

The background of the cover is a photograph of a university building. The central feature is a tall, white clock tower with a clock face, situated on a raised platform. The building has a modern architectural style with large windows. The scene is framed by the dark silhouettes of trees in the foreground and background, set against a clear blue sky.

University District Specific Plan

November 1, 2005

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SECTION I: EXECUTIVE SUMMARY

1.1 BACKGROUND

Founded in 1965, California State University, San Bernardino (CSUSB) is located in the northwestern portion of the City of San Bernardino. Since that time, the growth and development of the University and City have occurred independently. This independent growth has resulted in a University and City that are not physically integrated.

The University represents a major opportunity to help improve the City's image. The City can capitalize upon the presence of the University and use it as a catalyst to improve the surrounding community, which in turn can help improve the image of the University. The intent of this Specific Plan is to lay a foundation for the integration of the University into the surrounding community.

California State University, San Bernardino is the only state university serving the Riverside-San Bernardino area. The University's enrollment has been increasing 5% each year and, as of 2004, it serves over 16,000 students. As of 2004, the University offered 42 baccalaureate degree programs, 15 teaching credentials, and 21 master's degree programs through five colleges: Arts and Letters, Business and Public Administration, Education, Natural Sciences, and Social and Behavioral Sciences. The University emphasizes the liberal arts but offers a number of career-oriented programs, both at the undergraduate and graduate levels.

The University currently anticipates serving between 20,000 and 25,000 students and is actively planning to accommodate this increasing enrollment. The University has added 10 new buildings in the last 10 years and is currently constructing additional student housing. The University is projected to provide a total of 2,800 on-campus student-housing units.

1.2 GUIDING VISION

The guiding vision of this Specific Plan is to collaborate with the University to fully integrate the campus with the surrounding community. In this spirit, a design charrette was held with University and City Staff to develop project goals and



concepts. The following were identified at the design charrette as overall project goals:

Pedestrian Focus: Focus on pedestrian-oriented development, such as mixed uses and University related uses, and less upon auto dependent uses. Develop a walkable University village in the University District.

Physical Connectivity: Develop a seamless connection between the community and University through access, tailored street naming, and physical improvements such as landscaping, streetscape, signage, and public art.

Integrated Curriculum: Integrate the curriculum of the University to the needs of the community. For instance, teaching classes can be linked with area schools or course curriculum can incorporate community improvement projects.

Economic Boost: Capitalize upon potential economic connections. For instance, an engineering program can be connected with the City's industrial/research uses.

University Town: Market the University and surrounding community with the intention of becoming recognized as a "University town."

Positive Marketing: Market the art and cultural facilities that the University and surrounding community have to offer. Tie the curriculum of the University and the art and cultural programs of the community together.

Transit/Trolley Connections: Encourage the development of transit/trolley connections between the University and downtown and the MetroLink station at the San Bernardino Depot.

Campus Feel: Maintain the spacious and park-like "campus feel" of the University.

Open Communications: Maintain and improve open communications between the University and community and increase opportunities for the University to participate in City-run programs.

Regional Recreation: Enhance the regional recreational link with the University.

Efficient Access: Develop efficient vehicular and pedestrian access within the University village.

Housing Opportunities: Offer a range of housing types in the University District to accommodate a wide range of population, including University faculty and staff.

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Quality Housing Opportunities: Ensure that quality housing is developed in the surrounding community.

1.3 PLAN OVERVIEW

As the name implies, the University District Specific Plan envisions an integrated “district” with a cohesive image, distinctive entryways, and an integrated physical and social fabric.

The Plan is focused on creating a Village at the main entrance to the University, at the intersection of University Parkway and Northpark Boulevard. A previously approved mixed-use student housing and commercial project on the south and a high tech/office and retail development with high-end residential on the north will anchor the entrance to the University.

A completed Loop Road, an extended Campus Parkway, enhanced pedestrian connections, and a community shuttle will create a comprehensive transportation system interconnected the University District and the community.

A coordinated system of signage, landscape features, entryways, and street furniture will provide a cohesive image to tie the University District together.

The multiple use of the Devil’s Canyon flood control channel to the north of the University will add value and recreational opportunities to the District as well as provide for much needed parkland in the City.

Finally, a coordinated approach to future planning efforts both on and off campus, an integrated educational curriculum, a rich cultural exchange, and an open dialog will help ensure a true integration of the University and City.



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SECTION II: INTRODUCTION

2.1 WHAT IS A SPECIFIC PLAN

As provided in California Government Code Section 65450, a specific plan has been prepared for the implementation of the General Plan. A specific plan is a regulatory document that provides standards and criteria for the development of a particular area. The University District Specific Plan establishes the planning concept, design and development guidelines, administrative procedures, and implementation measures necessary to integrate the University and City. It is also intended to maintain consistency with and carry out the goals, objectives, and policies of the City of San Bernardino General Plan.

2.2 FORMAT OF THE DOCUMENT

The University District Specific Plan is divided into the following main sections:

Executive Summary: This section provides a brief summary of the University District Specific Plan.

Introduction: This section provides the definition of and authority to prepare a specific plan, the format of the document, and a description of the location, opportunities, and constraints of the University District.

Development Concept: This section provides the detailed descriptions of the land use plan, land use designations, development standards, statistical data, circulation plan, and open space plan.

Design Guidelines: This section provides the guidelines directing the type, style, and design of right-of-way improvements within the University District.

Implementation: This section contains the provisions for development processing, the development administration system, and the implementation goals and policies for the University District Specific Plan.

Appendices: The Appendices contain the General Plan Consistency Analysis.

Regulatory Authority

The State of California requires that all cities and counties adopt a comprehensive general plan for the physical development of their area of jurisdiction (California Government Code Section 65300). Following adoption of the general plan, a jurisdiction is required to adopt regulatory programs (zoning) that will implement the policies of the general plan (California Government Code Section 65800).

Specific Plans act as a bridge between the general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document that is tailored to the needs of a specific area (California Government Code Section 65450-65456).



2.3 RELATIONSHIPS TO OTHER PLANS

Consistency with the General Plan and Development Code

The emphasis of this Specific Plan is on the aesthetic improvements and development criteria that implement the broad goals of the General Plan. Its text and diagrams address the planning of necessary right-of-way improvements and programs that can help connect the University and community. In addition, it provides a menu of the programs that can be used to finance/create the desired improvements.

This Specific Plan is adopted by Common Council resolution and must be consistent with the General Plan. In turn, future subdivisions and public works projects in the Plan area must be consistent with the Specific Plan. (Government Code Sections 65455, 66473.5, 65860, and 65401.) To facilitate such consistency, General Plan policies should support the standards and development criteria of the specific plan (Appendix A, General Plan Consistency Analysis).

All projects that are found to be consistent with this Specific Plan will likewise be deemed consistent with the General Plan.

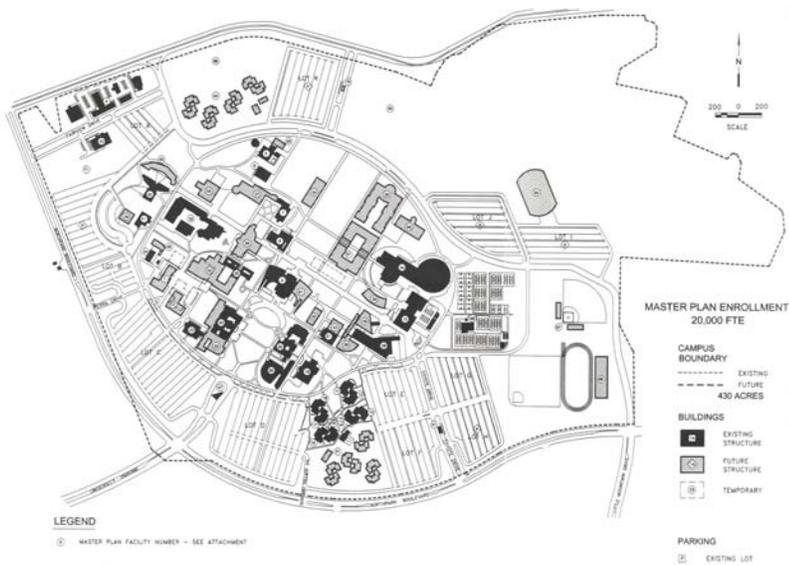
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2.4 LOCATION AND DESCRIPTION

The University District is located in the northwestern portion of the City in the foothills of the San Bernardino Mountains overlooking the Cajon Creek Wash and the Glen Helen Regional Park. As shown on Figure 1, the boundaries of the University District encompass the University itself and the surrounding community. In all, the University District Specific Plan encompasses 6,375 acres.

The University District is generally bounded by the City limits and the San Bernardino National Forest on the north; the Devils Canyon flood basins, the East Branch of the California Aqueduct, and Kendall Drive to the west and south; and Little Mountain Drive to the east. Fingers of the University District follow Campus Parkway to Cajon Boulevard, University Drive to the Industrial Hallmark Parkway (immediately west of Interstate 215), Little Mountain Drive to Blair Park, and Northpark Boulevard to Electric Avenue.



As shown in Figure 2, the University District encompasses a gently north-south sloping hill at the base of the San Bernardino Mountains. Devils Canyon and Badger Canyon contain seasonal creeks that flow out of the mountains and can carry significant volumes of water during the rainy times and during the spring snow melt. In fact, the northern and western sides of the Campus are lined by significant levees and flood control channels to protect against the threat of flooding.

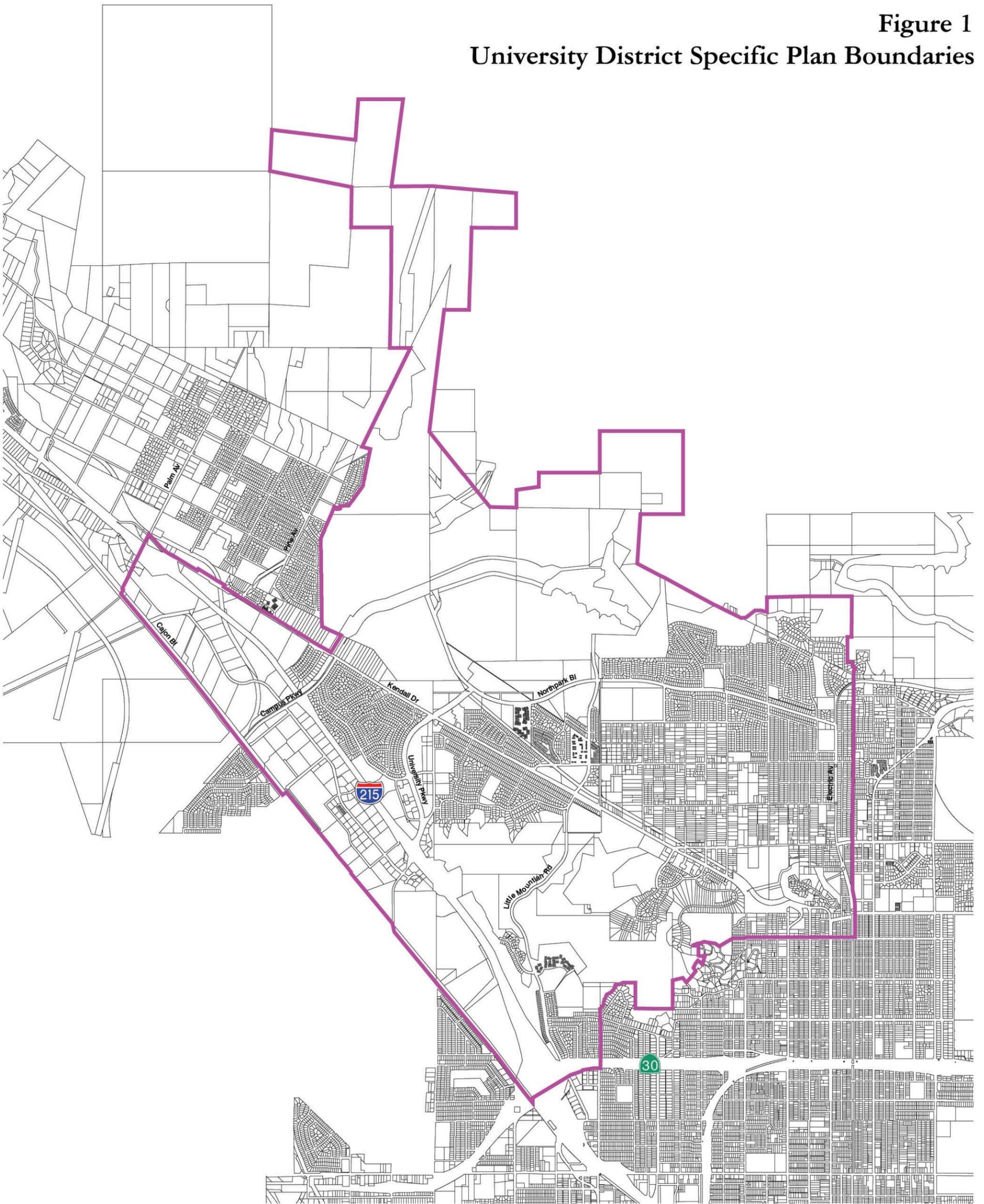


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California State University, San Bernardino is located on 430 acres in the middle of the University District. The University is directly connected to Interstate 215, which is located a short distance to the southwest, by University Parkway.

Figure 1
University District Specific Plan Boundaries

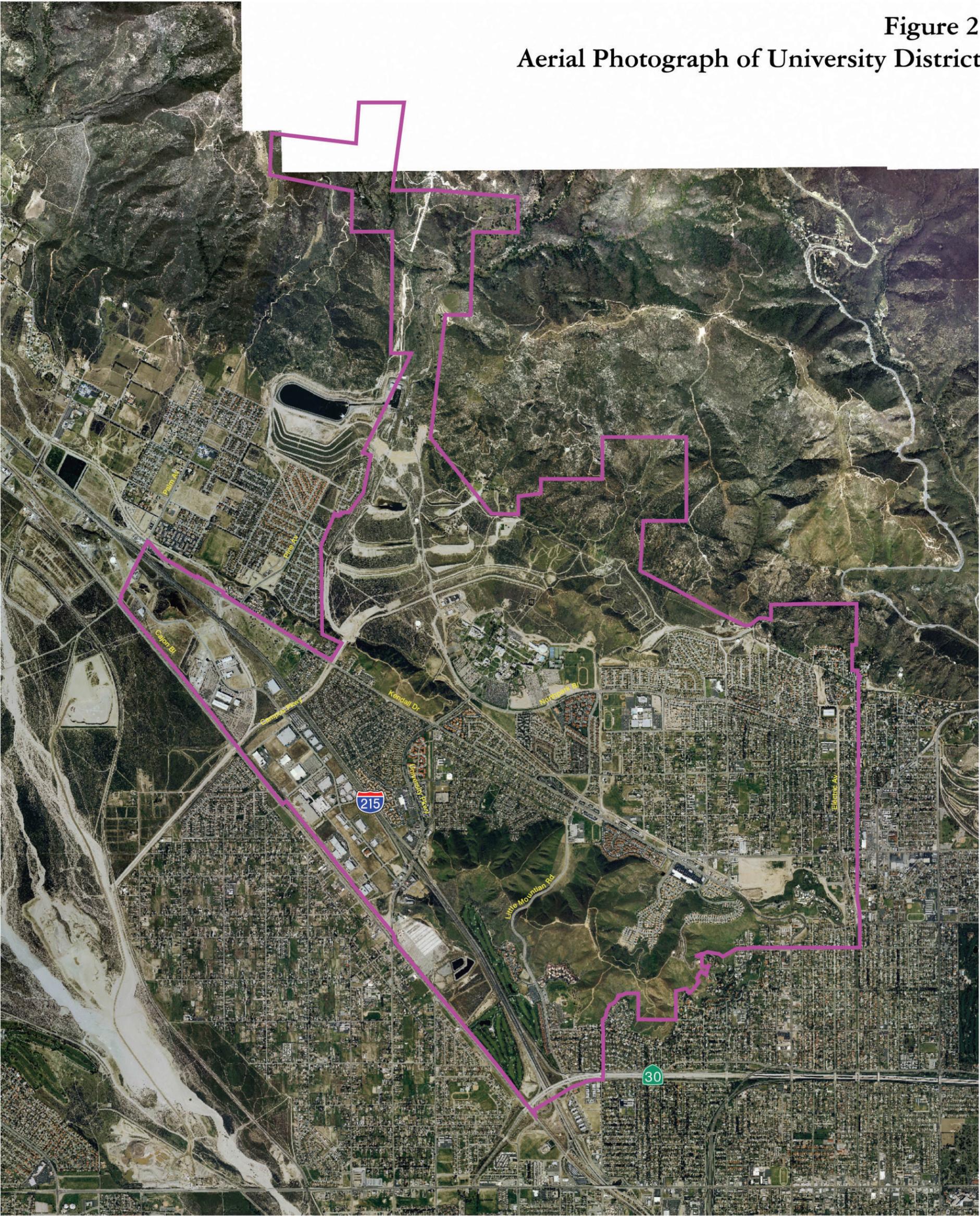


 University District

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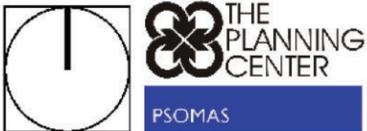
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Figure 2
Aerial Photograph of University District



 University District

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2.5 SUMMARY OF OPPORTUNITIES AND CONSTRAINTS

The following description identifies the issues that influence the direction of the Specific Plan. These issues are mapped on Figures 3 through 6.

Land Uses: As of 2004, the University and the surrounding community are not integrated. The surrounding land uses are not oriented toward the University and the University is separated from the surrounding neighborhoods by parking lots and athletic fields. The surface parking areas that surround the campus create a physical separation between the campus and the community.

Single-family residential housing is located to the west and south of the campus and is interspersed with more dense urban residential developments that generally service the campus population. A large, currently undeveloped area north of campus, named the Paradise Hills Specific Plan, is designated for residential development of approximately 500 units with densities ranging from 1.03 to 3.46 dwelling units per acre. The remaining area on the north side of campus and east of the Specific Plan Area is designated for flood control. Uses permitted in this area are limited to those that can be periodically flooded.

Circulation: As shown on Figure 3, the University District is currently accessed mainly by Interstate 215, University Parkway, Kendall Drive, Northpark Boulevard, Palm Avenue, and Little Mountain Drive. A new roadway, called Campus Parkway, connecting the Devils Canyon Levee Road, also known as Loop Road, and the I-215 has been approved by the City and is scheduled for construction in the spring of 2004.

Vehicular access to the University District is limited and at peak periods there is congestion at the major roadways listed above. Vehicular access is not clearly delineated and there is a lack of entry/directional and signage. The new Campus Parkway, when constructed, should help relieve congestion and provide direct access to the campus.

Recreational Trails: Several proposed equestrian and bicycle trails traverse the University District Specific Plan Area (Figure 3). The development of safe bicycle and pedestrian routes to the University further promotes the accessibility and connectivity between the campus and the surrounding community. Much like the automobile, bicycle and pedestrian access is limited to the major roadways and is frustrated by



Little Mountain Drive looking east to the San Bernardino Mountains.





Looking southeast toward the future site of Loop Road and the existing Devils Canyon Flood Control Basin at the base of the San Bernardino Mountains.

the physical separation of the University and the surrounding community.

Flood Zones: The central area of the University District Specific Plan is located within a 100-year flood zone (Figure 4). The General Plan prohibits land use development within a 100-year flood zone unless adequate mitigation against flood hazards is provided. The General Plan also states that natural drainage courses need to be kept free of obstructions. The development of new projects inside and adjacent to the University may require the construction of new flood control facilities to ensure that the hydrology within the University District Specific Plan is not significantly impacted and to mitigate flooding hazards.

Alquist-Priolo Study Area: The California Division of Mines and Geology has designated certain faults within the San Bernardino planning area as part of the State of California Alquist-Priolo Special Study zones (Figure 5). The San Andreas Fault System extends through a significant portion of the University District Specific Plan and is located slightly north of several existing structures within the University. The San Andreas Fault extends the length of the University on the northern border, in the approximate location of the proposed Loop Road. Any new structures proposed within the Alquist-Priolo Study Areas need to be designed with sensitivity to their proximity to these active faults. This is especially important for the University since its structures typically have a large number of occupants and could suffer significant impacts as a result of an earthquake in this area.

In addition, high-occupancy or sensitive facilities proposed on the University campus need to be incorporated into the City's contingency plans for disaster response and recovery. As identified in the General Plan, critical, sensitive and high-occupancy facilities should be located in areas with continuous road access and in a place where utility services can be maintained in the event of an emergency. In order to maintain appropriate access to the University, it will be critical to complete the Loop Road on the northern edge of the campus to ensure the most efficient access into and out of the campus during emergencies.

Slope Stability: The land in the northernmost section of the University District Specific Plan and within the Paradise Hills Specific Plan are categorized as areas of moderate and high relief and could be susceptible to slope failure and landslides. Slope failures can be hazardous to buildings, reservoirs, roads, and utilities. Therefore, any new structures proposed within the University District Specific Plan need to be located in

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areas that will have the least potential to be impacted by this hazard or to mitigate potential hazard.

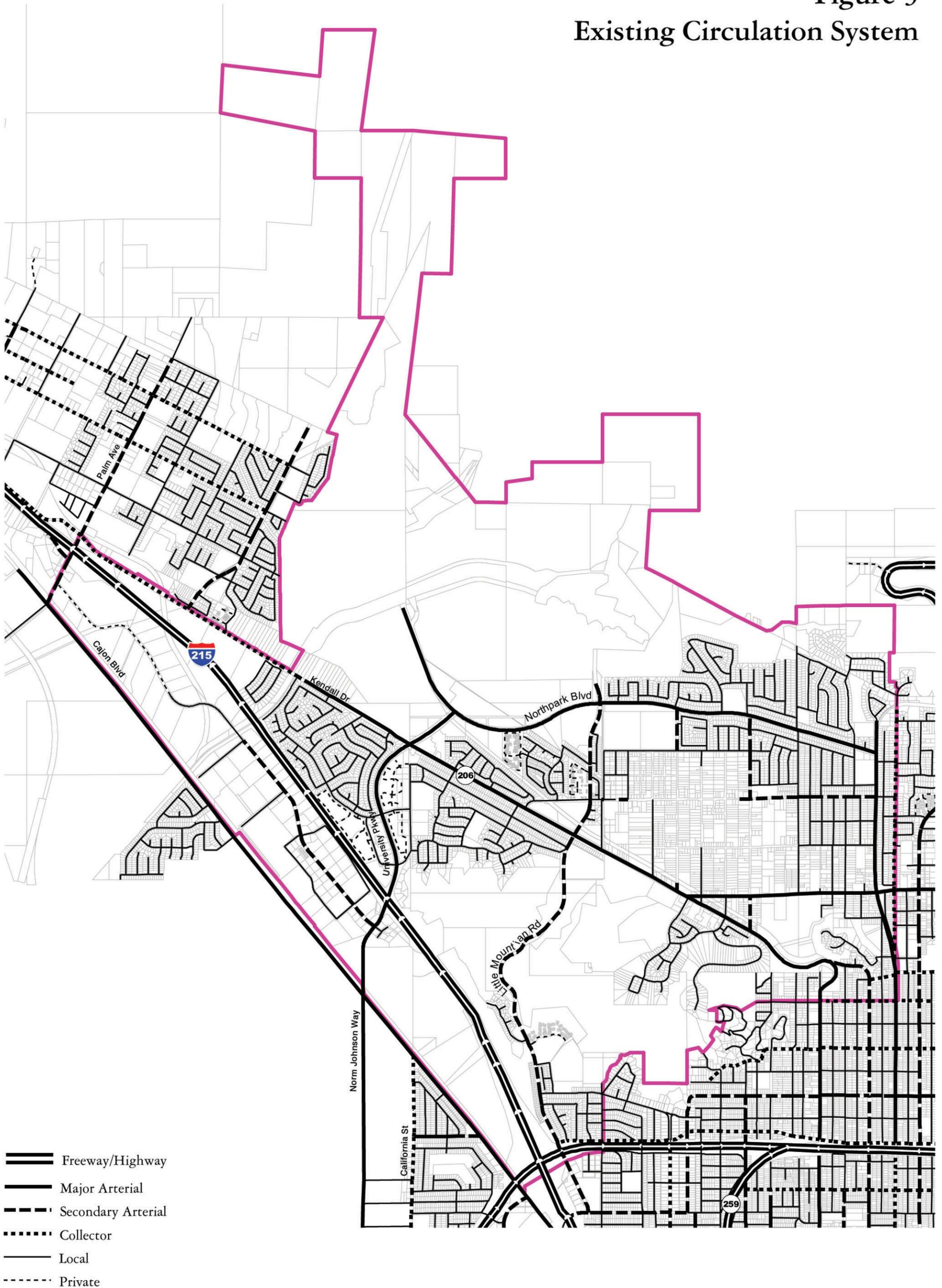
Fire Hazards: As recent events have shown, the San Bernardino Mountains north of the University are subject to wildland fires due to the highly flammable chaparral vegetation. The high winds that correspond with seasonal dry periods also contribute to the potential for significant wildland fires. As shown on Figure 6, the University District Specific Plan contains areas that are designated as fire hazard areas. The northern portion of the Plan area is designated as “extreme fire hazard” and the southern portions are designated as “high fire hazard.” To minimize the damage caused by wildfires, any new development in this area should be designed in a manner that utilizes proper building separation, landscaping, and building materials, provides adequate emergency access, maintains adequate evacuation routes, and ensures the availability of water resources in the event of a fire.

City Designated High Wind Areas: The City of San Bernardino experiences periods of high velocity winds, especially in the Cajon Pass and at the bases of canyons. These winds have been known to cause severe damage to the roofs of buildings, utility poles, and traffic signals. The University is included in the City’s designated High Wind Area, which identifies areas of severe winds as well as appropriate building standards. Future buildings will be required to comply with the requirements for this area and should be designed and oriented to avoid the creation of “wind tunnels” that concentrate gusts in corridors. Wind “breaks” in the form of walls or other architectural features can be used to give students protection from these strong winds.



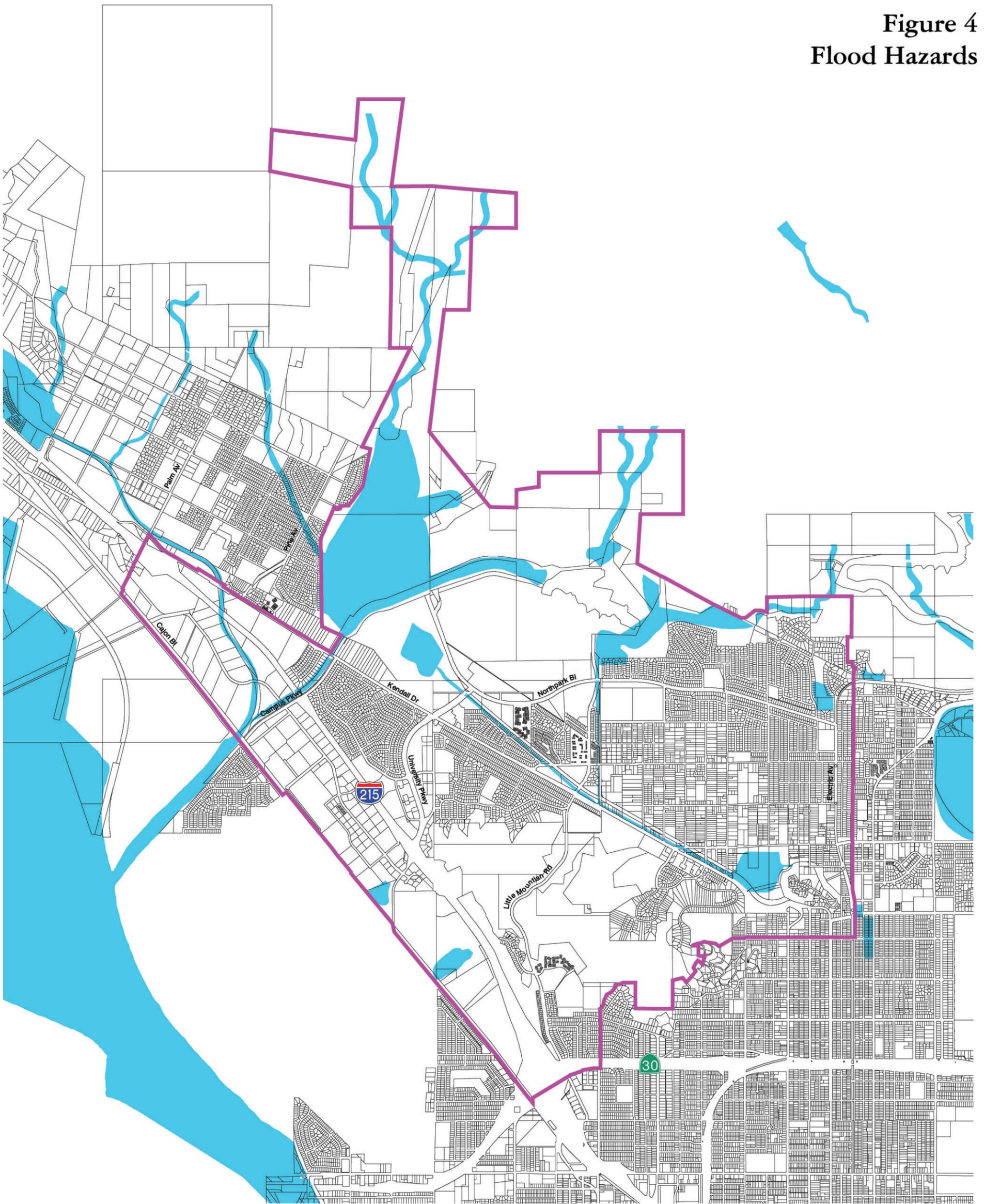
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Figure 3
Existing Circulation System



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Figure 4
Flood Hazards



 **100-Year Flood Plain**
(Flood area for one hundred year flood)

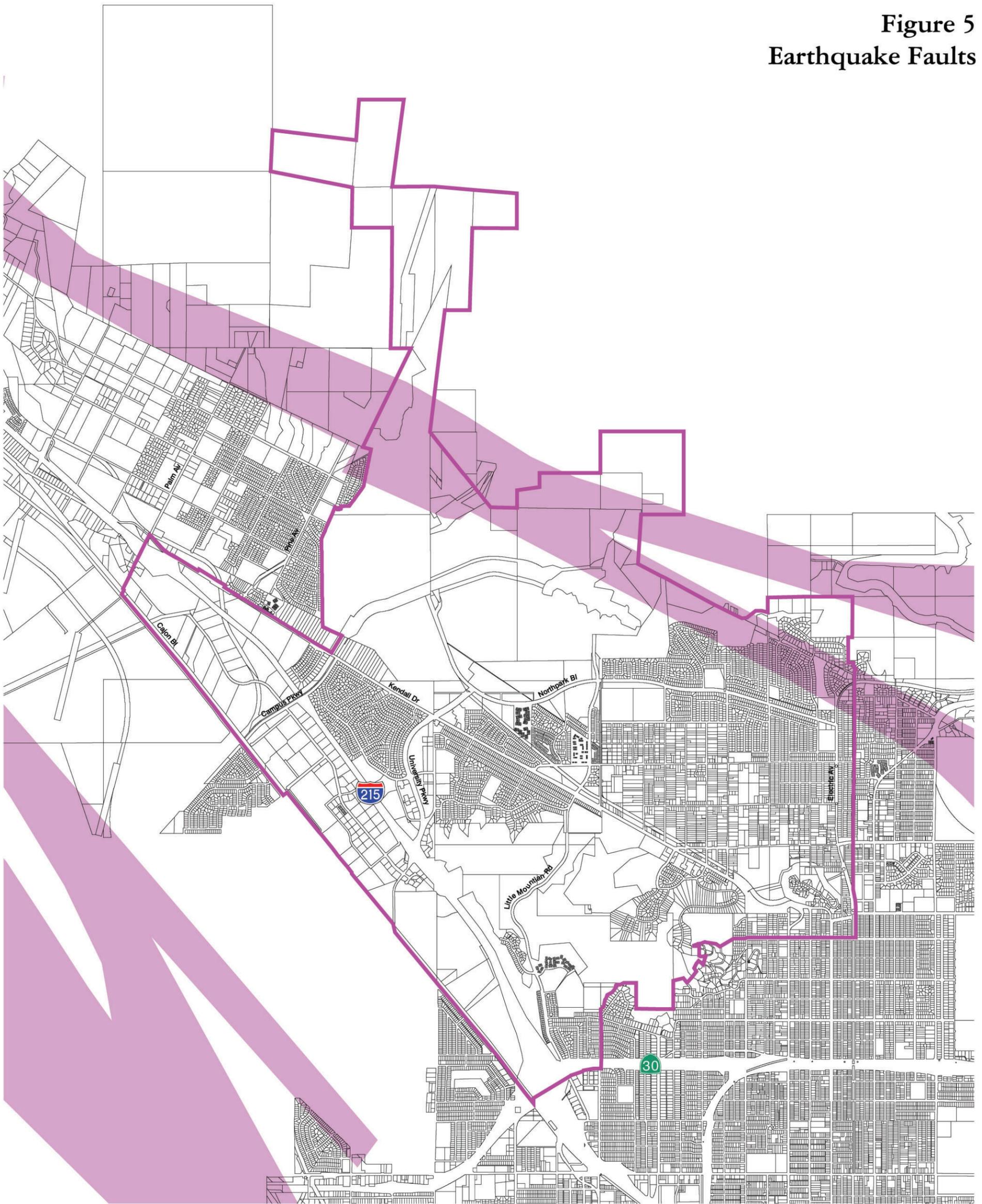
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Source: Federal Emergency Management
Agency Flood Insurance Rate Maps



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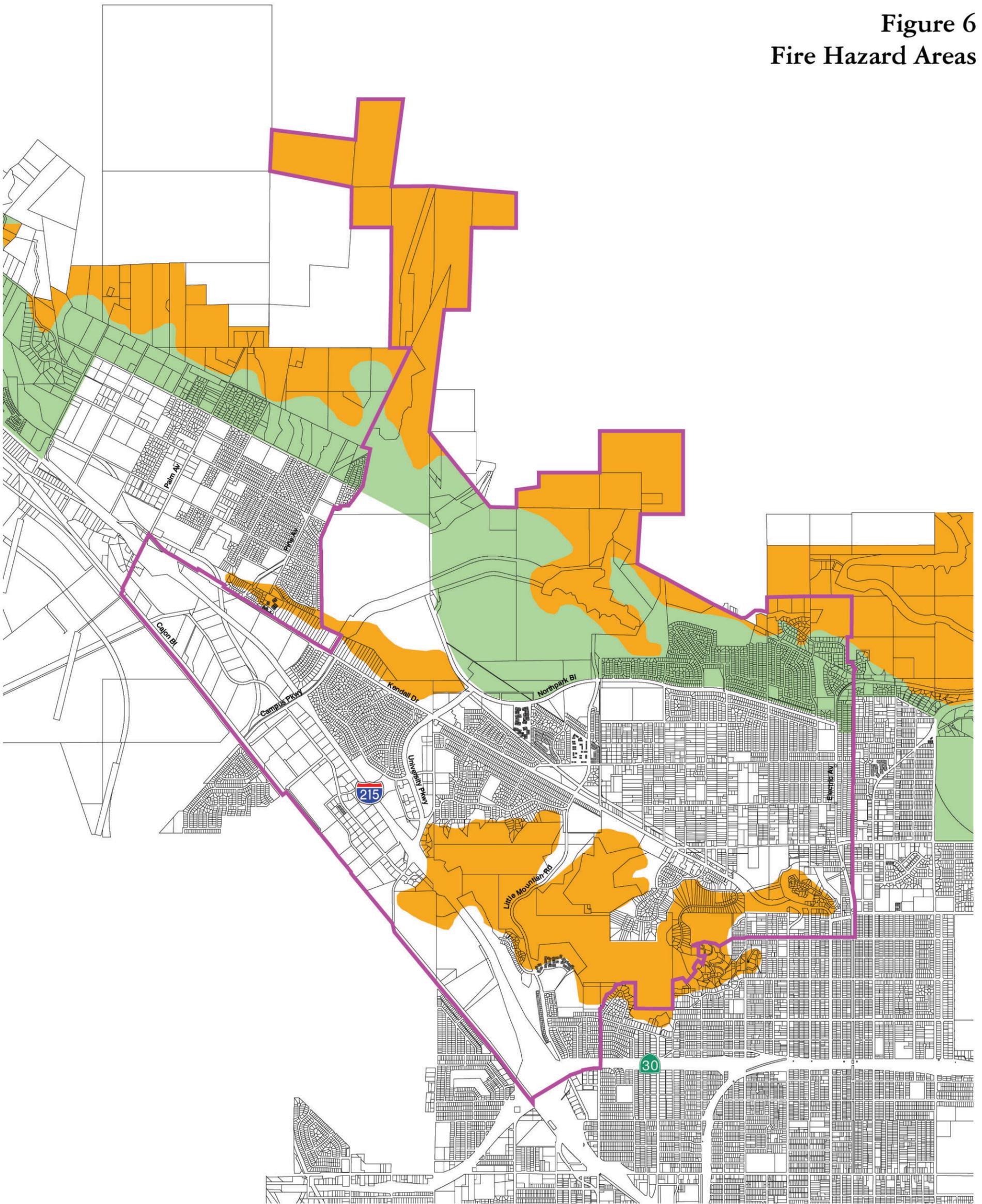
Figure 5
Earthquake Faults



 Alquist Priolo Zones
(Approximate location of Alquist Priolo Special Study Zones - 1974)

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Figure 6
Fire Hazard Areas



- Extreme Fire Hazard
- Moderate Fire Hazard

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SECTION III: DEVELOPMENT CONCEPT

3.1 INTRODUCTION

This section describes the development concept for the University District. The land use plan is shown on Figure 7, *Land Use Plan*. A description of the corresponding land use categories and development standards is provided on Table 1, *Land Use Categories and Unique Development Standards*.

The heart of the District is the University itself and the connections to it. The focus of the development concept is to create new and enhance existing physical connections that will tie the University and surrounding community into a unified village. The development concept incorporates the existing land use plans and commitments for both the City and University and proposes enhancements and programs that will help unify this community.

The following describes the major features of the University District Specific Plan.

Plan Features

High-Tech Office, Retail, and Residential Development

As shown in Figure 7A, Proposed Development in the Cal State Area, the Plan accommodates a previously approved office, retail, and residential development project. This project is a 133-acre upscale office, commercial, and residential development on the northwest corner of University Parkway and Northpark Boulevard. The plan accommodates the “Tech Colony,” which is a community of mixed-use, high-tech live/work and owner occupied residential homes as well as a University office and conference center. The plan also includes 28,200 square feet of commercial retail, 54 acres of 159 upscale single-family detached homes set amongst an additional 26 acres of open space, 24 live-work detached homes, 2.4 acres of park, and an interconnected trail system.

Multi-Purpose Open Space

The Devil’s Canyon flood control channels that surround the University to the north and east play a dynamic role in the development concept for the University District. Not only do the Devil’s Canyon flood control channels provide a necessary safety function, but they are designated as multi-purpose open space to accommodate uses that can occasionally be



Conceptual illustration of the Coyote Village Center.



An example of the type of entry feature that could be used to announce arrival into the University District.



An example of the festive atmosphere themed banners could help create in the University District.

inundated such as a golf courses, nature parks, nurseries, botanical gardens, and recreational trails.

Coyote Center/Village at Northpark

The Plan accommodates the previously approved mixed-use commercial center and student housing project on the southwest corner of University Parkway and Northpark Boulevard. This project includes 120 residential units with a common recreational area and approximately 16,000 square feet of commercial space.

Loop Road

The completion of Loop Road along the northern portion of the University and connecting to Northpark Boulevard near Devil's Canyon Levee Road on the east and Little Mountain Drive on the west, increases the accessibility to the University for students and residents. The Loop Road also helps decrease traffic along the main entrance into the University, allowing for traffic calming to take place along Northpark Boulevard near University Parkway, which then promotes pedestrian oriented development with surrounding uses.

Extension of Campus Parkway

Currently, University Parkway is the primary arterial used by the faculty, staff, and students of the University. This has created tremendous traffic congestion not only on University Parkway, but also on Interstate 215. With further development likely to occur in Verdemon and increased enrollment in the University, traffic congestion can only get worse.

The development concept includes the previously approved extension of Campus Parkway to the University. This extension will ultimately be used to help evenly distribute traffic volumes between University Parkway and Little Mountain Drive and minimize traffic congestion around the main entrance to the University.

Entryway Features

Unique entry features help identify the University District and create a common identify for the University and the surrounding community. Unique entry features provide a reminder to residents, businesses, and visitors of the important role the University plays in the broader community.

As shown on Figure 11, *Corridor Enhancement Plan*, several entry features are proposed at strategic points around the University District. These entries, or gateways, accommodate significant features, such as public art, signage, landscaping, or spanning arches.

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Signage

Efforts to increase the University's visibility and integration into the community include additional identification and directional signage. Directional signage includes signs possibly with the University logo on Interstate 215, other surrounding freeways, and local streets such as Campus Parkway and Little Mountain Drive. Freeway signs indicate the exits to take to access the University. Once off the freeway, additional directional signs on the surface roads are provided in the gateways shown on Figure 11, *Corridor Enhancement Plan*.

The University District is the ideal place to create a celebratory and exciting environment with the use of themed banners and signage in the rights-of-way that advertise special events, sporting events, educational and cultural programs, and simply to maintain the University's visibility in the community. Informational kiosks can also help strengthen the connection between the University and the surrounding community.

Enhanced Landscaping

A unified and rich landscaping treatment along major arterials such as University Parkway, Campus Parkway, and Little Mountain Drive will create a strong visual link between the community and University.

Transit stops/Community Shuttle

Convenient access to and from the University from surrounding communities and retail centers can play a vital role in physically and socially linking the University to its surroundings while reducing traffic congestion.

Accordingly, transit stops are provided at key locations on the University campus near the areas of highest use and density of student housing, nearby residential communities, and retail centers. Transit routes connecting Metro-Link at the San Bernardino Depot help facilitate accessibility to the University and nearby employment centers.

Enhanced Pedestrian and Bicycle Linkages

Pedestrian crossings between the University and adjacent developments are a simple yet effective method of encouraging interaction between the community and the University. As detailed in Section 3.3, Circulation Plan, enhanced pedestrian linkages in the form of signaled crosswalks, curb bulb-outs, clearly delineated and signed paths, and patterned or colored pavement treatments increase visibility and help to unify the University District. By physically promoting bicycle and pedestrian connections, vehicular congestion may also be reduced.



The distinctive landscaping on Northpark Boulevard could be used to help identify the University District.



Examples of the types of urban and rural pedestrian connections that would help unify the University District.



The crossings are ideal locations in which to place lush landscaping, information kiosks, and directional signage.

A multi-purpose linkage between Verdemon and the University is also envisioned to physically connect these areas. As envisioned, this linkage would follow the flood control levees and join Northpark Boulevard with Belmont Avenue in Verdemon. This linkage could either be a pedestrian/bicycle connection only or could be a vehicular linkage as well. An important component of this Plan is to initiate a process that will define and, if appropriate, ultimately adopt such a connection.

Renaming of Streets and Public Facilities

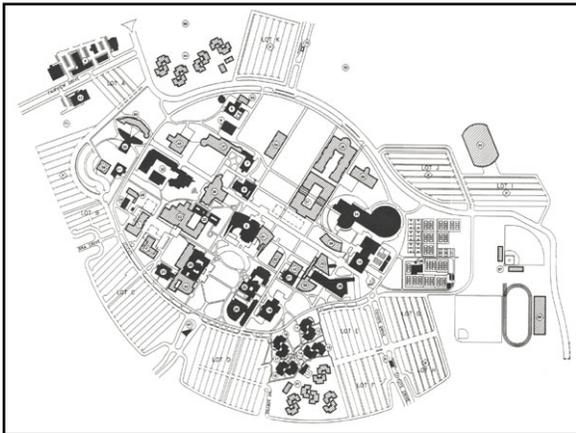
To reinforce the presence of the University within this area, the Plan encourages a process to rename nearby public facilities and local streets with a university related theme. University High, Campus Lane, Research Drive, and Coyote Court are all examples of names that could be used to distinguish this area as a unique and unified community within the City of San Bernardino.

Coordination with University Master-Planning Efforts

Since the focus of this Specific Plan is the University itself, the design and growth of the campus plays a major role the future success of the University District. In particular, the uses and buildings located on the edges of the University Campus play a large role in the streetscape and pedestrian experience. It is important to ensure that future campus planning efforts take this into consideration.

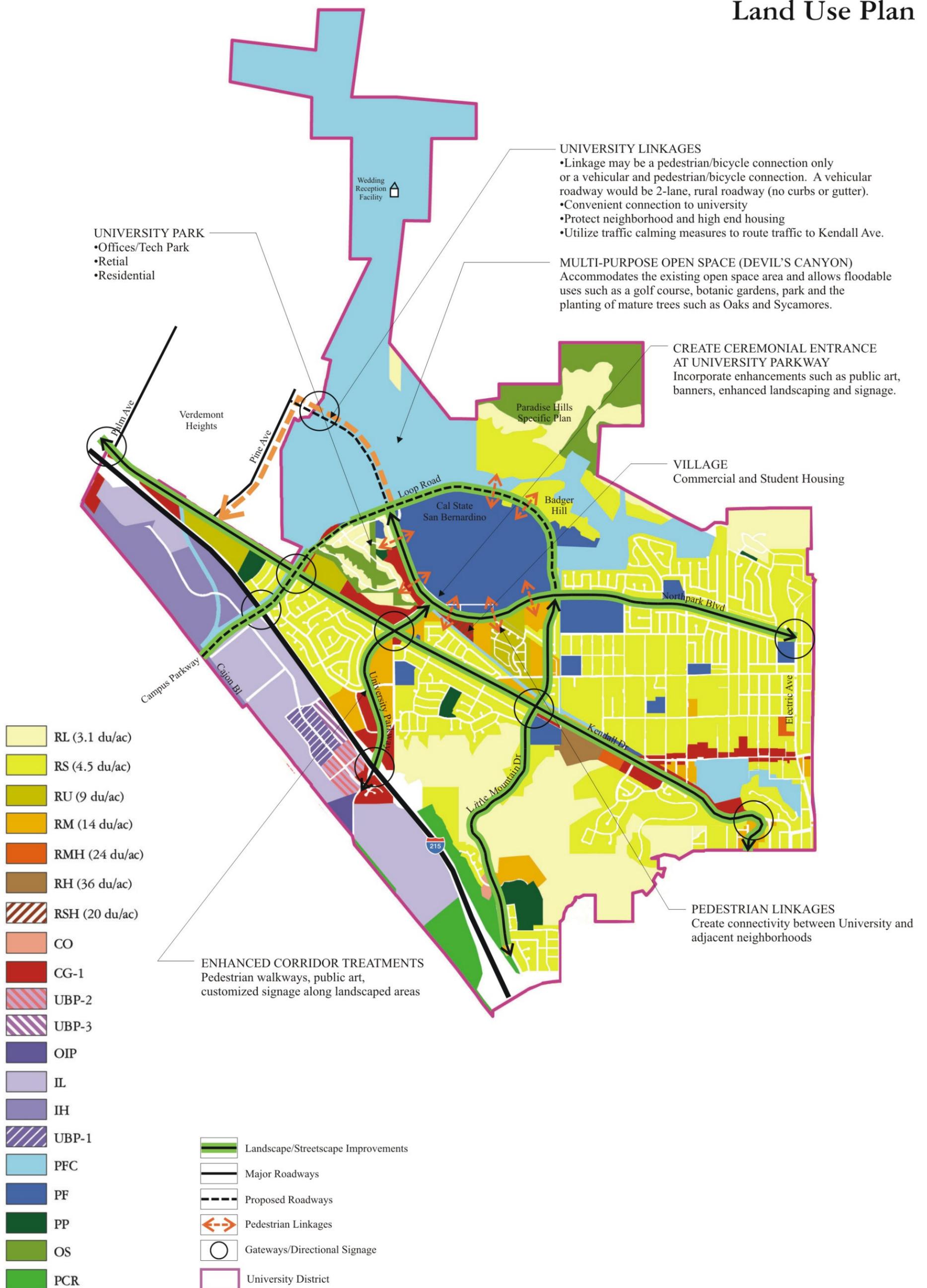
In particular, new University structures should be oriented and related to Northpark Boulevard and should be constructed at a scale that is not intimidating to the pedestrian. Quality architecture and carefully placed pathways between the buildings to the street can contribute significantly to the active environment that the University and the City desire to create.

While the City does not have authority to dictate campus design, the spirit of cooperation forged during the process of developing this Specific Plan provides a basis for continuing mutual review of projects with a goal of integrating the campus and the surrounding community.



The master plan for California State University, San Bernardino.

Figure 7
Land Use Plan



University District Specific Plan
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3.2 LAND USE CONCEPT

Land Use Concept

As is evident in the preceding description of the Plan's features, there are relatively few changes to the existing land use pattern proposed in this Plan. Those few land use changes that do occur are included in the General Plan and addressed in its accompanying Environmental Impact Report. The University is surrounded by open spaces (flood control channels and recreation) to the north and east and residential uses to the west and south. The major corridors contain the higher residential densities and the commercial uses.

Due to the existing commitments and existing developments, there is little ability to make significant land use changes. Instead, the focus of this Plan is upon the aesthetic treatment of the public rights-of-way within the University District. The changes in land use that are proposed are within the Devil's Canyon flood control basins. Otherwise, the Plan reflects previously approved projects on the north corner of University Parkway and Northpark Boulevard.

Devil's Canyon Flood Control Basin

While there is no change proposed in the actual land use designation of Publicly Owned Flood Control (PFC) within the flood control channels located to the north and east of the campus, there is an expansion in the list of allowable uses within this Plan area. The intent is to create a multi-purpose open space resource for the University District and a valuable recreational asset for the City.

In order to allow the possibility for a more dynamic use of the flood control properties during dry periods, the list of allowable uses has been expanded to include uses that can be periodically inundated. These uses include nature parks, nurseries, botanical gardens, and recreational trails.

Before any use can be developed within the flood control channels; however, a suitable arrangement must be made with the Flood Control District. The following policies shall guide the development of the multi-purpose open space area in the Devil's Canyon flood control basin:

- The City shall work with the Flood Control District and the University to coordinate any development within the flood control basin. Issues to clarify are:
 - Appropriate uses,
 - Current ownership and easement status of the flood control channels,



- Risk management and assignment of liability for future use,
- Schedule of maintenance or improvements,
- Timing of acquisition, and
- Funding mechanisms.

Intersection of Northpark Boulevard and University Parkway

This Plan reflects previously approved projects on the northwest corner of the intersection of Northpark Boulevard and University Parkway. In this location, the City has approved a 133-acre office, commercial, and residential development. The plan accommodates the “Tech Colony,” which is a community of mixed-use, high-tech live/work and owner occupied residential homes as well as a University office and conference center. The plan also includes 28,200 square feet of commercial retail, 54 acres of 159 upscale single-family detached homes set amongst an additional 26 acres of open space, 24 live-work detached homes, 2.4 acres of park, and an interconnected trail system. The entire development is interconnected by system of trails.

On the southwest corner of University Parkway and Northpark Boulevard, the City has approved a mixed-use, 16,000 square foot commercial center and 120-unit student housing project is accommodated in the CG-1/RSH designation (Commercial General/Residential Student Housing Overlay). The RSH housing overlay was added to the Development Code prior to the adoption of this Specific Plan and is simply reflected in this Plan.

The commercial space includes 10,000 square feet of retail space) and 6,000 square feet of restaurant/bar. A park would be located on the southeast corner of University Parkway and Northpark Boulevard to enhance the entrance to the University.

Land Use Designations

The University District Specific Plan describes the intended use of the land as well as the standards for development. The land use categories for the University District are shown on Table 1, *Land Use Categories and Unique Development Standards*.

Development Standards

The development standards for each land use category coincide with the San Bernardino Development Code. Development within the University District must comply with the desired character described in the Design Guidelines for each land use category as well as the particular development standards in the Development Code.

The land use designations and land use plan used in the University District Specific Plan are taken from the City of San Bernardino General Plan. It is important to note that no new land use changes are proposed as a part of this Specific Plan that are not accounted for in the City’s General Plan. The environmental evaluation of potential impacts associated with land uses and buildout can be found in the Environmental Impact Report for the General Plan.

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Table 1, *Land Use Categories and Unique Development Standards*, describes the intended character, allowable densities/intensities, as well as the relevant development standards for each land use category. In most cases, the relevant section of the Development Code is identified. Any deviations to the uses and standards identified in the Development Code are identified in Table 1.



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**TABLE 1
LAND USE CATEGORIES AND UNIQUE DEVELOPMENT STANDARDS**

<i>Land Use Designations</i>	<i>Density (units per acre) and Intensity (floor area ratio)</i>	<i>Intended Uses and Unique Standards</i>
Residential Designations		
Residential Low (RL)	3.1 dwelling units per acre (10,800 minimum lot size)	Single-family detached residences in low-density setting per the San Bernardino Development Code Chapter 19.04. No unique development standards.
Residential Suburban (RS)	4.5 dwelling units per acre (7,200 minimum lot size)	Single-family detached residences in a high quality suburban setting per the San Bernardino Development Code Chapter 19.04. No unique development standards.
Residential Urban (RU)	9 dwelling units per acre (7,200 minimum lot size, 5,200 minimum lot size in planned unit developments)	Single/multi-family attached and detached residences, including townhouses, stacked flats, courtyard homes, small lot subdivisions, and mobile home parks per the San Bernardino Development Code Chapter 19.04. No unique development standards.
Residential Medium (RM)	14 dwelling units per acre (14,400 minimum lot size)	Multi-family dwellings including townhouses, stacked flats, courtyard homes, apartments and condominiums as well as small lot single-family developments per the San Bernardino Development Code Chapter 19.04. No unique development standards.
Residential Medium High (RMH)	24 dwelling units per acre (20,000 minimum lot size)	Multi-family dwellings including apartments and condominiums per the San Bernardino Development Code Chapter 19.04. No unique development standards.
Residential High (RH)	36 dwelling units per acre (20,000 minimum lot size)	Multi-family dwellings including apartments and condominiums per the San Bernardino Development Code Chapter 19.04. No unique development standards.
Commercial Designations		
Commercial Office (CO)	1.0 floor area ratio	Professional offices including financial, legal, insurance, medical, and other similar uses per the San Bernardino Development Code Chapter 19.06. No unique development standards.
Commercial General (CG-1)	0.7 floor area ratio	Local and regional serving retail, personal service, entertainment, office, related commercial uses, and limited residential uses with a CUP per the San Bernardino Development Code Chapter 19.06. No unique development standards.
University Business Park-2 (UBP-2)	1.0 floor area ratio	Local and regional serving retail and service uses per the San Bernardino Development Code Chapter 19.10. No unique development standards.
University Business Park-3 (UBP-3)	1.0 floor area ratio	Local and regional serving retail and service uses per the San Bernardino Development Code Chapter 19.10. No unique development standards.


SECTION III
Development Plan
University District Specific Plan

**TABLE 1
LAND USE CATEGORIES AND UNIQUE DEVELOPMENT STANDARDS**

<i>Land Use Designations</i>	<i>Density (units per acre) and Intensity (floor area ratio)</i>	<i>Intended Uses and Unique Standards</i>
Industrial Designations		
Office Industrial Park (OIP)	1.0 floor area ratio	Employee-intensive employment uses in a park-like setting, including research & development, technology centers, research and development, corporate offices, “clean” industry and light manufacturing, and supporting retail per the San Bernardino Development Code Chapter 19.08. No unique development standards.
Industrial Light (IL)	.75 floor area ratio	Variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted within enclosed structures as well as supporting retail and personal uses per the San Bernardino Development Code Chapter 19.08. No unique development standards.
Industrial Heavy (IH)	.75 floor area ratio	Variety of intense industrial activities that could potentially generate significant impacts, such as excessive noise, dust, and other nuisances, such as rail yards and multi-modal transportation centers. Regulated per the San Bernardino Development Code Chapter 19.08. No unique development standards.
University Business Park-1 (UBP-1)	.75 floor area ratio	Employee-intensive employment uses in an industrial setting, including research & development, technology centers, corporate offices, and “clean” industry per the San Bernardino Development Code Chapter 19.10. No unique development standards.
Public/Quasi-Public Designations		
Publicly owned Flood Control (PFC)	NA	Flood control facilities. Unique to the University District, recreational uses that can be periodically inundated such as golf courses, nature parks, nurseries, botanical gardens, and recreational trails, are permitted in the Devil’s Canyon flood control basin. Development standards will be determined with guidance from the San Bernardino Development Code Chapter 19.10 but on a case-by-case basis. New uses will only be permitted if it can accommodate periodic inundation and does not significantly impact habitat and wildlife.
Public Facilities (PF)	NA	Public facilities, governmental institutions, transportation facilities, public or private colleges and universities, museums, and public libraries per the San Bernardino Development Code Chapter 19.10. No unique development standards.
Road Right-of-Way (ROW)	NA	Street right-of-way. Unique to the University District, public banners, art, spanning arches, and

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**TABLE 1
LAND USE CATEGORIES AND UNIQUE DEVELOPMENT STANDARDS**

<i>Land Use Designations</i>	<i>Density (units per acre) and Intensity (floor area ratio)</i>	<i>Intended Uses and Unique Standards</i>
		other public celebratory features are encouraged in the right-of-way.
Open Space Designations		
Public Parks (PP)	0 dwelling units per acre	Public parks and recreational facilities per the San Bernardino Development Code Chapter 19.10. No unique development standards.
Open Space (OS)	0 dwelling units per acre	Permanent open space for landscaping, hillsides, and passive recreation.
Public/Commercial Recreation (PCR)	Case-by-case basis	Intensive recreational uses, such as golf courses, sports complexes, and fair grounds as approved through the public review process per the San Bernardino Development Code Chapter 19.10. No unique development standards.
Overlays		
Hillside Management Overlay	0-15% slope – 2.0 units per acre 15-25% slope – 1.0 units per acre 25.1-30% slope – 0.5 units per acre 30+% slope – 0.1 units per acre	Controls growth in the City's hillside areas to ensure that development in this area occurs in a manner that protects the hillside's natural and topographic character, environmental sensitivities, and aesthetic qualities. As detailed in the Hillside Management Overlay Zoning District, Chapter 19.17 of the San Bernardino Development Code: <ul style="list-style-type: none"> • Parcels of 15% natural slope or less can be excluded, • Permit the transfer of allowable units to lesser slopes, • Encourage the clustering of units, and • Require that buildings be designed to "fit" with their hillside setting.
Foothill Fire Zone Overlay (FF)	Per the underlying land use designations and applicable overlays.	Mitigate the spread of wildfires, help to minimize property damage, and reduce the risk to the public health and safety per the San Bernardino Development Code Chapter 19.15. No unique development standards.
Residential Student Housing Overlay (RSH)	20 units per acre (5 acre minimum)	Multi-family dwellings including apartments and condominiums that house student populations. Student housing are required to provide amenities in relation to the number of units/bedrooms per the San Bernardino Development Code. No unique development standards.


SECTION III
Development Plan
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3.3 CIRCULATION PLAN

Since the primary goal is to integrate the University into the surrounding community, the ability to move freely within the University District and surrounding area is a critical consideration of the Plan. The University District accommodates a wide range of mobility options, including vehicles, mass-transit, bicycles, pedestrians, and equestrians.

The Plan reflects the approved circulation system from the General Plan. A conceptual linkage to between the University and Verdemonst is suggested in this Plan. The focus of the Plan is on the treatment of the road rights-of-way to create a celebratory theme to unify the University District.

Vehicular Circulation

As shown on Figure 8, *Vehicular Circulation Plan*, the vehicular circulation system for the University District includes both regional and local roadways. This Plan reflects the General Plan circulation system and no new roadways are proposed.

There is a described hierarchy of streets in the University District, per the General Plan, to dictate the function and character of each roadway. Roadways in the University District are classified as freeways, arterials, collectors, local, and private and are described below. Typical street sections for these roadways are as depicted in the Circulation Element of the General Plan and detailed in the City of San Bernardino Design Standards No. 100.

Freeways

Regional access is critical for the University itself and for the future health of employment generating uses and new developments. Convenient access from regional circulation routes is critical for safety and to reduce vehicular congestion. Interstates 215 and State Route 30 are included in the University District Specific Plan and provide regional access to the area. Direct access from these freeways is provided by Kendal Drive, Palm Avenue, University Parkway, and the previously approved but as yet constructed, Campus Parkway.

Arterials

Arterials are intended to accommodate a significant volume of traffic and provide access from the freeways to collectors and to major traffic generators such as commercial shopping centers and the University.

There are two categories of arterials in the City: Major Arterial and Secondary Arterials. The number and configuration of

The circulation plan and street improvements used in the University District Specific Plan are taken from the City of San Bernardino General Plan. It is important to note that no changes to the General Plan circulation system are proposed as a part of this Specific Plan that are not accounted for in the City's General Plan. The environmental evaluation of potential impacts associated with circulation system can be found in the Environmental Impact Report for the General Plan.



lanes distinguish these roadways. A Major Arterial has four travel lanes and a Secondary Arterial has four travel lanes. University Parkway, Campus Parkway, Palm Avenue, and Little Mountain Drive are designated as arterials and provide the primary access from I-215 and State Route 30. Kendall Drive, from SR-30 to Campus Parkway, and Northpark Boulevard provide the major north-south connections between Verdemont to the north and Downtown San Bernardino.

Collectors

Collectors are intended to accommodate local traffic and provide connections between arterials and local streets. On-street parking is permitted in certain locations and striped (Class II) bicycle lanes are accommodated. Collectors are typically two lane undivided roadways.

The following policies will govern the future planning and development of collectors in the University District:

- Complete the Loop Road, which connects Campus Parkway to Little Mountain Drive along the Devil's Canyon flood control levee.
 - The Loop Road, especially near the Campus, shall be designed to allow safe crossing of pedestrian and bicycles.
 - Pedestrian safety shall take priority over vehicular speed and movement adjacent to the University.
 - The design and development of the Loop Road shall involve the University, the Flood Control District, and local residents.

Local Streets

Local streets provide vehicular access within neighborhoods and are not intended for through-traffic. Local streets are the roadways within each tract or development project and provide direct access to individual parcels.

A linkage between the University District and Verdemont to the north is suggested in this Plan. As conceived, the linkage follows the levees and joins Northpark Boulevard with Belmont Avenue in Verdemont. The following policies will govern the future planning and development of this linkage:

- This linkage can either be a pedestrian/bicycle connection only or could be a vehicular linkage as well. The actual range of uses will be determined through a series of community meetings involving the University, the Flood Control District, and residents of Verdemont.



Devil's Canyon Road, which can be used to connect to Verdemont.

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- Any vehicular linkage would only be a maximum of two lanes and designed to rural road standards (no curbs and gutters). The roadway should be designed so that it could be periodically flooded and closed accordingly.
- Once in Verdemont, any vehicular linkage shall be designed to minimize traffic passing through the residential neighborhoods. Traffic shall be directed to Kendall Avenue down Pine Avenue. Directional signage, traffic islands, speed bumps, and street neck-downs are some devices that can be employed to minimize the use of Pine Avenue.

General Circulation Policies

The following general policies govern the improvement and development of roadways within the University District Specific Plan:

- Roadways shall be planned and constructed to meet the vehicular traffic demands generated within the area.
- Roadways shall incorporate multi-modal transportation opportunities including bicycle routes, pedestrian pathways, and transit.
- A special emphasis on the safe and convenient movement of the pedestrian and bicyclist shall be placed on all roadways.
- All new and improved roadways shall comply with the provisions of this Plan, particularly the Gateway and Landscape Enhancement Plan detailed in Section 4.1.
- All new and improved roadways shall accommodate directional signage and celebratory banners.
- Create attractively designed pedestrian linkages to transit stops.



Street Names

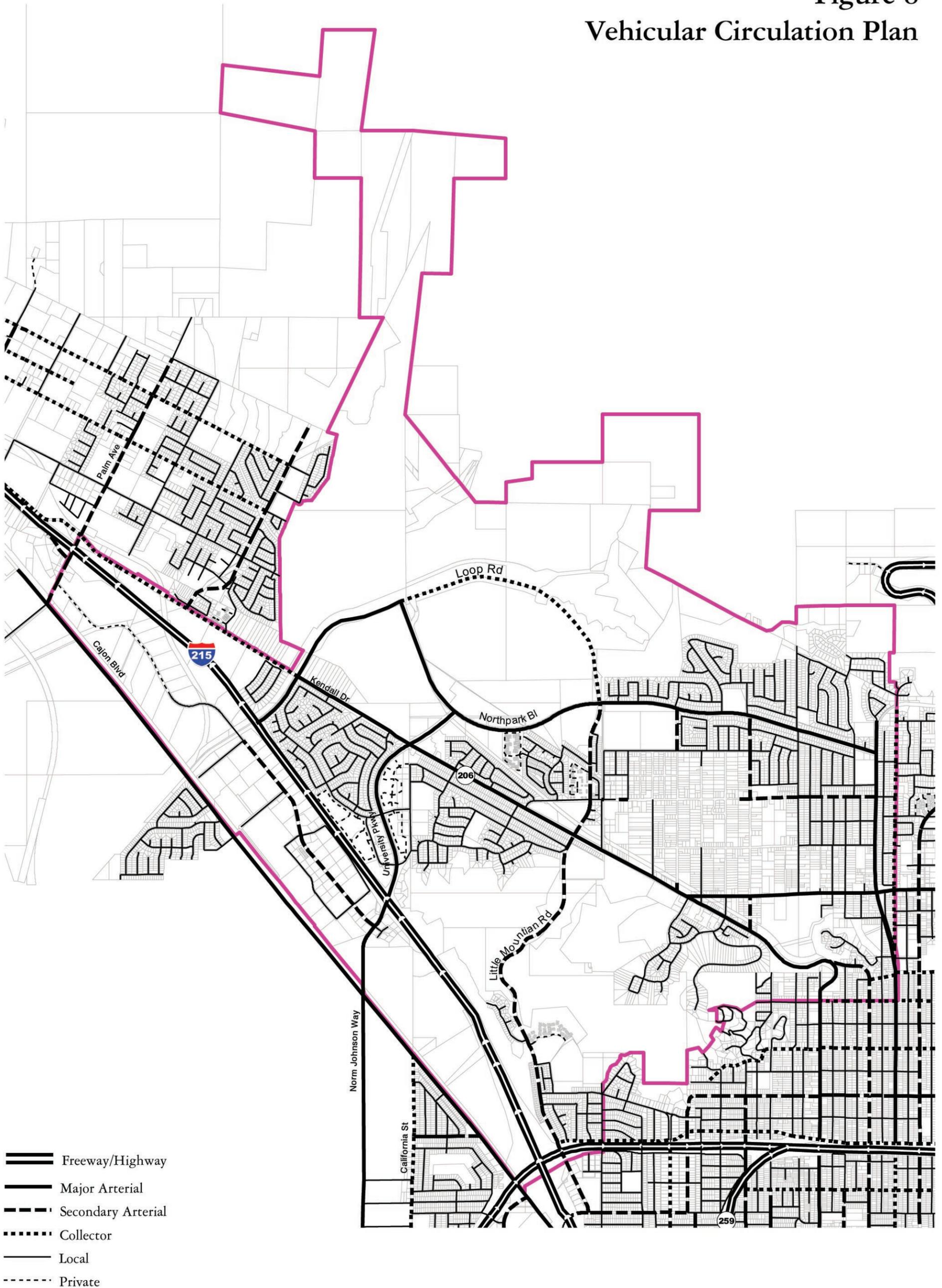
In order to help unify the University District, education related street and facility names would help identify the area. Names such as Yale, Berkeley, Oxford, as well as the existing University and Campus Parkways, provide a subtle reminder of the presence of a university.

This Plan provides the City the direction to study and advocate the renaming of roads and facilities within the University District. It is important to note that there are potential financial implications to renaming streets and these costs must be balanced with the intent of this direction.

The following policies shall govern the renaming of streets and public facilities:

- The City shall convene a series of public workshops to discuss the potential for renaming streets and facilities. Potential benefits and impacts shall be discussed.
- The meetings shall include representatives from the police and fire departments, University, local schools, and Flood Control District as well as local residents.
- After the public workshops, the Common Council shall determine the appropriateness of renaming streets and public facilities.

Figure 8
 Vehicular Circulation Plan



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Transit

The City of San Bernardino accommodates multiple public transportation options. Omnitrans currently offers five routes to the University and around the University District (Routes 2, 5, 6, 7, and 11). Bus service generally operates along Kendall, Northpark, Palm, and University Parkway.

The location of future bus transit routes should be responsive to land use plans and changing ridership patterns. Local and regional bus transit routes shall be accommodated along arterials and collector streets to provide convenient access to activity areas such as the University.

The following policies govern the development of transit facilities:

- Bus bays shall be constructed where bus stops serve activity areas to preserve major street capacity.
- Bus stop facilities, furniture, and shelters may be designed to reflect the character, style, and materials of their locations as permitted by the Development Services Director.

Multi-Purpose Trails

Multi-purpose trails are the major non-automotive transportation facilities in the University District. Multi-purpose trails accommodate pedestrian, bicycle, and equestrian users. As shown on Figure 9, *Trails Plan*, these facilities generally follow the foothills and flood control channels.

A multi-purpose linkage between the University District and Verdmont to the north is suggested in this Plan. As conceived, the linkage follows the levees and joins Northpark Boulevard with Belmont Avenue in Verdmont and would be periodically flooded.

The following policies shall guide the development of the multi-purpose trail system in the University District:

- The City shall work with the Flood Control District and the University to coordinate trail development within the Specific Plan area. Issues to clarify are:
 - Current ownership and easement status of the flood control channels,
 - Risk management and assignment of liability for future use,
 - Schedule of maintenance or improvements,
 - Timing of acquisition, and



Examples of the types of multi-purpose trails envisioned in the University District.

- Funding mechanism.
- The City shall be guided by the following principles in the location of multi-purpose trails:
 - Multi-purpose trails should connect urban areas to regional recreational amenities, follow corridors of scenic or aesthetic interest, or provide loop connection to such routes or amenities.
 - Multi-purpose trails should be located where motor vehicle crossings can be eliminated or minimized.
 - Multi-purpose trails should provide for connectivity to other transportation modes such as bus stops and park-and-ride sites when feasible to enhance inter-modal transportation opportunities.
 - Multi-purpose trails should provide for connectivity to the on-street walkway and bikeway network when feasible to enhance non-motorized transportation opportunities.
 - Work with the University, the Flood Control District, and residents in Verdemont to study the feasibility of a connection between Northpark Boulevard with Belmont Avenue.



Examples of a Class I, off-street trail desired in the University District.

Bicycle Trails

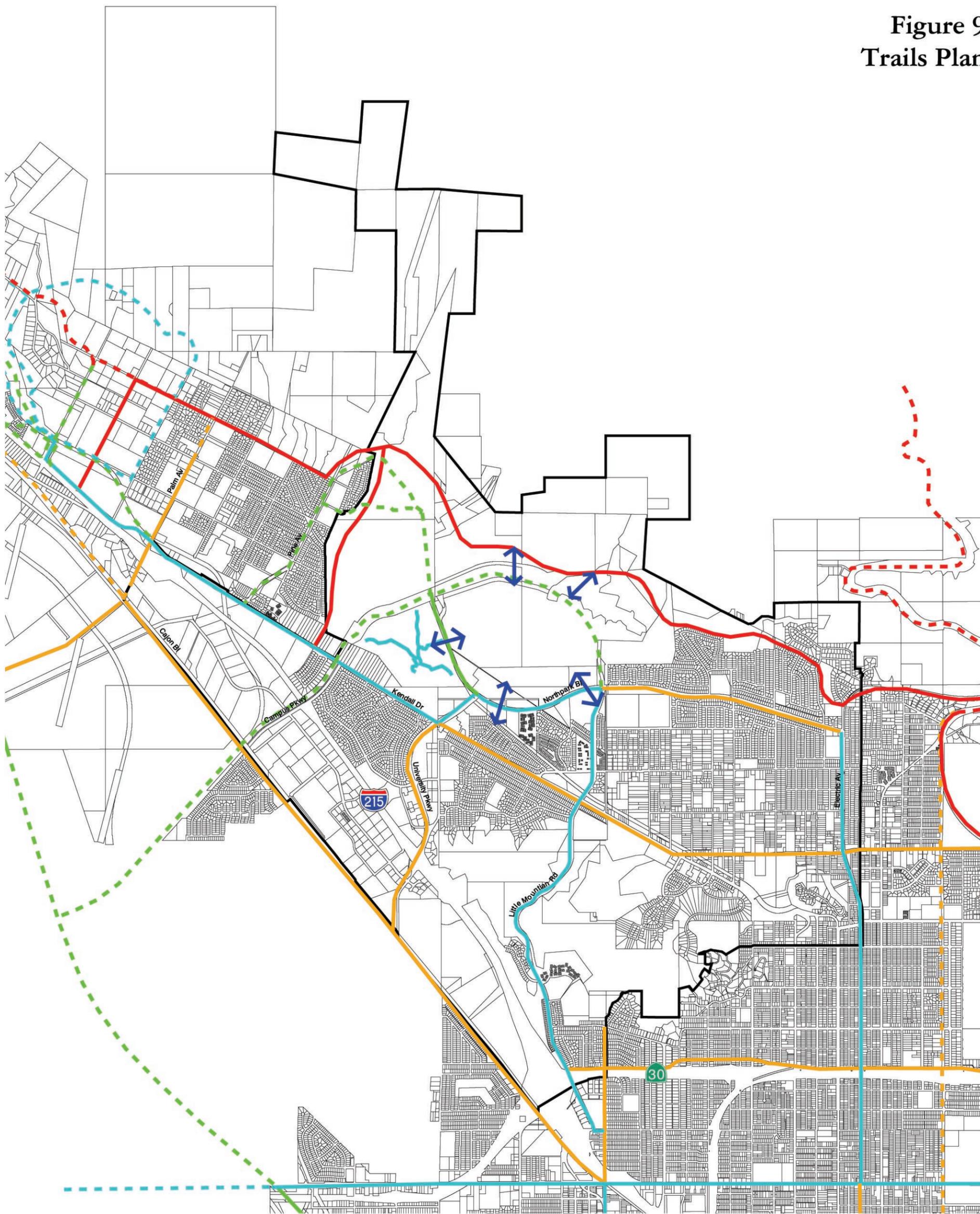
The bicycle is an especially viable mobility option within University District given the number of students. For movement within the planning area itself, there is a system of on and off-street bicycle trails. For connections outside of the planning area, the Specific Plan incorporates Multi-Purpose trails that are described above.

As shown in Figure 9, the bicycle system connects with the major features and activity areas within the Specific Plan area. The bicycle system is composed of on-street (Class II) and off-street (Class I) pathways. The bicycle system generally follows the rights-of-way for the roadways, irrigation canals, and waterways. The typical bicycle sections are as described in the Bicycle Master Plan.

The following policies shall guide the development of bicycle trails:

- Bicycle trails shall be designed so that there is minimal conflict with automobiles at driveways, intersections, and along streets.
- To be conducive to attracting increased bicycle use, bicycle trails must be safe and connected to activity areas, such as the Campus.

Figure 9
Trails Plan

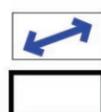


Proposed or Within
Other Jurisdictions

Existing Proposed



Primary Regional Multi-Purpose Trails
Regional Multi-Purpose Trails
Local Multi-Purpose Trails
Bicycle Routes

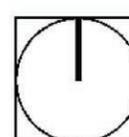


Pedestrian Connections



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3.4 OPEN SPACE PLAN

The open space system for the University District consists of parks and linear open space features, as shown on Figure 10, *Open Space Plan*.

Parks and Open Spaces

The University District includes 206 acres of lands designated for parks and open space uses, including 47 acres devoted exclusively to public parks. This does not include the open spaces within the 503 acres of land designated for Public Facilities, such as the University and local schools. Nor does it include the portions of the 1,454 acres that are designated for flood control facilities that are proposed to be utilized for recreational uses.

According to the General Plan, 5 acres of parks are required for every 1,000 persons. Based upon the projected population of the University District area at buildout of the General Plan (38,862), 194 acres of parks are required within the University District.

An important aspect of this Plan is to utilize the lands that are required for flood control for recreational uses. Developing these uses will help the City meet its recreational goals and help create a dynamic activity area around the University. The types of uses that are envisioned in this area are those that can occasionally be inundated, such as a golf courses, nature parks, nurseries, botanical gardens, and recreational trails.

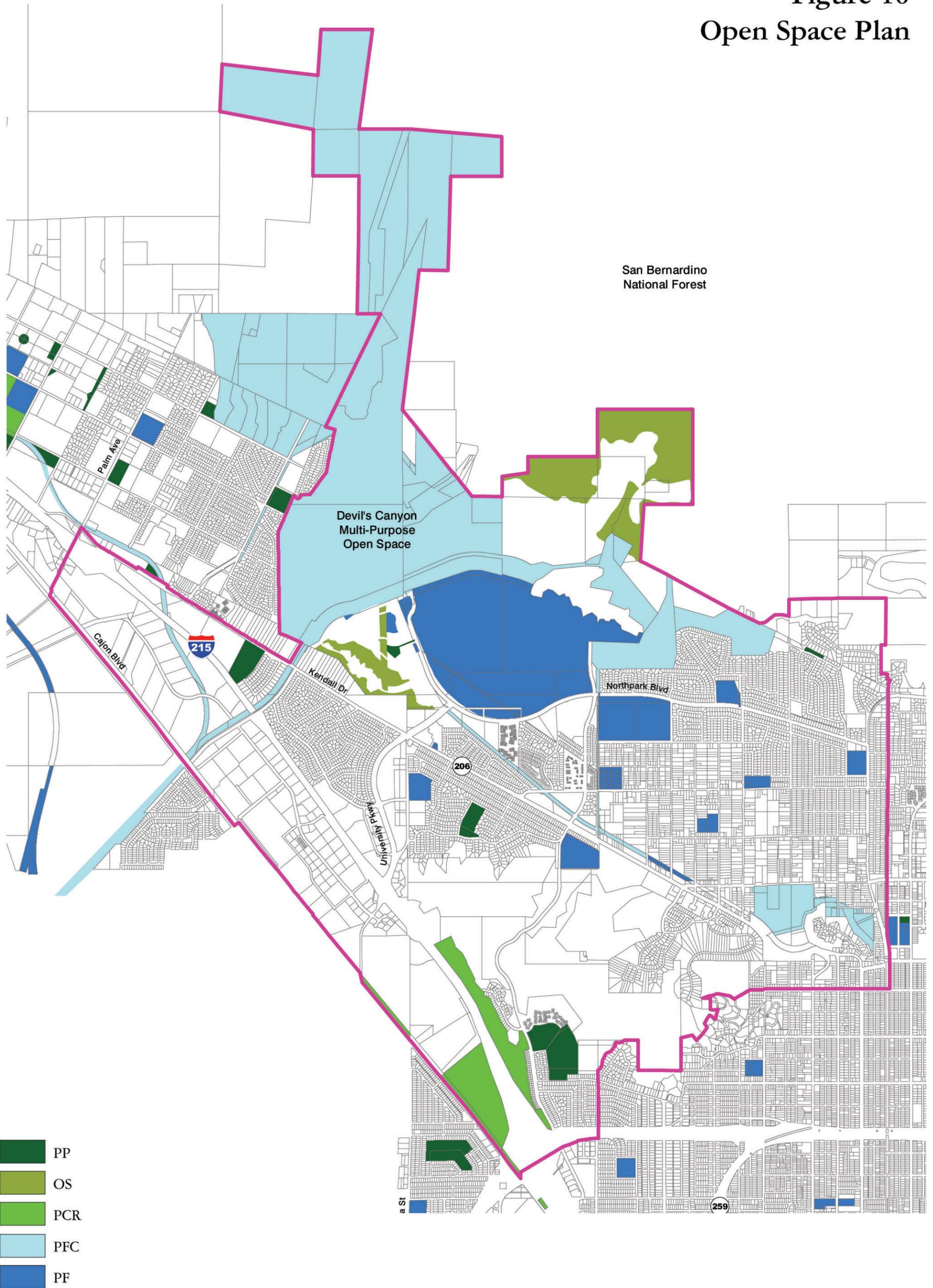
The following policies shall guide the development of parks and recreational facilities within the University District:

- Parks will be acquired, dedicated, and developed according to the San Bernardino Municipal Code.
- The City shall work with the Flood Control District and the University to develop recreational uses within the flood control channels surrounding the University. Issues to clarify are:
 - Appropriate uses,
 - Current ownership and easement status of the flood control channels,
 - Risk management and assignment of liability for future use,
 - Schedule of maintenance or improvements,
 - Timing of acquisition, and
 - Funding mechanism.



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Figure 10
Open Space Plan



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SECTION IV: DESIGN GUIDELINES

4.1 INTRODUCTION

The University District is envisioned as an interconnected and vibrant village. The intent of the Design Guidelines is to ensure that future improvements in the University District have a high level of quality to unify the project area.

The Design Guidelines help establish a unified framework that provides continuity throughout the public portions of the University District, including public roads, easements, parkways, medians, and development edges. These Design Guidelines establish the design framework that the City will use to evaluate proposed developments and to guide right-of-way improvements. These Guidelines supplement the design guidelines in the City's Development Code.

The Design Guidelines are divided into Corridors and Gateways. Within each section, guidelines are provided along with representative photographs depicting examples of the character envisioned in the University District.

Corridor Enhancement Plan

Travel corridors provide arguably the most vivid image of a place. They form its first and last impression. The focus of this Plan is on unifying and enhancing the corridors to create an active, lively, and celebratory atmosphere within the University District.

This will be accomplished through a rich use of landscape and streetscape features along the public rights-of-way within the University District. Landscape and streetscape features help to integrate the diverse elements of the built environment. Even when structures bear no resemblance to one another, strong landscape and streetscape features can help unify the street scene, orient travelers, and create a memorable image.

As shown on Figure 11, *Corridor Enhancement Plan*, the major roadways with the University District are the corridors where a focus on enhanced right-of-way treatments will be directed. Within these corridors, a special emphasis shall be placed on the rich use of the landscape and streetscape features, which include: landscaping, fencing, lighting, sidewalks and trails, outdoor furniture, and signage.



An example of the type of landscape and streetscape treatments that are desired in the University District.



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Figure 11
Corridor Enhancement Plan



 Landscape/Streetscape Improvements

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Landscaping

- An informal, non-symmetrical grouping of landscaping should be used within the landscape setback along corridors. A formal, symmetrical landscape plan should only be utilized at prominent locations, such as gateways (Described below).
- Utilize drought-tolerant, native plant landscaping and river rock in the right-of-ways and focus non-native species at prominent locations such as gateways (Described below). Coyote Drive north of Northpark Boulevard is an excellent example of the desired landscaping style.
- Medians and street edges should be primarily planted with drought tolerant and shade producing vegetation.
- Canopy trees should be used to provide shade adjacent to sidewalks in residential areas.
- Use non-potable water for irrigation when available.

Fencing

- Solid privacy or sound walls should be heavily screened by landscaping and utilize a variety of textures, materials, and colors.
- Solid walls should not be of a single monotonous design. Walls should be “broken up” by lush landscaping, pedestrian entries, offsets, pilasters, recesses, and undulations.
- Fencing that parallels trails and roadways should be of consistent materials, color, height, and style.
- Utilize combinations of solid and view fences, which are constructed of durable materials, wherever possible to maintain views, enhance security, and to add variety to long stretches of walls.
- All services and utilities should be screened from view either with fencing or landscaping or placed underground.
- Retention walls and perimeter walls should be textured, landscaped, and employ changes in plane levels to avoid the appearance of long, unbroken lengths of wall.



Examples of the types of landscape treatment expected in the University District.



Examples of the types of fencing and landscape treatment expected in the University District.





Examples of the types of detailed lighting treatment expected in the University District.



Lighting

- Lighting fixtures should be designed to be durable and enhance the style, materials, and character of the neighborhood
- Lighting should guide the pedestrian.
- Lighting should illuminate and highlight architectural features.
- Lighting should not be directed into the eyes of pedestrians and drivers.
- Sufficient light should be provided to create a safe and comfortable nighttime environment.
- The design and placement of lighting shall minimize glare affecting adjacent properties, buildings and roadways.
- Lighting shall enhance the safety of vehicular and pedestrian traffic at key points along the roadway.
- Utilize low level, pedestrian-scaled lighting along pathways and trails.

Sidewalks and Trails

- Utilize the standards in the City's Landscape and Design Standards in the design and development of sidewalks.
- Unique paving should identify pedestrian crossings and vehicular access points.
- At street crossings, sidewalks should utilize variations in surface texture, materials, or colors to draw the attention of the motorist.
- Trails may be a combination of hard and soft paving to match the function of the trails and style of the surrounding character.
- Encourage the placement of public art in the public-right-of-way.
- Use a variety of walkway surfaces, patterns, and textured materials to guide pedestrians and create a sense of location and place.

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Outdoor Furniture

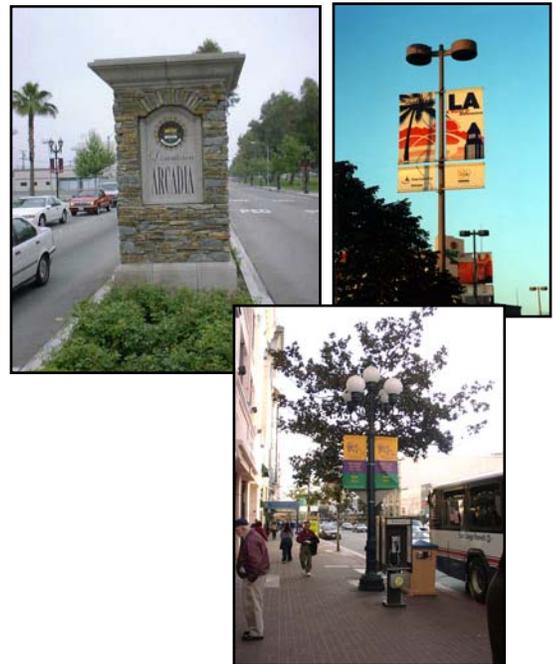
- Outdoor furniture, such as trash containers, drinking fountains, and newspaper stands, should blend with the surrounding character in terms of style/theme, materials, and colors.
- Outdoor furniture shall be constructed of a durable material.

Signage

- Signage should be oriented to the pedestrian and can be smaller and more ornately detailed.
- Signage should be visually compelling, informative, and add to the pedestrian experience.
- Integrate lighting elements into sign designs. Conceal or integrate lighting mechanics so that they do not detract from sign aesthetics.
- Create thematic street signs that clearly identify street name and community.
- Banners and bunting identifying the University District, events, and public events are encouraged in the public right-of-way.



Examples of the types of outdoor furniture expected in the University District.



Examples of the types of signage that is appropriate in the University District.





Examples of the types of gateways and entry monuments that help distinguish the University District.

Gateways

Gateways are significant features that announce arrival into the University District. Gateways should be distinct and identifiable to create an image for the University District. It is within the Gateways that signature landscaping, public art, clear signage, and other distinctive features will be located.

Figure 12, *Gateway Plan*, depicts the locations of the gateways. As you will see, Gateways are placed at strategic intersections to help identify the area.

The exact design, configuration, and content of the gateways will be determined on a case-by-case basis; however, the following guidelines should be used to develop the design and development of gateways:

- A formal, symmetrical landscape plan may be utilized at gateways.
- Lush, non-native plant species may be utilized in gateways.
- Gateways may utilize an informal or formal grouping of tall accent and shade trees with a lush understory and groundcover.
- Unique, eye-catching features should be utilized in Gateways. Arches, towers, fountains, and significant landscaping should be employed to help identify the area.
- Gateways should incorporate ornate features such as textured pavement, public art, and fountains, which are constructed of durable and, when possible, natural materials.
- Gateways should incorporate themed signage and lighting that announces arrival into a particular area or project.
- Signage and lighting fixtures should be distinctive and reflect the surrounding character in terms of style, materials, and colors.
- Gateways should be externally illuminated.
- Gateways should contain clear directional signage to the University and other features in the District.
- While no strict standards are given for the design and development of Gateways, they generally range in size from 800 to 1,400 square feet and generally have curbside dimensions of between 40 and 50 feet from the corner on each side.

Figure 12
Gateway Plan



 Gateways/Directional Signage

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SECTION V: IMPLEMENTATION

5.1 IMPLEMENTATION PROGRAM

Organization and Administration

Whether regulatory or policy oriented, all specific plans must contain a "program of implementation measures including regulations, programs, public works projects, and financing measures" pursuant to California Government Code Section 65451(a)(4).

The first section discusses capital projects and implementation programs needed to construct the landscape and streetscape enhancements in the Specific Plan area. The second section describes a range of financing strategies available for these features. The third section presents the implementation goals and policies to implement the Specific Plan. Taken collectively, these policies form the implementation program for the University District Specific Plan area.

The University District Specific Plan is consistent with and implements the goals and policies of the San Bernardino General Plan. A more specific discussion of consistency between the two documents can be found in Appendix A, *General Plan Consistency Analysis*.

Responsibility

The City's Development Services Director shall be responsible for administering the provisions of the University District Specific Plan in accordance with the provisions of this Specific Plan, the State of California Government Code, Subdivision Map Act, and the City of San Bernardino General Plan and Municipal Code.

Interpretations

When there is a question or ambiguity regarding the interpretation of any provision of this Specific Plan, the Development Services Director has the authority to interpret the intent of such provision.

The Development Services Director may, at his/her discretion, refer interpretations to the Planning Commission for its consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the



interpretation. The Planning Commission action may be appealed to the Common Council.

All interpretation made by the Development Services Director may be appealed to the Planning Commission in accordance with the appeal procedures set forth in the Development Code.

Specific Plan Amendment

Minor Amendments

Minor amendments include simple modifications to text or graphics that do not change the meaning, intent, or are contrary to any provision of the Specific Plan. Minor modifications may be accomplished administratively by the Development Services Director and are appealable to the Planning Commission and Common Council.

Major Amendments

Major modifications are amendments to exhibits or text that are intended to change the intent and/or development standards or other provisions of the Specific Plan. Major modifications require an amendment to the Specific Plan and approval by the Planning Commission and Common Council in accordance with the requirements of the City of San Bernardino Development Code.

Severability

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Plan.

Capital Projects and Implementation Programs

A series of public and private projects are required to implement the proposed Specific Plan. These projects include public street improvements, development of parkways and trails, and administration of development programs (e.g., capital improvement programs, design and development review). The capital projects and implementation programs are described as follows:

Public Amenity Program

This cost category includes streetscape improvements (i.e., landscaping, benches and lighting), bicycle and pedestrian

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system improvements, trails, and parks within the planning area.

Streetscape Improvements

Streetscape improvements will create the image and amenity of the area for existing and future businesses. These streets are heavily traveled, highly visible thoroughfares that are gateways to the community. The streetscape enhancements will improve both the project area and the City as a whole.

Bicycle and Pedestrian Improvements

This includes improvements to and creation of the trail system. Improvement of these trails will provide a significant recreational and open space amenity for the project area as well as the City as a whole.

Financing Strategies

A detailed financing plan should be prepared in order to successfully implement the improvements proposed by the University District Specific Plan. The following is a summary of possible methods for financing the Specific Plan improvements as identified above.

Some of these financing methods may be impacted by the passage of Proposition 218 in November of 1996. Proposition 218 added Articles XIII C and D to the California Constitution controlling how general taxes are levied and requiring certain previously levied general taxes to be ratified by voters. It reduces all taxes to either general taxes or special taxes. It defines a general tax as "any tax imposed for general governmental purposes" and a special tax as "any tax imposed for specific purposes, including a tax imposed for specific purposes, which is placed into a general fund." General and special taxes can be reduced or repealed through the initiative process. Benefit assessments and "property related fees and charges" cannot be imposed without prior voter approval. Fees, charges, and assessments can be reduced or repealed through the initiative process.

According to Proposition 218, a city, county, or special district (including a school district) contemplating a special tax levy must hold a noticed public hearing and adopt an ordinance or resolution prior to placing the tax on the ballot. The ordinance or resolution must specify the purpose of the tax, the rate at which it will be imposed, the method of collection, and the date of the election to approve the tax levy. Approval by a 2/3 vote of the city, county, or district electorate is necessary for adoption.



Special Assessment Districts (1911, 1913, 1915 ACT)

California law provides procedures to levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are initiated by the legislative body (e.g. city), subject to majority protest of property owners or registered voters. Assessments are distributed in proportion to the benefits received by each property, and represent a lien against property. The assessments are fixed dollar amounts and may be prepaid. Only improvements with property-specific benefits (e.g. roads, and sewer and water improvements) may be financed with assessments.

Area of Benefit Fees

Area of benefit fees may be enacted by the legislative body (i.e. city) through adoption of an ordinance without voter approval. The fee must be directly related to the benefit received. It does not create a lien against property, but must be paid in full as a condition of approval. Its principle use is for encumbering properties that do not voluntarily enter into an assessment of a Community Facilities District (CFD), so that they pay their fair share at the time they are ready to be developed. Proceeds may be used to reimburse property owners who pay up-front cost for facilities benefiting other properties. Benefiting properties may be given the option to finance the fees by entering into an assessment district (1913/1911 Act or Mello-Roos CFD).

Landscaping and Lighting Districts

Landscaping and Lighting Districts (LLD) may be used for installation, maintenance, and servicing of landscaping and lighting, through annual assessments on benefiting properties. LLDs also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They also may be used to fund and maintain parks above normal park standards maintained from general fund revenues.

Surface Transportation Program (STP) Funds

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 provides funding to strengthen the national transportation system through "enhancement" projects. Transportation enhancement activities include: pedestrian and bicycle facilities, acquisition of scenic and historic sites, scenic and historic highway programs, landscaping, rehabilitation of historic transportation facilities,

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preservation of abandoned transportation corridors, archeological planning and research, control and removal of outdoor advertising, and mitigation of water quality impacts from roadway runoff. Funding can be obtained through San Bernardino Area Governments (SANBAG) on a regional basis and also directly through the State.

General Obligation Bonds

In 1986, California voters approved Proposition 46, restoring the ability of local governments and school districts to issue general obligation (G.O.) bonds. General obligation bonds require approval by 2/3 of the jurisdiction's voters and are used to finance the acquisition and construction of public capital facilities and real estate (see §29900 et seq., 43600 et seq., and Education Code §15100 et seq.). G.O. bonds are repaid through an increase in the ad valorem property tax being levied by the issuing jurisdiction.

General Obligation bonds may be used to fund such things as schools, libraries, jails, fire protection, and capital improvements. According to the California Debt and Investment Advisory Commission, 27 G.O. bond measures were placed on local ballots in the November 1996 election. Fourteen passed, thirteen failed, and nine received more than 60 percent approval. Some of these bonds included K-12 school facilities and seismic-safety retrofitting of public buildings.

Other Funding Sources

There may be other sources available to finance improvement projects such as special assessment districts, government grants, or various types of bonds not listed above that may be used to fund improvements.

Additional sources of funding for capital projects will be pursued through many grant programs. For example, improvements to the pedestrian and bicycle system, such as improvement of trails, may be candidates for TEA-21 (Transportation Equity Act for the 21st Century) funding. TEA 21 funds are applicable to a wide range of transportation related projects and typically require a local match.



Implementation of the Specific Plan

- *No project shall be approved unless it is consistent with the goals, policies, Development Standards, and Design Guidelines of this Specific Plan.*

The Plan sets forth development standards and design guidelines that are intended to ensure that new development is of high quality and is oriented and designed to reinforce the public realm of the Specific Plan area, specifically the streets, parkways and trails, parks, and open spaces.

- *Proposed plans for new development will be evaluated for consistency with the Specific Plan policies and design guidelines during entitlement application review to ensure high quality development.*

To ensure that new development is of a high quality and is consistent with the intent of the Specific Plan, review will be conducted on proposed development plans in the Specific Plan area.

- *The Common Council shall direct that detailed improvement plans for corridors and gateways be prepared in conjunction with the University and local residents/businesses and that potential costs be identified.*

A key aspect of this Plan is to create a rich streetscape scene that ties the University District together. Creating and implementing detailed construction and landscaping plans is the critical step in this process.

- *Establish the funding and financing mechanisms necessary to implement the Specific Plan.*

Pursue funding from government sponsored grant programs for transit and pedestrian realm improvements and explore the possibility of special assessments to implement the Plan.



APPENDICES



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APPENDIX A – GENERAL PLAN CONSISTENCY ANALYSIS

The following documents the consistency of the University District with the goals and policies of the City of San Bernardino General Plan.

Vision

- *Capitalize upon and enhance the City's many significant features, such as ... major educational institutions such as San Bernardino Valley College and California State University San Bernardino; significant transportation.... (Emphasis added)*
- *Realize higher quality development;*
- *Achieve distinct personality and identity;*
- *Revitalize our boulevards so that they offer a vibrant mix of well designed land uses instead of a strip of faceless, deteriorating commercial development;*
- *Take pleasure in attractive amenities, such as parks, community centers, cultural facilities, and open space that meet the needs of our community.*

The University District implements a key directive of the General Plan, enhancing community assets to improve the City's image and quality of life in San Bernardino. The focus of the University Specific Plan is to enhance the aesthetics of the public rights-of-way, improve connectivity between and, over time, reduce the physical barriers separating the University and surrounding community.

Land Use Element

Goal 2.1 Preserve and enhance San Bernardino's unique neighborhoods.

And,

Goal 2.3 Create and enhance dynamic, recognizable places for San Bernardino's residents, employees and visitors.

The University District Specific Plan provides policies, standards, and guidelines that set the desired direction for future physical improvements in the University District. The Specific Plan creates an identifiable and recognizable village that is visually and physically integrated and interconnected.

The University District Specific Plan is a direct response to the City's General Plan, which requires creation of a plan to address the integration of the University and the community.

Goal 2.5 *Enhance the aesthetic quality of land uses and structures in San Bernardino.*

The University District Specific Plan contains standards and design guidelines that provide a set of criteria against which to review future proposals and to enhance public improvements. The goal of these guidelines and policies is to improve the aesthetic quality of the University District.

Strategy for the University District Strategic Policy Area: Implement the provisions of the University District Specific Plan in order to integrate the University with the surrounding community and enhance the overall image of the City.

The importance of the University District is clear as it is identified as a Strategic Policy Area in the General Plan. The specific plan is a direct implementation of the General Plan direction with the purpose of integrating the University and surrounding community into a unified village.

Economic Development Element

Goal 4.4 *Partner with the existing educational institutions to effectively deliver job-training programs to residents.*

And,

Goal 4.5 *Enhance, maintain, and develop recreational, cultural, entertainment, and educational facilities within the City.*

The Specific Plan implements these General Plan goals by describing a process to discuss mutual needs and providing the direction to enhance the area surrounding the University.