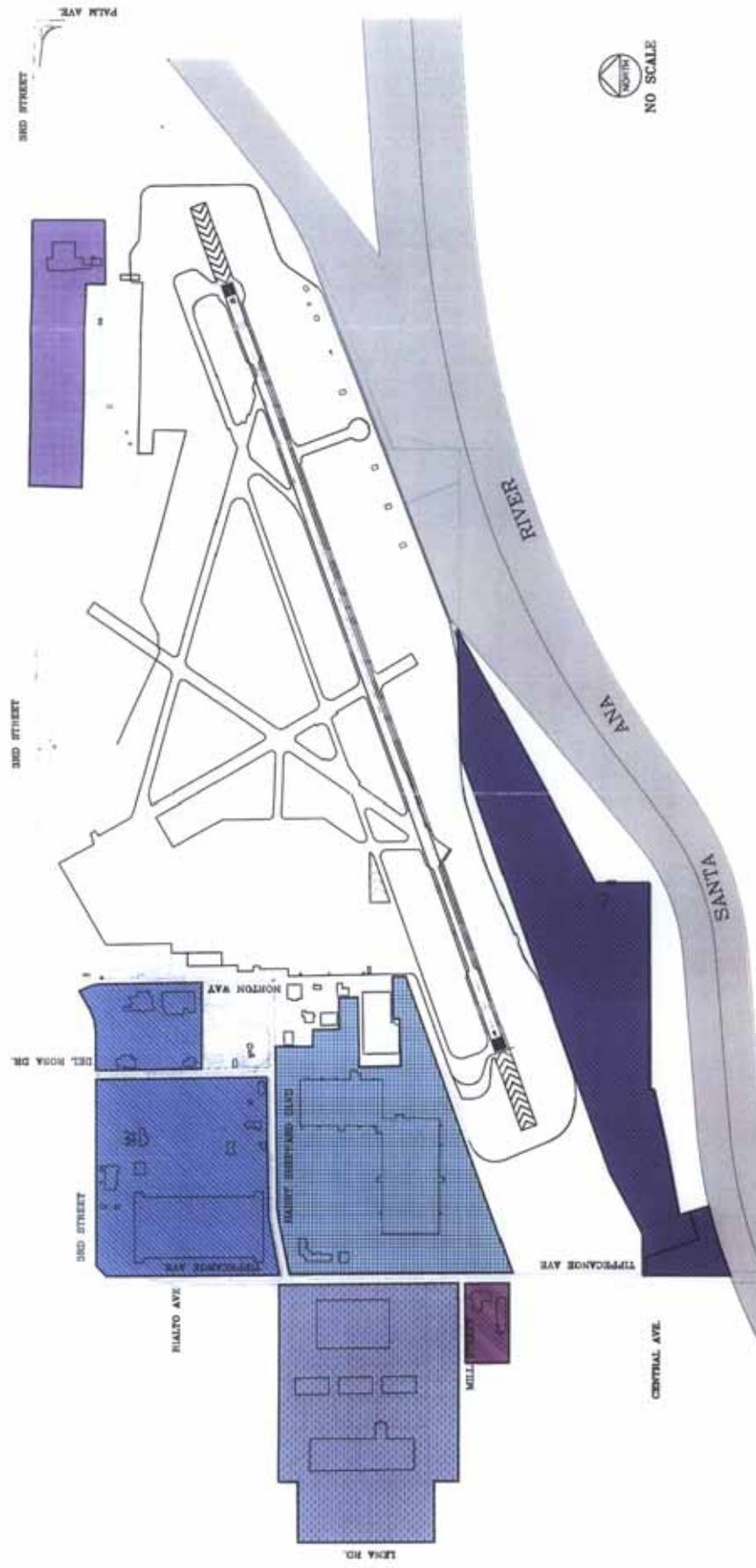


EXHIBIT IV-1
 Public Benefit Parcels
 SAN BERNARDINO ALLIANCE CALIFORNIA

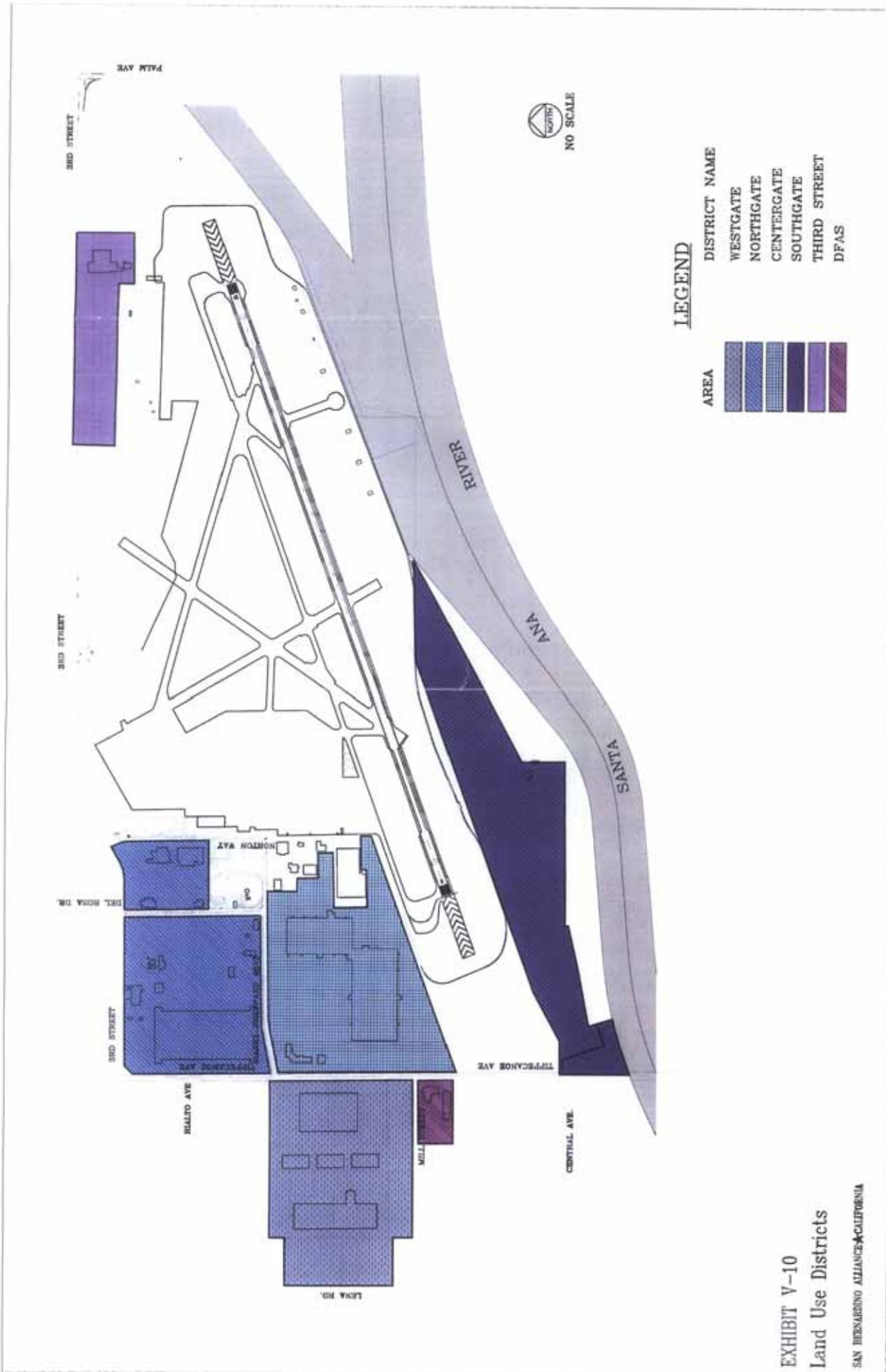


NO SCALE

LEGEND

AREA	DISTRICT NAME
[Pattern]	WESTGATE
[Pattern]	NORTHGATE
[Pattern]	CENTERGATE
[Pattern]	SOUTHGATE
[Pattern]	THIRD STREET
[Pattern]	DFAS

EXHIBIT IV-2
Land Use District
 SAN BERNARDINO ALLIANCE • CALIFORNIA



LEGEND

AREA	DISTRICT NAME
[Light blue with fine grid pattern]	WESTGATE
[Medium blue with fine grid pattern]	NORTHGATE
[Dark blue with fine grid pattern]	CENTERGATE
[Very dark blue with fine grid pattern]	SOUTHGATE
[Purple with fine grid pattern]	THIRD STREET
[Dark purple with fine grid pattern]	DFAS

EXHIBIT V-10
 Land Use Districts
 SAN BERNARDINO ALLIANCE CALIFORNIA

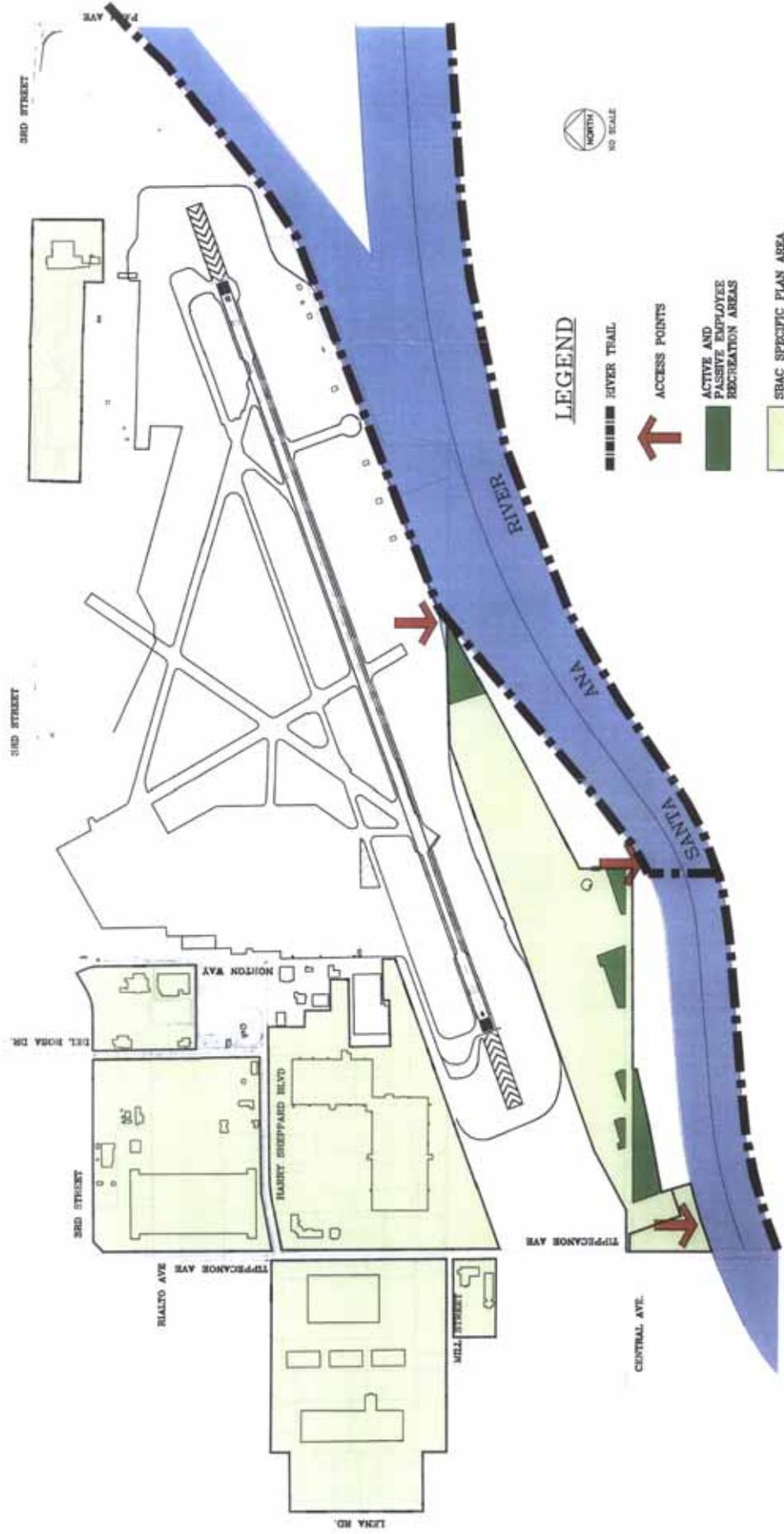


EXHIBIT V-13
 Santa Ana River Trail