

# CHAPTER 19.19A

## TD (TRANSIT DISTRICT OVERLAY) ZONE

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### 19.19A.010            **PURPOSE**

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

An attractive transit station with surrounding pedestrian amenities as the focus of the transit-oriented development area.

An appropriate mix and intensity of uses such as office, retail, entertainment, residential, and recreational facilities that support transit use and are designed for convenient access by transit riders, pedestrians, and bicyclists.

Inviting and pedestrian-focused open spaces on both public and private properties, such as smaller public pocket parks, civic plazas, outdoor dining areas, common greens, and other types of urban spaces.

A walkable and bikeable area with pleasant connections linking transit stations with businesses and neighborhoods.

An interconnected street and non-vehicular network where walkways, bikeways, landscaping, and other streetscape amenities receive priority.

**19.19A.020 APPLICABILITY**

The Transit Overlay District (TD) Zone applies to transit station areas within San Bernardino. The TD establishes standards and regulations beyond those required by the underlying base zones. Whenever the requirement of the TD conflicts with the underlying base zone, the requirement of the TD shall govern. MC 1393 12/2/13

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

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

**Figure 1. Kendall Drive and Palm Avenue Transit Station Area**



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

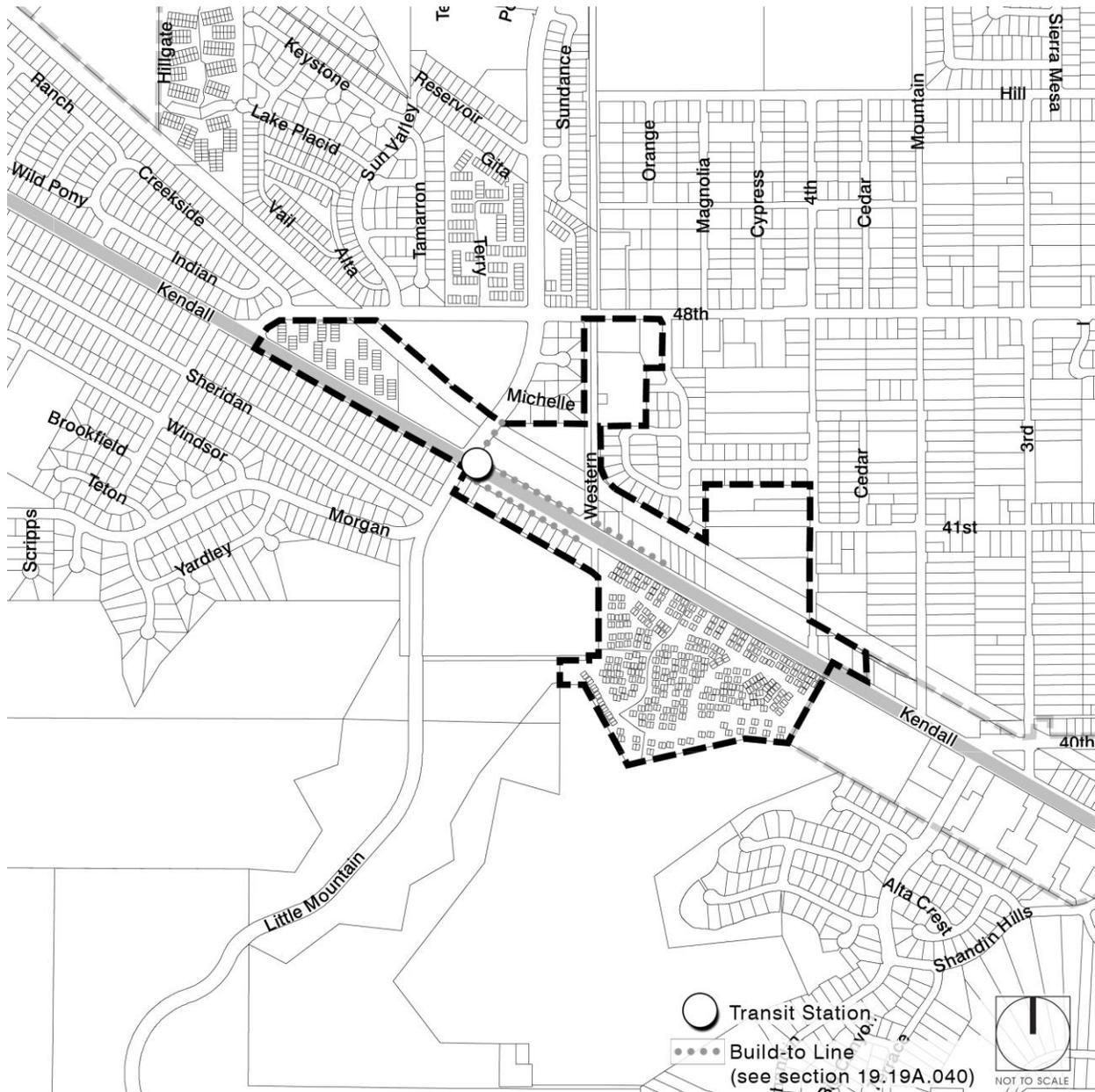


Figure 3. Kendall Drive and Shandin Hills Drive Transit Station Area



Figure 4. E Street and Marshall Boulevard Transit Station Area



Figure 5. E Street and Highland Avenue Transit Station Area

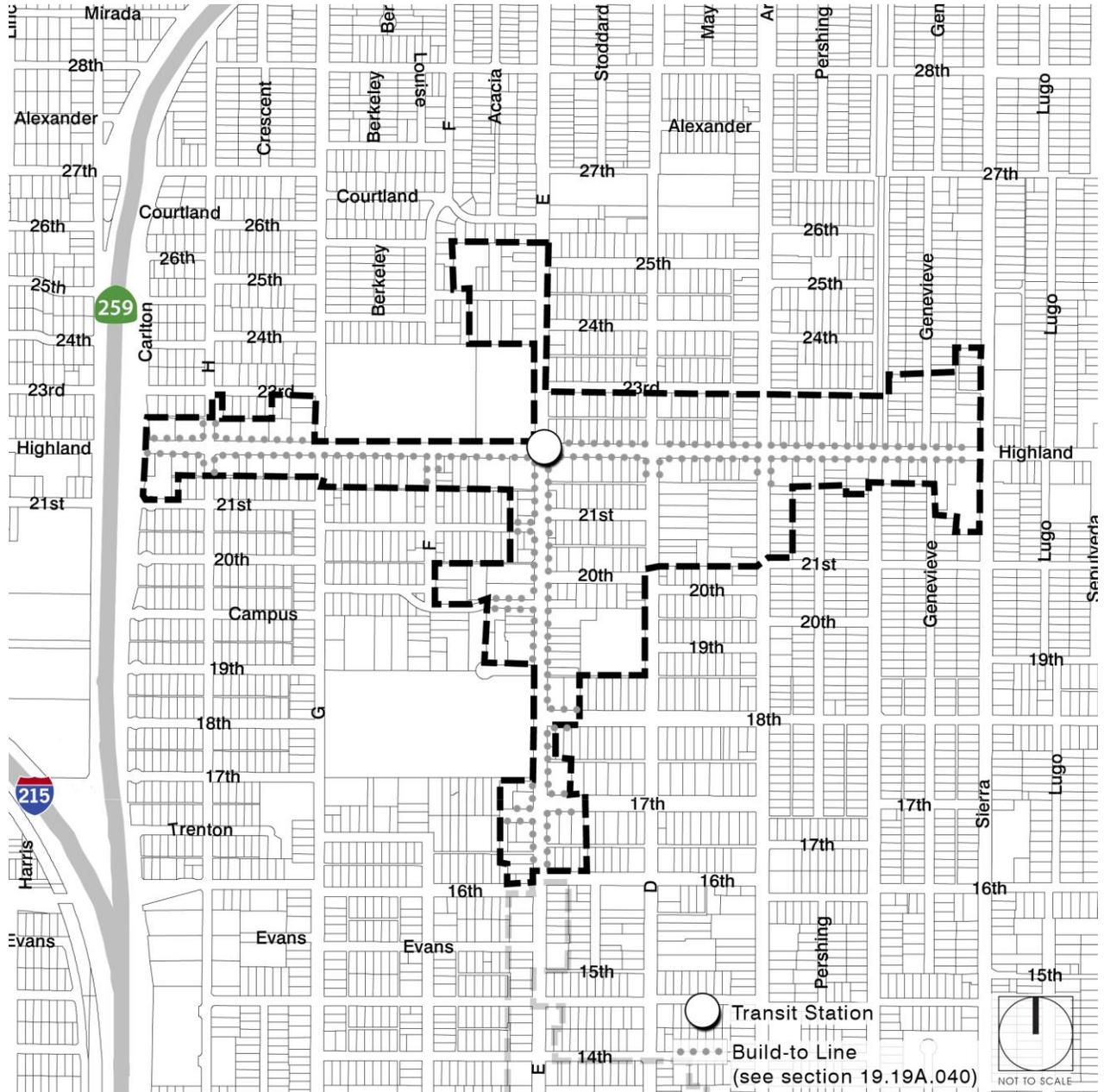


Figure 6. E Street and Baseline Avenue Transit Station Area

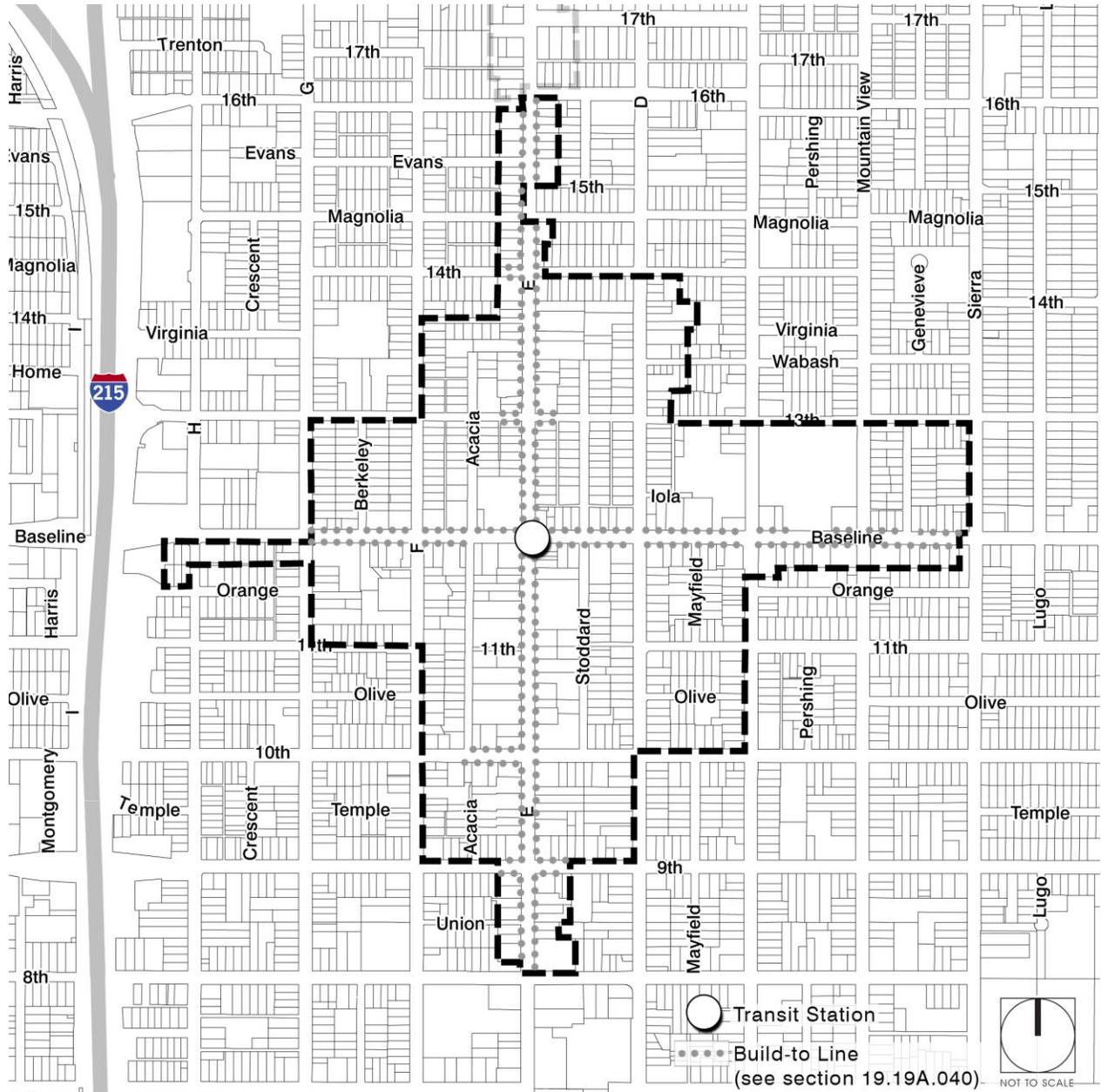


Figure 7. University Avenue and North Parkway Transit Station Area

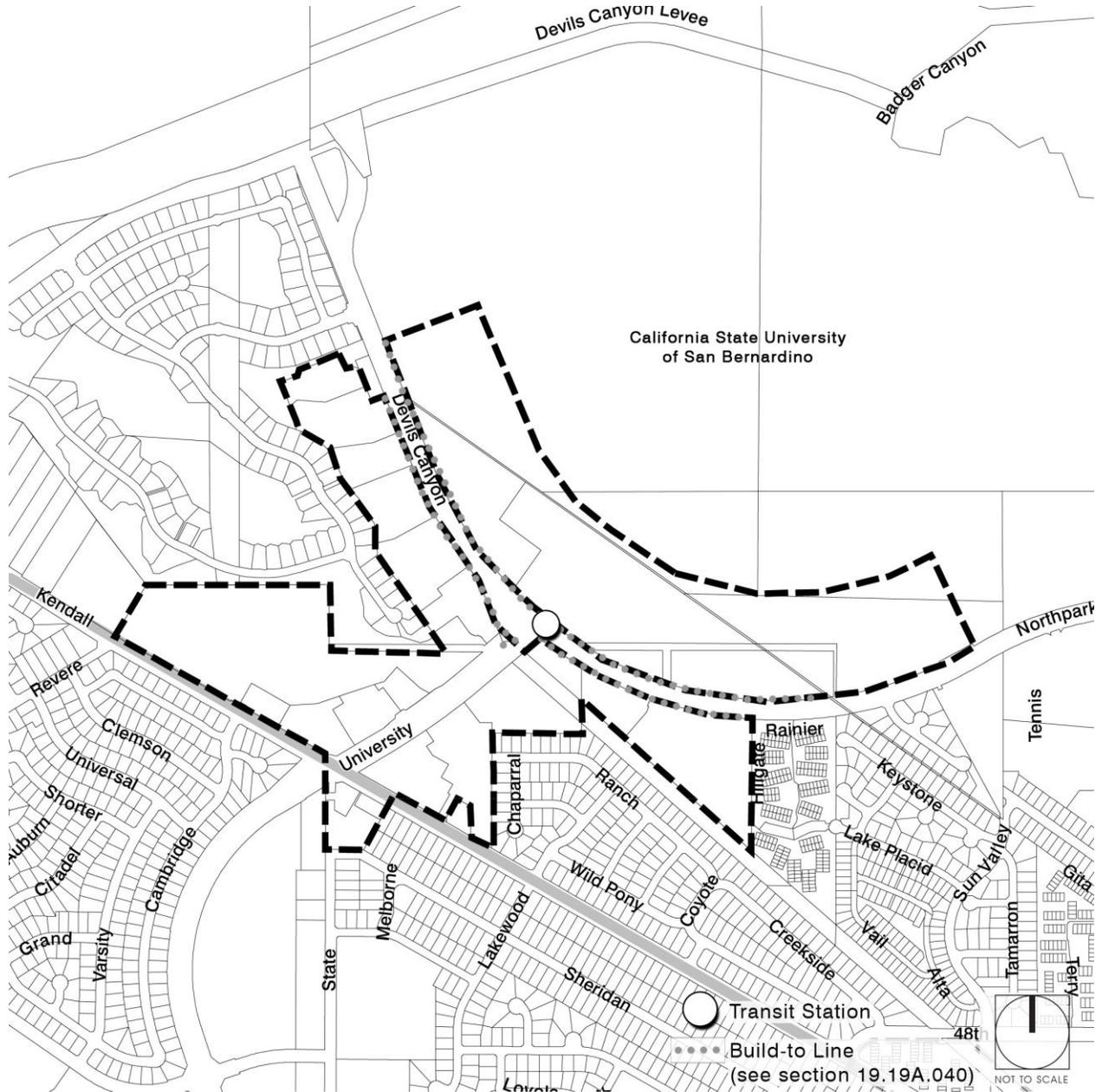


Figure 8. E Street and North Mall Way Transit Station Area

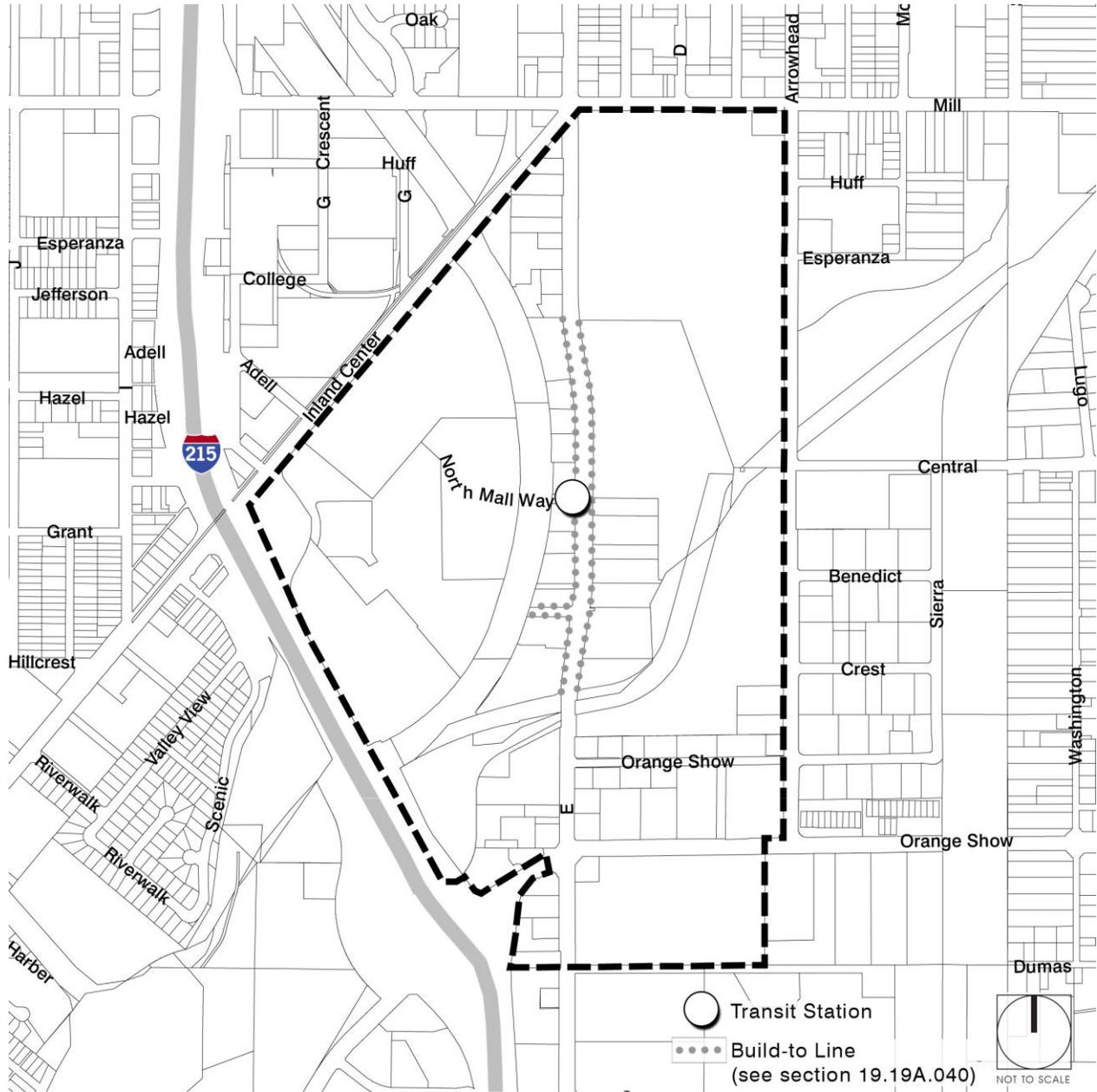


Figure 9. E Street and Court Street Transit Station Area



Figure 10. E Street and Rialto Avenue Transit Station Area

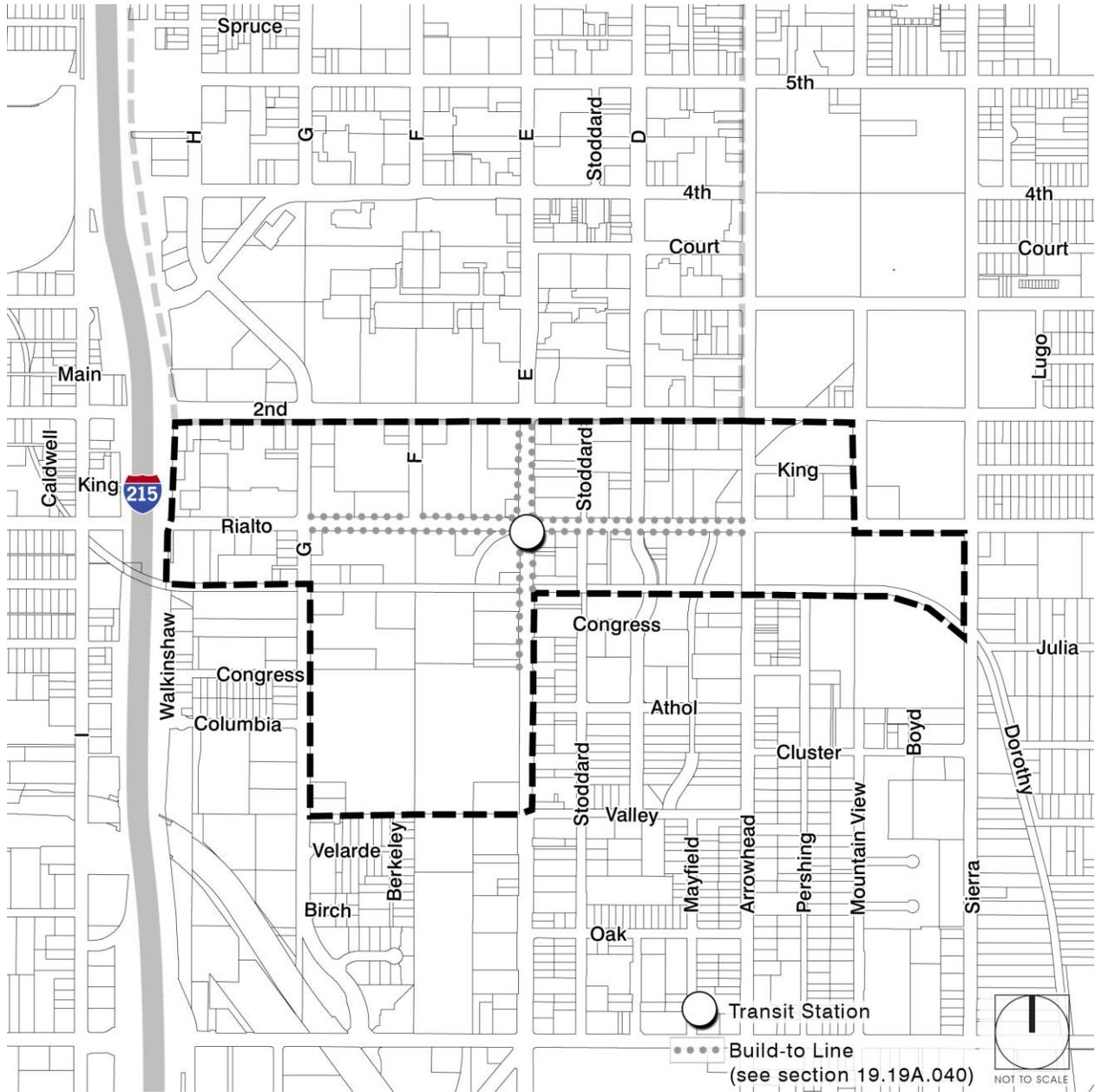
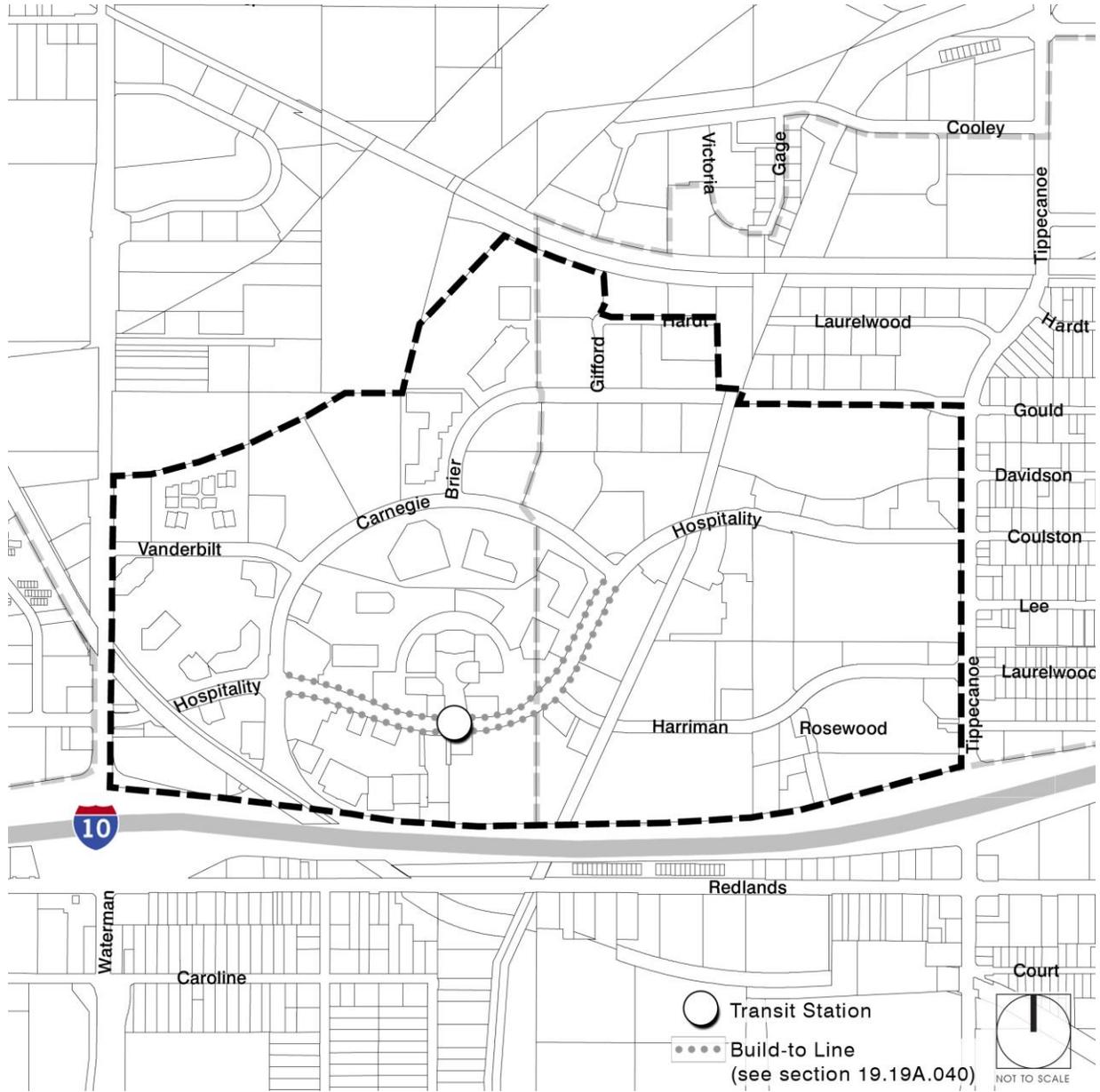


Figure 11. Hospitality Lane and Hunts Lane Transit Station Area



Figure 12. Hospitality Lane and Carnegie Drive Transit Station Area





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**19.19A.030 TRANSIT STATION AREA TYPES**

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

- A. Kendall Drive Neighborhood Stations.** This type of station area provides transit access to serve neighborhoods and businesses in the Kendall Drive area, within an approximately 10-minute walk or up to a half-mile radius. The station area is typically a predominantly residential area with supporting neighborhood or community level retail and services. The transit stations are designed as pull-up stations along an arterial and may include transfers between bus rapid transit (BRT) and local bus service. The following transit station areas are identified as Neighborhood Walk-up Station areas:
1. Kendall Drive and Palm Avenue
  2. Kendall Drive and Little Mountain Drive
  3. Kendall Drive and Shandin Hills Drive
- B. E Street Neighborhood Stations.** This type of station area provides transit access to serve surrounding neighborhoods and businesses in the E Street area north of 8th Street, within an approximately 10-minute walk or up to a half-mile radius. The station area is typically a predominantly residential area with supporting neighborhood or community level retail and services. The transit stations are designed as pull-up stations along an arterial and may include transfers between BRT and local bus service. The following transit station areas are identified as Neighborhood Walk-up Station areas:
1. E Street and Marshall Boulevard
  2. E Street and Highland Avenue
  3. E Street and Baseline Avenue
- C. Village/Urban Center Station Areas.** This type of station area serves as a high-activity center and village center for nearby residential neighborhoods, up to a half mile radius. The area contains a variety of neighborhood and community level retail uses and services, along with the integration of higher intensity housing including student housing, and offices uses in a mixed-use configuration. The transit stations within this station area type are designed as either a pull-up station along an arterial, or as an in-line station. The following transit station areas are identified as Village/Urban Center Station areas:
1. University Avenue and North Parkway
  2. E Street and North Mall Way
- D. Downtown Station Area.** This type of station area is intended for the highest intensity of development within in the city. The downtown station areas contain a planned mix of employment-intensive office, civic uses, regional-level retail and service uses,

entertainment, hospitality, education, hospital or medical facilities, and high density residential uses in a compact urban form. Uses are to be served by an interconnected multi-modal transportation center and public spaces network that will accommodate the highest levels of pedestrian activity. The following transit station areas are identified as Downtown Station Areas:

1. E Street and Court Street
2. E Street and Rialto Avenue

**E. Employment Center Station Areas.** This type of station area serves as concentrated employment areas within the City. They contain a mix of office or high employment industrial uses, educational or technical training institutions, hospital or medical facilities, supporting retail, restaurant, entertainment, and other similar services. Higher density residential development, in mixed-use configurations, may also be located in Employment Center Station Areas. The transit stations within this station area type are designed as either a pull-up station along an arterial, or as an in-line station. The following transit station areas are identified as Employment Center Station:

1. Hospitality Lane and Hunts Lane
2. Hospitality Lane and Carnegie Drive
3. Hospitality Lane and Tippecanoe Avenue

#### **9.19A.040 GENERAL PROVISIONS**

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

deviate from the provisions of this chapter upon approval of a Design Review Development Permit.

**19.19A.050 BUILDING FORM AND PLACEMENT STANDARDS**

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

<b>Table 19A.01 Building Form and Placement Standards</b>				
<b>TD Station Areas</b>		<b>Build-to Line Setback</b>	<b>Building Height[1]</b>	<b>Upper Floor Step-back [2]</b>
Kendall Neighborhood Station Areas	Minimum	None [3]	None	None
	Maximum	25 ft. [4]	30 ft. / 2 stories	None
E Street Neighborhood Station Areas	Minimum	None [3]	None	None
	Maximum	15 ft [4]	42 ft. / 3 stories	None
Village/Urban Station Areas	Minimum	None	None	None
	Maximum	15 ft [4]	56 ft. / 4 stories	None

<b>Table 19A.01 Building Form and Placement Standards</b>				
Downtown Station Areas	Minimum	None [3]	None	None
	Maximum	15 ft [4]	100 ft. / 7 stories[5]	None
Employment Center Station Areas	Minimum	None [3]	None	None
	Maximum	25 ft. [4]	75 ft. / 6 stories	None

Notes:

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

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

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

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

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

**E. Building Presence along Build-to Lines.** The primary building(s) located on a parcel shall occupy the following minimum linear percentage of the parcel width fronting a build-to line:

1. Kendall Neighborhood Station Area: 50%
2. E Street Neighborhood Station Area: 60%
3. Village/Urban Center Station Area: 70%
4. Downtown Station Area: 80%
5. Employment Center Station Area: 50%

**F. Ground Floor Transparency.** The ground floor building façade facing a street frontage line shall consist of the following minimum area percentage glass doors, windows, or other transparent materials.

1. Kendall Neighborhood Station Area: 50%
2. E Street Neighborhood Station Area: 50%
3. Village/Urban Center Station Area: 75%
4. Downtown Station Area: 75%
5. Employment Center Station Area: 50%

**G. Entrance Orientation.**

1. Within the Kendall Neighborhood station area type, all ground-floor building facades fronting a primary street shall feature a main building entrance.
2. Within the E Street Neighborhood, Village/Urban Center, Downtown, and Employment Center station area types, all ground-floor building facades fronting a primary street shall feature the building’s main entrance.

- H. Minimum First Floor Ceiling Height.** For buildings with ground floor commercial uses, the minimum required floor to ceiling height at the ground floor level for buildings facing public frontage lines should be 15 feet.
- I. Building and Site Design.** Refer to Sections 19.19A.140 to 19.19A.160 for design guidelines applicable to building form and placement within the Transit Overlay District.

**19.19A.060 PERMITTED AND CONDITIONALLY PERMITTED USES**

- A. Purpose and Intent.** This section identifies permitted, conditionally permitted, and prohibited land uses within the TD. The intent of these regulations is to permit and encourage land uses that create a pedestrian-friendly environment that supports transit use and thriving commercial districts and residential neighborhoods.
- B. Land Use Regulations – Commercial Base Zones.** When the TD applies to property within a commercial base zone, permitted and conditionally permitted shall be the same as the base commercial zone, except as specified below.

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

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

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

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

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**19.19A.070 RESIDENTIAL TRANSITION STANDARDS**

- A. Purpose.** This section establishes standards to ensure that new development in the TD is compatible with adjacent single-family residential uses.
- B. Applicability.** The following standards apply to buildings located on a parcel that either:
1. Shares a property line with an existing single-family residential zone; or
  2. Faces an existing single-family residential zone across a street.
- C. Building Setbacks.**
1. *Front Setbacks.* For a parcel located across a street from an existing single-family residential zone, the front setback shall be no less than the average front setback requirement of the facing homes block face but not more than 20 feet.
  2. *Interior Side Setbacks.* For a parcel sharing an interior side property line with an existing single-family residential zone, the interior side setback shall no less than the interior side setback requirement of the adjacent property but not more than 20 feet.
  3. *Rear Setbacks.* For a parcel sharing a rear property line with an existing single-family residential zone, the rear setback requirement shall be no less than 10 feet.
- D. Upper Floor Step-backs.**
1. *Front Building Walls.* For a parcel located across a street from an existing single-family residential zone, the height of the front building wall shall not exceed 2 stories and 30 feet.
  2. *Side and Rear Building Walls.* For a parcel sharing an interior side or rear property line with an existing single-family residential zone, the height of the side or rear building wall, as applicable, shall not exceed 2 stories and 30 feet.
  3. *Upper Floors.* When permitted by the applicable zone, any portion of a building taller than 2 stories or 30 feet should step back a minimum of 8 feet from the first- and second-story building walls.
- E. Commercial Service Location and Screening.**
1. Outdoor storage, trash collection and loading areas associated with commercial uses shall be set back a minimum of 15 feet from any property line abutting a parcel occupied by a detached single-family home.
  2. Outdoor storage, trash collection, and loading areas shall be located and screened from view such that they are not visible from any parcel occupied by a detached single-family home.
- F. Parking and Driveways.** See Section 19.20.100, Subsection G (Parking Buffers).

- G. Noise Generating Activities.** Outdoor dining, amplified music, and other noise-generating activities shall be set back a minimum of 150 feet from the property line of any parcel occupied by a detached single-family home.

**19.19A.080 PARKING**

**A. Purpose.**

1. This Section establishes parking standards that apply to new and expanded land uses in the TD. The intent of the standards is to ensure the success of the transit corridor by providing efficient parking in the corridor. This includes design standards for parking area design and parking supply standards.
2. The parking requirements reflect the immaturity of the transit system along the corridor. As the system matures, there will be increased potential to refine the parking requirements, applying techniques such as parking maximums (e.g., no minimum parking requirements). These requirements should be updated as the system matures to reflect the change in required parking along the corridor.

**B. Required On-Site Parking.** All land uses within the TD shall provide on-site parking as shown in Table 19A.3 (Required On-Site Parking) unless further reductions can be justified as part of project approval by utilizing shared parking, unbundled parking, in-lieu parking fees, or other parking reduction techniques, as described below:

1. Shared parking assessment shall be completed using the latest information from ULI’s (Urban Land Institute’s) Shared Parking.
2. Unbundled parking occurs when development does not include parking in the standard cost of the facilities (e.g., residents/employees must pay additional cost for the right to park on-site).
3. In-lieu parking fees are effective if a parking district or other management agency owns and maintains parking facilities. With in-lieu fees, a developer can pay the identified fee for the right to use that parking and reduce their own on-site parking facilities.

<b>Table 19A.02 Required On-Site Parking</b>	
<b>Base Zoning District</b>	<b>Parking Requirement (per sq. ft. of leasable area, unless otherwise noted)</b>
Commercial General (CG-1)	1 space per 300 sq. ft.
Commercial General – Baseline/Mt. Vernon (CG-2)	1 space per 500 sq. ft.
Commercial General – University Village (CG-3)	1 space per 250 sq. ft.
Commercial Office (CO)	1 space per 370 sq. ft.
Commercial Regional – Malls (CR-1)	1 space per 250 sq. ft.
Commercial Regional – Downtown (CR-2)	1 space per 500 sq. ft.

<b>Table 19A.02 Required On-Site Parking</b>	
Commercial Regional – Tri-City/Club (CR-3)	1 space per 250 sq. ft.
Central City South (CCS-1)	1 space per 500 sq. ft.
Commercial Heavy (CH)	1 space per 300 sq. ft.
Industrial Heavy (IH)	1 space per 1,230 sq. ft. of gross floor area
Office Industrial Park (OIP)	1 space per 350 sq. ft.
Public/Commercial Recreation (PCR)	Special study required
Public Facilities (PF)	Special study required
Public Flood Control (PFC)	1 space per access point
Residential High (RH)	1 space per unit
Residential Low (RL)	1 space per unit
Residential Medium (RM)	1 space per unit
Residential Medium High (RMH)	1 space per unit
Residential Suburban (RS)	2 spaces per unit
Residential Urban (RU)	1 space per unit
Industrial Light (IL)	1 space per 625 sq. ft.

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

**H. Surface Parking Lot Screening.**

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

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

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

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

<b>Table 19A.03 Driveway Dimension Standards</b>		
<b>Driveway Type</b>	<b>Driveway Width</b>	
	<b>Minimum</b>	<b>Maximum</b>
1-way	8 ft.	12 ft.
2-way	20 ft.	25 ft.

**19.19A.090 SUBDIVISION STANDARDS**

**A. Purpose.** This section establishes standards for the subdivision of parcels within the TD to ensure that large parcels are subdivided in a manner that supports a walkable, transit-oriented environment.

**B. Applicability.** The following standards apply to subdivisions of parcels 10 acres or greater.

**C. Block Lengths.**

1. Except as permitted by Subsection 2 below, the maximum length of a block created by the establishment of one or more new streets shall not exceed 400 feet.
2. The City may approve a block length in excess of 400 feet when necessary to achieve project compliance with connectivity standards in Subsection D below, or if there are physical limitations, such as the size of the project area, that do not allow for compliance with this standard.
3. Block lengths shall be measured as the length of property abutting one side of a street between either the two nearest intersecting streets or the nearest such street

and any other physical barrier to the continuity of development. Block lengths shall be measured from property lines that intersect at an angle of 45 degrees or more.

**D. Connectivity Standards.**

1. New streets established within the TD shall align and connect with any existing adjacent street.
2. Block lengths shall increase connectivity to surrounding existing and planned pedestrian and bicycle facilities.
3. New development of large sites (in excess of one acre) shall maintain and enhance connectivity with a hierarchy of public streets, private streets, walks and bike paths.
4. Bicycle/pedestrian connections shall be provided at each cul-de-sac end, where feasible.