DRAFT - MAY 2021

AIRPORT GATEWAY SPECIFIC PLAN

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TABLE OF CONTENTS

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CHAPTER 1.0

INTRODUCTION

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CHAPTER 1.0
INTRODUCTION

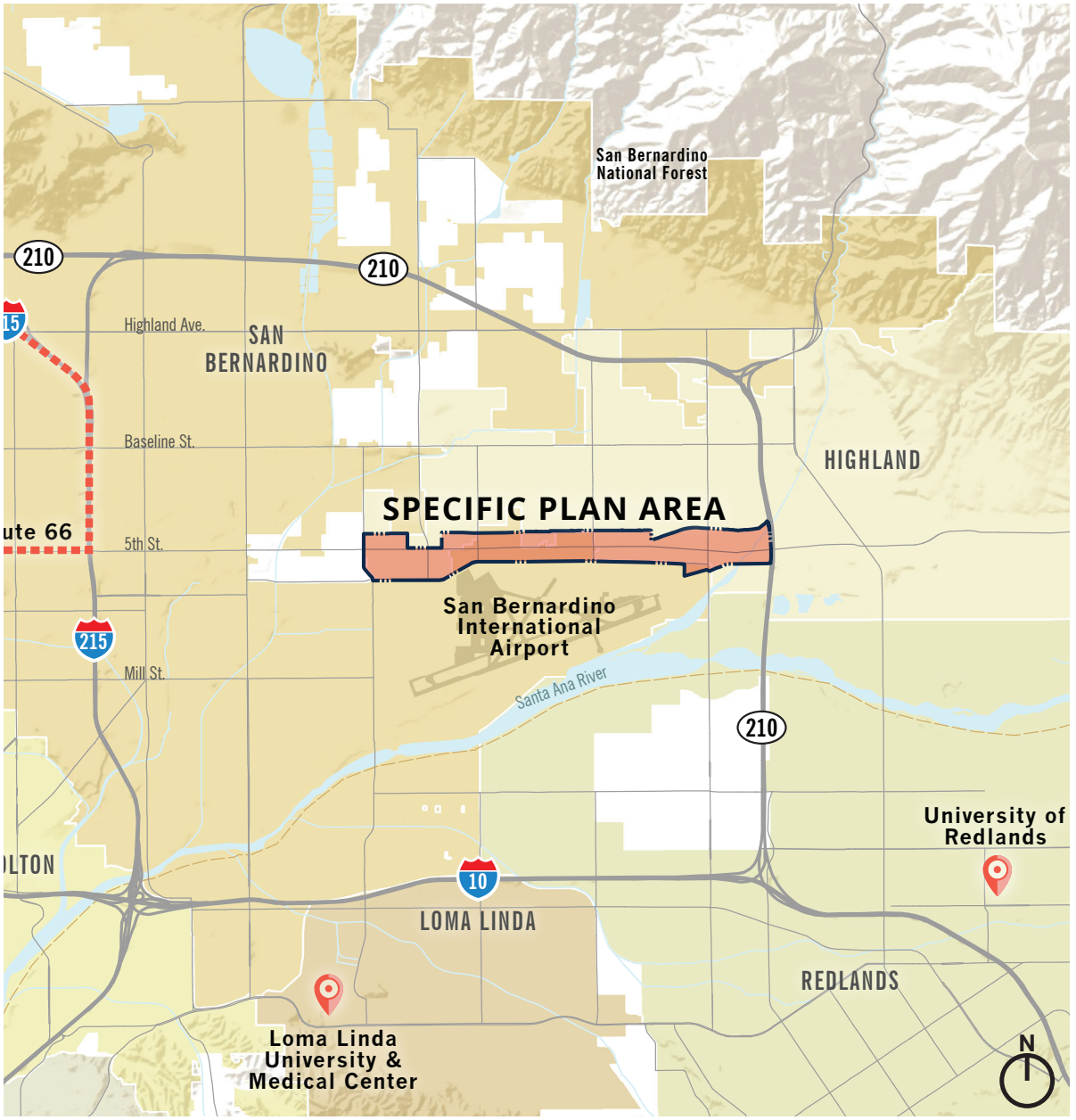
1.1 Specific Plan Overview

The Airport Gateway Specific Plan (AGSP or Specific Plan) guides growth and development for a 679-acre area (Plan Area) within the cities of Highland and San Bernardino, north of the San Bernardino International Airport (SBIA). The AGSP provides a vision and framework for a multi-jurisdictional partnership that includes the City of Highland, City of San Bernardino, Inland Valley Development Agency (IVDA), and several other participating agencies.

1.1.1 REGIONAL LOCATION

The Plan Area is approximately 60 miles east of Los Angeles just south of the foothills of the San Bernardino Mountains. It is located centrally of three major freeways: State Route 210 (210) to the north and east, Interstate 215 (I-215) to the west, and Interstate 10 (I-10) to the south and regional attractions including the Loma Linda University and Medical Center (5 miles southwest of Plan Area), University of Redlands (8 miles southeast of Plan Area), and commercial shopping destinations

FIGURE 1.1 REGIONAL LOCATION



Source: PlaceWorks, 2018

View of the San Bernardio Mountains near intersection of Palm Avenue and 5th Street.

in Downtown San Bernardino and the Highland Town Center and Golden Triangle Policy Area, both within 5 miles of the Plan Area (see Figure 1.1, Regional Location). The Plan area is also located approximately 3 miles east of the Historic Route 66, which is located on 5th Street, west of I-215.

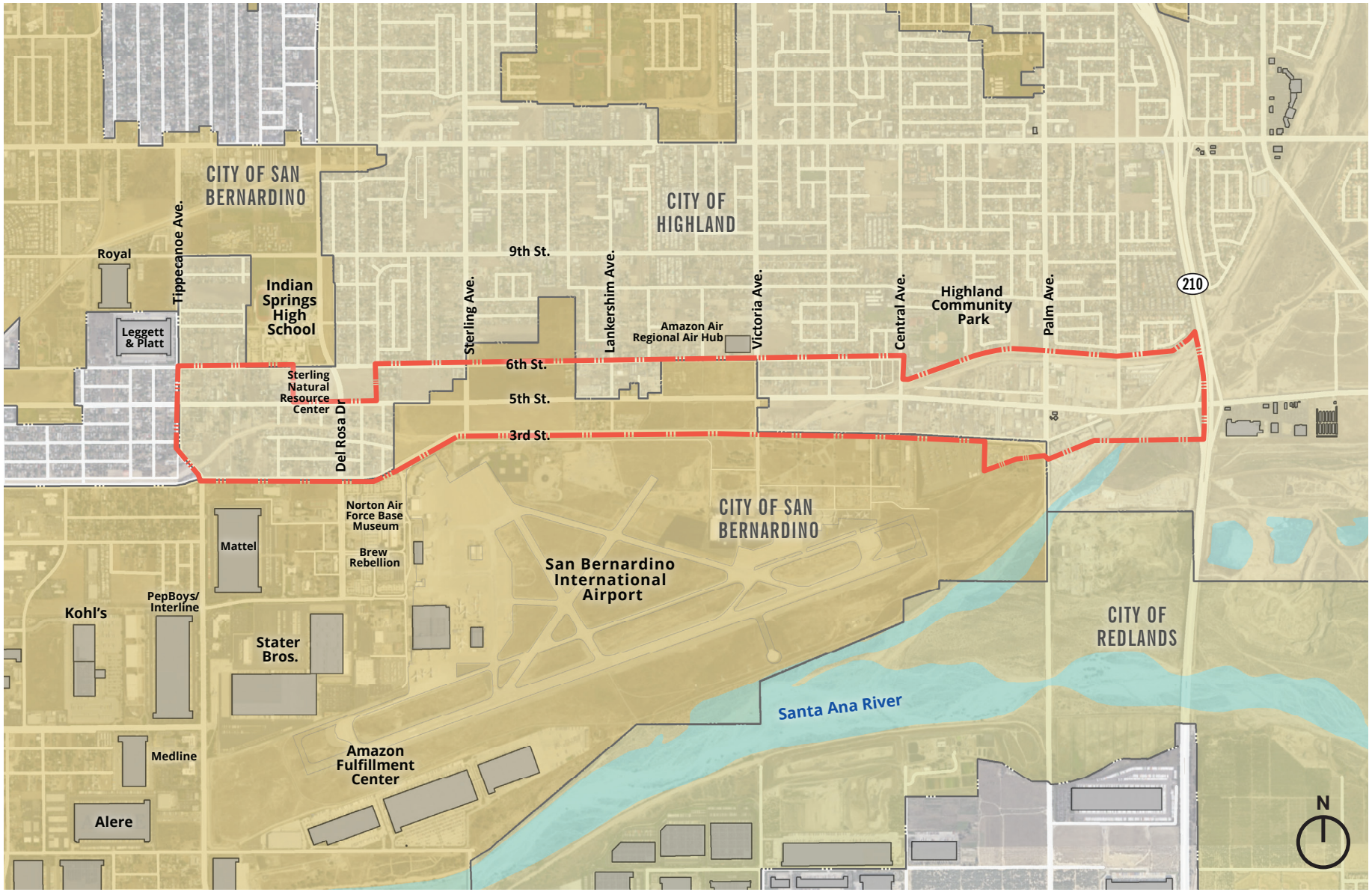
1.1.2 PROJECT AREA

The 679-acre Plan Area area is immediately north of the SBIA and it extends to the north side of 6th Street except at the southwest and southeast corners of Del Rosa Drive and 6th Street where the Plan Area extends to the north side of 5th Street. The western boundary extends to the center line of Tippecanoe Avenue and is bounded by I-210 to the east. The Plan Area includes parcels in both the City of Highland (485 acres) and the City of San Bernardino (194 acres), as shown on Figure 1.2, Local Vicinity Map.

The north side of the Plan Area is predominantly bordered by low- to medium-density residential uses, and is located directly across the street from several public facilities including Indian Springs High School, Cypress Elementary School, Highland Community Park, and the Highland Branch Library.

Although the Specific Plan does not include the SBIA, the Plan Area serves as the front door to the airport and the interface strongly influences the type of uses to include in the AGSP Land Use Plan, and how those uses may impact the functionality of the 3rd, 5th and 6th Street corridors, and adjacent distribution facilities located directly south of the Plan Area. Well-known retailers, such as Mattel, Stater Bros., Amazon, and Kohl's each operate distribution facilities exceeding one million square feet and are examples of thriving large-scale local industrial development that has developed in the last 20 years south of the Plan Area.

FIGURE 1.2 LOCAL VICINITY MAP

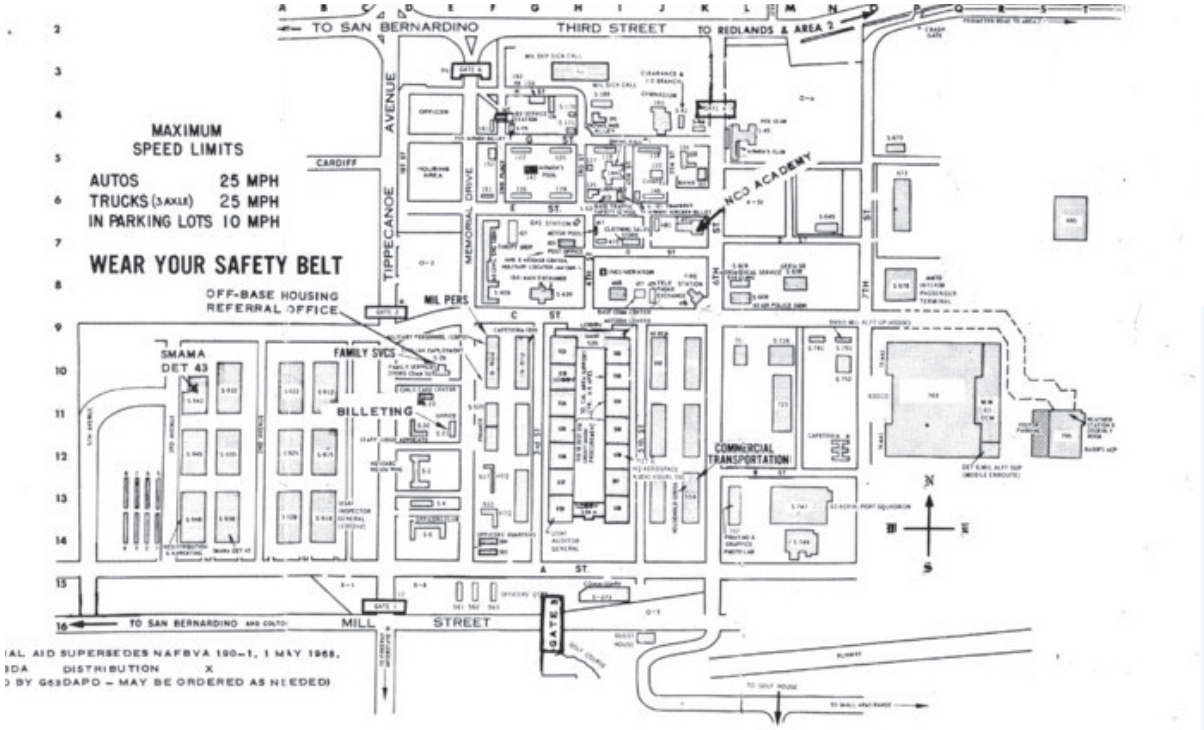


Source: PlaceWorks, 2018

Plan Area Boundary

1.2 Project Area History

The SBIA has played a significant role in shaping the use and character of the properties in the Plan Area. The airport was established as a supply depot in 1942 and transitioned to military use as the Norton Air Force Base in 1950. For almost 40 years, the base grew in size and by 1988, it encompassed over 2,000 acres and a military and civilian population of approximately 10,000 people. The Plan Area provided a mix of support uses to the base, including single-family residences, recreational facilities, medical and office facilities, and training and warehouse facilities. Many residents accessed food and other retail supplies from the nearby base commissary, therefore, historically there was not a demand for the Plan Area to provide commercial retail uses to support the surrounding residential neighborhoods.



Site Plan of Area 1 of the Norton Air Force Base, 1968.
(Source: Norton Air Force Base Museum, 2018)

In 1988, Norton Air Force Base was selected for closure. The Secretary of Defense Base Realignment and Closure (BRAC) Commission supported the closure by citing increased air traffic congestion, inadequate facilities, a shortage of housing, health care, and recreational facilities. The Commission also cited difficulties in meeting civilian hiring requirements due to a lack of skilled workers in the area. The base officially closed in 1994. With the closure came the loss of an estimated 20,000 jobs and the area no longer had a primary role to support the ongoing military functions that were a large source of employment for the City of San Bernardino and a large part of the area's social fabric. With the relocation of military families and loss of civilian jobs, the Plan Area experienced its first major change that started the shift in

land uses that are present today. Remaining residential properties were left vacant and deteriorating, and the small parcels were not large enough to accommodate the growing demand for distribution and light manufacturing facilities.

The Inland Valley Development Agency (IVDA) was formed in 1990 and in 1995, entered into a long-term lease with the Department of Defense to develop and manage the transition of military property from an Air Force Base to non-military land use. To stimulate the suffering local economy, the IVDA initiated the demolition of virtually all older military buildings on the base that did not show potential for reuse in the foreseeable future and in 2002 entered into an agreement with Texas-based developer, Hillwood, to form a public-private partnership which has produced over 13.1 million square feet of new industrial buildings and created nearly 11,000 jobs just southwest of the Plan Area.

Despite the AGSP's proximity to the thriving distribution centers developed on and west of the former base, under the provisions of the *San Bernardino Alliance California Specific Plan*, and despite the fact many of the parcels are vacant (which is appealing to buyers), it has not attracted the same degree of redevelopment and reinvestment experienced by nearby properties since the closure and decommissioning of the base.

The AGSP site is in a visually prominent and heavily trafficked location as the gateway to the airport from I-210; however, the irregular jurisdictional boundaries, long and narrow configuration of the blocks, and the narrow lot depths have made redevelopment of the area more challenging than areas that have larger parcel configurations and fewer site design obstacles to overcome prior to new construction.

The Plan Area is also located in an odd transition area between the established residential neighborhoods to the north, distribution centers to the southwest and a hard edge of the airport to the south, creating a "no-man's land" in between all the uses. The proposed land uses in the Highland and San Bernardino General Plans envisioned light industrial, business park, general commercial and residential uses, but much of that never came to fruition partly because of the configuration of the properties in the Plan Area (requiring significant lot consolidation of existing residential parcels to create a lot suitable for industrial development) and partly because demand for retail has not been strong in this area (shoppers opted to go to other locations along the Baseline Corridor or near the freeway).

The Norton Air Force Base entrance, circa 1955. (Source: Norton Air Force Base Museum, 2018)

Aerial image of the area from 1994. Many properties in the project area were used to provide housing for those that worked on the Base. (Source: Google Earth Historical Imagery, 1994)

1.3 Participating Agencies & Stakeholders

Desiring a change and realizing the significant opportunity to build on the momentum of the regional demand for industrial and distribution centers nearby, a group of local agency and stakeholders comprised of the IVDA, the Cities of Highland and San Bernardino, the East Valley Water District and representatives of the San Manuel of Mission Indians convened to discuss challenges that have arisen over the years in redeveloping in the area and to identify opportunities for enhancement and reinvestment. Realizing that a significant transition in the area could not occur one project at a time, a primary goal of group's discussions would be to facilitate and encourage a potential economic development opportunity that would be beneficial to both cities, the airport and existing property owners interested in transforming the area.

The following provides an overview of the participants in this unique multi-jurisdictional effort and their role in preparing the Specific Plan:

INLAND VALLEY DEVELOPMENT AGENCY (IVDA)

Joint powers authority comprised of the County of San Bernardino, the City of San Bernardino, the City of Colton, and the City of Loma Linda for the effective reuse of the former Norton Air Force Base. The IVDA is responsible for the redevelopment of approximately 600 acres of non-aviation land adjacent to the San Bernardino International Airport and over 13,000 acres of surrounding land.

ROLE:

- Project lead: Responsible for overseeing preparation of the SP (strategic planning, coordination between participants, consensus building, document review, scope and budget administration)
- Able to issue bonds, acquire, sell, develop, administer, or lease property
- As a JPA, the IVDA has no land use authority and cannot approve land use changes at the General Plan or Zoning level
- Responsible for certifying the Environmental Impact Report (EIR)

CITIES OF HIGHLAND & SAN BERNARDINO

Local cities with jurisdictional parcels included in the project plan area. Both cities will be affected by the Specific Plan and will be responsible for planning, infrastructure, safety, roadways and circulation, and code enforcement within and around the plan area.

ROLE:

- Provided relevant studies and project plans and contributed insights and feedback used to guide the vision and objectives
- Responsible for enforcing zoning standards and regulations, roadway improvements, and design guidelines
- Responsible for conducting necessary community outreach
- Have authority to review and approve development proposed in the AGSP
- Coordination with decision makers including Planning Commission and City Council

EAST VALLEY WATER DISTRICT (EVWD)

Provides water and sewer service to approximately 65,000 households and businesses in East San Bernardino Valley. In additional to providing basic services, the EVWD manages long-term capital improvement projects and offers educational programs for water conservation.

ROLE:

- Provided technical reports and insight into existing and anticipated infrastructure concerns and projects

SAN MANUEL BAND OF MISSION INDIANS

A federally recognized American Indian tribe and a respected stakeholder that owns numerous properties located within and around the plan area. The Tribe actively invests in diverse and strategic economic ventures such as the San Manuel Casino and several hotel developments.

ROLE:

- Participated in the development of the AGSP by contributing insights and feedback used to guide the vision, objectives, and preferred land uses

1.4 Purpose of the Airport Gateway Specific Plan

The AGSP represents a long-range plan for the development of the area and guides all future development proposals and other improvements in the Plan Area. This is particularly important because the Specific Plan must be implemented consistently across jurisdictional lines by two separate cities for it to be successful.

Collectively, the AGSP participants determined that the Plan Area would benefit from the preparation of a specific plan to:

- Create a vision for future development
- Build upon the existing successes of the area to attract the investment needed to develop the available parcels and the area as an active center for jobs and commerce
- Create an agreed-to set of standards and improvements that would be adhered to by both Highland and San Bernardino (across jurisdictional lines)
- Minimize excessive coordination and red tape between jurisdictions
- Streamline policies that encourage and incentivize new development in the area
- Promote the area as a gateway to the airport and existing distribution centers
- Establish the area as the future home for premier industrial, distribution technology, innovation, and distribution firms.

The purpose of developing a specific plan for the Plan Area is to align local and regional development objectives and implementation efforts for future land use, mobility, and economic development efforts in the multi-jurisdictional Plan Area.

The AGSP is a collaborative effort, intended to provide a regulatory framework for the Plan Area that includes a comprehensive theme for the corridor, refines land use and development codes, provides efficient and effective access to freeway corridors, improves infrastructure and drainage, and develops streetscape and design standards that provide opportunities for transition and change.

1.5 Specific Plan Authority

The Specific Plan will be adopted by ordinance by the Cities of Highland and San Bernardino. The AGSP serves as the zoning for the Plan Area, establishes land use classifications and locations, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs for properties within its boundaries. Future development activities within the AGSP must demonstrate consistency with the Plan, including design review plans, detailed site plans, grading and building permits, local public works projects or any other action requiring ministerial or discretionary approval applicable to the Plan Area. Additional information about the administration and authority of the AGSP can be found in Chapter 9.

1.6 Specific Plan Organization

CHAPTER 1: INTRODUCTION

Provides a contextual overview of the Plan Area and describes the roles of participating agencies and purpose and authority of the Specific Plan.

CHAPTER 2: VISION & OBJECTIVES

Identifies the future vision and objectives of the Specific Plan and provides a discussion of the relationship of the project to surrounding uses and adjacent developments.

CHAPTER 3: BACKGROUND, CONTEXT, & COMMUNITY STRUCTURE

Introduces the Plan Area and surrounding region while summarizing existing characteristics, opportunities, and constraints, including an overview of market conditions that shaped the land uses identified in the plan. Details the key design characteristics of the Plan Area by describing notable gateways, block sizes, edges, circulation routes, street frontages and transitions between industrial and residential properties.

CHAPTER 4: LAND USE & DEVELOPMENT STANDARDS

Describes the intended pattern of land use. Outlines the updated permitted uses and specific development standards.

CHAPTER 5: DESIGN GUIDELINES & STANDARDS

Guides the physical design related to site configuration, building design, and streetscape design.

CHAPTER 6: CIRCULATION

The Plan Area circulation network identifies priorities for truck and vehicle traffic as well as roadway sections and pedestrian and bicycle mobility and safety.

CHAPTER7:INFRASTRUCTURE&PHASING

Focuses on the major infrastructure systems including sewer, dry utilities, water, and anticipated phasing of development and improvements.

CHAPTER 8: ADMINISTRATION, IMPLEMENTATION, & FINANCING

Explains the process for jurisdictional coordination, project approvals, amendments, and interpretations and identifies a list of implementation actions. Identifies funding and financing mechanisms and outlines actions that can be used to facilitate improvements identified in the Specific Plan. This chapter also includes an overview of consistency with the City of Highland and San Bernardino General Plans.

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CHAPTER 2.0

VISION & OBJECTIVES

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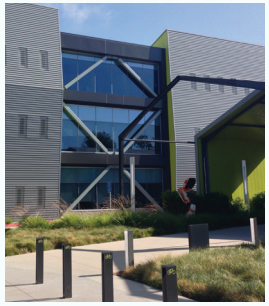
CHAPTER 2.0
VISION & OBJECTIVES

2.1 Vision and Objectives

The Plan Area has historically lacked a cohesive vision and a collaborative approach to development. The Specific Plan effort brings together stakeholder interests and participating jurisdictions in the project area to articulate a unified approach to create a thriving corridor. The following is a vision of the Airport Gateway Corridor as described 50 years from now. All standards and guidelines in this document are drafted to achieve the vision statement, which serves as a touchstone for future decision making as it relates to the project area.

Industrial sites can integrate creative architectural features, entryways and interactive spaces for their employees as part of the building design.



VISION

AIRPORT GATEWAY SPECIFIC PLAN

A Vision of the AGSP 50 Years From Today

The Plan Area is a thriving concentration of industrial and office-based businesses, including manufacturing, logistics, and technology uses. These businesses provide employment, across a range of skills, for the region's residents. Many of the businesses are compatible with and support users at the San Bernardino International Airport. Commercial uses in the project area provide a place for local employees and visitors conducting business with the airport to have access to basic services and dining options during the work day. Over time, these uses may evolve into a collection and concentration of retail uses compatible with industrial and office uses that are the primary jobs generators in the corridor.

Investment in the Plan Area has **generated new businesses** and served as a **catalyst for redevelopment** in the surrounding residential and commercial areas to the north. **Distribution, light industrial and office uses** in the plan area support nearby retail businesses along the Baseline Corridor. Industrial development in the plan area has also contributed to the buildout of logistics along the I-10 Corridor.

The convenient location of the Plan Area provides **easy freeway access** and proximity to a **large skilled labor force**. The project area is ideal for businesses seeking easy airport access, without the increased congestion and high land values associated with other regional airports.

The project area provides **attractive and orderly transitions** from predominantly industrial uses to adjacent residential uses. **Well designed, built, and maintained roadways maximize safety and connectivity** and minimize conflict so that buses, bicycles, automobiles, and pedestrians safely share the roadways.

The **strong relationships of the governmental agencies** overseeing the Specific Plan implementation contribute to the area's success as a **thriving jobs center**. Agencies and other stakeholders within the plan area **work collaboratively** to develop initiatives promoting continuity of land uses, design quality and continuity, infrastructure improvements, and economic development spanning jurisdictional boundaries.

OBJECTIVES

AIRPORT GATEWAY SPECIFIC PLAN

The vision statement articulates the function and type of place the corridor should be over time; this section identifies the objectives that drive the goals, policies, development standards, and implementation actions of the plan.

The following objectives were identified by the partner agencies as priorities for the AGSP:

Economic Opportunities: Attract innovative and job-generating businesses that deliver an array of job types (diversity of qualifications, wages and salaries) near the area's residential communities and that can respond to changing demand and market conditions.

Infrastructure: Provide comprehensive infrastructure improvements for water, sewer and stormwater that resolve longstanding flooding and hydrology issues and that are adequately financed to meet future system needs.

Distinctive Design and Appearance: Gateways, corridors and buildings within the Airport Gateway Specific Plan feature landmark design elements, create a memorable visitor experience, and provide a unified sense of identity. Building and roadway treatments in this area command the same level of investment and quality of design as achieved under the adjacent Alliance Specific Plan.

Streetscape Improvements: Consistent roadway design and improvements, including landscape and monumentation across jurisdictional boundaries and an integrated, seamless approach to ongoing maintenance.

Mobility: Efficiently connect new industrial, office and existing distribution uses to freeway access while providing safe spaces for pedestrians, cyclists, transit, and motor vehicles along 3rd and 5th Streets and gateway nodes. Local businesses support and incentivize bike and car share programs to further support efforts to reduce vehicle miles travelled and greenhouse gas emissions in the region.

Integrated Planning: Collaboration between agencies and property owners occurs on a regular basis to identify catalyst sites to initiate new businesses, to encourage innovative development, and to develop joint solutions to issues that arise within the project area.

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CHAPTER 3.0

BACKGROUND & CONTEXT

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CHAPTER 3.0
BACKGROUND & CONTEXT

3.1 Background and Context

This section provides an overview of existing characteristics and trends in the Plan Area, and identifies opportunities and constraints that may support or hinder the vision and objectives of the AGSP. This information reflects the most currently available data and studies, including policy documents, zoning regulations, census data, and market conditions.

3.1.1 EXISTING CHARACTER & USES

CITY BOUNDARIES

The boundary between the cities of Highland and San Bernardino is irregularly drawn within the Plan Area and creates carve-outs and zig zags across blocks (see Figure 1.2, *Local Vicinity Map*), directly influencing parcel size and orientation. The Cities of Highland and San Bernardino could explore the possibility

A new regional Amazon Air Hub at the San Bernardino International Airport will bring new economic and employment benefits to the area adjacent to the AGSP. New industrial uses in the Plan Area will build off the expansion of activities at the airport to create a synergy between the uses and active economic district for the area.
Photo Credit: Nathan Coates (Flickr)

Single Family Residential on the southwestern corner of 6th Street and Victoria Avenue, Highland.

Multi-Family Residential at 5th Street and Central Avenue, Highland.

of redrawing city boundaries if desired in the future to help accommodate larger lots. Due to political barriers and the lengthy administrative process of coordinating with the Local Agency Formation Commission (LAFCO), which requires a vote to amend the boundaries, refinements are highly unlikely in the near term.

EXISTING CONDITIONS

The Plan Area consists primarily of residential and industrial land uses with several pockets of small commercial uses and large blocks of vacant land (see Figure 3.1, *Existing Land Use*). The following discussion describes the existing conditions of these uses as well as some of the opportunities and constraints that will influence future development in the area, such as lot sizes, parcel configurations, and roadway access.

RESIDENTIAL CHARACTER

The majority of single-family homes in the Plan Area are typical of post-war housing in Southern California: single-story, stucco-covered minimalist, traditional, or ranch style homes with gable-styled pitched roofs. Some homes are visibly vacant, indicated by boarded windows and unkept grounds. Many inhabited homes lack curb appeal and show signs of deterioration. The single-family homes are primarily concentrated in the western portion of the Plan Area with several additional pockets throughout the central and eastern portions of the Plan Area. Vacant lots can be found interspersed among the homes where the Cities have demolished dilapidated structures that no longer conformed to City codes.

There are several multifamily communities that range in style, but are generally 2-story stucco clustered buildings, often with carports or garages. All of the multifamily communities, including a single mobile home community designated for recreational vehicles (RVs) and mobile campers, are located directly adjacent to at least one vacant lot and lack a sense of cohesion with the surrounding community.

INDUSTRIAL CHARACTER

The majority of industrial uses within the Plan Area are located in the eastern portion, between Central Avenue and I-210 but additional pockets can be found in the central portion of the Plan Area, just west of Lankershim Avenue and scattered intermittently on either side of 3rd Street, west of Del Rosa Drive. Most of the existing industrial properties consist of mini-storage

or small warehouse buildings with minimal lot coverage, leaving an abundance of undeveloped land or paved lots, typically used for storage or parking. Many of the existing industrial parcels are narrow and deep, creating difficulties for facilities that need adequate space for loading docks and truck access.

Adjacent to the Plan Area, a new 18-acre wastewater treatment facility and demonstration garden are under development by the EVWD at the southwest and southeast corners of Del Rosa Drive and 6th Street.

The Plan Area has the opportunity to build on the recently-developed momentum generated by distribution centers located adjacent to the Plan Area but will need considerable lot reconfiguration to transform the long narrow and oddly situated lots into large lots that can accommodate large building footprints, loading docks, and increased truck traffic needed for large-scale distribution uses.

COMMERCIAL CHARACTER

There are very few commercial uses in the Plan Area. The businesses that are present, provide a limited range of goods and services. Existing businesses include numerous auto repair shops, mini-storage and equipment rental. There are a limited number of quick service dining options, including several newly constructed buildings at the intersection of 5th Street and Alabama Street, but no fine dining or grocery stores. The area does contain several convenience stores, a motel, and a couple of neighborhood bars but is not home to any major retailers, upscale lodging, or entertainment venues.

Consumers typically leave the Plan Area to access commercial facilities, many of which are located less than one mile north of the project area along Baseline Street or on 5th Street, east of the I-210. Similar to the residential parcels, many existing commercial lots are generally underutilized and include small structures with large parking lots or undeveloped land. Commercial signage is minimal or non-existent, inhibiting the potential to attract shoppers driving through the area.

Stater Bros. Corporate Office on Tippecanoe Avenue and Harry Shepard Boulevard, San Bernardino.

Fender Music Distribution on Tippecanoe Avenue and Central Avenue, San Bernardino.

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FIGURE 3.1 EXISTING LAND USE

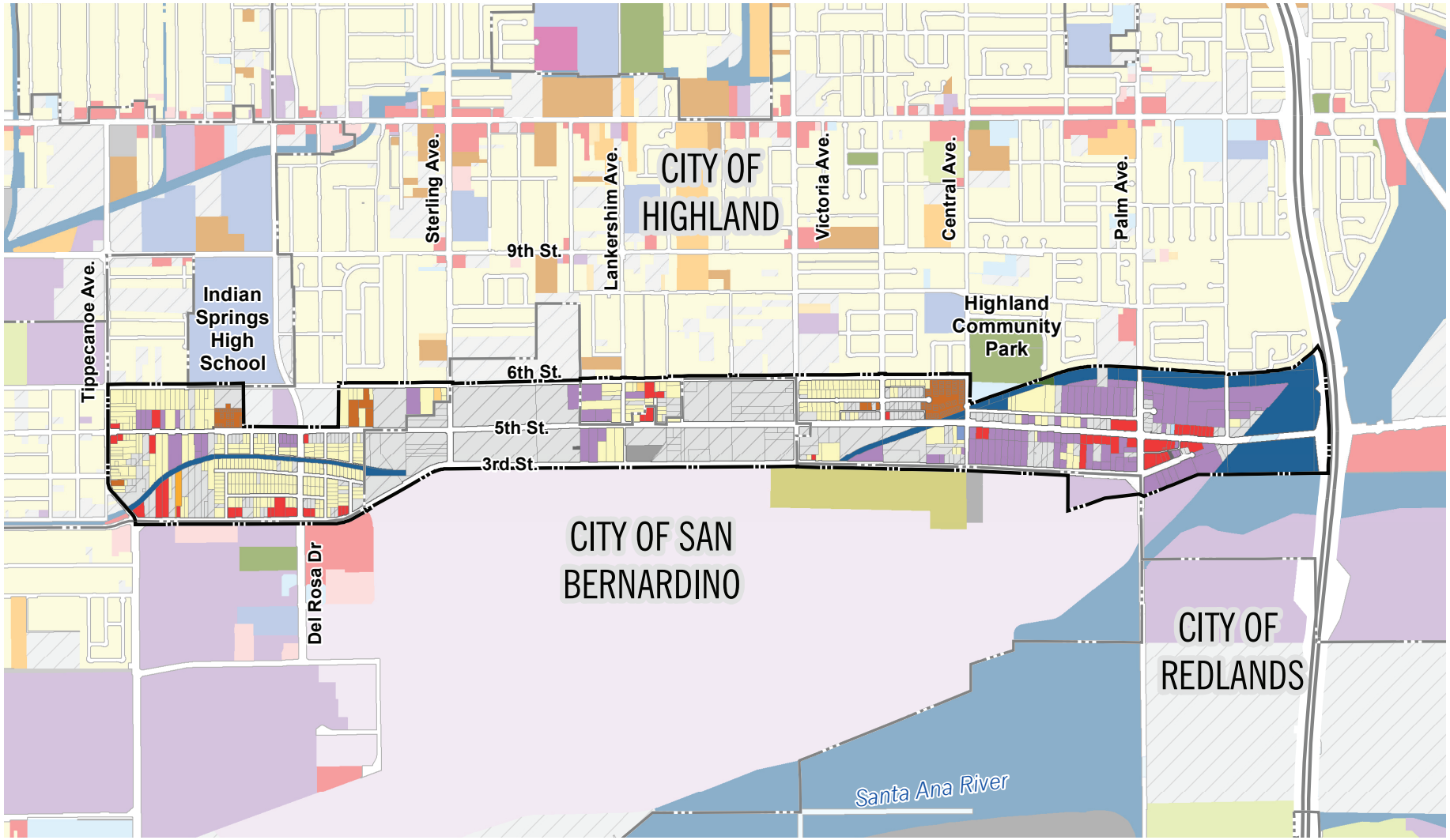
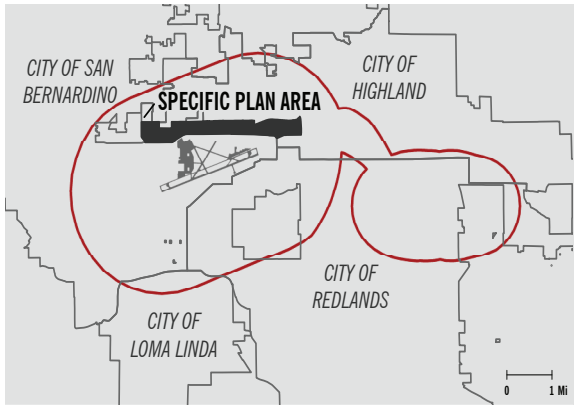


FIGURE 3.2 AIRPORT INFLUENCE AREA



Source: San Bernardino County

Airport Gateway Specific Plan Area

SBIA Airport Influence Area

3.1.2 OTHER CONSIDERATIONS

AIRPORT

City of San Bernardino: The Plan Area is located in the Airport Influence Area (Figure 3.2, Airport Influence Area) of the City of San Bernardino General Plan. Projects in this area must comply with the SBIA Comprehensive Master Plan (1992), which regulates the type of allowable development, maximum population density, site coverage, appropriate land uses, and the height of structures to prevent encroachment on navigable air space.

City of Highland: The City of Highland has established Airport Overlay Districts in its zoning code to ensure greater safety to aviators and the general public by establishing land use requirements that ensure compatibility within designated areas close to the airport and reduce harm from noise and safety hazards.

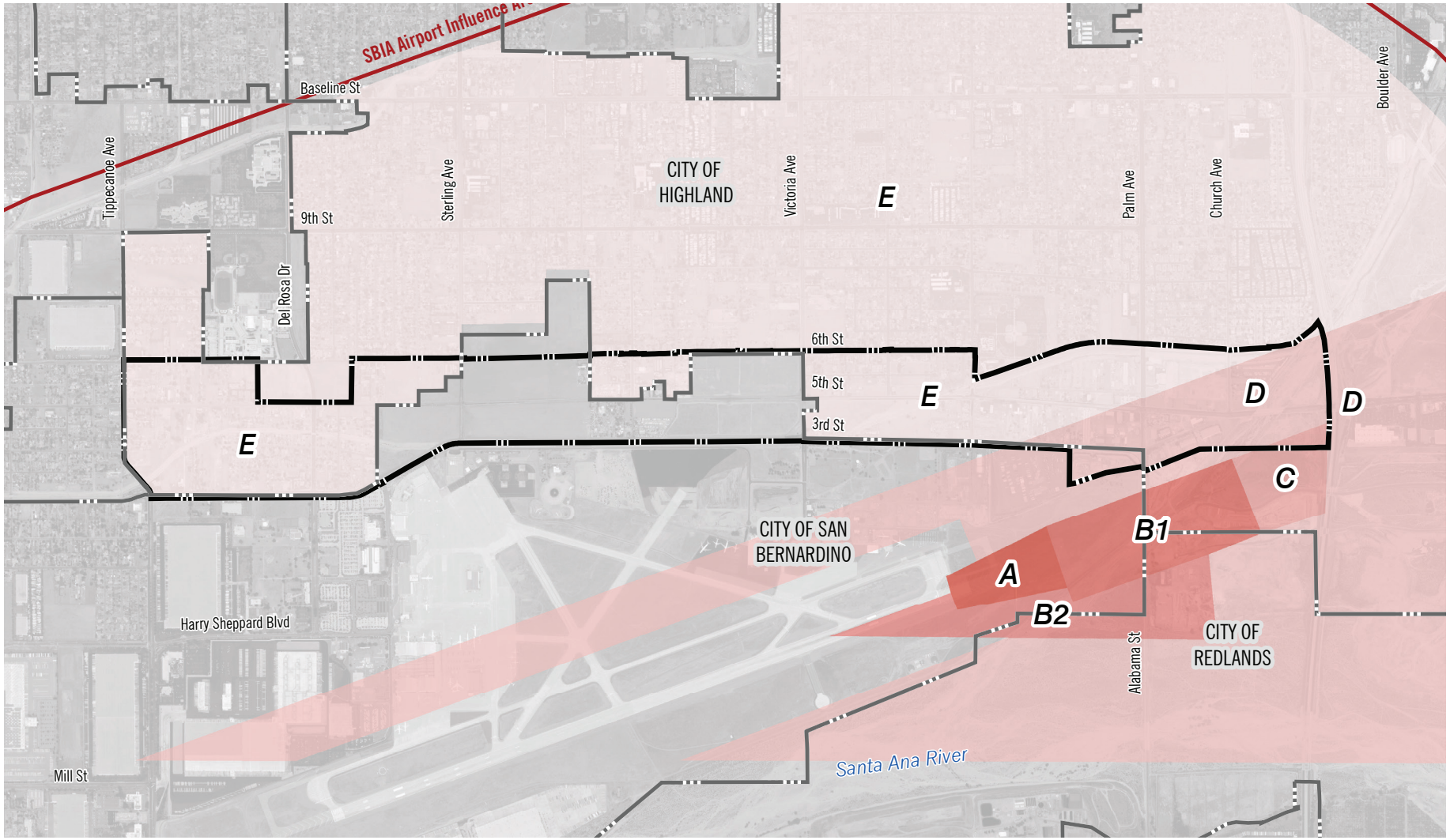
A small area of the eastern portion of the Plan area (surrounding Palm Ave) is designated by the City of Highland as Airport Overlay Zone D—Traffic Pattern Zone. Zone D poses few constraints and permits all land uses that do not present safety-related conditions. It does not designate any uses as incompatible, however major assembly uses and the storage of bulk hazardous materials require conditional permitting.

Areas designated as Zone E pose a negligible risk and have minimal constraints. A detailed description of conditional land uses can be found in the City of Highland Municipal Code, Section 16.40.410. See Figure 3.3, *Airport Overlay Zone for airport overlay zones.*

FLOOD

The City Creek Floodway is within a FEMA 100-year flood zone and in the event of severe storms and flooding, the adjacent parcels may be adversely impacted (see Figure 3.4, *Flood Hazards*). Onsite water capture and changes to the size and configuration of storm drains may be necessary to protect future development sites and encourage desired development types. Portions of the floodway between Victoria Avenue and I-210 are considered vital for recharge and may require more attention than the floodway in the western portion of the Plan Area.

FIGURE 3.3 AIRPORT ZONES



Source: City of Highland

City Boundaries
Plan Area Boundary
SBIA Airport Influence Area

City of Highland Airport Overlay Zones

A - Runway Protection Zone - Very High Risk Level
B1 - Departure/Inner Safety Zone - High Risk Level
B2 - Inner Turning Zone - Moderate Risk Level
C - Outer Safety Zone - Moderate Risk Level
D - Traffic Pattern Zone - Low Risk Level
E - Airport Infulence Zone - Negligible Risk Level

0 0.25 0.5 Miles

N

CIRCULATION

The Plan Area's transportation network is primarily auto-oriented with truck routes along major roadways. The area has limited regional bus service, however Metrolink and Amtrak train stations are located less than five miles west of the Plan Area and have the potential to increase regional connectivity and support anticipated job growth within the Plan Area. The cities of Highland and San Bernardino have plans to develop bike routes and the City of Highland is working to improve pedestrian conditions by expanding its Safe Routes to School program.

INFRASTRUCTURE

Stormwater, sewer, and water systems serving the Plan Area are currently operating without any major deficiencies. Chapter 7, *Infrastructure and Phasing*, provides an analysis of the existing and future needs of these systems.

3.1.3 RELATIONSHIP TO OTHER RELEVANT PLANS AND PROGRAMS

The Airport Gateway Specific Plan was prepared to provide a critical link between the intent of the proposed land uses in the cities respective General Plans, the various planning efforts in the surrounding jurisdictions, and overlay districts. The following is a list of regulatory tools and planning documents that currently govern development of the area in addition to the Specific Plan (see Figure 3.5, *Relevant Plans & Programs*). These tools and planning documents were reviewed and taken into consideration to inspire a unified vision of development for the AGSP, including seamless policies and plans that do not conflict with the surrounding form and character.

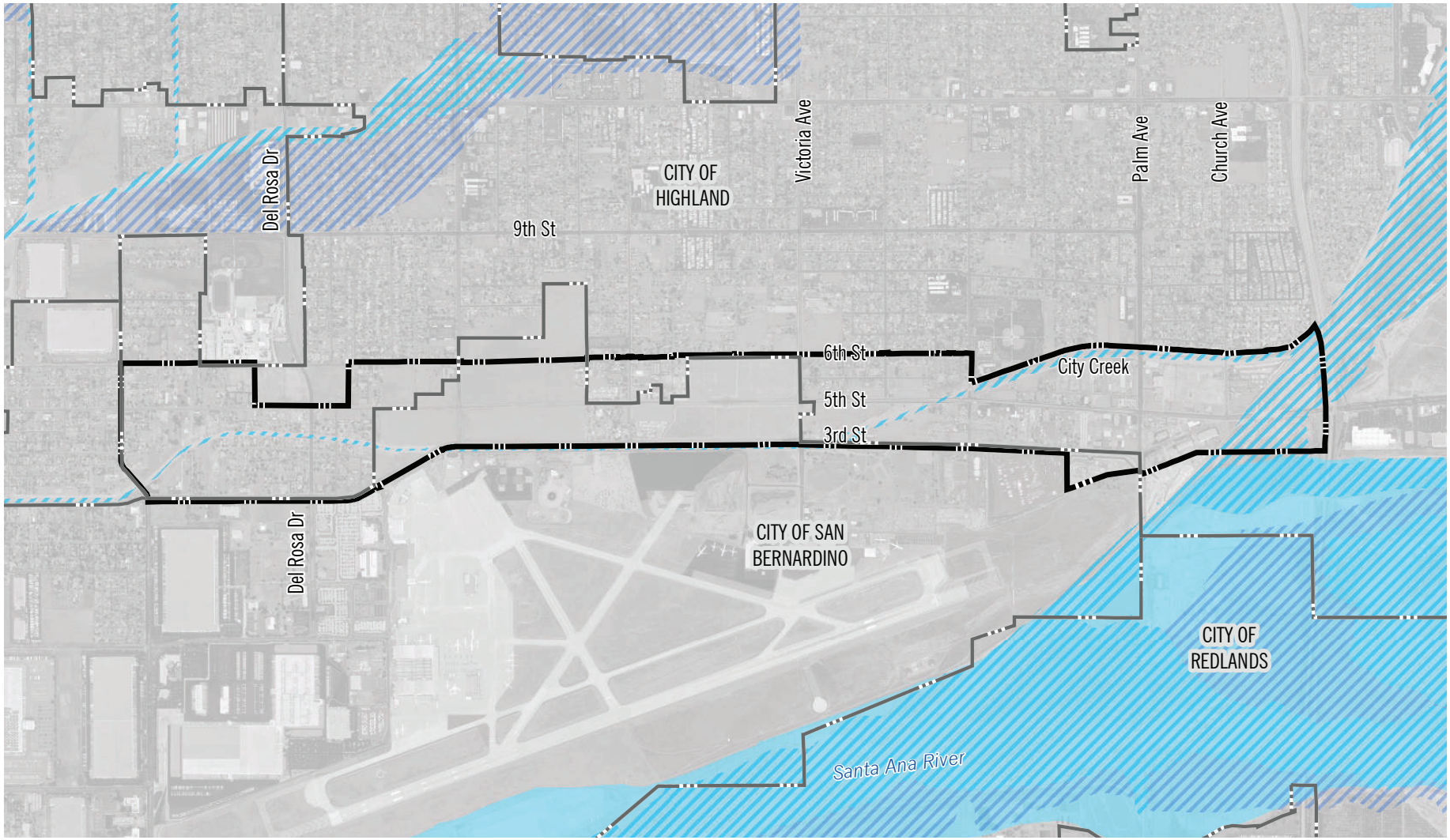
CITY OF SAN BERNARDINO

San Bernardino Alliance California Specific Plan: The San Bernardino Alliance California (SBAC) Specific Plan was developed in 2007 to facilitate the transition of the non-airport portion of the former Norton Air Force Base from a single-purpose military use to a multi-use commercial/industrial center. The plan consists of three non-contiguous sites with six land use districts.

The primary goal of the SBAC Specific Plan is to facilitate and stimulate economic development and revitalization by encouraging business development and providing a broad mix of commercial, office, and industrial development opportunities. Two of the land use districts are adjacent to the Airport Gateway Specific Plan area are detailed below.

- **Northgate District:** Southwest of the Plan Area, the Northgate District is intended to accommodate a wide variety of research and development related uses including but not limited to, manufacturing, light industrial, neighborhood commercial, and office. By combining these land uses, the Northgate District encourages business park and campus developments that support aesthetically pleasing and safe pedestrian connectivity. This area has primarily developed into an industrial area that is compatible to the distribution and industrial character envisioned within the Plan Area.
- **Third Street District:** The Third Street District is intended to accommodate large industrial facilities, including manufacturing, assembly, and distribution centers as well as aircraft sales and service centers. Facilities in this District should support "through-

FIGURE 3.4 FLOOD HAZARDS



Source: FEMA, SANBAG

City Boundaries

Plan Area Boundary

Flood Zone

100-Year FEMA Flood (1% Annual Chance Flood Hazard)

Flood Zone, Zone Subtype

500-Year FEMA Flood (0.2% Annual Chance Flood Hazard)

Dam Inundation Areas

0 0.25 0.5 Miles

N

the-fence operations" for businesses seeking direct access to cargo loading. As this is built out, the number of vehicles accessing 3rd Street at Victoria Avenue will increase and impact east-west access on 3rd Street.

SBIA and Trade Center Strategic Area: The City of San Bernardino General Plan established 14 Strategic Areas to guide desired land use patterns and standards. One of these areas is the San Bernardino International Airport and Trade Center Strategic Area which emphasizes the opportunity to develop business- and aviation-oriented uses that can benefit from the proximity of the airport. Key strategies include creating a Fast Track permitting process for businesses seeking to locate within the Strategic Area and collaborating with local residents to relocate residential properties away from industrial developments.

CITY OF HIGHLAND

City of Highland General Plan: The City of Highland General Plan provides several tools aimed to establish goals and policies that support ongoing neighborhood and capital improvement programs throughout the City. Those tools which impact the Plan Area are summarized below.

- **5th Street Corridor Community Policy Area:** The 5th Street Corridor Community Policy Area was developed in response to increased industrial land development and the movement of working-class jobs into the surrounding region. To take advantage of the increased demand, the primary goal of this Policy Area is to transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.
- **Victoria Avenue Corridor Community Policy Area:** The Victoria Avenue Corridor Community Policy Area was identified as the primary entryway to the San Bernardino International Airport from I-210. The intention of this Policy Area is to enhance mobility and growth opportunities along the corridor by consolidating access points and developing a major business park along Victoria Avenue within the Plan Area.

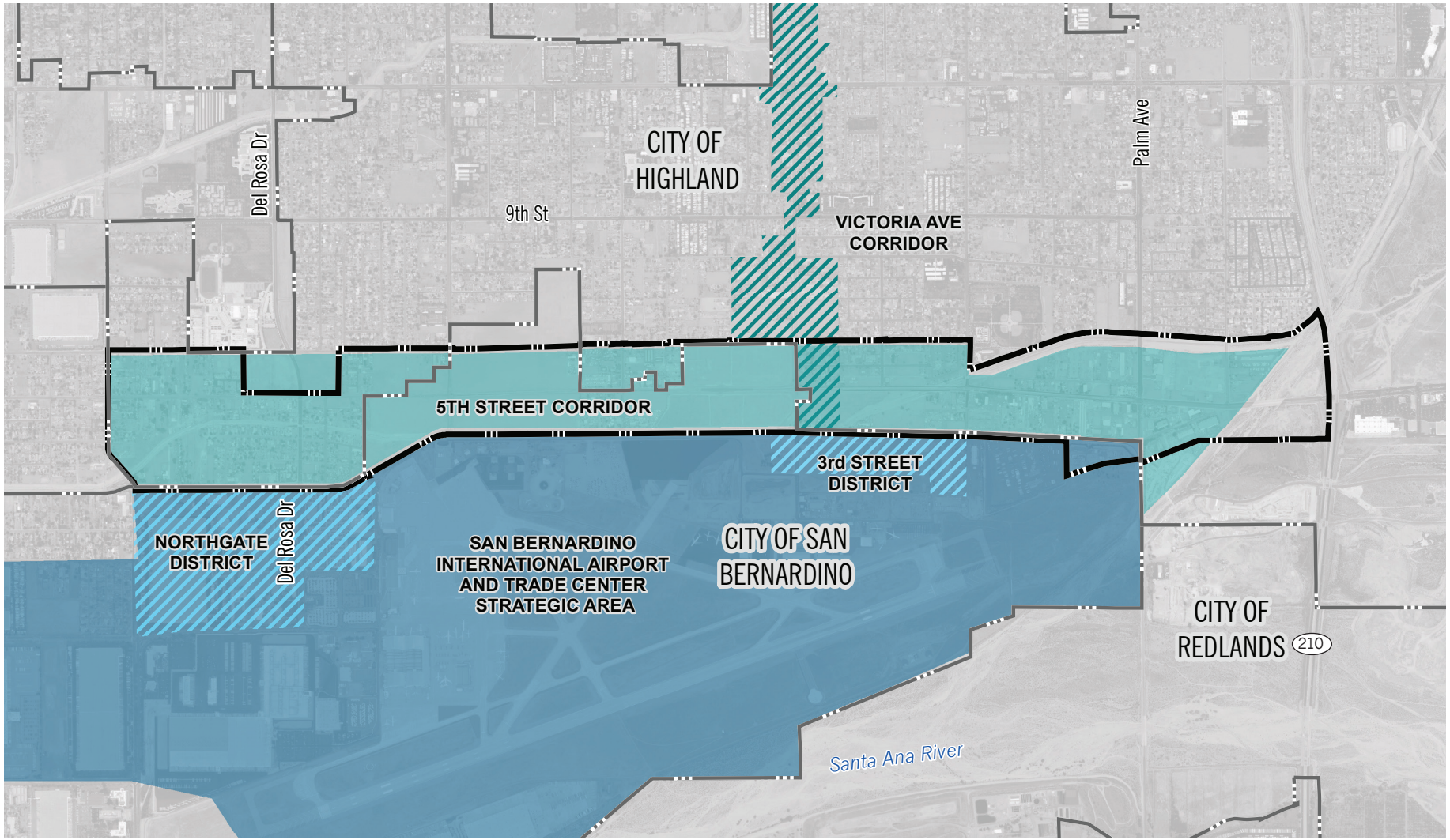
3.1.4 COMMUNITY STRUCTURE

The community structure of an area is comprised of gateways, block and parcel configurations, and streetscape characteristics. These elements provide a framework for understanding the current character and conditions, and help inform the feasibility of the Specific Plan's vision and goals.

GATEWAYS

Gateways are arrival points into a project area that are often identified by notable signage, a change in building scale or character, or changes in land use. Although the Plan Area does not currently have significant monuments to identify notable gateways, the Plan Area presents some natural gateways that already serve as active points of entry. Figure 3.6, *Existing Blocks, Parcels, and Gateways*, identifies seven gateways that generally serve as the primary entry points into the Plan Area connecting surrounding residential and business communities to the Specific Plan uses. This Specific Plan will build on these existing gateways to improve the image of the Plan Area as a whole, providing an elevated and unified appearance through infrastructure, signage, landscaping, and other aesthetic improvements that should be implemented consistently across

FIGURE 3.5 RELEVANT PLANS AND PROGRAMS



Source: City of Highland, City of San Bernardino

City Boundaries

Plan Area Boundary

San Bernardino

San Bernardino Alliance California Specific Plan

General Plan Strategic Areas

San Bernardino International Airport and Trade Center Strategic Area

City of Highland

General Plan Community Policy Area

5th Street Corridor

Victoria Ave. Corridor

0 0.25 0.5 Miles

N

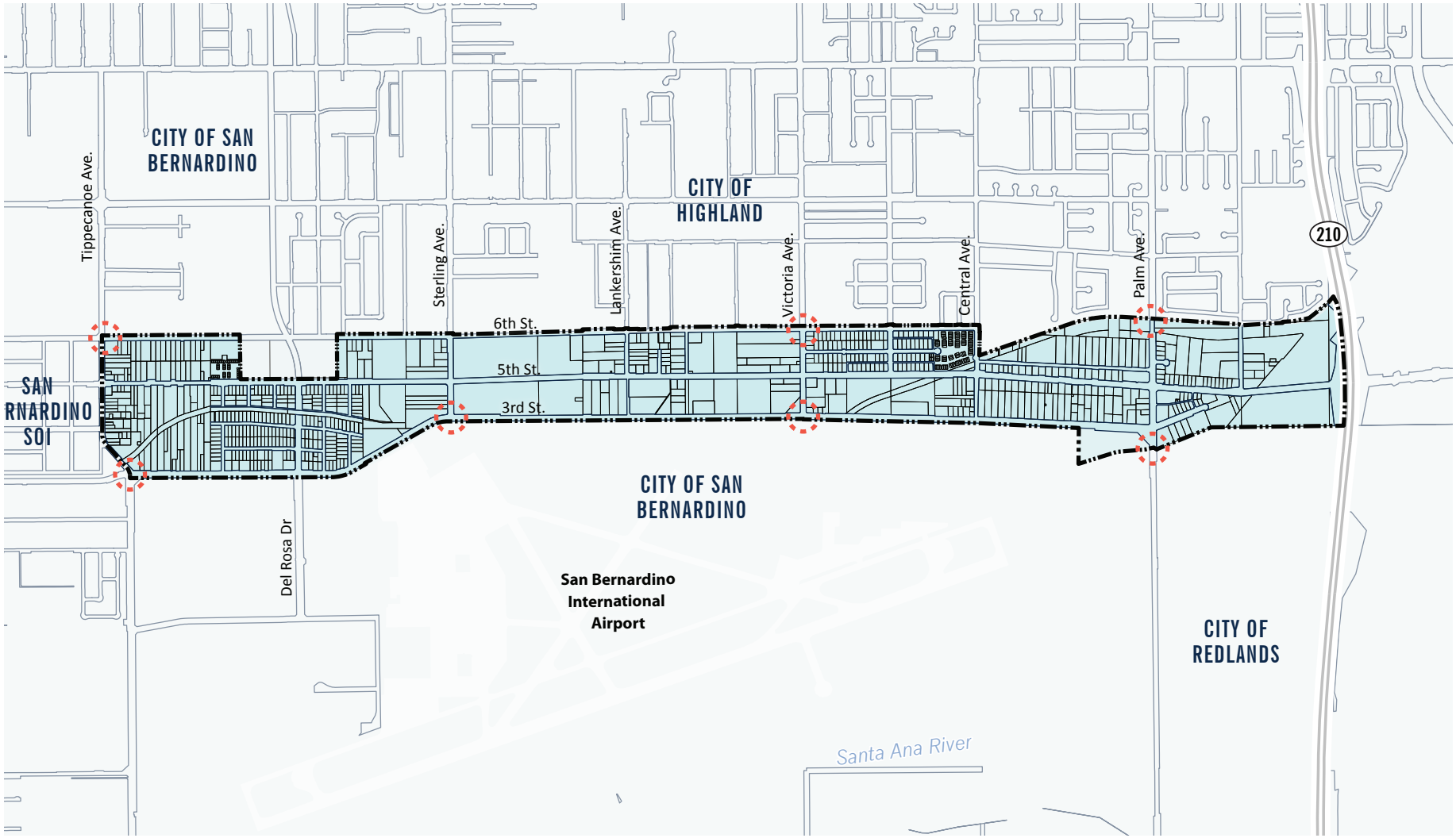
Specially designed monument signage that is consistent with the Airport Gateway Specific Plan theme can establish the gateways into the Plan Area and create a sense of arrival into the district. This monument sign on the west side of the airport on Tippecanoe Avenue is a good example of a primary gateway landmark feature. Gateways are discussed in further detail in Chapter 5, Design Guidelines and Standards, and Figure 5.1, Gateways and Special Treatment Edges.

jurisdictional boundaries. Recommended gateway enhancements can be found in Chapter 5, *Design Guidelines and Standards*.

CORRIDORS

Corridors are the foundation for the AGSP and serve to provide connectivity from I-210 to the San Bernardino International Airport and surrounding businesses and communities. Primary corridors within the Plan Area include 3rd Street which serves as the southernmost Plan Area boundary, 6th Street which is the northernmost boundary, and 5th Street which acts as a spine and runs directly through the middle (from east to west) of the Plan Area. It provides direct access to I-210 and I-215 and connects north-south streets that serve residential neighborhoods and businesses. The physical condition of 5th Street is in average to poor condition, with varying widths of paving west of Central Avenue and east of Tippecanoe Avenue. Many portions of 5th Street are framed by vacant land on both sides of the street and the corridor lacks traffic signals and pedestrian walkways. From 5th Street, vehicles seeking access to the Airport or large-scale industrial sites southwest of the Plan Area must transition to 3rd Street where the roadway is wider and trucks have more space to maneuver.

FIGURE 3.6 EXISTING BLOCKS, PARCELS, AND GATEWAYS



Source: San Bernardino County, SCAG

Potential intersection for a future gateway along the Victoria Avenue corridor at the intersection of 6th Street.

The 3rd Street corridor is unique in that the southern side of the street borders the Airport and the northern side borders a range of land uses and undeveloped land. Due to the setback of the airport uses and vacant land prominent on the north side of the street, the 3rd Street corridor seems desolate and underserved. This corridor serves as a notable edge to the Plan Area and must be treated carefully to ensure that any improvements create a unified and visually cohesive environment between airport uses and AGSP uses.

The 6th Street corridor has less interface with undeveloped land than the other corridors and is located just south of residential communities, the community park and library, and Indian Springs High School. Despite the residential character, 6th Street also lacks adequate pedestrian walkways and safe crossings.

BLOCK CONFIGURATIONS

Streets and blocks are long-lasting design characteristics of a community (see Figure 3.6, *Existing Blocks, Parcels, and Gateways*). While buildings and land uses often change, the platting pattern of a community may remain unchanged over the centuries. Blocks and streets can be thought of as the "bones" of a community. As bones determine a person's height, stature, and looks, block and street patterns directly affect a community's form and the importance of key sites within it.

The study area has an interconnected street system comprised of three primary roadways running east to west, serving as frames and a backbone to the Plan Area. These roadways are intersected every 2,500-3,000 feet by secondary roadways running from the north and ending at 3rd Street (with the exception of Palm and Tippecanoe Avenues which extend further south). This road pattern creates large rectangular blocks with some irregular-shaped blocks east of Palm Avenue and west of Sterling Avenue. The average block is approximately 650 feet deep and varies in width. Lots in the western portion of the Plan Area are significantly deeper (approximately 1,350 feet), as 3rd Street shifts further south, west of Sterling Avenue.

The residential areas typically contain small local streets which divide the large blocks into shallow blocks that are about half (approximately 350 feet) as deep as the more typical blocks. The existing grid pattern allows for efficient circulation but creates narrow corridors that can only accommodate small-scale development.

The City Creek floodway which primarily runs along 3rd Street shifts between Central Avenue and Palm Avenue on the eastern

portion of the Plan Area and again between Sterling Avenue and Tippecanoe Avenue on the western end. Similar to the local street patterns, the shift in the floodway cuts through blocks and inhibits the full potential of the deeper configuration provided by the 3rd Street shift. The orientation of the floodway also creates odd shaped parcels, dead-end streets, and limited pedestrian connectivity. To accommodate large-scale development, the AGSP has identified options for new roadway configurations and alignments including the potential realignment of 5th Street and the City Creek floodway (see Chapter 6, *Circulation*).

PARCEL CONFIGURATIONS

Although the existing vacant land generally provides a viable and attractive opportunity for new development, many of the parcels are extremely narrow and deep or small and densely clustered (see Figure 3.6, *Existing Blocks, Parcels, and Gateways*), presenting challenges to the types of structures that can be developed. The current configurations cannot accommodate large-scale industrial facilities or business parks with large footprints and the need for ample space for truck access and loading. The types of industrial uses that are thriving adjacent to the Plan Area, such as Mattel, Inc. and the Amazon Fulfillment Center, typically require a minimum lot depth of approximately 1,800 feet and width of 1,000 feet.

The irregularly drawn jurisdictional boundary between Highland/San Bernardino also creates challenges to creating larger footprint buildings because in some areas lot size is limited by boundary lines.

The boundary is especially irregular between Victoria Avenue and (just west of) Sterling Avenue where the development of larger building footprints is limited in size resulting from the boundary. The parcels on the San Bernardino side of the boundary tend to be large and undeveloped whereas parcels in Highland are smaller and populated with residential, commercial, or small-scale industrial properties. These contrasting uses create a noticeable conflict of character and form.

Consolidation of lots (and in some cases, vacation of right-of-way along portions of 5th Street) could potentially occur to create lot sizes that are more desirable for the types of development the Plan Area is trying to attract (see Section 3.2, *Economic Market Conditions*). As a result, significant consolidation of lots is possible, but it is a potential constraint since the purchase and consolidation of several small properties needed to comprise parcels large enough to accommodate large-scale industrial uses will require a concerted and well-coordinated real estate acquisition effort. Without motivated sellers or appealing property values, consolidation may not come to fruition. It is up to individual developers or property owners to assemble sites, however the Cities of Highland and San Bernardino, as well as the IVDA may be able to assist in these efforts.

Lot consolidation would allow for the implementation of larger lot configurations and building footprints. New larger parcels and building footprints can only be accommodated in the blocks between Cunningham Street and Sterling Avenue if roadways are abandoned and blocks consolidated to incorporate the additional area.

3.2 Economic and Market Conditions

One of the objectives of the AGSP is to determine which new uses should be integrated into the plan to create development opportunities that revitalize the 3rd, 5th, and 6th Streets corridors into a thriving jobs center. An Economic and Market Analysis Technical Memorandum was prepared for the Plan Area to gain a general understanding of the market trends influencing the project area and how the trends would shape the recommendations in the Plan.

The market conditions analysis was used to understand the potential for new development in the area and to provide guidance regarding the types of uses the market would support and could sustain over time in this area. The assessment describes existing economic conditions, provides an understanding of the potential for new development in the area, and provides a mechanism to test whether the future development contemplated in the Plan is economically viable. The following is a summary of the findings from the memorandum.

INDUSTRIAL DEMAND

Growth and development in warehousing and distribution is and will continue to drive demand for industrial development in the Plan Area and throughout Southern California. Communities with adequate lot sizes and access to freeways, railways, and airports will be best positioned to capitalize on this demand. As described in Section 1, the Plan Area, located in close proximity to these transportation facilities, is well situated to attract and support warehousing and distribution facilities.

OFFICE DEMAND

Two sectors will primarily drive the demand for new office development in the market area: health care and social assistance, and professional, scientific, and technical services. Employment growth in health care and social assistance will primarily support development near existing concentrations of medical offices and Loma Linda hospital. Because the subregion surrounding the Plan Area has a surplus of vacant office space, demand for new office development is limited, especially over the short and mid-term.

RETAIL MARKET DEMAND

The Plan Area currently provides basic convenience goods to nearby residents and businesses. There are a limited number of retail stores and restaurants along the eastern and southwestern edges of the Plan Area, and most shoppers fulfill their retail needs in one of several regional shopping centers surrounding the Plan Area. The Inland Center and Citrus Plaza, both within a 10-minute drive of the Plan Area, provide over 2 million square feet of retail building space, and active retail corridors along Baseline Street and Highland Avenue provide shoppers with access to additional retail options.

Future retail growth in the region will likely continue to concentrate in and around existing retail centers and districts in Highland and along the I-10 corridor, places where consumers from the trade area already go for shopping, dining, entertainment, and medical services. Currently and over the next ten years, there is little to no market demand for new retail development in the Plan Area, except for small retail service areas that will cater to the daytime employment base at buildout.

3.3 Opportunities and Constraints

The following is a list of the opportunities and constraints that were the foundation for the project concepts, approaches, and decision considerations included in each chapter of this Specific Plan. Issues identified here are intended to provide a comprehensive picture of the items that must be resolved or implemented to achieve the AGSP vision.

OPPORTUNITIES

1. Proximity to an international airport and within close proximity to other major transportation facilities makes the plan area well situated to support warehousing and distribution facilities
2. At the time this document was prepared, there is virtually an unlimited demand for warehousing and a mid- to long-term demand for manufacturing
3. The 679-acre project area contains 223 acres of readily available undeveloped land to attract new development
4. Undeveloped parcels adjacent to residential edges help facilitate natural buffers and transitions to airport uses
5. Blank canvas to improve visual appeal and cohesion with the application of consistent design guidelines and enhanced landscaping treatments
6. Catalyst to provide development opportunities and implement the General Plan goals and policies for the cities of Highland and San Bernardino
7. Create economic value in underutilized areas of San Bernardino and Highland
8. Momentum generated from the success of industrial development within Alliance California Specific Plan can help attract investors into the plan area
9. City of Highland has begun some roadway repairs that set standards for continued infrastructure improvements
10. Improvements can incorporate thematic elements, such as signage, art, landscaped parkways and wayfinding to develop continuity in the area
11. City Creek floodway could feasibly be relocated or undergrounded to allow for block reconfiguration and lot consolidation
12. Planned Safe Routes to School improvements could encourage additional pedestrian improvements along 6th Street

CONSTRAINTS

1. To achieve the vision for the corridor as an industrial mixed use area, cities must rely on motivated sellers and favorable property values to prompt lot consolidation and redevelopment of existing residential uses located along Del Rosa Drive and north of 5th Street between Victoria and Central Avenues.
2. Blocks are wide but shallow and cannot accommodate large building footprints without street realignment or lot consolidation
3. Irregular city boundaries cut across blocks that could otherwise be consolidated to create larger parcels
4. The City Creek floodway bisects blocks and creates shallow lots
5. Existing small and narrow lots preclude the type of industrial development envisioned for the plan area
6. Parcel consolidation is possible but would require a well-coordinated real estate effort
7. Bikeways and designated truck routes are both permitted on 3rd Street and 5th Street, creating safety concerns and conflicts to traffic patterns
8. Lack of connectivity between 3rd Street and 5th Street prevents easy access to 3rd Street facilities and encourages heavier traffic along 5th Street
9. Planned roadway improvements, such as the addition of lanes on 3rd Street, cannot expand south into the airport property due to Federal Aviation Administration (FAA) limitations and must be accomodated by extending lanes north (if needed)
10. Costs for the realignment of roadways or floodway infrastructure that would be needed to create larger parcels may be prohibitive
11. Redevelopment of existing residential neighborhoods (in support of #1).

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CHAPTER 4.0

LAND USE & DEVELOPMENT STANDARDS

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CHAPTER 4.0
LAND USE & DEVELOPMENT STANDARDS

4.1 Overview

This chapter describes the intended future land use for the development area covered by the Specific Plan (Plan Area). The following designations, permitted uses, and development standards are provided to guide building form and site design as new development occurs. The area will likely be developed over an extended period, therefore, this Specific Plan has been tailored to respond to changing economic demands. The standards provided in this chapter are broad to provide flexibility in implementation, yet specific when necessary to provide sufficient direction to carry out the AGSP's vision and objectives. The AGSP

The Airport Gateway Specific Plan is envisioned to create opportunities for new businesses in proximity to the San Bernardino International Airport.

Transition of Residential to Industrial Uses in the AGSP

The AGSP planning area currently contains an estimated 760 residential units. As part of the implementation of the AGSP, these residential units would eventually be removed and replaced with the mix of industrial/business park uses proposed by the AGSP. As such, the proposed project would relocate the existing population within the planning area.

At present, of the residents within the AGSP planning area, 38 residents are located within the City of San Bernardino, while the majority (2,433 residents) reside in the City of Highland. As such, while the proposed project would result in the relocation of 2,471 persons, this action is not anticipated to result in direct or indirect population growth in the area.

As part of this project, a conceptual relocation plan for the 760 housing units has been prepared and outlines a reasonable manner by which the Cities of San Bernardino and Highland, IVDA, and the San Manuel Band of Mission Indians would facilitate the relocation of housing as developments are proposed. This plan is conceptual in nature and is intended to provide future developers developing land within the AGSP that contains existing occupied housing with an outline of the components required to be included in future relocation plans. The purpose of a relocation plan is ultimately to ensure that persons who reside within housing requiring demolition as a result of a given proposed development who would be displaced by project development are provided resources to facilitate each impacted household's relocation.

land plan promotes a range of opportunities envisioned for the airport-adjacent planning area.

4.2 Land Use Designations

The primary land use designation for the Plan Area is Mixed-Use Business Park. The Specific Plan is regulated by the application of three land use designations: Mixed-Use Business Park, Right-of-Way, and Floodway. Each designation is shown in Figure 4.1, *Land Use Plan,* and Table 4.1, *Buildout Summary,* provides the maximum buildout capacity for the Plan Area.

Mixed-Use Business Park (MU-BP)

The Mixed-Use Business Park designation is intended to regulate flexible development of economic- and employment-oriented uses that benefit from and compliment the nearby airport. The Plan Area allows for a mix of industrial, related office uses, especially technology-oriented business parks, and supporting retail and services to create an active corridor. General and innovative industrial uses are prioritized for the area. Primary uses are intended to promote jobs and include light industrial, warehousing, distribution, logistics, light manufacturing, and research and development functions. Secondary uses, such as commercial, retail and service businesses, including hospitality uses such as a hotel and conference center, are intended to support primary functions of the corridor. (Maximum floor area ratio 0.70).

Right-of-Way (ROW)

The Right-of-Way designation makes up public roads, including curbs, sidewalks and parkways, within the Plan Area. This designation emphasizes multi-modal connectivity, safety, and promotes a visually attractive interface between the built environment and roadway network.

Floodway (F)

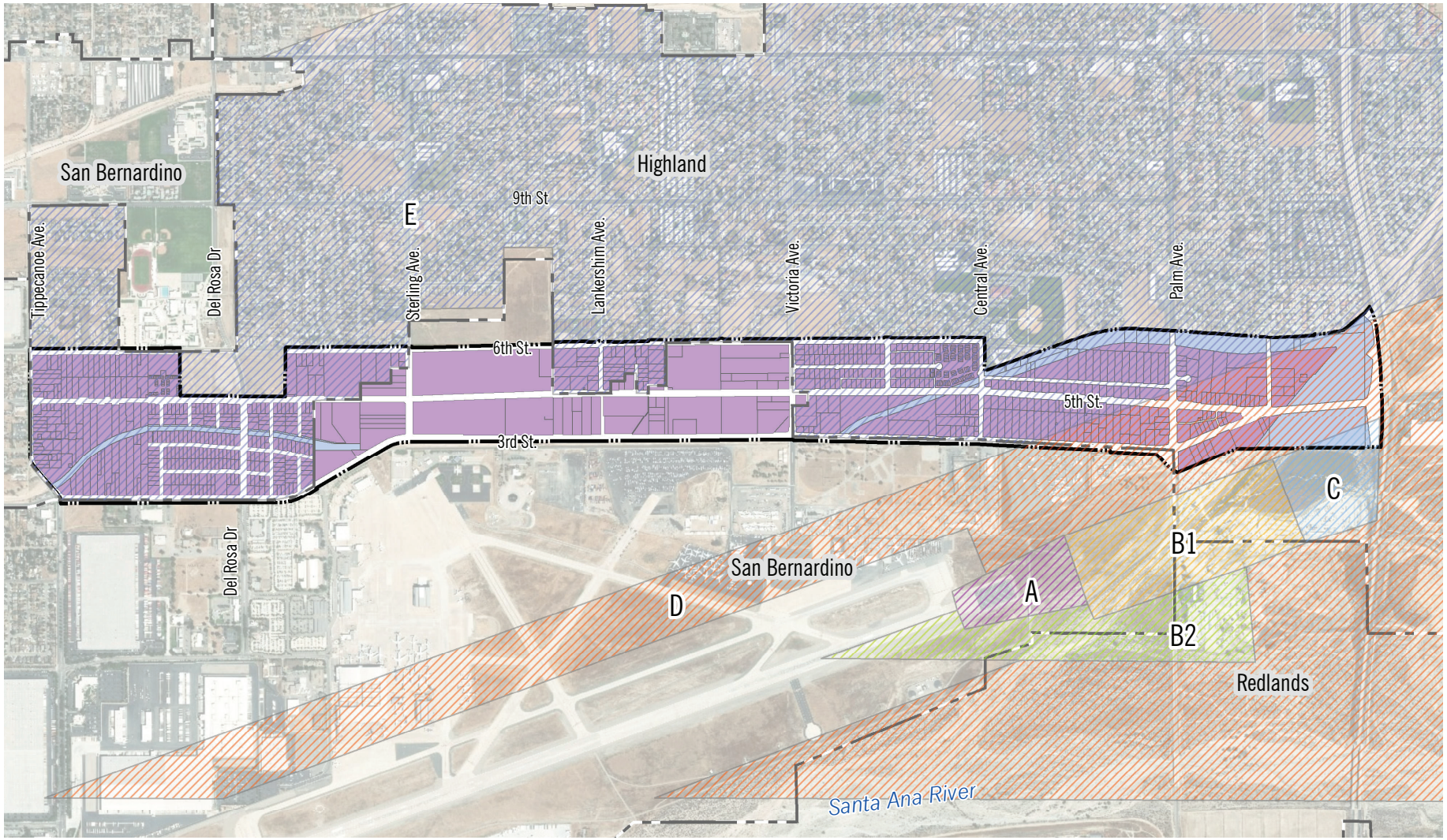
Designates floodway/flood control areas within the Plan Area. These areas allow for the continuation, maintenance, and expansion of natural or man-made flood control facilities.

Airport Overlay

Several industrial parcels in the east end of the AGSP are located within the City of Highland's Airport Overlay Zone (Airport Safety Zone D) as illustrated on Figure 4.1.

The airport overlay zone and safety provisions are established to provide greater safety to both aviators and the general public by establishing requirements for land use compatibility reviews within designated areas in close proximity to an airport or heliport. Evolving air transportation services

FIGURE 4.1 LAND USE PLAN



Source: PlaceWorks, 2018

Mixed-Use Business Park
Floodway
ROW
Plan Area Boundary
City Boundaries

Airport Safety Zones
A - Runway Protection Zone - Very High Risk Level
B1 - Departure/Inner Safety Zone - High Risk Level
B2 - Inner Turning Zone - Moderate Risk Level
C - Outer Safety Zone - Moderate Risk Level
D - Traffic Pattern Zone - Low Risk Level
E - Airport Influence Zone - Negligible Risk Level

0 0.25 0.5 Miles

N

in the City of San Bernardino can potentially complement economic growth in Highland and create competitive advantages for its businesses. However, the nature of airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent lands to ensure the safety of residents and passengers alike, and to guard Highland businesses and property owners to the greatest extent possible from the potential hazards that could be created by operations at the San Bernardino International Airport, especially by arriving and departing flights that fly over the southern portion of Highland.

In addition to the requirements of this Specific Plan, the parcels located in the airport overlay are also subject to the compatibility provisions of the Highland Municipal Code Section 16.40.410, *Airport Overlay Zone and Safety Compatibility*. The overlay zone may provide additional conditions or limitations on the types of uses that are permitted or prohibited and may specify additional design limitations (e.g. heights, allowable capacities or square footage) for the properties within the overlay.

Should the boundaries or requirements of the Airport Overlay areas change over time, the map and provisions adopted and codified by the City of Highland shall prevail.

Avigation Easements

Avigation easements may be required for new projects depending on their proximinty to the airport and shall be evaluated on a case by case basis. Development Permit checklists for projects within the Specific Plan boundaries shall include an evaluation by the IVDA for a potential need for an avigation easement.

TABLE 4.1 BUILDOUT SUMMARY

Land Use	Total Acres	Non-Residential Square Feet[3]	Hotel Rooms[4]
Mixed Use Business Park[1] (MU-BP)	468.29	9,271,255	150
Right-of-Way (ROW)[2]	141.05	0	0
Floodway (F)[2]	69.80	0	0
TOTAL	678.13	9,271,255	**150**

1. *A mix of industrial (and supporting) uses are permitted in the specific plan; the size and type of activity may vary substantially from one facility to another and may include manufacturing or warehousing, and may include office, research or associated functions. See Table 4.2, Permitted Uses, for a detailed list of permitted, conditionally permitted, and prohibited uses.*
2. *These designations are not considered development areas but have been included in the statistical summary to account for all acreage within the AGSP boundary.*
3. *For purposes of the analyses prepared as part of this specific plan and associated Environmental Impact Report, the following mix of uses were assumed in the Industrial Mixed Use designation: 15% industrial distribution/logistics (large scale), 70% general/light industrial and logistics (small scale), 13% Tech business park, and 2% commercial/retail/service uses. A range of floor area ratios (FARs) from 0.35 to 0.70 were applied to the assumed mix of uses to determine the maximum non-residential square footage for the specific plan area. This mix was assumed based upon current market demand (see Appendix A: Economic Opportunities Memorandum) but is not intended to serve as a limiting factor for the type and mix of development allowed. The cumulative total square footage of all projects in the AGSP area shall not exceed the maximum square footage allowed in this table and the associated roadway capacities planned for in Chapter 6, Mobility.*
4. *This statistical summary includes square footage for a hotel use, the maximum total number of rooms allowed is provided to guide future land use and development.*

4.3 Permitted Uses

Table 4.2 regulates the specific uses allowed by the AGSP. Regulation of allowable/prohibited uses for each land use activity are identified as follows:

- Permitted use (P): the primary use of a building or property that does not require discretionary approval
- Conditionally permitted use (C): requires discretionary action for the approval of a conditional use permit
- Prohibited use (X): identifies a use or activity that is not permitted
- Accessory use (A): a use that is incidental or secondary to the primary use of the land or building and is located on the same property
- Temporary use (T): a limited time use that may be permitted as a primary or accessory use of a property, requires issuance of a temporary use permit and/or a special event permit
- Any use not specifically listed in Table 4.2, *Permitted Uses*, shall be reviewed by the Community Development Director or designee for consistency with the Land Use Plan and intent of the AGSP vision

Submittal for new development adjacent to areas zoned for residential uses may require additional design review, site considerations, and/or conditions of approval. Uses with these requirements are denoted with a * in the 6th Street column of Table 4.2, *Permitted Uses*.

The approval process for each use type is provided in Chapter 8, *Administration, Implementation and Financing*.

TABLE 4.2 PERMITTED USES

LAND USE ACTIVITY	MU-BP	6TH ST *Requires Additional Design Considerations or Conditions of Approval	*P=PERMITTED C=CONDITIONALLY PERMITTED X=NOT PERMITTED T=TEMPORARY USE A=ACCESSORY*
AUTOMOTIVE, TRANSPORTATION, & PARKING			NOTES:
Automotive and light truck repair	P		
Fleet storage	T		
Automotive rental agencies	P		
Boat and camper repairs	P		
Bus, rail, tax, and ride share stations	P		
Car wash	C	*	Could condition these to keep the number of them down?
Commercial parking facilities (off site)	C		Could see this being a use if the airport was ever used for more than cargo but it seems to go against the vision for the area, could be temporary or a transition use?
Driving schools	A		
Fuel dealers	C		Fuel Dealer. A business that sells heating oil, propane and other fuels directly to end users. Business operations may include deliveries for fuel to customers. Fuel dealers are separate uses from automobile service stations.
Funeral Parlors/ mortuaries	X		
Gasoline Service Stations with or without ancillary commercial uses only at the intersections of major and secondary arterials, with or without alcoholic beverage sales	P		
Heliports/ helipads	C	*	
Impound Vehicle Storage Yards (with or without towing)	P	*	
Recreational vehicle storage (screening of outdoor storage required)	P		
Tire retreading and recapping	X		
Towing services	X		

LAND USE ACTIVITY	MU-BP	6TH ST *Requires Additional Design Considerations or Conditions of Approval	*P=PERMITTED* *C=CONDITIONALLY PERMITTED* *X=NOT PERMITTED* *T=TEMPORARY USE* *A=ACCESSORY*
Truck stops	X		
Truck wash	A		
Vehicle wrecking, salvage and storage	X		
AGRICULTURAL USES			NOTES:
Agricultural services, including soil preparation services, crop services, veterinary services, other animal services, farm labor and management services, and landscape and horticultural services, for others on a contract or fee basis. Excludes poultry hatcheries.	C		OSHA/Dept of labor defines businesses in this category as: Soil preparation services, Crop services, Vet services (livestock and animal specialties), Farm labor and management services (contract labor), Landscape and horticultural services (lawn, garden, shrub and tree services)
Packing houses	X		
ENTERTAINMENT / RECREATION			NOTES:
Adult Entertainment	C		
Athletic and health clubs (indoor)	C		
Auditoriums, convention halls, concert and performing art venues	C		
Banquet Hall	C		
Commercial recreational facilities (indoor) uses include, but are not limited to bowling alleys, billiard parlors, ice/roller skating rinks, indoor racquetball courts, indoor climbing facilities, soccer, and arcades.	C		
Winery or microbrewery tasting room	A		Accessory to a winery/brewery manufacturing or distribution facility.
INDUSTRIAL			NOTES:
Assembling, cleaning, processing, repairing or testing of products (except vehicle-related), excluding explosives, and welding conducted entirely within an enclosed structure	C	*	
Contractor's storage yards including the storage of equipment, materials and vehicles for construction industry contractors (screening of outdoor storage required)	P		

LAND USE ACTIVITY	MU-BP	6TH ST *Requires Additional Design Considerations or Conditions of Approval	*P=PERMITTED* *C=CONDITIONALLY PERMITTED* *X=NOT PERMITTED* *T=TEMPORARY USE* *A=ACCESSORY*
Manufacturing or fabrication of products from parts already in processed form that do not create smoke, gas, odor, dust, sound, or other objectionable influences to surrounding uses. Uses include, but are not limited to furniture manufacturing and cabinet shops, laundry and dry cleaning plants, bottling plants, sign fabrication, printing/ publishing, and food and beverage manufacturing, and similar	P	*	
Manufacturing or fabrication of products from unprocessed materials. Uses include, but are not limited to metal and plastic processing, pharmaceuticals, cosmetics, and similar	C		
Outdoor storage	P	*	Subject to applicable screening requirements as identified in Chapter 5, *Design Guidelines*.
Finishing and maintenance shops including but not limited to powder coating, sign painting, and similar	X		
Warehousing, including distribution and logistic facilities loading/ unloading and storage areas	P	*	Subject to applicable screening requirements as identified in Chapter 5, *Design Guidelines*.
INSTITUTIONAL & RELIGIOUS FACILITIES			NOTES:
Churches	P		
Vocational educational institutions (public or private)	C		
Educational service, including childcare facilities	A		Accessory to a corporate headquarters or business complex, providing on-site childcare for employees.
Membership organizations, including meeting halls, clubs, and fraternal lodges	C		
Other religious facilities	P		
Political or philanthropic headquarters	P		
OFFICE, PROFESSIONAL & SERVICES			NOTES:
Office-professional, clerical, administrative, and executive as well as other related uses (architects, engineers, software developers, real estate, attorneys, accountants, travel agencies, etc.). Includes shared work spaces (i.e. we work)	P		

LAND USE ACTIVITY	MU-BP	6TH ST *Requires Additional Design Considerations or Conditions of Approval	*P=PERMITTED C=CONDITIONALLY PERMITTED X=NOT PERMITTED T=TEMPORARY USE A=ACCESSORY*
Office- medical, dental, or veterinary	P		Allow animal boarding facilities?
Office- research and development (not including laboratories)	P		
Clerical and professional offices (incidental to primary use)	A		Accessory to a warehouse, distribution center, or industrial use.
Financial/mortgage services and institutions	C		Could be accessory to a real estate or other professional office but don't want to encourage banks in this area.
Insurance services	P		
Laboratories: chemical, dental, electrical, optical, mechanical, and medical	X		
Tech Park/ Business Park	P		
PUBLIC & SEMI-PUBLIC			NOTES:
Ambulance services	C	*	
Fire and police facilities	P	*	
Hospital	X		
Library	X		
Public administration buildings	P		
Public works maintenance yard	P		
Public utility services offices	P		
Public utility uses, distribution and transmission substations and communication equipment structures	C	*	
Recycling facilities: large collection facilities and processing facilities	X		Consistent with/refer to HMC 16.44.170
Social Service Centers	X		
RETAIL & COMMERCIAL			NOTES:
Appliance repair	P		
Art supply, glass shops, and similar	C		
Banks, savings and loans, credit unions	X		

LAND USE ACTIVITY	MU-BP	6TH ST *Requires Additional Design Considerations or Conditions of Approval	*P=PERMITTED C=CONDITIONALLY PERMITTED X=NOT PERMITTED T=TEMPORARY USE A=ACCESSORY*
Carpenter and cabinet shops	P		
Convenience market	P		
Electronic Sales electrical and related parts; electrical appliances, motors, and devices; radio, television, computers, etc.	P		
Florist shop	P		
Furniture stores (including repair and upholstery)	P		
Hotels	C		
Janitorial services and supplies	P		
Laundry pickup and delivery services	P		
Locksmith shops	X		
Motels	X		
Newspaper and magazine shops	P		
Office and business machine service and repair	A		
Outdoor contractor's, lumber, and rental yards with storage areas for building supplies	X		
Personal Services	A		
Personal storage including self-service mini-storage	P		
Pharmacy	X		
Plumbing shops and supplies	X		
Printer/Graphic Reproduction (blueprinting, photocopying, printing shops and the like)	P		
Postal and shipping services	P		
Swap Meets	P	*	
Swimming pool and spa sales	P		
Swimming pool supply and cleaning services	P		
Tailor shops	X		

LAND USE ACTIVITY	MU-BP	6TH ST *Requires Additional Design Considerations or Conditions of Approval	*P=PERMITTED* *C=CONDITIONALLY PERMITTED* *X=NOT PERMITTED* *T=TEMPORARY USE* *A=ACCESSORY*
Vending machine service and repair	X		
Weight reduction center	X		
WHOLESALE			NOTES:
Lumbar yard, textiles and fabrics, flowers and floral supplies, and similar with sales to a trade group or registered professionals	P		
RESIDENTIAL			NOTES:
Dwelling unit for a full-time security guard and family	A		
Emergency Shelters	P		
Mobile Home Dealers (sales and service)	X		
Single-Family Residential	X		
RESTAURANTS			NOTES:
Bakery shops and cafe	P		
Restaurant drive-through	A/C		
Restaurant without and with alcoholic beverage sales and/or entertainment	P/C		Restaurants with alcoholic beverage sales require a CUP
MISCELLANEOUS			NOTES:
Antennas, satellite and vertical	C	*	
Auction house	X		
ATM	P		
Bakery/food preparation	P		
Billboards	X		
Communication and telecommunication facilities (radio and television, not including wireless telecommunication facilities)	C	*	
Crematory	X		
Exterminators	P	*	
Kennels and catteries	X		

LAND USE ACTIVITY	MU-BP	6TH ST *Requires Additional Design Considerations or Conditions of Approval	*P=PERMITTED* *C=CONDITIONALLY PERMITTED* *X=NOT PERMITTED* *T=TEMPORARY USE* *A=ACCESSORY*
Minor and major wireless telecommunication facility	C	*	
Mining/extraction, including aggregate, coal, gas, metal and oil	X		
Minor Wireless telecommunication facility	A	*	Must be stealth or screened from view from residential or public uses fronting 6th street.
Outdoor horticultural nurseries	X		
TEMPORARY USES			NOTES:
Farmers market	T		Subject to Chapter 10.5,Division 17 of the State of California Food and Agricultural Code
Fireworks stands	X		
Flea market/swap meet	X		
Food carts	X		
Food trucks	T	*	
For the City of Highland refer to HMC Section 16.08.120 for regulation of temporary occupancy permits. *For the City of San Bernardino refer to SBMC Chapter 16.70 for regulation of temporary use permits*			

TABLE 4.3 GENERAL STANDARDS

	Industrial and Distribution Uses	Tech Business/ Office Park Uses	Commercial/ Hotel Uses
Minimum Lot Size	1 acre	20,000 sq.ft.	10,000 sq. ft.
Maximum Floor Area Ratio	0.75	0.75	0.50
Maximum Lot Coverage	60%	60%	60%
Maximum Height [1]	40 feet	40 feet	30'feet [2]

Notes

1: All maximum building heights are subject to limitations imposed by the San Bernardino International Airport Land Use Compatibility Plan for the for the various airport safety areas/zones, including runway safety area, object free area, obstacle free zone, and runway protection zone.

2: Hotel uses may have a maximum building height of 60 feet if located south of 5th Street.

4.4 Development Standards

This section provides site development standards that govern development in all areas of the Plan Area. The development standards shall apply to all development projects and activities accommodated by the Specific Plan. In addition to the development standards in this section, Chapter 5, *Design Standards and Guidelines* shall apply to projects and includes topics such as:

- Building Orientation
- Parking, Loading and Storage
- Walls, Fences and Screening
- Building Form, Mass and Scale
- Landscape Standards and Guidelines
- Streetscapes and Parkways
- On-site signage
- Lighting
- Sustainable Design and Green Measures

The provisions of the AGSP shall prevail over the zoning standards provided in the development codes for Highland and San Bernardino. Where the Specific Plan is silent, the code sections from each respective city shall apply.

4.4.1 GENERAL STANDARDS

Projects within the AGSP shall meet the minimum standards set forth in Table 4.3, *General Standards* for the following:

- Minimum lot size
- Maximum Floor Area Ratio
- Maximum lot coverage
- Maximum height

4.4.2 BUILDING SETBACKS

- Building setbacks from streets, parcel lines, other buildings and internal circulation shall adhere to the standards provided in Table 4.4, *Setback Requirements*.
- Project applicants/developers shall be responsible for project impacts on adjacent rights-of-way and constructing street segments (and necessary improvements) to match street cross sections provided in Chapter 6, *Mobility*.

4.4.3 OTHER USE CONSIDERATIONS

Retail Sales Incidental to an Industrial Use

Retail sales and service incidental to a principally permitted use are allowable provided that the following standards are met:

TABLE 4.4 SETBACK REQUIREMENTS

Category	Industrial and Distribution		Tech Business/ Office Park		Commercial/Hotel	
	Landscape Setback	Building Setbacks	Landscape Setback	Building Setbacks	Landscape Setback	Building Setbacks
5th Street (1)	20′	80′	20′	20′	15′	15′
6th Street (1)	30′	80′	30′	60′	20′	40′
3rd Street (1)	20′	50′	20′	20′	15′	15′
Tippecanoe (1)	20′	80′	20′	60′	20′	40′
Del Rosa Dr (1)	20′	80′	20′	20′	15′	15′
Victoria Ave (1)	20′	80′	20′	20′	15′	15′
Collectors (1)	20′	50′	20′	20′	15′	15′
Local Streets (1)	10′	25′	10′	20′	5′	15′
Side (adjacent local street) (1)	10′	25′	10′	20′	5′	15′
Side (interior)	0′	10′	0′	10′	0′	10′
Rear	0′	10′	0′	10′	0′	10′
Building to Building	0′	30′	0′	30′	0′	20′

Notes

1: Setbacks shall measured be from back of sidewalk as illustrated in Section 5.7.2 Roadway Adjacent Landscaping and Figures 6.1 through 6.4 of Chapter 6, *Mobility*.

a. The operations are contained within the main structure which houses the primary use;

b. Retail sales occupy no more than 15% of the total building square footage;

c. No retail sales or display of merchandise occur(s) outside the structure(s); and

d. All products offered for retail sales on the site are manufactured, warehoused, or assembled on the premises.

4.4.4 STREETSCAPES

Streetscapes visually tie the various land uses and amenities of the Plan Area together using elements such as landscaping, signage, street furniture, lighting, and sidewalks. Streetscape requirements (minimum widths, planting requirements, etc) illustrations are provided in Figures 6.1 through 6.4 in Chapter 6, *Mobility* and requirements for streetscape and Section 5.8.2, *Roadway Adjacent Landscaping* and Section 5.8.3, *Entries, Key Intersections and Streetscapes*. Setbacks are measured from the back of sidewalk as illustrated in these sections.

4.4.5 ON-SITE LANDSCAPE REQUIREMENTS

- A minimum of 15% of the gross parcel must be landscaped.
- Informal groupings of ornamental trees, shrubs, and vines shall be planted between sidewalks and walls to soften their appearance.

4.4.6 PARKING

- Minimum parking for commercial, hotel and industrial uses shall be provided in accordance with parking standards as specified in the City of San Bernardino Development Code, Chapter 19.14 *Off-Street Parking Standards* and Chapter 16.52, *Off-Street Parking Standards* of the Highland Municipal Code.
- Shared, bundled, or pooled parking, off-site parking, or valet parking plans are permitted within the AGSP subject to approval by the respective jurisdictions.
- Electric vehicle charging facilities are required and must comply with the provisions of the jurisdiction of the property in which it is located.
- Minimum bicycle parking for nonresidential uses shall be provided at a rate of X spaces per XXX square feet of space. Bicycle parking shall be located near office entrances with good visibility, and shall provide racks or other features to secure them.

4.4.7 SIGNAGE

Because of their high visibility, signs are prominent elements of the physical environment that can help navigate people through the Plan Area. Interesting sign designs can contribute to the unique character of this area by creating a sense of place. All signs in the AGSP will also be subject to the City of San Bernardino Sign Regulations (Chapter 19.22 of the Development Code) and City of Highland by Chapter 16.56 of the Highland Municipal Code.

Prohibited Signs:

- Advertising signs, such as billboards.
- Pole-signs.
- Rooftop signs.

Addresses

- Street addresses shall be included on all freestanding signs with minimum six (6) inch numerals.
- Street address numerals should also be located on building facades so that they are easily seen from the street.

Business Sign Design and Content

- Utilize an icon or graphic in street signage to allow visitors of the AGSP to easily identify when they have entered or exited the project area.
- Minimize the amount of text used in signage to prevent a cluttered look along the streetscape.
- Signs shall integrate a unifying theme of the industrial and business park into their design, which could include aviation-related accents.
- All signs must be uniform in design, color, lettering style, size, and placement.
- Signage shall be restricted to listing the tenant(s) only and may either be wall mounted or freestanding. There shall be no exposed fasteners. All edges are to be ground smooth.
- Additional provisions regarding the design of on-site signs can also be found in Chapter 5, *Design Standards and Guidelines*.

Number of Signs Permitted

Industrial or Business Park Uses:

- **Building Mounted Signs:** One sign for each 1,000 square feet of building elevation adjacent to or clearly visible from a key street or one sign for each elevation facing a key street, whichever is greater.
- **Monument Identity Sign:** One for each driveway, up to a maximum of four signs.

Commercial or Hospitality Uses:

- Shall follow the respective city's development code requirements.

On Site Directional Signage

- Permitted within a required setback to provide directions to automobiles, trucks, pedestrians, or other vehicles.
- One (1) on-site directional sign is permitted for each entry.
- Sign content shall be limited to direction only; advertising is not permitted.
- Signs shall have a clear matte polyurethane coating.

Real Estate Signs

- Real estate signs shall have a maximum sign area of 32 square feet and a maximum height of 8 feet.
- Real estate signs shall be removed upon the sale, lease, or rental of property.

4.4.8 PUBLIC ART

An investment in public art throughout the AGSP will create an image of high quality and attention to detail.

Public art should be distributed throughout the project area to unify the industrial businesses and to make pedestrian pathways and streetscapes visually interesting and appealing.

New commercial or industrial development having total project costs of $300,000 or more as determined by the City 's valuation of building permits issued for the development should be subject to the artwork in public places requirement. This requirement shall also apply to expansion of existing buildings, remodeling of existing buildings, or tenant improvements to existing buildings, when any such work has a building permit valuation of $300,000 or more. The value of land is excluded from this requirement. The artwork in public places requirement should not apply to reconstruction of structures that have been damaged by fire, flood, wind, earthquake or other disaster.

- The art allocation should be utilized for one art piece for each project. The developer may not divide the amount and purchase several works for the same project, except as individually agreed upon in development contracts with the City for large and/or phased projects.
- The artwork should be easily visible by the general public and located in an area specifically designated on the approved building plans. Appropriate locations may include entryways, greenbelts, and building exteriors.
- Installation of the artwork shall be planned and implemented to enhance the piece and allow for unobstructed public viewing from as many angles as possible.
- The artwork should be constructed of permanent materials requiring a low level of maintenance. Durability and weather resistance should be evaluated during artwork selection and the continued maintenance of the artwork shall be the responsibility of the owner. In accordance with California State Law 987, it is suggested that artists should be given the first right of refusal on repair of the artwork whenever repairs are necessary.

CHAPTER 5.0

DESIGN STANDARDS & GUIDELINES

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CHAPTER 5.0 DESIGN STANDARDS & GUIDELINES

5.1 Purpose

Design will play a prominent role in implementing the vision for the Plan Area. Site design, building orientation and details, architectural character, color and material selection, lighting, landscaping, and signage all contribute to the character and image of the area. This chapter presents context-sensitive solutions—guidelines that take into account both function and community context—to create an identity for the Plan Area.

The design standards and guidelines provide direction to create a cohesive physical environment, promote quality design, and reinforce the vision for the Plan Area as a high quality technology and employment corridor. The design standards and guidelines are intended to provide predictability in shaping the physical future yet are flexible to encourage creative design.

Special monument sign features should be considered at primary gateway entrances or medians into the Plan Area. The signage serves to demarcate the area as a special jobs-generating district in the Plan Area.

Unique signage and intentional building orientation create a gateway at this corner project entry.

5.1.1 APPLICABILITY AND INTERPRETATION

These design standards and guidelines are to be used to evaluate development proposals and the intent of these guidelines must be met in order for a project to be approved, as outlined in Chapter 8, Administration, Implementation and Financing. The provisions of this chapter shall apply to all properties in the Plan Area.

Standards vs. Guidelines

This chapter contains both standards and guidelines. **Standards**, as indicated by the words "*shall or must*," identify requirements. **Guidelines** as indicated by the word "*should*," describes additional provisions that the Specific Plan requires architects and developers to satisfy. Guidelines must be addressed for all development projects—alternatives will be permitted only if a physical condition constrains implementation of the requirement and if the applicant demonstrates the intent of the design guideline is met. Conditions that are restricted are indicated by the word "*prohibited*."

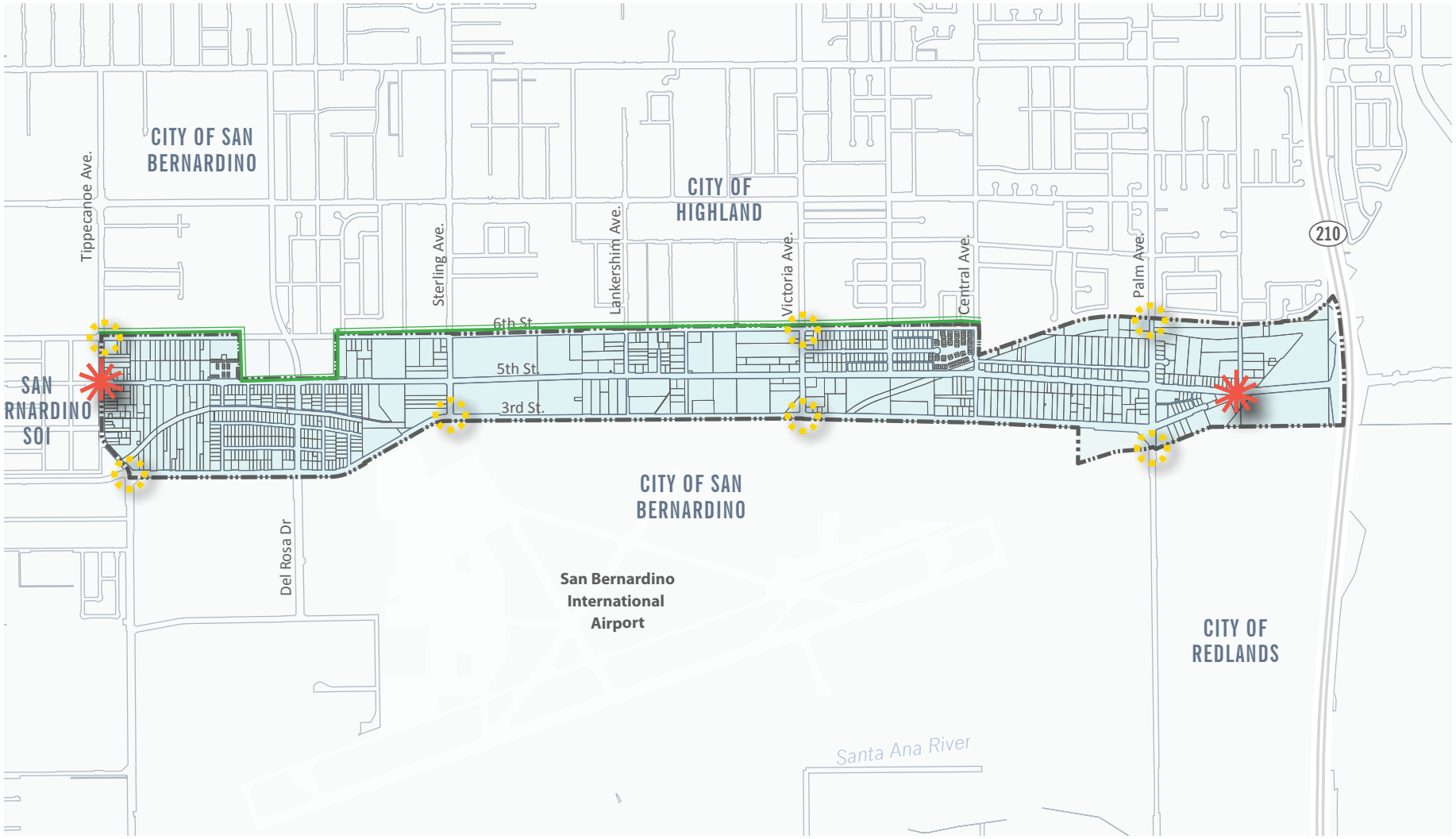
Please note that these standards and guidelines supplement but do not override the Americans with Disabilities Act, Title 24 of the California Code of Regulations, and additional requirements set forth in local and State of California building codes.

5.2 Gateways

Major intersections in the Plan Area provide an opportunity to add distinct gateway features. Treatments to these intersections include landscaping and signage to announce arrival into the area. Elements from gateway identification could also be used to identify a major development or provide direction to key destination points. Figure 5.1, *Gateways and Special Treatment Edges*, identifies the locations in the Plan Area where signage and landscaping should be implemented. The following shall also be considered.

- Gateways should utilize a distinct yet consistent theme that is present throughout the corridor, reinforced by landscaping, lighting, and signage.
- Primary and Secondary Gateway Signs shall integrate a unifying theme of the AGSP industrial and business park brand into their design, which could include aviation-related accents. Primary gateway signage can be located in medians or on private property. Secondary Gateways are intended to be at a lesser size and scale than Primary Gateways, but should carry forth the same design theme used elsewhere.

FIGURE 5.1 GATEWAYS AND SPECIAL TREATMENT EDGES



Plan Area Boundary

Special Treatment Edge

Primary Gateways

Secondary Gateways

Source: PlaceWorks

0 0.25 0.5 Miles

N

Murals or other creative artwork may be incorporated into a project's design. Accent walls or decorative features such as this are encouraged on buildings facing 6th Street as a transition to the residential neighborhoods.

This photograph shows the type of aviation-themed signage that could be located at the intersection of Del Rosa Avenue and Third Street to create a sense of arrival as one enters the airport.

- Due to the surrounding uses—airport and residential neighborhoods—designs for secondary gateways shall be low scale with lighting and signage consistent with other standards and guidelines of this chapter.
- Special paving, landscaping or sidewalk treatment should be used to create a visual linkage to other design elements of the gateway area, creating unifying elements that identify the Plan Area as a special district.

5.3 Special Treatment Edges

As discussed in Chapter 6, *Mobility,* the key streets of the Plan Area—Sixth Street, Fifth Street, and Third Street—require special treatment that varies among these three primary streets based on the role they play in the Plan Area. Areas requiring this special treatment are shown in Figure 5.1, *Gateways and Special Treatment Edges.* Additional requirements related to roadway-adjacent landscaping is found in Section 5.9, *Landscape Design.*

5.3.1 FIFTH STREET

Fifth Street is the primary entryway into the Plan Area and will carry the largest amount of vehicular and truck traffic of the three east-west streets that traverse the Plan Area. It is here that the primary monument signage for the corridor will be placed and the landscaping plantings will be the most visually prominent here. Fifth Street will serve as the industrial "main street" for the Plan Area.

- Primary gateways, identified in Figure 5.1, *Gateways and Special Treatment Edges*, at the western and eastern ends of 5th Street should receive special treatment and be larger in scale than secondary gateways.

5.3.2 THIRD STREET

Third Street will primarily accommodate truck and vehicular traffic, but it's role and level of landscape and streetscape investment is secondary to Fifth Street. Special focus should be paid to entries into the airport (signage and landscaping) but the landscape treatments along this corridor shall be of a smaller scale and intensity than those envisioned for Fifth Street.

5.3.3 SIXTH STREET

Sixth Street plays a different role than the other two east-west roadways in the Plan Area. It is secondary to the others for traffic circulation and is primarily a transition from the industrial to residential uses to the north. Pedestrians and bikes are focused here, and

the landscaping and streetscape treatments should reflect this scale. Additional guidance related to the roadway section and design of property entries and parkway features can be found in Chapter 6, *Mobility*.

Treatments may include but are not limited to:

- Properties adjacent to the residential neighborhoods along 6th Street shall orient development so that the majority of building operations (i.e. loading, access, storage, etc.) are oriented away from and do not impact nearby residents.
- On or near a building, vines, espaliers, and potted plants should be used to provide walls, columns, texture, and color as a buffer to nearby residential uses.
- Projects should also consider using color or murals to provide an art element as a transition to the neighborhood.
- In the setback area and along pedestrian paths the selected plants and design and placement of landscaping should provide for visibility of pedestrian areas and should avoid the creation of hiding places.

Uses south of the residential uses located just outside of the project area should ensure that future buildings are designed and oriented in such a way to minimize any noise, light or visual impacts on the adjacent neighborhoods.

Walls of high quality material and landscaping should be used to screen storage, loading, service, and utility areas.

Orient loading and service areas to the side or read of the building, away from a key street.

- Service areas shall be screened by architectural walls, fencing, and/or plantings, as required in Section 5.2.4, *Walls, Fences, and Screening*.
- Loading docks fronting 6th Street shall be prohibited

5.4 Block Structure and Site Access

The configuration of blocks along the corridor and access to each site is largely dictated by the grid street network of the Plan Area. This Specific Plan proposes a redesign of key street connectors and lot consolidation to create an opportunity for larger scale development. New projects should be designed with a block pattern that provides access from 3rd and/or 5th Streets. Since all public streets in California are required to comply with the Complete Streets Act (see Chapter 6), site access should also consider pedestrians and cyclists. The following standards and guidelines shall be considered:

- Vehicular access, including loading areas, shall be designed to minimize conflicts between pedestrians, cyclist, autos, and service/delivery vehicles.
- New streets and walkways should connect to other similar paths and provide access to open spaces (site specific outdoor areas for staff seating, etc.).
- The number of site access points for vehicles should be minimized.

5.5 Site Design

Site design is an important process that will determine how buildings are placed on a site, where access will occur, and how structures and spaces are located in relation to each other and to adjacent uses.

5.5.1 BUILDING ORIENTATION

Visually-appealing buildings with context-sensitive orientation contributes to the area's character and compatibility with surrounding areas such as the airport and residential neighborhoods. The intent of this section is to guide location, arrangement, scale, proportion, and character of development. The following standards and guidelines shall be considered:

- Buildings should strive to reinforce the public street edges, rather than creating building islands surrounded by parking.
- Building placement and orientation should be designed to create visual interest along public rights-of-way. Multiple buildings in a single project should demonstrate a functional relationship to one another.
- Buildings should be plotted adjacent to roads to screen parking areas and to engage the streetscape.
- Orient buildings, main business entrances, administrative offices, and windows toward key streets.
- Service entrances shall be sited so that they do not interfere with customer access.
- Orient windows and secondary entries towards open spaces or pedestrian walkways, avoiding dominant blank walls.
- Arrange buildings to create opportunities for courtyards, plazas, and landscaped open spaces.
- When feasible, spaces between buildings should be designed as outdoor seating and possibly used as an extension of the employee break room.
- Where feasible, establish connections among buildings and open spaces through structural and landscape elements.
- Given the climate of San Bernardino County, buildings should be arranged to maximize wind and sun protection.
- Drive-through businesses shall be situated so as not to block any other drive aisle or parking space.

5.5.2 PARKING, LOADING, AND STORAGE AREAS

Parking, loading and storage areas are necessary components of any commercial or industrial development. Parking requirements for the Plan Area are discussed in Chapter 4, Land Use and Standards. The following standards and guidelines are intended to complement the other site design guidelines of this section:

- Parking areas should be provided behind or to the side of commercial buildings where possible. For industrial uses other configurations may be considered.

Building entries should be oriented toward the street.

Creative office space is attractive to technology-oriented businesses and often is designed with flexibility at any scale.

- Projects should minimize parking adjacent to service and loading areas.
- Parking areas should clearly separate vehicular and pedestrian circulation systems. Pedestrian connections through parking areas should provide landscaping and amenities to create visual interest, pedestrian access, and rest breaks over long distances of pavement.
- Buffers shall be provided between parking lots and public rights-of-way using berms, landscaping, and/or low walls. Walls shall be supplemented with plantings to soften their appearance.
- Primary parking lot entry drives and primary internal access intersections shall be treated with design elements, such as special paving, graphic signage, specialty lighting, specimen trees, or flowering plants that will provide individual identity to the project.
- Parking areas shall be designed to minimize the conflict between pedestrian and vehicular traffic.
- Shade structures and tree cover shall be provided in parking lots to reduce the amount of heat absorbed by paved parking areas where feasible.
- Planter islands and pedestrian circulation extending the full length of drive aisles shall be provided within parking lots containing over 150 spaces.
- Planter islands shall be provided at the end of parking aisles.
- Internal access drives shall be setback a minimum of 10 feet from the building frontage. A setback of 15 feet shall be provided in areas likely to have high pedestrian volumes.
- Locate loading bays away from the key streets and toward the minor streets/ drives.
- Locate truck loading and outdoor storage areas away from connecting driveways and required parking areas.

- Whenever possible, loading docks, garages, and storage areas should be located either behind or to the side of the building served. These services should have their access from secondary rather than primary streets and should not interact with any pedestrian areas.
- Appropriate on-site service vehicle parking/turnouts shall be provided in an efficient, non-obtrusive location.
- Locate storage buildings away from the key streets and in locations where they are fully screened, maintain adequate access, and complement and integrate with the design of the building.

5.5.3 WALLS, FENCES, AND SCREENING

The site design should also factor in functional areas necessary for loading docks, refuse and recycling collection and storage areas, utility equipment, and mechanical equipment. Regardless of location (i,e., wall, roof, or ground mounted) these areas shall be screened from view of key streets in the Plan Area as well as adjacent residential neighborhoods. Screening may consist of aesthetically compatible landscaping (i.e., hedge, trees, shrubs, etc.) or constructed of building materials that blend with the architectural and landscape treatment of the site and must adhere to the following standards and guidelines:

- Screening walls and utility enclosures should be designed as integral architectural features.
- Solid walls and fences shall not dominate the street scene. They should only be used when necessary for noise attenuation, privacy, and shielding of incompatible adjacent uses.
- Wall and fence design shall complement the project's architecture and be constructed of attractive and durable materials, including, but not limited to, wrought iron, textured concrete block, brick, stone, or formed concrete. Landscaping and berming shall be used to soften the appearance of wall surfaces.
- Existing residential areas shall be buffered with a minimum six-foot high privacy wall or combination landscape berm and wall totaling six feet in height. Landscaping shall be planted by the developer along these walls.
- Long, monotonous walls shall be avoided. If such walls are proposed, they shall be modulated with breaks, recesses, and offsets, especially at

Creative elements such as this screen with the building address provides privacy for the building and screen the service entry.

The use of color and window placement create a pattern and rhythm for this otherwise stark building wall.

entries and important intersections. Long walls shall be made more attractive and visually interesting through the incorporation of surface articulation and pilasters with 100 foot minimum intervals.

- Walls and fences shall be designed in such a manner as to create an attractive appearance along the street frontage. Techniques to accomplish this treatment may include, but are not limited to raised planters, openings, material change, staggered sections, and pilasters or posts. Walls and/or wall surfaces not visible to the public do not need the same high level of detail.
- Walls and fences shall be sited to minimize visual impact while maximizing the function of the wall or fence.
- Pilasters shall be incorporated into wall design especially at entries and important community intersections.
- The use of trees, shrubs, vines, and cactus shall be considered to minimize the visual impact of walls.
- Projects shall provide openings in fences and walls to connect walkways directly to the street and avoid circuitous routes for pedestrians. Pilasters, trellises, special landscaping, or other special features shall announce these "gateways."
- No wall shall be designed to contain sections that measure more than 50 feet without an offset in plane, or the incorporation of design elements such as landscaping, pilasters, or elevation changes.
- Walls topped with security features such as barbed wire or broken glass are prohibited.
- Refuse and recycling collection or storage areas should be located behind or to the side of the building served, away from common open space areas.
- Roof-mounted equipment (i.e., mechanical, heating and cooling equipment, communication dishes or antenna, exhaust fans, ducts, or similar)

shall be screened from key streets and adjacent residential neighborhoods. Screening may be achieved by the building parapet or some other screen component that is consistent with the structure's architecture and is complementary to its color and materials.

» Design features that incorporate high-quality materials such as articulation of the building, a solid wall, landscaping, or trellis work should be used to screen wall- or ground-mounted equipment.

5.6 Building Design

A building's design is dictated by architectural style. Several design considerations should be used to reinforce the chosen architectural style while universally creating visual interest and a sense of arrival.

5.6.1 BUILDING FORM, MASS, AND SCALE

» Building forms should be simple and well proportioned, resulting in a balanced composition of elements.

» The primary building exposure (the side of the building that faces a key street and/or contains the main entry) should receive greater attention to design detail. Details could include, but are not limited to, variation in form, mass, scale, articulation, color, height material, and/or architectural detail.

» Secondary building exposures (those that face interior roadways and do not contain the main entrance) shall be architecturally compatible with but need not be as detailed as primary exposures.

» Relate multiple buildings on a site in terms of bulk and mass but do not make them identical.

» To reduce the visual impact of long building facades (on any building spanning more than 65 feet), use variation in color, materials, articulation, decorative fixtures, landscaping, screens, or other methods such as awnings.

» Create visual rhythm along a building facade through the use of repetitive elements such as rows of windows or columns.

» Towers and other vertical/prominent building features should be used to accentuate key elements such as building entries, pedestrian or open space areas.

A variety of materials and color can create visual interest along a building.

Windows can be used in a variety of shapes and arranged in a pattern to break up a long building plane.

A combination of windows and architectural elements can be used to create a corner treatment and call attention to the building entry.

5.6.2 ARCHITECTURAL FEATURES, MATERIALS AND COLORS

Architectural features, building materials and colors are key design elements in establishing an identity. Architectural design should be clean, simple, and streamlined for a modern appearance. To provide enduring quality and enhance the architecture and massing of a building or group of buildings on a site, the following standards and guidelines shall be considered:

- Variation on the architectural theme is encouraged through simple changes in color or architectural features.
- While variations of materials and colors are appropriate, the number of different materials and colors should be limited on a building.
- All facilities shall be constructed of permanent finished materials such as concrete, masonry, and glass. Acceptable exterior finishes: stone or brick; stucco; or masonry with textured or sandblasted finishes.
- Glass glazing systems, glass block, ceramic or natural stone tile, decorative metal, and metal panel systems are appropriate when used as accents.
- Buildings of prefabricated metal or exposed precision concrete masonry are prohibited. Metal siding may be used as an architectural detail or only when it serves a practical purpose (e.g., refrigeration units) and is limited to a maximum of 15 percent of an elevation.
- A dominant building material and color shall be clearly established for each development complex. Accents and variations may then occur within the background established by that

dominant base. The dominant colors for buildings should be neutral with more intense colors used as accents.

- Materials and colors shall match and enhance the architectural style of the buildings.
- Building materials shall be of a high quality that will weather well over time.
- The use of light-colored roofing materials to reflect heat and reduce cooling requirements of buildings, particularly Energy Star–labeled roofing materials, is highly encouraged.

5.6.3 WINDOWS AND DOORS

The appearance and pattern of doors and windows can help to create symmetry and rhythm on a building. The following standards and guidelines shall be considered in new building design or major remodels/renovations:

- Windows, doors, and other openings should unify the building facade by creating a clear pattern.
- Windows should be treated consistently within a single building for both placement and detailing.
- Window treatments, where feasible, are encouraged. Exterior window treatments should include, but are not limited to:
  - Recesses and surrrounds
  - Trim elements
  - Awnings (cloth and a continuous row should be avoided due to high winds)

Low profile landscaping at the Famous Footware distribution center at Tejon Ranch Commerce Center is well maintained and provides good visibility to the building yet creates a buffer to the parking lot.

TABLE 5.1 PLANT AND TREE LIST

Tree List (scientific name | common name)		
Acacia baileyana | Bailey Acacia	Ficus rubiginosa | Rusty Leaf Fig	Pinus halepensis | Aleppo Pine
Acacia stenophylla | Shoestring Acacia	Fraxinus velutina | Arizona Ash	Pinus pinea | Stone Pine
Afrocarpus gracilor | African Fern Pine	Geijera parvifolia | Australian Willow	Platanus 'Bloodgood' | London Plane Tree
Agonis flexusoa | Peppermint Tree	Gingko biloba | Maidenhair Tree	Platanus racemosa | California Sycamore
Albizia julibrissin | Mimosa	Heteromeles arbutifolia | Toyon	Prosopis alba | Argentine mesquite
Arbutus marina | Strawberry Tree	Jacaranda mimosifolia | Jacaranda	Prosopis chilensis | Thornless Chilean Mesquite
Bauhinia x blakeana | Hong Kong Orchid Tree	Koelreuteria paniculata | Golden Rain Tree	Quercus berberidifolia | California Scrub Oak
Cassia leptophylla | Gold Medallion	Lagerstroemia 'Natchez' | Crepe Myrtle	Quercus virginiana | Virginia Oak
Ceiba speciosa | Pink Silk Floss	Lagunaria pattersonii | Primrose Tree	Spathodea campanulata | African Tulip Tree
Chionanthus retusus | Fringe Tree	Laurus nobilis | Sweet Bay	Tipuana tipu | Tipu Tree
Chitalpa tashkentensis | Desert Willow	Laurus 'Saratoga' | Saratoga Laurel	Ulmus parvifolia | Chinese Elm
Cinnamomum camphora | Camphor	Lophostemon confertus | Brisbane Box	
Corymbia ficifolia | Red Flowering Gum	Magnolia grandiflora | Southern Magnolia	
Cercis occidentalis | Western Redbud	Pinus eldarica | Afghan Pine	

  - Shutters (propositional to window and consistent with architectural style).
  - Mullion patterns as appropriate to the architectural style.
- The doors and windows that comprise a building's entrance should be the dominant element of the primary frontage.
- Metal security doors and exterior security grilles should be avoided.
- Emergency exit- or egress-only doors should be treated to blend in with the adjacent walls or surfaces to discourage their perception as entries.

5.7 Landscape Design

Landscape standards and general regulations pertaining to various aspects of landscaping related to screening, set backs, etc. are regulated by the City of San Bernardino Development Code, Chapter 19.28 and for the City of Highland are contained throughout the chapters of Title 16, Land Use and Development. The following sections, including Table 5.1, *Plant and Tree List*, establishes a landscape palette for the Plan Area that will create a sense of place and visual consistency through the use of color, shade and seasonal change.

Development projects shall utilize the plants and trees identified in Table 5.1, *Plant and Tree List*, as the primary species for plantings along public roadways—other species may be substituted with approval from the responsible jurisdiction.

Given the nature of industrial development and the other uses permitted in the Plan Area, the intent of the landscape design standards and guidelines are not to require vast amounts of landscaping or increase water usage in the area but rather to provide green space and softscaping in appropriate places to implement the vision of the Specific Plan, especially along the key corridor streets (3rd, 5th, and 6th Streets).

Water features in all landscaped areas (roadway and site specific) are discouraged because of the proximity of the Plan Area to the airport and the tendency of water to attract birds, which can become an added hazard for airport operations. If water features are proposed, they shall be reviewed and approved by the airport to ensure they are consistent with federal aviation law requirements.

5.7.1 GENERAL LANDSCAPE STANDARDS AND GUIDELINES

In general, landscaping should:

Street trees and drought tolerant landscaping provide a buffer to the street and an attractive building frontage.

Consistent signage and landscaping placed throughout the Anaheim Canyon area, identifies this employment hub as a unique place in the City of Anaheim. Similar treatments can be applied in the AGSP to delineate the extent of the jobs district.

- Frame, soften and embellish the quality of the environment.
- Buffer residential areas along 6th Street and adjacent to Tippecanoe from noise or undesirable views.
- Visually reduce or break up building mass.
- Break up and help shield large expanses of parking and hardscaped areas.
- Provide shade and comfort.
- Direct and guide visitors to the building entrance by creating a sense of arrival when used in planters, pots, or planting areas.
- Screen unsightly areas and/or enhance views.

Other general landscape standards and guidelines include:

- All landscaping shall utilize the approved trees listed in the plant palette provided in Table 5.1, *Plant and Tree List*. Other species may be substituted with approval from the responsible jurisdiction if the species listed in the table become unavailable for unforseen reasons.
- No one species shall dominate the landscape palette. Plant a variety of tree and shrub species while maintaining a consistent character throughout the development. This will minimize the negative impact from possible tree diseases. The planting of native and drought-tolerant species in conjunction with water-efficient and drip irrigation systems shall be implemented for every project, especially in public or common areas.
- Drought-tolerant or native tree species shall be provided around and near buildings, walls, windows, and paved areas.
- All tree plantings shall be a minimum 24" box container (on-site and in parkways).
- Increased tree coverage should be provided in developed areas to reduce solar heat gain in buildings and to reduce the amount of heat absorbed by paved areas. Also, deciduous trees should be provided on the south side of buildings to allow increased solar gain in winter months and shading in summer months.
- As practical, parkways shall be utilized for water treatment and to reduce runoff.

- Automated, high efficiency irrigation systems shall be installed to reduce the amount of water devoted to landscaped areas, such as drip and bubbler irrigation and low-angle, low-flow sprayheads.
- The use of large or inefficiently small turf areas in landscaping shall be minimized by incorporating water-conserving native groundcovers or perennial grasses, shrubs, and trees.
- Plants with similar water requirements shall be grouped together, a technique known as hydrozoning.
- Shade trees shall be planted in plaza spaces to provide a comfortable gathering area.
- Planters with shrubs, groundcovers, and flowering trees should be architecturally incorporated with bench seating, fountains, and other amenities in plaza spaces.
- A vertical hierarchy of trees and shrubs in conjunction with land berms shall be used where commercial/industrial uses are adjacent to residential uses.
- An enhanced landscape treatment shall be provided where a development project interfaces with existing residential uses (fronting 6th Street, for example). Tall trees, shrubs, and vines shall be used in conjunction with a minimum six-foot high privacy wall for screening.

In addition to adhering to the landscape design guidelines and standards contained herein, all development within Plan Area shall comply with current water use and landscaping requirements set forth by the cities of Highland and/or San Bernardino, and other regulatory agencies with jurisdiction over the Plan Area. These include, and are not limited to:

- Highland Municipal Code, Chapter 16.40 (General Development Standards), Section 16.40.390 (Water Efficient Landscape Requirements)
- San Bernardino Municipal Code, Chapter 19.28 (Landscaping Standards), Section 19.28.120 (Water Efficient Landscaping Standards)
- State of California Code of Regulations Title 23, Division 2, Chapter 2.7 (Model Water Efficient Landscape Ordinance)

Design features of the Skechers distribution center in Moreno Valley include a plaza terrace lined with palm trees that are reflected onto the building by the desert sun.

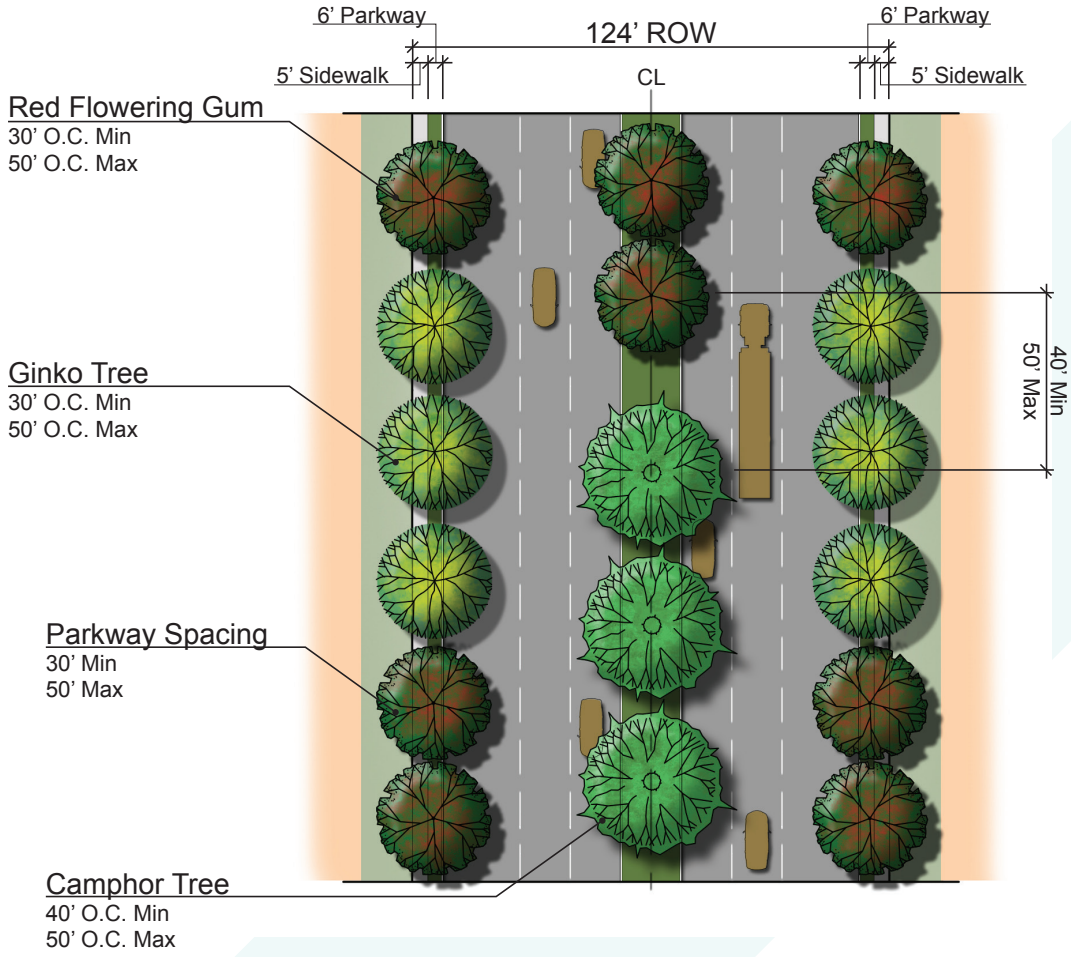
5.7.2 PUBLIC ROADWAY-ADJACENT LANDSCAPING

Landscaping within and/or adjacent to public rights-of-way requires special consideration to reinforce the character of the Plan Area and to shield views.

The following standards and guidelines shall be considered:

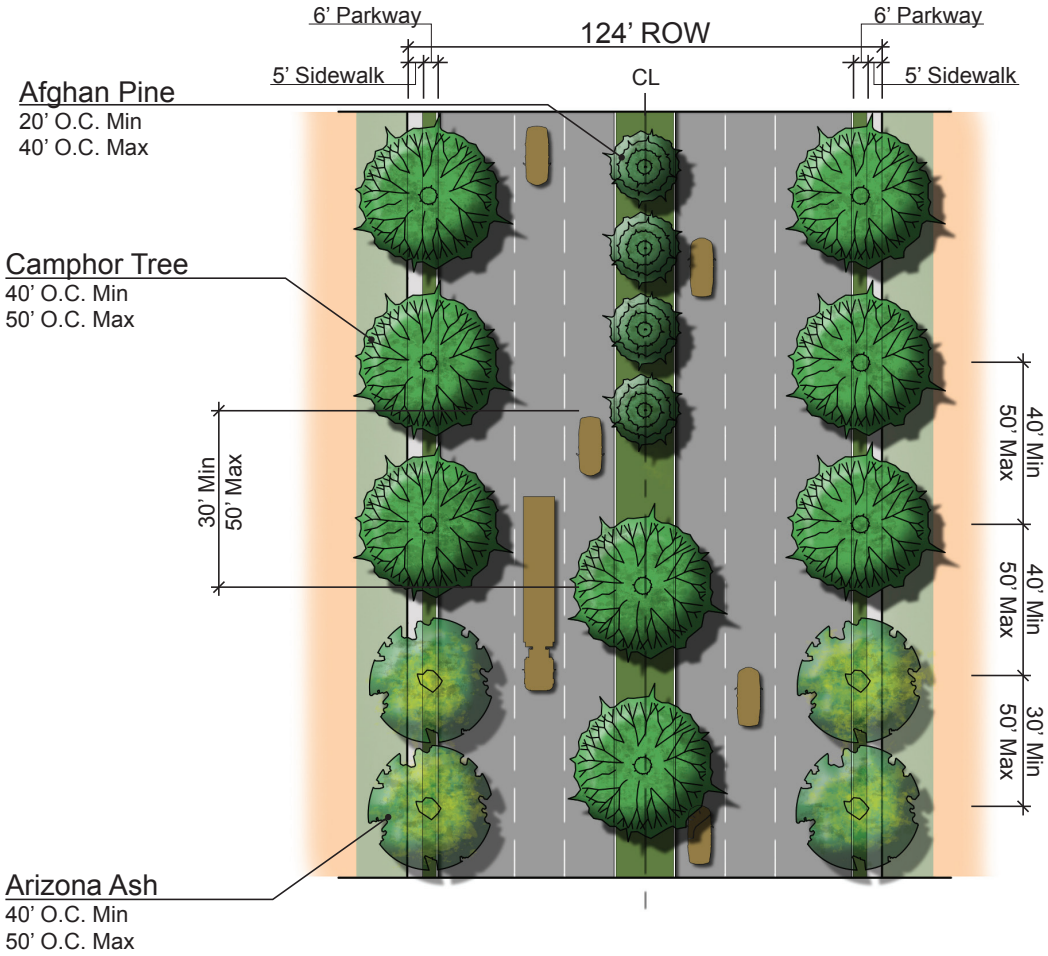
- Figures 5.2 through 5.4 illustrate the minimum required dimensions and minimum planting spacing on the parkways for 3rd, 5th, and 6th Streets which require special treatment because they serve as the primary east/west access to the AGSP and, in the case of 6th Street, its proximity to residential uses warrants more enhanced landscape treatment to create an attractive transition edge. All setbacks identified in Chapter 4, *Land Use and Development Standards*, shall be measured from the back of sidewalk identified in the illustrations. The roadway sections in Chapter 6, *Mobility*, also depict these requirements.
- All parkway tree plantings shall be a minimum 24" box container.
- The area between the face of the curb and the parking area or the building (if no parking is proposed in the front setback) shall contain the sidewalk

FIGURE 5.2 3RD STREET | PLAN VIEW



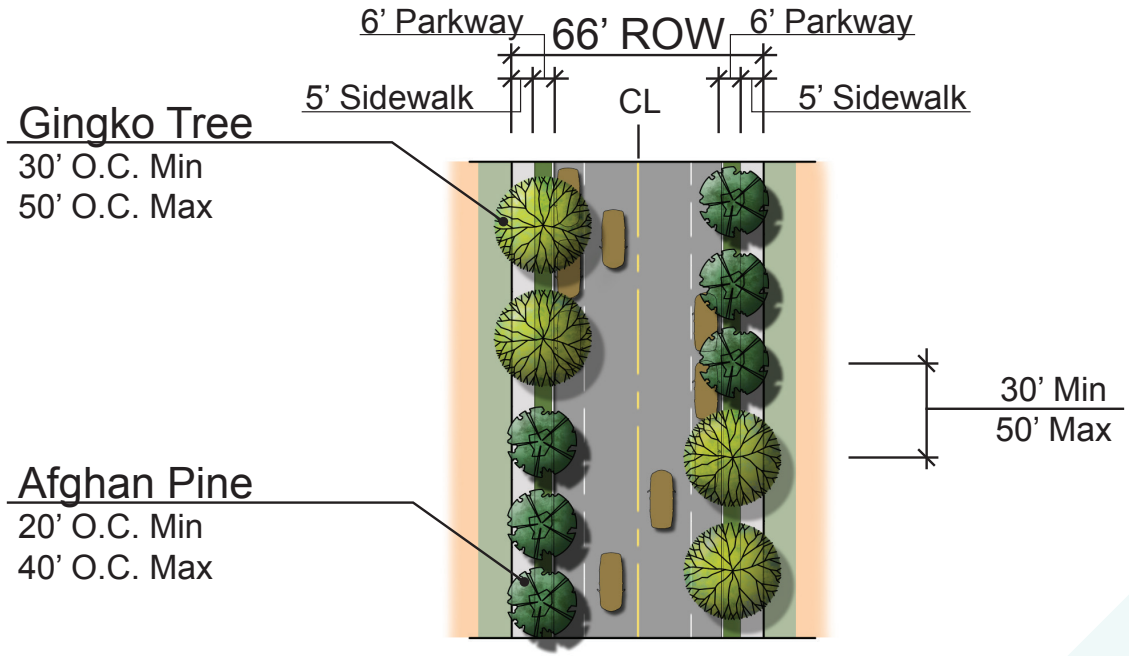
Note: Trees on Figures 5.2-5.4 are allowed to be changed for an alternative tree on the Plant Palette list (Table 5.1) of similar size upon approval by the Planning Department.

FIGURE 5.3 5TH STREET | PLAN VIEW



Note: Trees on Figures 5.2-5.4 are allowed to be changed for an alternative tree on the Plant Palette list (Table 5.1) of similar size upon approval by the Planning Department. .

FIGURE 5.4 6TH STREET | PLAN VIEW



Note: Trees on Figures 5.2-5.4 are allowed to be changed for an alternative tree on the Plant Palette list (Table 5.1) of similar size upon approval by the Planning Department.

within the street right-of-way and shall be landscaped with mounded or bermed turf and mounded groundcovers. Screening shrubs shall be planted outside the street right-of-way in a manner that will shield parking and/or loading areas from public view.

- Trees shall be planted along roadways in the parkways in a formal pattern no greater than 50 feet apart.
- All landscape setback areas (as defined in Table 4.3, *Setback Requirements*) adjacent to a key street (Collector and above) shall be incorporated into a landscape maintenance district and/or property owners association for on-going maintenance. Common maintenance is not mandatory for local internal streets, but is available at the choice of individual owners through formation of a property owners association.

5.7.3 ENTRIES, KEY INTERSECTIONS, STREETSCAPES, AND SETBACKS

Special attention should be given to the landscaping of entry points, key intersections, streetscapes, and setback

areas. These areas provide an opportunity for project and tenant identification and to enhance the aesthetic quality of development sites and roadways. The following standards and guidelines shall be considered:

- Landscaping shall be located so it does not impede the clear area of driveways and intersections.
- Setbacks along street edges should be landscaped and maintained to preserve visibility to buildings, lighting, and signage from the street.
- Monument signs should be landscaped with low plant material selected from Table 5.1, *Plant and Tree List*. Guidelines and standards related to signage are provided in Section 5.8, *On-site Signage*.
- Landscaping at key entries shall be consistent, formalized, and composed of signature plantings from the plant palette (Table 5.1) to create an attractive and cohesive identity.
- Landscaping at entries and key intersections should employ a variety of height and texture to enhance the visual impact of these areas.
- Flowering trees, shrubs, and seasonal flowers should be provided at entries and key intersections to add color and interest.
- Landscaping along major roadways shall be consistent, formalized, and composed of signature plantings from the plant palette (Table 5.1) to create an attractive and cohesive identity.
- Informal groupings of ornamental trees, shrubs, and vines shall be planted between sidewalks and walls to soften their appearance.

5.7.4 LANDSCAPING IN PARKING AREAS

- One tree for every four parking spaces shall be planted in parking areas. They may be clustered or planted in a standardized fashion, so long as they provide shade for vehicles (with shade for 50 percent of parking spaces at maturity) and for pedestrians along walkways and parking lot entrance points.
- Landscape buffers shall be provided between parking lots and public rights-of-way. This can be accomplished using informal groupings of trees, shrubs, and groundcovers.

The Stater Bros distribution center in San Bernardino utilizes wall signs consistent with the company's branding and at a scale that is readable from across the street.

The Lakeshore Plaza sign at Dos Lagos in Corona, creates a gateway into the office park area of this commercial development.

Themeing for the signs are carried throughout the business park, from monument to directional sign.

- Large deciduous trees shall be planted throughout parking lot areas to minimize solar heat gain and provide shade for vehicles.
- Pedestrian walkways within parking lots shall be landscaped with large shade trees to provide relief to pedestrians and to define the location of the walkway.

5.8 On-site Signage

Signs are an important communication tool that are used to identify a place of business, provide directions/wayfinding, and can contribute to the aesthetics of an area. Signs, landscaping, and lighting should be designed jointly to reinforce a theme or architectural style. The design and placement of signage are equally important. Signs are regulated in the City of Highland by Chapter 16.56 of the Highland Municipal Code and in the City of San Bernardino by Chapter 19.22 of the San Bernardino Municipal Code.

- Signs shall incorporate common design elements such as materials, letter style, colors, illumination, sign type or sign shape.
- Signage shall be restricted to listing the tenant(s) only and may either be wall mounted or freestanding.
- All temporary signs and banners shall be made of durable material designed to maintain an attractive appearance for as long as the sign is displayed.
- Signs shall be located so not to impede the clear area of driveways and intersections, as defined by each city's respective municipal code.
- Identification signs that require illumination should be back-lit or internally illuminated.
- Animated, flashing, swinging, rotating, or audible signs are prohibited (electronic message boards displaying only time and/or temperature for periods of not less than 30 seconds are permitted).
- Signs shall be constructed of high quality, low-maintenance materials.
- Streetscape elements, such as landscaping, lighting, street furniture, and signage shall create an attractive, consistent, and cohesive community image while complementing the surrounding architectural styles.

- Special patterned paving shall be provided at important intersections and pedestrian crossings.
- Parkway-separated sidewalks shall be provided on all public streets pursuant to the requirements called for in Chapter 6, *Mobility*.
- Sidewalks within commercial areas should be expanded to include zones for pedestrian traffic, street trees, and landscape buffers.
- Commercial and industrial street corners shall be defined by buildings that provide continuity for the streetscape and reduce the impact of parking.

5.9 Lighting

While outdoor lighting is necessary for safety, it is also a means to add character and enhance architectural style. Lighting can also help to unify a site with the rest of the Plan Area. The following standards and guidelines shall be considered:

- All projects proposed between Tippecanoe and Palm Avenues must submit a lighting plan to the Airport to review for potential impacts to airport operations.
- Lighting shall be designed to provide a hierarchy of intensity, defining vehicular and pedestrian circulation patterns, distinguishing community entries and activity areas, and providing safe pedestrian movement.
- Attractive and consistent lighting elements shall be provided.
- Lighting should be designed to satisfy both functional and decorative needs.
- Light fixtures and standards shall be compatible with the architectural character of the development.
- Landscape lighting shall be designed to complement and enhance architecture and landscape design.
- Light fixtures and standards shall be made of durable materials that have long life spans and are able to withstand constant use and exposure to the natural elements and conditions of San Bernardino County, including extreme temperatures and strong winds.
- Pedestrian-scale lighting (fixtures of approximately twelve feet in height) should be provided in pedestrian areas, pathways, and common areas between buildings for safety and to illuminate

Lighting shall be consist with the architectural character.

Landscape lighting is designed to enhance architecture and landscape design.

A secure bicycle parking and storage space will encourage bicycling and other alternative modes of transport and help creating healthy, sustainable communities.

Swales and infiltration basins will help collecting stormwater runoff.

and, if necessary, augment the light provided by nearby streetlights and parking lot lights.

- Lighting shall be designed to enhance safety and security.
- Parking areas should utilize lighting standards and fixtures that are consistent with and a continuation of the building or site's architectural style.
- Attractive and consistent lighting elements shall be provided along streets. The height, brightness, and spacing of the lighting elements should be appropriate to the scale and speed of the roadway.
- Entry areas (both pedestrian and vehicular) should be creatively lit to develop a sense of place and arrival.
- Iconic landscaping and buildings within the project should be spotlighted to provide visual accent and directional reference.
- Down-facing fixtures and shielding should be used to minimize glare, spillover, and light pollution onto adjacent properties or to create conflict with airport operations/visibility.
- Security lighting shall not project above the roof line of the building on which it is mounted.
- Blinking and flashing lights and contrasting light colors are prohibited.
- Energy-efficient LED or equivalent lighting shall be used for all interior and exterior fixtures and standards if available and suited for the purpose.
- The use of a timer control switch or sensor should be considered in order to dim and brighten lighting levels when necessary and assure that lights are on only when needed.
- Provide low-contrast lighting and use low-voltage fixtures and energy-efficient bulbs, such as compact fluorescent (CFL) and light emitting diode (LED) bulbs.
- The use of IDA-approved (International Dark-Sky Association) fixtures should be considered for outdoor lighting.

5.10 Sustainable Design and Green Measures

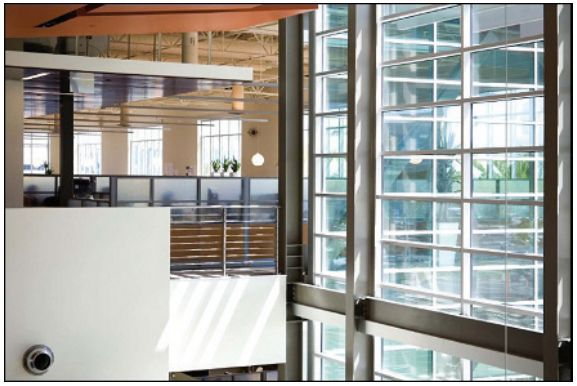
The Specific Plan provides a sustainable approach to site and building development and landscape design. Following are sustainable guidelines and standards applicable to development within Specific Plan Area—they reinforce development that is attractive, efficient, and environmentally sustainable. The guidelines and standards also help ensure that development created through the Plan Area is designed to take advantage of the opportunities and protect against the extreme weather conditions (e.g., extreme temperatures and strong winds loads) of the environment of San Bernardino County.

In addition to sustainable guidelines and standards provided herein, current technologies and best management practices should be followed to create projects that are responsive to environmental conditions and assure that development respects the natural systems and resources present and minimizes short- and long-term negative impacts.

5.10.1 SITE DESIGN AND INFRASTRUCTURE

- Shading devices and techniques, such as roof overhangs, trellises, arcades, and trees, shall be incorporated into buildings, outdoor spaces, and parking areas to minimize unnecessary solar heat gain and provide shade for people, buildings, and vehicles.
- Whenever appropriate, buildings should be oriented so that the long axis is oriented east–west to maximize north- and south-facing windows, which receive indirect, diffused light with low heat gain for the building, reducing cooling costs during summer months. Outdoor spaces such as plazas should be similarly oriented.
- Development should be sustainable and responsive to the harsh climatic conditions of San Bernardino County (e.g., extreme temperatures and strong wind loads).
- Developments shall minimize light pollution by avoiding outdoor lighting where unnecessary, emphasizing shielded fixtures and avoiding overhead lighting of areas such as walkways.
- The use of swales and infiltration basins, particularly with native or drought-tolerant landscaping, shall be provided to collect and retain stormwater runoff, as well as for water quality purposes.
- The provision of bicycle parking and storage areas (either indoor or outdoor) should be included in development

Solar roof will reduce the energy cost and lower carbon emissions.



Use natural light and direct sunlight in a building to reduce electric lighting and saving energy.

projects to help provide and encourage an alternative mode of transportation for or visitors, patrons, employees, and tenants. Outdoor parking and storage areas should be as close to building entrances as possible.

5.10.2 BUILDING DESIGN

- All proposed commercial and industrial uses shall be designed, constructed, and operated in conformance with the most current California Green Building Standards Code (CAlGreen; Title 24, California Code of Regulations, Part 11).
- Small-scale sustainable energy facilities (e.g., solar panels on building/carport roofs and shade structures, building- or ground-mounted windmills or wind turbines) should be considered for development proposals. Solar panels should be provided on the roofs of all industrial buildings (except greenhouses), and on the roofs of covered parking structures, such as carports.
- Architectural features that increase daylighting, such as light shelves that bounce light further into interior spaces, should be installed to reduce the need for additional electrical light.
- Buildings should be sited and designed to maximize the use of sunlight and shade for energy savings.
- The use of recycled-content aggregate (reused and crushed concrete and asphalt) is highly encouraged in areas such as, but not limited to, drainage backfill and under driveways, sidewalks, and building slabs.

5.10.3 ENERGY CONSERVATION

- Small-scale sustainable energy facilities (e.g., solar panels on building/carport roofs and shade structures) should be considered for all new development projects.
- Architectural features that increase daylighting, such as light shelves that bounce light further into interior spaces, should be installed to reduce the need for additional electrical light
- Buildings should be sited and designed to maximize the use of sunlight and shade for energy savings.

- South- and west-facing windows should be shaded with features such as overhangs, deciduous trees, or awnings to reduce summer exposure and the need for interior cooling of buildings.
- Energy efficient building materials (e.g., lighting, insulation, windows) should be used whenever possible and appropriate.
- Materials that reduce the transfer of heat into and/or out of the building should be used. For example, the use of light-colored roofing materials to reflect heat and reduce cooling in buildings is encouraged.

5.10.4 SOLID WASTE AND RECYCLING

- Recycled and other environmentally-friendly building materials should be used in development projects wherever possible.
- The use of recycled-content aggregate (reused and crushed concrete and asphalt) is highly encouraged in areas such as, but not limited to, drainage backfill and under driveways, sidewalks, and building slabs.
- Enclosures with solid roof tops that accommodate bins for solid waste and recyclable materials should be provided for commercial/industrial developments.

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CHAPTER 6.0

MOBILITY

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CHAPTER 6.0
MOBILITY

6.1 Overview

The Plan Area is central to and well served by State Route 210, Interstate 10, and Interstate 215. Tippecanoe Avenue, Palm Avenue and 5th Street are the primary arterial roadways serving as regional access corridors to the Plan Area. To improve mobility for all users, the mobility plan presents a series of improvements to effectively manage truck traffic and accommodate a range of transportation options in the area.

The components of the mobility plan are designed in response to the Specific Plan's vision and objectives (Chapter 2) and are also regulated by the Circulation Elements of the City of Highland and City of San Bernardino General Plans. The mobility plan responds to recent laws pertaining to "complete streets", including Assembly Bill 32, Assembly Bill 1358, Senate Bill 375, and Senate Bill 743 (which are described in Chapter 1 and Section 6.1.1 of this Chapter). Creating a safe, efficient, and balanced, multimodal mobility network is a priority of these plans and laws, as well as of the Specific Plan. The mobility plan puts forth the plans for creating complete streets and improving the way people, goods and resources move into, through and beyond the Plan Area.

Looking west across the AGSP. 3rd and 5th Streets (pictured) provide the primary vehicular access to properties in the Plan Area.

6.1.1 AGSP CIRCULATION SYSTEM

Following is a description of the mobility and circulation elements as they relate to the Plan Area. The primary modes of travel that serve the Plan Area and make up the mobility plan (some to a greater extent than others) include: vehicular access and circulation; truck access and circulation; pedestrian access and circulation; bicycle access and circulation; and public transit.

To implement the Specific Plan's vision and objectives, as well as the aforementioned state laws, the mobility plan seeks to increase pedestrian and bicycle facilities and safety throughout the Plan Area while also integrating motor vehicles and public transit to create complete streets. The ability to efficiently and safely get around the Plan Area, as well as be able to access the local and regional roadway system and alternate modes of travel (pedestrian, bicycle, and public transit) in and around the Plan Area, is essential to the uses and users of the Plan Area and to the success of the mobility plan.

Opportunities to create new active transportation options for walking, and cycling throughout the Plan Area help reduce greenhouse gas emissions and can also help alleviate roadway congestion, improve air quality, and improve the health and wellness of residents and workers of the Plan Area.

The planned bicycle and pedestrian infrastructure improvements throughout the Plan Area are designed to upgrade the existing physical environment and improve the way people interact with and get around in the Plan Area. For example, closing gaps throughout the Plan Area provides mobility benefits for pedestrians and bicyclists, leading to increased trips by these modes.

The mobility plan focuses on establishing safe and efficient motorized and nonmotorized connections into and through the Plan Area via a complete streets approach. The mobility plan also fits into, complements, and helps complete the mobility and circulation system in and around the Plan Area—it outlines the strategy for providing a comprehensive, multimodal transportation network for the Plan Area that builds on the existing roadway network and backbone system. Synchronizing traffic signals, completing and reconfiguring roadway segments, improving intersection crossings and roadway pavement conditions, and enhancing and completing active transportation facilities (e.g., sidewalks, bicycle lanes) are just a few of the strategies that will help to create an enhanced multimodal mobility experience for all users in the Plan Area.

MINIMIZING MULTIMODAL CONFLICT

To establish a safe and efficient multimodal system, the AGSP mobility plan seeks to minimize conflicts that can occur between

motorized and nonmotorized modes of transportation. For example, limiting the number of access driveways for development sites and prohibiting truck access along 6th Street will help reduce conflicts that can occur between automobiles/trucks and pedestrians and bicyclists. Local deliveries to residential and other uses alont 6th Street are permitted using mid-size trucks. Additionally, providing clearly-marked crosswalks and on-street bicycle lanes inform motorists of potential pedestrians and bicyclists in the area and therefore, causes motorists to pay greater attention as they drive along the street. As demonstrated throughout this chapter, the mobility plan provides numerous plans and provisions for not only creating complete streets, but also to help minimize multimodal conflicts that can occur throughout the Plan Area.

CREATING A COMPLETE STREETS NETWORK

Complete streets have been defined by the National Complete Streets Coalition as, "... streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from transit stops." Caltrans has refined this definition and sees completes streets as "transportation facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility."

For the AGSP, a complete streets approach means taking advantage of all benefits resulting from this multimodal approach. It also means providing mobility for all modes of transportation that services users of all ages and abilities. Given that the transportation network in the Plan Area is largely focused on automobiles and trucks, the Specific Plan provides a plan for infrastructure focused on balancing motorized and nonmotorized transportation options. Providing enhanced mobility for modes such as pedestrians, bicyclists and transit riders will improve the accessibility to, within, and beyond the Plan Area, which is a key component of the Specific Plan's vision and objectives.

In the Plan Area, it is not practical to require that all streets be provided with enhanced mobility features of Complete Streets, since truck traffic must continue to be prioritized on streets designated as truck routes (see Section 6.1.4, Truck Access and Circulation) to maintain efficiency for commercial and industrial businesses. However, other streets in the Plan Area are fit for including these enhanced mobility features. The following

Complete Streets Defined

Complete Streets refers to a shift in emphasis from auto-centric streets to ones that are designed for all travel modes. Complete Streets include components such as fully constructed sidewalks and crosswalks, and bicycle lanes. Not only do Complete Streets help promote efficient travel, safety, and healthy lifestyles, they are also a requirement of State law. Some additional benefits of implementing complete streets include:

- Increased transportation choices
- Economic revitalization
- Livable communities
- Improved safety for all users
- Reduced dependence on automobiles
- More walking and bicycling to improve public health and wellness
- Greenhouse gas reduction and improved air quality

sections discuss the various Complete Street features that will be implemented as a part of the AGSP mobility plan.

6.2 Vehicular Access and Circulation

6.2.1 EXISTING ROADWAY NETWORK

Figure 1.2, *Local Vicinity Map*, illustrates the existing vehicular access and circulation elements of the Plan Area and immediate vicinity. As shown in the figure, regional access to the Plan Area is provided south and west of the Plan Area via Interstate 10 (I-10) and I-215, while State Route 210 (SR-210), provides immediate regional access to the AGSP from the east. Local access is provided via a number of local roadways including 5th Street, Victoria Avenue, Del Rosa Drive, Palm Avenue, and Tippecanoe Avenue.

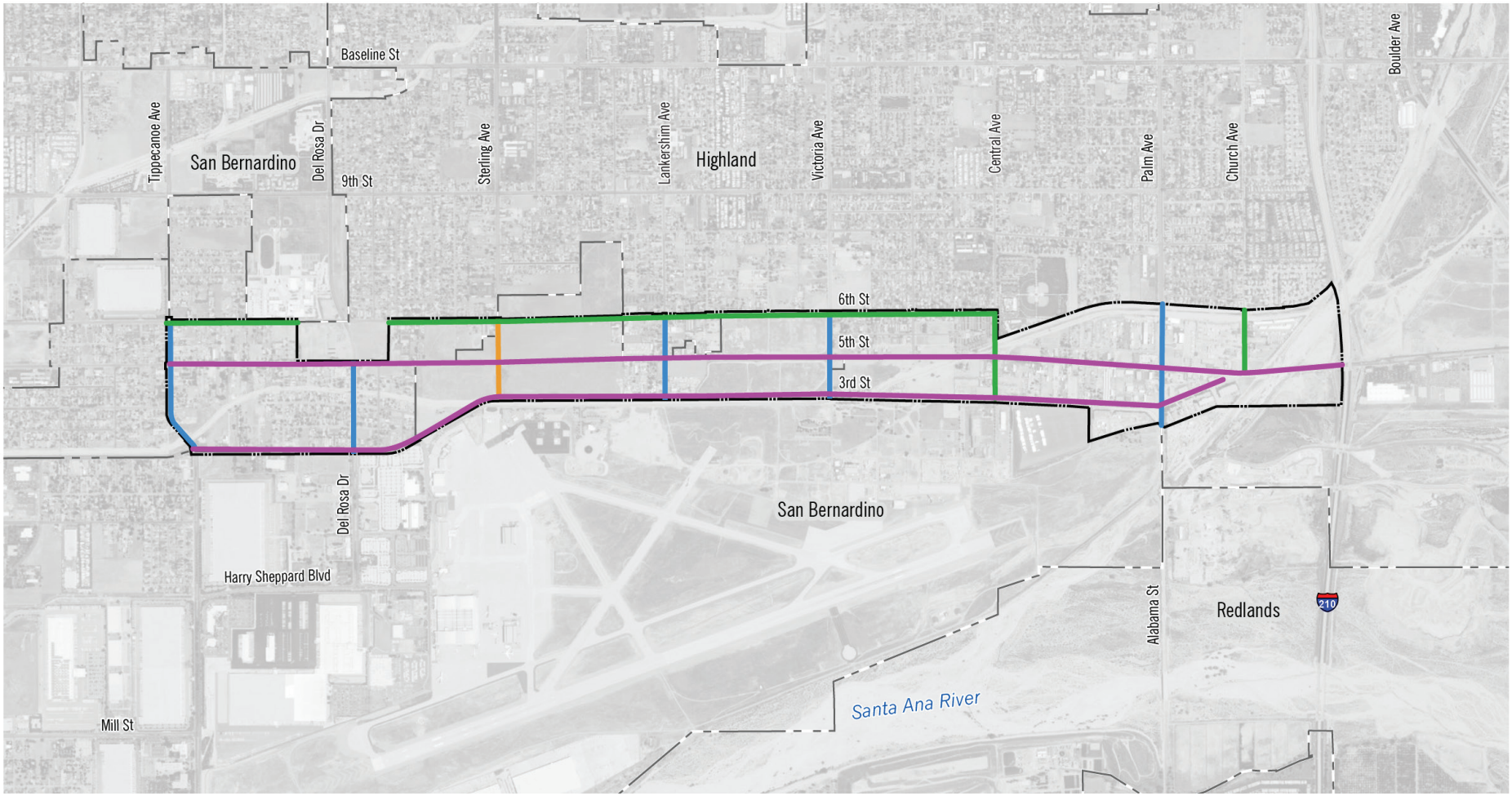
The roadway network in the Plan Area is well established with all portions of the Plan Area served by paved streets; however, most of the streets are not yet built to their master plan build-out configuration or condition. Additionally, many of the streets are aging and have deteriorating pavement and/or roadway striping. Some street segments also appear rural in nature as the edge conditions are not properly defined with typical improvements found in urbanized streets, such as curb and gutter, sidewalks, and landscaping. There are numerous opportunities to improve the street network throughout the Plan Area, including the completion and reconfiguration of certain roadway segments and the improvement of intersection crossings and roadway pavement and striping conditions.

The mobility plan takes full advantage of the existing roadway network and backbone system and puts forth the plan for new and expanded improvements. Also, as new development occurs, additional right-of-way dedications will be required to achieve the ultimate roadway configurations identified in the mobility plan and to accommodate planned mobility features such as dedicated on-street bicycle lanes.

6.2.2 STREET CLASSIFICATIONS AND SECTIONS

The streetscape design and layout are an important aspect of the mobility plan. As shown in Figure 6.1, *Street Network and Classifications*, the Plan Area includes a comprehensive vehicular access and circulation system, which consists of a hierarchy of street classifications. The street network generally forms a grid pattern to maximize vehicular access to all areas of the Plan Area. The grid system also allows

FIGURE 6.1. STREET NETWORK AND CLASSIFICATIONS



Source: ESRI, 2016

Plan Area Boundary
City Boundaries
Major - 124
Major - 100
Secondary
Collector

0 0.25 0.5 Miles

N

TABLE 6.1 STREET NETWORK AND CLASSIFICATIONS

Street	Specific Plan Classification
North-South Streets	
Sterling Avenue	Major – 100
Del Rosa Drive	Secondary
Lankershim Avenue	Secondary
Victoria Avenue	Secondary
Palm Avenue	Secondary
Church Avenue	Collector
East-West Streets	
5th Street	Major – 124
3rd Street	Major – 124
6th Street	Collector

for the Plan Area to be developed pursuant to the Specific Plan in a phased approach without disrupting continuity or access for existing or developing projects.

The following pages provide descriptions and accompanying street sections of the roadways that serve the uses and users of the Plan Area. The street classifications are defined to administer engineering design standards and traffic operation performance standards, and to develop a unique function and characteristic for each street. The system is based on the functional classification hierarchy that orders streets in terms of their mobility and access functions. While the street sections represent typical street widths and improvements, refinements may be required at intersections or entrances to development sites, which could include the need for additional travel or turn lanes. The street sections are pursuant to those provided in the Circulation Elements of the City of Highland and City of San Bernardino General Plans and the findings and recommendations of the Traffic Impact Study prepared for the Specific Plan.

To improve connectivity and safety for multiple modes of transportation, modifying existing streets may involve expanding one part of the roadway and reducing another. For example, adding a dedicated on-street bicycle lane will require additional street right-of-way. This additional space may be acquired by narrowing travel lanes or acquiring additional land. Following is a description of the Plan Area's street network and classifications, followed by a description and illustrations of the street sections and standards. Refer to Chapter 5.0, *Design Standards and Guidelines*, for additional design guidelines and standards applicable to the vehicular access and circulation improvements.

There are four classifications that make up the Plan Area's roadway hierarchy, ranging from higher capacity major arterials to lower capacity collector streets. Table 6.1, *Street Network and Classifications* provides a list of the streets and their respective classifications.

MAJOR HIGHWAY – 124 FEET

Streets that carry high traffic volumes (including regional through traffic) and are the primary thoroughfares linking the Plan Area with adjacent cities and the regional highway system. Driveway access to these streets is typically limited to provide efficient high volume traffic flow. These streets have six lanes (three lanes in each direction) with either a raised median or a center two-way left-turn lane and an ultimate right-of-way of 124 feet. On-street parking and bicycle lanes are prohibited on both sides. Roadways with this classification in AGSP include 5th and 3rd Street.

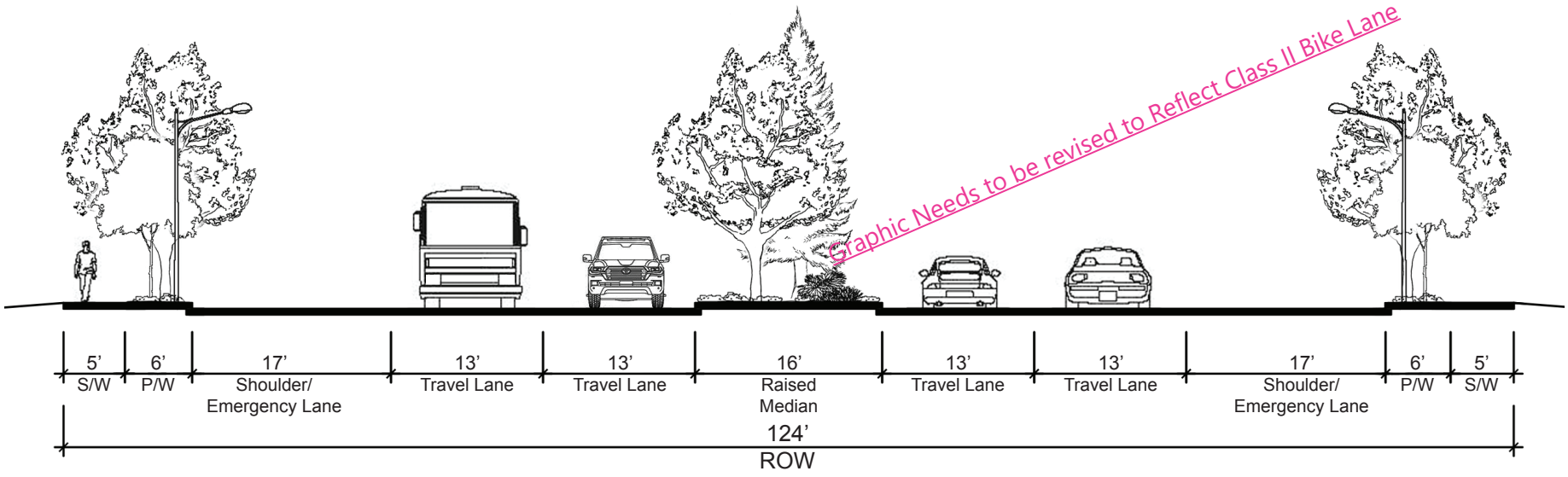
5th Street

An east-west street that extends through and beyond the Plan Area (see Figure 6.1). 5th Street provides a direct connection to I-215 to the west and SR-210 to the east—it serves as the principal roadway that will carry regional traffic to and from the Plan Area. As discussed in Section 6.3, *Truck Access and Circulation*, 5th Street is also a designated truck route. Transitions to four-lane roads along 5th Street outside the project area are expected to be started within the AGSP as well.

3rd Street

An east-west street that extends through and beyond the Plan Area—it forms the southern boundary of the Plan Area. Within the Plan Area, 3rd Street terminates southwest of the intersection of 5th Street at Church Avenue, near the eastern end of the Plan Area. The construction of the extension of 3rd St. to 5th St. is currently in progress. As discussed in Section 6.3, *Truck Access and Circulation*, 3rd Street is also a designated truck route.

FIGURE 6.1. MAJOR HIGHWAY - 124 FEET



MAJOR HIGHWAY – 100 FEET

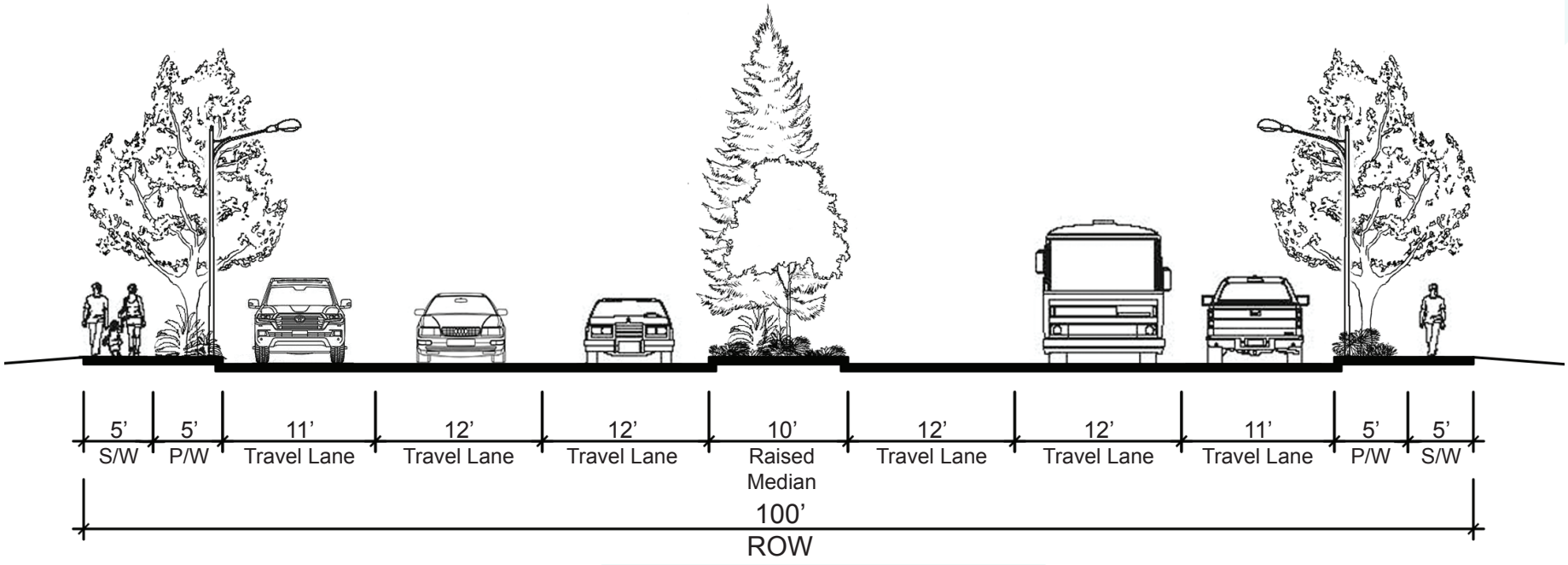
Streets that carry high traffic volumes (including regional through traffic) and are the primary thoroughfares linking the Plan Area with adjacent cities and the regional highway system. Driveway access to these streets is typically limited to provide efficient high volume traffic flow. These streets have six lanes (three lanes in each direction) with either a raised median or a center two-way left-turn lane and an ultimate right-of-way of 100 feet. On-street parking and bicycle lanes are prohibited on both sides.

Roadways with this classification in AGSP:

Sterling Avenue

Sterling Avenue is a north-south street that provides three lanes in each direction, with either a raised median or a center two-way left-turn lane. It has an ultimate right-of-way of 100 feet and allows for roadway edge improvements such as curb-and-gutter, sidewalks, streetlights, and landscaping; however, on-street parking and bicycle lanes are prohibited on both sides. As discussed in Section 6.3, *Truck Access and Circulation*, Sterling Avenue is also a designated truck route.

FIGURE 6.2. MAJOR HIGHWAY - 100 FEET



SECONDARY ROADWAYS

Secondary Roadways are streets that provide more local access than major arterials, but also provide support to the major arterials by providing nonlocal through-traffic service. These streets have four lanes (two lanes in each direction) with either a raised median or a center two-way left-turn lane. They have an ultimate right-of-way of 88 feet and allow for roadway edge improvements such as curb-and-gutter, sidewalks, streetlights, and landscaping. On-street parking and bicycle lanes are prohibited on both sides.

Tippecanoe Avenue

Tippecanoe Avenue forms the western boundary of the Plan Area (see Figure 6.1). It is a north-south street that provides a direct connection to SR-210 to the north and I-10 to the south.

Del Rosa Drive

Del Rosa Drive is a north-south street that extends through and beyond the Plan Area. It terminates at Harry Sheppard Road just south of 3rd Street, which forms the southern Plan Area boundary. Del Rosa Drive will also be used as a Secondary north of 5th, 9th, and Pacific.

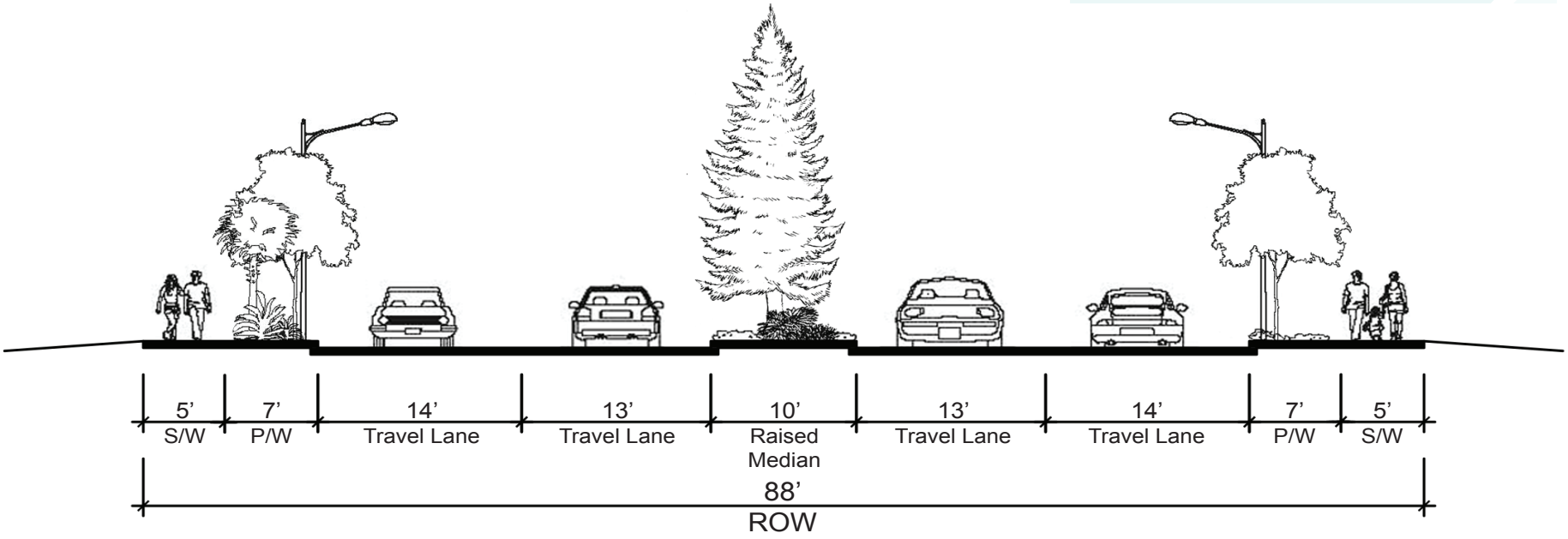
Lankershim Avenue

A north-south street that extends through and beyond the Plan Area. It terminates at 3rd Street, which forms the southern Plan Area boundary.

Victoria Avenue

Victoria Avenue is a north-south street that extends through and beyond the Plan Area. It terminates at 3rd Street, which forms the southern Plan Area boundary. As discussed in Section 6.3, *Truck Access and Circulation*, Victoria Avenue is a designated truck route.

FIGURE 6.3. SECONDARY ROADWAY



COLLECTOR STREETS

Streets that distribute local traffic from its point of origin to higher capacity facilities such as secondary and major arterials, as well as regional transportation facilities such as freeways. They are typically two-lane undivided roadways with a 66-foot right-of-way width. On-street parking and bicycle lanes are permitted on both sides.

Collector streets in the Plan Area include:

Central Avenue

A north-south street that terminates at 3rd Street, which forms the southern Plan Area boundary.

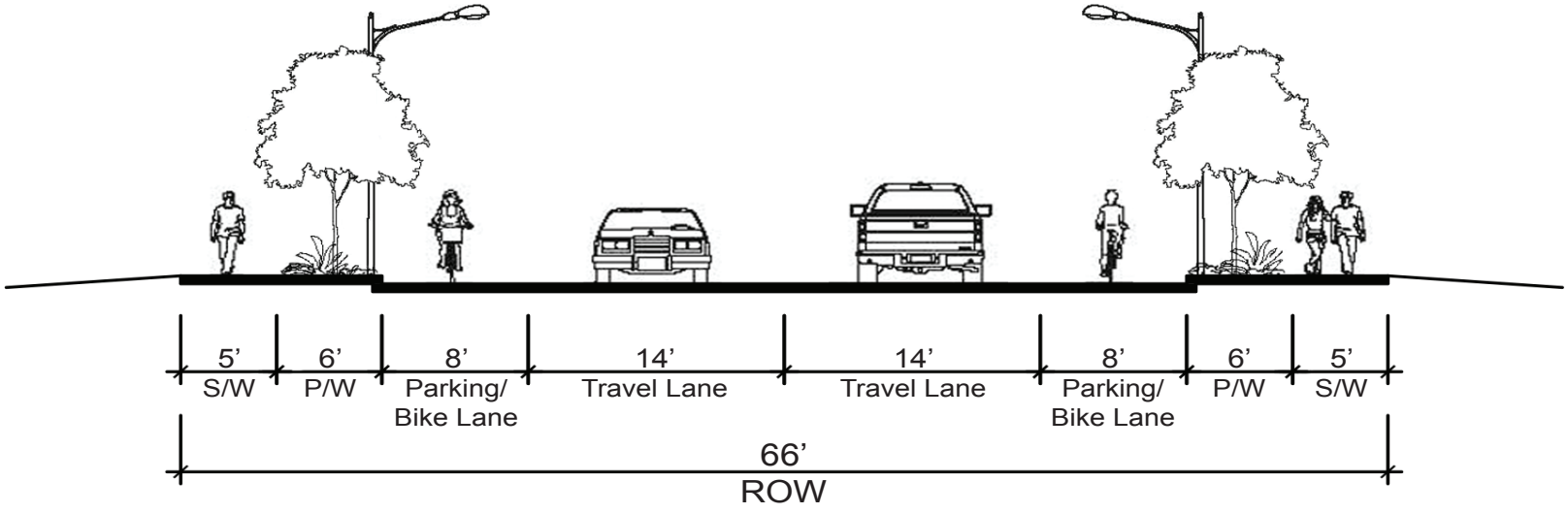
Church Avenue

A north-south street that extends through and beyond the Plan Area. It terminates at 5th Street near the eastern end of the Plan Area.

6th Street

An east-west street that extends through and beyond the Plan Area. It terminates at Central Avenue near the eastern end of the Plan Area.

FIGURE 6.4. COLLECTOR STREETS



6th Street: Safe Routes to School and Additional Design Standards

Since the northern boundary of the Specific Plan abuts residential and school uses, it is particularly important to minimize the vehicular, pedestrian and bicycle conflicts on this edge of the Plan Area. In November 2019, the Highland City Council approved a street improvement project aimed at bettering "Safe Routes to School" (SRTS) for Warm Springs Elementary, which is 0.5 mile north of the 6th Street and Sterling Avenue intersection. The approved SRTS plan will include the construction of missing curbs and gutters, new concrete sidewalks and drive approaches on the north side of Sixth Street from Del Rosa Drive to Sterling Avenue; minor widening, new curb ramps, curbs, gutter, sidewalks and drive approaches on Elm Street from Sixth to Ninth Street; and relocation of fencing and irrigation and landscaping replacement.

Although the SRTS pathway is not within the AGSP boundary (it will be developed on the north side of 6th Street, which is just outside of the Plan Area boundary), the AGSP boundary goes to the centerline of 6th Street. Future development of the SRTS shall be considered when planning and designing vehicular access and circulation improvements along of 6th Street. Specifically, its future implementation will prohibit truck traffic along 6th Street and will require development sites along 6th Street to consider the location and quantity of access driveways in order to limit the vehicular in- and egress activity along 6th Street.

The following design standards apply to all development sites with frontage on 6th Street to minimize conflicts between motorized (vehicles and trucks) and nonmotorized (pedestrians and bicyclists) modes of transportation and to ensure that the approved and future development of the SRTS is not impacted.

- To the extent possible and feasible, depending on the location and layout of a development site, driveways for employee and customer traffic should be located on the north-south streets (e.g., Del Rosa Avenue, Sterling Avenue) or 5th Street to reduce the dependence on 6th Street for vehicular access to the development site and to ensure that the approved and future development of the SRTS is not impacted.
- Truck access shall be prohibited along 6th Street and shall be assigned to the truck routes described in Section 6.3, *Truck Access and Circulation*.

Since there are several school facilities located just north of the AGSP, it will be important to coordinate new improvements in the Plan Area with approved Safe Routes to School Plans.

LOCAL STREETS

Local streets are typically two-lane streets that are designed to generally serve neighborhoods within residential areas of the Plan Area. There are several variations in local streets depending on location, length of the street, and type of land use. These streets are not illustrated in Figure 6.1. Any future improvements to remaining roadways in the AGSP that are not identified in the Specific Plan shall be regulated by the roadway provisions of the respective jurisdiction (either Highland or San Bernardino).

The following standards apply to vehicular access and circulation:

- Individual development projects shall be required to provide the necessary roadway improvements along the street frontage(s) to achieve the ultimate roadway configuration and condition, including curb and gutter, pedestrian and bicycle facilities, street lights, and landscaping pursuant to the street sections illustrated below. All necessary roadway improvements shall be determined through the site plan review process, as site-specific development proposals are brought to the City of San Bernardino or City of Highland for processing.
- Vehicular site access provisions to individual development sites shall be determined through the site plan review process, as site-specific development proposals are brought to the City of San Bernardino or City of Highland for processing.
- Vehicular site access to individual development sites shall be designed to minimize conflicts between motor vehicles, pedestrians, and cyclists.
- Vehicular site access points and intersections shall be designed to provide adequate and clear line of sight for approaching pedestrians, cyclists, and vehicles pursuant to adopted engineering standard plans of the City of San Bernardino or City of Highland.
- Designated site access points (i.e., concrete driveways with secured gates, rolled curb with ground cover) for emergency vehicles and service providers (e.g., police, fire, paramedics) shall be allowed where deemed necessary by the emergency provider.
- Vehicular facilities shall be improved to provide consistent lane widths on roadways to improve driving conditions and decrease merging congestion. Bottle-neck conditions created by reduced lanes along the same roadway can lead to unnecessary delay or congestion at merging points.
- Additional lane capacity at intersections or improved and coordinated signal timing should be provided along roadways experiencing high volumes of traffic.
- Roadways shall be restriped where faded lane stripes and markings exist.
- Note: Need to discuss and verify parkway placement and maintenance obligations with both cities.

6.3 Truck Access and Circulation

Truck traffic is anticipated to be a significant component of AGSP's mobility plan. The Plan Area serves as a gateway to the San Bernardino International Airport (which supports many aviation businesses, including air cargo) and existing and future business and industries (i.e., warehouse and distribution centers, eCommerce, logistic centers) in, around and beyond the Plan Area that rely heavily on local and regional truck transportation.

The Specific Plan puts forth the comprehensive system of truck routes linking the airport, businesses and industries with major roadways and freeway connections in and around the Plan Area and throughout the region. A truck route is a path of circulation required for all vehicles exceeding set weight or axle limits—it follows major arterials through commercial or industrial areas and avoids sensitive areas.

In concert with the City of Highland's General Plan Circulation Element, the mobility plan provides designated truck routes for use by commercial/industrial trucking that minimize impacts on local traffic and neighborhoods both in and around the Plan Area, and also to improve air quality and minimize congestion, noise pollution and deterioration of the roadway infrastructure. As shown in Figure 6.2, *Truck Routes*, the mobility plan designates key roadways in and beyond the Plan Area as designated truck routes—these include the east-west streets of 5th Street and 3rd Street and the north-south streets of Sterling Avenue, Victoria Avenue, and Palm Avenue. Truck access along all other streets in the Plan Area is prohibited.

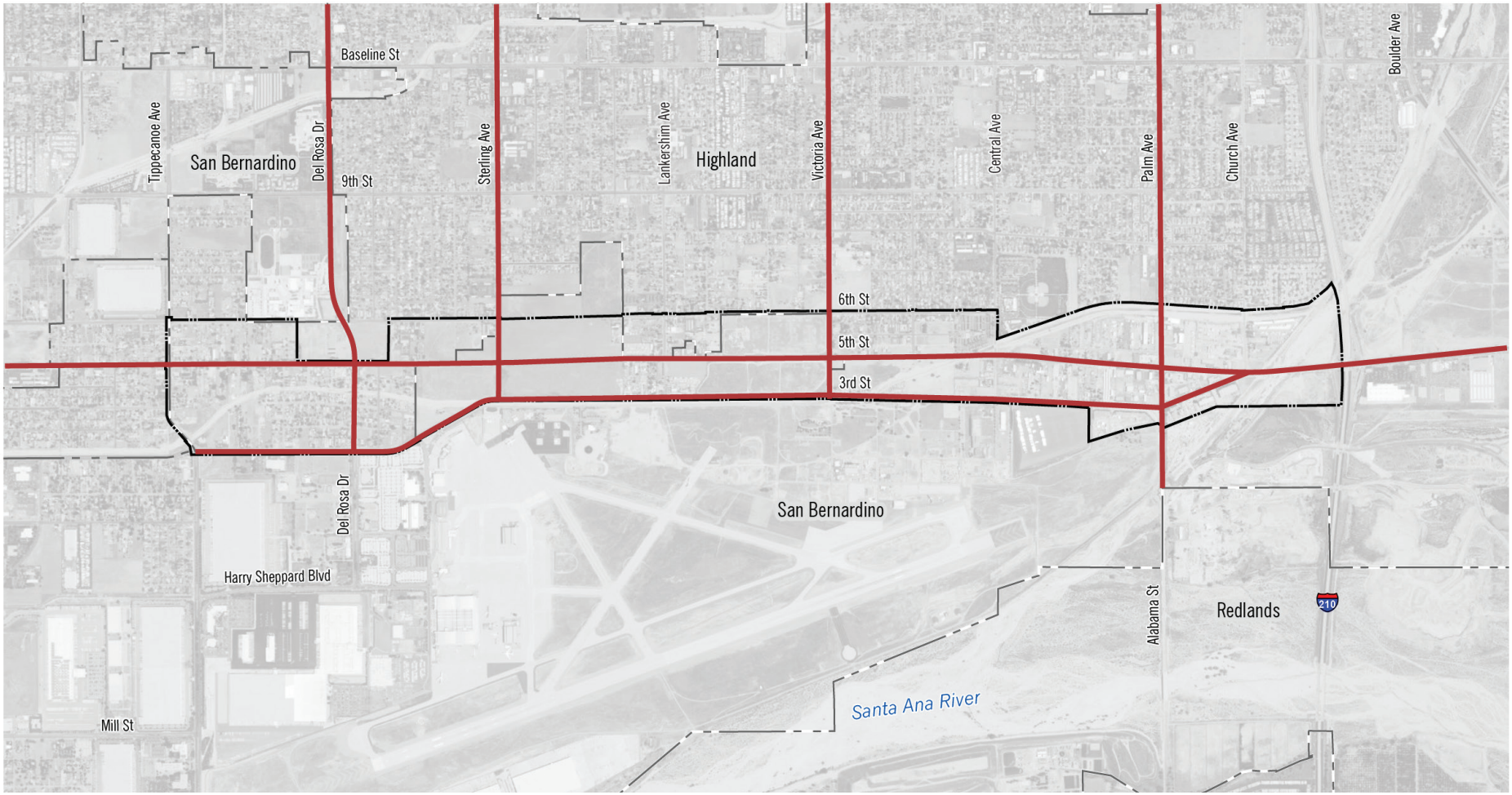
The following standards apply to truck access and circulation.

- Truck traffic shall be assigned to the truck routes illustrated in Figure 6.5. Truck traffic along any non-designated truck route shall be prohibited.
- Adequate signage shall be provided at business driveways and where appropriate and feasible along streets to inform truck drivers of designated truck routes.
- A designated truck route exhibit/map shall be provided to all truck drivers delivering or picking up goods from businesses in the Plan Area.
- To the extent feasible, designated (single-use or shared) truck parking lots should be provided in development sites or key areas of the Plan Area to allow trucks that may arrive early to their destination to park and wait in the event that onsite queues of the destination site get to a point that prohibit trucks from fully entering the site and thereby creating truck queues onto the street. The provision of designated truck parking lots provides a much needed area for trucks to park when a business is busy and truck access into the truck yard or loading/unloading area is slow. This will also prevent trucks from stacking out onto the streets. Note: Need to add additional clarification as to how the parking lots would work, such as who would develop, own, and maintain them?
- The established truck route system should be periodically reviewed for appropriateness and capacity in the context of expanded activity and development plans at the San Bernardino International Airport (i.e., operation of the Amazon Air Regional Air Hub) and commercial/industrial business growth along the designated truck routes.

Designated Truck Parking Lots

A truck parking strategy identifying a joint use parking area for all businesses within the AGSP will need to be created as a part of the AGSP implementation actions, identifying where it should be located, funded and managed.

FIGURE 6.5. TRUCK ROUTES



6.4 Pedestrian Access and Circulation

Pedestrian facilities include sidewalks, walkways, crosswalks, signals, and illumination. These facilities are an important part of the Plan Area's non-motorized transportation network as they help implement the many benefits of Complete Streets. Pedestrian facilities provide a vital link between many other modes of travel and between destinations. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as buses as well as those who attend nearby schools.

Existing pedestrian facilities in the Plan Area mainly consist of sidewalks, crosswalks, and signals. However, along the majority of the roadways in the Plan Area, pedestrian access and circulation is limited or inadequate. The high speed of vehicles, nonexistent or incomplete sidewalk network, lack of substantial buffers and lighting, and other factors make walking conditions difficult and uninviting. For example, for the stretch of Del Rosa Drive from 3rd Street to 6th Street sidewalks are nonexistent on both sides of the street. Currently, the edge condition of this roadway consists entirely of graded dirt shoulders with no buffers for security or trees for shade and comfort. Del Rosa Drive provides direct access to many residential neighborhoods and therefore lacks the pedestrian facilities needed for residents. Additionally, at many intersections the striping of crosswalks is in poor condition and/or the roadway pavement of the crosswalk is deteriorated.

In response to the existing pedestrian facility issues, the mobility plan requires upgrading and completing the sidewalk network; upgrading existing crosswalks and providing new ones where necessary; upgrading or installing push buttons and countdown signals where required; and providing better accessibility between land uses. The addition of these pedestrian facilities will create a more complete multimodal network for the Plan Area and help implement Complete Streets.

The following standards apply to pedestrian access and circulation.

- Pedestrian access and circulation improvements identified in the roadway sections shall be provided as individual development projects in the AGSP are constructed.
- All development projects and plans shall be designed to facilitate pedestrian access within and connect to the Plan Area's pedestrian network, and to ensure a safe and efficient pedestrian environment.

Parkways are recommended to separate pedestrians from the street traffic, and berms or other landscape design features are encouraged to be used to screen industrial uses.

- Clearly defined pedestrian paths shall be provided from parking areas to primary building entrances and sidewalks along the site's perimeter.
- Pedestrian connections within parking areas should include landscaping elements to provide visual interest and relief and to provide safety and security for pedestrians
- Parkway-separated sidewalks with landscaping and shade trees should be provided where possible to provide a buffer from the street, increased safety and convenience for pedestrians, and add color and visual interest to the public realm.
- Sidewalks and walkways shall be free of obstacles within the pathway, including vehicular overhangs, risers, utilities, and other structures.
- Sidewalks and walkways shall be well lit for nighttime use and to promote safe walking.
- Sidewalk gaps shall be filled to provide a continuous sidewalk network.
- Pedestrian connectivity should be improved by creating a streetscape that promotes safe walking.
- Safe and inviting pedestrian facilities shall be designed with Crime Prevention through Environmental Design (CPTED) principles in mind.
- Highly-visible and well-marked crosswalks and warning strips (where necessary) shall be provided at all controlled intersections.
- Push buttons and countdown signals shall be upgraded or provided at signalized intersections.
- Pedestrian walk times shall be reviewed at signalized intersections to ensure that enough pedestrian clearance time is provided in accordance with the requirements of the most current California Manual on Uniform Traffic Control Devices published by the Federal Highway Administration.
- All sidewalks, walkways, and crosswalk ramps and warning strips shall comply with Americans with Disabilities Act (ADA) standards and Title 24 of the California Code of Regulations.

6.5 Bicycle Access and Circulation

Similar to pedestrian facilities, bicycle facilities are an important part of the Plan Area's nonmotorized transportation network as they provide an alternative to the automobile to access the employment-generating uses in the AGSP.

Currently, the only existing bicycle facilities in the Plan Area are dedicated on-street bicycle lanes on both sides of 5th Street from Tippecanoe Avenue on the west to SR-210 on the east, and on both sides of 3rd Street from Victoria Avenue to Palm Avenue. In many areas along 5th Street the striping and roadway conditions of the bicycle lane are in poor condition, providing unsafe conditions for bicyclists. Also, along 5th Street and 3rd Street, adequate bike path signage is lacking. The existing bicycle network provides limited connections throughout and beyond the Plan Area.

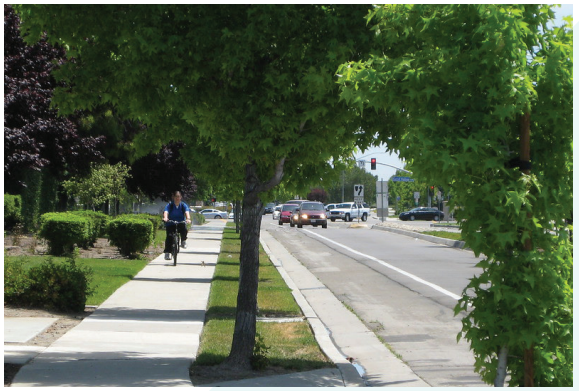
Additionally, bicyclists commonly use the existing sidewalks and unpaved roadway edges for local circulation, which indicates a lack of bicycle infrastructure for the community. Further, without safe bicycle systems, the use of sidewalks by bicyclists makes them less safe for pedestrians.

New bicycle paths in the Plan Area are important in providing connectivity in the Plan Area and to existing and future bicycle trails serving the Plan Area and the cities of Highland and San Bernardino. To better connect the Plan Area to employment, recreation, and shopping in and beyond the Plan Area, the provision of new and improved bicycle paths is a key goal of the mobility plan. In addition to implementing new bicycle paths, new bicycle amenities (e.g., bicycle parking and storage) can increase convenience and encourage biking as a viable transportation option.

Bicycle circulation to, within, and beyond the Plan Area is provided on separated bikeways, streets with designated bike lanes, and off-street pathways. These facilities are designated by three classification and are illustrated in Figure 6.6, *Bicycle Network*.

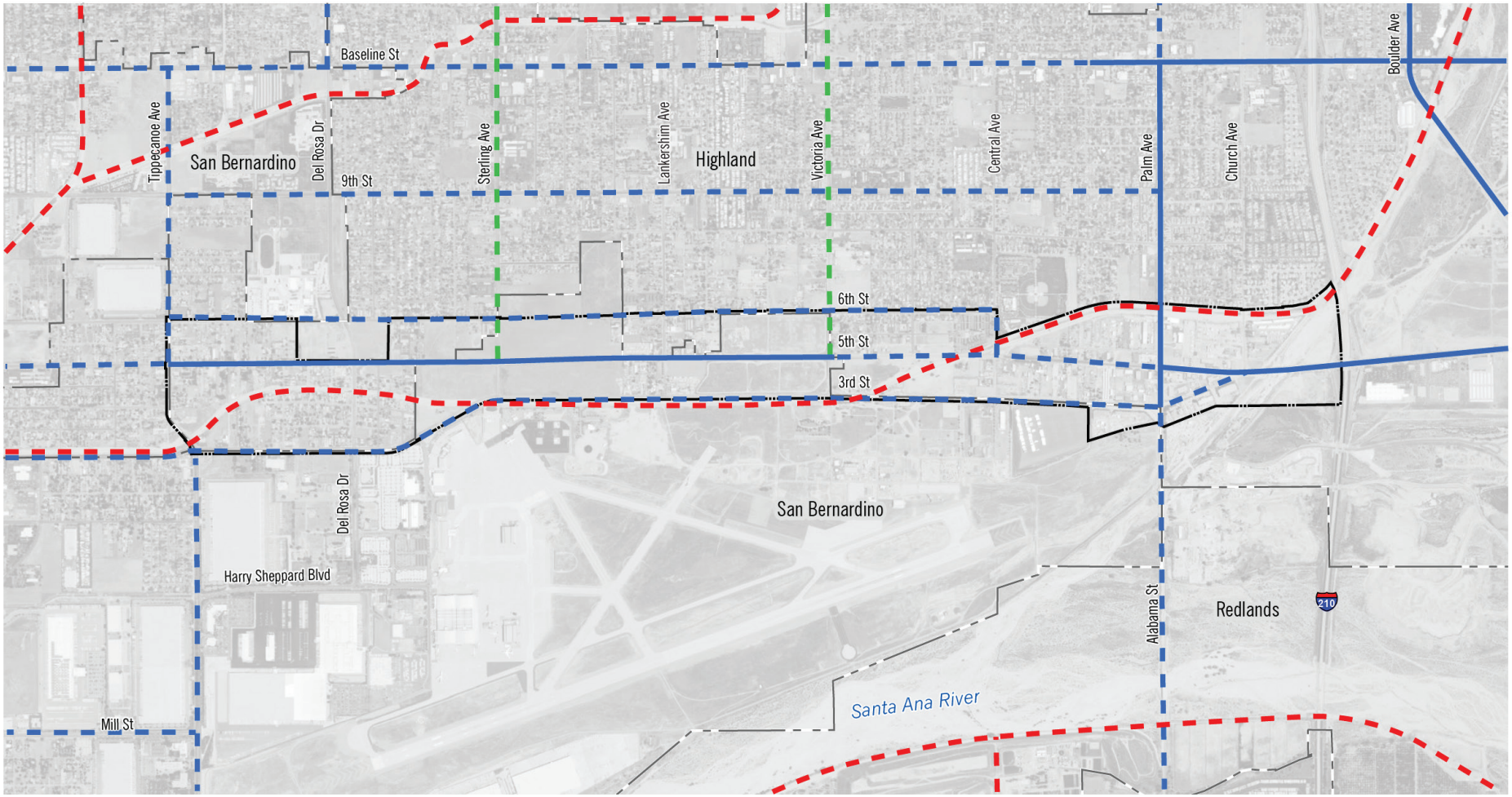
CLASS I BIKEWAYS

A Class I bikeway is a dedicated travel-way for bicyclists that is not served by roadways (off-street). The most common applications for these bikeways are along rivers, canals, and utility rights-of-way, or within and between parks and open space areas. Class I bikeways are for non-vehicular use only with opportunities for direct access, commuter use, and recreational benefits, with right-of-way for the exclusive use of bicycles and pedestrians. As shown in Figure 6.6, *Bicycle Network*, there are currently no existing Class I bikeways in or around the Plan Area; however, they are proposed along 3rd Street.



It will be particularly important to provide safe bicycling spaces along identified roadways to minimize the potential conflicts between bicyclists and the truck traffic generated by new industrial uses. placeholder photo

FIGURE 6.6. BICYCLE NETWORK



Source: ESRI, 2016

Plan Area Boundary
City Boundaries
Existing Class I
Existing Class II
Existing Class III
Proposed Class I
Proposed Class II
Proposed Class III

0 0.25 0.5 Miles

N

CLASS II BIKEWAYS

Class II bikeways provide a delineated right-of-way along roadways assigned to bicyclists to enable more predictable movements, accommodating bicyclists through on-street corridors. Bike lane signs, pavement markings and physical barriers help define these facilities. As shown in Figure 6.6, *Bicycle Network*, existing Class II bikeways exist on both sides of 5th Street from Tippecanoe Avenue on the west to SR-210 on the east, and on both sides of 3rd Street from Victoria Avenue to Palm Avenue. A new Class II bikeway is proposed along 3rd Street.

CLASS III BIKEWAYS

Class III bikeways are shared facilities that serve either to provide continuity to other bicycle facilities or designate preferred routes through high demand corridors. Bike routes are normally shared with motor vehicles on the street, or with pedestrians on sidewalks and are typically used in lower-volume roadways. In either case, bicycle use is secondary. This type of bikeway is identified by signage or through installation of arrows along the roadway. As shown in Figure 6.6, there are no existing Class III bikeways in or around the Plan Area; however, they are proposed along Sterling Avenue and Victoria Avenue.

As noted above, there is an existing dedicated on-street bicycle lane on both sides of 5th Street from Tippecanoe Avenue on the west to SR-210 on the east. However, because 5th Street is a designated truck route (see Figure 6.5, *Truck Routes*) and to eliminate any conflicts between truck drivers and bicyclists along this street, the Class II bikeway will be relocated from 5th Street to 6th Street, from Tippecanoe Avenue on the west to Palm Avenue on the east (see Figure 6.6, *Bicycle Network)*. Relocating the bikeway would ensure the safety of cyclists, ensure that truck traffic along 5th Street is uninterrupted, and help improve the way people get around the Plan Area.

The following standards apply to bicycle access and circulation. Refer to Chapter 5.0, *Design Standards and Guidelines*, for additional standards.

- Bicycle routes shall be provided pursuant those identified in Figure 6.6.
- All development projects and plans shall be designed to facilitate bicycle access within and connect to the Plan Area's bicycle network, and to ensure a safe and efficient environment for bicyclists.
- Adequate signage shall be provided for all existing and proposed bicycle facilities, both on- and off-street.

Example of a Class II Bikeway

OmniTrans provides transit service to the Plan Area and provides an alternative transportation option and more choices to access the AGSP in addition to a car.

- Bicycle connectivity should be improved by creating an active streetscape that promotes safe cycling.
- Commercial, office, and other non-residential development shall provide bicycle parking in accordance with the California Green Building Code Standards, CALGreen Section: 5.106.4 Bicycle parking.
- Accessible, secure, and well-signed bicycle parking and/or storage facilities shall be provided at convenient and visible locations for individual developments and businesses.
- Safe and inviting bicycle facilities shall be designed with Crime Prevention through Environmental Design (CPTED) principles in mind.
- The provision of bicycle racks at bus stops should be considered to encourage first and last mile trips.

6.6 Public Transit

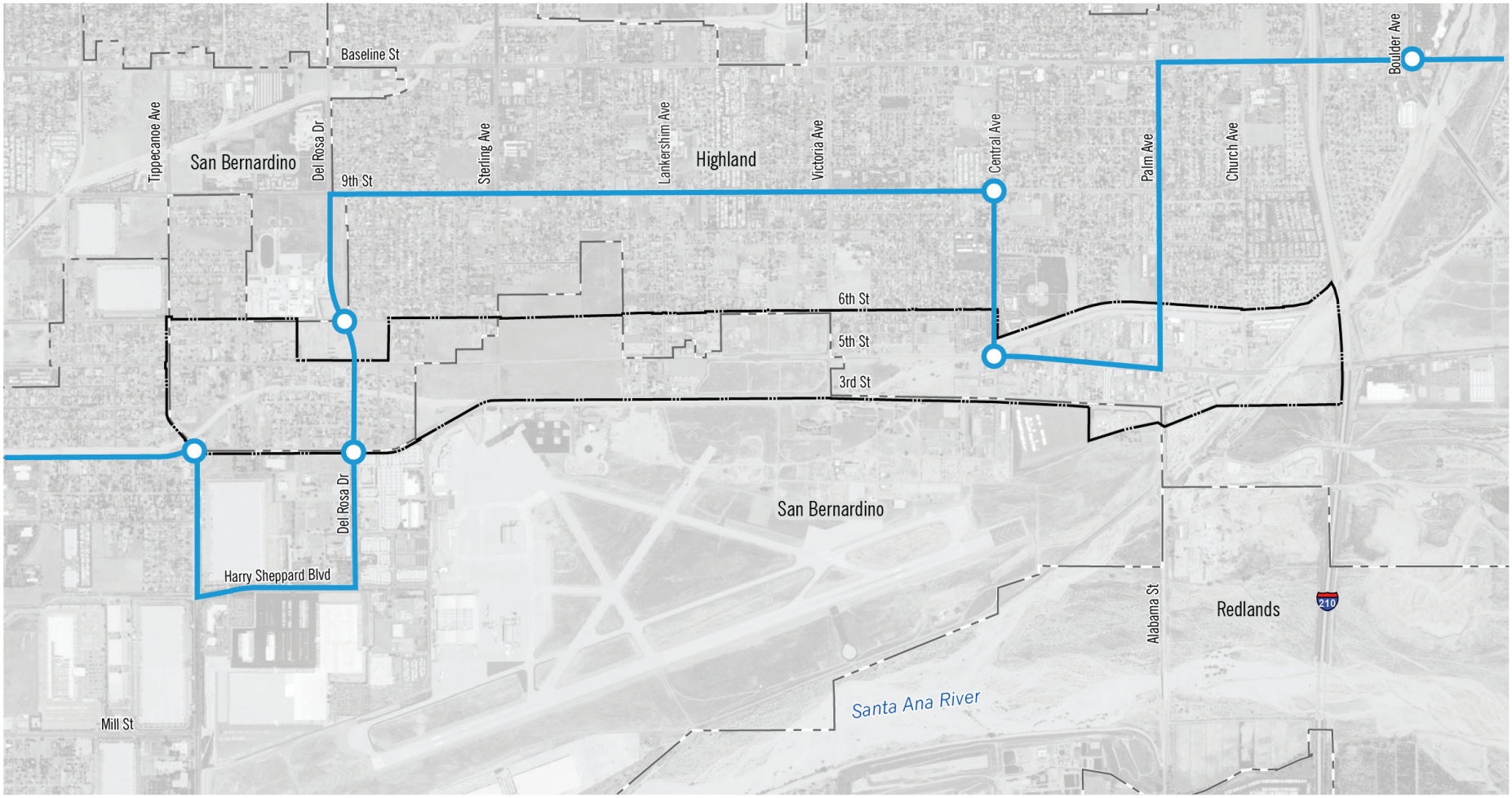
Transit service to the Plan Area is provided by OmniTrans, which serves the Cities of San Bernardino and Highland and other surrounding cities. Currently, only OmniTrans Route 15 travels on any of the streets within the Plan Area, as shown in Figure 6.4, *Transit Routes*. Route 15 operates between the Cities of Redlands and Fontana, traveling through the Plan Area along Tippecanoe Avenue, Del Rosa Drive, Central Avenue, and Palm Avenue.

Key stops along Route 15 include the San Bernardino County Court Building, Redlands Mall, San Bernardino Stadium, San Bernardino Valley College, Fontana Metrolink, and the San Bernardino Transit Center. At the San Bernardino Transit Center, passengers can transfer to other OmniTrans routes, as well as to Riverside Transit, Mountain Transit, Pass Transit and Victor Valley Transit Authority routes, or to Metrolink.

Route 15 operates on weekdays from 6:40 AM to 10:40 PM with approximately 30-minute headways (the time between bus arrivals), and on Saturdays and Sundays from approximately 6:40 AM to 7:25 PM with approximately 1-hour headways.

The OmniTrans bus stops located in and near the Plan Area include:

FIGURE 6.7. TRANSIT ROUTES



Source: ESRI, 2016

Plan Area Boundary
City Boundaries
Omnitrans Route 15
Bus Stop

0 0.25 0.5 Miles

N

- Tippecanoe Avenue at 3rd Street
- Del Rosa Drive at 3rd Street
- Del Rosa Drive at 6th Street
- Central Avenue at 5th Street
- Central Avenue at Palm Avenue

Aside from being limited to one bus route and a few bus stops, there is also a lack of basic amenities at all existing bus stops in the Plan Area, which are essential to the comfort, enjoyment, and wellbeing of riders. To improve these existing conditions, increase awareness, attract ridership, and build on the many benefits of Complete Streets, the mobility plan looks to identify ways to improve public transit in the Plan Area.

The following standards apply to public transit:

» New development should integrate public transit stops into the site design based on local jurisdictions input.

» Expanded public transit routes, schedules and stops should be considered to create better connections between Plan Area and surrounding communities.

» Establish a partnership with OmniTrans to identify potential opportunities for new routes or modifications to existing routes as new development or redevelopment occurs in and around the Plan Area.

» Establish a partnership with OmniTrans to upgrade existing bus stops and design bus stops to include dedicated right-of-way for buses in the form of bus cutouts; proper furnishings including shelter, seating, and lighting; safe loading/unloading areas for all riders; bicycle storage and parking; and adequate pedestrian connectivity. All bus stop improvements shall be in accordance with the OmniTrans Transit Design Guidelines.

» The provision of bicycle racks at bus stops should be considered to encourage first and last mile trips.

» Businesses should provide employees with transit awareness packages that include information on bust routes, schedules, and stops.

» Transit stop amenities should be planned and designed into projects to reduce street clutter and to encourage transit use within the Plan Area.

6.7 TDM Strategies

Insert TDM strategies that will come out of the VMT analysis being conducted by KH.

PLACEHOLDER PAGE

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CHAPTER 7.0

INFRASTRUCTURE & PHASING

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CHAPTER 7.0
INFRASTRUCTURE & PHASING

The Plan Area is supported by an extensive infrastructure network and utilities and service systems that serve area residents and businesses. Most of the existing infrastructure in the Plan Area is adequate to serve existing and future uses, although it is aging and will require periodic upgrades and expansion. As businesses in the Plan Area are developed, additional infrastructure investment will be required to provide an adequate level of service to accommodate both existing uses and the projected growth.

The purpose and intent of this chapter is two-fold: 1) to identify the infrastructure and utilities and service systems that will be needed to adequately serve the existing and future land uses of the Plan Area, and 2) to ensure that changes in land use also improve the area's infrastructure, utilities and service systems to support the new uses. The improvements outlined in this chapter will help facilitate the Plan Area's transformation to a more sustainable and efficient area. Future improvements include identifying ways that infrastructure can support existing and new development while promoting sustainable objectives of conservation, efficiency, and natural resource protection.

In 2018, crew demolished and removes damaged portions of the City Creek wash on the south side of Third Street to install new concrete panels through an IVDA rehabilitation project. City Creek is one of the primary drainage systems in the AGSP. Source: Highland Community News.

Specific actions (e.g., economic actions and strategies) for the infrastructure and utilities and service systems that are necessary to implement the Specific Plan are identified in Chapter 8, *Administration, Implementation, and Financing*. Refer to Chapter 5.0, *Design Standards and Guidelines*, for design guidelines and standards applicable to the various infrastructure and utilities and service systems.

7.1 Water Infrastructure System

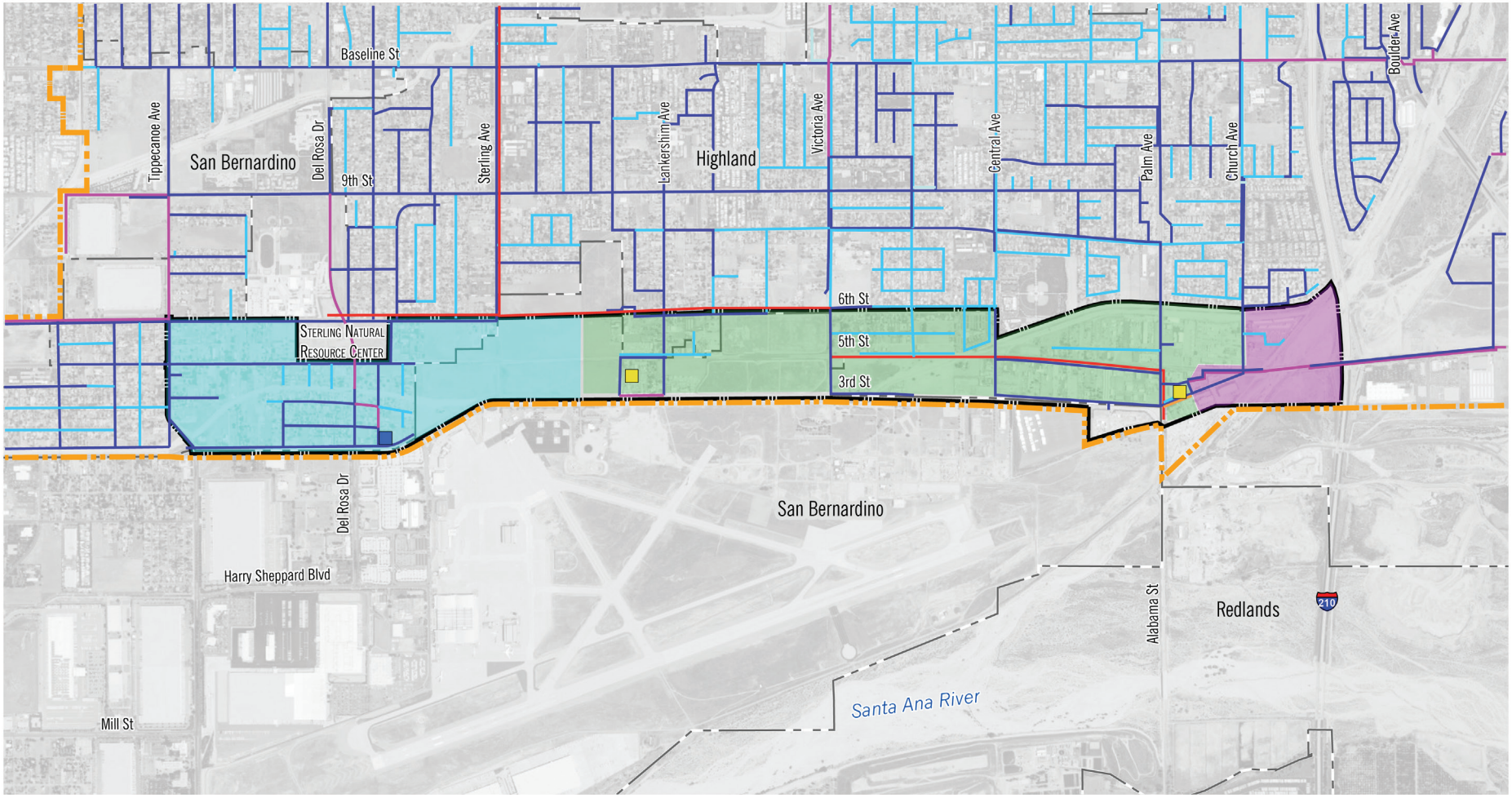
7.1.1 EXISTING WATER SYSTEM

Potable water is provided to the Plan Area by East Valley Water District (EVWD). EVWD's existing supply sources consist of local groundwater from wells, surface water from the Santa Ana River obtained through the North Fork Water Company, and imported water from the State Water Project (SWP). EVWD purchases imported SWP water from the San Bernardino Valley Municipal Water District (SBVMWD) to meet a portion of system water demands. This water is treated in conjunction with Santa Ana River water at EVWD's surface water treatment plant, Plant 134, which has a design and modeled capacity of eight million gallons per day.

EVWD's service area is divided into 14 pressure zones. The Plan Area is in a portion of EVWD's Lower, Intermediate and Upper Zones. EVWD operates and maintains existing water distribution infrastructure throughout the Plan Area, including booster stations, a well, and pipelines. There are major east-west pipelines in 6th Street, some pipelines in 5th Street, and some pipelines in 3rd Street. The backbone water system in the Plan Area includes a combination of 6- to 36-inch (in diameter) pipelines in the aforementioned streets. The existing water infrastructure system and zones are shown in Figure 7.1, *Water Infrastructure System.*

San Bernardino Municipal Water District (SBMWD) does not supply water to the City of Highland, portions of the City of San Bernardino and unincorporated areas of the San Bernardino County; however, SBMWD has infrastructure in the Plan Area in 3rd Street and 5th Street. At the intersection of Tippecanoe Avenue and 3rd Street there is an intertie with the Plan Area via a 12-inch pipeline. The 12-inch pipeline continues east on 3rd Street and terminates east of Del Rosa Drive. This 12-inch pipeline supplies the distribution system south of 3rd Street, specifically, for the San Bernardino International Airport.

FIGURE 7.1. WATER INFRASTRUCTURE SYSTEM



Source: ESRI, 2016

Plan Area Boundary
City Boundaries
EVWD Service Area Boundary

PROPOSED AND EXISTING FACILITIES

Booster Station
Well

Pipeline by Diameter
> 24 inches
14 - 24 inches
8 - 13 inches
4 - 7 inches
< 4 inches

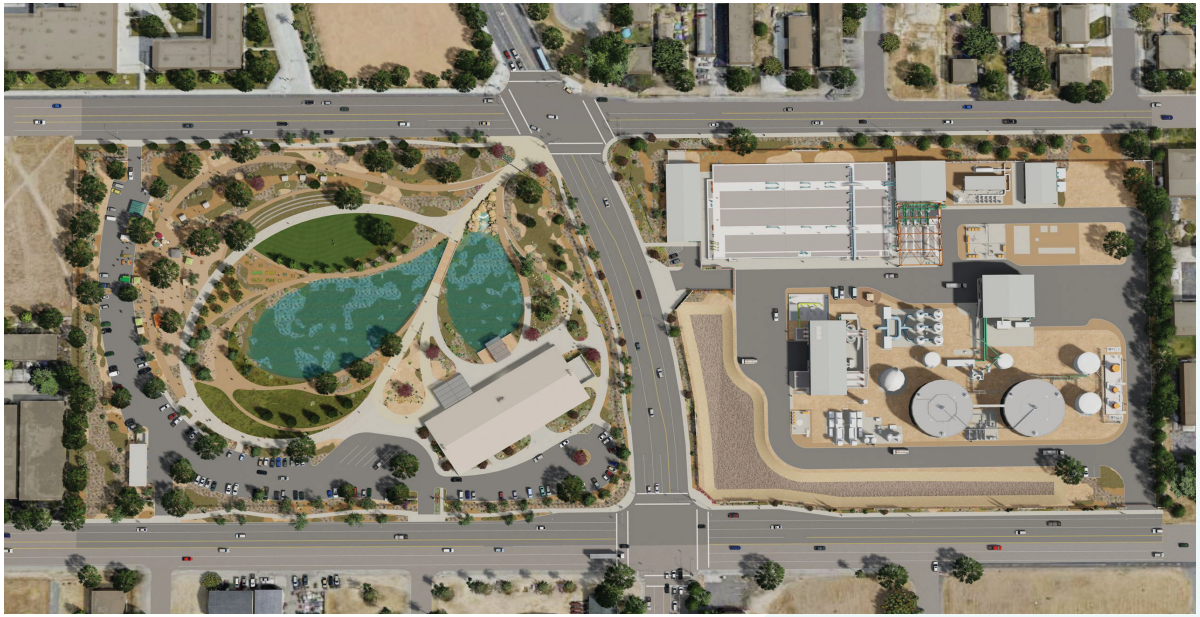
0 0.25 0.5 Miles

N

7.1.2 PROPOSED WATER SYSTEM

Based on EVWD's 2019 Water System Master Plan (WSMP) Build-Out Water System Improvements outlined in Chapter 8 of the WSMP, there are no major water infrastructure improvements (e.g., distribution pipelines) planned or required for the Plan Area. The existing backbone water infrastructure system shown in Figure 7.1, *Water Infrastructure System,* will have enough capacity to continue to serve the future water needs of existing and new development in the Plan Area so long as the maximum development thresholds identified in Chapter 4.0, *Land Use and Standards*, are not exceeded. However, new development in the Plan Area may require the replacement of existing or construction of new onsite water pipelines on individual parcels to connect to EVWD's water distribution pipelines.

Additionally, preliminary analysis indicates that offsite improvements (outside the Plan Area but within EVWD's service area) to the existing EVWD system will be required to ensure reliable water delivery to EVWD's service area, including future development in the Plan Area. The offsite water system improvements include:



The Sterling Natural Resource Center is currently under construction adjacent to the AGSP Project Area.
Source: EVWD, 2020

- **Project 1** - 3.5 million gallon storage reservoir in the Lower Zone (one of EVWD's 14 pressure zones).
- **Project 2** - New Well 01 in the Intermediate Zone (one of EVWD's 14 pressure zones).

It should be noted that the locations of these improvements have not yet been determined as EVWD will have to prepare a preliminary design to site the reservoir and determine where to drill a pilot hole for the aformentioned Well 01.

EVWD's regional distribution pipelines are typically replaced (when needed) via impact fees collected by EVWD; whereas the local service lines (onsite water pipelines) that provide service to individual parcels are typically provided by developers at the time of project construction. In the case of the Specific Plan, where a high degree of development and redevelopment is anticipated, any replacement of the on-site water pipelines is assumed to be required at the time of such development or redevelopment. At the development stage of individual development projects, a more refined analysis is required be performed to confirm the following:

- Final elevation and grades
- Pipe corridor and sizes
- Storage volumes
- Connection points to on-/offsite distribution systems
- Phasing

7.1.3 RECYCLED WATER SYSTEM

EVWD is currently constructing the Sterling Natural Resource Center (SNRC), which will be a state-of-the-art facility in the City of Highland that will provide a sustainable new water supply to boost the region's water independence. The SNRC will occupy approximately 16 acres on both sides of North Del Rosa Drive between East 5th Street and East 6th Street. The treatment facility will be located on the eastern parcel and the administration center will be located on the western parcel.

The SNRC will provide tertiary treatment to wastewater generated within EVWD's service area. Upon completion, the SNRC will be capable of treating up to 10 million gallons of wastewater per day. The SNRC will recharge the local Bunker Hill Groundwater Basin and will provide community education, training and space, neighborhood improvements, and will supply recycled water to create new habitat for the Santa Ana Sucker, an endangered fish species in the area. The SNRC will produce Title 22 recycled water but will not be a source to serve the Plan Area with recycled water. However, in order to ensure that the Plan Area is designed to utilize all available natural resources in a sustainable manner, all non-potable water uses of development projects accommodated by the Specific Plan shall be designed to accommodate and utilize recycled water from the SNRC if it should become available in the future. The City Engineer of the cities of Highland and San Bernardino shall have the authority but shall not be required to waive the requirement if they deem such a design requirement is infeasible.

7.1.4 WATER STANDARDS AND REQUIREMENTS

The following standards and requirements apply to water infrastructure.

- Individual development projects shall be required to adhere to the provisions of all EVWD ordinances regarding water demand allotment and water supply (pressure, velocity, fire flow, etc.) in EVWD's service area.
- Proposed water infrastructure improvements shall be required to be designed, constructed and installed in accordance with applicable requirements of the City of Highland and/or City of San Bernardino Municipal Codes and their established engineering standards, and to the satisfaction of EVWD and/or the engineering divisions of both cities.
- Project applicants/developers shall pay any and all EVWD-established fees for connecting to the water system or for any needed upgrades resulting from new development. Depending on the size, type of development and anticipated water demand, EVWD may impose a condition that the developer pay for all or a portion of the cost of improving the link between the development site and the water system.
- Individual development projects shall require that a site-specific analysis be conducted for fire flows pursuant to the requirements of the City of Highland Fire Department and/or the San Bernardino County Fire Department.
- Irrigation systems should incorporate water-conserving methods and water-efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Opportunities to reuse rainwater and/or grey water for irrigation should be explored.
- Installation of grey water systems that direct certain used water from a building to landscape areas rather than discharging to public sewers should be provided where feasible.
- Water efficient fixtures shall be used in new buildings.

7.2 Wastewater Infrastructure System

7.2.1 EXISTING WASTEWATER SYSTEM

The existing wastewater system in EVWD's service area (which includes the Plan Area) consists of approximately 213 miles of pipeline, 4,400 sewer manholes, 7 siphons, and 5 diversion structures. The pipelines range in size from 4 to 24 inches in diameter. The existing wastewater system conveys flows into SBMWD's East Trunk Sewer, which outlets to the San Bernardino Water Reclamation Plant. The East Trunk Sewer is approximately 9 miles long ranging in size from 8 to 54 inches in diameter. The siphons convey flows in areas where physical constraints prevent gravity flow. The diversion structures are generally installed in manholes to divert flows along a specific route in case of a blockage in the system or during times of high flow. EVWD's wastewater system does not include any lift stations or force mains. All flow is conveyed by gravity to the East Trunk Sewer.

EVWD operates and maintains all of the wastewater pipelines in the Plan Area, which are gravity collection system pipelines that vary in size and are made mostly of vitrified clay pipe. The backbone wastewater system in the Plan Area includes a combination of 8- to 24-inch (in diameter) east-west pipelines in 6th Street, 5th Street, 4th Street and 3rd Street. The existing wastewater infrastructure system is shown in Figure 7.2, *Wastewater Infrastructure System.*

7.2.2 PROPOSED WASTEWATER SYSTEM

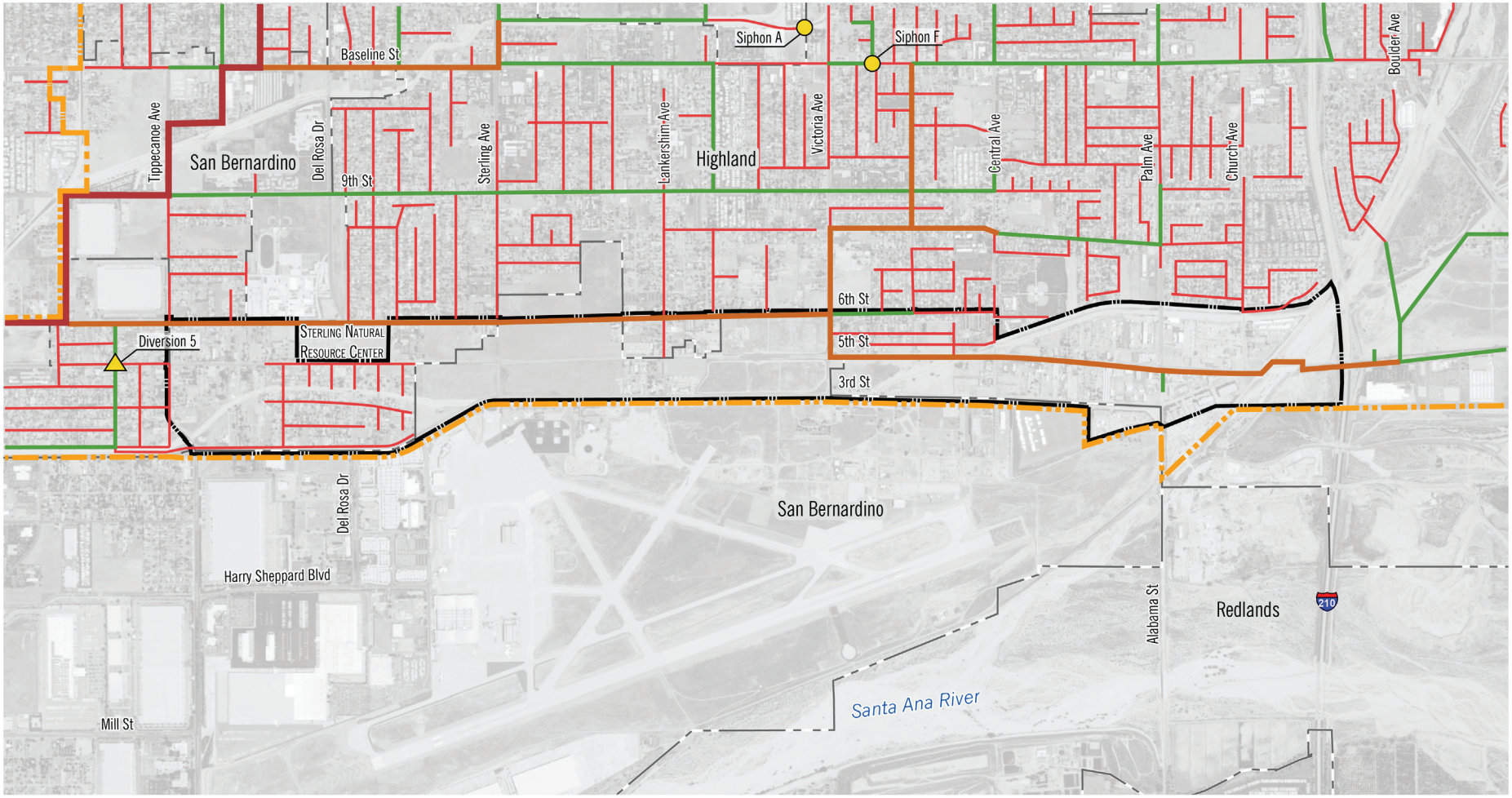
EVWD's Sewer System Master Plan (SSMP) was updated in early 2019. According to the SSMP, the objective of the update was to evaluate the collection system capacity and provide a general assessment of the condition of the existing wastewater collection system in order to develop a comprehensive 20-year Capital Improvement Program (CIP). The CIP includes pipeline condition and capacity improvement projects, long range maintenance program considerations, and conveyance needs. The recommended CIP was the basis for wastewater rate evaluations and long-range financial plans to be completed in separate financial studies. The final recommendations of the SSMP are provided in Chapter 8 of the SSMP. In Chapter 9 of the SSMP, unit costs were developed for pipelines, pump stations, and treatment plants. Capital, construction, and total project costs were developed for the capacity and condition projects and for each Water Reclamation Plant (WRP) alternative. Total project costs for the WRP alternatives were compared to determine the recommended CIP, which includes both capacity- and condition-related capital projects and recommendations on further studies.

Within the Plan Area, the projects recommended to increase collection and distribution (not treatment) capacity (pursuant to the CIP) include:

- **Project E-1**, which is to upsize 5,900 linear feet of 27- to 48-inch pipeline with 36- to 54-inch pipeline, including a possible siphon upsize.
- **Project E-4**, which is to upsize 15,000 linear feet of 21- to 24-inch pipeline with 30-inch pipeline starting at Tippecanoe Street on 6th Street, which would traverse east to Victoria Street then south to 5th Street and finally east on 5th Street to Palm Avenue.
- **Project B-2**, which is to upsize 2,200 linear feet of 15-inch pipeline with 18-inch pipeline, including a possible siphon upsize.

Refer to Figure 7.3, *Recommended EVWD Wastewater Capacity Projects*, for the location and extent of these projects. Pursuant to the CIP, the recommended projects will help collect and distribute wastewater to the Sterling Natural Resource Center currently under construction near the western end of the Plan Area. The projects will be triggered based the amount of commercial/industrial development accommodated by the Specific Plan. The trigger will be tied to square footage or

FIGURE 7.2. WASTEWATER INFRASTRUCTURE SYSTEM



Source: ESRI, 2016

Plan Area Boundary
City Boundaries
EVWD Service Area Boundary

EXISTING FACILITIES PIPELINE BY DIAMETER

East Trunk Sewer
> 18 inches
10 - 18 inches
< 10 inches

Diversion Structure
Sewer Siphon

0 0.25 0.5 Miles

N

plumbing fixture count and what the proposed commercial/industrial project will entail (i.e. high or low water use). The final recommended projects and determination on the trigger point will be evaluated and determined by EVWD when projects are submitted to the City of Highland and/or San Bernardino for development review.

In addition to the recommended capacity projects shown in Figure 7.3, the existing wastewater infrastructure system shown in Figure 7.2, *Wastewater Infrastructure System,* will continue to serve the existing and future wastewater needs of the Plan Area.

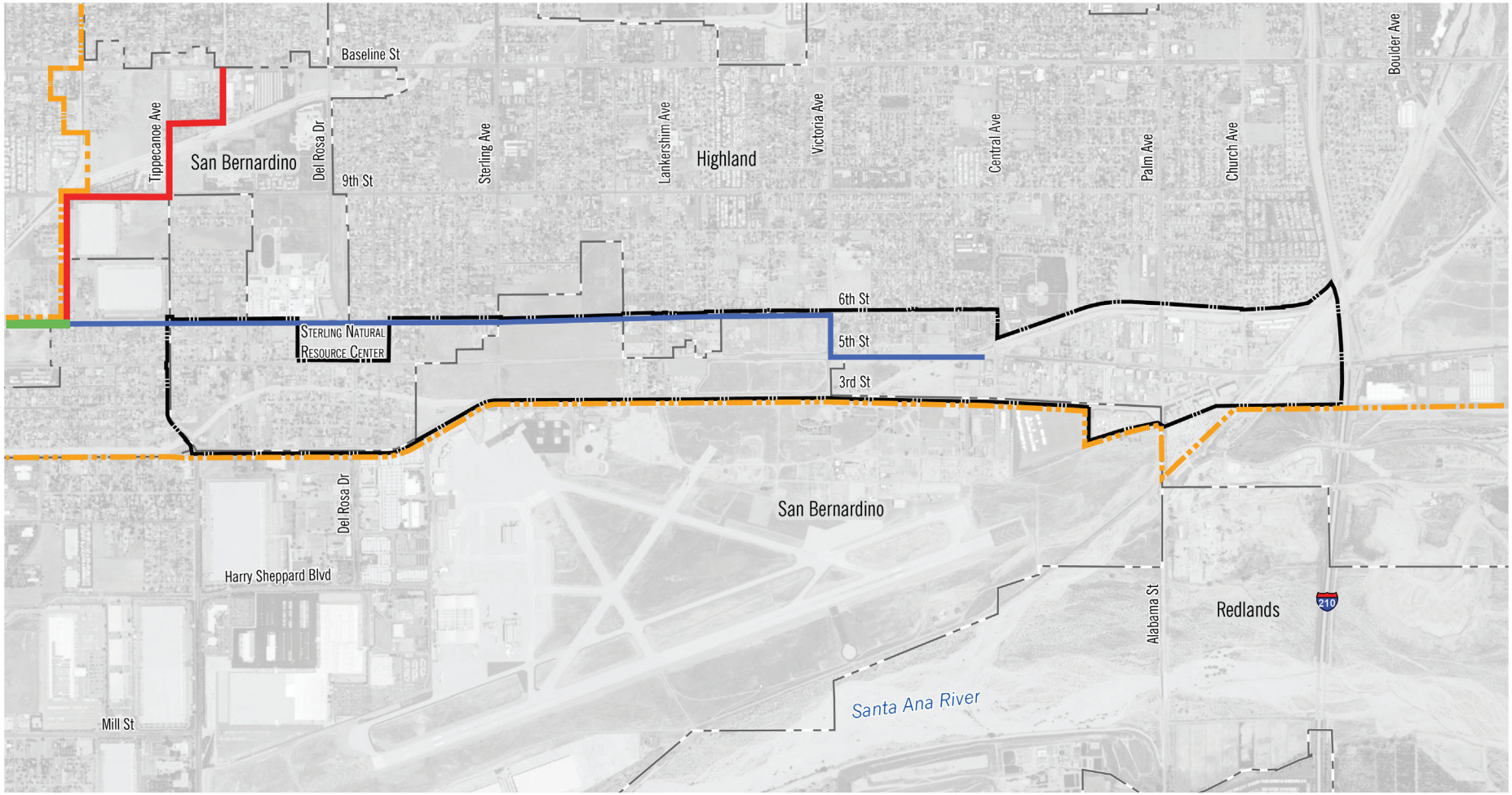
New development in the Plan Area may require the replacement of existing or construction of new onsite wastewater pipelines on individual parcels to connect to EVWD's wastewater distribution pipelines. EVWD may charge project applicants/developers for connecting to the wastewater system or for any needed upgrade resulting from new development. Additionally, EVWD requires that localized system deficiencies that would be impacted by new development be corrected at the expense of the project applicant/developer. Further, as development occurs in the Plan Area, EVWD reviews existing feed lines to determine if there is a need for upgrading. If applicable, any system improvements necessitated by new growth can be addressed through EVWD's CIP.

7.2.3 WASTEWATER STANDARDS AND REQUIREMENTS

The following standards and requirements apply to wastewater infrastructure.

- Individual development projects shall be required to adhere to the provisions of all EVWD ordinances regarding wastewater capacity allotment in EVWD's service area.
- Proposed wastewater infrastructure improvements shall be required to be designed, constructed and installed in accordance with applicable requirements of the City of Highland and/or City of San Bernardino Municipal Code's and their established engineering standards, and to the satisfaction of EVWD and/or the engineering divisions of both cities.
- Project applicants/developers shall pay any and all EVWD-established fees for connecting to the wastewater system or for any needed upgrades resulting from new development. Depending on the size and type of proposed development and anticipated wastewater flow, EVWD may impose a condition that the developer pays for all or a portion of the cost of improving the link between the development site and the trunk line.
- Large water-use developments (e.g., manufacturing, bottling company) shall be required to submit monitored flow measurements to EVWD to determine and project future flow quantities.
- Pretreatment requirements for some industrial operations may be required.

FIGURE 7.3. RECOMMENDED EVWD WASTEWATER CAPACITY PROJECTS



Source: ESRI, 2016

Plan Area Boundary
City Boundaries
EVWD Service Area Boundary

PROPOSED CAPACITY IMPROVEMENTS

- Project E-1: Upsize to 36"-54" pipeline
- Project E-2: Upsize to 30" pipeline
- Project E-4: Upsize to 18" pipeline

0 0.25 0.5 Miles

N

7.3 Drainage Infrastructure System

7.3.1 EXISTING DRAINAGE SYSTEM

The existing drainage system in the Plan Area is fairly rudimentary. Figure 7.4, *Drainage Infrastructure System*, illustrates the overall watershed area tributary to the City Creek Bypass Channel, which includes the Plan Area; existing drainage systems, including storm drains that collect runoff; and proposed drainage system improvements identified by the San Bernardino County Flood Control District's (SBCFCD) Comprehensive Storm Drain Plan #6 (CSDP #6), including the City Creek Bypass Channel alignment. As shown in Figure 7.4, the City Creek Bypass Channel traverses the entire stretch of the Plan Area from east to west. The channel runs along 3rd and 5th Streets and extends from Warm Creek Channel on the west (western terminus) to City Creek Channel (eastern terminus) just north of the Interstate 210 and 5th Street interchange. Storm water runoff in the Plan Area flows to the south over a very shallow grade. The existing storm drains in the Plan Area collect surface runoff and convey it to City Creek Bypass.

7.3.2 PROPOSED DRAINAGE SYSTEM

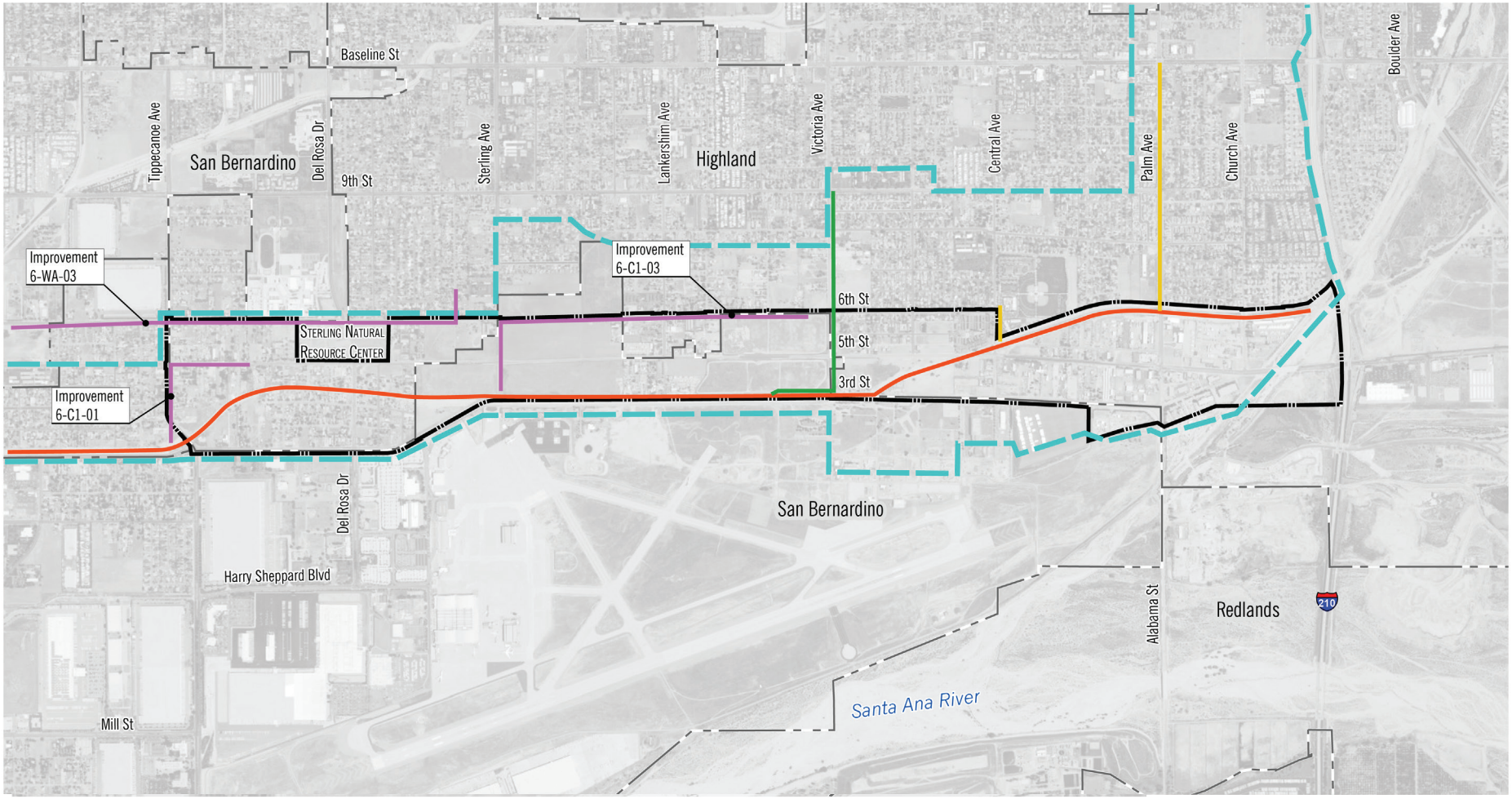
The Preliminary Hydrology and Channel Design for City Creek Bypass Channel study prepared by JLC Engineering & Consulting, Inc. for the Specific Plan concluded that downstream of the Victoria Avenue/City Creek Bypass Channel junction, the channel is insufficient to convey the 100-year flood flows in its current configuration. Based on the findings and recommendations of the study, a new channel design (two alternatives being proposed) is required in order to provide sufficient capacity to convey the 100-year flood flows between Victoria Avenue (just north of the airport and south of 3rd Street) and the City Creek Bypass Channel. Figure 7.5, *Warm Creek Channel Cross Section Alternatives*, illustrates two alternative channel cross section designs, which include a concrete-lined side with earthen bottom channel and a rip-rap lined side with earthen bottom channel. The alternative channel designs are preliminary and have not yet been selected for implementation. For planning and impact forecast purposes, it is assumed that a maximum of one-half mile of new channel will be installed in any given year until the channel is fully improved in the Plan Area.

Since the area managed by SBCFCD (which includes the Plan Area) is extensive and many of the drainage issues are more localized, Master Plans of Drainage and/or CSDP's are created to evaluate the existing drainage systems, identify deficiencies, and recommend improvements and new facilities in an area. As shown in Figure 7.4, *Drainage Infrastructure System* various drainage improvements have been identified for the Plan Area based on the CSDP #6. The purpose of the drainage improvements is to provide flood protection for the Plan Area and to meet the street design standards of the cities of San Bernardino and Highland. The following CSDP #6 drainage system improvements are needed for the Plan Area (see Figure 7.4):

- Improvement 6-C1-01, which is a storm drain that varies in size from 36- to 48-inches in diameter. The storm drain extends along Tippecanoe Avenue and 5th Street.
- Improvement 6-C1-03, which is a storm drain that varies in size from 42- to 81-inches in diameter. The storm drain extends along Sterling Avenue and 6th Street.

Additionally and although not an improvement identified in the CSDP #6 (Improvement 6-WA-03), coordination between IVDA and the cities of Highland and San Bernardino has resulted in identification of the need for a new storm drain along Victoria Avenue (see Figure 7.4), which would serve the Plan Area and beyond. The storm drain system is currently under a Plan, Specification, and Estimate (PS&E) process with the City of Highland. The intent of the PS&E process is to develop a package that obtains CEQA clearance, design approvals and construction estimates to allow the drainage improvement to be constructed.

FIGURE 7.4. DRAINAGE INFRASTRUCTURE SYSTEM



Source: ESRI, 2016

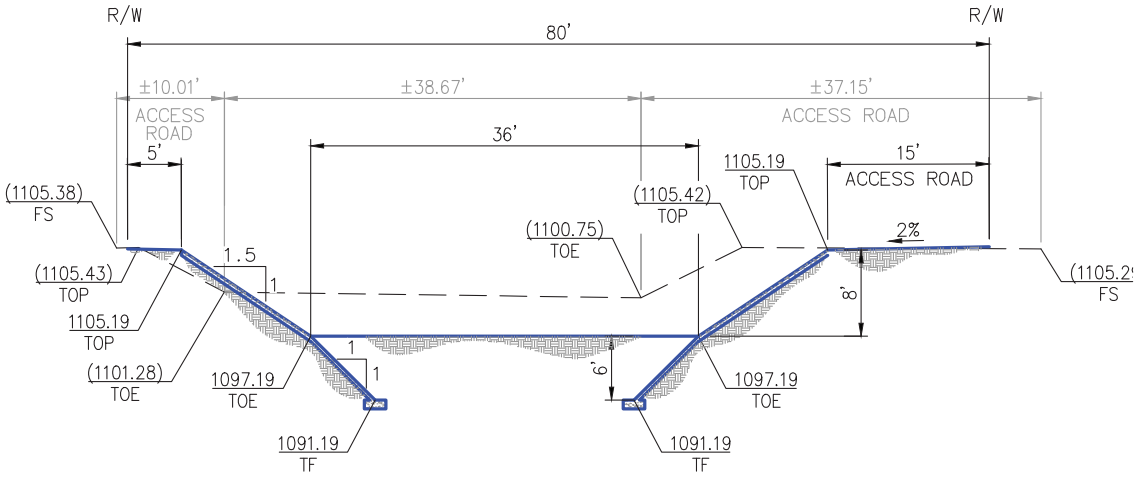
PROPOSED AND EXISTING FACILITIES

- Plan Area Boundary
- City Boundaries
- Watershed Boundary
- Existing Storm Drain
- Proposed Storm Drain (City of Highland)
- Comprehensive Storm Drain Plan #6 - Proposed Storm Drain
- Proposed City Creek Bypass - Channel Alignment

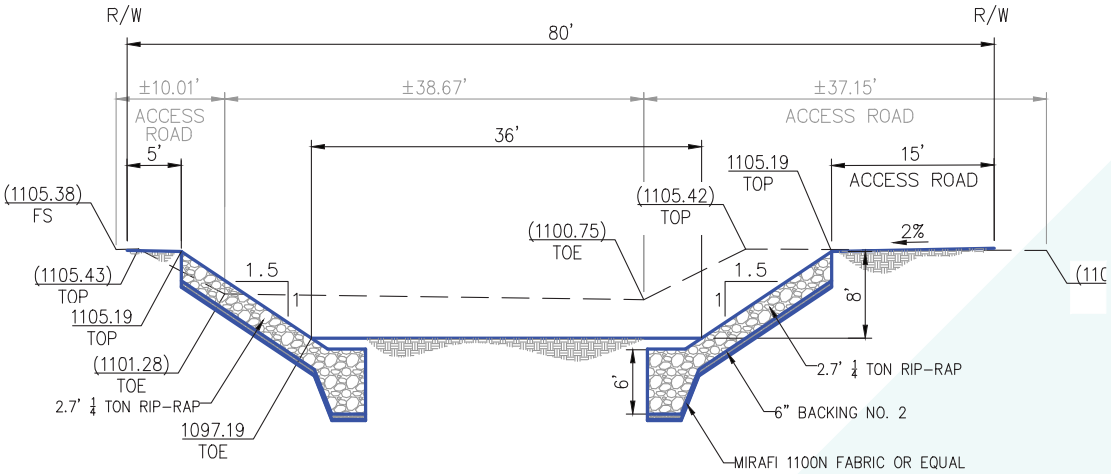
0 0.25 0.5 Miles

N

FIGURE 7.5. WARM CREEK CHANNEL CROSS SECTION ALTERNATIVES



CONCRETE CHANNEL DETAIL
SECTION • STA. 107+20.39
SCALE: 1"=10'



RIP-RAP CHANNEL DETAIL
SECTION • STA. 107+20.39
SCALE: 1"=10'

It should be noted that Improvement 6-WA-03, shown along 6th Street in Figure 7.4 is adjacent to the northerly Plan Area boundary and shown for context and informational purposes. Based on the topographic contours for the watershed area, the runoff flows to the west towards Warm Creek Channel and away from the Plan Area. Therefore, implementation of the Specific Plan will not require this drainage system improvement to ensure flood protection in the Plan Area since 6th Street collects and conveys the runoff to Warm Creek Channel.

Further, it should be noted that the CSDP #6 is a conceptual plan that identifies regional infrastructure required within an area. The conceptual plan provides a potential solution that would provide flood protection for an area and where the runoff from the watershed area needs to be directed. During final engineering, the solution provided by the CSDP #6 may not be viable due to constraints associated with utilities, right-of-way, topography, or other unknown constraints. As a result, future projects accommodated by the Specific Plan may provide an alternative solution that meets the intent of the CDSP #6 design concept.

7.3.3 DRAINAGE STANDARDS AND REQUIREMENTS

The following standards and requirements apply to drainage infrastructures.

- Drainage infrastructure improvements shall be designed and constructed in accordance with all applicable requirements of the City of Highland and/or City of San Bernardino Municipal Code's and their established engineering standards, and to the satisfaction of the San Bernardino County Flood Control District (when necessary) and/or engineering divisions of both cities.
- Drainage improvements for proposed development projects shall be evaluated on a project-by-project basis and will be conditioned at the time of entitlement.
- Wherever possible, the following design recommendations should be implemented to minimize and help reduce the negative effects of stormwater runoff, and facilitate groundwater recharge:
  - » Curb cuts should be created to allow stormwater flows to drain to permeable or landscaped areas.
  - » Stormwater planters should be placed along sidewalks to allow runoff to drain to the planters.
  - » Pervious paving materials should be used for driveways, walkways, plazas, and parking areas.
  - » The use of vegetated swales and similar design methodologies should be incorporated to convey runoff towards basins or other collection areas onsite.
  - » Rainwater should be collected onsite through the use of stormwater management practices such as the incorporation of infiltration basins and bioswales.
  - » Bioswales, particularly those with native or drought-tolerant grasses, should be used to collect and filter runoff.
  - » Planting areas within hardscape areas (e.g., parking lots) should be considered as opportunities to receive, convey, and treat runoff.

In additional to the above list of standards and requirements, individual development projects will be required to comply with the water quality standards (construction and operation) in place at the time of project submittal. For example, the Construction General Permit (CGP), Order No. 2012-0006-DWQ, National Pollution Discharge Elimination System (NPDES) Permit No. CAS000002, last updated by the State Water Resources Control Board in July 2012, regulates stormwater and non-stormwater discharges associated with construction activities. Specifically, the CGP requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for each construction project greater than or equal to one acre of disturbed soil area (regardless of the site's risk level). The SWPPP must list best management practices (BMPs) that the discharger (e.g., construction contractor) will use to control sediment and other pollutants in stormwater and non-stormwater runoff. Section XVI of the CGP describes the elements that must be contained in a SWPPP. Any proposed project (new development or redevelopment) greater or equal to one acre will be subject to the CGP and SWPPP requirements.

For the operational phase of proposed projects (development or redevelopment), applicants/developers will be required to prepare a Water Quality Management Plan (WQMP) in compliance with the requirements of the cities of Highland and San Bernardino and County of San Bernardino NPDES Areawide Stormwater Program (NPDES No. CAS618036, ORDER No. R8-2010-0036), which requires the preparation of a WQMP. The WQMP provides a program for an effective combination of erosion and sediment control measures (i.e., including Low Impact Development [LID] BMPs) to reduce or eliminate long term discharge to surface water from stormwater and non-stormwater discharges. BMP features will ensure any increases in runoff from proposed land use changes are sustainably managed and that runoff will be adequately treated through a variety of BMP features.

The City of Highland and/or San Bernardino will condition each development project to submit grading plans and a SWPPP for the project's construction phase and a WQMP for the post-construction (operational) phase.

7.4 Utilities and Service Systems

7.4.1 SOLID WASTE AND RECYCLING

The City of San Bernardino contracts with Burrtec Waste Industries (Burrtec) for solid waste collection and disposal, while the City of Highland contracts with Burrtec and Cal Disposal Company. The contractors for both cities are responsible for the solid waste collection and disposal from all residential properties within the Plan Area and compete with private haulers for commercial collection services. Both cities also manage a curbside recycling program, which includes collection of paper and cardboard, cans/aluminum, plastic, and glass. The recyclable materials are taken to a number of recycling facilities that are contracted with the cities and unincorporated areas of San Bernardino County (County). Other recycling and waste reduction programs in these cities include but are not limited to bulky item pickups, Organics Recycling Program (SB 1383), and household hazardous waste collection.

Solid waste collection, processing, transportation and disposal or reuse is an important component of the Specific Plan's infrastructure system. The approach taken in the Specific Plan is to include it as a key component of the "green" or environmentally sustainable goals the Specific Plan seeks to achieve for the Plan Area. When it comes to solid waste, both cities have been successful at diverting landfill waste through their effective and diligent management of the waste stream and through recycling efforts. For existing and new development within the Plan Area, the cities via the San Bernardino County Waste System Division will continue to put forth solid waste and recycling efforts to move toward minimizing waste sent to landfills and reducing solid waste disposed per capita, as identified in their respective action plans/ordinances. This includes expanding public outreach programs that focus on recycling and composting education, as well implementation of the "green" or environmentally sustainable goals of this Specific Plan.

SOLID WASTE AND RECYCLING STANDARDS AND REQUIREMENTS

The following standards and requirements apply to solid waste and recycling.

- Development projects in the City of Highland's jurisdiction shall comply with the provision of Chapter 8.12, Integrated Waste Management, of the City's Municipal Code.
- Development projects in the City of San Bernardino's jurisdiction shall comply with the provision of Chapter 8.24, Solid Waste Collection, Removal, Disposal, Processing and Recycling, of the City's Municipal Code.
- Development projects shall adhere to the construction- and operational-related waste reduction and recycling provisions of the current California Green Building Standards Code (CALGreen).

7.4.2 ELECTRICITY

Electricity for all residences and businesses in the Plan Area is provided by Southern California Edison (SCE). SCE has a number of above- and underground electrical infrastructure in the Plan Area, including power poles, transmission lines, and junction boxes. SCE expects that its existing electrical facilities and infrastructure

(e.g., power plants, substations, transmission lines) are capable of supplying 100 percent of the Plan Area's electricity needs now and at buildout of the Specific Plan.

Electrical services throughout the Plan Area will be provided through the existing backbone system. Electrical utilities are generally constructed in a common trench within the street right-of-way or an adjacent easement. The final layout and design of individual development sites in the Plan Area will need to accommodate the necessary electrical utilities as well as ancillary features such as junction boxes, transformers, etc. Additionally, development projects shall adhere to the energy efficiency provisions of the most current California Green Building Standards Code (CALGreen).

7.4.3 NATURAL GAS

Natural gas for all residences and businesses in the Plan Area is provided by the Southern California Gas Company (SoCalGas). SoCalGas has a number of underground pipelines in the Plan Area, specifically in 3rd Street, 4th Street, 5th Street and 6th Street. The pipelines range in size from two to eight inches. SoCalGas expects that its existing natural gas infrastructure is capable of supplying 100 percent of the Plan Area's natural gas needs now and at buildout of the Specific Plan.

Natural gas services throughout the Plan Area will be provided through the existing backbone system. Natural gas utilities are generally constructed in a common trench within the street right-of-way or an adjacent easement. The final layout and design of individual development sites in the Plan Area will need to accommodate the necessary natural gas utilities, which would occur at the time of entitlement of each development project.

7.4.4 COMMUNICATION SERVICES

Cable TV, telephone and internet services are provided to all residences and businesses in the Plan Area by AT&T, Time Warner, Verizon and Terradex. AT&T has aboveground utilities (via cables) and underground utilities within conduits along 3rd Street, 5th Street and 6th Street. Time Warner has above- and underground utilities in 5th and 6th Street. Verizon and Terradex have no above- or underground utilities in the Plan Area. All communication service providers expect that their existing and future infrastructure is capable of supplying 100 percent of the Plan Area's communication needs now and at buildout of the Specific Plan.

As new development occurs in the Plan Area, communication providers may be required to upgrade their infrastructure to provide new cable connections, node locations, and service supplies. The final layout and design of individual development sites in the Plan Area will need to accommodate the necessary communication utilities, which would occur at the time of entitlement of each development project.

7.5 Phasing

This section is a placeholder that will be updated after the phasing/implementation discussion occurs. Possibly move section 8.12 along with table here.

Plan implementation will occur over an extended period and will be driven by a variety of factors, including demand for new industrial uses, changes in cargo flight frequency at the airport, construction costs, other development in the region and available financing. To reflect the incremental nature of the process and to better understand when certain improvements should or could be made, Plan implementation has been broken into three separate and discrete phases and are tied to suggested implementation actions in Chapter X.

The phases are tied to the best understanding, at the time of Plan adoption, as to when specific triggering events should occur.

SHORT TERM (1-3 YEARS)

XXXXX

MID TERM (3-5 YEARS)

XXXXXXX

LONG TERM (5-10 YEARS)

XXXXXXX

The discrete Specific Plan phases have been defined to ensure that capital facilities, public improvements, and public services are planned, coordinated, and provided such that each phase can stand alone functionally and aesthetically even if subsequent phases are not developed. Each phase includes specific requirements and milestones that must be achieved before subsequent development can proceed. In particular, in each phase AGSP property owners will need to provide for a minimum level of parkway landscaping, transportation and infrastructure improvements to proceed with project development. In addition, ongoing activities such as maintenance and monitoring will span the life of the Specific Plan.

Each newly constructed project, remodel, street improvement, or infrastructure improvement incrementally adds to realization of the AGSP Vision. Periodically, IVDA and the partner cities should assess this progress of the phasing program, then evaluate and respond to subsequent projects based on an understanding of the then-current balance of uses and infrastructure capacity. IVDA, Highland and San Bernardino should watch to ensure that priority is placed on the community vision, environmental sustainability, vehicle trip management, and the need to minimize impacts of new development on existing neighborhoods.

PLACEHOLDER PAGE

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CHAPTER 8.0

ADMINISTRATION, IMPLEMENTATION & FINANCING

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CHAPTER 8.0 ADMINISTRATION, IMPLEMENTATION & FINANCING

8.1 Purpose

This chapter provides details for administration, implementation and financing options for the AGSP. Implementation of the Plan and changes to the area are intended to occur incrementally.

8.1.1 SPECIFIC PLAN AUTHORITY

The State of California grants authority to cities and counties to adopt specific plans for the purposes of implementing the goals and policies of their general plans through Government Code § 65450. In the City of Highland, Chapter 16.60, *Specific Plans*, of the Municipal Code establishes the purpose and procedures for adoption of Specific Plans. In the City of San Bernardino, Chapter 19.64, *Specific Plans*, of the Development Code establishes the purpose and process for preparing Specific Plans. Under state law Specific Plans are required to include text and diagrams which discuss the following:

1. The distribution, location, and extent of the uses of land within the area covered by the plan
2. The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable
4. A program of implementation measures including regulations, programs, public works projects, and financing mechanisms necessary to carry out the preceding three items
5. A statement of the AGSP's relationship to the General Plan

This document establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs upon which subsequent project-related development activities will be based. It is intended that public and private projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

8.2 Specific Plan Adoption

This Specific Plan was adopted by ordinance XX by the City of Highland and ordinance XX by the City of San Bernardino. This Specific Plan is the regulatory document guiding land use and development within the identified boundaries; it serves as the zoning for the Plan Area. Upon adoption, "Airport Gateway Specific Plan" will become the zoning designation for the Plan Area.

8.2.1 RELATIONSHIP TO THE GENERAL PLAN

All provisions of this Specific Plan are consistent with the General Plans for the City of Highland and City of San Bernardino.

8.2.2 ENVIRONMENTAL CLEARANCE

The AGSP was adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code, §§ 21000 et seq.). IVDA was the lead agency for environmental clearance of this Specific Plan. Pursuant to the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3, §§ 15000

DEFINITIONS:

- "Director" refers to the Community Development Director in the City of Highland or the Development Services Director in the City of San Bernardino.
- "Responsible Jurisdiction(s)" refers to either or both jurisdictional bodies, City of San Bernardino and City of Highland, with authority to administer this Specific Plan.
- "Partner Agency(ies)" refers to other stakeholders with oversight or interest in specific activities of this Plan. Agencies include: the IVDA, East Valley Water District, and San Manuel Band of Mission Indians.
- HMC refers to the City of Highland Municipal Code.
- SBMC refers to the City of San Bernardino Municipal Code.

et seq.), the IVDA, prepared a Notice of Preparation and made these documents available to responsible agencies, trustee agencies, and interested parties for a 30-day public review period, which extended from XX, XX, 201X through XX XX, 201X. Through this process, it was determined that implementation of the Specific Plan could result in potentially significant environmental impacts and that the preparation of a Program Environmental Impact Report (PEIR) was required.

The environmental documentation for the AGSP is a PEIR (State Clearinghouse No. XXXXXXXX). A PEIR allows the participating agencies to consider broad policy alternatives and program-wide mitigation measures. It also provides greater flexibility to address project-specific and cumulative environmental impacts for subsequent individual site submittals.

Agencies with jurisdictional authority typically prepare PEIRs for programs or series of related action that are linked geographically; are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

EIR TIERING

The PEIR prepared for the AGSP meets the requirements of § 15168 of the CEQA Guidelines, and subsequent projects that are within the scope of this EIR may be subject to a more limited environmental review process, as guided by the provisions of CEQA § 15162. This approach is consistent with the tiering provision in California Public Resources Code § 21083.3 and CEQA Guidelines § 15183 for "Projects consistent with a Community Plan, General Plan or Zoning." This tiering opportunity is only available for plans (e.g., specific plan) for which an EIR has been prepared.

Tiering under these provisions will require environmental review and documentation to substantiate that a subsequent project does not result in any new potentially significant impacts. Such review (under § 21083.3 and § 15083) could be documented in the form of an initial study to ensure topic-by-topic review and substantiation. Once consistency has been substantiated and review shows that the project would not result in new significant impacts, neither a mitigated negative declaration nor an EIR would be required.

8.3 Review Authority

The following sections outline the administrative processes and procedures of this Specific Plan in coordination with the cities of San Bernardino and Highland (Responsible Jurisdictions). These regulatory processes include, but are not limited to, map compliance, use permits, interpretations, and modifications. The following processes and procedures are subject Chapter 16.08, *Permits and Approvals*, of the HMC or Chapter 19, Article IV, *Administration*, of the SBMC.

The cities of Highland and San Bernardino are responsible for the overall administration and enforcement of this Specific Plan, including: administering the application process, interpreting provisions, and approving adjustments or modifications of the Plan. Throughout this chapter these cities are referred to as "Responsible Jurisdictions."

All projects within the City of Highland will be processed by the City of Highland, and all projects within City of San Bernardino will be processed by the City of San Bernardino. See Figure 8.1, *City Boundaries*, to determine which jurisdiction regulates a particular property.

The procedures used to process permit applications shall be consistent with the City of San Bernardino Development Code, Chapter 19.31, *Administration*, and the City of Highland Municipal Code Chapter 16.08, *Permits and Approvals*,except as specified by this Specific Plan. See Section 8.6, *Project Review and Approval Process*, for details regarding the review and approval process.

8.4 Enforcement

The cities of Highland and San Bernardino shall enforce the provision for the Specific Plan in the same manner that they enforce the provisions of their respective general plans and municipal codes.

Local public works projects, design, review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area shall be consistent with this Specific Plan.

If the AGSP is silent regarding any development standard or process, the provisions identified in the City of Highland Municipal Code (HMC) or the City of San Bernardino Municipal Code (SBMC) shall prevail.

8.5 Severability

In case of uncertainty or ambiguity to the meaning or intent of any provision of this Specific Plan, the Director of the Responsible Jurisdiction has the authority to interpret the intent of the provision. In such cases the most appropriate or closely matching code section and land use type or procedure will be determined by the Director.

The Director may, at his/her discretion, refer interpretations to the Planning Commission for consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation. All interpretations made by the Director may be appealed to the Planning Commission in accordance with the appeal procedures of the City of Highland or City of San Bernardino as identified in the Municipal Code or Development Code, respectively. Participating agencies and parties shall be notified in writing of final interpretations.

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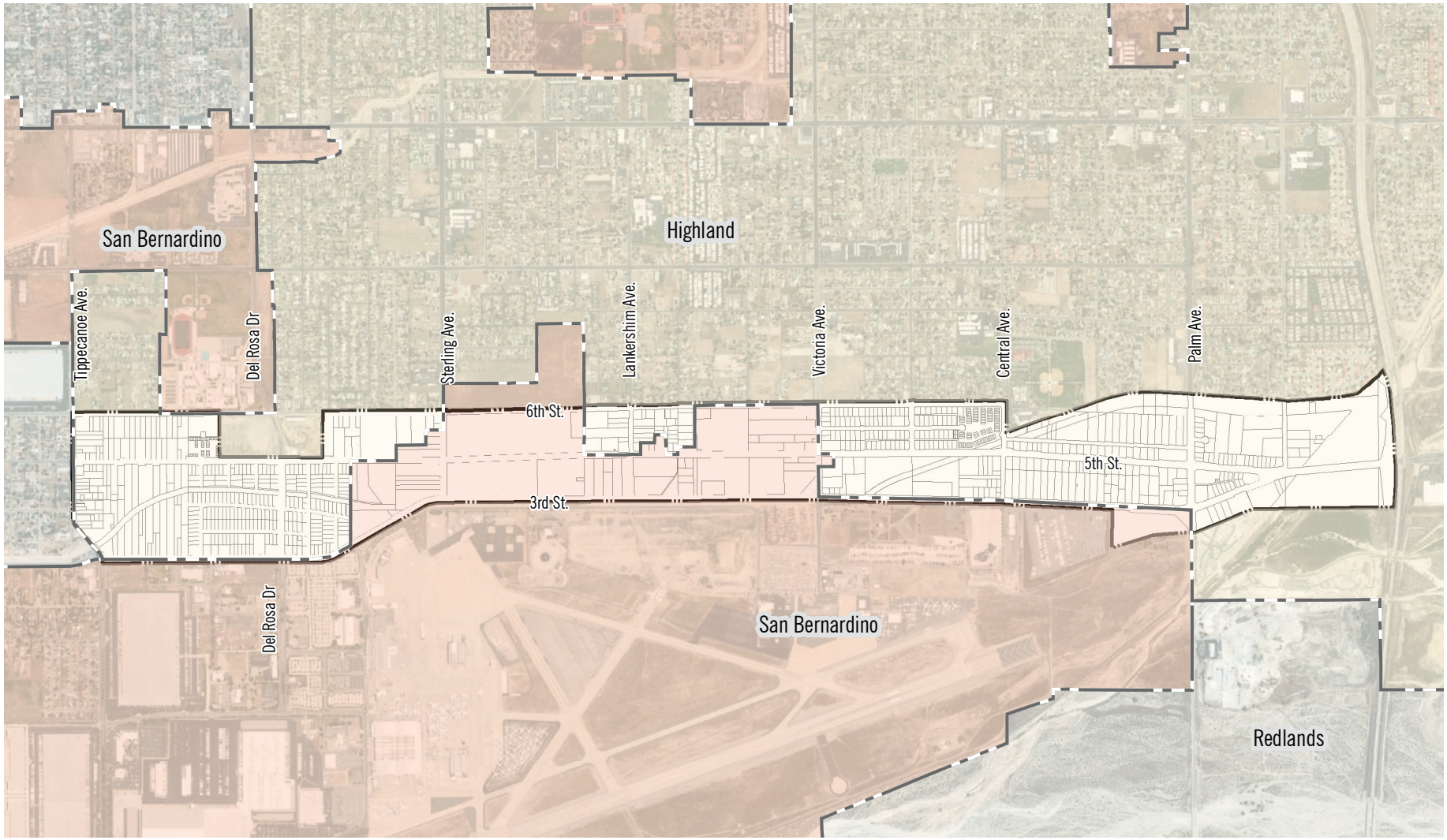
FIGURE 8.1 CITY BOUNDARIES



Source: County of San Bernardino, 2015

8.6 Project Review and Approval Process

As identified in Chapter 4, *Land Use and Standards*, projects within the Plan Aea are subject to review and approval using the procedures provided in this section. As identified in Chapter 4, Table 4.2. *Permitted Uses*, uses with a "P" require staff/department review subject to the processes outlined in Section 8.6.2, *Staff/Department Review*, and projects identified with a "C" are subject to the processes outlined in Section 8.6.3, *Conditional Use Permits*. Additionally, some projects may require a temporary use permit or design review as described in Sections 8.6.4 and 8.6.5. Projects must also demonstrate consistency with findings in Section 8.6.6, *Required Findings*.

8.6.1 PRE-APPLICATION CONFERENCE

A prospective applicant or agent shall request a pre-application conference with the applicable Responsible Jurisdiction prior to formal submittal of a land use permit application. This conference should take place prior to any substantial investment (i.e. land acquisition, site, engineering and construction plans) in the preparation of the proposed development application. During the conference, the review authority representative(s) shall inform the applicant of applicable policies, plans, and requirements as they apply to the proposed development project, review the appropriate procedures outlined in this Specific Plan, and examine possible alternatives or modifications relating to the proposed project.

8.6.2 STAFF/DEPARTMENT REVIEW

All proposed projects in the Plan Area with permitted uses identified by a P in Table 4.2, *Permitted Uses*, within Chapter 4, *Land Use and Standards* are subject to the Development Permit Review process in City of San Bernardino and/or the Development Planning Zoning Submittal process in the City of Highland.

CITY OF HIGHLAND

Any new structure, site improvement, or building modification in the Plan Area under the jurisdictional authority of the City of Highland shall be subject to staff permit review by the Project Review Committee (16.04.120, *Project Review Committee*). The Department Review Permit (16.08.060, *Staff Review Permits*) is intended to control the establishment and operation of new and existing development in commercial, employment, and multi-family zones to meet the vision and objectives of the Specific Plan. All permits shall receive final

approval from the Community Development Director. Applications can be appealed to the Planning Commission.

CITY OF SAN BERNARDINO

Any new structure, site improvement, or building modification in the Plan Area under the jurisdictional authority of the City of San Bernardino shall be subject to Development Permit Review by the Development/Environmental Review Committee (D/ERC), as set forth in Section 19.44.030, *Applicability and Project Review*, of the SBMC. The Development Permit is for all new non-residential uses or structures, which are uses included in the Plan. All permits shall receive final approval from the D/ERC. Applications can be appealed to the Planning Commission.

8.6.3 CONDITIONAL USE PERMITS

A conditional use permit (CUP) is intended to control the establishment of those uses which have some special impact or uniqueness, such that their effect on the surrounding environment cannot be determined in advance of the use being proposed for a particular location. A CUP may also establish limitation under which a use may operate. Uses requiring approval through a CUP are noted in Table 4.2, *Permitted Uses*, within Chapter 4, *Land Use and Standards*.

Approval of a CUP is based on an analysis of a proposed project's consistency with the applicable General Plan, consistency with the intended provisions of this Specific Plan, compatibility with surrounding land uses, adequacy of public facilities and services, and potential environmental impacts.

Review authority, findings, and other requirements related to each participating jurisdiction are specified by each cities municipal code as noted below.

CITY OF HIGHLAND

Authority for approval of conditional use permits shall be vested in the Planing Commission for the City of Highland consistent with Title 16, Section 16.08.050, *Conditional Use Permits*.

CITY OF SAN BERNARDINO

Authority for approval of conditional use permits shall be vested in the Planning Commission for the City of San Bernardino consistent with Chapter 19, Section 19.36, *Conditional Use Permits and Minor Use Permits*.

A minor use permit application may be used in-lieu of an application for a conditional use permit if it meets the following criteria:

- The use will be entirely located within a structure that has previously been approved with a Development Permit or Conditional Use Permit;
- The use will be less than 10,000 square feet in gross floor area;
- The use will be exempt from the provisions of CEQA.

Minor use permit applications shall be reviewed and approved by the City's Design Review Committee.

Applications requiring discretionary approval by the City of San Bernardino or the City of Highland, require that the Responsible Jurisdiction notify the Partner Agencies (including the San Manuel Band of Mission Indians, East Valley Water District, etc.) of the project submittal. The Responsible Jurisdiction must then keep the others apprised of the application and approval process, providing all agencies the opportunity to comment on the project.

Should there be a formal process for this- maybe a 15 day comment period?

Is additional airport review other than HMC 16.40.410 required by any additional agency? (Avigation Easement is discussed in Chapter 4).

8.6.4 TEMPORARY USE PERMITS

Temporary use permits identified in Table 4-2, *Permitted Uses*, of this Specific Plan shall be subject to Section 16.08.130, *Special event permits*, of the HMC and Chapter 19.70, *Temporary Use Permits*, of the SBMC.

8.6.5 DESIGN REVIEW

Design review is intended to ensure that new development does not have an adverse aesthetic, health, safety or architecturally related impact upon existing development and adjoining properties within the Plan Area and for each participating agency. A review committee for each Responsible Jurisdiction shall have the authority to review proposed projects for compliance with the development standards and design guidelines of this Specific Plan.

CITY OF HIGHLAND

All applications for new commercial, industrial, and institutional uses involving the issuance of a building permit for construction or reconstruction of a structure require design review consistent with Section 16.08.090, *Design Review*, of the City of Highland Municipal Code.

CITY OF SAN BERNARDINO

Consistent with Chapter 19, Section 19.38, *Design Review*, of the City of San Bernardino Municipal Code development projects within the Plan Aea shall be subject to design review.

DESIGN REVIEW PROVISIONS SPECIFIC TO THE PLAN AREA

The following shall be subject to design review by the applicable Responsible Jurisdiction:

- New structure(s)/development and related site plans.
- Remodeled/reconstructed structure(s)/ development and related site plans, including changes to the building façade.
- A project involving a change or intensification of land use.
- New or modified signs with review authority other than the Director.
- Outdoor storage areas.
- Landscaping plans.
- Major public works projects, as feasible.

See Section, 8.6.6, *Required Findings*, for specific findings related to design review.

8.6.6 REQUIRED FINDINGS

Applications for new projects within the Plan Aea may be approved or conditionally approved as described in sections 8.6.2 and 8.6.3 if it is determined that the project meets the following:

- That the proposed project is consistent with this Specific Plan.
- The project demonstrates compliance with the concepts outlined in the six Objectives of the Plan as well as the AGSP Vision (Chapter 2, *Vision and Objectives*). The Objectives are provided in the call out box on this page.
- Proposes a cohesive, complementary use or mix of uses structured around a comprehensive set of circulation and infrastructure systems.
- Creates a successful development that maximizes the economic development potential of the AGSP.
- Positively contributes to creating a mix of industrial, logistics, distribution, business technology oriented, or commercial uses that will increase revenues to either the City of Highland or the City of San Bernardino.
- Applies innovative planning and design solutions to create a sense of place at multiple scales.

- Facilitates lot consolidation and redevelopment along the corridor to prevent piecemeal development and increase property values and foster cohesive development to compliment the nearby airport.
- Establishes a gateway characterized by cohesive signage, architecture, and landscaping, both in the public right-of-way and on private property.
- Orients development, business activities (access, loading/unloading areas, etc.) and vehicular traffic along 3rd Street and 5th Street, away from residences adjacent to 6th Street.
- Meets minimum Mixed-Use Business Park development standards and guidelines established for various uses in the area (Chapters 4 and 5 of the Specific Plan).
- Does not exceed maximum Mixed-Use Business Park development standards and guidelines established for various uses in the area(Chapters 4 and 5 of the Specific Plan).
- Promotes the development of the Plan Area as an attractive employment center and a gateway to the San Bernardino International Airport.

FINDINGS RELATED TO DESIGN REVIEW

The following shall be used to determine that the project adequately meets the requirements of the applicable city and this Specific Plan:

- That the design of the proposed project would provide a desirable environment for its occupants and visiting public as well as its neighbors consistent with Chapter 5, *Design Guidelines*, of this Specific Plan.
- That the design and layout of the proposed project will not unreasonably interfere with the use and enjoyment of neighboring existing or future development, and will not result in vehicular and/or pedestrian hazards.
- That the proposed project, together with any applicable conditions, will not be detrimental to the public health, safety, or welfare or will not be materially injurious to properties or improvements in the vicinity of the site.

AGSP OBJECTIVES:

1. Attracts innovative and job-generating businesses
2. Provides comprehensive infrastructure improvements for water, sewer, and stormwater
3. Creates a memorable visitor experience and unified sense of identity by enhancing gateways, corridors, and buildings with landmark design elements
4. Implements roadway design and improvements that are consistent with the area, including landscape and monumentation across jurisdictional boundaries
5. Efficiently connects new industrial, office, and existing distribution uses to freeway access while providing safe spaces for pedestrians, cyclists, transit, and motor vehicles
6. Collaborates with agencies and property owners on a regular basis to initiate new businesses, drive innovative development, and develop joint solutions to issues that arise within the Plan Area

8.7 Interpretations

The Director of the applicable Responsible Jurisdiction or their designee has the authority to interpret the Specific Plan if ambiguity arises concerning the meaning or appropriate application of the requirements or intent of this Specific Plan. When interpreting the ambiguity, the Director or designee shall consider the following factors:

- Is the case similar to previous interpretations of similar provisions?
- Does the interpretation respond satisfactorily to the vision, intent, and purpose of the Specific Plan?
- Is the resulting project consistent with the General Plan?
- Does the decision constitute sound precedent for other similar situations?

8.8 Project Appeals

An appeal of any determination, decision, or requirement of the Director or the Planning Commission shall comply with the procedures established by Chapter 16.08.210, *Appeals*, of the City of the HMC or Chapter 19.52, *Hearings and Appeals*, of the SBMC. All appeals shall be submitted to the applicable jurisdiction, using the appropriate forms and may require a fee. A written appeal shall specifically state the provision of the Specific Plan in question and provide any information to assist in the review of the appeal. Consistent with the HMC and SBMC references above, decisions of the applicable committee/Director may be appealed to the Planning Commission. Decisions of the Planning Commission may be appealed to the City Council.

8.9 Modifications and Amendments

Changes to the Specific Plan shall be classified by the Director of the applicable Responsible Jurisdiction or their designee as either a minor modification or an amendment. The applicant shall submit a detailed justification explaining why such a revision is warranted and any exhibits deemed necessary by the Director or their designee.

8.9.1 SUBSTANTIAL CONFORMANCE

Approval of this Specific Plan indicated acceptance by the Responsible Jurisdictions of a general framework for development and zoning regulations for the Plan Aea. It is anticipated that certain modifications to the Specific Plan text, exhibits, and other contents of this document may be necessary over the lifetime of the Plan. Any modifications to the AGSP shall occur in accordance with the Specific Plan amendment process. These modifications, should they occur, are divided into two categories: Minor Modifications and Major Modifications/Specific Plan Amendments. Through a staff/department review permit or conditional use permit, see sections 8.6.2 and 8.6.3 respectively, a project may be found to be in substantial conformance with the provisions of this Specific Plan and may be approved, conditionally approved or denied by the applicable approval body of the Responsible Jurisdiction.

8.9.2 MINOR MODIFICATIONS

A "Minor Modification" refers to modifications that do not require a Specific Plan amendment. Minor modifications may be warranted to accommodate changes resulting from final design and engineering projects that cause adjustments in: roadway alignments; locations of utilities or other infrastructure; development of innovative product design; distribution of permitted uses within the Specific Plan; application of design guidelines; or other similar modifications deemed to be minor and which implement the provisions of the Plan. Minor modifications or technical adjustments may include, but are not limited to:

- Addition of information to the Specific Plan (including maps or text) for purposes of clarification that does not change the intent of any plan or regulation, as well as correction of any clerical or grammatical errors.
- Modifications necessary to comply with final conditions of approval or mitigation measures.
- Adjustments to the alignment, location, and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City of Highland or City of San Bernardino Engineering or Public Works Department, as applicable, so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities.
- Changes in roadway alignment, width, or improvements through the final engineering/improvement plan process so long as minimum rights-of-way meet the standards outlined in the Specific Plan.
- Minor changes to the design guidelines, which are intended to be conceptual in nature and flexible in implementation.
- Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs.
- Specific modifications of a similar nature to those listed above, which are deemed minor by the Director of the Responsible Jurisdiction, which are in keeping with the intent of the Specific Plan and which are in conformance with the applicable General Plan.
- Updates to Table 8.1, *Implementation Action Program*, are considered a minor modification and should be tracked and shared between the Responsible Jurisdictions, to track implementation of this Specific Plan.

The minor modifications described in this section are not comprehensive. Any proposed minor modifications must demonstrate conformance with the purpose and intent of the Specific Plan.

The application for and documentation of a minor modification shall include text and/or maps that describe the nature of all proposed modifications or adjustments to the Specific Plan. This application shall undergo any necessary technical review by applicable Responsible Jurisdiction departments and the Director or their designee. The Director or their designee may also update the conditions of project approval. A request for a minor modification shall be subject to all associated fees.

Should there be a tracking form shared by the two cities for minor and major modifications?

8.9.3 MAJOR MODIFICATIONS/ SPECIFIC PLAN AMENDMENTS

Major modifications constitute increases in intensity, increases in height, reduction in setback or changes of use in a manner that is inconsistent with the intent of the Specific Plan. Major modifications require a Specific Plan Amendment.

Amendments to the Airport Gateway Specific Plan may be requested by an applicant or by one of the Responsible Jurisdictions at any time, pursuant to and subject to the provisions of Government Code § 65453(a). In the event the proposed amendment requires a supplemental environmental analysis pursuant to CEQA, the entity requesting the amendment shall be responsible for all costs associated with preparing the necessary CEQA documentation.

In addition to costs related to preparation of the required CEQA analysis, a Specific Plan Amendment shall be subject to all associated fees which may be requested from the City of Highland and the City of San Bernardino, dependent upon the jurisdiction where a subject property is located. All Plan amendments must be reviewed and approved by the applicable approval bodies of both Responsible Jurisdictions and the IVDA.

8.10 Non-Conforming Uses

Existing uses that do not comply with the provisions of the Specific Plan will be considered non-conforming (e.g. residential). To contribute to the objectives of the Specific Plan, the conditions and period under which non-conforming uses may continue is defined by each Responsible Jurisdiction. The continuation, modification, addition, or alteration of non-conforming uses must be consistent with the Specific Plan as well as those of each city (HMC Section 16.08.150, *Nonconforming parcels, uses and structures*; SBMC Chapter 19.62, *Non-conforming Structures and Uses*). Are there any uses in the area that would benefit from having an amortization schedule or should this section just point to the applicable code sections?

8.11 Specific Plan Environmental Impact Report and Mitigation Monitoring

Pursuant to Public Resources Code § 21081.6, a summary of the conditions of project approval shall be prepared to mitigate or avoid significant effects on the environment. The Program Environmental Impact Report (EIR) for the AGSP includes a Mitigation Monitoring and Reporting Program, Appendix X of the EIR. Section 8.2.2, *Environmental Clearance*, also discusses the CEQA documentation and tiering associated with the EIR that was completed for this Specific Plan. Projects must implement applicable implementation items, Table 8.1, *Implementation Action Program*, in addition to conditions of approval.

8.12 Implementation Program

Need to make this section consistent with Chapter 7 Phasing (or combine the two there or here?)

The following Implementation Action Program (Table 8.1) lists the specific actions or strategies that should be taken by the Responsible Jurisdictions, in coordination with local businesses, future developers, and other agencies where appropriate. Programs and policies for some of these items are already in place, and are recommended to be continued within the Plan Aea. The table is organized by the following topic areas:

- General Implementation
- Economic Development Actions and Strategies
- Circulation and Streetscape Actions
- Infrastructure Actions

For each action there is a recommended timeframe for completion, the responsible party, and potential funding source(s). The timeframes are identified as follows:

- Short (6 month to 12 months)
- Medium (1 to 2 years)
- Long (2 years +)
- Ongoing

Actual implementation will be dependent on development activity, funding availability, and staff resources. The Implementation Action Program will be used by the Responsible Jurisdictions and referenced by the IVDA and other partner agencies throughout the life of the AGSP to track progress of each item and its implementation by the applicable Responsible Jurisdiction or agency.

TABLE 8.1 IMPLEMENTATION ACTION PROGRAM

SPECIFIC ACTIONS	TIMEFRAME	RESPONSIBLE PARTY	POTENTIAL FUNDING SOURCES
GENERAL IMPLEMENTATION			
General Plan Amendment. In order for the AGSP to be implemented the cities of Highland and San Bernardino may need to amend their General Plans for consistency. Amendments include map updates as well as adjustments to land use designation descriptions. Highland: Map update and remove the term "small scale" from the Industrial Designation, TBD Circulation Element updates San Bernardino: Apply the SP District to the Plan Area on the City's Land Use Map, TBD Circulation Element updates	Short	City of Highland and City of San Bernardino	Each City- General Fund
Specific Plan Tracking. Create an AGSP process and tracking form to be used between the Responsible Jurisdictions and participating agencies. The form should be used to notify all parties of project approvals, minor and major modifications, and interpretations made by either of the Responsible Jurisdictions.	Ongoing	City of Highland and City of San Bernardino	Each City- General Fund
ECONOMIC DEVELOPMENT ACTIONS AND STRATEGIES			
Nexus Study for Fees. Prepare a development impact fee nexus study and adopt an impact fee ordinance specific to the Plan Aea. To assess the costs of public improvements to new development through impact fees, the Responsible Jurisdictions must conduct a nexus study to determine the proportion of improvements costs attributable to new development and then adopt an ordinance establishing the fees. This study must be done in consideration of both cities so that the same fee is applied for any property in the Plan Area. This study should also help to determine if when improvements will be made and how the Responsible Jurisdictions can pay for the upfront costs, and how and when they will be repaid through the collection of impact fees.	Short	City of Highland & City of San Bernardino	Each City- General Fund

TABLE 8.1 IMPLEMENTATION ACTION PROGRAM

SPECIFIC ACTIONS	TIMEFRAME	RESPONSIBLE PARTY	POTENTIAL FUNDING SOURCES
ECONOMIC DEVELOPMENT ACTIONS AND STRATEGIES (CONTINUED)			
Landscaping, Lighting and Street Tree Master Plan. The Responsible Jurisdictions (in partnership with the IVDA?) shall prepare a streetscape plan, covering street lighting, pedestrian lighting, street furniture, and landscaping. The plan shall indicate the improvements that are required as a condition of approval for new development, which improvements may be provided through a contractual assessment district, and which the Responsible Jurisdictions may construct or install on their own.	Medium	City of Highland & City of San Bernardino	BID, CFD, Landscape and Lighting District, Grants, General Fund
Sign/Gateway Master Plan. The Responsible Jurisdictions (in partnership with the IVDA?) shall prepare a sign/gateway plan, covering gateway, wayfinding, and other sign opportunities to create an identity for the Plan Area. The plan shall indicate how the sign master plan will be funded and implemented.	Medium		BID, CFD, Landscape and Lighting District, Grants, General Fund
Create a Contractual Assessment District(s). The Responsible Jurisdictions should work with area businesses to create a contractual assessment district(s) where appropriate within the Plan Area. See Section X.X, *Funding and Financing Strategies*, for more information on property-based financing tools.	Short	City of Highland & City of San Bernardino	Grants, General Fund
FORTHCOMING: MOBILITY ACTIONS			
FORTHCOMING: INFRASTRUCTURE ACTIONS			

TABLE 8.1 IMPLEMENTATION ACTION PROGRAM

SPECIFIC ACTIONS	TIMEFRAME	RESPONSIBLE PARTY	POTENTIAL FUNDING SOURCES
Placeholder page for additional implementation			

A VARIETY OF FUNDING MECHANISMS CAN BE USED FOR:

- Streets
- Sewer Systems
- Utility Infrastructure
- Police, Fire, and Ambulance Service
- Schools
- Parks
- Libraries
- Museums & Other Cultural Facilities
- Landscaping Improvements
- Bikeway & Pedestrian Enhancements

8.13 Financing and Funding Mechanisms

This section identifies funding and financing mechanisms for public right-of-way improvements, public/private partnership opportunities, and other fees that could be used to pay for implementation of this Plan. In addition to funding sources identified in Table 8.1, *Implementation Action Program*, there are a number of grant, loan, and other financing tools that could be utilized to complete and maintain several of the implementation actions of this Plan.

8.13.1 DIRECT DEVELOPER CONSTRUCTION

In most instances, similar to the Alliance-California project, required infrastructure will be installed at the developer's expense. As an alternative, the developer may enter into a reimbursement agreement with a Responsible Jurisdiction if the costs incurred are those that would otherwise have been handled by the city or a future development within the Plan Area.

8.13.2 DEVELOPMENT IMPACT FEES

The cities of San Bernardino and Highland each have a set of development fees in place that address a variety of infrastructure needs associated with new or the expansion of existing development. All new construction within the Plan Area will be subject to these fees at the time of building permit issuance. Since state law requires a nexus between the fee collected and the improvements constructed, it is presumed that these monies will be utilized for various infrastructure improvements that will benefit the Plan Area.

8.13.3 DEVELOPMENT AGREEMENTS

Structured negotiations between cities and developers can be conducted to obtain desired improvements in exchange for development rights. The extent to which a new project can contribute to the provision of infrastructure depends on a number of factors, including the anticipated project revenues, construction costs, project size, site characteristics, and other factors. Therefore, the amount of public benefits that can be provided is unpredictable and must be negotiated on a case-by-case basis and in coordination with a Responsible Jurisdiction.

8.13.4 PROPERTY-BASED FINANCING TOOLS

In California, common property-based funding and financing tools include the formation of business improvement districts, benefit assessment districts, and community facilities districts (CFDs). Assessment tools

and CFDs leverage the value of new real estate development to capture additional tax revenues to finance infrastructure. The assessments can either be used to pay for improvements over time as the funds are collected, or can be bonded to make larger, up-front investments. One of the advantages of these property-based tools is that they can be applied toward district-wide improvements and are designed to ensure that properties benefiting from improvements also contribute to those public investments.

BUSINESS IMPROVEMENT DISTRICT (BID) OR A PROPERTY BASED IMPROVEMENT DISTRICT (PBID)

A BID or PBID essentially creates an economic development organization accountable to its members and with it own funding stream to improve business performance by addressing local needs. Business owners (BID) or property owners (PBID) agree to provide funding for specific services within a defined district (e.g. Plan Area). Funding could be used for maintenance, marketing, security patrols, and other public services or improvements. For instance, if such a district were to be formed for the Plan Area, funding could be used to enhance sanitation and cleaning, as well as improve the streetscape and pedestrian experience.

By law, assessments for BIDs or PBIDs are not taxes for the general benefit of a city, but rather an assessment for improvements, services, and programs that will directly benefit the assessed facilities within the district.

A district can be established through an affirmative majority vote of the businesses or property owners. A non-profit organization or an advisory board can be appointed to govern the district, typically all businesses or property owners within the district are automatically made members of the organization, however a board of directors may be established to over see the assessment district.

COMMUNITY FACILITIES DISTRICTS (CFDS)

Similar to assessment districts, Mello-Roos bonds are used to finance the construction of needed community infrastructure through the creation of a Community Facilities District. A CFD is formed when the property owners in a geographical area agree to impose a tax on the land to fund infrastructure improvements. Unlike assessment districts, however, CFDs are most commonly formed in cases in which the geographic area encompasses a small number of property owners who intend to subdivide the land for sale. To be enacted, CFDs require a public vote with a two-thirds majority, which can be a difficult hurdle. Mello-Roos law allows the taxes to be proportionally subdivided and passed on to future landowners. The revenue can then be used either for pay-as-you-go funding or to pay off bonds issued against the anticipated revenue from the CFD.

CFDs may be used to finance public facilities, infrastructure, and community services for new residential, commercial, or industrial developments. The funds may also be used to recuperate administrative expenses used in forming the CFD and administering annual taxes and debt.

8.13.5 OTHER ASSESSMENT DISTRICTS

In an assessment district, property owners agree to pay an additional fee or tax to fund improvements in a specific geographic area, similar to the other mechanisms described above. The amount that each property owner pays must be proportional to the benefit the property will receive from the proposed improvements. Assessment districts are established by an affirmative vote of property owners representing over 50 percent of the funding to be provided. A variety of assessment districts exist, and each feature unique rules for formation and use; examples include sewer, utility, parking,

and landscaping and lighting districts. Assessment districts are most useful for funding very specific categories of ongoing operations and maintenance costs.

LANDSCAPE AND LIGHTING DISTRICT

A Landscape and Lighting District for the Plan Area could help to improve the streetscape by funding improvements sushas new street lights and traffic signals, landscaping, parkways, medians, drainage facilities, and graffiti removal. To form such a district, the Responsible Jurisdiction (e.g., City of Highland or City of San Bernardino) would conduct a study, prepare an engineer's report and propose the formation of a district and the levy of assessments. Affected property owners would then be notified of a public hearing to address concerns. For commercial properties similar to those along 5th and 3rd, funding is typically assessed by "Front Footage", or on a lot front foot basis.

8.13.6 GRANT PROGRAMS

A wide variety of regional, state, and federal competitive grant programs exist to distribute funds earmarked for specific types of infrastructure projects. These programs vary in their availability from year to year. The following are a few grant programs that can fund implementation of key capital cost components within the Plan Aea. This list is not intended to be exhaustive. The availability of some programs may vary, and therefore require diligent tracking.

REGIONAL AND STATE SOURCES

Southern California Association of Governments Regional Transportation Plan (RTP)

As required by law, the Southern California Association of Governments (SCAG) assembles its RTP every four years to outline the distribution of transportation funds that it expects to receive from the federal government for the next 25 years. Inclusion in the RTP significantly enhances the potential for a project to receive funds and compete for other competitive grants. Projects proposed for inclusion must undergo a competitive evaluation process. The current RTP—which is also part of a sustainable communities strategy—was approved in 2016.

CalTrans Active Transportation Program (ATP)

Caltrans' Active Transportation Program (ATP) consolidates various transportation programs at both the state and federal level, including the federal Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School. Approximately $240 million will be awarded through the 2020-

2021 state funding years and distributed into three categories: Statewide competition (50 percent), Metropolitan Planning Organization (e.g., SCAG) projects for regions with 200,000 or more residents (40 percent), and small urban and rural regions with populations of less than 200,000 (10 percent).

The goal of an ATP is to encourage increased use of active modes of transportation, including walking and biking, as well as the safety and mobility of non-motorized users. Eligible projects within the AGSP could include developing new bike and walkways, as well as adding new landscaping, traffic control devices, and enhanced street lighting.

SCAG administers the regional portion of the ATP and relies on the California Transportation Commission (CTC) Call for Proposals process to select the capital projects to be funded through the regional program. Cities can also apply directly for the statewide portion; during the most recent funding cycle (ATP Cycle 3), 40 projects were recommended to receive funding of nearly $132 million.

Integrated Regional Water Management Grant (DWR)

Proposition 1, a water bond passed by California voters in 2014, will help fund over $510 million in Integrated Regional Water Management (IRWM) - related planning and implementation projects throughout the State, with $63 million dedicated to the Santa Ana Watershed Project Authority (encompassing the Plan Area). Implementation grants will be solicited at a future date; eligible projects for the Plan Area could include stormwater capture, water reuse, providing new open space, and other green streets measures.

FEDERAL SOURCES

The Fixing America's Surface Transportation (FAST) Act was signed into law in December 2015, and authorizes federal funding for a wide array of transit improvements through fiscal year 2020. It includes a number of potential funding sources that could benefit the Plan Aea, including Capital Investment Grants, Urbanized Area Formula Grants, and Surface Transportation Block Grant Programs.

The FAST Act also established a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a consolidated

resource for providing local government agencies with federal funding, financing, and technical assistance.

Surface Transportation Block Grant Program (STBG)

The Surface Transportation Block Grant Program is one of the primary flexible funding sources available for transit at the local level. These funds may be used for a wide array of transit corridor capital improvements, including public transportation capital improvements, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intracity bus terminals and bus facilities. TBG funding is apportioned directly to SCAG by the Federal Highway Administration. The funding is allocated by the State of California, with a non-federal funding match requirement of 11.47 percent.

With respect to planning, Surface Transportation Plan (STP) funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures. STP funds are distributed within a State based on population and other programmatic categories.

Transportation Alternatives (TA-Set Aside)

Within the STBG funding above is a set amount called the Transportation Alternatives "Set-Aside" (formerly Transportation Alternatives Program, or TAP). The TA Set Aside finances projects defined as "transportation alternatives", including on- and off-road pedestrian and bicycle facilities, recreational programs, infrastructure projects for improving "non-driver" access to public transportation; enhanced mobility, community improvement activities, and environmental mitigation.

The TA Set-Aside also funds activities related to the former Safe Routes to School (SRTS) program, which helped fund the construction of infrastructure-related projects on public roads and bicycle pedestrian pathways near schools. While apportioned funding for this program has been eliminated, the TAP program makes these activities eligible as long as they conform to TAP requirements.

8.13.7 OTHER POTENTIAL FINANCING TOOLS

In addition to the financing tools described in previous sections, two emerging financing strategies that leverage multiple sources of funding could be used to make longer

term and larger investments. These types of funding/financing sources may require the oversight of the IVDA to identify and pair potential investment partners with property owners.

STRUCTURED FUNDS

A "structured fund" is a loan fund that pools money from different investors with varying risk and return profiles. Structured funds have a very specific dedicated purpose, which is clearly defined prior to forming the fund, and they are managed by professionals with fund formation and loan underwriting experience. Because at least a proportion of the investors in a structured fund have an expectation of return on investment, the types of projects financed with these funds must be revenue generating. For example, many regions have begun forming structured funds to acquire and develop affordable housing near transit, which generates rental revenues that can be used to pay back investors. Similarly this type of investment structure could be used to finance development of a business park or industrial complex that also generates rental revenues. However, this tool is not well suited for infrastructure improvements, which are not revenue generating.

REVOLVING LOAN FUNDS (RLF)

A "revolving loan fund" is a pool of money dedicated to specific kinds of investments. As the loans are repaid, the funding pool is reallocated and loaned out again. RLF initial funding sources are typically public or private "seed money"—such as a grant, other public funds, or the one-time proceeds from sale of an asset—and/or an ongoing stream of revenue like a dedicated portion of a new or existing tax. RLFs can provide low-interest loans and access to capital markets for projects that have poor risk profiles to meet economic development, environmental, or other public policy goals. In contrast to a structured fund, which is capitalized by investors with an expectation of return, the seed money used to start an RLF typically does not need to be paid back, so the funding can revolve indefinitely.

If the Partner Jurisdictions or the IVDA are able to identify a source for the seed money, an RLF may be a feasible financing tool for infrastructure in the Plan Aea.

Is there other funding available through the IVDA?

Could the San Manuel Band of Mission Indians also be a resource for funding? For example, they may have access to federal infrastructure grants and related funding.

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APPENDIX A

GENERAL PLAN AMENDMENTS & CONSISTENCY

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APPENDIX A GENERAL PLAN AMENDMENTS & CONSISTENCY

A.1 General Plan Amendments

A.1.1 CITY OF HIGHLAND GENERAL PLAN

LAND USE DESIGNATION

For the portion of the Plan Area that lies in the City of Highland, the Highland General Plan land use map includes the following land use designations for the majority of the Plan Area: Industrial, Business Park, and Planned Commercial (Per the General Plan Land Use Element, development within areas designated Planned Commercial must be processed through the use of a specific plan). A small portion of the Plan Area, properties north of 5th Street and south of 6th Street between Victoria and Central Avenues, is designated as Low Density Residential and Planned Development (A multi-family residential designation). Per the Land Use Element, development within areas designated Planned Development must be processed through the use of a specific plan.

In order to implement the Industrial Mixed Use land use designation of the Specific Plan, a General Plan Amendment is required to be adopted concurrently with adoption of the Specific Plan. The amendment will involve an update to the Highland General Plan land use map (Figure 2-2, General Plan Land Use) to add the Industrial Mixed Use as a new land use designation for the entire Plan Area. The amendment will also involve a text amendment to the Land Use Plan section of the Land Use Element to add the Industrial Mixed Use land use designation and accompanying description. With adoption of the General Plan Amendment, the Specific Plan will be consistent with the Highland General Plan.

BIKEWAY CLASSIFICATION

The City of Highland Circulation Element has three classifications of Bikeways: Class I Bike Paths, Class II Bike Lanes, and Class III Bike Routes. These classifications are defined in detail in the Circulation Element and mapped in Figure 3-5, Bikeways, of the Circulation Element.

Implementation of the Specific Plan will require an amendment to Figure 3-5 in order to change the route (not the classification) of

a portion of the Class III Bike Route shown along 5th Street. Specifically, the portion of the Class II Bike Route designated along 5th Street between Tippecanoe Avenue on the west to Central Avenue on the west will be shifted north to 6th Street, as shown in Figure 6.6, Bicycle Network, of the Specific Plan. Currently, there are existing dedicated on-street bicycle lanes on both sides of 5th Street from Tippecanoe Avenue on the west to SR-210 on the east. However, because 5th Street is a designated truck route (see Figure 6.5, Truck Routes, of the Specific Plan) and to eliminate any conflicts between truck drivers and bicyclists along this street, the Class II Bike Route will be relocated from 5th Street to 6th Street, from Tippecanoe Avenue on the west to Palm Avenue on the east (see Figure 6.6). Relocating the bikeway will ensure the safety of cyclists, ensure that truck traffic along 5th Street is uninterrupted, and help improve the way people get to and around the Plan Area.

ROADWAY CLASSIFICATION AND STREET SECTIONS

The City of Highland Circulation Element has seven roadway classifications: Collector Street, Special Collector Street, Special Secondary Highway, Secondary Highway, Major Highway, Primary Arterial, and Modified Primary Arterial. These classifications are defined in detail in the Circulation Element and mapped in Figure 3-2, Roadway Network.

Table A.1, Street Classificaion Amendments, lists the streets that traverse the Plan Area and their roadway classifications pursuant to the Circulation Elements of the City of Highland General Plan and City of San Bernardino General Plan. The table also shows whether a General Plan Amendment is required to implement the Specific Plan; specifically, an amendment to the roadway classifications and/or street sections of the Circulation Elements, and if so, what the amendment(s) will entail.

A.1.2 CITY OF SAN BERNARDINO GENERAL PLAN

ROADWAY CLASSIFICATION AND STREET SECTIONS

Refere to discussion above on Roadway Classification and Street Sections for City of Highland General Plan. Also refer to able A.1, Street Classificaion Amendments.

LAND USE DESIGNATION

For the portion of the Plan Area that lies in the City of San Bernardino, the San Bernardino General Plan land use map includes the following land use designations

for the Plan Area: Commercial General, Industrial Light, and Residential Multi-Family.

In order to implement the Specific Plan and set for the Industrial Mixed Use land use designation of the Specific Plan, a General Plan Amendment is required to be adopted concurrently with adoption of the Specific Plan. The amendment will involve an update to the San Bernardino General Plan land use map to add the Industrial Mixed Use as a new land use designation for the entire Plan Area. The amendment will also involve a text amendment to the Land Use Designations section of the Land Use Element to add the Industrial Mixed Use land use designation and accompanying description. With adoption of the General Plan Amendment, the Specific Plan will be consistent with the San Bernardino General Plan

TABLE A.1 STREET CLASSIFICATION AMENDMENTS

Street	General Plan Roadway Classification		Specific Plan Classification	General Plan Amendment Required?
	Highland	San Bernardino		
North-South Streets				
Lankershim Avenue	Collector Street	Secondary Highway	Secondary	Highland: Yes (Text and figure amendment for street redesignation as it would go from Collector Street to Secondary) San Bernardino: No
Victoria Avenue	Major Highway	Secondary Highway	Secondary	Highland: Yes (Text and figure amendment for street redesignation as it would go from Major Highway to Secondary) San Bernardino: No
Palm Avenue	Major Highway and Primary Arterial	—	Secondary	Highland: Yes (Text and figure amendment for street redesignation as it would go from Major Highway and Primary Arterial to Secondary) San Bernardino: No
East-West Streets				
6th Street	Collector Street	Collector Street	Collector	Highland: No San Bernardino: Yes (Text and figure amendment… Circulation Element roadway section has 60 ROW and the Specific Plan is proposing a 66 foot ROW, consistent with the ROW dimension of the Collector Street in the Highland Circulation Element)

Street	General Plan Roadway Classification		Specific Plan Classification	General Plan Amendment Required?
	Highland	San Bernardino		
5th Street	Major Highway	Major Highway	Major – 124	Highland: Yes (Text and figure amendment… Circulation Element roadway section has a 104 ROW and Specific Plan is proposing a 124 foot ROW. Also, roadway classification name would change from Major Highway to Major – 124) San Bernardino: Yes (Text and figure amendment… Circulation Element roadway section has a 100 ROW and Specific Plan is proposing a 124 foot ROW. Also, roadway classification name would change from Major Highway to Major – 124)
3rd Street	Primary Arterial and Major Highway	Major Highway	Major – 124	Highland: Yes (Text and figure amendment… Circulation Element roadway section has a 104 ROW and Specific Plan is proposing a 124 foot ROW. Also, roadway classification name would change from Primary Arterial and Major Highway to Major – 124) San Bernardino: Yes (Text and figure amendment… Circulation Element roadway section has a 100 ROW and Specific Plan is proposing a 124 foot ROW. Also, roadway classification name would change from Major Highway to Major – 124)

A.2 General Plan Consistency

General Plan Consistency California law (Government Code §65450-§65453) allows cities to develop and administer Specific Plans as an implementation tool for their General Plan. As a requirement of state law, Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, standards, programs and uses that are established in the General Plan. After an analysis of the City of Highland and San Bernardino General Plans, the Airport Gateway Specific Plan (WMSP) has been found to be consistent with and supportive of both jurisdiction's General Plans, as amended.

A discussion of the relationship of this Specific Plan to relevant General Plan goals and polices from each jurisdiction is provided in this section. Only goals and policies applicable to the Airport Gateway Specific Plan are analyzed here for consistency. Goals and policies found to be unrelated to the Specific Plan have been intentionally omitted from this discussion.

For the AGSP to be implemented, various aspects of the respective General Plans will need to be amended concurrently with adoption of the Specific Plan in areas such as roadway and bike lane classifications and in some cases for land use. Adoption of these amendments is necessary for the Specific Plan to be consistent with both General Plans, and the proposed amendments are outlined in the following consistency analysis.

A.2.1 CITY OF HIGHLAND

For the portion of the Plan Area that lies in the City of Highland, the Highland General Plan land use map includes the following land use designations for the majority of the Plan Area: Industrial, Business Park, and Commercial. A small portion of the Plan Area, properties north of 5th Street and south of 6th Street between Victoria and Central Avenues, is designated as Low Density Residential and Planned Development (a multi-family residential designation).

In order to implement the Specific Plan and set for the Industrial Mixed Use land use designation of the Specific Plan, a General Plan Amendment is required to be adopted concurrently with adoption of the Specific Plan. The amendment will involve an update to the Highland General Plan land use map (Figure 2-2, General Plan Land Use) to add the Industrial Mixed Use as a new land use designation for the entire Plan Area. The amendment will also involve a text amendment to the Land Use Plan section of the Land Use Element to add the Industrial Mixed Use land use designation and accompanying description.

Additionally, implementation of the Specific Plan will require an amendment to the Highland General Plan Circulation Element. Specifically, a text amendment will be required to the Roadway Classifications section of the Circulation Element to add the new/revised roadway classifications of the Specific Plan. Figures 3-1, Roadway Cross-Sections, and Figure 3-2, Roadway Network, of the Circulation Element will also require amendments to add the new/revised roadway classifications of the Specific Plan.

Further, Figure 3-5, Bikeways, of the Circulation Element will require an amendment in order to change the route (not the classification) of a portion of the Class III Bike Route shown along 5th Street. Specifically, the portion of the Class II Bike Route designated along 5th Street between Tippecanoe Avenue on the west to Central Avenue on the west will be shifted north to 6th Street.

With adoption of the General Plan Amendment's, the Specific Plan will be consistent with the Highland General Plan.

LAND USE ELEMENT

The Specific Plan serves as the planning and zoning tool for the Plan Area to ensure the systematic implementation of the City of Highland General Plan. The Specific Plan helps implement the Highland General Plan Land Use Element, which is the key element that translates the City's vision from a long-range narrative to a land use plan and policy document that organizes the physical environment into a logical, functional, and aesthetic pattern consistent with the Highland vision. The Specific Plan was developed consistent with the Highland vision and based on key objectives set forth in the Land Use Element. For example, the Specific Plan helps implement the primary objective of the Land Use Element, which is to set the land use direction of the Plan Area consistent with the vision of the Specific Plan and the Highland General Plan vision. The Specific Plan serves as the land use plan that will oversee the systematic development of the Plan Area's physical environment into a logical, functional, and aesthetic pattern consistent with the vision and objectives of the Specific Plan.

Also, the Specific Plan is a collaborative effort between the cities of Highland and San Bernardino and IVDA, intended to provide a regulatory framework for the Plan Area that includes a comprehensive theme for the corridor, refines land use and development codes, provides efficient and effective access to freeway corridors, improves infrastructure and drainage, and develops streetscape and design standards that provide opportunities for transition and change.

To further the vision of the Specific Plan and consistent with the general objectives of the Land Use Element, the Specific Plan seeks to:

- Plan for future growth of the Plan Area.
- Provide clarity and direction in land use guidance for the Plan Area.
- Create places for people to work in the Plan Area.
- Strengthen commercial opportunities in the Plan Area.
- Expand the City's employment base.
- Ensure land use compatibility throughout and abutting the Plan Area.

Other more specific Land Us Element goals that are achieved by the Specific Plan include:

- **Goal 2.5.** Promote a mix of attractive employment-generating areas with a mix of uses that provide a sound and diversified economic base and that are compatible with the community's overall residential character.
- **Goal 2.6.** Maintain an organized pattern of land use that minimizes conflicts between adjacent land uses.
- **Goal 2.8.** Coordinate land use planning programs between local, regional, state, and federal jurisdictions.
- **Goal 2.12.** Create a signature, mixed-use master-planned community that integrates commercial, office and residential uses in a unique environmental setting.
- **Goal 2.13.** Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.

For example, and in response to Goal 2.13, as stated in the General Plan Land Use Element (page 2-38), with its strategic location between the San Bernardino International Airport (SBIA) and SR-330/I-210 corridor, the 5th Street Corridor (which traverses the entire stretch of the Plan Area) represents an excellent opportunity to capture some of the potential employment growth needed as a result of the continued growth of the SBIA. To position Highland to take advantage of this increased demand, the General Plan Land Use Plan calls for Business Park and

Industrial land uses along the 5th Street Corridor. Consistent with Goal 2.13, the Specific Plan's land use designation of Industrial Mixed Use serves as the catalyst to provide the mix of uses envisioned for the 5th Street Corridor (including business parks and industrial uses), which in turn will help capture the employment growth resulting from development of the Plan Area and growth of the SBIA. As stated in the Specific Plan's vision, the Plan Area is a thriving concentration of industrial and office-based businesses, including manufacturing, logistics, and technology uses. These businesses provide employment, across a range of skills, for the region's residents.

Additionally, the first mention of the Plan Area in the Highland General Plan occurs on page 1-2 under the heading "Invigorating Key Activity Centers." Further, the Land Use Element identifies Community Policy Areas in the City, which are areas that require special attention and necessitate the creation of goals and policies unique to those areas. One of these Community Policy Areas is the 5th Street Corridor. The 5th Street Corridor is one of the locations in Highland that have been "biding their time," in other words this is an area of the City that is primed for development under the Business Park land use designation assigned in 2005. However, development has not progressed as anticipated primarily due to lack of funding for supporting infrastructure. The purpose of the Specific Plan is to "jump start" the development of the corridor by focusing on identifying the underlying infrastructure required to support the proposed "Business Park" uses, which will occur under the Industrial Mixed Use land use designation of the Specific Plan, and a commitment by the cities of Highland and San Bernardino to support assemblage of small parcels to provide parcels large enough for development under the Specific Plan.

CIRCULATION ELEMENT

As development continues in the City of Highland, including development of the Plan Area pursuant to the Specific Plan, traffic on its roadway systems will increase. As stated in the Highland General Plan Circulation Element, to ensure the safe and efficient movement of people and goods, careful planning of the roadway network is essential (page 3-1). Additionally, as noted in Chapter 6.0, *Mobility Plan*, the AGSP is central to and well served by Interstate 210, Interstate 10, and Interstate 215. Tippecanoe Avenue, Palm Avenue and 5th Street are the primary arterial roadways serving as regional access corridors to the Plan Area. To improve mobility for all users in and through the Plan Area, the mobility plan presents a series of improvements to effectively manage truck traffic and accommodate a range of transportation options in the area.

The components of the mobility plan are designed in response to the Specific Plan's vision and objectives and are also regulated by the Circulation Elements of the City of Highland and City of San Bernardino General Plans. The mobility plan also responds to recent laws pertaining to "complete streets", including Assembly Bill 32, Assembly Bill 1358, Senate Bill 375, and Senate Bill 743. Creating a safe, efficient, and balanced, multimodal mobility network is a priority of these plans and laws, as well as of the Specific Plan. The mobility plan puts forth the plans for creating complete streets and improving the way people, goods and resources move into, through and beyond the Plan Area.

The Specific Plan's mobility plan was developed consistent with and implements key goals set forth in the Highland General Plan Circulation Element, including:

- **Goal 3.1.** Provide a comprehensive transportation system that facilitates current and long-term circulation in and through the City.
- **Goal 3.2.** Provide a well-maintained roadway system.

- **Goal 3.4.** Provide a safe circulation system.
- **Goal 3.6.** Provide a circulation system that reduces conflicts between commercial trucking, private/public transportation and land use.
- **Goal 3.7.** Protect and encourage bicycle travel.
- **Goal 3.9.** Ensure adequate parking is made available to City residents, visitors, and businesses.

PUBLIC SERVICES & FACILITIES ELEMENT

As stated in the Highland General Plan Public Services & Facilities Element (page 4-1), public services (e.g., law enforcement, fire protection, and solid waste) and public and private utilities and infrastructure systems (e.g., water, wastewater, drainage, natural gas, electricity, telecommunications) are essential to supporting Highland's quality of life and future growth as well as the community's health and well-being. As Highland continues to grow and change, including development of the Plan Area pursuant to the Specific Plan, the public services and public and private utilities and infrastructure systems necessary to support new development will need to keep pace and will continue to require maintenance, rehabilitation, and replacement.

As businesses in the Plan Area are developed, additional infrastructure investment will be required to provide an adequate level of service to accommodate both existing uses and the projected growth. As stated in Chapter 7.0, Infrastructure and Phasing, of the Specific Plan, the purpose and intent of the chapter is two-fold: 1) to identify the infrastructure and utilities and service systems that will be needed to adequately serve the existing and future land uses of the Plan Area, and 2) to ensure that changes in land use also improve the area's infrastructure, utilities, and service systems to support the new uses. The improvements outlined in Chapter 7.0 will help facilitate the Plan Area's transformation to a more sustainable and efficient area. Future improvements include identifying ways that infrastructure can support existing and new development while promoting sustainable objectives of conservation, efficiency, and natural resource protection.

Additionally, the Specific Plan's was developed consistent with and implements key goals set forth in the Highland General Plan Public Services & Facilities Element, including:

- **Goal 4.1.** Coordinate and balance the provision of public services with development activity to eliminate service gaps, maximize the use of public facilities, provide efficient and economical public services, achieve the equitable and legally defensible sharing of costs of such services and facilities, and maintain adequate service systems capable of meeting the needs of Highland residents.
- **Goal 4.2.** Provide a water system that produces high quality water, sufficient water pressure and necessary quantities of water to meet domestic demands.
- Goal 4.3. Provide a safe and effective sewer system that meets the needs of Highland residents, businesses and visitors.
- **Goal 4.4.** Maintain an effective drainage system that protects people and property from overflows and flood disasters.
- **Goal 4.5.** Minimize, recycle, and dispose of solid waste in an efficient and environmentally sound manner.
- **Goal 4.6.** Coordinate with private utility companies to ensure the adequate provision of electricity, natural gas and telecommunication infrastructure to existing and new development.
- **Goal 4.7.** Ensure the provision of adequate law enforcement and police protection services and facilities.

- **Goal 4.8.** Ensure the provision of adequate staffing, equipment and facilities to support effective fire protection and emergency medical services that keep pace with growth.

CONSERVATION & OPEN SPACE ELEMENT

As stated in the Highland General Plan Conservation & Open Space Element, Highland takes a broad and inclusive view for planning open space (e.g., natural open space) and natural resources (e.g., air quality, water, mineral resources, wildlife, cultural resources) and integrating them with future development is both a challenge and opportunity. The City realizes that protecting these natural resources goes beyond a passive preservation role; it requires proactive management for the enjoyment of the entire community now and into the future.

Although the Plan Area covered by the Specific Plan does not contain any open space areas that require preservation or integrating into future development that will be accommodated by the Specific Plan, its land use plan and provisions provide a means and strive to protect the City's and regions natural resources. For example, Chapter 5, Design Standards and Guidelines, of the Specific Plan outlines a number of sustainable design and green measures. As stated in Chapter 5, the Specific Plan provides a sustainable approach to site and building development and landscape design. It includes sustainable guidelines and standards applicable to development within the Plan Area, which reinforce development that is attractive, efficient, and environmentally sustainable.

Additionally, Chapter 7.0, Infrastructure and Phasing, of the Specific Plan outlines standards and requirements that apply to drainage infrastructure, thereby ensuring that impact to water quality will not occur. In addition to the standards and requirements and as stated in Chapter 7.0, individual development projects will be required to comply with the water quality standards (construction and operation) in place at the time of project submittal.

Furthermore, the Specific Plan's mobility plan puts forth the plans for creating complete streets and improving the way people, goods and resources move into, through and beyond the Plan Area; therefore, ensuring that the local and regional air quality are protected from emissions generated by mobile sources.

Finally, the Specific Plan helps implement a number of goals of the Conservation & Open Space Element, including:

- **Goal 5.5.** Continue to reduce urban runoff. Goal 5.6. Monitor and strengthen Highland's water conservation practices.
- **Goal 5.8.** Protect, document and minimize disruption of sites that have archaeological significance.
- **Goal 5.12.** Develop and maintain trail and bikeway connections to recreational facilities, schools, existing transportation routes, natural features and regional trail systems.
- **Goal 5.16.** Continue to encourage, support and adopt energy-conservation practices.
- **Goal 5.17.** Encourage site design practices that reduce and conserve energy use.
- **Goal 5.18.** Continue to improve Highland's solid waste management and recycling efforts.
- **Goal 5.19.** Continue to support air quality planning through land use policies, outreach efforts and coordination with regional air quality agencies.

PUBLIC HEALTH & SAFETY ELEMENT

The Highland General Plan Public Health and Safety Element identifies areas in the City where public and private decisions on land use need to be sensitive to hazardous

conditions that pose a potential threat to public health and safety. The element addresses hazards related to geologic and seismic activity, slope instability, flooding, hazardous materials, fire hazards, emergency preparedness, airport land use compatibility and safety, and air quality. Policies of the element address ways to minimize any social, economic, and environmental disruption, and accelerate the City's recovery following a disaster.

The Specific Plan and its associated land use plan were prepared and designed in response to the many public health and safety threats facing Highland and the region in general. The Specific Plan was developed consistent with and implements key goals set forth in the Public Health and Safety Element, including:

- **Goal 6.1.** Minimize the risk to public health and safety and disruption to social, economic, and environmental welfare resulting from seismic and geologic activities.
- **Goal 6.3.** Reduce the risk to life and minimize physical injury, property damage, and public health hazards from the effects of a 100-year storm or 500-year storm and associated flooding.
- **Goal 6.4.** Protect life and property from the potential short- and long-term risks of transporting, storing, treating, and disposing of hazardous materials and wastes in the City.
- **Goal 6.7.** Reduce risk to people and property by limiting the type and intensity of development within identified aircraft potential zones and ensure adequate public notification of aircraft activities to residents in overflight areas.
- **Goal 6.8.** Reduce mobile and stationary source air pollutant emissions through cooperation and endorsement of the San Bernardino Regional Air Quality Plan and support of feasible techniques, incentives, and regulatory measures to achieve significant air quality improvements and any necessary air quality related lifestyle and economic changes while sustaining continued economic growth.

For example, consistent with the Public Health & Safety Element and in response to Goal 6.7, Chapter 4, Land Use and Development Standards, of the Specific Plan includes provisions that require consistency with the City of Highland's Airport Overlay Zone (Airport Safety Zone D). As stated in Chapter 4, the Airport Overlay Zone and safety provisions are established to provide greater safety to both aviators and the general public by establishing requirements for land use compatibility reviews within designated areas in close proximity to an airport or heliport. The various airport safety zones of the SBIA are illustrated in Figure 4.1, Land Use Plan, of the Specific Plan.

NOISE ELEMENT

As stated in the General Plan Noise Element, the everyday activities of residents, visitors and workers have the potential to generate a variety of noise sources in the City of Highland. The SBIA contains and is surrounded by multiple commercial and industrial properties, all of which have the potential to generate noise through their business activities. Highland also generates and draws a significant level of passenger and truck traffic through the City along the major roadways and highways, creating mobile sources of noise that can impact noise-sensitive land uses such as homes and schools. The Noise Element provides the goals and strategies necessary to ensure an appropriately quiet environment for the residents, employees and visitors in Highland.

The Specific Plan and its associated land use plan were prepared and designed in response to the many noise issues (mobile

and non-mobile) facing Highland. The Specific Plan was developed consistent with and implements key goals set forth in the Noise Element, including:

- **Goal 7.1.** Protect sensitive land uses and the citizens of Highland from annoying and excessive noise through diligent planning and regulation.
- **Goal 7.2.** Encourage the reduction of noise from transportation-related noise sources such as automobile and truck traffic.
- **Goal 7.3.** Protect residents from the effects of "spill over" or nuisance noise.

For example, consistent with the Noise Element and in response to Goal 7.1, Chapter 6, Mobility, of the Specific Plan includes plans and provisions to protect sensitive land uses and individuals from annoying and excessive noise generated by truck traffic. The mobility plan calls for limiting the number of access driveways for development sites and prohibiting truck access along 6th Street, which would help reduce truck traffic noise that would affect sensitive land uses and individuals along this street. The Specific Plan also includes design standards in Chapter 4, Design Standards and Guidelines, that will help protect sensitive land use and individuals from noise generated on commercial/ industrial development sites. For example, one design standard requires the provision to buffer (i.e., through the use of walls, landscaping, and setbacks) residential areas along 6th Street and adjacent to Tippecanoe from noise or undesirable views.

HOUSING ELEMENT

The purpose of the Highland General Plan Housing Element is to provide a framework of housing opportunities designed to meet the specific needs of Highland's existing and future residents. The Housing Element provides programs created to address housing needs, reduce constraints to housing for all, and set aside land and financial resources for residents and developers.

Under the Specific Plan, the primary land use designation of the Plan Area is Industrial Mixed Use. The other two land use designations are Right-of-Way and Floodway. As stated in the Specific Plan's vision, the Plan Area is a thriving concentration of industrial and office-based businesses, including manufacturing, logistics, and technology uses. The Industrial Mixed Use land use designation does not permit residential development; therefore, the Specific Plan does not provide the means for the Plan Area to further the goals and objectives of the Housing Element. However, the existing residential uses that exist in the Plan Area are permitted to continue as legally non-conforming uses under the Specific Plan. The Specific Plan also includes provisions geared toward ensuring that existing residential uses are adequately buffered (i.e., through the use of walls, landscaping, and setbacks) from future non-residential uses that would be accommodated by the Specific Plan.

Furthermore, as stated in the Specific Plan's vision, the Plan Area is a thriving concentration of industrial and office-based businesses, including manufacturing, logistics, and technology uses. These businesses provide employment, across a range of skills, for the region's residents, which includes residents of the Plan Area.

COMMUNITY DESIGN ELEMENT

As stated in the Highland General Plan Community Design Element, the City believes that a strong Community Design Element will become an important policy guide in the design process. More importantly, the City hopes that by clearly describing and illustrating its design policies, this element will stimulate creative thinking and discussion about community design.

The Specific Plan and its associated land use plan and development standards and design standards and guidelines (which

include standards and guidelines for gateways, special treatment edges, building design and orientation, parking, loading and storage areas, walls, fences and screening, landscaping, and signage) were prepared and designed in response to the City's desire of clearly describing and illustrating its design policies. For example, this is evident in the detailed development standards and design standards and guidelines provided in Chapter's 4, Land Use Plan and Standards, and 5, Design Standards and Guidelines, of the Specific Plan. The Specific Plan was developed consistent with and implements key goals set forth in the Community Design Element, including:

- **Goal 10.1.** Create a unified and attractive community identity within the context of diverse neighborhoods and land uses.
- **Goal 10.2.** Create attractive and visually unified major arterial corridors through specialized streetscape and landscape improvement plans.
- **Goal 10.8.** Ensure that industrial and business park development is professional and attractive in appearance through coordinated site planning, signage and architectural design guidelines.
- **Goal 10.11.** Promote attractive, appropriately scaled and well-coordinated signs.
- **Goal 10.12.** Encourage development that is energy efficient and environmentally sustainable.
- **Goal 10.13.** Appropriately buffer the boundaries between differing land uses and provide transitions where necessary.

AIRPORT ELEMENT

As stated in the Highland General Plan Airport Element, airports dramatically influence how communities grow. From a physical standpoint, they create significant noise and safety impacts. From an economic development perspective, they can have both positive and negative effects. Airports often stimulate adjacent commercial development and services, from hotels, to restaurants and shipping and distribution facilities. The traffic and noise they generate, however, can have negative impacts on existing uses. The SBIA is just south of and abuts the Plan Area's southern boundary.

The Specific Plan and its associated land use plan and development standards were prepared and design in response to the proximity of the Plan Are to the SBIA. Through its land use plan and design and development standards, the Specific Plan ensures that the 5th Street corridor will be designed as an attractive employment center and gateway to the SBIA. This is one of the key objectives of the Specific Plan. The Specific Plan was developed consistent with and implements key goals set forth in the Airport Element, including:

- **Goal 11.1.** Reduce exposure of people to aircraft noise and overflights, and ensure adequate public notification through buyer awareness measures.
- **Goal 11.2.** Reduce the risk to people and property by limiting the type and intensity of development in identified impact areas, ensuring adequate emergency response facilities within or adjacent to airport uses, and requiring adequate public notification of safety policies and procedures.
- **Goal 11.3.** Promote the development of the 5th Street Corridor as an attractive employment center and gateway to the San Bernardino International Airport.

For example, consistent with the Airport Element and in response to Goal 11.2, the Specific Plan includes provisions that require consistency with the City of Highland's Airport Overlay Zone (Airport Safety Zone D). As stated in Chapter 4, the Airport Overlay Zone and safety provisions are established to provide greater safety to both aviators and the general public by

establishing requirements for land use compatibility reviews within designated areas in close proximity to an airport or heliport. The various airport safety zones of the SBIA are illustrated in Figure 4.1, Land Use Plan, of the Specific Plan.

A.2.2 CITY OF SAN BERNARDINO

For the portion of the Plan Area that lies in the City of San Bernardino, the San Bernardino General Plan land use map identifies three land use designations: Commercial General, Industrial Light, and Residential Multi-Family.

In order to implement the Specific Plan and set forth the Industrial Mixed Use land use designation of the Specific Plan, a General Plan Amendment is required to be adopted concurrently with adoption of the Specific Plan. The amendment will involve an update to the San Bernardino General Plan land use map (Figure LU-2, General Plan Land Use) to add the Industrial Mixed Use as a new land use designation for the portion of the Plan Area that lies in the City of San Bernardino. The amendment to the land use map will also include addition of the Specific Plan Boundaries overlay. As noted in the Land Use Element (page 2-20), "An overlay is intended to reflect a particular characteristic of an area and is applied "over" an underlying land use designation to provide guidance above and beyond the underlying land use designation." Additionally, the amendment will involve a text amendment to the Land Use Designations section and Table LU-2, Land Use Designations, of the Land Use Element to add the Industrial Mixed Use land use designation and accompanying description. Further, the amendment will involve a text amendment to the Specific Plans section and Table LU-1, Approved Specific Plans, of the Land Use Element to add the Airport Gateway Specific Plan.

Finally, implementation of the Specific Plan will require an amendment to the San Bernardino General Plan Circulation Element. Specifically, a text amendment will be required to the Classification of Streets and Standard Roadway Cross Sections sections of the Circulation Element to add the new/revised roadway classifications of the Specific Plan. Figure C-2, Circulation Plan, of the Circulation Element will also require an amendment to add the new/revised roadway classifications of the Specific Plan.

With adoption of the aforementioned General Plan Amendments, the Specific Plan will be consistent with the San Bernardino General Plan.

LAND USE ELEMENT

The Specific Plan serves as the planning and zoning tool for the Plan Area to ensure the systematic implementation of the City of San Bernardino General Plan. The Specific Plan helps implement the San Bernardino General Plan Land Use Element, which is the key element that translates the City's vision from a long-range narrative to a land use plan and policy document that organizes the physical environment into a logical, functional, and aesthetic pattern. The Specific Plan was developed consistent with the San Bernardino vision and based on key objectives set forth in the Land Use Element. As stated in Chapter 1, Introduction, of the San Bernardino General Plan, the City's overarching vision is to celebrate the past, value the present, and create opportunities for the future (page 1-18, Chapter 1, Introduction). For example, the Specific Plan helps implement a key objective of the Land Use Element, which is to set the land use direction of the Plan Area consistent with the vision of the Specific Plan and San Bernardino General Plan. In furtherance of the San Bernardino General Plan and the City's vision, the Specific Plan charts a course for development and redevelopment of the Plan Area whereby positive features can be enhanced and built upon and the less desirable features altered and improved

(page 1-17, Vision Summary). The Specific Plan serves as the land use plan that will oversee the systematic development of the Plan Area's physical environment into a logical, functional, and aesthetic pattern consistent with the vision and objectives of the Specific Plan.

Also, the Specific Plan is a collaborative effort between the cities of Highland and San Bernardino and IVDA, intended to provide a regulatory framework for the Plan Area that includes a comprehensive theme for the corridor, refines land use and development codes, provides efficient and effective access to freeway corridors, improves infrastructure and drainage, and develops streetscape and design standards that provide opportunities for transition and change.

Further, the Specific Plan is responsive to the City's vision as it represents an opportunity for the City to accomplish the City's stated desires outlined in the Land Use Element (page 2-6), including:

- Realize higher quality development throughout the Plan Area.
- Ensure compatibility among land uses throughout the Plan Area.
- Create a distinct personality and identify for the Plan Area.
- Revitalize the Plan Area's streets so that they offer a vibrant mix of well-designed land uses instead of a strip of faceless, deteriorating commercial and industrial development.
- Achieve a revitalized and economically vibrant development plan for the Plan Area.

The Specific Plan was also developed consistent with and implements key goals set forth in the Land Use Element, including:

- **Goal 2.2.** Promote development that integrates with and minimizes impacts on surrounding land uses.
- **Goal 2.3.** Create and enhance dynamic, recognizable places for San Bernardino's residents, employees, and visitors. Goal 2.4. Enhance the quality of life and economic vitality in San Bernardino by strategic infill of new development and revitalization of existing development.
- **Goal 2.5.** Enhance the aesthetic quality of land uses and structures in San Bernardino.
- **Goal 2.7.** Provide for the development and maintenance of public infrastructure and services to support existing and future residents, businesses, recreation, and other uses.
- **Goal 2.8.** Protect the life and property of residents, businesses, and visitors to the City of San Bernardino from crime and the hazards of flood, fire, seismic risk, and liquefaction.
- **Goal 2.9.** Protect the airspace of the San Bernardino International Airport and minimize related noise and safety impacts on our citizens and businesses.

For example, and in response to Goal 2.4, the Specific Plan puts for the land use plan, tailored development standards and design guidelines, and infrastructure and implementation plans needed to enhance the quality of life and economic vitality in and around the Plan Area through strategic infill development and revitalization of existing development. Also, in accordance with Goal 2.5 the Specific Plan's tailored development standards and design guidelines would help enhance the aesthetic quality and character of land uses and structures in and around the Plan Area.

Furthermore, the San Bernardino General Plan assigns a "Strategic Area" designation to the San Bernardino International Airport and Trade Center. Strategic areas are locations where the City anticipates future development to occur and identifies pertinent strategies to guide this development. The following text is

abstracted from the General Plan Land Use Element (Pp. 2-64 and 2-65): "The San Bernardino International Airport and Trade Center (SBIA) Strategic Area is located on the southeastern edge of the City. The Strategic area is bounded on the north by 3rd and 5th Streets, on the south by Mill Street, on the west by Lena Road, and on the east by the Cities of Redlands and Highland.....The SBIA can accommodate large warehousing and manufacturing companies, and more importantly, it serves as a transportation hub, providing access to air transportation and close proximity to major rail lines and roadways....There is an opportunity for the properties surrounding the SBIA to develop with uses that are related to or can benefit from proximity to the airport. For instance, business oriented and general aviation related uses, manufacturing, warehousing, office and travel related business such as hotels, could be attracted by the presence of the Airport." With its strategic location, the Plan Area represents an excellent opportunity to capture some of the potential growth needed as a result of the continued growth of the SBIA. The Specific Plan's land use designation of Industrial Mixed Use serves as the catalyst to provide the mix of uses envisioned for the areas abutting and surrounding SBIA Strategic Area (including business parks and industrial uses). As stated in the Specific Plan's vision, the Plan Area is a thriving concentration of industrial and office-based businesses, including manufacturing, logistics, and technology uses.

ECONOMIC DEVELOPMENT ELEMENT

As stated in the San Bernardino General Plan Economic Development Element, the purpose of the element is to guide the City in expanding the local economy, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, and brings in sufficient revenue to support local programs and services.

To achieve a balanced and healthy economy for the City and consistent with the purpose of the Economic Development Element, the Specific Plan sets forth the vision, objectives and land use plan necessary to ensure a prosperous economic future for not only the Plan Area but for the City and region. The Specific Plan's land use designation of Industrial Mixed Use serves as the catalyst to provide a mix of use (including business parks and industrial uses), which in turn will not only help capture the employment growth resulting from development of the Plan Area and growth of the SBIA, but also contribute to the overall City's economic growth. Implementation of the Specific Plan would help expand the local economy through the creation of jobs, attraction of new businesses, and provision of diverse and vibrant industrial and commercial uses.

The Specific Plan was also developed consistent with and implements key goals set forth in the Economic Development Element, including:

- **Goal 4.1.** Encourage economic activity that capitalizes upon the transportation and locational strengths of San Bernardino.
- **Goal 4.4.** Attract businesses through an efficient improvement program.
- **Goal 4.5.** Identify and attract new employment types/land uses that complement the existing employment clusters and foster long-term economic growth.
- **Goal 4.10.** Optimize existing redevelopment project areas to identify and prioritize development opportunities.
- **Goal 4.11.** Ensure fiscal viability in order to provide a high level of services to the community and finance capital projects.

COMMUNITY DESIGN ELEMENT

The San Bernardino General Plan Community Design Element provides policy guidance that respects San Bernardino's

diverse built environment while seeking to unify the City through carefully crafted design policies. As stated in the Community Design Element, the City recognizes the importance of community appearance and design to its vitality and future.

The Specific Plan and its associated land use plan and development standards and design standards and guidelines (which include standards and guidelines for gateways, special treatment edges, building design and orientation, parking, loading and storage areas, walls, fences and screening, landscaping, and signage) were prepared in response to the City's desire of clearly describing and illustrating its design policies. For example, this is evident in the detailed development standards and design standards and guidelines provided in Chapter's 4.0, Land Use Plan and Standards, and 5.0, Design Standards and Guidelines, of the Specific Plan. The Specific Plan was also developed consistent with and implements key goals set forth in the Community Design Element, including:

- **Goal 5.2.** Attractively design, landscape, and maintain San Bernardino's major corridors.
- **Goal 5.4.** Ensure individual projects are well designed and maintained.
- **Goal 5.7.** Develop attractive and safe commercial, office, and industrial projects that are creatively designed and intelligently sited.

The Specific Plan's land use plan, tailored development standards and design guidelines, and implementation plan will ensure that the major corridors that traverse the Plan Area (e.g., 3rd, 5th, and 6th Streets) are attractively designed, landscaped, and maintained (Goal 5.2); individual development projects accommodated by the Specific Plan will be of high quality design (Goal 5.4); and development projects (e.g., commercial, office, and industrial projects) are designed to be attractive and properly sited to ensure compatibility and accessibility, among other design considerations (Goal 5.7). For example, Chapter 5.0, Design Standards and Guidelines, of the Specific Plan provides detailed design standards and guidelines that call for enhanced parkway plantings that elevate the visual importance of the corridors (sense of place) and ensure that buildings have enhanced architectural treatments and screening to establish consistency along the corridor with industrial uses that have been built in adjacent areas. Chapter 6.0, Mobility, also sets the standard for street sections, which call for the provision of parkway-separated public sidewalks along the street frontages that will help enhance the visual character of the corridors.

CIRCULATION ELEMENT

As stated in the San Bernardino General Plan Circulation Element, the major purpose of this element is to design and improve a circulation system to meet the current and future needs of all its residents. The circulation system should be accessible to all economic segments of the City to make their lives more convenient and practical. It should make use of existing infrastructure wherever practical. Finally, it should preserve important transportation routes for future planning needs.

As development continues in the City of San Bernardino, including development of the Plan Area pursuant to the Specific Plan, traffic on its roadway systems will increase. As noted in Chapter 6.0, Mobility Plan, of the Specific Plan, the Plan Area is central to and well served by State Route 210, Interstate 10, and Interstate 215. Tippecanoe Avenue, Palm Avenue and 5th Street are the primary arterial roadways serving as regional access corridors to the Plan Area. To improve mobility for all users in and through the Plan Area, the Specific Plan's mobility plan presents a series of improvements to effectively manage truck traffic anticipated

from the increase in new industrial uses and accommodate a range of transportation options in the area including non-motorized options.

The components of the AGSP's mobility plan are designed in response to the Specific Plan's vision and objectives and are also regulated by the Circulation Elements of the City of Highland and City of San Bernardino General Plans. The mobility plan is consistent with recent laws pertaining to "complete streets", including Assembly Bill 32, Assembly Bill 1358, Senate Bill 375, and Senate Bill 743. Creating a safe, efficient, and balanced, multimodal mobility network is a priority of these plans and laws, as well as of the Specific Plan. The mobility plan puts forth the plans for creating complete streets and improving the way people, goods and resources move into, through and beyond the Plan Area.

Additionally, consistent with the City's vision, as outlined in the Circulation Element, the Specific Plan would:

- Improve the community's appearance and identity by revitalizing the major corridors that traverse the Plan Area, including 5th Street.
- Provide a system of improved streets that accommodates projected traffic levels due to growth in and around the Plan Area and allows the convenient movement of people and goods in and through the Plan Area.
- Minimize the impacts of truck traffic, particularly in residential areas.
- Further fulfill the potential of the San Bernardino International Airport and Trade Center to become a vibrant center for commerce and travel and stimulate surrounding businesses.
- Improve our the Plan Area's mobility system by providing a range of transportation alternatives including bicycle and pedestrian paths.

The Specific Plan was also developed consistent with and implements key goals set forth in the Circulation Element, including:

- **Goal 6.1.** Provide a well-maintained street system.
- **Goal 6.2.** Maintain efficient traffic operations on City streets.
- **Goal 6.3.** Provide a safe circulation system.
- **Goal 6.4.** Minimize the impact of roadways on adjacent land uses and ensure compatibility between land uses and highway facilities to the extent possible.
- • Goal 6.5. Develop a transportation system that reduces conflicts between commercial trucking, private/public transportation, and land uses.

PARKS, RECREATION AND TRAILS ELEMENT

As stated in the San Bernardino General Plan Parks, Recreation and Trails Element, the City of San Bernardino aspires to develop a system of recreational opportunities that improves the quality of life of its citizens by providing a variety of healthy activities. A vibrant and diverse multi-purpose system of parks and trails is one of the finest amenities that a city can provide for aesthetic, health, and economic reasons.

Although the Plan Area covered by the Specific Plan does not contain any open space areas that require preservation or integrating into future development that will be accommodated by the Specific Plan, its land use plan and provisions provide a means and strive to protect the City's and regions natural resources. For example, Chapter 5.0, Design Standards and Guidelines, of the Specific Plan outlines a number of sustainable design and green measures. As stated in Chapter 5.0, the Specific Plan provides a sustainable approach to site and building development and landscape design. It includes sustainable

guidelines and standards applicable to development within Plan Area, which reinforce development that is attractive, efficient, and environmentally sustainable.

The Specific Plan was also developed consistent with and implements a key goal set forth in the Parks, Recreation and Trails Element:

» **Goal 8.3**. Develop a well-designed system of interconnected multi-purpose trails, bikeways, and pedestrian paths.

In response to Goal 8.3, Chapter 6.0, Mobility Plan, of the Specific Plan calls for an improved pedestrian and bicycle access and circulation plan throughout the Plan Area. As stated in Chapter 6.0, these facilities are an important part of the Plan Area's non-motorized transportation network as they help implement the many benefits of Complete Streets. Chapter 6.0 also outlines a number of standards that apply to pedestrian and bicycle access and circulation. Example standards include:

» Parkway-separated sidewalks with landscaping and shade trees should be provided where possible to provide a buffer from the street, increased safety and convenience for pedestrians, and add color and visual interest to the public realm.

» Sidewalks and walkways shall be well light for nighttime use and to promote safe walking.

» All development projects and plans shall be designed to facilitate bicycle access within and connect to the Plan Area's bicycle network, and to ensure a safe and efficient environment for bicyclists.

Additionally, and as a part of the Specific Plan implementation, an amendment to Figure 3-5, Bikeways, of the Circulation Element was undertaken in order to change the route (not the classification) of a portion of the Class III Bike Route shown along 5th Street. Specifically, the portion of the Class II Bike Route designated along 5th Street between Tippecanoe Avenue on the west to Central Avenue on the west will be shifted north to 6th Street, as shown in Figure 6.6, Bicycle Network, of the Specific Plan. Currently, there are existing dedicated on-street bicycle lanes on both sides of 5th Street from Tippecanoe Avenue on the west to SR-210 on the east. However, because 5th Street is a designated truck route (see Figure 6.5, Truck Routes, of the Specific Plan) and to eliminate any conflicts between truck drivers and bicyclists along this street, the Class II Bike Route will be relocated from 5th Street to 6th Street, from Tippecanoe Avenue on the west to Palm Avenue on the east (see Figure 6.6). Relocating the bikeway will ensure the safety of cyclists, ensure that truck traffic along 5th Street is uninterrupted, and help improve the way people get to and around the Plan Area.

Further, the planned bicycle and pedestrian infrastructure improvements throughout the Plan Area are designed to upgrade the existing physical environment and improve the way people interact with and get around in the Plan Area. For example, closing gaps throughout the Plan Area provides mobility benefits for pedestrians and bicyclists, leading to increased trips by these modes. The Specific Plan's mobility plan focuses on establishing safe and efficient motorized and nonmotorized connections into and through the Plan Area via a complete streets approach.

UTILITIES ELEMENT

As stated in the San Bernardino General Plan Utilities Element, the goals and policies in this element are intended to maintain and/or improve the level of utility services provided to existing and future residents. The goals and policies governing utilities in San Bernardino are also intended to ensure that utility services in the City keep pace with new development.

Consistent with the purpose, goals and policies of the Utilities Element, the Specific Plan outlines the necessary utility plans,

standards, and requirements to ensure that all necessary utilities and service systems (e.g., natural gas, electricity, solid waste collection, wastewater collection and treatment, water transmission, distribution, storage, and treatment, storm drains and flood control) are provided to support existing uses of the Plan Area, as well as all future uses that would be accommodated by the Specific Plan. Specifically, Chapter 7.0, Infrastructure & Phasing, of the Specific Plan outlines all necessary utilities and infrastructure necessary to accommodate buildout of the Specific Plan. For example, as stated in Section 7.3, Drainage Infrastructure System, of Chapter 7.0, based on the findings and recommendations of the Preliminary Hydrology and Channel Design for City Creek Bypass Channel study prepared for the Specific Plan, a new channel design is required in order to provide sufficient capacity to convey the 100-year flood flows between Victoria Avenue (just north of the airport and south of 3rd Street) and the Warm Creek Channel. Additionally, within the Plan Area, several projects are recommended to increase wastewater collection and distribution capacity pursuant to EVWD's Capital Improvement Program. One of these projects includes upsizing 5,900 linear feet of 27- to 48-inch pipeline with 36- to 54-inch pipeline, including a possible siphon upsize. The projects will be triggered based the amount of commercial/industrial development accommodated by the Specific Plan.

Furthermore, as stated in Chapter 7.0, the purpose and intent of this chapter is two-fold: 1) to identify the infrastructure and utilities and service systems that will be needed to adequately serve the existing and future land uses of the Plan Area, and 2) to ensure that changes in land use also improve the area's infrastructure, utilities and service systems to support the new uses. The improvements outlined in this chapter will help facilitate the Plan Area's transformation to a more sustainable and efficient area. Future improvements include identifying ways that infrastructure can support existing and new development while promoting sustainable objectives of conservation, efficiency, and natural resource protection.

The Specific Plan was also developed consistent with and implements key goals set forth in the Utilities Element, including:

- **Goal 9.1.** Provide a system of wastewater collection and treatment facilities that will adequately convey and treat wastewater generated by existing and future development in the City's service area.
- **Goal 9.3.** Provide water supply, transmission, distribution, storage, and treatment facilities to meet present and future water demands in a timely and cost effective manner.
- **Goal 9.4.** Provide appropriate storm drain and flood control facilities where necessary.
- **Goal 9.6.** Ensure an adequate, safe, and orderly supply of electrical energy is available to support existing and future land uses within the City on a project level.
- **Goal 9.7.** Ensure an adequate supply of natural gas is available to support existing and future land uses within the City at a project level.
- **Goal 9.10.** Ensure that the costs of infrastructure improvements are borne by those who benefit.

Finally, Chapter 7.0 of the Specific Plan outlines standards and requirements that apply to drainage infrastructures, thereby ensuring that impact to water quality will not occur. In addition to the standards and requirements and as stated in Chapter 7.0, individual development projects will be required to comply with the water quality standards (construction and operation) in place at the time of project submittal.

SAFETY ELEMENT

The San Bernardino General Plan Safety Element addresses the way in which the City will prepare and respond to fire hazards, geologic, and seismic hazards, and flood hazards. Policies also address ways to minimize any economic disruption and accelerate the City's recovery following a disaster.

The Specific Plan and its associated land use plan were prepared and designed in response to the many public health and safety threats facing San Bernardino and the region in general. The Specific Plan was also developed consistent with and implements key goals set forth in the Safety Element, including:

- **Goal 10.4.** Minimize the threat of surface and subsurface water contamination and promote restoration of healthful groundwater resources.
- **Goal 10.5.** Reduce urban run-off from new and existing development.
- **Goal 10.6.** Protect the lives and properties of residents and visitors of the City from flood hazards.

For example, consistent with the Safety Element and in response to Goal 10.6, Chapter 7.0, Infrastructure & Phasing, of the Specific Plan outlines the infrastructure improvements necessary to protect the lives and properties of residents and visitors of the Plan Area and City from flood hazards. Specifically, as stated in Section 7.3, Drainage Infrastructure System, of Chapter 7.0, the Preliminary Hydrology and Channel Design for City Creek Bypass Channel study prepared for the Specific Plan concluded that downstream of the Victoria Avenue/City Creek Bypass Channel junction, the channel is insufficient to convey the 100-year flood flows in its current configuration. Based on the findings and recommendations of the study, a new channel design is required in order to provide sufficient capacity to convey the 100-year flood flows between Victoria Avenue (just north of the airport and south of 3rd Street) and the Warm Creek Channel. Therefore, the Specific Plan lays out the necessary plans for the channel design to provide sufficient capacity and thereby prevent flooding issues in and beyond the Plan Area.

NATURAL RESOURCES AND CONSERVATION ELEMENT

As stated in the San Bernardino General Plan Natural Resources and Conservation Element, the City values the preservation of natural resources, wildlife habitat, and air quality. These resources are important to the City, and through the strategies and policies outlined in this element, the City will work to preserve and protect the existing resources and to capture new resources as they become available. The goals and policies in this element are intended to maintain, improve, or preserve the quality and supply of the City's natural resources.

The Specific Plan was developed consistent with and implements the purpose of preserving and protecting the air quality of the City and region. For example, the Specific Plans mobility plan (Chapter 6.0) puts forth the plans for creating complete streets and improving the way people, goods and resources move into, through and beyond the Plan Area; therefore, ensuring that the local and regional air quality are protected from emissions generated by mobile sources. Opportunities to create new active transportation options for walking and cycling throughout the Plan Area help reduce greenhouse gas emissions and can also help alleviate roadway congestion, improve air quality, and improve the health and wellness of residents and workers of the Plan Area.

Energy and Water Conservation Element

As stated in the San Bernardino General Plan Energy and Water Conservation Element, despite the renewable resources available to San Bernardino, the City, like so much of America, is largely dependent

on non-renewable energy sources, which result in reliance on unpredictable supplies that are outside of the City's control. In addition, our abundant water supply can be affected by variable periods of rain and drought as well as the demands of the rest of Southern California. Efficient use of these resources can reduce costs, help improve regional conditions, and be an economic benefit to San Bernardino. The Energy and Water Conservation Element provides policy guidance that addresses the efficient use and conservation of the City's valuable energy and water resources.

The Specific Plan was developed consistent with and implements the purposes of the Energy and Water Conservation Element as well as key goals set forth in the element, including:

- **Goal 13.1.** Conserve scarce energy resources.
- **Goal 13.2.** Manage and protect the quality of the City's surface waters and ground water basins.

For example, consistent with the Energy and Water Conservation Element and in response to Goal 13.1 and 13.2, the Specific Plan includes design standards in Chapter 5.0, Design Standards and Guidelines, that will help the City make efficient use of the natural resources available to the City. As stated in Section 5.11, Sustainable Design and Green Measures, of Chapter 5.0, the Specific Plan provides a sustainable approach to site and building development and landscape design. Section 5.11 includes sustainable guidelines and standards applicable to development within Specific Plan Area—they reinforce development that is attractive, efficient, and environmentally sustainable. The design standards are broken down into four general categories: site design and infrastructure; building design and materials; energy; and solid waste and recycling. Section 5.8, Landscape Design of Chapter 5 also outlines a number of standards geared to conversing the City's water resources, including the requirement to incorporate water-conserving landscaping into a project's landscape plan and the provision of automated, high efficiency irrigation systems.

NOISE ELEMENT

As stated in the San Bernardino General Plan Noise Element, San Bernardino is affected by several different sources of noise, including automobile, rail, and air traffic, sports events, commercial and industrial activity, and periodic nuisances such as construction. The control of noise, therefore, is an essential component in creating a safe, compatible, and productive environment. The Noise Element provides policy guidance that addresses the generation, mitigation, avoidance, and the control of excessive noise.

The Specific Plan and its associated land use plan were prepared and designed in response to the many noise issues (mobile and non-mobile) facing San Bernardino. The Specific Plan was developed consistent with and implements key goals set forth in the Noise Element, including:

- **Goal 14.1.** Ensure that residents are protected from excessive noise through careful land planning.
- **Goal 14.2.** Encourage the reduction of noise from transportation-related noise sources such as motor vehicles, aircraft operations, and railroad movements.
- **Goal 14.3.** Protect residents from the negative effects of "spill over" or nuisance noise.

For example, consistent with the Noise Element and in response to Goal 14.1 and 14.3, Chapter 6.0, Mobility, of the Specific Plan includes plans and provisions to protect sensitive land uses and individuals from annoying and excessive noise generated by truck traffic. The mobility plan calls for limiting the number of access driveways for development sites and prohibiting truck access along 6th Street, which would help reduce truck traffic noise that would affect

sensitive land uses and individuals along this street. The Specific Plan also includes design standards in Chapter 4.0, Design Standards and Guidelines, that will help protect sensitive land use and individuals from noise generated on commercial/industrial development sites. For example, one design standard requires the provision to buffer (i.e., through the use of walls, landscaping, and setbacks) residential areas along 6th Street and adjacent to Tippecanoe from noise or undesirable views.