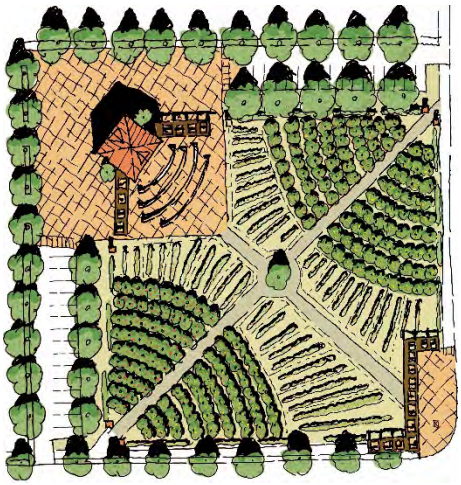
Valley Corridor Specific Plan

Bloomington, San Bernardino County



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Acknowledgements

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CHAPTER 1. VISION AND SUMMARY

1.1 Vision: A Vibrant and Healthy Community Corridor

The Valley Corridor Specific Plan provides the foundation for a healthier and more vibrant community corridor that offers employment and retail opportunities in a walkable, safe, and attractive environment.

The Specific Plan encourages opportunities for healthier living, including pedestrian-oriented activity centers that highlight Bloomington's cultural, historical, and community assets. The Plan also emphasizes the creation of employment spaces that foster small business development and promote a range of office and light industrial businesses, planting the seeds of business and job opportunities to promote overall growth in community capital.

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1.2 Plan Summary

1.2.1 Background and Purpose

The County identified the Bloomington Community and the Valley Corridor in particular as an area for concentrated reinvestment. The County believes that focused public investment in this area can stimulate private investment and reinvigorate the community.

Bloomington prides itself on its history as a rural, agricultural community, and in some instances, the community has taken considerable measures to hold onto that identity. Today, however, Bloomington is experiencing urbanization brought on by the growing needs of the region. While the community will continue to preserve and protect its unique character, it must also attract development that can generate economic vitality. The recovering economy presents an opportunity to develop a long-term vision for the area along Valley Boulevard, Bloomington's primary commercial corridor.

Furthermore, recent County investments such as the Affordable Bloomington development (including the Bloomington Branch Library), the extension of sewer and water lines along Valley Boulevard, and roadway improvements along Valley Boulevard and Cedar Avenue serve as catalysts for additional investment.

To leverage these public investments and ensure that future private investment reflects the County's and community's goals, the County prepared a Specific Plan. A Specific Plan provides not only the general vision and broad policy framework to guide development, but also the regulatory mechanisms so that new projects reflect quality development and can be processed in a timely manner.

In an area where past development efforts have been frustrated by infrastructure issues, the Specific Plan also presents a comprehensive transportation, open space, and infrastructure program that outlines future system needs and identifies the resources necessary to finance and implement such improvements.

Finally, the Specific Plan is the result of three years of outreach with hundreds of residents, local business owners, community organizations, the development community, and service providers. The Specific Plan's Vision, principles, and development concepts reflect the needs and desires of those who live, serve, and invest in Bloomington.

1.2.2 Guiding Principles

The following principles accompany the Vision and guide the plans, standards, guidelines, and implementation in this Specific Plan, as well as future projects developed under the Specific Plan.

1. **Maintenance.** Pursue strategies that focus first and foremost on maintaining and improving existing private and community assets.
2. **Investments and partnerships.** Leverage recent county investments in infrastructure and community facilities to attract investment and stimulate new partnerships.
3. **Infrastructure.** Establish a comprehensive infrastructure program that outlines future system needs and identifies the resources necessary to finance and implement the program.
4. **Economic opportunity.** Generate new job opportunities for entrepreneurs and established businesses in a wide variety of industries.
5. **Activity centers.** Develop pedestrian-friendly activity centers that offer shared places for community members to socialize, support, and learn from one another.

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6. **Mobility.** Create safe spaces for pedestrians, cyclists, transit, and motor vehicles along Valley Boulevard and between surrounding neighborhoods while maintaining Valley Boulevard as a four-lane facility.
7. **Housing options.** Provide new opportunities and mix of housing types to meet various lifestyle choices and economic segments.
8. **Health and wellness.** Enhance the health and wellness of the community's minds, bodies, and economy through the creative design and regulation of public and private spaces.
9. **Open space.** Relocate Ayala Park to functionally complement the new community library, better serve existing and new neighborhoods, and provide increased opportunities for physical activity through interconnected open space and exercise nodes or paths.
10. **Historic heart of the community.** Encourage the revitalization of the core area encompassing the historic Bloomington town site.
11. **Aesthetics.** Improve the image, wayfinding, and sustainable design of Bloomington and the corridor along Valley Boulevard and Interstate 10.

1.2.3 Development Plan

The Specific Plan maintains and improves existing private and community assets with land use changes to support additional private and community assets. Land use changes under the Valley Corridor Specific Plan involves replacing current conventional zoning districts with six Specific Plan land use districts: Mixed Use, Bloomington Enterprise, Commercial, Low & Medium Residential, Medium & High Residential, and Open Space. A map of the overall land use plan is depicted in Figure 1-1, *Land Use Plan*.

The Specific Plan introduces land use changes to approximately 294 acres of parcelized land within the boundary and a little over 60 acres of ROW, as shown in Table 1-1, *Potential Buildout for Valley Corridor (VC) Specific Plan*. The proposed land use and development framework could ultimately support approximately 1,093 housing units in residential and mixed-use projects and up to 1.9 million square feet of nonresidential building square footage consisting of a variety of retail stores, restaurants, hotels, and business development/office space.

Table 1-1 Potential Buildout for Valley Corridor (VC) Specific Plan

Land Use Districts	Acres	Residential		Nonresidential	
		Units	Population	Sq. Ft.	Jobs
VC/Mixed Use	35.4	404	1,252	79,756	134
VC/Bloomington Enterprise	114.3	-	-	1,244,067	995
VC/Commercial	51.4	-	-	492,138	754
VC/Low & Medium Residential	80.1	435	1,931	66,466	7
VC/Medium & High Residential	13.0	254	889	-	-
VC/Open Space [1]	see note	-	-	-	-
Right-of-Way	60.4	-	-	-	-
TOTAL	**355**	**1,093**	**4,073**	**1,882,428**	**1,890**
Existing Land Uses	-	525	2,216	975,109	477
Potential Change	-	568	1,857	907,319	1,413

Note:
1. Valley Corridor Open Space (VC/OS) is a floating designation and will be applied to parcels as parkland and plaza space is built.

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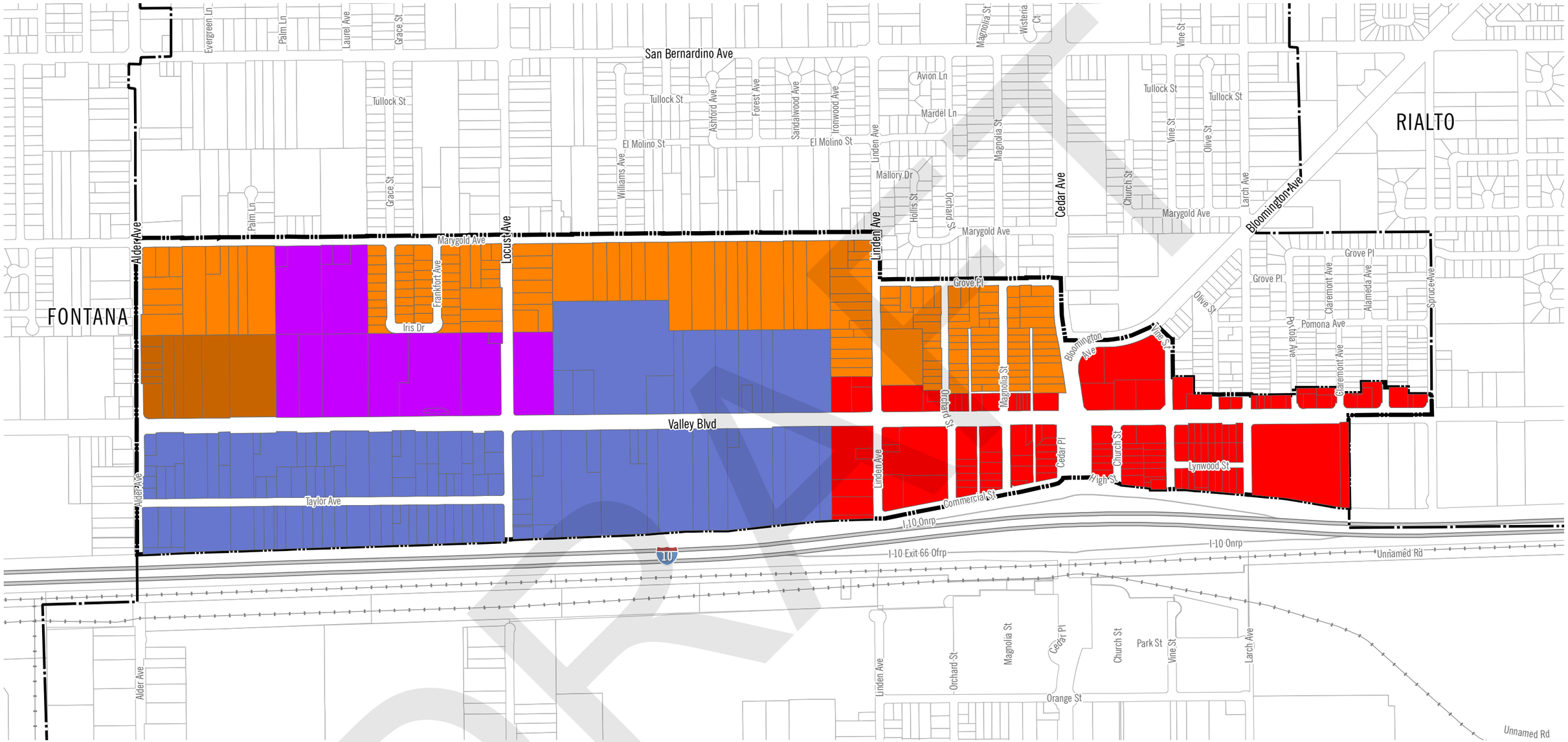

Land Use Districts

- VC/LMR, Valley Corridor Low/Medium Residential
- VC/MHR, Valley Corridor Medium/High Residential
- VC/COM, Valley Corridor Commercial
- VC/MU, Valley Corridor Mixed Use
- VC/BE, Valley Corridor Bloomington Enterprise
- VC/OS, Valley Corridor Open Space*

- Valley Corridor Specific Plan Boundary
- Bloomington Community Boundary

NOTE:
*Valley Corridor Open Space (VC/OS) is a floating designation and will be applied to parcels as parkland and plaza space is built.

Date: 7/19/2016 0 350 700 Feet PLACEWORKS

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Figure 1-1

LAND USE PLAN

Valley Corridor Specific Plan

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CHAPTER 2. CONTEXT

2.1 Project Location and History

The Valley Corridor Specific Plan is in the unincorporated community of Bloomington in the San Bernardino Valley, surrounded by the cities of Rialto and Fontana in San Bernardino County, and Jurupa Valley in Riverside County (see Figure 2-1, *Project Location*). The project area consists of 355 acres oriented along a 1.25-mile corridor of Valley Boulevard between Bloomington's western boundary with Fontana (Alder Avenue) and eastern boundary with Rialto (Spruce Avenue). The project area extends north to Marygold Avenue and south to Interstate 10 (I-10).

2.1.1 Agricultural Roots

Like many places in Southern California, the central San Bernardino Valley has strong agricultural roots. The area was described as "The Home of the Orange, Lemon, and Raisin" by the Semi-Tropic Land and Water Company.

The town site for Bloomington was surveyed in the late 1880s and bounded on the north by Valley Boulevard (then Colton Avenue), on the south by Slover Avenue, on the east by Larch Avenue, and on the west by Linden Avenue (see Figures 2-2, *Original Surveyed Boundaries of Bloomington*, and 2-3, *Bloomington Historic Town Site*). In the 1930s, citrus, onion, and boysenberry fields and farm housing stretched from one end of Bloomington to the other, with small amounts of development around Bloomington and Cedar avenues.

Unfortunately, the original layout for Bloomington has mostly given way to the freeway and the railroad, and most of the town area's original housing has been replaced by commercial and industrial businesses. The agriculture that defined the early years of Bloomington is mostly gone. However, Bloomington (particularly south of Interstate 10) remains a largely rural community, characterized by large lots, limited commercial development, and a limited amount of agricultural and animal-raising uses.

The close proximity to a major freeway and adjacent, more-urban cities make Bloomington attractive to commuters who desire to live in a more rural environment and to businesses that require freeway access. Recent industrial and traditional residential developments reflect the growth pressures currently facing the community.

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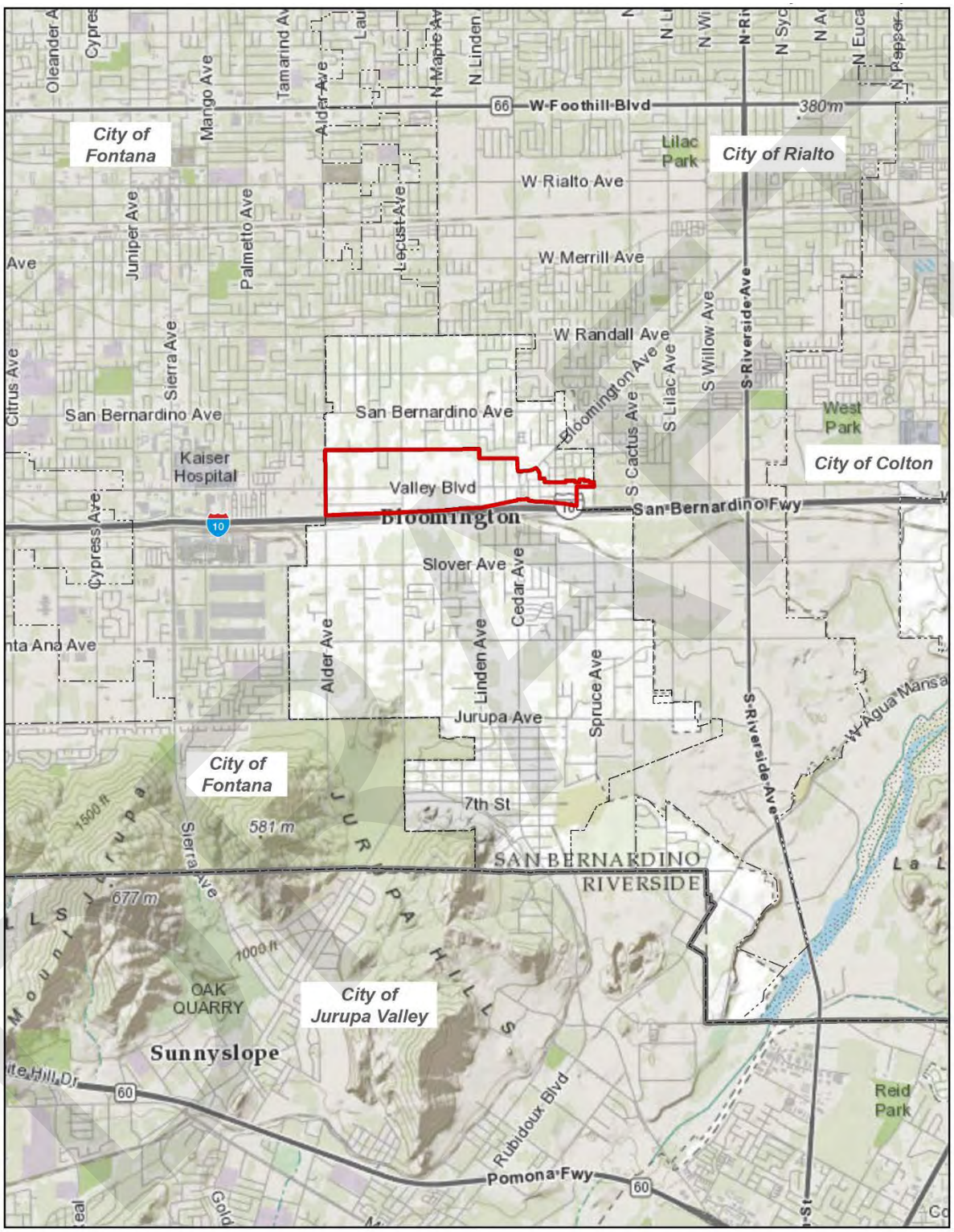
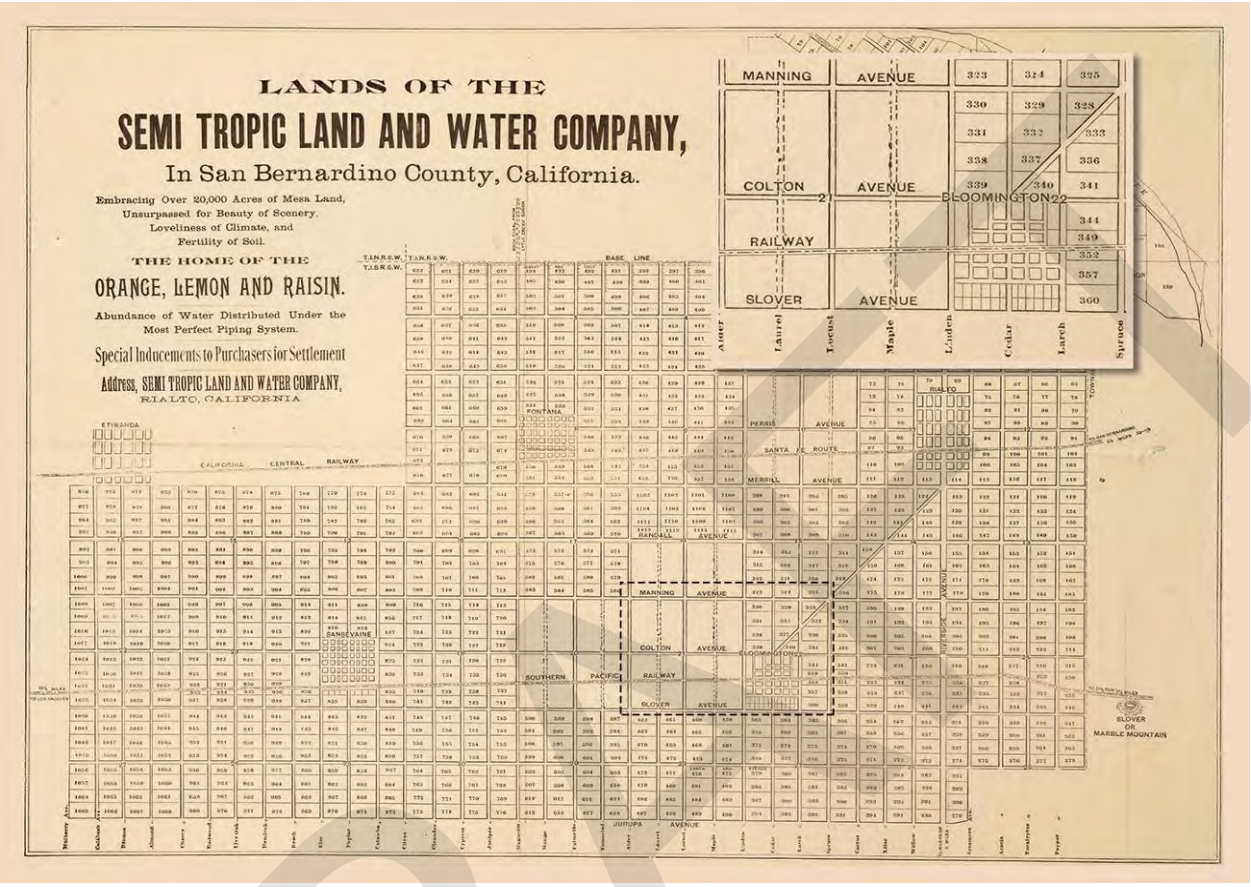
Figure 2-1 Project Location



Source: ESRI, 2015

Figure 2-2 Original Surveyed Boundaries of Bloomington (1887)



A map of the original surveyed boundaries of Bloomington in 1887. Colton Avenue became Valley Boulevard after I-10 was constructed. (Lithograph of "Lands of the Semi Tropic Land and Water Company, in San Bernardino County, California," circa 1887, ephMPCALIFT0098, The Huntington Library, San Marino, California.)

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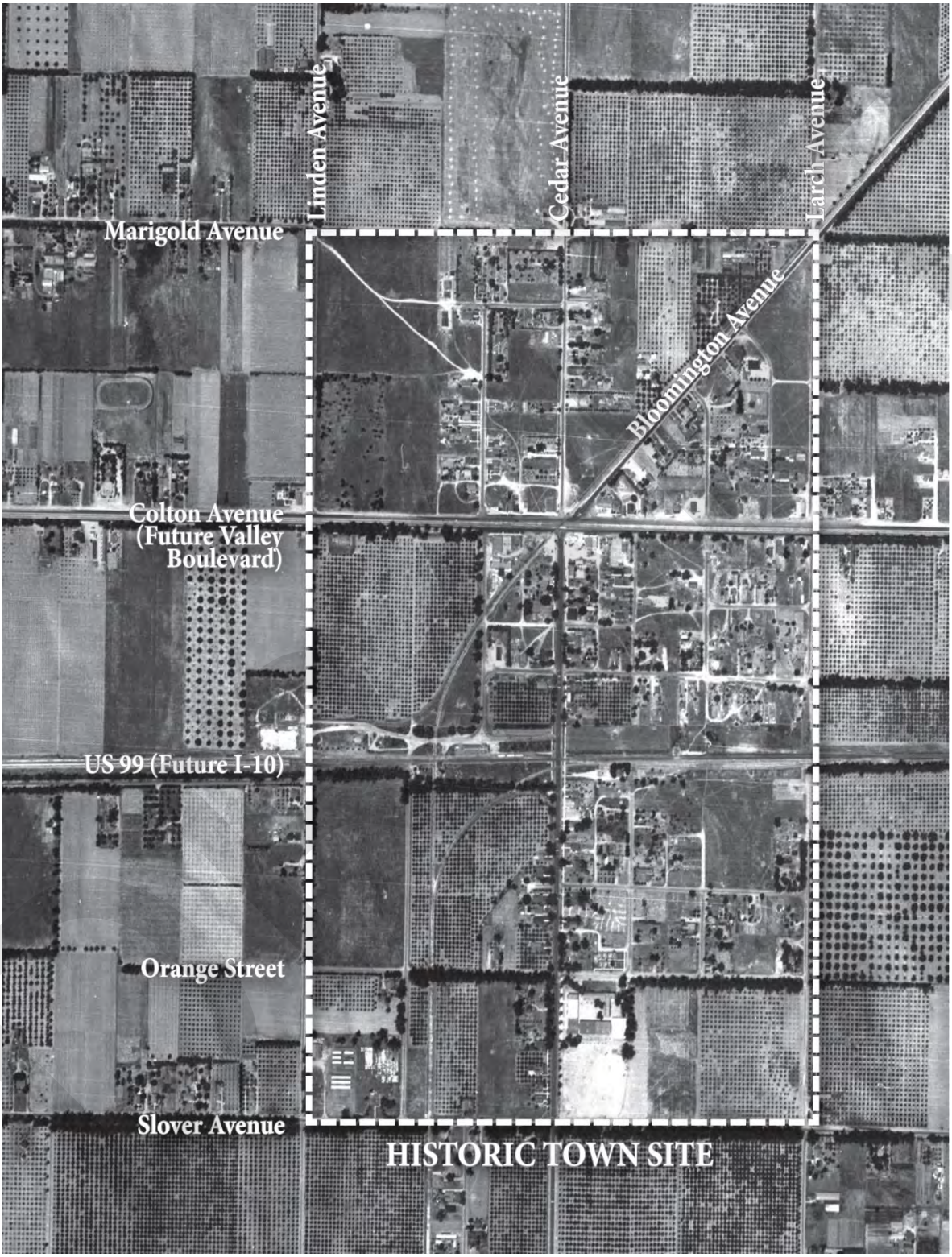
Figure 2-3 Bloomington Historic Town Site (1938)



Historic aerial of the Bloomington area circa 1938. (Environmental Data Resources, 2013.)

2.1.2 Historic Sites and Structures

The preservation of historic resources is important to residents and their desire to maintain the character of the Bloomington community. The Bloomington Garage and La Gue Family Home are the most notable historic buildings within the boundaries of the Valley Corridor Specific Plan (as well as the original town site). These buildings could function as community, workforce training, and general activity centers. They could also be repurposed as grassroots/community or professional commercial businesses.

Bloomington Garage and La Gue Family Home

The Bloomington Garage was built in 1912 by the La Gue Family and served as a landmark for people driving to Las Vegas or other eastern destinations. The Garage closed in 1968 and was slated for demolition in the 1990s until long-time resident Virginia Geil formed the Bloomington Preservation Foundation and raised $40,000 to move the garage from its original location at the corner of Cedar Avenue and Valley Boulevard to Orchard and Commercial Street. The Garage now sits opposite the La Gue Home, which together are designated an Historical Point of Interest by the State of California.

Top Row: *The Bloomington Garage was built over 100 years ago and functioned as a service garage, blacksmith shop, and gas station. Originally at the intersection of Cedar Avenue and Valley Boulevard (then Colton Avenue), the Garage was moved in the 1990s in an effort to preserve its historic value, which led to the creation of Bloomington Old Town Plaza.*

Bottom Row: *The Bloomington Garage was established by the La Gue family, whose home was also relocated next to the Garage and is considered a historic point of interest.*

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In February 2015, Supervisor Gonzales and the Bloomington community honored Virginia Geil (1923–2014) for her hard work and dedication to the area of Bloomington. ***Left:*** *Virginia Geil Way sits between Valley Boulevard and Commercial Street. (Photograph by County of San Bernardino, 2015.)* ***Right:*** *Virginia Geil standing in front of the Garage in 2013. (Photograph by PlaceWorks, 2013.)*

Spotlight: Virginia Geil

Virginia Geil came to Bloomington in 1960 and left a legacy of civic service and stewardship in the community. She founded the PTA at Gerald Smith Elementary; served on the Bloomington Municipal Advisory Committee for ten years; was President of the Bloomington High School Band Boosters, President of the Bloomington Women's Club, and President of the Bloomington Preservation Foundation; and founded the Bloomington Youth Accountability Board. She also served the San Bernardino County Sheriff's Department as a Bloomington Citizen Patrol.

Most notably, she spearheaded the effort that successfully moved the historic Bloomington Garage to its current location, thus avoiding its destruction and preserving its history, which led to it being recognized by the State of California as a Historical Point of Interest.

Geil envisioned the Bloomington Garage as a learning center for young men, primarily teenagers who will one day own a car. She wanted the Garage to serve as an active lab for learning how to fix cars and grooming novice mechanics.

2.2 Existing and Surrounding Land Uses

As previously stated, Bloomington prides itself on its history as a rural, agricultural community. Growth pressures in the surrounding area are creating market demand to transition large-lot residential to

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traditional single-family residences in selected areas of the community, with some support for even more dense development along Valley Boulevard.

The Valley Corridor currently functions primarily as a commercial corridor and is characterized by highway commercial and industrial development, scattered single-family housing and mobile home parks, residential structures converted to commercial uses, several public uses, and vacant or underutilized parcels. Figure 2-4, *Existing Land Uses* illustrates the current land use patterns in the Specific Plan area.

2.2.1 Within the Specific Plan Area

Commercial and Industrial

A wide range of commercial uses are present, such as vehicle service and repair, massage therapy, fast food restaurants, and self-storage facilities. While some uses serve the community, many more appear to serve the regional trucking industry. However, there is a strong desire among residents for commercial centers that could serve people in the surrounding neighborhoods. Valley Boulevard is seen as a potential host for a center or centers for the community. Additionally, the community's image from the freeway is not positive—due in large part to the number of properties that suffer from a lack of maintenance and upkeep—and does not match the community's historic or desired level of quality.

Community and Institutional

Figure 2-5, *Social Fabric in Bloomington* provides a map of the schools, houses of worship, parks, and other community uses, organizations, and agencies that support the community's education, training, and health and well-being. Ayala Park presents real and perceived safety concerns and could benefit from being moved and/or redistributed as two or more parks in or near the corridor.

A small community monument at the southwest corner of Valley Boulevard and Cedar Avenue (identity/gateway), The Community Health Center (programmatic), and the park-and-ride facility (offsite parking along Commercial Street), are key public/quasi-public resources if a central place is to be established between Cedar and Linden Avenues.

Bloomington Fire Station #76 at the corner of Commercial Street and Magnolia Street across from the former park-and-ride lot. If the area around the fire station is planned for a central gathering spot, it could be beneficial to have emergency personnel in the immediate vicinity—both to respond to medical emergencies and discourage criminal activity that can arise in large group settings.

Residential

Housing is scattered throughout the corridor, both along Valley Boulevard and on parcels to the north and south of the main corridor. Housing types consist of single-family homes built largely before the 1950s, three mobile home parks, and one apartment complex.

Except for the newer homes behind Affordable Bloomington and the older homes south of Grove Place and west of Cedar Avenue, the single-family homes are generally on large, long, and narrow lots compared to the housing footprint. Many of the residential properties store a variety of raw materials, discarded parts, or truck parking—especially on lots near the freeway. Those homes on properties with General or Service Commercial zoning are nonconforming uses and are planned to transition to nonresidential uses consistent with the Specific Plan Land Use Plan.

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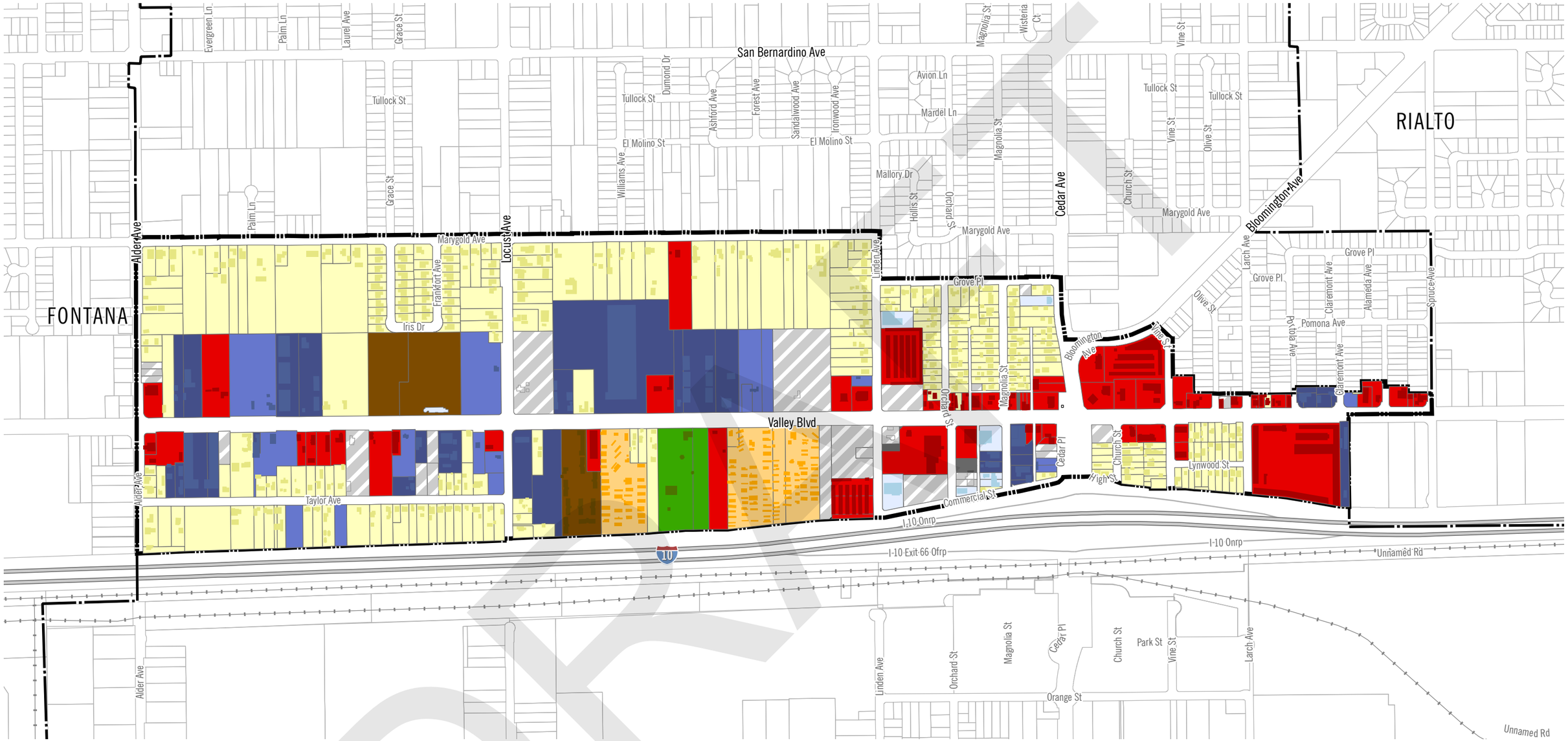

Existing Land Use

- Single Family Detached
- Multi Family
- Mobile Home
- Commercial*
- Industrial
- Open Storage
- Parks
- Public / Semi-Public**
- Parking
- Vacant
- Valley Corridor Specific Plan
- Bloomington Community Boundary

NOTE:
*Commercial Land Uses Include: Auto repair/services; Auto Sales; Retail Store/Service; Restaurant/Bar; Plant Nursery; Service Station; Commercial Storage; General Office; Hotel
**Public / Semi-Public Land Uses Include: Church; Post Office; Fire Station; American Legion; Library; Other Community Facilities

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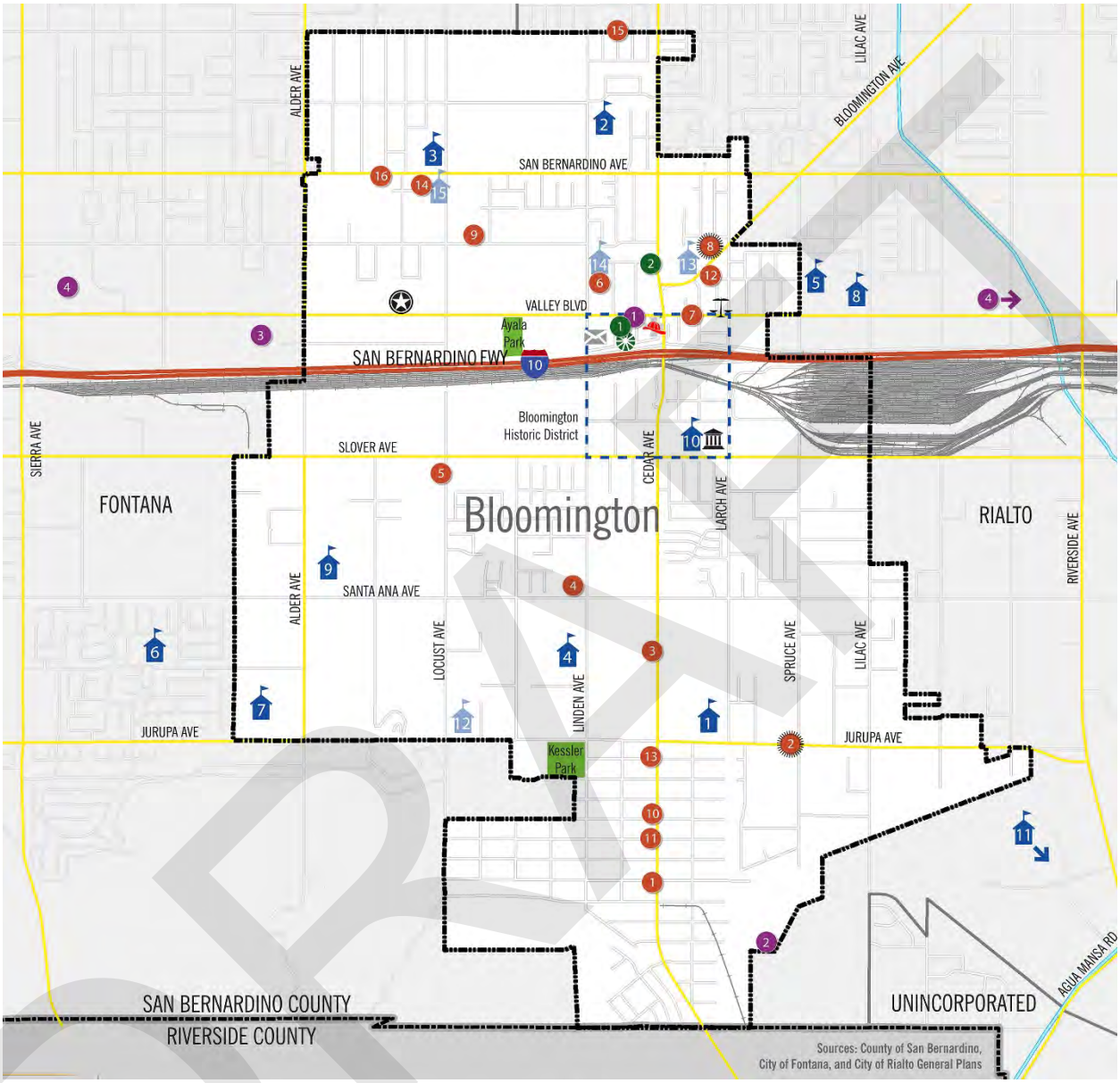
Figure 2-4

EXISTING LAND USES

Valley Corridor Specific Plan

Figure 2-5 Social Fabric in Bloomington



Public Schools

1. Crestmore Elementary
2. Gerald A. Smith Elementary
3. Mary B. Lewis Elementary
4. Walter Zimmerman Elementary
5. Ruth Grimes Elementary (Rialto)
6. Sycamore Elementary (Fontana)
7. Ruth O. Harris Middle
8. Joe Baca Middle (Rialto)
9. Bloomington High
10. Slover Mountain High
11. Grand Terrace High (Grand Terrace)

Private Schools

12. Hill View School
13. Bloomington Christian Elementary
14. Liberty Christian Academy
15. Truth Tabernacle Christian Academy

Religious Institutions

1. Celestial Church of Christ
2. St. Charles Catholic Church
3. Upland Indonesian Seventh-day Adventist
4. Congregational United Church of Christ
5. Jehovah's Witness Kingdom Hall
6. Pentecostal Church of God
7. Bethel Apostolic Assembly
8. Church of the Nazarene
9. Calvary Missionary Baptist Church
10. Bloomington Foursquare Church
11. Iglesia de Dios 7 Dia
12. New Testament Baptist Church
13. Palabra de Fe
14. Truth Tabernacle Church
15. The Church of Jesus-Christ of LDS
16. Saint George's Catholic Church

Community Facilities and Historic Assets

- Bloomington Garage & La Gue Family House
- Bloomington Post Office
- San Bernardino County Fire Department
- Bloomington Courthouse (former)
- Site of the first San Bernardino County Museum
- Bloomington Library
- 1. Teamsters Union Local 166
- 2. American Legion Post 497
- Voting Locations
- 1. Bloomington Community Health Center
- 2. Green Acres Memorial Park & Mortuary
- 3. Bel-Air Swap-Meet
- 4. Kaiser Permanente Fontana Medical Center
- 5. Arrowhead Regional Medical Center
- Parks

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Vacant and Underutilized Land

Within the corridor, there are over a dozen properties (9+ total acres) that are completely vacant. More than six vacant acres are concentrated along or within one parcel of Linden Avenue in or near the historic town site boundaries. The others are dispersed along the southern side of Valley Boulevard.

The abundance of vacant and underutilized land along the corridor offers the County and investors many opportunities to quickly bring in new improvements and development. The sites are scattered throughout the corridor, but some areas offer concentrations of small and large vacant or underutilized parcels that could be more easily acquired.

Parcel Size and Ownership Patterns

A substantial portion of the project area consists of sites that are larger than two acres (as individual parcels or as groups of parcels owned by an individual person or entity). A large number of these properties also enjoy direct frontage along Valley Boulevard or another major street for the full width of the parcel(s). These properties have the greatest potential for reuse and can support significant development projects on their own as well as when consolidated with surrounding parcels. With access to greater funds due to the large size and development potential of these parcels, consolidation efforts can also be easier.

Key areas of the corridor, however, suffer from fragmented ownership of parcels smaller than one acre. The portion west of Locust Avenue and south of Valley Boulevard is a mix of nonconforming residential homes, industrial, and commercial properties, but it contains a dozen or so parcels that are larger than an acre. Except for some large parcels, the area east of Cedar Avenue also suffers from numerous small parcels owned by a variety of individuals. The residential neighborhoods in this area are a mix of well- and poorly maintained homes generally built between 1900 and 1980. Consolidation efforts in either of these areas will be more challenging.

2.2.2 Surrounding Land Uses

Medical Facilities

Both Kaiser and Arrowhead Regional medical centers employ thousands of workers with pay rates that range from minimum wage to six figures. While there are still many housing opportunities nearby both medical centers, Bloomington may be an option for those who seek that small town, rural feel at a price that they can better afford. The properties along the northern side of Valley Corridor could accommodate a variety of housing types and price points.

Educational Facilities

The Colton Joint Unified School District provides public education for the residents of Bloomington from kindergarten through 12th grade. Bloomington residents also enjoy easy access to high quality community college and world-class universities. These facilities could also serve as partners and resources for job training and urban agriculture.

Faith-Based and Civic Institutions

The community's faith-based and civic institutions represent the primary central gathering places for the community. These institutions and their members are active in the community and should serve as a resource in supporting ideas for, activities in, and improvements to the corridor.

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Transportation Facilities

Interstate 10 and the Union Pacific railroad to the south are constraints to development of housing and other uses sensitive to noise and air pollution. Although residential is not legally prohibited next to freeways and rail yards, current state policy discourages its placement in such areas. Future legislation may prohibit the placement of residential next to freeways and heavy rail yards for health reasons. Consequently, residential is not recommended south of Valley Boulevard.

2.3 Recent County Investments

2.3.1 Affordable Bloomington / Bloomington Branch Library

The County Community Development and Housing Department partnered with Related California to develop an affordable, multi-generational housing and library development (Affordable Bloomington) on nine acres of County-owned property near the corner of Valley Boulevard and Locust Avenue. Groundbreaking occurred in April 2015 on the 190-unit multi-family development for low- and very-low-income households (70 units for seniors and 120 family units), a 6,950-square-foot library, and community benefit space that would include medical and counseling facilities.

The first phase of Affordable Bloomington broke ground in 2015, with a grand opening planned for 2016. With construction in the background, the sign depicts a conceptual rendering of Affordable Bloomington, showing the new branch library and senior housing portion of the development. (Photograph by County of San Bernardino, 2015.)

2.3.2 Infrastructure Improvements

To provide adequate services for the Affordable Bloomington site and to further stimulate economic expansion, the County Special Districts Department built an 18-inch sewer line from the Affordable Bloomington project site to an existing sewer line just east of Cedar Avenue. Additionally, fair share

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contributions were made to upgrade the water service with the Fontana Water Company through the installation of a 12-inch waterline as well as the construction of a new 2-million-gallon water tank for both domestic and fire flow.

2.4 Market Conditions

Keyser Marston Associates conducted a market study in 2013 to evaluate the area surrounding the Affordable Bloomington development—a study area that encompasses the Specific Plan boundaries. The following text reflects the study's summary for retail, office, industrial, and residential development in and around the Specific Plan area. The information also includes refinement by PlaceWorks based on its experience in the market area and input from others in the development community (Developer Roundtable, September 2015).

2.4.1 Retail

The soft retail market conditions throughout the region and the market area's relatively weak socioeconomic characteristics indicate a very challenging environment. Discussions with brokers active in the market area bear this out, and immediate opportunities for the area are perceived to be minimal. Given these conditions, market opportunities are likely to be limited in the near to midterm, with new development focused on local serving, service-oriented businesses (e.g., convenience stores).

In the mid to long term, the three-mile (radius) market area shows some potential demand for community and neighborhood retail, even with absorption of some demand by existing centers. Overall, the current market conditions would suggest that this development potential will not be realized in the near to midterm and will instead be absorbed over the long term (over seven years). Finally, this demand is for a three-mile market area, so the corridor area will be competing with other locations throughout the market area.

The Valley Boulevard corridor area is not perceived as a strong retail market given the existing land use patterns and demographics (lower income and density levels). In particular, the lack of a sufficient number of residential concentration is a significant impediment. However, this lack in retail market demand is based on past trends. Changes in housing growth may impact the demand for retail in Bloomington.

2.4.2 Office

Overall, the office market is extremely soft, and office brokers indicate regional vacancy rates exceed 20 percent. Rents are relatively low in the in the market area—$0.90 to $1.80 per square foot. Approximately 400,000 square feet of office demand is projected over the next 15 years, but given the high vacancy levels, rents are unlikely to escalate in the near to midterm. Since rents are already very low, it is unlikely that new office development will be feasible in the near to midterm. New office development in the corridor area will likely be limited to institutional uses and/or smaller professional firms that are choosing to locate in or near Bloomington.

However, based on its proximity to Kaiser and Arrowhead Regional medical centers, Valley Boulevard could play a future role accommodating support services for the medical industry.

2.4.3 Industrial

Overall, the industrial market is considered healthy, with a strong demand for larger parcels (10+ acres) for logistics/distribution development. The area south of the freeway is perceived to be a very strong location,

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with large parcels and good access to the interstate. In the near term, demand in the market area will be driven primarily by distribution/logistics development, with campus/business park development likely becoming more realistic in the mid to long term.

There is also some market demand for light industrial and flex space in buildings smaller than 50,000 square feet, which could be accommodated on lots that are five acres or smaller in the Specific Plan area.

2.4.4 Residential

The residential market in the Inland Empire suffered during the recession as prices decreased significantly between 2007 and 2011. In 2012, the market showed signs of improvement as prices and demand rose, with much of the price appreciation attributed to low inventories and high demand for low-priced foreclosures. Given the improvements to the regional residential market, the corridor area could be well situated to attract new development in the midterm. Data from the California Department of Finance indicates that almost 60 percent of new housing constructed in San Bernardino County between 2013 and 2014 was multifamily. The corridor area could establish a place for the market to create new multifamily housing opportunities in Bloomington in line with recent trends.

2.5 Public Input

2.5.1 Events and Participants

The County of San Bernardino Land Use Services Planning Division conducted an extensive outreach program over the course of several years. The concept of creating community together carried through as an overarching theme for each event. Significant input was obtained from residents, property owners, local business owners, community organizations, the local sheriff and fire departments, utility and service providers, and the development community. Feedback was collected through several methods, including individual conversations, group discussions, question-and-answer sessions, comment cards, and surveys.

Overall, thousands of people in Bloomington were contacted and informed about the project. Reflecting the current makeup of residents around the Valley Corridor, many materials were distributed in English and Spanish, with translators were present at multiple meetings. Hundreds of people participated directly in all both languages at the various meetings and workshops.

Table 2-1 lists public outreach activities and is followed by photographs taken during some of the outreach events. Table 2-2 lists participating service agencies and other stakeholders.

Table 2-1 Public Outreach Activities for the Specific Plan

2013

- Project website (valleycorridor.com)
- Fact sheet, flyers, and surveys
- August | Community Fair

2014

- April to July | 21 stakeholder interviews
- July | Town Hall
- July | Health and wellness stakeholder meeting

2015

- July | EIR scoping meeting
- September | Developer roundtable
- October | Community Health & Resource Fair
- November | Community workshop

2016

- October-November | Draft EIR public review period
- [TBD] | Planning Commission / Board of Supervisors

Approximately 300 people attended the Bloomington Community Fair in 2013 to talk about the future of Blooming and Valley Corridor area. Attendees represented a cross-section of individuals and families who live and work in Bloomington. (Photographs by PlaceWorks.)

Individual and families showed up again in 2014 at the Bloomington Town Hall to discuss ideas, concepts, and draft plans for the Valley Corridor Specific Plan. (Photographs by County of San Bernardino.)

The draft land use plan and town center concepts were presented for review and discussion alongside initial outreach for the Bloomington Community Plan Update at the Community Health & Resource Fair in 2015. (Photographs by County of San Bernardino.)

Table 2-2 Public Outreach Stakeholders and Participants

Service Agencies and Stakeholders

- Bloomington Community Health Center
- Bloomington Municipal Advisory Council
- Bloomington Preservation Foundation, Historical Society, and Bloomington Garage
- Central City Community Health Center
- Claremont Graduate University, School of Community & Global Health
- Colton Joint Unified School District
- Community Clinic Association of San Bernardino County
- Fontana Water Company
- Kaiser Permanente
- Loma Linda Cornerstone Community Health
- Loma Linda Medical Center/Loma Linda University
- Marygold Mutual Water Company
- Molina Healthcare
- Office of Assemblymember Brown (47th State Assembly District)
- Reach Out
- Social Action Community Health System Family Resource Center
- Southern California Association of Governments
- The REC Center
- Truth Tabernacle Church

Development Community

- BIA Baldy View
- Brookfield Residential
- CBRE
- Concord Group
- IHP Capital Partners
- Lennar
- Majestic Realty
- National CORE
- Related California
- Shopoff Realty Investments
- Wells Fargo

County of San Bernardino

- Arrowhead Regional Medical Center
- Behavioral Health
- Fire
- Economic Development
- Land Use Services
- Public Health
- Real Estate Services
- Sheriff's Department
- Special Districts

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2.5.2 Public Feedback

Eight topics emerged as having the greatest importance to the community: safety and mobility, appearance, maintenance, centers of activity, focused and phased improvements, community history, food access, and open space/parks/recreation. The following summarizes the input received, and Table-2-3 displays resident statements received at public events about Bloomington today and its future.

1. **Safety and mobility.** Attendees voiced a strong desire for increasing the real and perceived sense of safety. Improved lighting is key for making it feel safer to walk around Valley Boulevard. Residents also asked for increased police activity to deter and respond to crime.

   When asked to reimagine Valley Boulevard, the public indicated that the roadway should offer safe and attractive places to walk and ride a bike, with trees added along the sidewalk and in the median. Bicycle access should be formalized and designed to be safe for bicyclists and motorists.

2. **Appearance.** People want to improve the way Valley Corridor looks through increased code enforcement and better landscaping. Residents like the freedom of living in an unincorporated community but point to a lack of care and maintenance as one of the biggest factors contributing to Bloomington's poor image. With increased care and maintenance, people felt that Bloomington could become a community that inspires new investment from existing and future businesses and property owners.

3. **Maintenance.** Everyone who attended wants to see improvements, but they also want such improvements maintained for years to come. They agree that it would be better to improve what they have rather than create new improvements that fall into disrepair. Small improvements in one area can be "little victories" that serve as a catalyst for additional change.

4. **Centers of activity.** Right now, few residents visit the project area and state that businesses and amenities do not serve their needs or interests. They would welcome a community center, restaurants, shops, and other uses that give them a reason to visit. Many expressed a desire to grow local businesses and were not interested in attracting large chains to the historic area. Other popular features include on-street parking and space for outdoor dining.

5. **Focused and phased improvements.** People are excited about the new library and want to build on this investment. They prefer improvements in the vicinity of the new library over improvements along other sections of Valley Boulevard. People are also very interested in the concepts for incrementally improving the historic area.

6. **Community history.** The public supported the idea of preserving existing historical buildings in Bloomington. Investing in the restoration of these buildings could highlight the community's history, create a stronger sense of community, and reinforce an identity for Bloomington. Investing in these buildings could also stimulate additional community involvement by creating new uses that could engage both youth and seniors.

7. **Food access, collaboration, and partnerships.** Attendees generally liked the idea of greater access to fresh and healthy food as well as greater entrepreneurship, local collaborations, and partnerships on food-based initiatives such as a community garden, grocer/food co-op, and commercial kitchen.

8. **Open space, parks and recreation.** Safe, well-lit paths for walking and bikes were identified as desirable facilities. Ayala Park is seen as having safety issues, and attendees supported the idea of replacing Ayala Park with multiple, smaller parks north of Valley Boulevard.

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Table 2-3 Resident Statements about Bloomington Today and Its Future

What do you like about Bloomington today?	What do you want for Bloomington's future?
Bloomington has a small town feel, it is quaint and the people are great.	*We want better and bigger sidewalks. It needs to be easier and safer to walk around. Walking trails would be great too.*
I love the community's sense of faith.	*We want more bike lanes... maybe even a bike park.*
We are a small town but are close to so many things. We are in the middle of everything, yet we still enjoy a rural, natural atmosphere.	*There should be more things for kids to do, more sports, and more recreation trails.*
The community health center is there to help—especially those that can't get help anywhere else.	*I like the County investing in Bloomington and want to see others improve their own business or their own home.*
We still have some of our history in buildings around Valley Boulevard. The freeway may have hit the town hard, but the garage, the courthouse, and others are still there.	*We need to look nicer. Some parts of town look great but others need help. It needs to be safer—more street lights, less graffiti, better landscaping.*
I love the library. My kids use the one on Valley Boulevard and we are excited about the new, larger library. It is great seeing something new in Bloomington, something new that we can be proud to call our own.	*The churches and schools are the main center of people's lives, but we don't have a center of town. Valley could be that for us. Right now it is focused on getting people through Bloomington instead of serving Bloomington.*
	The swap meet is in Fontana, the shopping is in Fontana and Rialto. We want our own restaurants, our own farmers market, our own place to be.
	Ayala Park needs to be moved. It is great, but it should be put in a place that is easy to walk to for the residents.

2.6 Health and Wellness

While there is no standard definition of a "healthy community," the California Planning Roundtable defines a healthy community as one that "strives to meet the basic needs of all residents; is guided by health equity principles in the decision-making process; and empowers organizations and individuals through collaboration and civic and cultural engagement for the creation of safe and sustainable environments." According to the Centers for Disease Control and Prevention, prevention of diseases starts in our communities and at home. Addressing health and wellness at the community level can bring health benefits to greater numbers of people and can also bridge health gaps caused by differences in race and ethnicity, location, social status, or income level.

Healthy community planning results in a variety of environmental, social, and economic benefits and positively impacts all community members. Improved parks and increased open space benefit air quality, decrease the urban heat island effect, and clean stormwater runoff. Poor air quality is associated with increased rates of asthma, and lack of access to parks or open space is associated with increased rates of obesity (which can result in a myriad of other chronic health problems). Creating a safer built environment for active mobility opportunities makes bicycling and walking viable transportation options and allows for

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the community to exercise while going about daily activities. Active mobility transportation also decreases traffic and associated pollution (ground-level ozone, particulate matter, etc.).

Social benefits of healthy community planning include turning away from sedentary isolated lifestyles and focusing on disease prevention. Gathering places in the form of parks or other spaces creates a sense of place and community, which can increase feelings of belonging and self-esteem, which benefit mental health, which directly correlate with physical health. Poor mental health can weaken the immune system and increase the likelihood of poor lifestyle choices, such as smoking, alcohol abuse, drug use, poor eating habits, or other reckless and risky behavior.

Healthy communities also receive a range of economic benefits as the healthy choice becomes the easiest and affordable option. For example, community members have the opportunity to decrease the amount of money spent on daily commutes as free options such as walking or bicycling become safe and viable. Health care costs can decrease drastically, as chronic diseases decreases due to preventative action. Improved physical and mental health result in improved job productivity and fewer sick days. In addition to these economic benefits, the environmental and social benefits can also make a community more desirable, which can raise property values, attract more businesses, and increase investments.

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CHAPTER 3. DEVELOPMENT PLAN AND STANDARDS

This chapter includes the land use plan, permitted uses, and development standards that are intended to shape the physical form of the Valley Corridor Specific Plan. Additionally, this chapter includes the mobility plan, parks and open space plan, and infrastructure plans.

3.1 Land Use Plan

3.1.1 Development Statistics

The Specific Plan introduces land use changes to approximately 294 acres of parcelized land within the boundary and a little over 60 acres of ROW, as shown in Table 3-1. The proposed land use and development framework could ultimately support approximately 1,093 housing units in residential and mixed-use projects and up to 1.9 million square feet of nonresidential building with a variety of retail stores, restaurants, hotels, and business development/office space.

Table 3-1 Land Use Districts and Potential Buildout for Valley Corridor (VC) Specific Plan

		Residential		Nonresidential	
Land Use Districts	**Acres**	**Units**	**Population**	**Sq. Ft.**	**Jobs**
VC/Mixed Use	35.4	404	1,252	79,756	134
VC/Bloomington Enterprise	114.3	-	-	1,244,067	995
VC/Commercial	51.4	-	-	492,138	754
VC/Low & Medium Residential	80.1	435	1,931	66,466	7
VC/Medium & High Residential	13.0	254	889	-	-
VC/Open Space[1]	see note	-	-	-	-
Right-of-Way	60.4	-	-	-	-
TOTAL	**355**	**1,093**	**4,073**	**1,882,428**	**1,890**
Existing Land Uses	-	525	2,216	975,109	477
Potential Change	-	568	1,857	907,319	1,413

Note:
1. Valley Corridor Open Space (VC/OS) is a floating designation and will be applied to parcels as parkland and plaza space are built.

3.1.2 Land Use Districts

The Specific Plan is designed to maintain and improve existing private and community assets with land use changes to support additional private and community assets. Land use changes under the Valley Corridor Specific Plan are being adopted by ordinance and will therefore replace the current conventional zoning districts with six Specific Plan land use districts: Mixed Use, Bloomington Enterprise, Commercial, Low & Medium Residential, Medium & High Residential, and Open Space. These land use districts are described in further detail below and shown in Figure 3-1, *Land Use Plan*.

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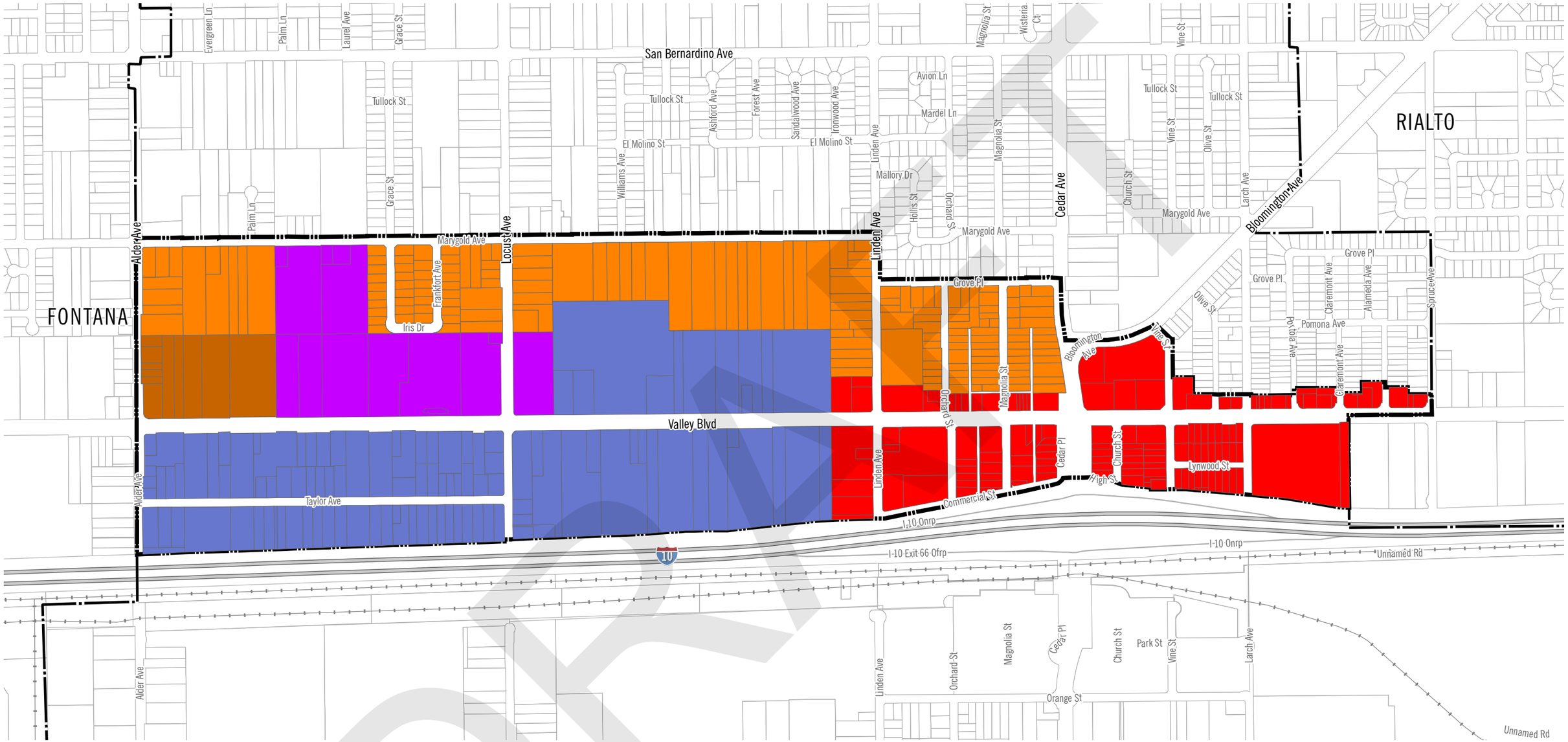

Land Use Districts

- VC/LMR, Valley Corridor Low/Medium Residential
- VC/MHR, Valley Corridor Medium/High Residential
- VC/COM, Valley Corridor Commercial
- VC/MU, Valley Corridor Mixed Use
- VC/BE, Valley Corridor Bloomington Enterprise
- VC/OS, Valley Corridor Open Space*

- Valley Corridor Specific Plan Boundary
- Bloomington Community Boundary

NOTE:
*Valley Corridor Open Space (VC/OS) is a floating designation and will be applied to parcels as parkland and plaza space is built.

Date: 7/19/2016 0 350 700 Feet PLACEWORKS

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Figure 3-1

LAND USE PLAN

Valley Corridor Specific Plan

Valley Corridor/Mixed Use (VC/MU). The Mixed Use District provides a mix of commercial and residential uses to enable residents to live, play, work, and shop in a connected community. This district leverages new investment in the recently developed mixed-use housing community, the new library, and adjoining vacant parcels to provide a range of lifestyle and employment options. The Mixed Use District also encourages the creation of complementary recreation and community meeting space, including the potential introduction of community gardens and agriculture.

This district permits higher density detached and attached residential uses at densities between 10 and 40 units per acre, as well as commercial and office uses. Projects could consist entirely of residential or nonresidential development and could also be integrated into mixed-use buildings.

Valley Corridor/Bloomington Enterprise District (VC/BE). The Bloomington Enterprise District promotes a wide range of office and light industrial businesses with development standards that accommodate entrepreneurs and business startups as well as medium-scale and more established operations and business complexes. Staggered development-intensity standards encourage the assemblage of parcels up to five acres in size that may attract greater investment while ensuring that startup businesses remain feasible on smaller parcels.

This District also permits ancillary commercial uses such as retail, dining, and hotel businesses that may serve the business community and the surrounding neighborhoods. The district does not permit large warehousing, which will be considered inconsistent with surrounding neighborhoods and local goals for community development.

Valley Corridor/Commercial (VC/C). The Commercial District provides shopping and employment opportunities centered on the intersection of Valley Boulevard and Cedar Avenue. West of Cedar Avenue, the Commercial District envisions an interconnected sequence of plazas, paseos, walkable streets, and distinct building designs to create a pedestrian-friendly town center or mercado area that celebrates Bloomington's history while reinforcing a sense of community for today's residents and businesses.

The Commercial District allows for a wide range of retail uses, including restaurants, hotels, entertainment, general merchandise stores, personal service businesses, and professional and medical offices. The District also continues to allow for the auto-oriented commercial areas east of Cedar Avenue to capitalize on vehicular traffic along the major roadways and Interstate 10.

Valley Corridor/Low & Medium Residential (VC/LMR). The Low & Medium Density Residential District accommodates conventional single-family detached homes as well as other types of single-family detached and attached housing at densities up to 10 units per net acre.

Other types of single-family detached and attached homes can be configured in ways such as small-lot, 2 pack, zero-lot line, cottage, alley-loaded, gardencourt, and motorcourt designs. This district also serves as a transition between the wide range of uses and development intensities along Valley Boulevard and the surrounding neighborhoods to the north.

Valley Corridor/Medium & High Residential (VC/MHR). The Medium & High Density Residential District accommodates a wide variety of housing types, densities, and designs that provide living opportunities for a broad range of income levels and lifestyles. Potential housing types include those listed above as well as multifamily housing at densities between 10 and 24 units per net acre.

Valley Corridor/Open Space. The Open Space district identifies areas reserved for parks, plazas, and other open spaces. Allowable structures in this district are limited to those necessary to support the specific open space and recreation purposes, such as community garden structures, sport-court enclosures, multipurpose

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buildings, and trails. Additional open space will be required as new development occurs and will be located within or close to the Specific Plan area. The Open Space designation is floating and will be applied to parcels as parkland and plaza space are built.

Residential Products

The Specific Plan permits a wide range of housing types to address a variety of lifestyle choices and economic segments, with housing built as individual projects or integrated in mixed-use buildings. The following provides additional descriptions on the type of residential products that could be built. This list is not intended to be exclusive or exhaustive, and new product types that comply with the vision, development standards, and design guidelines are encouraged.

Single Family Detached. Conventional single-family detached dwelling units are generally built at densities of 5 to 10 units per acre, at heights of one to three stories. They are designed with access to homes from the local street, with an emphasis on architectural orientation toward the street. Garage configurations could include shallow-recessed garages, mid- or deep-recessed garages, split garages, and tandem garages to highlight the home's architecture and create a more attractive streetscape.

Other types of single-family detached product designs can achieve densities up to 15 units per acre. One example is called a "2 pack." By configuring the units so that the garages of two adjoining units share a zero lot line (the structures are offset to preserve minimum building separation), a larger usable side yard area is provided for each unit, and garages can be either to the rear of the lot or set back from the front of the homes at a distance, which preserves the street scene for home frontage.

Additional examples of other types of single-family detached product include cottage units and courtyard units. Cottage units are a type of residential development that take access to the garages from alleys to more prominently orient the entrance of the house toward the street. This type of access is commonly referred to as "alley loaded" and contrasts with the more typical "front loaded" design, where access is provided through a driveway at the front of the house.

There are two types of courtyard housing products: motorcourts and gardencourts. A motorcourt is a module of housing generally composed of four to eight residential units surrounding a common motorcourt or driveway. Garages are accessed from the motorcourt, which allows the fronts of garages to be turned away from the street or set back far enough from the street that the residential architecture is the predominant streetscene feature. A gardencourt is a module of housing generally composed of four to eight residential units surrounding a common greenspace.

Single Family Attached. Single-family attached dwelling units are generally built at densities of 12 to 24 units per acre at heights of one to three stories. They are designed in a similar fashion as detached products, but with shared walls on one or both sides of each unit. Access to the homes is typically oriented toward the local street, with garage configurations that can be attached or detached.

When attached products are constructed as two-unit modules, they can be referred to as duplexes. When the module consists of three attached units, they can be called triplexes. If the third unit is placed over the garage area, the house is called a carriage unit. If the module of attached housing consists of a row of four or more attached units, they are known as row houses or row townhouses.

Multifamily. Multifamily housing offers housing units generally built at densities of 15 to 24 units per acre and can be attached both horizontally and vertically. A common example of a multifamily housing product is an apartment building. Access to the each unit is typically provided internally on each floor either

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through an enclosed or exterior walkway. Vehicular access and parking configurations can be provided through external drive aisles and parking lots or through attached or detached parking structures.

Multifamily units can also be integrated into a mixed-use building, with direct access to the residential areas kept separate from access to the nonresidential areas. Multifamily housing that is restricted by age for residents older than 55 may be called senior housing.

3.2 Specific Plan Development Standards

The development standards translate the Specific Plan vision and principles into prescriptive evaluation standards and guidelines. The following standards maximize flexibility and development feasibility for public and private projects while requiring projects to activate the public realm, exhibit high standards of urban design and landscaping, and ensure compatibility with each other and surrounding neighborhoods. This section addresses general site and building standards, permitted land uses, and parking requirements.

3.2.1 Site and Building Standards

Table 3-2, *General Development Standards*, shall regulate the development of buildings and building sites in the Valley Corridor Specific Plan area. The standards address the intensity and height of development, landscaping, and the amount of building separation and setback. The building height and setback standards are illustrated at a conceptual level in Figure 3-2, *Building Height and Setback Standards*.

Table 3-2 General Development Standards

Standard	VC/MU	VC/BE	VC/C	VC/MHR	VC/LMR
Max Intensity [1,2]					
Less than 1-acre project	0.50 FAR 15 du/ac	0.20 FAR	0.20 FAR	10 du/ac	6 du/ac
1- to 4.99-acre project	1.00 FAR 20 du/ac	0.35 FAR	0.50 FAR	15 du/ac	8 du/ac
5-acre or larger project	2.00 FAR 40 du/ac	0.80 FAR	1.00 FAR	24 du/ac	10 du/ac
Average for overall land use district [3]	1.00 FAR 20 du/ac	0.75 FAR	0.50 FAR	20 du/ac	10 du/ac
Max Height/Stories [4]					
Adjacent to a nonresidential or mixed-use parcel	60 ft/5 st	60 ft/5 st	60 ft/5 st	50 ft/4 st	35 ft/3 st
Adjacent to a residential parcel:					
Up to 2 stories	35 ft/3 st	25 ft/2 st	25 ft/2 st	40 ft/3 st	35 ft/3 st
3 stories or taller	60 ft/5 st	60 ft/5 st	60 ft/5 st	50 ft/4 st	35 ft/3 st
Site Specifications [5,6]					
Min project site [2]	½ acre	½ acre	½ acre	½ acre	½ acre
Min lot area [7]	10,000 sq ft	10,000 sq ft	10,000 sq ft	2,500 sq ft	3,000 sq ft
Min lot width	60 ft	60 ft	60 ft	40 ft	40 ft
Min lot depth	150 ft	150 ft	150 ft	60 ft	70 ft
Max width to depth ratio	1:3	1:3	1:3	-	-
Min landscape coverage	10%	10%	10%	-	-
Max lot coverage [8]	80%	80%	80%	60%	60%

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Table 3-2 General Development Standards

Standard	VC/MU	VC/BE	VC/C	VC/MHR	VC/LMR
Min Building Setbacks, from a building to a/an: [9]					
Public street or ROW	15 ft	15 ft	15 ft	15 ft	15 ft
Alley, private road, or drive aisle	6 ft	10 ft	10 ft	10 ft	10 ft
Interstate 10 ROW/channel [10]	-	20 ft	20 ft	-	-
Nonresidential or mixed use parcel [11]	0/10 ft	0/10 ft	0/10 ft	0/15 ft	0/15 ft
Residential parcel [11]	0/15 ft	0/25 ft	0/15 ft	0/5 ft	0/5 ft
Building on the same parcel [11]	0/6 ft	0/10 ft	0/10 ft	0/6 ft	0/6 ft

Abbreviations: Max = maximum; Min = minimum; FAR = floor area ratio; du/ac = dwelling units per acre; ft = feet; st = stories; sq ft = square feet; ROW = right-of-way.

Notes:

1. For mixed-use development, the FAR shall be calculated using all building square footage (residential and nonresidential), but shall exclude any space used for structured or subterranean parking. Density is expressed in net acres.
2. A project is defined as the total net acreage (excluding public ROW) of all parcels included in a single development application. This standard does not apply if ROW or other constraints prevent a project from achieving the minimum acreage. This standard does not apply to residential lots that have already been subdivided for residential development in conformance with the Specific Plan.
3. The total amount of development in a specific land use district shall not exceed the stated average FAR or residential density, as measured by the total square footage of building and/or residential units, divided by the net square footage or acreage for the overall land use district.
4. Maximum building height is defined as the height from finished grade to the top of the roof pitch or top of the parapet, whichever is greater. An architectural projection such as a chimney or nonhabitable tower may extend an additional 10 feet.
5. When the minimum lot width and depth are multiplied together, they do not match the minimum lot size. This was done on purpose to allow flexibility in lot configurations; however, lots must meet all of the site specification standards.
6. All setbacks shall be measured from the property/parcel line or ROW to the closest point of a structural wall unless otherwise noted.
7. Minimum lot sizes do not apply to developments that are subdivided by means of a condominium map.
8. Maximum lot coverage is defined as the maximum percentage of the total lot area that may be covered by structures and other impervious surfaces.
9. At least one-third of the setback area adjacent to an abutting residential property line must be landscaped at the adjoining edge of the property line. A residential property line includes a mixed-use property that includes residential. If a business abuts a nonconforming residential property, the minimum building setback can be reduced to 10 feet. All setbacks must also comply with clear site triangles as defined in Chapter 83.02 of the County of San Bernardino Development Code, and as shown in Figure 4-1, *Landscape Zones*.
10. Properties must maintain a landscaping screen along the property line abutting the Interstate 10 ROW. This screen shall consisting of trees.
11. Residential, nonresidential, or mixed-use buildings can be constructed on the same or separate properties while being connected or attached (zero setback) to another building on the same or on an adjacent parcel. Setbacks from a building to a residential parcel shall only apply to conforming residential parcels. In cases where a building is proposed adjacent to a nonconforming residential parcel, the adjacent non-conforming residential parcel shall instead by defined by its Specific Plan Land Use District.

Nonconforming parcels. Any project that cannot meet the minimum project size requirement (e.g., due to public ROW or an inability to acquire or jointly develop with adjacent project), may still be developed provided the project conforms to all other development standards and provisions in this Specific Plan.

Nonconforming uses or structures. See County of San Bernardino Development Code, Chapter 84.17, Nonconforming Uses and Structures.

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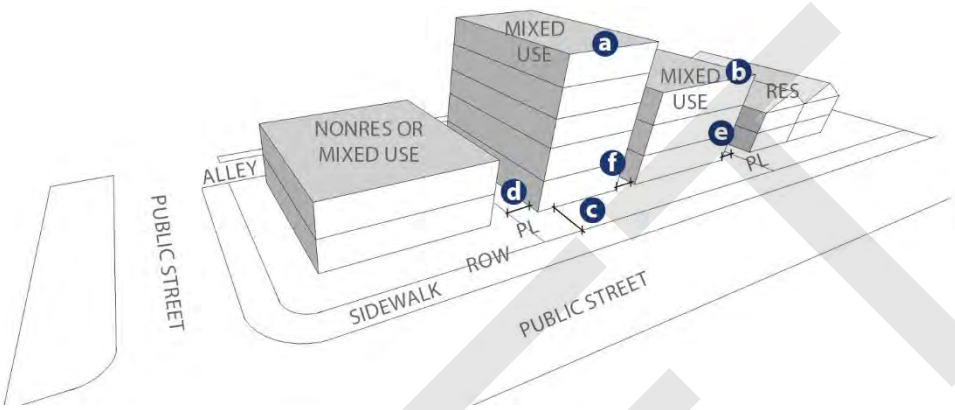
Figure 3-2 Building Height and Setback Standards

Valley Corridor Mixed Use District (VC/MU)

a. Max height of 60 feet or 5 stories; architectural projections can extend an additional 10 feet

b. Max height of 35 feet or 3 stories when adjacent to a residential parcel with a 1- or 2-story home



c. Min setback of 15 feet from a public street/ROW; min setback reduced to 6 feet from an alley, private road, or drive aisle

d. Min setback of 10 feet from a nonresidential or mixed use parcel; setback waived for attached buildings

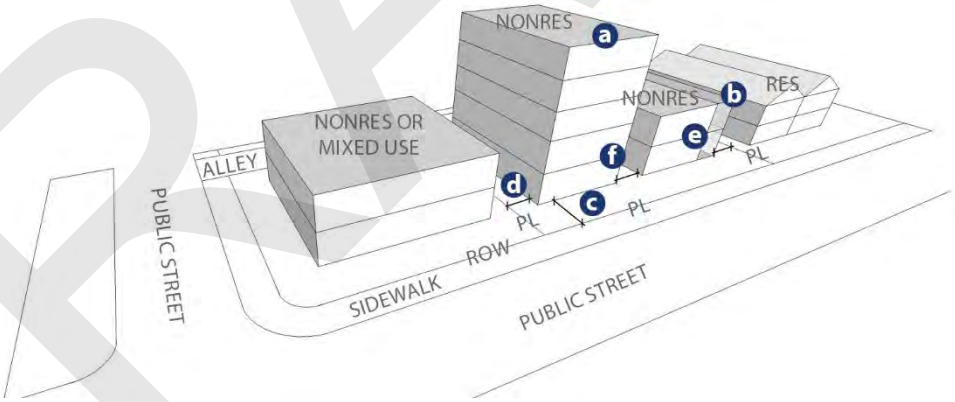
e. Min setback of 15 feet from a residential parcel; setback waived for attached buildings

f. Min setback of 6 feet for buildings on the same parcel; setback waived for attached buildings

Valley Corridor Bloomington Enterprise or Commercial District (VC/BE or VC/C)

a. Max height of 60 feet or 5 stories; architectural projections can extend an additional 10 feet

b. Max height of 25 feet or 2 stories when adjacent to a residential parcel with a 1- or 2-story home



c. Min setback of 15 feet from a public street/ROW; min setback reduced to 10 feet from an alley, private road, or drive aisle; min setback increased to 20 feet from the Interstate 10 ROW/channel

d. Min setback of 10 feet from a nonresidential or mixed use parcel; setback waived for attached buildings

e. Min setback from a residential parcel of 25 feet for buildings in the VC/BE District or 15 feet for buildings in the VC/C District; setback waived for attached buildings

f. Min setback of 10 feet for buildings on the same parcel; setback waived for attached buildings

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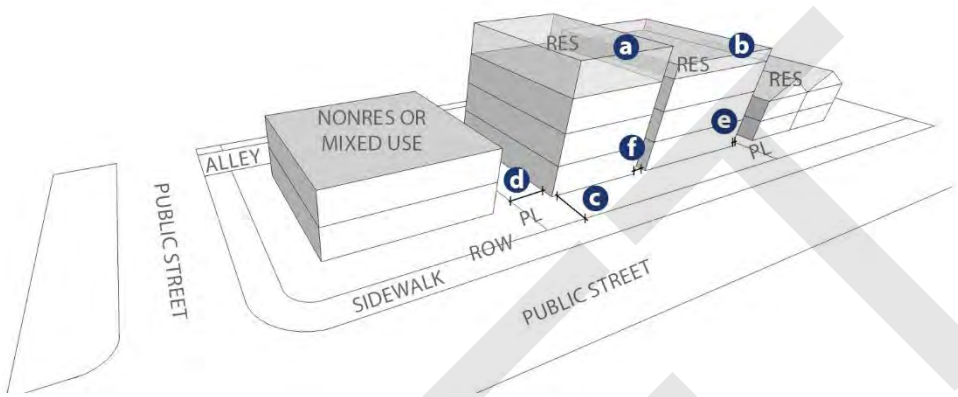
Figure 3-2 Building Height and Setback Standards (continued)

Valley Corridor Medium & High Residential or Low & Medium Residential District (VC/LMR or VC/HMR)

a. Max height of 50 feet or 4 stories for buildings in the VC/MHR District or 35 feet or 3 stories for buildings in the VC/LMR District; architectural projections can extend an additional 10 feet



b. Max height when adjacent to a residential parcel with a 1- or 2-story home of 40 feet or 3 stories for buildings in the MHR District or 35 feet or 3 stories for buildings in the LMR District

c. Min setback of 15 feet from a public street/ROW; min setback reduced to 10 feet from an alley, private road, or drive aisle

d. Min setback of 15 feet from a nonresidential or mixed use parcel; setback waived for attached buildings

e. Minimum setback of 5 feet from a residential parcel; setback waived for attached buildings

f. Minimum setback of 6 feet for buildings on the same parcel; setback waived for attached buildings

3.2.2 Permitted Land Uses

Table 3-3, *General Permitted Uses*, shall regulate land uses in the Valley Corridor Specific Plan area. The table describes the use by abbreviation—permitted (P), not permitted (X), and permitted with either a Minor Use Permit (M) or Conditional Use Permit (C). Uses not specifically listed are subject to a determination by the Land Use Services Director consistent with the land use category of this Specific Plan. Decisions of the director are appealable to the Planning Commission.

Additional direction on home occupations, historical preservation, adaptive reuse, and sensitive land uses is provided following Table 3-3.

Table 3-3 General Permitted Uses

Typical Use Permitted (P), Minor Use Permit (M), Conditional Use Permit (C), Prohibited (X)	**VC/LMR**	**VC/MHR**	**VC/MU**	**VC/C**	**VC/BE**
Residential Uses					
Congregate care, nursing home, assisted living facility, and convalescent home	X	M	X	X	X
Multifamily dwelling	P	P	P	X	X
Single-family attached dwelling	P	P	P	X	X
Single-family detached dwelling	P	P	P	X	X

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Table 3-3 General Permitted Uses

Typical Use — Permitted (P), Minor Use Permit (M), Conditional Use Permit (C), Prohibited (X)	VC/LMR	VC/MHR	VC/MU	VC/C	VC/BE
Commercial, Retail Uses					
Convenience store/market	X	X	M	M	X
Drug store (< 2,000 sq. ft. and no drive-through)	X	X	P	P	X
Drug store (> 2,000 sq. ft. and/or with drive-through)	X	X	M	P	X
Flower/gift shop	X	X	P	P	X
General merchandise (e.g., clothing, electronics, art, books, photography, discount stores)	X	X	M	P	X
Home improvements store	X	X	X	M	X
Liquor store	X	X	X	C	X
Nurseries/garden supplies	X	X	M	P	P
Office equipment/supplies	X	X	M	P	P
Secondhand store/thrift shop/pawn shop	X	X	X	C	X
Supermarket or other food store	X	X	M	M	X
Tailor/shoe repair	X	X	P	P	P
Commercial, Service Uses					
Barber/beauty/nail shops/day spa	X	X	P	P	P
Catering establishment	X	X	P	P	P
Certified shared commercial kitchen facility [1]	X	X	P	P	P
Cleaning/janitorial	X	X	X	X	P
Copy center/postal service centers/blueprinting	X	X	P	P	P
Dance school/karate studio	X	X	P	P	P
Dry cleaner	X	X	P	P	P
Equipment rental/sales/service yard	X	X	X	X	C
Health/athletic club	X	X	C	M	M
Laboratory (e.g., film, medical, dental, R&D)	X	X	M	X	P
Laundromat (self-serve)	X	X	X	P	X
Lodging	X	X	X	M	X
Mini-storage	X	X	X	X	C
Misc. repairs/service, indoor only (clocks, jewelry, vacuums, electronic equipment)	X	X	X	X	P
Publishing/printing plant	X	X	X	X	P
Restaurant/cafe, donut shop, juice bar, bakery, coffee shop, (<12 fixed seats)	X	X	P	P	P
Restaurant, sit-down with no drive-through	X	X	P	P	M
Restaurant, with drive-through	X	X	C	M	M
Veterinary services/grooming (no boarding)	X	X	P	P	P
Commercial, Entertainment Uses					
Auditorium, convention hall, concert hall, movie/concert theater, performing arts venue	X	X	C	P	X
Bar/lounge	X	X	X	C	X
Banquet hall	X	X	X	C	X
Billiards/bowling	X	X	X	C	X
Commercial sports facility (e.g., batting cages and indoor golf)	X	X	C	X	M
Night club	X	X	X	C	X
Indoor recreation (e.g., paintball, laser-tag, slot-car racing, go-cart racing)	X	X	X	C	M
Video arcade	X	X	C	C	X

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Table 3-3 General Permitted Uses

Typical Use — Permitted (P), Minor Use Permit (M), Conditional Use Permit (C), Prohibited (X)	VC/LMR	VC/MHR	VC/MU	VC/C	VC/BE
Commercial, Vehicle Related Uses					
Auto/truck/boat parts sales (new and used)	X	X	X	C	X
Auto/truck/boat repair, major (e.g., bodywork, engine and drive train, painting)	X	X	X	X	C
Auto repair, minor (e.g., oil change, tire, tune-ups, brakes)	X	X	X	C	C
Car, RV, truck, boat sales (new and used)	X	X	X	C	C
Car wash	X	X	C	C	C
Service station	X	X	X	C	X
Vehicle/boat leasing/rental	X	X	X	X	C
Stereo installation	X	X	X	C	P
Industrial Uses (see prohibited uses for size restrictions)					
Assembly	X	X	X	X	C
Bakery (industrial)	X	X	X	X	P
Light industrial	X	X	X	X	P
Light manufacturing	X	X	X	X	P
R&D facility	X	X	X	X	P
Transportation/distribution	X	X	X	X	C
Urban farming or community agriculture [1]	X	X	X	C	C
Warehousing	X	X	X	X	C
Wholesale	X	X	X	X	C
Welding and related uses	X	X	X	X	C
Office/Medical/Professional					
Administrative/professional office or service	X	X	P	P	P
Bank, credit union	X	X	P	P	P
Finance-related office (financial planners/advisors, stock brokers, insurance, real estate)	X	X	P	P	P
Acupuncture/acupressure/massage	X	X	C	C	X
Blood bank	X	X	X	X	C
Health clinic (walk-in, urgent care, minute care)	X	X	C	C	C
Medical equipment and supplies	X	X	C	X	P
Medical office (doctors, dentists, chiropractic, physical therapy)	X	X	P	P	P
Public/Quasi-Public Uses					
Church	X	X	C	X	C
Clubhouse	P	P	P	X	X
Community garden or fruit park [1]	P	P	P	P	P
Day care, 6 or fewer children (private outdoor play area required)	M	M	X	X	X
Day care, 7 to 12 children	C	C	X	X	X
Day care, commercial	X	X	C	C	M
Funeral parlor/mortuary	X	X	X	X	P
Government facility, social service use/center	X	X	P	P	P
Library	X	X	P	X	X
Lodge or meeting hall	X	X	C	X	C
Museum	X	X	C	X	X
Open space/plaza/park	P	P	P	P	P
School (public or private K–12)	P	P	X	X	X

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Table 3-3 General Permitted Uses

Typical Use — Permitted (P), Minor Use Permit (M), Conditional Use Permit (C), Prohibited (X)	VC/LMR	VC/MHR	VC/MU	VC/C	VC/BE
Other Uses					
Drainage/detention	P	P	P	P	P
Patio or gazebo (as accessory use)	P	P	P	P	P
Private/public utility facility	P	P	P	P	P
Radio/television broadcasting	X	X	X	X	C
Telecommunication/cable facility	X	X	X	C	C
Telecommunication/cable facility (as accessory use)	P	P	P	P	P
Vocational/trade school or satellite campus	X	X	X	X	P
Prohibited Uses					
Adult entertainment	X	X	X	X	X
Amusement park (e.g., water park, miniature golf)	X	X	X	X	X
Check-cashing, pay-day advance	X	X	X	X	X
Logistics or warehouse distribution facility greater than 50,000 square feet	X	X	X	X	X
Recycling facility	X	X	X	X	X
Swap meet	X	X	X	X	X
Tattoo parlor/ body-piercing studio	X	X	X	X	X
Vehicle storage (storage of nonpersonal vehicles, commercial trucks, or RVs; exceptions for temporary storage of vehicles being serviced by onsite business)	X	X	X	X	X

Note:

1. Food producing uses must follow the General Guidelines for Food Producers established by the County of San Bernardino Environmental Health Services Division. These guidelines also include best management practices described by the California Department of Food and Agriculture.

Home Occupations

Home occupations include vocations, such as a cottage food maker, lawyer, online-based business owner, tutor, and private lessons teacher that are carried on solely by the occupant of the residential premises. Such uses are permitted in conformance with Chapter 84.12, "Home Occupations," of the County of San Bernardino Development Code.

Historical Preservation and Adaptive Reuse

The preservation of historic resources is important to residents and their desire to maintain the character of the Bloomington community. In general, buildings approaching 50 years of age could be considered historical or cultural resources. Age by itself, however, is not sufficient for a building or site to be considered a historical or cultural resource. Other factors include, but are not limited to, association with significant events or people, being the oldest of its type, or being the best available example of its type.

A cultural resources study (2015) reported one historical resource within the Specific Plan: the Bloomington Garage and La Gue Family Home site (California Point of Historic Interest No. 755). Additional background and information on this and other potentially historic buildings and sites can be found in Chapter 2 of this Specific Plan as well as the Specific Plan Environmental Impact Report (Section 5.4, Cultural Resources).

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If new development is proposed on a site with a structure that is 45 years or older (measured from the time of application), the applicant must include an intensive-level historical resources study by a qualified professional that determines the presence or absence of archaeological and/or historical resources on the project site.

Measures shall be incorporated to ensure that historical resources are not materially impaired and appropriate data recovery or protection measures for cultural resources are provided. Examples of measures can be found in Chapter 82.12, "Cultural Resources Preservation (CP) Overlay," of the County of San Bernardino Development Code.

If a structure is found to be historically significant, the County encourages the structure to be preserved or adaptively reused in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

Adaptive reuse refers to a construction or remodeling project that reconfigures a site to accommodate a new use or purpose other than that for which it was originally designed. The County encourages adaptive reuse to allow for the conversion of existing structures into new land uses (consistent with this Specific Plan) that maintain or enhance the character of the community and further extend the life of a building or space. Examples include the conversion of an old residence into office space or of an old office building into a mixed-use retail and residential space.

Sensitive Land Uses

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools.

The California Air Resources Board (CARB) developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This publication helps assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources.

The CARB handbook includes a summary of distance recommendations based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following these minimum distance separations.

Development plans that include sensitive land uses shall follow the CARB siting guidelines in Table 1-1, *Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities,* (or equivalent) in the CARB handbook (2005 or future versions). Applicants of projects that include sensitive land uses are encouraged to conduct a health risk assessment.

Refer also to Section 5.1.4 of this Specific Plan for studies required prior to project approval.

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3.2.3 Parking Requirements

Adequate off-street parking is an important component of a successful project, corridor, or community. The goal is to provide sufficient parking so that residents, employees, and customers have safe and convenient parking and to avoid parking impacts on adjacent areas. The parking requirements cannot, however, be so high as to inhibit the development and success of residential projects, businesses, and community facilities.

Additionally, new projects must incorporate parking spaces for bicycles to encourage people to travel to the area by bike instead of driving. Bicycle parking may consist of several types of facilities, such as hitching posts/staple racks, "A" frames, stand-alone racks, or bicycle lockers. Bicycle parking facilities are encouraged to be used as functional public art and should be located in convenient, visible, and well-lit areas. Nonresidential-property and business owners are also encouraged to consolidate bicycle parking into clusters close to entryways and other key access points, but without obstructing pedestrian or vehicular movement.

Parking and loading requirements not contained in this section shall be subject to the County Development Code Parking and Loading regulations. The Director of Land Use Services may also approve up to a 10 percent reduction in parking requirements. In the calculation of parking requirements, fractional numbers of parking spaces shall be rounded to the nearest whole number (0.01–0.49 round down, ≥ 0.50 round up).

Table 3-4, *Vehicle and Bicycle Parking Standards*, provides the residential and nonresidential parking requirements for development in the project area. If different land uses are part of the same project (e.g., mixed-use development combining residential and retail), the parking requirements for each use are applicable, but shared parking may be the most desirable option (additional information provided later in this section).

Table 3-4 Vehicle and Bicycle Parking Standards

Use	Standard
Mixed Use	
Any project with a mix of either: - Residential and nonresidential uses - Two or more nonresidential uses with distinct and differing parking usage periods	See requirements for each use in this table or shared parking provisions
Residential	
Single-family dwelling	2 spaces enclosed in a garage 0.5 space per unit for guest parking
Multifamily dwelling	Studio: 1 space; 1-bedroom: 1.5 spaces; 2–3 bedrooms: 2 spaces; 0.25 space for each bedroom above 3 At least one space per unit must be covered or enclosed At least 0.25 space per unit for guest parking
Affordable housing (not age-restricted) or senior housing (affordable or market rate)	Unless otherwise governed by state law: Studio/1-bedroom: 1 space; 2 or more bedrooms: 2 spaces At least one space per unit must be covered or enclosed At least 0.25 space per unit for guest parking
Second unit/caretaker/dependent housing	1 space per unit
Nonresidential	

Table 3-4 Vehicle and Bicycle Parking Standards

Use	Standard
Amusement/entertainment	1 space for each 4 persons of the facility's allowed maximum attendance
Health/fitness club	1 space per 200 sq ft
Hotel	1 space per room, plus 5 additional spaces (employee parking)
Light industrial/manufacturing	1 space per 750 sq ft for up to 40,000 sq ft, plus 1 space per 1,000 sq ft beyond 40,000 sq ft
Medical offices, clinics	1 space per 250 sq ft
Office and professional services	1 space per 250 sq ft
Nonresidential continued	
Public facility (library, museum)	5 spaces per 1,000 sq ft; minimum of 4 spaces per business
Public open space/park	15 spaces per acre for facilities with sports fields 10 spaces per acre for facilities without sports fields
Retail or service (not in a shopping center)	1 space per 250 sq ft; minimum of 4 spaces per business
Restaurant (including fast-food drive-through)	1 space per 100 sq ft or 1 for each 3 fixed seats or 1 for every 50 sq ft of floor area where seats may be placed; minimum of 5 spaces per business
Shopping center	
Less than 1-acre project size	1 space per 200 sq ft on the ground floor plus one space per 300 sq ft on all floors above the ground floor
1- to 2-acre project size	1 space per 250 sq ft on the ground floor, plus one space per 400 sq ft on all floors above the ground floor
More than 2-acre project size	1 space per 300 sq ft on the ground floor, plus one space per 400 sq ft on all floors above the ground floor
Bicycle Parking	
Mixed-use project or commercial, office, medical, or professional	1 space for every 2,500 sq ft building area up to 10,000 sq ft; 1 space for each additional 5,000 sq ft 1 space for every 5 multifamily units
Multifamily dwelling	1 space for every 5 multifamily units
Industrial	1 space for every 5,000 square feet of building area
Public/quasi-public	8 spaces per location

Abbreviation: sq ft = square feet.

Notes:

1. Unless noted, parking standards are based on gross floor area.
2. Where multiple tenants/uses occupy the same building, the parking shall be calculated based upon the floor area used by each tenant/use.
3. Residential parking standards shall apply for residential uses in a mixed-use project, except as adjusted by shared parking provisions.
4. All uses not listed or substantially equivalent to a listed use in this table are subject to the County of San Bernardino Development Code, Section 83.11, Parking and Loading Standards.

Shared Parking

The County recognizes that there can be significant opportunities to share parking among different land uses, which can considerably reduce the number of parking spaces needed to adequately park a project. Shared parking can reduce the amount of land needed for parking and development costs, creating opportunities for more compact development, more space for pedestrian circulation, and more open space and landscaping.

Many municipal codes require parking spaces to accommodate the peak-hour demand by any land use at any time. Shared parking analyses establish that different land uses peak at different times, and land uses

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that are close together often do not need their maximum parking supply at the same time. Planning for each land use individually would result in an oversupply of parking in a location with a combination of land uses. Therefore, for areas with a mix of uses, there is potential to share a pool of parking that is smaller than the total of amounts that would be required for each land use individually.

Because shared parking reductions depend on the specific type and size of land uses within a project, the specific parking demand ratio for each land use requires further study involving the specific type of land use and peak-hour demand. The County of San Bernardino Development Code generally mandates that parking requirements be satisfied for each type of land use proposed, although reduced ratios are permitted for two or more adjacent nonresidential uses (Section 83.11.050, Adjustments to Parking Requirements).

A more specific shared parking analysis approved by the Director of Land Use Services may be completed for projects submitted in the Valley Corridor Specific Plan.

As part of the study, the applicant must demonstrate that the proposed uses have different peak hours of parking demand or that the total parking demand at any one time will be adequately served by the total number of parking spaces proposed. The minimum number of parking spaces for a mixed-use development or where shared parking strategies are proposed shall be determined by a study prepared by the applicant that follows accepted procedures from at least one of these options:

- Urban Land Institute (ULI) Shared Parking Report
- Institute of Transportation Engineers (ITE) Shared Parking Guidelines
- National Cooperative Highway Research Program (NCHRP 684)
- United States Environmental Protection Agency Mixed-Use Development (EPA MXD)
- MXD+ Methodology (NCHRP 684 + EPA MXD)
- Other procedures approved by Director of Land Use Services (or designee)

A formal parking study may be waived for small developments when there is established experience with the land use mix and its impact is expected to be minimal. If standard parking rates are limited or not available, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation. If possible, these surveys should consider the seasonal peak period for the combination of land uses involved.

If an application for shared parking involves two or more separately owned properties, the applicant(s) shall submit a formal shared parking agreement that guarantees access to, use of, and management of designated spaces. Additionally, the applicant(s) shall submit a shared parking plan that includes all of the following:

1. A site plan of parking spaces intended for shared parking and their proximity to the land uses they will serve
2. A signage plan that directs drivers to the most convenient parking areas for each particular use or group of uses (if such distinctions can be made)
3. A pedestrian circulation plan that shows connections and walkways between parking areas and land uses. These paths should be as direct and short as possible
4. A safety and security plan that addresses lighting and maintenance of the parking areas
5. The shared parking agreement and parking plan must both be approved by the Director of Land Use Services (or designee)

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Shared parking, subject to the above requirements, can also be established for:

- A combination of two or more existing adjacent uses
- A combination of a proposed project and an adjacent existing use(s)
- Offsite parking within 1,000 feet of a project's property line (measured "as the crow flies"), with explicit legal easement rights identified in the shared parking agreement

3.3 Mobility and Streetscape Plan

Mobility is the movement of goods and people via an area through a network of on- and off-road systems. The efficiency, safety, and attractiveness of these systems play a large role in the area's quality of life, health, and success. Although existing pedestrian and cycling infrastructure is limited, community input indicated that walking and bike riding are popular in Bloomington, with improvements viewed as important for enhancing community health, helping children and young adults get around, and reducing vehicle miles traveled. This section addresses the circulation systems for private vehicles, bicycles, pedestrians, and transit.

3.3.1 Roadway System

In the past, roadway design gave the highest (and in many cases only) priority to the movement of cars and trucks, with little consideration for pedestrians and bicyclists. More recently, communities and regulating agencies throughout California are embracing a more complete approach to circulation systems that considers many types (or modes) of transportation—this approach can be referred to as a complete streets or multimodal approach.

Thousands of people—residents, employees, customers, and business owners—travel through the Valley Corridor Specific Plan area every day in private and public vehicles, on foot, or by bicycle. Accordingly, this Specific Plan establishes a multimodal design for Valley Boulevard that improves the existing roadway framework, minimizes short-term and ongoing maintenance costs, and considers a variety of users in the area. The following describes the design for Valley Boulevard and the role of additional roadways within the Specific Plan.

Valley Boulevard

Figure 3-3, *Valley Boulevard Street Section*, illustrates the existing and proposed midblock street cross-section for Valley Boulevard. Figure 3-4, *Roadway System* and Figure 3-5, *Pedestrian, Bicycle, and Transit System*, show existing conditions and recommended improvements to the roadway, pedestrian, and bicycle facilities in the Specific Plan area.

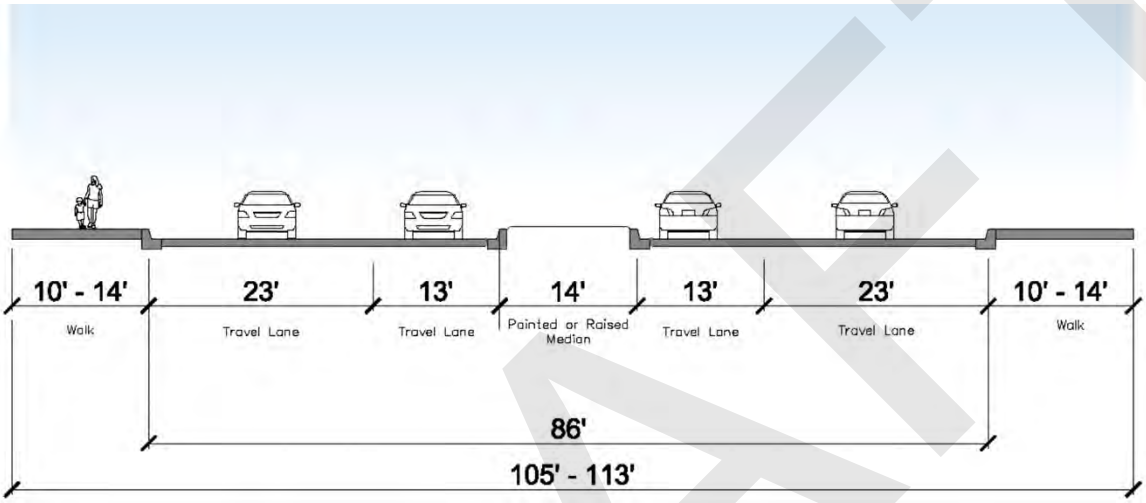
Valley Boulevard is designated a Major Highway in the County's roadway system and currently provides four travel lanes. The street's right-of-way is sufficient to accommodate six 12-foot-wide travel lanes through restriping alone. A traffic study evaluated whether Valley Boulevard could continue to operate with four travel lanes or if it will need six travel lanes to serve the project at buildout. The traffic study determined that the existing four travel lanes are adequate and will perform at an acceptable level of service at buildout. The remaining space in the-right-of-way could, therefore, be used for a Class II bike lane.

The midblock design for Valley Boulevard (see Figure 3-3) accommodates four lanes of vehicular traffic with a Class II bike lane on each side of the street and a wide sidewalk shaded by street trees. This new design will create a more pedestrian- and bicycle-friendly area, enhance the appearance of the Specific Plan

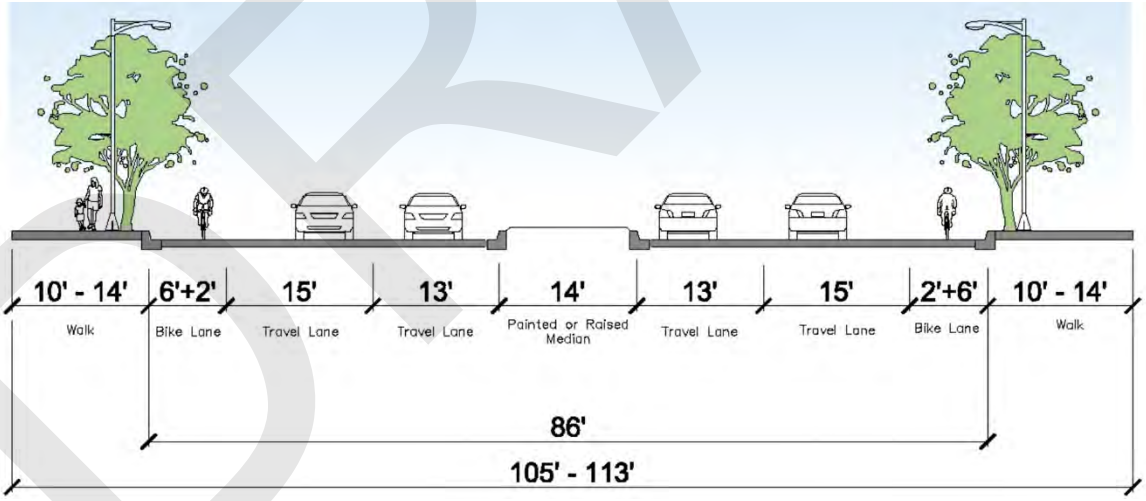
area and Bloomington overall, and serve as an overall unifying element for various development types and districts along Valley Boulevard. All new development fronting Valley Boulevard must improve the adjacent right-of-way to be consistent with the proposed design in Figure 3-3 and the ultimate streetscape design prepared in implementation tasks following the adoption of this Specific Plan.

Figure 3-3 Valley Boulevard Street Section

EXISTING



PROPOSED



Notes:

1. The street section illustrations depict typical midblock conditions only. Intersections will include additional turning lanes and a change in median size (when present) and are not shown.
2. The curb-to-curb dimensions (86 feet) should stay consistent in future designs and implementation. The total right-of-way dimensions (105 to 113 feet) represent the typical dimensions, though the right-of-way can be as large as 117 feet along some parts of Valley Boulevard.

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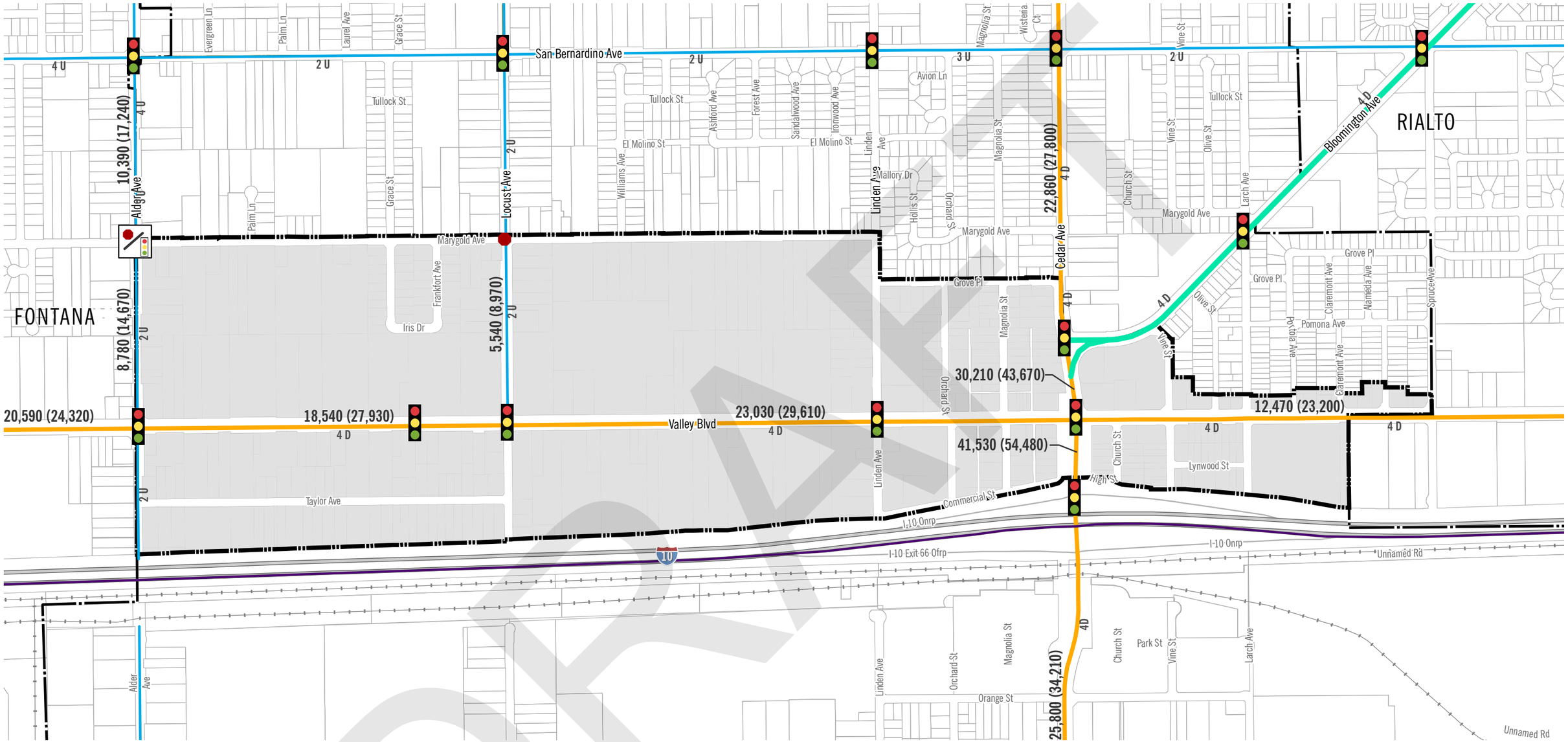

Roadway System

- Freeway
- Major Divided Highway
- Major Highway
- Secondary Highway*

- Valley Corridor Specific Plan Boundary
- Bloomington Community Boundary

- Existing Signal
- Proposed Signal
- Existing 4-Way Stop (All Way Stop Control (AWSC))

Traffic Volume

23,030 (29,610)

- 29,610: Projected 2035 Average Daily Traffic (ADT)
- 23,030: Existing 2015 Average Daily Traffic (ADT)

Roadway Description

2U

- U: Indicates if roadway is Divided (D) or Undivided (U)
- 2: Indicates number of lanes** (2 = 2 lanes of travel)

NOTE: No new roadway designations or descriptions are proposed within this Specific Plan.
*Alder & San Bernadino Avenues are designated as Modified Secondary Highways by the City of Fontana, and as Secondary Highways by San Bernadino County.
**Number of lanes excludes turning lanes and intersection conditions.

Date: 6/24/2016 0 350 700 Feet

PLACEWORKS | WEBB ASSOCIATES

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Figure 3-4

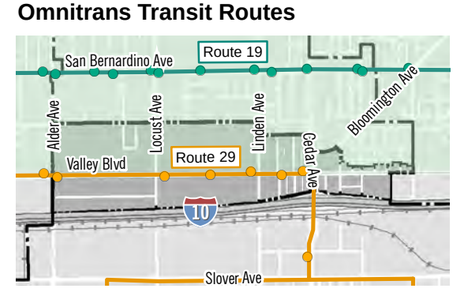
ROADWAY SYSTEM

Valley Corridor Specific Plan

Pedestrian, Bicycle, and Transit System

- Proposed Specific Plan Class II Bike Lane
- Proposed Specific Plan Class III Bike Route
- Proposed SANBAG Bikeway*
- Omnitrans | Route 19
- Omnitrans | Route 29
- Proposed Sidewalks
- Existing Crosswalks**
- Proposed Crosswalks
- Railroad
- High Quality Transit Area (HQTA)***
- Valley Corridor Specific Plan Boundary
- Bloomington Community Boundary

Omnitrans Transit Routes



NOTE:
* This figure does not represent the full San Bernardino Association of Governments (SANBAG) proposed bike system.
Only bikeways that make a significant connection to the bicycle transit proposed as part of the Specific Plan are shown on this figure.
** The Interstate 10 & Cedar Avenue interchange will be improved in 2017 and the crosswalk configuration shown is subject to change.
*** Per 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy prepared by the Southern California Association of Governments.

Date: 7/25/2016 0 350 700 Feet PLACEWORKS

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Figure 3-5

PEDESTRIAN, BICYCLE, AND TRANSIT SYSTEM

Valley Corridor Specific Plan

Cedar Avenue

Cedar Avenue is the primary north–south street for Bloomington and provides direct access to Interstate 10. Every day, over 30,000 cars and trucks travel along Cedar Avenue to and from Interstate 10 or adjacent cities in San Bernardino and Riverside counties. Cedar Avenue is also the only roadway that provides direct access between the northern and southern parts of Bloomington. Cedar Avenue is designated a Major Highway and operates as a four-lane divided roadway throughout the project area.

The road widens at the interchange, but residents report that traffic congestion is a deterrent to traveling across the freeway. Community members who live in Bloomington south of Interstate 10 often stated that they prefer to travel to stores in Fontana or Rialto instead of crossing the freeway to get to stores in northern Bloomington.

SANBAG and Caltrans (District 8) are scheduled to begin construction (estimated 2017) on the Interstate 10/Cedar Avenue interchange to expand capacity and improve roadway performance. This improvement involves widening the existing Cedar Avenue overcrossing, the Union Pacific railroad (UPRR) overhead, and Cedar Avenue from four to six lanes, and realigning and widening the freeway on- and off-ramps to connect to the improved Cedar Avenue and to improve turning and storage capacity. With these improvements and buildout of the Specific Plan, Cedar Avenue is projected to improve to an acceptable level of service, even with additional growth in surrounding communities.

Other Significant Roadways

Aside from Valley Boulevard and Cedar Avenue, the Specific Plan roadway network includes Marygold Avenue and three north–south cross-streets: Alder, Locust, and Linden Avenues. These roadways generally provide local access between the surrounding neighborhoods and Valley Boulevard, Cedar Avenue, and Interstate 10.

Alder Avenue is a two- to four-lane, undivided roadway that serves as the western edge of the Specific Plan and Bloomington. In the City of Fontana Circulation Master Plan, it is classified as a Modified Secondary Highway, and the County designates the roadway as a Secondary Highway. The posted speed limit is 25 to 40 miles per hour, and on-street parking is permitted, depending on location.

Locust Avenue is a two-lane, undivided roadway that is designated as a Secondary Highway. Locust Avenue provides north–south access from the southern boundary of the Specific Plan to San Bernardino Avenue. The posted speed limit is 40 miles per hour (north of Valley Boulevard), and on-street parking is permitted.

Linden Avenue is a local road with two undivided lanes and on-street parking that serves Bloomington neighborhoods. Linden Avenue provides north–south access from the southern boundary of the Specific Plan to San Bernardino Avenue. The posted speed limit is 40 miles per hour (north of Valley Boulevard), and on-street parking is permitted.

Marygold Avenue represents the northern boundary for much of the Specific Plan area west of Cedar Avenue. Marygold Avenue is a local road with two undivided lanes and on-street parking that serves Bloomington neighborhoods. The posted speed limit is 40 miles per hour (east of Locust Avenue; unposted west of Locust Avenue), and on-street parking is permitted.

Recommended Improvements

The traffic study determined that no additional lanes or right-of-way width are needed to serve the buildout of the Specific Plan. Table 3-5, *Recommended Intersection Improvements*, describes recommended changes to mitigate potential traffic impacts caused by achieving buildout of this Specific Plan. The traffic study did

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not identify any improvements needed to the Cedar Avenue interchange area beyond those already planned and funded through the Cedar Avenue Overcrossing Widening project. The payment of County of San Bernardino Regional Transportation Development Mitigation Fees would contribute the Specific Plan's fair share of the interchange improvements based on the Development Mitigation Nexus Study (Appendix K of the San Bernardino Association of Governments (SANBAG) Congestion Management Program).

Table 3-5 Recommended Intersection Improvements

Intersection	Improvement
Sierra Ave. / San Bernardino Ave. [1]	Northbound, add overlap phase to right-turn lane
	Southbound, add one right-turn lane
	Eastbound, add one right-turn lane with overlap phase [2, 3]
Sierra Ave. / Valley Blvd. [1]	Northbound, add third through lane
	Southbound, add one right-turn lane with overlap phase [2, 3]
	Eastbound, add third through lane
Sierra Ave. / Slover Ave. [1]	Northbound, add fourth through lane and overlap phase to right-turn lane
	Southbound, add one right-turn lane with overlap phase
	Eastbound, add third through lane and overlap phase to right-turn lane
Alder Ave. and Valley Blvd. [1]	Northbound, add two left turn lanes, a second through lane, and an overlap phase to right-turn lane
	Southbound, add one left-turn lane, a second through lane, and a one right-turn lane with overlap phase
	Eastbound, add second left-turn lane
	Westbound, add second left-turn lane
Locust Ave. and Marygold Ave.	Northbound, modify right-turn lane to shared through and right-turn lane
Cedar Ave. and Valley Blvd.	Northbound, add third through lane
Cedar Ave. and Slover Ave.	Eastbound, add second left-turn lane
Alder Ave. and Marygold Ave.	Install a traffic signal [2, 4]

Notes:

1. This improvement is wholly or partially in the City of Fontana; the County does not have jurisdiction to implement this change. The County will need to coordinate with the City of Fontana to determine when these improvements are needed as well as the appropriate fair share contribution for improvements.
2. Improvements that are directly needed by the buildout of the Specific Plan. All others are improvements that are the result of cumulative traffic impacts generated by the buildout of the Specific Plan and other projects included in the San Bernardino Transportation Analysis Model. The County will coordinate with the appropriate agencies to contribute fair share contributions.
3. The existing conditions at these intersections are currently unacceptable according to Fontana's requirements. Accordingly, any growth that contributes traffic to these intersections (in Fontana or Bloomington) would need the identified improvements. All other improvements, unless otherwise indicated, are cumulative impacts and the timing of the needed improvement is highly variable and dependent on the level and timing of development in the surrounding area.
4. The installation of a traffic signal is estimated to be needed once buildout of the Specific Plan reaches approximately 80 percent.

Alder Avenue currently terminates at the Interstate 10 Caltrans right-of-way, providing no access across the freeway or railroad alignment to southern Bloomington. Although the City of Fontana General Plan shows a future interchange at this location, no known design or funding is available for this project, and therefore its construction was not assumed in the traffic study or Specific Plan. If such an improvement is made in the future, it may provide some benefit, including providing additional direct access to southern Bloomington and Fontana for emergency services and easing traffic congestion at Cedar Avenue and the Interstate 10 interchange and Valley Boulevard.

3.3.2 Pedestrians, Bikeways, and Transit

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Decreasing the reliance on private cars is a priority for the County and this Specific Plan. The primary alternatives to the automobile are walking, biking, and public transit. Figure 3-5 illustrates the current and proposed pedestrian, bicycle, and transit systems in and around the Specific Plan area. The following paragraphs describe the improvements planned for these systems through the development of this Specific Plan.

Pedestrian Sidewalks

Sidewalk improvements are intermittently provided along Valley Boulevard and throughout the Specific Plan area. Most, but not all, improved parcels have installed sidewalks; others have dirt shoulders. Crosswalks are provided primarily at signalized intersections, with some also at unsignalized intersections. The Affordable Bloomington project will install sidewalks along its frontage and a north–south crosswalk, but the Cedar Avenue overcrossing project will remove the southern east–west crosswalk.

The community identified the completion of the sidewalk system as one of the priorities for improving conditions along Valley Boulevard. As future development occurs, property owners will be required to improve the public right-of-way along their frontage consistent with the street section shown in Figure 3-3, which includes 10 to 14 feet of paved sidewalk area and street trees.

Bikeways

The addition of a Class II bike lane on each side of Valley Boulevard will enhance the safety of both bicyclists and pedestrians, while expanding access to transit. Many bicyclists currently prefer to ride on the sidewalk, and the new bike lanes would enable bicyclists to travel more safely on the road—thereby reducing potential conflicts between bicyclists and pedestrians, utility poles, and other obstacles on the sidewalk. The bike lane will also serve as a more formal, striped buffer between pedestrians and the cars and trucks traveling along Valley Boulevard, thus increasing real and perceived safety. The bike lane will also expand the potential service radius of Omnitrans bus service.

This Specific Plan also includes partial implementation of SANBAG's Class II bike lanes for Cedar Avenue and Bloomington Avenue to increase access to shops, services, and other neighborhoods. Extending a bicycle facility from Valley Boulevard up Cedar Avenue and northeast along Bloomington Avenue would provide direct access to an Omnitrans bus stop at San Bernardino Avenue and Bloomington Avenue (see Route 19 in *Transit System*, below). Such an extension along Bloomington Avenue would also connect the Specific Plan to the Pacific Electric Bike Trail, a 21-mile public trail two miles to the north that provides a continuous walking, jogging, and bicycle facility between the City of Claremont in Los Angeles County and the City of Rialto in San Bernardino County.

The Cedar Avenue overcrossing design explicitly includes adequate shoulder space (between 6 and 10 feet) to accommodate a Class II bike lane on the overcrossing. North of Valley Boulevard, the Specific Plan includes a Class III bike route along Cedar Avenue and Bloomington Avenue to the Bloomington/Rialto boundary. The County will consider signage directing bicycles to use the sidewalks along Cedar Avenue and Bloomington Avenue, which are sufficiently wide to accommodate the current and projected mix of pedestrian and bicycle activity in this part of the Specific Plan.

Finally, the Specific Plan includes the addition of three Class III bike routes connecting Valley Boulevard with San Bernardino Avenue via Alder, Locust, and Linden Avenues. These bike routes provide the north–south connections needed to create a complete system of bikeways that is efficient, safe, and well signed—three key characteristics that lead to greater use and higher rates of bicycle ridership.

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Transit System

Local bus service is provided by Omnitrans, which operates two routes in and around the Specific Plan: Route 19 and Route 29. Route 29 stops multiple times along Valley Boulevard and provides service to the Bloomington Library, Bloomington Community Medical Center, Kaiser Medical Center, the South Fontana Transfer Center as well as nearby schools, shops, and services.

Omnitrans operates Route 19 along San Bernardino Avenue approximately one-quarter mile north of the Specific Plan area, with service to the Fontana Metrolink Transit Center, Kaiser Medical Center, Arrowhead Regional Medical Center, Loma Linda Medical Center, VA Hospital, Crafton Hills College, and Yucaipa Transit Center as well as numerous shops, services, and institutions.

Each bus stop currently consists of signage and an uncovered bench, which does not offer protection from the sun, rain, or wind for transit riders. In addition to creating additional bicycle facilities to expand access to the transit system, the County will encourage Omnitrans to provide shaded bus shelters in the Specific Plan area to increase rider safety and comfort.

3.4 Parks and Open Space Plan

Open space is a key feature in any urban place, offering residents, workers, and visitors places to relax, gather, and exercise. Additionally, open space provides visual relief and a connection to the natural environment. Finally, open space may be used for community gatherings and festivals. Although this area of Bloomington contains Ayala Park, many existing residents and workers lack easy and safe access to open space. Further development of the Specific Plan area with new homes and businesses will increase the demand for areas to relax and recreate.

Adding open space to an urbanized area is not easy. Open space standards often focus on privatized open space and offer in-lieu fees that may get spent outside the area. The County also recognizes that private property owners and the development community do not have endless funds for public parks, onsite common open space, onsite private open space, and right-of-way improvements.

Accordingly, the standards in Table 3-6 provide for a balance of onsite private open space, public park space, and improvement of the public realm. The development community is therefore free to maximize the development potential of its private properties, and the County and the community benefits from higher quality public open spaces and an enhanced image for the Specific Plan area. Projects are also encouraged to connect all three types of open space visually and physically to maximize the beauty and utility of open space along and within the corridor. After this table is a description of the types of parks and open space areas, followed by illustrations and depictions of possible park and open space concepts.

Table 3-6 Parks and Open Space Standards

Standard	Conventional SFD	Other SFD	SFA	MF	All Other Buildings
Public parkland/plaza[1]	3 acres per 1,000 residents				-
Min private open space[2]	800 sq ft	300 sq ft	200 sq ft	70 sq ft	-
Min common open space[2]	100 sq ft[3]	300 sq ft	200 sq ft	100 sq ft	10% ≤15K sq ft GLA 5% 15K+ sq ft GLA[4]

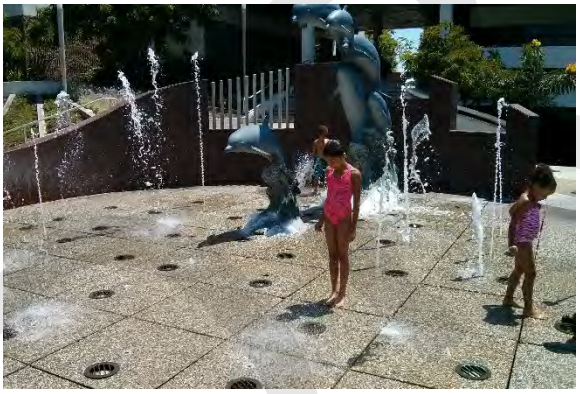
Abbreviations: Min = minimum; sq ft = square feet; SFD = single-family detached; SFA = single-family attached; MF = multifamily; K = thousand; GLA = gross leasable area.

Notes:

1. The park requirement may be met through a combination of land dedication, improvements, private recreation, and in-lieu fees.

2. Conventional single-family detached homes are designed to provide all open space through private yards. Other types of single-family detached product types (see the *Residential Products* section of this chapter) maximize flexibility in lot size, unit size, clustering of units, and sharing of driveways/aisles while providing open space primarily through large common areas, with a limited amount of private area. The above standards are minimums and products may provide more common open space and/or more private open space than required based on the final design. Common open space cannot include parking areas, roadways, or the first five feet of external space around a building.
3. This requirement only applies to large housing projects with 100 or more units. For projects with 100 or more units of conventional SFD, additional onsite recreational facilities equal to 100 sq ft per unit must be provided within the project area. For other types of large housing projects with more than 100 units, onsite recreational facilities shall be provided through the common open space requirement.
4. Buildings with more than 15,000 sq ft of GLA can either provide the open space or plaza area adjacent to the building or coordinated with the open space or plaza area of other buildings to create larger, more centralized open spaces that serve multiple buildings. Open space or plaza areas cannot include parking areas, roadways, areas closed to members of the general public, or the first five feet of external space around a building. Outdoor eating areas may contribute up to 50 percent of the total requirement, provided the eating area is enclosed by fencing or landscaping no greater than four feet in height.

3.4.1 Parkland and Plaza Space



Public park and plaza space is a critical component of improving the corridor and the community's overall health and wellness. Centrally located plazas are highly encouraged and should connect to the streetscape visually and physically.

Public park space serves the community at large and may consist of a variety of recreational amenities, including parks, playgrounds, open grass fields, community gardens, and plazas. This type of open space is on publicly accessible land and available to all residents and visitors. The Specific Plan area currently contains Ayala Park, a six-acre neighborhood park.

Ayala Park

Ayala Park is a neighborhood park that primarily serves residents north of Interstate 10, although the Old Timer's Senior Center serves all of Bloomington. The Park also has an open play area, community room,

and picnic shelter structures. This six-acre park consists of two parcels owned by the County and is maintained through the Bloomington Park and Recreation District.

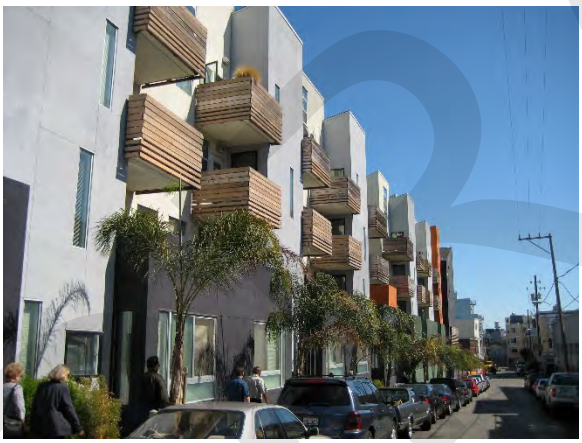
Park Demand and Location

Together, these park facilities provide just over six acres of parkland for the 2,216 existing residents in the Specific Plan area, or approximately 2.75 acres of parkland per 1,000 residents. The Specific Plan is projected to build out at 4,073 residents, which would generate a total demand for 12 acres of parkland. Illustrations and depictions of possible park and open space concepts are provided later in this section.

The Specific Plan does not identify specific locations for parkland or plaza space. Instead, the goal is to create public park and plaza space that will serve those in the Specific Plan area and surrounding Bloomington neighborhoods. This means that the parkland or plaza space may be provided in one place or split among multiple locations. Furthermore, the parkland or plaza space may be provided entirely within the Specific Plan boundary or in part or wholly outside the Specific Plan boundary. However, all of the acreage must be north of Interstate 10, and at least 50 percent of the acreage must be between Valley Boulevard and San Bernardino Avenue.

All new residential development in the planning area is required to dedicate land and/or pay a Residential Development Fee to the County to achieve the goal of three acres of park space per 1,000 residents. This fee is described in Chapter 89.02, "Recreational Facilities Financing," of the County of San Bernardino Development Code. See Chapter 5 of this Specific Plan, *Administration and Implementation*, for additional details.

3.4.2 Private Open Space



Private open space should be connected to each residential unit, maximize exposure to the outside, and engage the street frontage (as appropriate).

Private open space provides individual outdoor areas where residents can enjoy sun and sky in relative privacy. These spaces may take the form of yards, patios, or balconies and be designed to allow residents to relax, gather, garden, and/or eat in an outdoor environment. Single-family detached housing will be designed with both front and rear yards, providing private open space for families, pets, and friends that is attractively landscaped (yet also drought tolerant and water efficient). Multifamily housing emphasizes balconies and patios that can accommodate outdoor furniture, grills, and small gardens.

3.4.3 Common Open Space

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Common open space should be centrally located and connect to and interact with the public right-of-way whenever possible.

Common open space areas for residential projects should provide opportunities for recreation, relaxation, and socializing with family, friends, and neighbors. The spaces should be geared to appeal to a range of age groups and be centrally located and/or combined with common open space areas of other onsite buildings or adjacent properties. If possible, common open space areas should be designed to visually and/or physically interact with the public right-of-way. Typical common open space features include courtyards, plazas, turf areas, playgrounds, community centers, and outdoor dining areas.

3.4.4 Proposed Park and Open Space Concepts

This Specific Plan seeks to facilitate the creation of new parks and open spaces to better serve the existing residents in northern Bloomington as well as future residents in the Specific Plan. The following text, photos, and illustrations display four potential park and open space concepts that could be constructed within or near the Specific Plan area.

- Relocated Ayala Park (with community garden and fruit park)
- Relocated Jack Pratte Community Monument
- Public Plaza
- Rooftop Open Space

Relocated Ayala Park (with Community Garden and Fruit Park)

Although Ayala Park is a valuable community resource, its depth (over 700 feet), location adjacent to the freeway, and lack of public access from neighboring properties makes it hard to police and creates real and

perceived safety problems. Community outreach associated with the Specific Plan and other planning efforts revealed that relocating the park is a high priority in Bloomington.

This Specific Plan includes a floating Open Space designation for parkland that will be sited once potential sources of funding have been identified. The County is currently investigating and applying for grants to relocate Ayala Park adjacent to the Affordable Bloomington development on County-owned land.

The relocation would move the park farther from the freeway and railroad line and bring it closer to residential neighborhoods. Access would be improved because people could walk, bike, or drive along smaller, local roads instead of Valley Boulevard. Internal and external roadway access would be provided, enhancing the ability of sheriff's deputies to patrol all areas of the park. Types of facilities envisioned for the park include community meeting space, formal and informal play areas, outdoor gathering spaces, and a community garden and/or fruit park. This final concept is explored in more detail in the following pages.

Community Garden and Fruit Park

The agricultural history of Bloomington can be highlighted and revitalized through the introduction of public spaces that function as community gardens and fruit parks. Community gardens can serve several roles, from providing locally grown food to creating a meeting space to fostering community pride and ownership. Residents of all ages can get involved and benefit from learning about food growth and production. Additionally, a community garden offers a focal point for community organizing and can lead to other beneficial community involvement.

There are several undeveloped lots in the Specific Plan area and surrounding neighborhoods that could host community gardens. Food cultivated in the gardens could be sold at farmers markets and consumed by local families. Management and programming could tie in with the Bloomington Branch Library, local schools, qualified nonprofits, or institutions like the Master Gardener Program at California State University, San Bernardino.

Two examples are shown below of community gardens and fruit parks spearheaded by Incredible Edible Community Garden (IECG) in San Bernardino County: the Montclair Community Fruit Park and the Nicholson Park community gardens and fruit park in the City of San Bernardino. IECG is a not-for-profit organization that helps to establish organic tree parks, community gardens, and tree planting throughout San Bernardino County in schools, churches, urban housing complexes, and senior housing complexes.

If a community fruit park were built in Bloomington, it would be the first in an unincorporated community of San Bernardino County. Following the descriptions of the above examples are illustrative concepts that shown how a portion (two acres) of a public park area could be designed as a community garden and fruit park in either a corner or midblock location (Figures 3-6 and 3-7, respectively).

Montclair Community Fruit Park (Montclair, CA). The Montclair Community Fruit Park was planted in 2013 as the first community fruit park in San Bernardino County and only the second park of its kind in the state. The park, conceptually designed by a high school student, has 30 fruit trees of different varieties and provides the community with citrus fruits, plums, peaches, apples, figs, guava, cherries, and pomegranates.

IECG joined forces with Por La Vida—a City of Montclair program whose mission is to strengthen and promote health and well-being in the Latino community—to organize community members in support of a fruit park. The park also received assistance and funding from institutions such as CAL FIRE and the County Office of the Fourth District Supervisor.

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Nicholson Park Community Garden and Fruit Park (San Bernardino, CA). A community garden and fruit park were added to Nicholson Park in the City of San Bernardino in 2014 by IECG after establishing the Montclair Community Fruit Park. The project included 30 fruit trees with a dedicated irrigation system, all provided by IECG, which will also maintain the park through 2017. IECG partnered with the USDA Forest Service and City of San Bernardino Parks and Recreation Department.

Photographs of the Montclair Community Fruit Park, the first such fruit park in San Bernardino County and only the second of its kind in the state, and the community garden and fruit park added to Nicholson Park in the City of San Bernardino. (Top middle: The Greenlining Institute; bottom right: IECG.)

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Figure 3-6 Conceptual Community Garden and Fruit Park (Corner Location)

1. Public plaza with special pavers (vehicle access allowed outside of special event hours)
2. Removable bollards to close the plaza to cars during events
3. Covered stage with community garden supply storage
4. Amphitheater for community events or activities like master gardening classes
5. Community garden plots
6. Fruit tree groves (each section could be designed to bloom and bear fruit at a different time of the year)
7. Focal point nonfruiting tree (specimen or heritage tree)
8. Trellis entryway and special pavers
9. Garden gates (entry points to be closed at night)
10. Optional bollards to completely close the park off to vehicular traffic

Note: The above illustration represents a two-acre park site.

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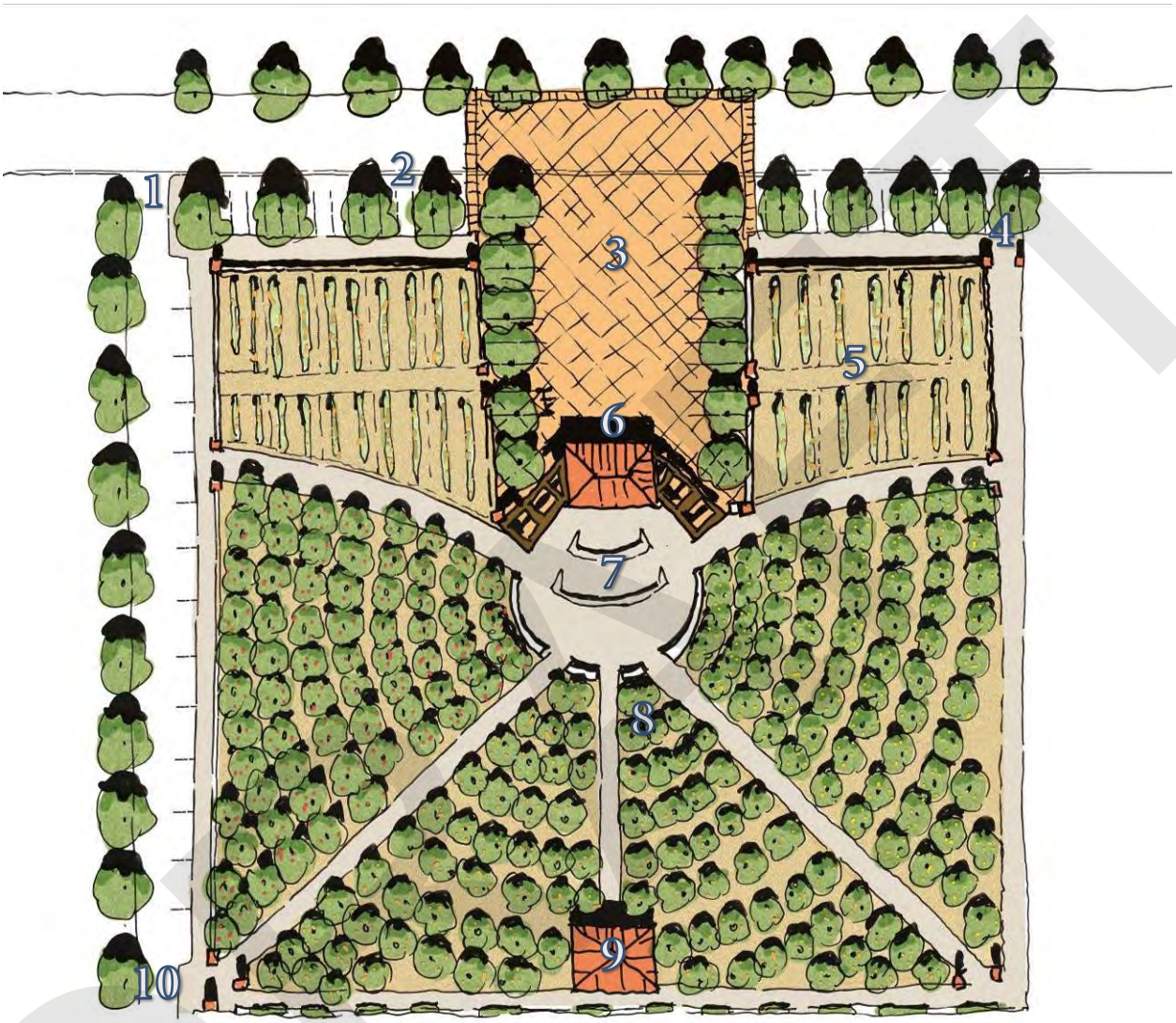
Figure 3-7 Conceptual Community Garden and Fruit Park (Midblock Location)



1. Parking and drive aisle providing easy access for patrons and sheriff's patrol
2. Shaded head-in parking area
3. Public plaza with special pavers (extended into the street to allow for event-based street closure)
4. Garden gates (entry points to be closed at night)
5. Community garden plots
6. Covered stage with community garden supply storage
7. Amphitheater for community events or activities like master gardening classes
8. Fruit tree groves (each section could be designed to bloom and bear fruit at a different time of the year)
9. Additional gardening supply storage
10. Connection to adjacent street to increase accessibility and visibility

Note: The above illustration represents a two-acre park site.

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Relocated Jack Pratte Community Monument

The Jack Pratte Community Monument may be relocated by Caltrans approximately 20 feet following the realignment of the I-10 and Cedar Avenue interchange. Once an appropriate new location has been secured, a gateway feature prominently displaying the name "Bloomington" could be included in the park design to face the intersection of Valley Boulevard and Cedar Avenue. The gateway design could reference the community's agricultural history and use durable, low maintenance materials to ensure ongoing quality. Other park features could include shade trees; benches; and attractive, drought-tolerant landscaping. Below are examples of signage that could be used in the redesign and reconstruction of the Jack Pratte Community Monument.

Four examples of gateway or entry signage that could be appropriate for the new Jack Pratte Community Monument or other park space serving the Specific Plan area. (Top right: Acorn Sign Graphics; bottom left: City of Fontana; bottom right, David Husted.)

Public Plaza

Public plaza spaces are the "front porches" of commercial and business-related development, extending the public realm from the right-of-way into the building area. Public plazas attract people and activities, offering settings where celebrations are held, social and economic exchanges take place, friends run into each other, and cultures mix. Such spaces are essential to a more vital, enjoyable, and successful corridor.

Nonresidential uses are encouraged to provide open space for employees and patrons in pedestrian-accessible plazas, courtyards, and landscape areas. The precise nature and size of the open space will vary depending upon the mix of uses within and around a proposed development. Developments that focus on shopping, eating, and entertainment uses should provide courtyards and plazas geared primarily toward patrons. Spaces should offer plentiful seating that is shaded through a combination of landscaping, umbrellas, and canopies and include features that appeal to people of all ages.

In areas with office or other business-oriented buildings, the public plaza space should be geared primarily toward employees and clients, who will use areas for breaks, lunches, and informal meetings. The plaza space can be on the ground or upper levels of the office building, including the roof. Plazas do not have to be open to the general public but should be accessible to all tenants. Features should include permanent or movable seating areas and a combination of hardscape, potted plants, and shade trees. Buildings can also incorporate small and medium turf areas that include an abundance of shade trees and other drought-tolerant and water-efficient landscaping.

Below are aerials and photographs of an urban plaza created in Newman, California (about 25 miles west of the City of Merced). What was once approximately 50,000 square feet of vacant lot and parking lot is now a mix of trees, potted landscaping, pedestrian-scale lighting, hardscape, seating areas, and an open turf area that is used by surrounding buildings and the broader Newman community for public gathering and events. This type of plaza space could be introduced into multiple areas of the Specific Plan, most notably the pedestrian-friendly town center areas in the Mixed Use and Commercial districts.

Top row: *Before (2010) and after (2011) aerials of a parking area and vacant lot converted into a plaza in Newman, California.* ***Bottom row:*** *Two views of the finished plaza. (Top row: Google Earth; bottom left: RRM Design; bottom right: John Wilbanks.)*

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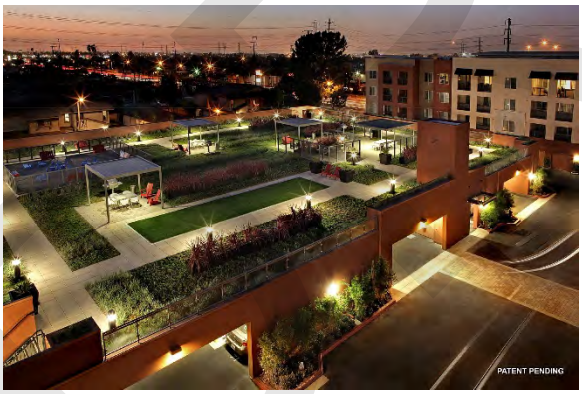
Rooftop Open Space

New development is encouraged to provide creative solutions for onsite common open space, including green roofs on top of buildings or above a parking area. Rooftop space is readily accessible to residents and provides an attractive amenity. Additional benefits include the reduction of the heat island effect, reduced and filtered stormwater runoff, and outdoor active and passive recreational space.

An example is the LiveRoof® system used in the New Block™ design, a design system which creates usable open space on the rooftop of the surface parking cover via a unique, modular, green roof planting system. The meadow-like open space contains a variety of native plants and decorative hardscape for barbecues, picnic tables, and social gatherings.

This type of open space and roofing solution also lowers land acquisition costs, provides a visually interesting roofscape, and creates a more attractive and appealing transition between higher and lower density development. Open space provided on top of a building or above the parking area may be private and set aside for the exclusive use of the occupants of the building.



Park Landing in Buena Park, a 70-unit project on two acres of land and roughly 24,000 SF of open space. (Reproduced by permission from Newman Garrison + Partners, 2016.)

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3.5 Infrastructure Plan

This section details the plans for water, drainage, and sewer systems necessary to accommodate the buildout of the Valley Corridor Specific Plan. These plans are conceptual in nature and will be refined during the permitting process as new projects are proposed.

3.5.1 Water Plan

The Specific Plan area is served by three water agencies. The area west of Linden Avenue is served by both the Marygold Mutual Water Company (MMWC) and Fontana Water Company (FWC). The area east of Linden Avenue is served by the West Valley Water District (WVWD). All three agencies project sufficient water supply to serve the Specific Plan area.

Figure 3-8, *Existing and Proposed Water System*, shows existing water lines and service boundaries as well as proposed water lines by their responsible agencies. Table 3-7 lists the water pipeline improvements that are necessary to adequately serve the Specific Plan. These improvements will likely be required for any new development that needs to connect to these facilities.

Infrastructure may be relocated and realigned to follow the final roadway system, plotting, and design of individual project designs. Final design and locations of proposed lines will be determined through the building permitting process.

Table 3-7 Specific Plan Water Improvements

Water Agency	Location	Existing Facility	Future Improvement
MMWC	Alder Avenue	6- to 10-inch line	12- to 18-inch line
MMWC	Marygold Avenue	6-inch line	12-inch line
FWC	Tayler, Alder, Locust Avenues	6-inch line	12-inch line

Source: Webb Engineering, 2016.
Abbreviations: MMWC = Marygold Mutual Water Company; FWC = Fontana Water Company

Increased fire flow requirements would need to be addressed on a case-by-case basis. The fire flow requirements depend on the particular project, building, and use proposed at the time of construction. Figure 3-8 identifies the area in the Specific Plan that may require site specific improvements for adequate fire protection service. The 2-inch to 8-inch pipelines in the smaller local streets east of Linden Avenue may need to be replaced with larger (8- to 12-inch) pipelines to provide proper fire flows of 2,500 gallons per minute.

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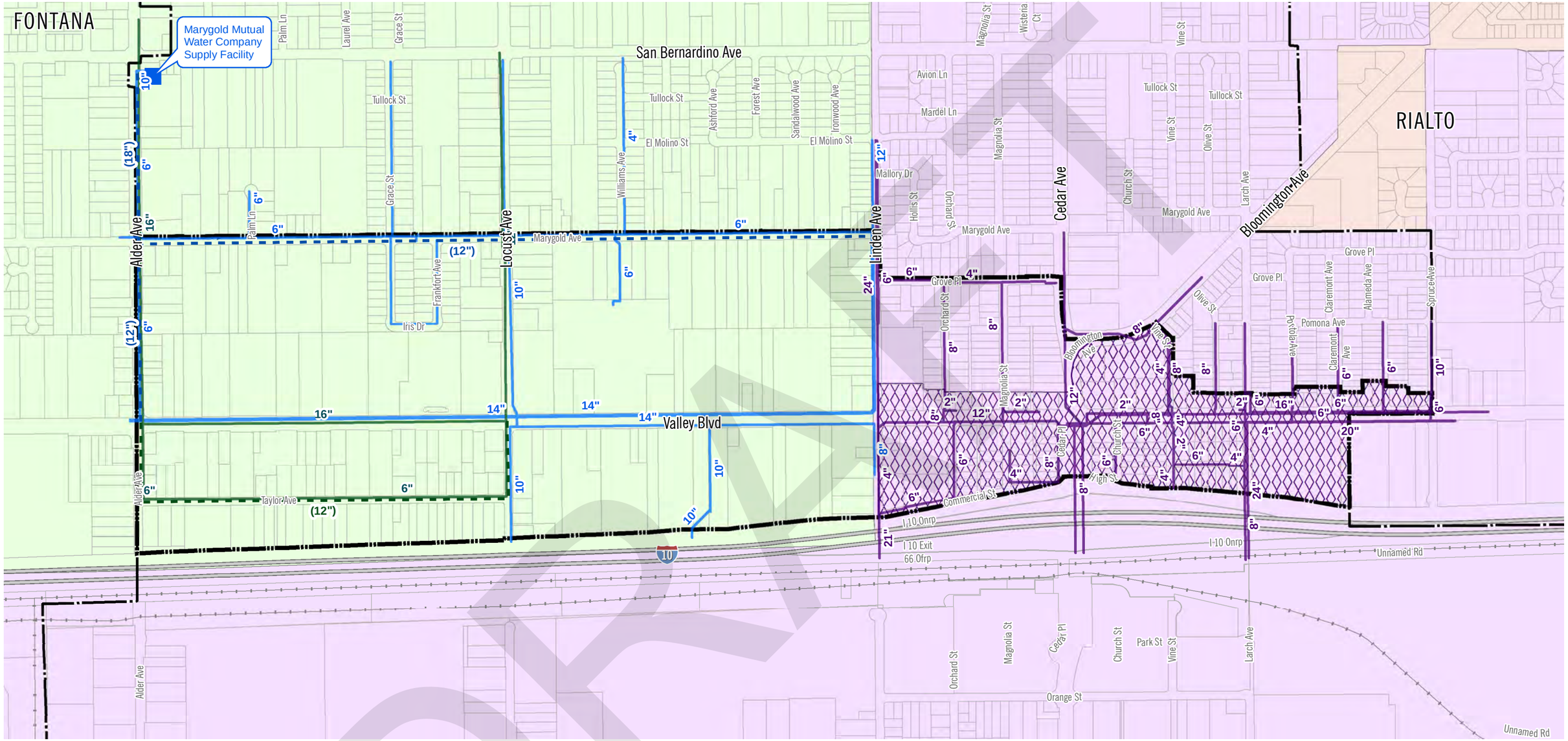

Existing Water Lines
- West Valley Water District
- Marygold Mutual Water Company
- Fontana Water Company

Proposed Water Lines
- Marygold Mutual Water Company
- Fontana Water Company

- Site Specific Improvement for Fire Service
- West Valley Water District
- Marygold Mutual Water Company & Fontana Water Company
- Fontana Water Company
- City of Rialto
- Valley Corridor Specific Plan Boundary
- Bloomington Community Boundary

XX" Existing Line Size
(XX") Proposed Line Size

Date: 9/6/2016 0 350 700 Feet

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Figure 3-8

EXISTING AND PROPOSED WATER SYSTEM

Valley Corridor Specific Plan

3.5.2 Drainage Plan

The Specific Plan area is predominantly flat, with slopes that run north to south at a grade of 1 to 2 percent and slopes slightly to the east at a grade of less than 0.5 percent along Valley Boulevard.

The Specific Plan area is in Zone 2 of San Bernardino County Flood Control District (SBCFCD), in the Fontana-Rialto Drainage Area. The SBCFCD's primary functions are to construct and maintain an extensive network of storm drain, water conservation, and flood protection facilities of regional significance. These major facilities are often considered the regional backbone to which local drainage infrastructure facilities can connect. The SBCFCD maintains the Rialto Channel, which discharges stormwater runoff from the Specific Plan area to the Santa Ana River.

The City of Rialto is responsible for local flood control facilities and includes Bloomington in its master drainage plan (Rialto MDP). There are no existing City of Rialto maintained storm drainage facilities in the Specific Plan area. However, the Rialto MDP recommends a network of underground storm drains from 36 inches to 78 inches throughout the Specific Plan area, with the capacity ranging between a 25-year storm event and 100-year storm event.

A Caltrans concrete channel and culvert run parallel to Interstate 10 along the entire southern boundary of the Specific Plan. Stormwater runoff from the entire Specific Plan area drains into the Caltrans Channel which discharges to the Santa Ana River via the Rialto Channel.

Figure 3-9, *Existing and Proposed Storm Drain System*, shows improvements planned and proposed for the Specific Plan area. The majority of improvements are created by upstream flows that are independent of the Specific Plan and were already proposed in the Rialto MDP. Table 3-8 lists the drainage improvements that are directly needed by buildout of the Specific Plan.

Table 3-8 Specific Plan Drainage Improvements

Facility	Location	Facility Size	Length (LF)	Q100 Capacity (CFS)
Line A Watershed	Valley Boulevard, west of Locust Avenue	48-inch	660	71
	Valley Boulevard, west of Locust Avenue	54-inch	1,000	120
	Valley Boulevard, east of Locust Avenue	36-inch	360	34
	Locust Avenue, south of Valley Boulevard [1]	78-inch	860	455
Line B Watershed	Valley Boulevard, west of Linden Avenue	36-inch	820	47
	Valley Boulevard, west of Linden Avenue	48-inch	340	107
	Valley Boulevard, east of Linden Avenue	24-inch	240	20
	Linden Avenue, south of Valley Boulevard [2]	60-inch	740	255
	Commercial Street, east of Linden Avenue	30-inch	240	36

Source: Webb Engineering, 2016.
Abbreviations: LF = linear feet; Q100 = predicted peak runoff from a 100-year flood event; CFS = cubic feet per second
Notes:
1. The Rialto MDP ultimately requires a 78-inch facility to facilitate projected future runoff. Buildout of the Specific Plan would only require a 60-inch facility (243 CFS).
2. The Rialto MDP ultimately requires a 60-inch facility to facilitate projected future runoff. Buildout of the Specific Plan would only require a 48-inch facility (150 CFS).

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Additionally, to facilitate future connections based on the Rialto MDP, two segments of the storm drain may need to be further upsized. Storm Drain Line A on Locust Avenue between Valley Boulevard and Caltrans Channel should be increased from 60 to 78 inches. Storm Drain Line B on Linden Avenue between Valley Boulevard and Caltrans Channel should be increased from 48 to 60 inches. The future need of such upsizing will be evaluated on an ongoing basis through the Rialto MDP. The Specific Plan would be responsible for the costs of the facilities shown in Table 3-8 while the City of Rialto would be responsible for the incremental upsizing. However, it should be noted that the proposed Specific Plan does not need to connect to Rialto's upstream facilities in order to convey stormwater flows from the project area.

The timing and size of the improvements will ultimately depend on the location of new development (Line A or Line B watershed) and the amount of water that can be retained on site for the interim conditions. If necessary storm drain upgrades cannot be implemented prior to issuance of occupancy permits for new development, an applicant shall provide onsite detention facilities, or other methods to ensure that post-construction runoff does not exceed pre-development quantities.

Additional Requirements

Future development applications will require supplemental analysis to ensure that project sites and drainage designs do not result in an adverse impact to the Caltrans Channel. The current capacity of the Caltrans Channel is unavailable. Future development applications will also need to comply with MS4 permit requirements. Future analysis shall include the following:

- The existing Caltrans Channel capacity must be verified when storm drain connections are proposed.
- The existing capacity of state drainage systems cannot be exceeded. Onsite mitigation measures, including retention basins, shall be used to offset any drainage impacts to state facilities.
- Caltrans review of project drainage design will include an evaluation of runoff impacts to adjacent state right-of-way.
- Compliance with National Pollutant Discharge Elimination System and water quality standards will be required.

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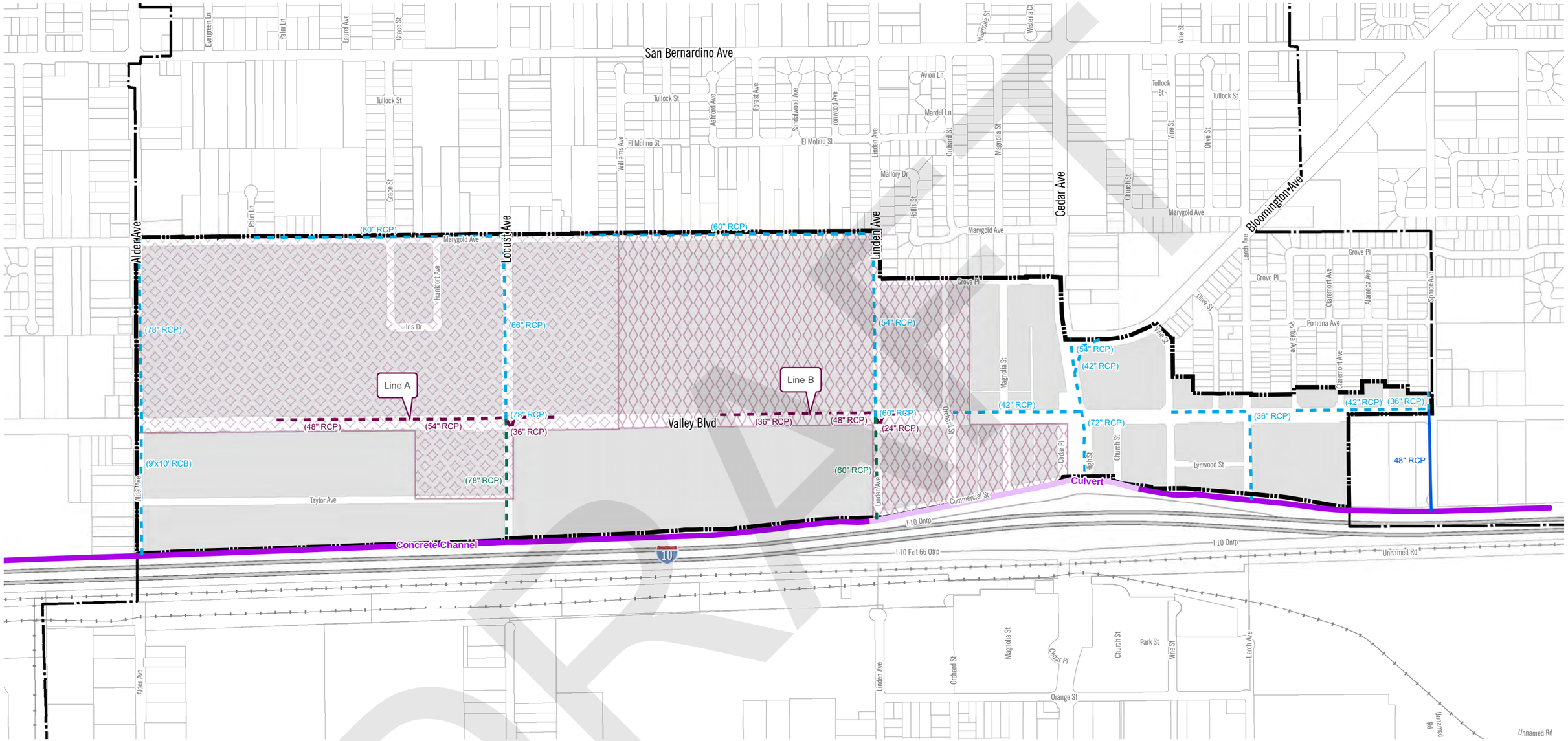

Existing Storm Drain Lines
- Caltrans Concrete Channel
- Caltrans Culvert
- Rialto Master Drainage Plan

Proposed Storm Drain Lines
- Specific Plan Facility Drainage
- Rialto Master Drainage Plan
- Future Rialto Master Drainage Plan

- Line A Watershed
- Line B Watershed
- Valley Corridor Specific Plan Boundary
- Bloomington Community Boundary

Existing Storm Drain Label
60" RCP
Material Type
Size of Line

Proposed Storm Drain Label
(60" RCP)
Material Type
Size of Line

Storm Drain Material Types
RCP (reinforced concrete pipe)
RCB (reinforced concrete box culvert)

Date: 9/6/2016 0 350 700 Feet

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Figure 3-9

EXISTING AND PROPOSED STORM DRAIN SYSTEM

Valley Corridor Specific Plan

3.5.3 Sewer Plan

According to the 2013 Rialto Sewer Master Plan, the current Rialto wastewater service area includes the entirety of Bloomington between Santa Ana and Slover Avenues, and the part of Bloomington east of Maple Avenue north of Slover Avenue (see Figure 3-10, *Existing and Proposed Sewer System)*. West of Ayala Park (which generally aligns with Maple Avenue to the south and north), the Specific Plan is outside of the Rialto wastewater service area.

With the exception of the Affordable Bloomington development, wastewater treatment for developed properties throughout the entire Specific Plan area is currently provided by onsite septic systems. Much of the Specific Plan area is included as a subset of the larger County Service Area (CSA) 70. Parcels outside of CSA 70 Bloomington (CSA 70 BL)—generally those east of Cedar Avenue—are not connected to a sewer system, but are within the current Rialto sewer service area. The boundaries of CSA 70 BL are shown on Figure 3-10. CSA 70 BL was established in 2013 by the County Special Districts Department to provide sewer service to the Affordable Bloomington development and included a 5,120-foot, 18-inch sewer line extension from Cedar Avenue along Valley Boulevard.

Special Districts also entered into an extraterritorial agreement with the City of Rialto to allow CSA 70 BL to connect to the Rialto wastewater system, with flows ultimately terminating in the Rialto Wastewater Treatment Plant in Rialto, approximately 1.8 miles southeast of the Specific Plan. The agreement addresses the operation and maintenance responsibilities of each party, fees and charges, monitoring of flow sent to Rialto, and other terms and conditions.

The agreement allows connection of up to 419 equivalent dwelling units (EDUs). An EDU is a common unit used to measure sewage flow generated by all types of development (and therefore capacity needed). Affordable Bloomington (all three phases) will require approximately 280 EDUs, which will leave approximately 139 EDUs of sewer capacity (roughly equivalent to 139 to 174 housing units, 28 acres of nonresidential development, or some combination thereof).

The Specific Plan proposes up to 1,093 total residential dwelling units and 168.5 acres of commercial and industrial development, which equals approximately 1,663 EDUs at buildout. The EDUs are split between the area in CSA 70 BL (1,474 EDUs) west of Cedar Avenue and the area outside of the CSA 70 BL (189 EDUs) east of Cedar Avenue.

Implementation of this Specific Plan will require numerous additional connections to the 18-inch line along Valley Boulevard, an extension of the new 18-inch line to Alder Avenue, and new 8-inch and 12-inch lines to extend service to the north and south (see Table 3-9, *Specific Plan Sewer Improvements*). The existing conditions and conceptual sewer plan are shown on Figure 3-10. The proposed sewer facilities have been sized to convey sewage from the Specific Plan to the existing Rialto trunk sewer at Valley Boulevard and Cedar Avenue. Additional extensions would be required to provide sewer service in CSA 70 BL north of the Specific Plan. The exact size and location of future sewer lines will depend on the density, intensity, and type of future development proposals.

As stated above, wastewater flows from the Specific Plan area discharge to the Rialto Wastewater Treatment Plant. Four out of the five plants at this treatment facility are currently operational. The four operational plants (Plants 2, 3, 4, and 5) have a design capacity of 11.1 million gallons per day (mgd) and a permitted capacity of 11.7 mgd. According to the 2013 Rialto Sewer Master Plan, average flows into the Rialto treatment facility are approximately 7 mgd. Therefore, there is approximately 4.1 mgd of available capacity dedicated to the projected buildout of the City of Rialto.

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Table 3-9 Specific Plan Sewer Improvements

Size	Direction	Location
18-inch	east–west	Valley Boulevard, between Alder Avenue and current termination at Affordable Bloomington
12-inch	north–south	Locust Avenue, between Marygold Avenue and Taylor Avenue
		Linden Avenue, between Marygold Avenue and Valley Boulevard
8-inch	east–west	Taylor Avenue, west from Locust Avenue
8-inch	north–south	Linden Avenue, between Valley Boulevard and Commercial Street
		Alder Avenue, between Marygold Avenue and Taylor Avenue
		Grace Street and Frankfort Avenue
		Orchard Street, between Commercial Street and (near) Grove Place
		Magnolia Street, between Commercial Street and Grove Place
		Cedar Avenue, between Bloomington Avenue and Grove Place
8-inch	east–west	Marygold Avenue, between Linden Avenue Street and (near) Alder Avenue
		Taylor Avenue, east from Alder Avenue and west from 12-inch line near Locust Avenue
		Grove Place, between Cedar Avenue and (near) Linden Avenue
27-inch	east–west	Santa Ana Avenue approximately 1,600 feet east of Riverside Avenue [1]
27-inch	southeast–northwest	Santa Ana Avenue connecting to the Rialto Wastewater Treatment Plant [1]

Source: Webb Engineering, 2016.

Note:

1. The 2013 Rialto Sewer Master Plan identifies a future need to upsize the facility to 27 inches— independent of the Specific Plan. It is estimated that such improvements, absent other development in Rialto, could be triggered when development in the Specific Plan area reaches a demand of approximately 900 EDU.

The City of Rialto is currently in the process of modernizing its treatment plant. Although the plant modernization is not intended to increase capacity it will enhance efficiency, and the City of Rialto Public Works Department has indicated that an alternative design to Plant 5 could consider plant expansion to provide future additional capacity. Selection of a design build alternative is anticipated in 2016/2017. Additionally, Plant 1, when operational could offer additional wastewater treatment capacity of 1.6 mgd.

Therefore, although Rialto can accommodate project sewer flows under current conditions, an agreement and funding mechanism for increased capacity will be required in order to expand sewer treatment capacity and provide long-term sewer treatment at the Rialto wastewater treatment plant. According to the City, Rialto's wastewater treatment plant could be upgraded at its current location without expanding the development footprint to meet the demands of Specific Plan buildout.

The Rialto wastewater treatment plant is operated in compliance with the waste discharge requirements set forth by the RWQCB for that treatment facility. To provide sewer conveyance and treatment services to the project area beyond 419 EDUs and for areas outside of the sewer service area, an Extraterritorial Sewer Service Agreement between San Bernardino County and the City of Rialto would be required. The agreement would set forth an allowable daily maximum flow to the treatment facility.

As identified in the Implementation Chapter of this Specific Plan (Section 5.2.2, Implementation Tasks, Task 3), the County will augment its existing extraterritorial agreement to expand sewer service and capacity in coordination with the City of Rialto. Additionally, in Task 5 of the same section, the County will establish a development impact fee and/or improvement zone to fund the Specific Plan sewer infrastructure improvements.

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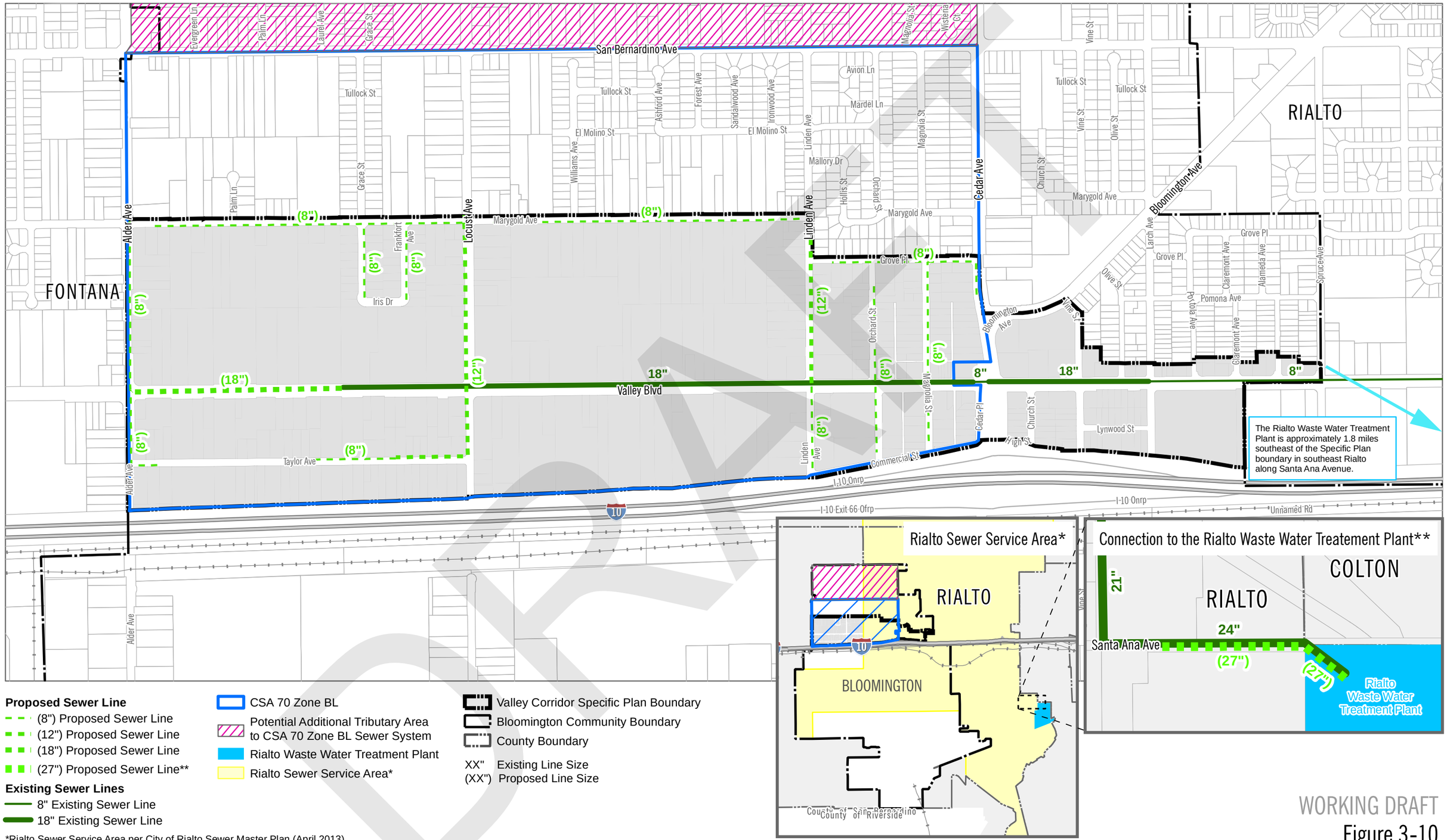

Proposed Sewer Line
- (8") Proposed Sewer Line
- (12") Proposed Sewer Line
- (18") Proposed Sewer Line
- (27") Proposed Sewer Line**

Existing Sewer Lines
- 8" Existing Sewer Line
- 18" Existing Sewer Line

- CSA 70 Zone BL
- Potential Additional Tributary Area to CSA 70 Zone BL Sewer System
- Rialto Waste Water Treatment Plant
- Rialto Sewer Service Area*

- Valley Corridor Specific Plan Boundary
- Bloomington Community Boundary
- County Boundary

XX" Existing Line Size
(XX") Proposed Line Size

*Rialto Sewer Service Area per City of Rialto Sewer Master Plan (April 2013)
** Proposed improvement to lines along Santa Ana Ave, and entering the Rialto Waste Water Treatment Plant are required independent of the Specific Plan. Depending on future development in Rialto and Bloomington, a larger pipe diameter may be required.

Date: 7/28/2016 0 350 700 Feet

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Figure 3-10

EXISTING AND PROPOSED SEWER SYSTEM

Valley Corridor Specific Plan

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CHAPTER 4. DESIGN GUIDELINES

Quality development is achieved through attention to detail that is implemented from the initial conception of a project to the final construction of buildings, pathways, entry features, signage, and other design elements. This chapter presents design guidelines that encourage cohesive, quality design that is consistent with the overall vision for the Specific Plan area while allowing flexibility for creative and innovative ideas.

This chapter is divided into five sections: site design, building design, landscaping, lighting, and sustainability and healthy design. Photographs are included to provide examples of how some of the design standards and guidelines in this chapter could be implemented.

Applicability and Interpretation

These design 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. The provisions of this section shall apply to all new development within this Specific Plan boundary.

For structures within the Specific Plan area that combine residential and nonresidential uses within the same building (vertical or horizontal mixed use), all appropriate design guidelines shall apply.

Compliance with design guidelines written with "shall" or "must" is required. A guideline written with "should" requires compliance unless there is a legitimate reason or design substitute that is deemed acceptable by the Land Use Services Director. A standard written with "may," "can," or "could" or an action only, such as "encourage" or "consider," is highly recommended, but not required.

Please note that these 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.

4.1 Site Design

The integration of buildings, entries, parking lot layout, open spaces, and pedestrian and vehicular circulation is critical to achieving an overall sense of place. With the mix of proposed land uses within the Valley Corridor Specific Plan area, it is important to set guidelines to coordinate site planning between distinct building types and to ensure the connectivity of public spaces. Site design guidelines also provide direction for building placement and orientation, creating a defined streetscape that gives the project a distinct character from the surrounding development.

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4.1.1 Building Areas

Above: *Buildings in a shopping center front the street and are unified by a corner plaza that provides direct pedestrian access and exposure of the internal stores. Additionally, the landscaped areas provide transitions between the street, outdoor dining, and shopping.*

1. **Orientation.** Orient buildings to face onto streets, plazas, open spaces, and pedestrian pathways. This orientation will create more attractive, safe, and pedestrian-friendly streetscapes and public spaces, particularly at intersection nodes and project entryways. Use elements such as canopies, porches, stoops, trellises, and courtyards as transitional spaces between the private and public realms.
2. **Multiple buildings.** Multiple buildings in a single area should be grouped and organized to demonstrate a positive functional relationship to one another. Multiple buildings should be clustered to create functional plazas and pedestrian corridors. Where clustering is impractical, a visual link should be established between buildings through the integration of an arcade system, trellis, colonnade, or other such open structure.
3. **Landscape transitions.** Landscaping is encouraged to be used to buffer adjacent land uses that are different in scale, use, or design.
4. **Drive-throughs.** Drive-through businesses shall be situated so as not to block any other drive aisle or parking space. Stacking lanes for drive-through food service windows shall accommodate at least eight cars, and all other service windows shall accommodate stacking of at least four cars.
5. **Pedestrian access.** Buildings shall emphasize pedestrian access and connections to public sidewalks, paths, recreational facilities, and enhanced edges.
6. **Mixed use.** Mixed-use developments shall take special care in site design to mitigate potential conflicts between residential and nonresidential uses, such as noise, vibration, odor, and parking. To

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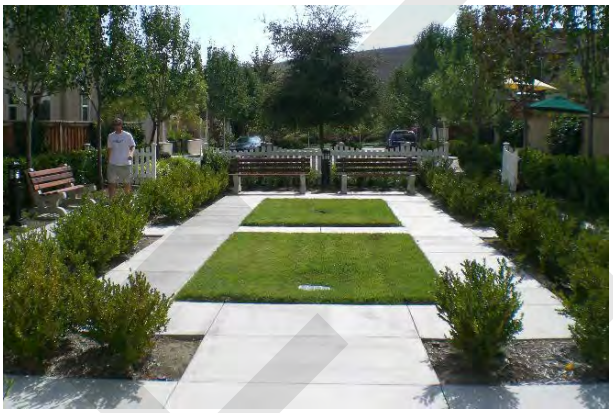
ensure the security of residents, residential and nonresidential uses shall not have common entrance hallways or common balconies.

4.1.2 Open Spaces and Pedestrian Areas



Left: *A community garden provides a place for residents to grow healthy fruits and vegetables while fostering community interaction.* ***Right:*** *A small courtyard offers a place for rest and relaxation as well as visual relief in an urban environment.*

1. **Amenities.** Public parks and other open spaces should incorporate community gathering facilities where feasible, such as: plazas, amphitheaters, community rooms, bandstands, and gazebos. Pedestrian pathways and open spaces should incorporate outdoor seating areas, trellises, shade trees, benches, planters, and other pedestrian-friendly elements. Large umbrellas and awnings are encouraged in front of commercial areas because they provide shade, soften hard building edges, add color, and create visual interest.
2. **Coordinated open space.** Land uses should coordinate their open space requirements to provide larger public spaces that are centrally located, functional, and serve multiple uses.
3. **Community gardens.** Residential projects are encouraged to include a community garden feature, provided a project includes a mechanism for security, maintenance, and administration of the space and certifies that soil quality is adequate.
4. **Orientation and location.** Public spaces shall be oriented to maximize their visual and physical links from adjacent streets and pathways. Public spaces should be strategically located along areas of pedestrian activity, such as shopping areas and major pedestrian throughways. Recreational facilities shall be conveniently and centrally located for the majority of residential units.
5. **Connectivity.** Pedestrian pathways should provide connectivity by connecting each project to neighboring properties and emphasizing links between different uses. Pedestrian connections shall also be provided between buildings and parking areas.
6. **Transit stops.** Pedestrian access shall be provided that links public transit stops to adjacent building entrances and links pedestrian connections to surrounding uses.
7. **Public safety.** Safety and visibility shall be considered in the design of both public spaces and pathways for the security of residents and their guests.

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4.1.3 Parking Areas

Left: *Planting areas in a parking lot provide opportunities for stormwater management and create separation between shared parking areas.* ***Middle:*** *A clear walking path with a landscape buffer separates vehicular traffic from pedestrians.* ***Right:*** *Planters and paving material visually separate a pedestrian entrance from vehicular drive aisles in a parking lot.*

Left: A pedestrian pathway should be well lit (shielded light fixtures shown). Other design features such as pavers or painted pavement can alert drivers to pedestrian crosswalks and pathways. ***Middle:*** *A centrally located sidewalk provides connectivity and a safe place for pedestrian and bicycles to navigate a large parking lot in a retail shopping center.* ***Right:*** *Landscaping, pedestrian-scale lighting, fencing, and paving materials provide pedestrians with a clear, attractive, and safe pathway through the parking lot.*

1. **Access points.** Entrance and exit points for parking areas should be well marked with streetscape and landscape features, including enhanced paving, landscaping, and architectural features.
2. **Parking location and screening.** Parking areas should be behind or to the side of commercial buildings where possible. Projects should minimize parking adjacent to service and loading areas. Parking should be screened from roadways with landscaping, berms, trellises, grade changes, or placement behind buildings.
3. **Landscaping.** One tree for every four parking spaces shall be planted within the 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.
4. **Vehicular and pedestrian space.** 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.
5. **Mixed-use parking.** Public parking for commercial or office uses should be clearly separated from private residential parking areas by signage, pavement markings, and physical separation (guest spaces may be intermingled).

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4.1.4 Service, Trash, and Utility Areas

Left: *Trash receptacles are screened from view by a gated enclosure with an arbor as an architectural element and an adjacent landscaped area as a buffer to adjacent parking.* ***Right:*** *Utility and trash area is accessible yet separated from parking in a well landscaped and architecturally compatible structure.*

1. **Loading, garage, and storage areas.** Commercial loading docks, garages, and storage areas should be either behind or to the side of the building served. Unless infeasible, primary vehicular access to these areas should not be directly from Valley Boulevard and should not interact with pedestrian areas. Such areas should be buffered from adjacent residential or mixed-use residential buildings.
2. **Accessory, service, and utility areas.** Accessory, service, and utility structures and areas should be incorporated within the building envelope whenever feasible. Facilities, such as sewer, gas, water, electric, telephone, and communications equipment, should be installed underground where feasible. If this is not possible, these areas shall be oriented away from public view and provide ornamental screening. Roof-mounted mechanical equipment is highly recommended.
3. **Trash and recycling areas.** Trash and recycling enclosures should be contained within the building envelope. If this is infeasible, they should be in discreet places and architecturally integrated with the overall design theme of the building. Trash and recycling enclosures are accessory structures and should be constructed with finishes of similar materials as the primary building.
4. **Separated from parking.** Trash and recycling enclosures and loading areas must be separated from adjacent parking stalls by minimum four-foot-wide planters, which shall contain groundcover plant material.
5. **Roof access.** Exterior roof-access ladders should be avoided; instead, access should be from within buildings.

4.2 Building Design

Building design guidelines ensure that buildings are aesthetically pleasing and functional without imposing unnecessary cost burdens. The Valley Corridor Specific Plan does not recommend a particular architectural style, but recommends consistency and authenticity in styles. The following guidelines direct the building form, architectural style, design details, and materials.

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4.2.1 Massing, Scale, and Forms

Left: *The building facade reflects a human scale and provides variation in elements such as window placement, articulation, offsets, and overhangs.* ***Right:*** *An outdoor gathering space is incorporated into the building through the use of an arcade-like projection, which also helps to visually break a long building frontage.*

Above: *A corner retail store has a well screened parking garage and features that exemplify acceptable building modulation, which include varying heights, change in color, building material, and the use of projections to provide visual interest.*

Above: *The front elevations of residential housing should focus on the home rather than the garage or parking area. As appropriate, the front elevations should also provide direct pedestrian access from the street.*

Left: *Parking structures should be integrated with the building and easily identified by signage.* ***Right:*** *Ground-floor commercial spaces can front or wrap a parking structure, creating a more comfortable pedestrian environment and activating the street.*

1. **Human-scale facades.** The ground-floor facades should be articulated to reflect the human scale through features such as inset windows, highlighted entryways, and building projections. Public plazas, outdoor dining, and other pedestrian-oriented activities are encouraged to divide ground-level building facades.
2. **Large or multibuilding projects.** Large projects should be designed as a cohesive collection of buildings with complementary scales instead of at one mass. Multibuilding complexes should be visually linked by complementary and unifying architectural elements.
3. **Adjacent to single family.** When adjacent to single-family detached homes, buildings over 30 feet high should be made less imposing by stepping back on elevations above the second floor.
4. **Building modulation.** Along streets or walkways, buildings should be articulated to create a visual interest.
    a. This can be accomplished through the application of windows, arcades, trellises, awnings, and other architectural features as well as color blocking, the appropriate application of detail elements, and breaking up the massing of the building.
    b. Depth and shadow interest should be incorporated through the addition of offsets, pop-outs, and overhangs.
    c. Building modulation is not required on the side of a development viewed from the freeway, though it is still encouraged for additional architectural interest.
5. **Long walls or facades.** A project should allow for visual relief to break up long, blank, unarticulated building walls or facades.
    a. For nonresidential buildings, there shall be no long, flat expanses of walls that exceed 50 feet without at least two of the following: color change, material change, texture change, plane projections or recesses, trellises or vines, balconies, or windows.
    b. For buildings that include residential uses, there shall be no long, flat expanses of walls that exceed 30 feet without at least two of the following: offsets; stoops/porches/balconies; columns; window and door reveals; and changes in height, materials and colors, and landscaping.
6. **Entryways.** Building entryways should be clearly marked and emphasized to invite passing pedestrians and break up building massing. Projecting or recessing building entrances is encouraged. Recessed entries allow the pedestrian space to transition from the sidewalk to the interior of the building. Long external corridors (more than 20 linear feet) that provide access to residential units are not permitted.
7. **Interior areas.** Courtyards, plazas, atriums, and other common open spaces should be used to bring light and air into interior areas.
8. **Single-family garages.** For single-family homes with attached or detached garages, garage wall planes on front elevations should be recessed a minimum of eight feet from the front-facing facade of the house. The front elevation should focus on the home, not the garage. The front elevation is defined as the portion of the structure fronting the public street that is not an alley.

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9. **Parking structures.** Parking structures should be designed as an integral part of the architecture of the development. They should have the same materials, color, and detail as the principal buildings of the development. When fronting Valley Boulevard, shops, offices, or other commercial spaces should be incorporated on the ground level of the parking structure to maintain a pleasant pedestrian experience.

10. **Freeway frontages.** The design of structures along Interstate 10 should take into account the speed and distance at which they will be viewed. This means that on most of the buildings viewed from the freeway, small-scale articulation and texture will be lost. Developments along the freeway should rely on bold changes in massing and color to establish identity. Small-scale articulation of these buildings and textures will still be appropriate at locations where pedestrians will experience them.

4.2.2 Architectural Style and Design Features

Left: *The architectural features of this retail building are good examples of a rooftop treatment, cornice along the roof line, arbor, and appropriate use of materials and color.* ***Right:*** *The corner treatment of this building provides a simple variation in the roof line while creating a focal point for the entryway.*

Left: *An apartment community uses vertical features and balconies to create interest along all sides of the building. Visually appealing and regionally appropriate landscaping enhances a community courtyard.* ***Right:*** *A variety of windows and window treatments, such as shutters and decorative molding, create visual interest on the front of this single-family home.*

1. **Authenticity.** Architectural styles and details should be authentic. Visible components of the building (e.g., materials, finish, texture, and color) should be treated and finished in a manner consistent with the overall architectural expression. The mixing of architectural styles is encouraged where details are complementary; however, architectural style should be consistent throughout an entire vertically mixed-use project.

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2. **Vertical features at key locations.** Towers and other vertical/prominent building features should be used to accentuate key elements such as building entries, pedestrian nodes, plazas, or courtyards.
3. **Building entries.** Entries should be visually appealing and identifiable to users. Elements such as architectural projections and porticos can help identify the main entry to a building.
   a. Each building shall provide a well-articulated, identifiable path of entry for pedestrian and vehicular users.
   b. Single-family (attached or detached) units should incorporate features such as stoops, terraces, courtyards, and porches to add to the character of a neighborhood.
4. **Roof treatments.** A variety of compatible roof planes and ridge heights may be used; however, the style and materials of the roof should be consistent with the overall building design. Projects are encouraged to use articulating elements such as roof overhangs, canopies, and parapets to establish hierarchy and add interest to building silhouettes. Rooftop building mechanical equipment shall be screened with vertical elements or a penthouse structure that is designed to be consistent with the building's architectural style.
5. **Building corners.** Buildings on public streets should encourage unique architectural elements at corners (without compromising line of sight or safety) or in the center of grouped buildings, such as:
   - Diagonal walls at corner
   - Public art
   - Shade structure
   - Significant setbacks on upper floors
   - Vertical focal elements
6. **Design details.** Design details should be included for each building frontage, such as:
   - Light fixtures
   - Decorative bulkheads
   - Shutters
   - Awnings for windows or balconies
   - Decorative cornices
   - Balconies on the second and/or higher floors
   - Pedestrian arcades

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4.2.3 Materials and Colors

Left: *Awnings can be used to provide shade for pedestrians as well as design details to a building's façade.*
Right: *The color scheme used for this grouping of buildings creates a unifying theme while differentiating individual businesses.*

1. **Quality.** Buildings shall use durable, high-quality materials that can be well maintained over a long period of time, with the appropriate use of colors and textures.

2. **Materials.** Only materials that perform well in an arid environment are permitted.

   a. Preferred exterior finish materials include: natural stone; concrete with textured, sandblasted, or painted finishes; and factory-finished metal panels (heavy gauge only, in corrugated or flat sections).

   b. Acceptable exterior finish materials include: precast concrete, stucco, or masonry with textured or sandblasted finishes. When stucco is used it should be applied with a smooth finish, which does not capture/retain dust and is easier to clean and maintain.

   c. Prohibited exterior finish materials include: plywood, sheet pressboard, and vinyl siding. Facade elements constructed of foam or foam molding are prohibited on the first eight feet of the ground floor of buildings. The use of highly reflective materials is discouraged.

   d. Glass, glazing systems, glass block, ceramic or natural stone tile, and metal panel systems are appropriate when used as accents.

   e. Windows and glass curtain-wall systems should be transparent. High-quality glass storefront-wall systems should be used in commercial or mixed use with commercial uses. Highly reflective or very dark glass is not allowed in commercial or mixed-use commercial buildings. They may be acceptable for some industrial uses.

3. **Color schemes.** To avoid monotony, a variety of color schemes is encouraged; however, building color and materials should be complementary throughout the project. Colors should include a base color and accent colors. Color schemes should be selected with a harmonious range of accent materials and roof profile colors.

4. **Building treatment.** Base materials have the illusion of "grounding" the building and setting one space apart from another, particularly as they face a street or walkway. The cornice of a building "caps" a building and terminates the top of a facade. Between the base and cornice is the body of the

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building, which should represent the majority of the building facade. In general, heavier materials should be used at the base and lighter materials should be used on the body and cornice areas of a building. Examples of materials suitable for each part of a building are listed below (not an exclusive or exhaustive list).

a. Base: plaster, ceramic tile, granite, stone, and split-face concrete block

b. Cornice: shaped, foam-based, plaster-covered cornice; roof overhangs with brackets; stepped parapets; and textured materials

c. Body: all preferred and acceptable materials listed under #2 of this section.

4.3 Landscaping

Landscaping guidelines apply to areas within the public street right-of-way and a limited area of private property at key intersections and on properties adjacent to the storm drainage channel/freeway. The intent of these guidelines is to improve the project area's appearance, enhance walkability, and stimulate private investment.

This Specific Plan recognizes that different land uses are compatible with different types of landscaping. For example, commercial businesses prefer short landscaping and trees with tall canopies to maximize storefront exposure. Residential uses prefer broad-canopied trees that provide shade and enhance curb appeal. Office and industrial uses can be compatible with either.

Because this Specific Plan permits a variety of uses in a variety of locations throughout the project area, the landscape design guidelines focus on creating a consistent streetscape and attractive public edges. The design guidelines are arranged through four landscaping zones: Nodal, Valley Boulevard, Freeway Screening, and Residential. See Figure 4-1, *Landscape Zones*, for a map of the zone boundaries. Below is a description of these four zones followed by suggested landscape options. Note that the Director of Land Use Services shall approve the landscaping for any public street (existing, newly constructed, or portions thereof) that is not shown or marked on Figure 4-1.

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4.3.1 Nodal Zones

Nodal zones are at key intersections of Valley Boulevard and Alder, Locust, Linden, Cedar, and Spruce Avenues. The zone's boundaries are on Figure 4-1, *Landscape Zones*). These intersections should serve as landmarks and gateways for the Specific Plan and Bloomington. Accordingly, landscaping should be designed as formal plantings of tall trees paired with smaller ornamental trees and drought-tolerant shrubs and groundcover. Tree grates and other hardscaping elements are also encouraged.

4.3.2 Valley Boulevard Zone

The Valley Boulevard Zone encompasses the right-of-way along properties fronting the primary roadway in this Specific Plan (except at nodes listed above). The purpose of this landscaping zone is to provide a consistent pattern of attractive and low-maintenance street trees that will provide shade without blocking exposure for commercial businesses. The street trees should be planted at intervals (consistent with the Affordable Bloomington development) and can be paired with tree grates, hardscape elements, drought-tolerant shrubs, or groundcover.

4.3.3 Residential Zones

The Residential Zone encompasses the right-of-way along streets north of Valley Boulevard. The majority of planned uses along these streets are residential or mixed use. The purpose of this landscaping zone is to create attractive streetscapes and home fronts while providing seasonal shade. The street trees should be planted at consistent intervals that maintain appropriate distance from driveways, curbs, and utility poles and structures. The street trees can be paired with drought-tolerant shrubs or groundcover.

4.3.4 Freeway Screening Zone

The Freeway Screening Zone encompasses the area set back 20 feet from property lines along the storm drainage channel and Interstate 10. The purpose of this landscaping zone is to improve the appearance of Bloomington through a mix of broad-canopied trees and drought-tolerant shrubs that can help filter the air and dust emissions from the adjacent freeway.

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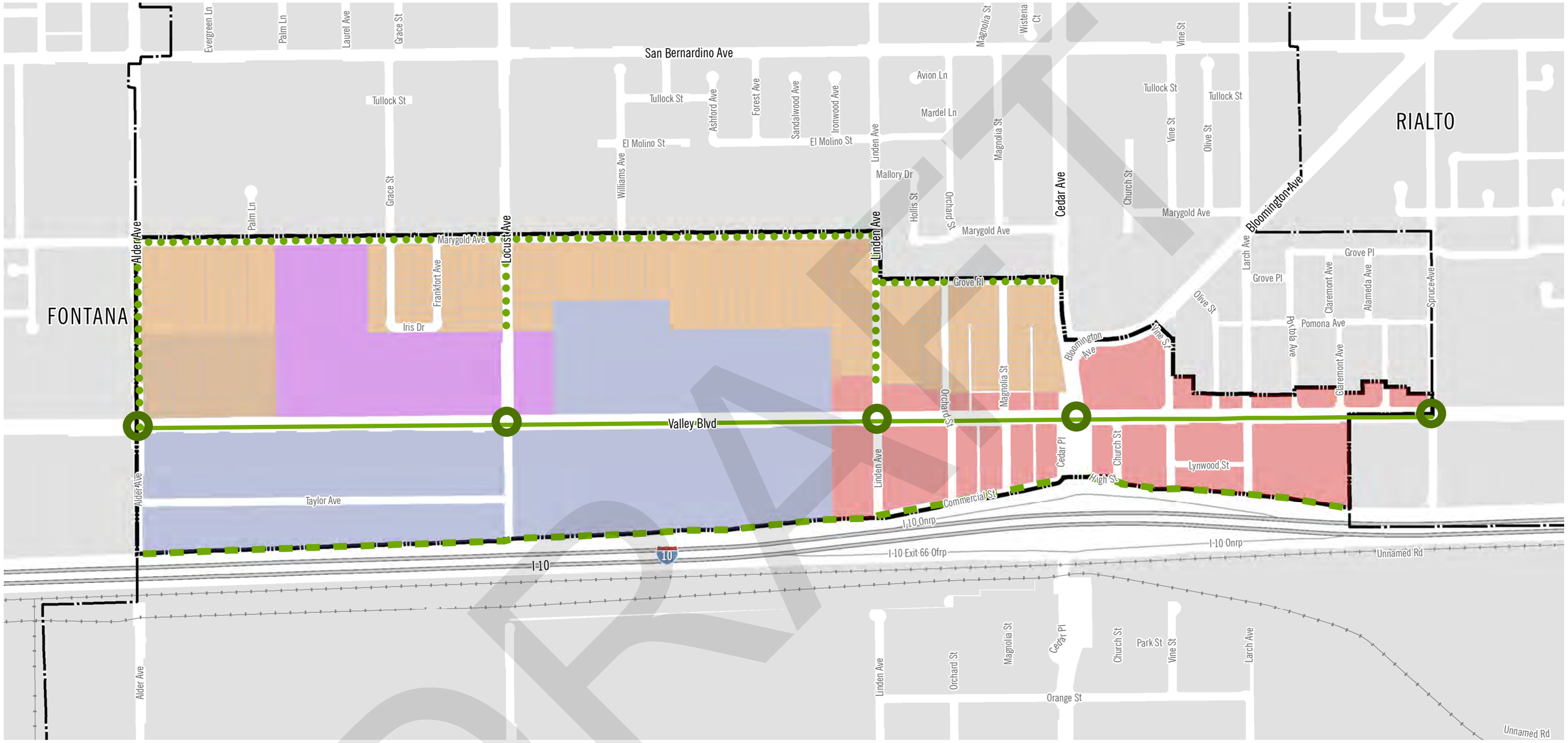


Landscape Zone

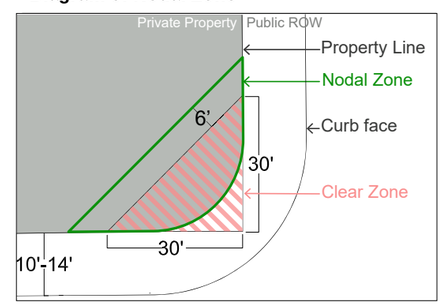
- Valley Boulevard Zone
- Residential Zone
- Freeway Screening Zone
- Nodal Zone*

Land Use Zoning District

- VC/LMR, Valley Corridor Residential Low Medium
- VC/MHR, Valley Corridor Residential Medium High
- VC/COM, Valley Corridor Commercial
- VC/MU, Valley Corridor Mixed Use
- VC/BE, Valley Corridor Bloomington Enterprise
- VC/OS, Valley Corridor Open Space*

- Valley Corridor Specific Plan Boundary
- Bloomington Community Boundary

***Diagram of Nodal Zone**



Clear Zone must be free of visual obstruction between 30 in. and 15 ft. from ground level.

NOTE:
The appropriate landscaping for any street (or portion thereof) not marked or shown shall be determined by the Director of Land Use Services.
*Valley Corridor Open Space (VC/OS) is a floating designation and will be applied to parcels as parkland and plaza space is built.

Date: 7/21/2016 0 350 700 Feet PLACEWORKS

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Figure 4-1

LANDSCAPE ZONES

Valley Corridor Specific Plan

4.3.5 Landscape Palette

Tables 4-1 to 4-4 provide lists of acceptable plant species (trees, shrubs, groundcover, and vines) that can be used in each landscaping zone. The tables identify water demand for trees as well as typical height at maturity and deciduous characteristic. They also describe which shrubs, groundcover, and vines are California native species and their typical water demand.

All plantings in the four landscaping zones in this Specific Plan must be approved by the Land Use Services Department. Landscaping should favor native species that are drought tolerant and have low water demand. Species that are invasive or have high water demands are prohibited. If plant species are selected that are not listed in the following tables, including edible plants, the following resources should be referenced:

- Guidelines in Landscape Plants for Western Regions by Bob Perry (1992)
- California Invasive Plan Council's invasive plant inventory list (www.cal-ipc.org/ip/inventory)
- Water Use Classification of Landscape Species list (WUCOLS IV) for species information regarding water usage to evaluate irrigation needs (http://ucanr.edu/sites/WUCOLS/)
- Local organizations such as the Incredible Edible Community Garden

Table 4-1 Acceptable Plant Species in the Nodal Landscape Zone

TREES				
Common Name	**Botanical Name**	**Height (feet)**	**Water Demand**	**Deciduous**
African Sumac	*Rhus lancea*	20–30	Low	No
Australian Willow	*Geijera parviflora*	30–35	Moderate	No
Brisbane Box	*Lopostemon confertus*	35–45	Moderate	No
Bronze Loquat	*Eriobotrya deflexa*	15–30	Moderate	No
California Sycamore	*Platanus racemosa*	30–90	Moderate	Yes
Camphor Tree	*Cinnamomum camphora*	35–40	Moderate	No
Canary Date Palm	*Phoenix canariensis*	30–50	Low	No
Chinese Evergreen Elm	*Ulmus parvifolia*	40–60	Low	Semi
Crape Myrtle	*Lagerstroemia indica*	25	Moderate	Yes
Date Palm	*Phoenix dactylifera*	30–50	Low	No
Desert Museum Palo Verde	*Cercidium 'Desert Museum'*	20	Low	No
Flaxleaf Paperbark	*Melaleuca linariifolia*	20–30	Low	No
Honey Locust	*Gleditsia triacanthos*	35–60	Low	Yes
Jacaranda	*Jacaranda mimosifolia*	25–40	Moderate	Yes
Japanese Blueberry Tree	*Elaeocarpus dicipiens*	20–30	Moderate	No
London Plane	*Platanus acerifolia*	40–80	Moderate	Yes
Marina Strawberry Tree	*Arbutus 'Marina'*	20–35	Moderate	No
Olive	*Olea europaea*	20–30	Low	No
Parkbark Tree	*Melaleuca quinquinerva*	20–40	Moderate	No
Southern Magnolia	*Magnolia grandiflora*	80	Moderate	No
Sweet Bay	*Laurus nobilis 'Saratoga'*	15–30	Low	No
Tipu Tree	*Tipuana tipu*	25–40	Moderate	Semi
Western Redbud	*Cercis occidentalis*	10–20	Low	Yes
Yew Pine	*Podocarpus macrophyllus*	15–50	Moderate	No

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Table 4-1 Acceptable Plant Species in the Nodal Landscape Zone

SHRUBS			
Common Name	**Botanical Name**	**Water Demand**	**CA Native**
Blue Glow Agave	*Agave 'Blue Glow'*	Very Low	No
Brittlebush	*Encelia farinose*	Very Low	Yes
California Coffeeberry	*Rhamnus californica*	Low	Yes
California Sagebrush	*Artemesia californica*	Low	Yes
Califronia Buckwheat	*Eriogonum fasciculatum*	Very Low	Yes
Cleveland Sage	*Salvia clevelandii / cvs.*	Low	Yes
Coast Rosemary	*Westringia fruticosa*	Low	No
Concah Ceanothus	*Ceanothus 'Concha'*	Low	Yes
Coral Aloe	*Aloe striata*	Low	No
Dark Star Ceanothus	*Ceanothus 'Dark Star'*	Low	Yes
Foxtail Agave	*Agave attenuate*	Very Low	No
Germander	*Teucrium x lucidrys*	Moderate	No
Indian Hawthorn	*Rhaphiolepis indica / cvs.*	Moderate	No
Japanese Boxwood	*Buxus microphylla japonica*	Low	No
Jerusalem Sage	*Phlomis fruticosa*	Low	No
Kangaroo Paw	*Anigozanthos flavidus*	Low	No
Lavender	*Lavandula spp. / cvs.*	Low	No
Lion's Tail	*Leonotis leonuris*	Low	No
Mediterranean Spurge	*Euphorbia characias wulfenii*	Low	No
Mexican Bush Sage	*Salvia leucantha / cvs.*	Low	No
New Zealand Flax	*Phormium tenax / cvs.*	Moderate	No
Penstemon (SW natives)	*Penstemon SW native spp. / cvs.*	Low	Yes
Pride of Madeira	*Echium candicans (fastuosum)*	Low	No
Ray Hartman Ceanothus	*Ceanothus 'Ray Hartman'*	Low	Yes
Rose	*Rosa spp. / cvs.*	Moderate	No
Rosemary	*Rosmarinus officinalis / cvs.*	Low	No
Saint Catherine's Lace	*Eriogonum giganteum*	Very Low	Yes
Scarlet Sprite Grevillea	*Grevillea 'Scarlet Sprite'*	Low	No
Tree Aloe	*Aloe arborescens*	Low	No

GROUNDCOVERS (GC) AND VINES				
Common Name	**Botanical Name**	**GC/Vine**	**Water Demand**	**CA Native**
Blood-Red Trumpet Vine	*Distictis buccinatoria*	Vine	Moderate	No
Bouteloua Blonde Ambition	*Bouteloua gracilis 'Blonde Ambition'*	Groundcover	Low	No
California Fuchsia	*Zauschneria californica*	Groundcover	Low	Yes
California Gray Rush	*Juncus patens / cvs.*	Groundcover	Low	Yes
California Meadow Sedge	*Carex pansa*	Groundcover	Moderate	Yes
Califronia Field Sedge	*Carex praegracilis*	Groundcover	Moderate	Yes
Carmel Creeper	*Ceanothus griseus horizontalis*	Groundcover	Moderate	M
Cat's Claw	*Macfadyena unguis-cati*	Vine	Low	No
Chinese Fountain Grass	*Pennisetum orientale*	Groundcover	Low	No
Coyote Brush	*Baccharis pilularis 'Pigeon Point'*	Groundcover	Low	Yes
Creeping Wild Rye	*Eleymus triticoides*	Groundcover	Low	Yes
Deer Grass	*Muhlenbergia rigens*	Groundcover	Moderate	Yes

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Table 4-1 Acceptable Plant Species in the Nodal Landscape Zone

GROUNDCOVERS (GC) AND VINES continued				
Common Name	**Botanical Name**	**GC/Vine**	**Water Demand**	**CA Native**
Dusty Miller	*Senecio cineraria*	Groundcover	Low	No
Foothill Sedge	*Carex tumulicola*	Groundcover	Low	Yes
Fornight Lily	*Dietes grandiflora*	Groundcover	Moderate	No
Giant Wild Rye	*Eleymus condensatus*	Groundcover	Low	Yes
Lantana	*Lantana cvs.*	Groundcover	Low	No
Pink Hair Grass	*Muhlenbergia capillaris*	Groundcover	Low	No
Pitcher Sage	*Salvia spathacea / cvs.*	Groundcover	Moderate	Yes
Poet's Jasmine	*Jasminum officinale*	Vine	Moderate	No
Prostrate Chamise	*Adenostoma fasciculatum 'Nicolas'*	Groundcover	Very Low	Yes
Rock Purslane	*Cistanthe grandiflora*	Groundcover	Low	Yes
Royal Trumpet Vine	*Distictis 'Rivers'*	Vine	Moderate	No
Sageleaf Rockrose	*Cistus spp. / cvs.*	Groundcover	Low	No
Santa Barbara Daisy	*Erigeron karvinskianus*	Groundcover	Moderate	No
Slender Veldt Grass	*Pennisetum spathiolatum*	Groundcover	Low	No
Trailing Lantana	*Lantana montevidensis*	Groundcover	Low	No
Yarrow	*Achillea millefolium / cvs.*	Groundcover	Low	No

Table 4-2 Acceptable Plant Species in the Valley Boulevard Landscape Zone

TREES				
Common Name	**Botanical Name**	**Height (feet)**	**Water Demand**	**Deciduous**
Australian Willow	*Geijera parviflora*	30–35	Moderate	No
Brisbane Box	*Lopostemon confertus*	35–45	Moderate	No
Bronze Loquat	*Eriobotrya deflexa*	15–30	Moderate	No
California Sycamore	*Platanus racemosa*	30–90	Moderate	Yes
Canary Date Palm	*Phoenix canariensis*	30–50	Low	No
Chinese Evergreen Elm	*Ulmus parvifolia*	40–60	Low	Semi
Cork Oak	*Quercus suber*	30–60	Low	No
Date Palm	*Phoenix dactylifera*	30–50	Low	No
Fern Pine	*Podocarpus gracilior*	20–60	Moderate	No
Holly Oak	*Quercus ilex*	60–80	Low	No
Honey Locust	*Gleditsia triacanthos*	35–60	Low	Yes
London Plane	*Platanus acerifolia*	40–80	Moderate	Yes
Mexican Palo Verde	*Parkinsonia aculeata*	20–30	Low	No
Olive	*Olea europaea*	20–30	Low	No
Parkbark Tree	*Melaleuca quinquinerva*	20–40	Moderate	No
Southern Magnolia	*Magnolia grandiflora*	80	Moderate	No
Tipu Tree	*Tipuana tipu*	25–40	Moderate	Semi
Yew Pine	*Podocarpus macrophyllus*	15–50	Moderate	No

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Table 4-2 Acceptable Plant Species in the Valley Boulevard Landscape Zone

SHRUBS			
Common Name	**Botanical Name**	**Water Demand**	**CA Native**
Brittlebush	*Encelia farinosa*	Very Low	Yes
Cleveland Sage	*Salvia clevelandii / cvs.*	Low	Yes
Coast Rosemary	*Westringia fruticosa*	Low	No
Coral Aloe	*Aloe striata*	Low	No
Foxtail Agave	*Agave attenuate*	Very Low	No
Germander	*Teucrium x lucidrys*	Moderate	No
Indian Hawthorn	*Rhaphiolepis indica / cvs.*	Moderate	No
Japanese Boxwood	*Buxus microphylla japonica*	Low	No
Jerusalem Sage	*Phlomis fruticosa*	Low	No
Kangaroo Paw	*Anigozanthos flavidus*	Low	No
Lavender	*Lavandula spp. / cvs.*	Low	No
Mediterranean Spurge	*Euphorbia characias wulfenii*	Low	No
Mexican Bush Sage	*Salvia leucantha / cvs.*	Low	No
Myrtle	*Myrtus communis*	Moderate	No
New Zealand Flax	*Phormium tenax / cvs.*	Moderate	No
Penstemon (SW natives)	*Penstemon SW native spp. / cvs.*	Low	Yes
Pride of Madeira	*Echium candicans (fastuosum)*	Low	No
Rose	*Rosa spp. / cvs.*	Moderate	No
Rosemary	*Rosmarinus officinalis / cvs.*	Low	No
Saint Catherine's Lace	*Eriogonum giganteum*	Very Low	Yes
Scarlet Sprite Grevillea	*Grevillea 'Scarlet Sprite'*	Low	No
Tree Aloe	*Aloe arborescens*	Low	No

GROUNDCOVERS (GC) AND VINES				
Common Name	**Botanical Name**	**GC/Vine**	**Water Demand**	**CA Native**
Alum Root	*Heuchera micrantha / cvs.*	Vine	Moderate	Yes
Bouteloua Blonde Ambition	*Bouteloua gracilis 'Blonde Ambition'*	Groundcover	Low	No
California Fuchsia	*Zauschneria californica*	Groundcover	Low	Yes
California Meadow Sedge	*Carex pansa*	Groundcover	Moderate	Yes
Califronia Field Sedge	*Carex praegracilis*	Groundcover	Moderate	Yes
Carmel Creeper	*Ceanothus griseus horizontalis*	Groundcover	Moderate	M
Carpet Geranium	*Geranium incanum*	Groundcover	Moderate	No
Cat's Claw	*Macfadyena unguis-cati*	Vine	Low	No
Chinese Fountain Grass	*Pennisetum orientale*	Groundcover	Low	No
Coyote Brush	*Baccharis pilularis 'Pigeon Point'*	Groundcover	Low	Yes
Creeping Wild Rye	*Eleymus triticoides*	Groundcover	Low	Yes
Dusty Miller	*Senecio cineraria*	Groundcover	Low	No
Foothill Sedge	*Carex tumulicola*	Groundcover	Low	Yes
Fornight Lily	*Dietes grandiflora*	Groundcover	Moderate	No
Lantana	*Lantana cvs.*	Groundcover	Low	No
Pink Hair Grass	*Muhlenbergia capillaris*	Groundcover	Low	No
Rock Purslane	*Cistanthe grandiflora*	Groundcover	Low	Yes
Santa Barbara Daisy	*Erigeron karvinskianus*	Groundcover	Moderate	No

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Table 4-2 Acceptable Plant Species in the Valley Boulevard Landscape Zone

GROUNDCOVERS (GC) AND VINES continued				
Common Name	**Botanical Name**	**GC/Vine**	**Water Demand**	**CA Native**
Stonecrop	*Sedum spp. / cvs.*	Groundcover	Low	No
Trailing Lantana	*Lantana montevidensis*	Groundcover	Low	No
Yarrow	*Achillea millefolium / cvs.*	Groundcover	Low	No

Table 4-3 Acceptable Plant Species in the Residential Landscape Zone

TREES				
Common Name	**Botanical Name**	**Height (feet)**	**Water Demand**	**Deciduous**
African Sumac	*Rhus lancea*	20–30	Low	No
Australian Willow	*Geijera parviflora*	30–35	Moderate	No
Bronze Loquat	*Eriobotrya deflexa*	15–30	Moderate	No
California Sycamore	*Platanus racemosa*	30–90	Moderate	Yes
Chine Flame Tree	*Koelreuteria bipinnata*	20–40	Moderate	Yes
Chinese Evergreen Elm	*Ulmus parvifolia*	40–60	Low	Semi
Coast Live Oak	*Quercus agrifolia*	40–60	Low	No
Cork Oak	*Quercus suber*	30–60	Low	No
Crape Myrtle	*Lagerstroemia indica*	25	Moderate	Yes
Flaxleaf Paperbark	*Melaleuca linariifolia*	20–30	Low	No
Goldenrain Tree	*Koelreuteria paniculata*	25–35	Moderate	Yes
Holly Oak	*Quercus ilex*	60–80	Low	No
Honey Locust	*Gleditsia triacanthos*	35–60	Low	Yes
Jacaranda	*Jacaranda mimosifolia*	25–40	Moderate	Yes
London Plane	*Platanus acerifolia*	40–80	Moderate	Yes
Olive	*Olea europaea*	20–30	Low	No
Parkbark Tree	*Melaleuca quinquinerva*	20–40	Moderate	No
Sweet Bay	*Laurus nobilis 'Saratoga'*	15–30	Low	No
Sweet Gum	*Liquidambar styraciflua*	60	Moderate	Yes
Yew Pine	*Podocarpus macrophyllus*	15–50	Moderate	No
SHRUBS				
Common Name	**Botanical Name**		**Water Demand**	**CA Native**
Brittlebush	*Encelia farinosa*		Very Low	Yes
Cleveland Sage	*Salvia clevelandii / cvs.*		Low	Yes
Coast Rosemary	*Westringia fruticosa*		Low	No
Coral Aloe	*Aloe striata*		Low	No
Foxtail Agave	*Agave attenuate*		Very Low	No
Germander	*Teucrium x lucidrys*		Moderate	No
Indian Hawthorn	*Rhaphiolepis indica / cvs.*		Moderate	No
Japanese Boxwood	*Buxus microphylla japonica*		Low	No
Jerusalem Sage	*Phlomis fruticosa*		Low	No
Kangaroo Paw	*Anigozanthos flavidus*		Low	No
Lavender	*Lavandula spp. / cvs.*		Low	No
Mediterranean Spurge	*Euphorbia characias wulfenii*		Low	No

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Table 4-3 Acceptable Plant Species in the Residential Landscape Zone

SHRUBS continued			
Common Name	**Botanical Name**	**Water Demand**	**CA Native**
Mexican Bush Sage	*Salvia leucantha / cvs.*	Low	No
Myrtle	*Myrtus communis*	Moderate	No
New Zealand Flax	*Phormium tenax / cvs.*	Moderate	No
Penstemon (SW natives)	*Penstemon SW native spp. / cvs.*	Low	Yes
Pride of Madeira	*Echium candicans (fastuosum)*	Low	No
Rose	*Rosa spp. / cvs.*	Moderate	No
Rosemary	*Rosmarinus officinalis / cvs.*	Low	No
Saint Catherine's Lace	*Eriogonum giganteum*	Very Low	Yes
Scarlet Sprite Grevillea	*Grevillea 'Scarlet Sprite'*	Low	No
Tree Aloe	*Aloe arborescens*	Low	No

GROUNDCOVERS (GC) AND VINES				
Common Name	**Botanical Name**	**GC/Vine**	**Water Demand**	**CA Native**
Alum Root	*Heuchera micrantha / cvs.*	Vine	Moderate	Yes
Bouteloua Blonde Ambition	*Bouteloua gracilis 'Blonde Ambition'*	Groundcover	Low	No
California fuchsia	*Zauschneria californica*	Groundcover	Low	Yes
California Meadow Sedge	*Carex pansa*	Groundcover	Moderate	Yes
Califronia Field Sedge	*Carex praegracilis*	Groundcover	Moderate	Yes
Carmel Creeper	*Ceanothus griseus horizontalis*	Groundcover	Moderate	M
Carpet Geranium	*Geranium incanum*	Groundcover	Moderate	No
Cat's Claw	*Macfadyena unguis-cati*	Vine	Low	No
Chinese Fountain Grass	*Pennisetum orientale*	Groundcover	Low	No
Coyote Brush	*Baccharis pilularis 'Pigeon Point'*	Groundcover	Low	Yes
Creeping Wild Rye	*Eleymus triticoides*	Groundcover	Low	Yes
Dusty Miller	*Senecio cineraria*	Groundcover	Low	No
Foothill Sedge	*Carex tumulicola*	Groundcover	Low	Yes
Fornight Lily	*Dietes grandiflora*	Groundcover	Moderate	No
Lantana	*Lantana cvs.*	Groundcover	Low	No
Pink Hair Grass	*Muhlenbergia capillaris*	Groundcover	Low	No
Rock Purslane	*Cistanthe grandiflora*	Groundcover	Low	Yes
Santa Barbara Daisy	*Erigeron karvinskianus*	Groundcover	Moderate	No
Stonecrop	*Sedum spp. / cvs.*	Groundcover	Low	No
Trailing Lantana	*Lantana montevidensis*	Groundcover	Low	No
Yarrow	*Achillea millefolium / cvs.*	Groundcover	Low	No

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Table 4-4 Acceptable Plant Species in the Freeway Screening Landscape Zone

TREES				
Common Name	**Botanical Name**	**Height (feet)**	**Water Demand**	**Deciduous**
Afghan Pine	*Pinus eldarica*	30–80	Low	No
African Sumac	*Rhus lancea*	20–30	Low	No
Brisbane Box	*Lopostemon confertus*	35–45	Moderate	No
Bronze Loquat	*Eriobotrya deflexa*	15–30	Moderate	No
Canary Island Pine	*Pinus canariensis*	50–80	Moderate	No
Chinese Evergreen Elm	*Ulmus parvifolia*	40–60	Low	Semi
Coast Live Oak	*Quercus agrifolia*	40–60	Low	No
Cork Oak	*Quercus suber*	30–60	Low	No
Fern Pine	*Podocarpus gracilior*	20–60	Moderate	No
Flaxleaf Paperbark	*Melaleuca linariifolia*	20–30	Low	No
Holly Oak	*Quercus ilex*	60–80	Low	No
Mexican Palo Verde	*Parkinsonia aculeata*	20–30	Low	No
Olive	*Olea europaea*	20–30	Low	No
Parkbark Tree	*Melaleuca quinquinerva*	20–40	Moderate	No
Red Iron Bark	*Eucalyptus sideroxylon*	50–60	Low	No
Sawleaf Zelkova	*Zelkova serrata*	40–60	Moderate	Yes
Southern Magnolia	*Magnolia grandiflora*	80	Moderate	No
Tipu Tree	*Tipuana tipu*	25–40	Moderate	Semi
Yew Pine	*Podocarpus macrophyllus*	15–50	Moderate	No
SHRUBS				
Common Name	**Botanical Name**		**Water Demand**	**CA Native**
California Coffeeberry	*Rhamnus californica*		Low	Yes
California Sagebrush	*Artemesia californica*		Low	Yes
Califronia Buckwheat	*Eriogonum fasciculatum*		Very Low	Yes
Century Plant	*Agave americana*		Very Low	No
Cleveland Sage	*Salvia clevelandii / cvs.*		Low	Yes
Concah Ceanothus	*Ceanothus 'Concha'*		Low	Yes
Dark Star Ceanothus	*Ceanothus 'Dark Star'*		Low	Yes
Hollyleaf Cherry	*Prunus ilicifolia*		Very Low	Yes
Hop Bush	*Dodonaea viscosa / cvs.*		Moderate	No
Jojoba	*Simmondsia chinensis*		Very Low	Yes
Lion's Tail	*Leonotis leonuris*		Low	No
McMinn Manzanita	*Arctostaphylos densiflora 'Howard McMinn'*		Low	Yes
New Zealand Flax	*Phormium tenax / cvs.*		Moderate	No
Photinia	*Photinia x fraseri*		Moderate	No
Ray Hartman Ceanothus	*Ceanothus 'Ray Hartman'*		Low	Yes
Tree Aloe	*Aloe arborescens*		Low	No

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Table 4-4 Acceptable Plant Species in the Freeway Screening Landscape Zone

GROUNDCOVERS (GC) AND VINES				
Common Name	**Botanical Name**	**GC/Vine**	**Water Demand**	**CA Native**
Blood-Red Trumpet Vine	*Distictis buccinatoria*	Vine	Moderate	No
California Gray Rush	*Juncus patens / cvs.*	Groundcover	Low	Yes
Cat's Claw	*Macfadyena unguis-cati*	Vine	Low	No
Chinese Fountain Grass	*Pennisetum orientale*	Groundcover	Low	No
Coyote Brush	*Baccharis pilularis 'Pigeon Point'*	Groundcover	Low	Yes
Deer Grass	*Muhlenbergia rigens*	Groundcover	Moderate	Yes
Giant Wild Rye	*Eleymus condensatus*	Groundcover	Low	Yes
Lantana	*Lantana cvs.*	Groundcover	Low	No
Royal Trumpet Vine	*Distictis 'Rivers'*	Vine	Moderate	No
Sageleaf Rockrose	*Cistus spp. / cvs.*	Groundcover	Low	No
Slender Veldt Grass	*Pennisetum spathiolatum*	Groundcover	Low	No
Trailing Lantana	*Lantana montevidensis*	Groundcover	Low	No

4.4 Lighting

Lighting design throughout the Valley Corridor Specific Plan can help enhance pedestrian and vehicular safety while highlighting design and landscaping features. This program addresses lighting for roadways, parking areas, and pedestrian areas, as well as architectural and landscape lighting.

Left: *Parking lot lighting should be scaled for pedestrians and shielded to minimize light spillage.* ***Middle:*** *Lighted bollards provide separation from vehicles and a safe path through a parking lot or between buildings—both at night and during the day.* ***Right:*** *A dual-purpose light pole provides shielded roadway and pedestrian lighting (Photo source: Duke Energy).*

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Left: *Lighting should be consistent with the building architecture and provided at various scales for pedestrians and automobiles, depending on location.* ***Right:*** *Parking lot lighting should be scaled for pedestrians and integrated with landscaping.*

4.4.1 General

1. **Overspill.** Exterior lighting elements shall be shielded or downward facing to minimize glare, spillover, and light pollution. Lighting elements shall be designed and located to provide sufficient illumination for access and security purposes, but shall not adversely impact the onsite or surrounding residential uses or project offsite onto other adjacent uses. Lighting elements shall also meeting the standards set forth in Chapter 83.07, "Glare and Outdoor Lighting," of the County of San Bernardino Development Code.
2. **Color and type.** White lighting is preferred. Colored lights are not encouraged unless they contribute to the theming of commercial areas or establishments. Blinking, flashing, and oscillating lights are prohibited.
3. **Materials.** Light fixtures shall be made of durable materials that are able to withstand constant use and exposure and are resistant to vandalism.

4.4.2 Building and Area Lighting

4. **Building entryways.** Adequate lighting shall be provided at all building access points, garages, and along pathways that lead to parking areas. This may include: freestanding lighting and lighting affixed to structures, walls, or trees.
5. **Architectural lighting.** Architectural lighting should be included in the design features of the building or concealed and flush with building walls to accent spaces, entries, and decorative architectural features. Lighting should be used to subtly highlight architectural features, but should not be used simply to advertise the building to passing vehicles.
6. **Roadway lighting.** Lighting poles along public or private roadways should include overhead lights (at least 20 feet above the sidewalk) that illuminate the road, and pedestrian-scale lights (generally between 10 and 16 feet above the sidewalk) that illuminate the pedestrian area. Lighting should also be positioned to enhance safety at key points along the roadway, including intersections and crosswalks.

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7. **Pedestrian lighting.** Pedestrian-scale lighting shall be provided at building entryways, along pathways, and in other open areas to protect public safety.
    a. Pedestrian lighting shall be placed at consistent heights (generally between 8 and 12 feet above the sidewalk) and intervals for effective illumination.
    b. Low-wattage, full-cutoff luminaires should be employed for pedestrian lighting fixtures.
    c. Full-cutoff luminaires are lighting fixtures that emit no uplight (no light above 90-degree horizontal plane), and a maximum of 10 percent of the total lumens between 80 and 90 degrees, resulting in minimal glare.
8. **Parking area lighting.** Parking area lighting shall provide sufficient illumination and coverage for the safety of all parking spaces. For parking lots open to the sky, lighting should be designed using many small-scaled, full-cutoff luminaires—rather than fewer excessively tall lights—that are up to 18 feet in height or up to 25 feet in height with the approval of the Land Use Services Director.
9. **Shared parking and common open space.** Lighting of shared residential parking areas and common open space areas should be aimed downward and/or shielded to minimize glare and light spillage.
10. **Pocket lighting.** Where appropriate, pocket lighting may be incorporated in walls, stairs, or bollards. Low-wattage and full-cutoff luminaires should be used for pocket lighting.
11. **Landscape lighting.** Landscape lighting should be used to highlight important landscape features. Landscape lighting fixtures are encouraged to be concealed, flush with grade, or attached to trees. String lights—nonblinking with white bulbs—may be used to accent trees or trellises within public spaces to create a festive atmosphere at night.
12. **Obstruction.** Freestanding light fixtures like light poles shall be placed so that pedestrians, disabled people, and bicyclists have at least four feet of unobstructed passage. Pocket lighting shall provide at least three feet of unobstructed passage.

4.5 Sustainability and Health

The environmental setting of Bloomington requires that certain measures be taken to protect the long-term social and economic investments that will be made through this Specific Plan. In particular, the hot, dry climate calls for drought-tolerant landscaping and increased energy requirements to cool buildings. Additionally, the design of buildings and development sites can influence people's health and well-being. The following standards and guidelines reinforce development that promotes physical activity and is attractive, efficient, and environmentally sustainable.

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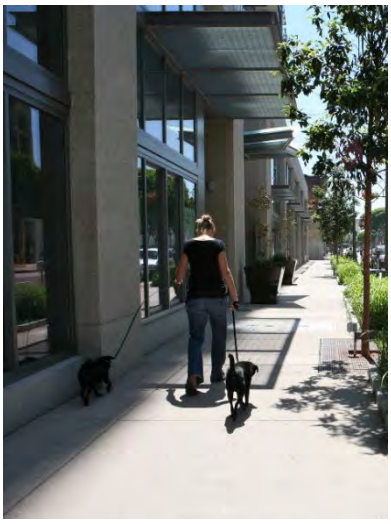
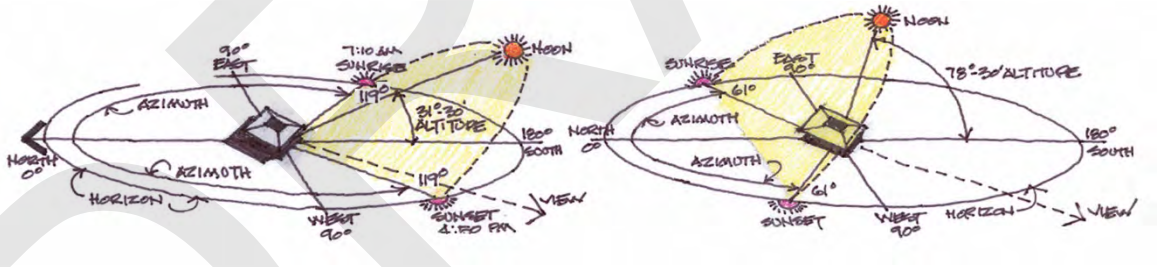
4.5.1 Site Design and Infrastructure



Left: *A covered sidewalk provides shade, which encourages walking, whether for shopping or enjoyment.* ***Right:*** *Landscaped areas can also be used for stormwater management.*

1. **Shading techniques.** Shading devices and techniques, such as roof overhangs, arcades, and trees, shall be incorporated into buildings and outdoor spaces to minimize unnecessary solar heat gain.

2. **Solar orientation.** Whenever appropriate, orient buildings 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. South- and west-facing windows should be shaded with an overhang, deciduous trees, or awnings to reduce summer exposure.



Above: *A generalized winter solar angle is illustrated on the left. A generalized summer solar angle is illustrated on the right.*

3. **Stormwater runoff.** The use of grass swales, particularly with native or drought-tolerant grasses, is encouraged to collect and filter water runoff. Developments should optimize stormwater retention in surface or subsurface storage areas for nonpotable uses such as irrigation and sewage conveyance.

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4.5.2 Building Design and Materials

Above: *Solar panels should be incorporated onto a home or nonresidential building in an effective location (with performance considerations given precedence over aesthetics).*

1. **Solar power.** Buildings should be designed to facilitate and accommodate photovoltaic cells for solar power. Solar-heated water is one efficient way to reduce energy needed for household activities.
2. **Natural light.** 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.
3. **Low emission materials.** Builders are encouraged to use flooring and insulation products that are low emitting in terms of volatile organic compounds (VOCs) and formaldehyde. Low- and zero-VOC paints, finishes, adhesives, caulks, and other substances are also recommended to improve indoor air quality and reduce the harmful health effects of off-gassing.
4. **Recycled aggregate.** 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. **Roofing materials.** The use of light-colored roofing materials to reflect heat and reduce cooling requirements of buildings, particularly Energy Star–labeled roofing materials, is encouraged.
6. **Appliances.** Energy Star–labeled appliances (e.g., water heaters, particularly tankless) should be installed to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92), or lower-nitrogen-oxide (as defined by the air quality management district) gas-fired water heaters are strongly encouraged.
7. **Green roofs.** A green roof is a roof of a building that is partially or completely covered with vegetation and soil, planted over a waterproofing membrane. Buildings are strongly encouraged to incorporate green roofs as a method of providing open space, thermal insulation/heat shields, and stormwater retention; reducing the building's energy use; and offering a visual benefit for people at the street level, on top of the building itself, and on top of adjacent buildings.

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4.5.3 Landscaping

Left: *Visable open space provides a place for active and passive use and should be planted with drought-tolerant material; lawn/turf should be limited to areas that serve a functional purpose.* ***Middle:*** *Drought-tolerant landscaping can be beautiful, adding color and reducing water demands throughout a project.* ***Right:*** *Green screen elements such as this wall-mounted trellis can act as heat shields and enhance the facade of a building.*

1. **Native, drought tolerant.** Landscaping should consist primarily of plant materials and species that are native to the western United States, drought tolerant, and have low water demand. Plants with similar water requirements should be grouped together, a technique known as hydrozoning.
2. **Lawn or turf areas.** Drought-tolerant grasses and ground covers should be used in place of conventional lawns or turf where appropriate; lawn/turf shall be limited to areas that serve a functional purpose such as active play.
3. **Irrigation systems.** Automated, high-efficiency irrigation systems (such as bubbler irrigation and low-angle, low-flow sprayheads) shall be installed to reduce water demand and use. Moisture sensors and other similar irrigation technology should be utilized to ensure that landscaping is watered only as needed.
4. **Shade trees.** Drought-tolerant or native canopy or deciduous tree species should be located around and near buildings, walls, windows, and paved areas to reduce solar heat absorbed by buildings and paved areas. Formal and informal groupings of canopy trees can also create visual interest, attract pedestrian activity, and create gathering spaces.
5. **Covered pedestrian areas.** Pedestrian areas, including pathways and plazas, should be covered by trees, arcades, trellises, or awnings to provide protection from the sun and other elements.
6. **Green walls.** Buildings are strongly encouraged to incorporate green screen elements along otherwise blank walls and similar locations. These include: 1) wall-mounted trellis panels; 2) freestanding trellis fences; 3) column trellis elements; 4) aboveground planters; and 5) horizontal shade structures. In addition to aesthetic and environmental control values, these elements are also useful for security and graffiti control.

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4.5.4 Healthy Design

Left: *Healthy design features can be used to encourage people to take the stairs.* ***Middle:*** *Transit stops should offer amenities to transit riders/pedestrians and bicyclists.* ***Right:*** *Designated bicycle parking areas should be visible from and located near a building entrance.*

1. **Open space and recreation.** Recreational amenities should provide activity options for various age groups. Projects should provide lighted sidewalks and active play/recreation areas to extend opportunities for physical activity into the evening.
2. **Visibility and access to active spaces.** Physical activity spaces should be in centrally visible locations to increase awareness and use by residents. Projects should provide visibility and access to outdoor spaces from lobby areas to increase use. Windows and balconies should overlook active spaces to increase awareness of the building's active features.
3. **Stairs.** Stairs should be visible and near the building's entrance; integrating stairs with the principal areas of travel in the building will increase their usage.
4. **Pathways.** Pedestrian pathways should connect less-active outdoor spaces with more-active uses. Patterned pathways can promote movement toward active features like the stairs and courtyard.
5. **Bicycle facilities.** Parking areas should incorporate bicycle parking as close to building entrances as possible.
6. **Greenhouse Gas (GHG) Reduction Performance Standards.** Development shall adhere to the County's GHG reducing performance standards to improve the energy efficiency, water conservation, vehicle trip reduction potential, and other GHG reducing impacts. Table 4-5 provides a comprehensive list of the performance standards that shall apply (as appropriate).

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Table 4-5 GHG Reduction Plan Performance Standards

Standard	GHG Reduction Plan Requirements
Operational Standards	**The developer shall implement the following as GHG mitigation during the operation of the approved project:**
Waste Stream Reduction	The "developer" shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
Vehicle Trip Reduction	The "developer" shall provide to all tenants and homeowners County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, and/or providing a web site or message board for coordinating rides.
Provide Educational Materials	The developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval. Non-Residential: The developer shall also provide to all tenants and require that the tenants shall display in their stores current transit route information for the project area in a visible and convenient location for employees and customers. The specific transit routes displayed shall include Omni Trans Route 8, San Bernardino-Mentone-Yucaipa.
Landscape Equipment	The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.
GHG – Design Standards	**The developer shall submit for review and obtain approval from County Planning that the following measures have been incorporated into the design of the project. These are intended to reduce potential project GHGs emissions. Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.**
Title 24 Energy Efficiency	The Developer shall document that the design of the proposed structures meets the current Title 24 energy-efficiency requirements. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this requirement, provided that the total increase in efficiency meets or exceeds the cumulative goal (100%+ of Title 24) for the entire project: Incorporate dual paned or other energy efficient windows, Incorporate energy efficient space heating and cooling equipment, Incorporate energy efficient light fixtures, photocells, and motion detectors, Incorporate energy efficient appliances, Incorporate energy efficient domestic hot water systems, Incorporate solar panels into the electrical system, Incorporate cool roofs/light colored roofing, Incorporate other measures that will increase energy efficiency. Increase insulation to reduce heat transfer and thermal bridging. Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.

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Table 4-5 GHG Reduction Plan Performance Standards

Standard	GHG Reduction Plan Requirements
Plumbing Water Efficiency	All plumbing shall incorporate the following: All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards. Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3. All hot water piping and storage tanks shall be insulated. Energy efficient boilers shall be used. Residential: If possible, utilize grey water systems and dual plumbing for recycled water.
Lighting Design	Lighting design for building interiors shall support the use of: Compact fluorescent light bulbs or equivalently efficient lighting. Natural day lighting through site orientation and the use of reflected light. Skylight/roof window systems. Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare. A multi-zone programmable dimming system shall be used to control lighting to maximize the energy efficiency of lighting requirements at various times of the day. Provide a minimum of 2.5 percent of the project's electricity needs by on-site solar panels.
Building Design	Building design and construction shall incorporate the following elements: Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities. Utilize natural, low maintenance building materials that do not require finishes and regular maintenance. Roofing materials shall have a solar reflectance index of 78 or greater. All supply duct work shall be sealed and leak-tested. Oval or round ducts shall be used for at least 75 percent of the supply duct work, excluding risers. Energy Star or equivalent appliances shall be installed. A building automation system including outdoor temperature/humidity sensors will control public area heating, vent, and air conditioning units
Landscaping	The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.
Irrigation Water Efficiency	The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to

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Table 4-5 GHG Reduction Plan Performance Standards

Standard	GHG Reduction Plan Requirements
	mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.
Recycling	Exterior storage areas for recyclables and green waste shall be provided. Where recycling pickup is available, adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.
Transportation Demand Management (TDM) Program	The project shall include adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Residential: If available, mass transit facilities shall be provided (e.g. bus stop bench/shelter). The developer shall publish ride-sharing information for ride-sharing vehicles and provide a website or message board for coordinating rides. The Program shall ensure that appropriate bus route information is available to tenants and homeowners Non-Residential: Preferred carpool/vanpool spaces shall be provided and, if available, mass transit facilities shall be provided (e.g. bus stop bench/shelter). The developer shall demonstrate that the TDM program has been instituted for the project or that the buildings will join an existing program located within a quarter mile radius from the project site that provides a cumulative 20% reduction in unmitigated employee commute trips. The TDM Program shall publish ride-sharing information for ride-sharing vehicles and provide a website or message board for coordinating rides. The Program shall ensure that appropriate bus route information is placed in each building.
GHG Installation/ Implementation	**The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/ procedures include the following:**
Exceeding Title 24	Design features and/or equipment that cumulatively increases the overall compliance of the project to exceed Title 24 minimum standards by five percent.
Energy-Efficiency Lighting	Interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.
Installation of Design Features	Installation of the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility/structure.
Verification	Installation of the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility/structure.
Construction Requirements	**The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following:**
Painting	Implement the approved Coating Restriction Plans.
Equipment	Select construction equipment based on low GHG emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or compressed natural gas (CNG) equipment.
Contractor Requirements	Non-Residential: Grading contractor shall provide the implement the following when possible: Training operators to use equipment more efficiently.

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Table 4-5 GHG Reduction Plan Performance Standards

Standard	GHG Reduction Plan Requirements
	Identifying the proper size equipment for a task can also provide fuel savings and associated reductions in GHG emissions. Replacing older, less fuel-efficient equipment with newer models. Use GPS for grading to maximize efficiency.
Grading Plans	Grading plans shall include the following statements: "All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration." "All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes."
Construction Traffic	Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flag person shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.
Construction & Demolition Debris	Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.
Educational Materials/Incentive	The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

Source: *County of San Bernardino Greenhouse Gas Reduction Plan*, 2011.

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CHAPTER 5. ADMINISTRATION AND IMPLEMENTATION

5.1 General Administration

The Valley Corridor Specific Plan acts as a bridge between the County General Plan, the Bloomington Community Plan, and individual development proposals. This Specific Plan implements policy direction by combining land use, mobility, and infrastructure plans; development standards and guidelines; and financing methods into a single document that is tailored to meet the needs of a particular area.

5.1.1 Authority

The County of San Bernardino initiated and prepared the Valley Corridor Specific Plan pursuant to the provisions of California Government Code, Title 7 Division 1, Chapter 3, Article 8 (Sections 65450 through 65457). The law allows the preparation of specific plans as required for the implementation of the general plan or community plan. This Specific Plan is the regulatory document guiding land use and development within the identified boundaries. Upon adoption by ordinance, it shall be implemented as the zoning for parcels within the Specific 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.

5.1.2 Environmental Clearance

Program Environmental Impact Report

This Specific Plan was adopted in compliance with the requirements of the Californian Environmental Quality Act (CEQA) (California Public Resources Code, Sections 21000 et seq.). Pursuant to the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3, Sections 15000 et seq.), the County of San Bernardino determined that implementation of the Specific Plan could result in potentially significant impacts and that the preparation of a programmatic level Environmental Impact Report (Program EIR) was required. The County released a notice of preparation to this effect on June 24, 2015, and held a scoping meeting on July 15, 2015.

The Valley Corridor Specific Plan EIR (State Clearinghouse No. SCH#2015061085) is a Program EIR. As provided in Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. The Specific Plan establishes an overall development program that can be characterized as one large project, but its implementation will require a series of future discretionary actions (approvals of specific projects) by the County of San Bernardino. The Specific Plan Program EIR is intended to serve as the primary environmental document for future entitlements (later activities) associated with implementation of the Specific Plan, including discretionary approvals requested or required to implement the project.

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Environmental Analysis of Future Development Activity

Pursuant to Section 15168 of the CEQA Guidelines, a later activity under the Specific Plan development program must be examined in the light of the Specific Plan Program EIR to determine whether additional environmental documentation must be prepared. Each later activity must undergo an initial study and analysis by the County to determine if the activity is within the scope of the Specific Plan Program EIR.

Because these later activities are not new projects, as defined by CEQA, compliance for each impact category is narrowed to a determination of whether the activity would result in: (1) no substantial change from the previous analysis; (2) a more severe impact; or (3) a new significant impact. Based on the results of the initial study, the County will determine which of the following actions is applicable to the later activity:

- The later activity is a component of and consistent with the Specific Plan and has been previously analyzed as a part of the Specific Plan Program EIR and findings certified pursuant to the CEQA Guidelines. No additional CEQA documentation is required. (CEQA Guidelines Section 15168)
- The later activity is a component of the Specific Plan and has been previously analyzed as a part of the Specific Plan Program EIR and findings certified pursuant to the State CEQA Guidelines; however, minor technical changes or additions are needed to make the previous documentation adequate to cover the project. An Addendum to the Specific Plan Program EIR is required. (CEQA Guidelines Section 15164)
- The later activity is either not a component of the Specific Plan or has not been previously analyzed as part of the Specific Plan Program EIR, in which case an initial study and additional environmental review under CEQA will be required unless the later activity is exempt under CEQA.

EIR Tiering. This approach is consistent with the tiering provision in California Public Resources Code Section 21083.3 and CEQA Guidelines Section 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. The type of CEQA review needed for each project will be determined by the County staff during their review of the project or development proposed.

Streamlined Environmental Review. In addition to a more limited review process, infill and transit-oriented infill projects may qualify for streamlined environmental review. CEQA Guidelines Section 15183.3 allows eligible urban infill projects to streamline the environmental review process by limiting the topics subject to review at the project level. CEQA Guidelines Section 15332 establishes a categorical exemption for small (less than five acres) infill development projects, provided the project would not results in any significant traffic, noise, air quality, or water quality impacts.

Because the Specific Plan area north of Valley Boulevard is in a high quality transit area (HQTA) as defined by the 2016–2040 Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy (SCAG RTP/SCS), additional streamlining may be available under California Public Resources Code, Sections 21155–21155.4.

Figure 3-5, *Pedestrian, Bicycle, and Transit System*, in Chapter 3 of this Specific Plan illustrates the geographic extent of the HTQA in relationship to the Specific Plan boundaries. The previously referenced sections of the state code identify streamlined environmental review for transit priority projects consistent with this Specific Plan. A transit priority project is:

- Consistent with the SCAG RTP/SCS;

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- Consists of at least 50 percent residential use (and a floor-area-ratio of at least 0.75 if it contains 26–50 percent nonresidential uses;
- Built at a density of at least 20 dwelling units per acre; and
- Is within a HQTA (within one-half mile of major transit stop or high quality transit corridor) as defined by the RTP.

5.1.3 Review and Approval Process

The Director of Land Use Services shall be responsible for administering the provisions of the Specific Plan in accordance with the State of California Government Code. The Zoning Administrator may act in the place of the Director for applications within the Specific Plan area that are within the Director's authority to approve.

For all specific procedures not modified or otherwise specified in the Specific Plan, all planning entitlements and permitting processes for projects requiring permits within the Specific Plan area shall be carried out in accordance with the procedures in Division 6 (Development Code Administration) of the County of San Bernardino Development Code.

Director of Land Use Services. Shall have the authority to conditionally approve, or deny applications that meet the requirements of this Specific Plan and do not require a conditional use permit.

Zoning Administrator. Shall have the authority to consider and act on requests for variances. The Zoning Administrator may approve, conditionally approve, or deny a request, or refer the application to the Planning Commission in accordance with Chapter 86.01 of the County of San Bernardino Development Code.

Design Review Committee. Shall have the authority to consider alternative configurations and compliances with certain development standards in this Plan, provided that these alternatives meet the fundamental intent of this Plan.

Planning Commission. Shall have the authority to recommend approval, conditional approval, or denial of conditional use permits, applications for variances, specific plan amendments, and appeals of the actions of the Director or Design Review Committee to the Board of Supervisors.

Board of Supervisors. Shall have the authority to approve, conditionally approve, or deny conditional use permits, applications for variances, specific plan amendments, and appeals of the actions of the Planning Commission.

5.1.4 Required Studies

Prior to project approval, applicants are required to submit the following analyses to ensure compliance with the County's Development Code, standard protocol, guidelines, and Valley Corridor Specific Plan EIR.

Traffic Study

Prior to approval of any project that would be accommodated by the Valley Corridor Specific Plan for any project forecast to generate 100 or more trips, as determined by a California Registered Traffic Engineer utilizing the latest edition of the Institute of Transportation Engineers' (ITE) Trip Generation, the project applicant shall prepare a traffic impact study consistent with the County of San Bernardino Traffic Impact Study Guidelines. The study shall identify all traffic impacts, improvement timing, and design. Immediate

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and direct impacts shall be constructed prior to the issuance of occupancy permits. Incremental future impacts shall pay a fair share contribution prior to the issuance of building permits.

Historical Resources Report

Future projects within the Specific Plan are required to implement measures contained within Chapter 82.12 of the County's Development Code.

Development or redevelopment projects on or near buildings or structures 45 years of age or older shall require a historical evaluation. Prior to project approval, the project applicant/developer shall prepare the historical evaluation in accordance with all applicable federal, state, and local guidelines for evaluating historical resources.

If, based on the evaluation of the property, it is determined that the proposed development or redevelopment project will have a substantial adverse effect on a historical resource defined in CEQA Section 15064.5(a) (i.e., it would reduce its integrity to the point that it would no longer be eligible for inclusion in the California Register of Historical Resources), then the project shall be designed to protect the historical resource through preservation, rehabilitation, retention/reuse, or onsite relocation.

The applicant shall follow the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer.

Health Risk Assessment

New industrial land uses that have industrial equipment that requires a permit to operate from the South Coast Air Quality Management District or have the potential to generate 40 or more diesel trucks per day; and are located within 1,000 feet of a sensitive land use (e.g. residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the County of San Bernardino prior to future discretionary project approval.

The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the applicable air quality management district. If the HRA shows that the incremental cancer risk exceeds ten in one million (I0E 06), particulate matter concentrations would exceed 2.5 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms.

T BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project.

5.1.5 Consistency Determination

Specific Plan Vision and Guiding Principles

The Specific Plan's Vision and Guiding Principles, presented in Chapter 1 (Vision and Summary) embody the spirit and intent of the Specific Plan. All projects proposed in the Specific Plan area must demonstrate that they support and reinforce the Vision and Guiding Principles. Project applications requiring

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entitlement shall include a narrative illustrating the project's compliance with applicable concepts of the Vision and Guiding Principles.

Consistency with the General Plan and Bloomington Community Plan

All provisions of this Specific Plan shall be consistent with the San Bernardino County General Plan, which is the overall policy document of the County. Additionally, this Specific Plan must also be consistent with the Bloomington Community Plan. Table 7-1, *General Plan Consistency*, provides a list of relevant goals from the General Plan and Bloomington Community Plan that are strengthened by the Specific Plan.

Table 5-1 General Plan Consistency

Land Use Element
Goal LU 1: The County will have a compatible and harmonious arrangement of land uses by providing a type and mix of functionally well-integrated land uses that are fiscally viable and meet general social and economic needs of the residents.
Goal LU 2: Residential land uses will be provided in a range of styles, densities, and affordability and in a variety of areas to live, ranging from traditional urban neighborhoods to more "rural" neighborhoods.
Goal LU 3: The unincorporated communities within the County will be sufficiently served by commercial land uses through a combination of commercial development within cities and unincorporated communities.
Goal LU 4: The unincorporated communities within the County will be sufficiently served by industrial land uses.
Goal LU 5: Reduce traffic congestion and air pollution and improve the quality of life for County residents by providing employment and housing opportunities in close proximity to each other.
Goal LU 6: Promote, where applicable, compact land use development by mixing land uses, creating walkable communities, and strengthening and directing development towards existing communities.
Goal LU 7: The distribution of land uses will be consistent with the maintenance of environmental quality, conservation of natural resources, and the preservation of open spaces.
Goal LU 9: Development will be in a contiguous manner as much as possible to minimize environmental impacts, minimize public infrastructure and service costs, and further countywide economic development goals.
Goal LU 10: Encourage distinct communities with a sense of "place" and identity.
Circulation and Infrastructure Element
Goal CI 2: The County's comprehensive transportation system will operate at regional, countywide, community, and neighborhood scales to provide connectors between communities and mobility between jobs, residences, and recreational opportunities.
Goal CI 3: The County will have a balance between different types of transportation modes, reducing dependency on the automobile and promoting public transit and alternate modes of transportation, in order to minimize the adverse impacts of automobile use on the environment.
Goal CI 6: The County will encourage and promote greater use of non-motorized means of personal transportation. The County will maintain and expand a system of trails for bicycles, pedestrians, and equestrians that will preserve and enhance the quality of life for residents and visitors.
Goal CI 7: The County will encourage and pursue development of regional transportation facilities, including roads, railroad, and airports, to be a multi-modal transportation hub and promote economic development.
Goal CI 9: The County will ensure the quality of life by pacing future growth with the availability of public infrastructures.
Goal V/CI 1: Ensure a safe and effective transportation system that provides adequate traffic movement.

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Table 5-1 General Plan Consistency

Housing Element
Goal H-1: A broad range of housing types in sufficient quantity, location, and affordability levels to meet the lifestyle needs of current and future residents, including those with special needs.
Goal H-2: An efficient administrative process that recognizes the need for efficient and timely review of residential projects while also ensuring and valuing the need for quality design, environmental review, and planning.
Goal H-3: Neighborhoods that protect the health, safety, and welfare of the community, and enhance public and private efforts in maintaining, reinvesting in, and upgrading the existing housing stock.
Goal H-4. Assist in the development, maintenance, modernization, and preservation of affordable housing; provide assistance where feasible for residents to rent or purchase adequate housing in San Bernardino County.
Goal V/H 1. Encourage a diversity of housing and neighborhood improvement and preservation strategies that will address the needs of residents living in County islands and spheres of influence.
Bloomington Community Plan
Goal BL/LU 1: Provide a mix of housing choices that support a range of lifestyles in the community, ranging from traditional urban neighborhoods to more "rural" neighborhoods.
Goal BL/LU 3: Ensure that commercial and industrial development within the plan area is compatible with surrounding uses and meets the needs of local residents.
Goal BL/LU 4: Provide adequate sites for the production of new senior housing.
Goal BL/CI 1: Ensure a safe and effective transportation system that provides adequate traffic movement while preserving the rural character of the community.
Goal BL/CI 2: Ensure safe and efficient non-motorized traffic circulation within the community.
Goal BL/CO 1: Preserve the significant historical sites and structures which contribute to the unique character of the Bloomington Community Plan area.
Goal BL/OS 1: Develop parks and recreation facilities to meet the recreational needs of the community.
Goal BL/ED 1: Promote economic development that is compatible with the character of the Bloomington community.

Source: County of San Bernardino, 2007.

5.1.6 Interpretation, Conflict, Appeals, and Severability

Interpretation

In case of uncertainty or ambiguity in the meaning or intent of any provision of this Specific Plan, the Director of Land Use Services shall have the responsibility and authority to interpret the meaning and applicability of all provisions and requirements of this Specific Plan, subject to appeal to the Planning Commission in compliance with Chapter 86.08 (Appeals) of the County of San Bernardino Development Code.

Conflict

In the event of a conflict between the provisions of the Specific Plan and the provisions in the County of San Bernardino Development Code, the Specific Plan shall prevail. For any other topical issue, development standard, design guideline, and/or regulation not addressed or otherwise specified in the Specific Plan, regulation and approval shall be carried out in accordance with the provisions of the County of San Bernardino Development Code. The most appropriate or closely matching code section and land use type or procedure will be determined by the Development Review Committee.

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Where this Specific Plan imposes a greater restriction upon the uses or design of structures or land, or upon the height of structures, or requires larger open spaces than are imposed or required by other ordinances, rules, or regulations or by easements, covenants, or agreements, the provisions of the Specific Plan shall prevail.

Appeals

Actions of the Director and the Zoning Administrator shall be appealable to the Planning Commission and then to the Board of Supervisors in compliance with Chapter 86.06 of the County of San Bernardino Development Code.

Severability

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

5.1.7 Specific Plan Amendments

Minor Amendments

Minor amendments include simple modifications to text or graphics that do not change the meaning or intent of the Specific Plan. The Land Use Services Director shall have the authority to determine whether a proposed amendment is a minor or major amendment. Minor modifications may be made administratively by the Development Review Committee, with appeals processed through the Planning Commission.

Major Amendments

Major amendments are modifications to exhibits or text that change the intent and/or development standards or other provisions of the Specific Plan. The Land Use Services Director shall have the authority to determine whether a proposed amendment is a minor or major amendment. Major modifications require an amendment to the Specific Plan and approval by the Planning Commission and Board of Supervisors.

5.1.8 Nonconforming Uses

An existing land use is lawful only when it was legally established in compliance with all regulations applicable at the time the use was established and when it is operated and maintained in compliance with all applicable provisions of the County of San Bernardino Development Code. As established in Chapter 3 (Development Plan and Standards) of this Specific Plan nonconforming parcels, uses or structures must comply with the following standards:

Nonconforming parcels. Any project that cannot meet the minimum project size requirement (e.g., due to public right-of-way or an inability to acquire or jointly develop with adjacent project) may still be developed provided the project conforms to all other development standards and provisions in this Specific Plan.

Nonconforming uses or structures. See County of San Bernardino Development Code, Chapter 84.17, Nonconforming Uses and Structures.

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5.1.9 Onsite Improvements

Onsite improvements are intended to increase the value of a property and to provide public realm improvements, as described in this Specific Plan. They can occur within the parcel boundaries or within the right-of-way adjacent to the property. The County may require applicants to install or consent to onsite improvements through a development agreement or as a condition of approval, on subject property or in the right-of-way adjacent to the property bounded by the centerline of the street.

5.2 Implementation

This section identifies implementation strategies for proposed transportation, infrastructure, open space, aesthetic, and other community improvements proposed by this Plan in support of the Specific Plan Vision, Guiding Principles, and development plans. Transportation-related improvements include additional bike and pedestrian facilities as well as intersection enhancements as proposed in Chapter 3 (Development Plan and Standards). Open space and community improvements include concepts such as park relocation and expansion, new public plazas, and the possible addition of a community garden or fruit park.

Lastly, implementation of infrastructure requirements for future development, also outlined in Chapter 3, will require multiagency coordination. The following implementation plan provides a description of improvements, an outline of near-term implementation tasks, and funding and partnership ideas to bring change to the Specific Plan area.

5.2.1 Description of Public Improvements

Additional information for the following improvements are discussed in greater detail and supported by maps, illustrations, and photos throughout this Specific Plan. The descriptions provided below summarize the proposed improvements as they are referenced throughout the implementation plan in relation to funding and phasing of projects.

Multimodal Improvements

Valley Boulevard. A multimodal street design is proposed for Valley Boulevard. The proposed street section accommodates four lanes of vehicular traffic but adds a class II bike lane on each side of the street while maintaining a wide, well-lit and landscaped path for pedestrian use.

Additional Bikeways. Other multimodal improvements are proposed along Cedar Avenue and Bloomington Avenue through partial implementation of a bikeway proposed in SANBAG's Non-Motorized Transportation Plan. This important connection provides better access to transit stops in the area. Moreover, this improvement—along with the addition of three class III bike routes that would connect Valley Boulevard with San Bernardino Avenue via Alder, Locust, and Linden Avenues—would create a complete bikeway system through the Specific Plan area and into northern Bloomington.

> ***Agency Coordination:*** County of San Bernardino Department of Land Use Services, County of San Bernardino Department of Public Works, County of San Bernardino Department of Public Health
>
> ***Additional Potential Partnerships:*** Inland Empire Biking Alliance, Colton Joint Unified School District

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Transit Stops. Shaded bus shelters protect riders from extreme temperatures, rain, and/or wind while providing a safe place for people to wait. The County will encourage Omnitrans to provide bus shelters and improved signage to increase rider safety and comfort and to increase ridership.

Agency Coordination: County of San Bernardino Department of Public Works, Omnitrans

Intersection Improvements

The following list identifies improvements that are directly needed by the buildout of the Specific Plan as well as improvements that are the result of cumulative traffic impacts generated by the buildout of the Specific Plan and other projects included in the San Bernardino Transportation Analysis Model. The County will coordinate with the appropriate agencies to contribute fair share contributions.

Sierra Avenue Intersections. Two improvements (one right-turn lane) are anticipated at intersections in Fontana (Sierra Avenue at San Bernardino Avenue and Valley Boulevard). The County will need to coordinate with the City of Fontana to determine when these improvements are needed.

Agency Coordination: County of San Bernardino Department of Land Use Services, County of San Bernardino Department of Public Works, City of Fontana

Alder Avenue and Valley Boulevard Intersection. Multiple improvements are anticipated at the intersection at the County's border with the City of Fontana (see Table 3-5 in this Specific Plan). The County will need to coordinate with the City of Fontana to determine when these improvements are needed.

Agency Coordination: County of San Bernardino Department of Land Use Services, County of San Bernardino Department of Public Works, City of Fontana

Locust Avenue and Marygold Avenue Intersection. A modification to the right turn lane (northbound) to add a through option is proposed at the intersection of Locust Avenue and Marygold Avenue.

Agency Coordination: County of San Bernardino Department of Land Use Services, County of San Bernardino Department of Public Works

Cedar Avenue Intersections. An additional third through lane (northbound) is proposed at the intersection of Cedar Avenue and Valley Boulevard. A second left-turn lane (eastbound) is proposed at the intersection of Cedar Avenue Slover Avenue.

Agency Coordination: County of San Bernardino Department of Land Use Services, County of San Bernardino Department of Public Works

Alder Avenue and Marygold Avenue Intersection. A signalized intersection is proposed to replace the existing four-way stop at the intersection of Alder Avenue and Marygold Avenue. This improvement is anticipated to be needed once the Specific Plan reaches 80 percent of the projected buildout.

Infrastructure

Water. The Valley Corridor Specific Plan area is served by three water agencies. Private development is required to work with the applicable agency if a proposed project is within an area that will require upsizing to accommodate additional development. Specific details including the location of water improvements, is provided in the Infrastructure Plan in Chapter 3 of this Specific Plan.

Agency Coordination: County of San Bernardino Department of Public Works, Fontana Water Agency, Marygold Mutual Water Company, West Valley Water District

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Drainage. Future development may be required to work with the City of Rialto regarding the timing of upsizing for storm drain lines when proposing a new project in the Specific Plan area. Projects are also required to submit supplemental analysis to ensure that project sites and drainage designs do not result in an adverse impact to the Caltrans Channel. Additionally, the provisions of an MS4 permit must be met as outlined in the Infrastructure Plan in Chapter 3 of this Specific Plan.

Agency Coordination: County of San Bernardino Department of Public Works, City of Rialto

Sewer. Implementation of this Specific Plan may require numerous additional connections to existing lines along Valley Boulevard, an extension of the new 18-inch line to Alder Avenue, and new 8-inch and 12-inch lines to extend service to the north and south. The exact size and location of future sewer lines will depend upon the density, intensity, and type of future development proposed. Future development may need to work with the City of Rialto regarding additional flow created by new development.

If an ordinance is adopted to establish development impact fees related to sewer improvements (see Sections 5.2.2 and 5.2.3, below), the entirety of Community Service Area (CSA) 70 Zone BL (Bloomington) and the potential additional tributary area (see Figure 3-9, *Existing and Proposed Sewer System*) should also be considered for inclusion.

Agency Coordination: County of San Bernardino Special Districts Department, County of San Bernardino Economic Development Agency, City of Rialto

Public Park and Plaza Space

Ayala Park Relocation. Ayala Park should be moved to a safer and more accessible location, with an emphasis on leveraging the new Bloomington Branch Library and considering the inclusion of a community garden and/or fruit Park. As specified in the Specific Plan, Ayala Park may be relocated anywhere in Bloominton between Valley Boulevard and San Bernardino Avenue. A community garden can be cared for by community organizations or local schools.

Agency Coordination: Caltrans, Bloomington Parks and Recreation District, County of San Bernardino Economic Development Department, County of San Bernardino Department of Land Use Services, County of San Bernardino Department of Public Health, Bloomington Branch Library

Additional Potential Partnerships: University of California Cooperative Extension Master Gardeners Program of San Bernardino County, Incredible Edible Community Garden, Arts Connection, Colton Joint Unified School District

Landscaping and Lighting

Landscaping and Lighting. Chapter 4, Section 4.3 (Landscaping), of this Specific Plan, provides a list of plant material suitable for various parts of the Specific Plan. Plants and trees can be instrumental in creating an attractive and walkable place while cleaning the air and lowering building energy costs. Street trees and street lighting is identified in Chapter 3, Figure 3-2, *Valley Boulevard Street Section,* of this Specific Plan. Lighting creates a more attractive streetscape and adds real and perceived safety to those walking or biking along Valley Boulevard. Sections 5.2.2 and 5.2.3 (below) address the establishment of a landscaping and lighting maintenance district.

Agency Coordination: County of San Bernardino Special Districts Department, County of San Bernardino Department of Land Use Services, County of San Bernardino Department of Public Health, County of San Bernardino Department of Public Works

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Facade Improvement

Facade Improvement Program. As properties in the Specific Plan are redeveloped to capitalize on new opportunities afforded by the Valley Corridor Specific Plan, some properties and buildings that are adequate for existing use may benefit from facade improvements and the installation of streetscape improvements. The County may be able to use Community Development Block Grant funding to seed the program.

Subsequent to the adoption of this Specific Plan, the County may consider establishing a facade improvement program. The County could establish a contractual assessment district (discussed in Section 5.2.3, below) to pay for these improvements. The County would be responsible for maintaining the program and working with interested property owners.

> ***Agency Coordination:*** San Bernardino County Department of Land Use Services, County of San Bernardino Economic Development Agency

5.2.2 Implementation Tasks

The following tasks are intended to guide the County through near-term implementation of the Valley Corridor Specific Plan.

Task 1. Adopt Interim Development Agreement Policy

It is likely that property owners and developers will propose new developments after the Specific Plan is adopted, but before other components of the public realm improvement implementation program are completed. In such cases, the County should negotiate with those developers to provide the public realm improvements and/or pay fees commensurate with the expected level of development impact fees.

In no case shall a development agreement be used to alter or in any way vary from any of the regulatory standards, design guidelines, or other requirements of the Specific Plan.

As an alternative, the County could coordinate with applicants to pay fees commensurate with the expected level of development impact fees before or concurrently with approval of entitlement.

Task 2. Prepare Ultimate Roadway Design and Specifications

The County shall prepare the design and specifications for the ultimate intersection improvements including turning lanes and a traffic signal. The design and specifications shall indicate which improvements are required as a condition of approval for new development. This information will also inform a development impact fee nexus study or applicant studies submitted to determine fair share contributions for roadway improvements.

Task 3. Augment Extraterritorial Agreement to Expand Sewer Service and Capacity

The County shall coordinate with the City of Rialto to augment the existing extraterritorial agreement that currently provides service for the Affordable Bloomington/Bloomington Branch Library development. The County will consider service for the Valley Corridor Specific Plan along with the potential to serve the balance of CSA 70 Zone BL and the potential additional tributary area. The County coordinate with the City of Rialto to augment the current extraterritorial agreement to expand sewer service and capacity for all or part of the Specific Plan.

Alternatively, the County could approve development that does not require sewer connection (through a septic or batch treatment system).

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Task 4. Create a Streetscape Plan

The County shall prepare a streetscape plan, covering street lighting, pedestrian lighting, street furniture, and landscaping for all public roadways addressed in Figure 4-1, *Landscape Zones*. The streetscape plan shall indicate which improvements are required as a condition of approval for new development, which improvements may be provided through a contractual assessment district, and which the County may construct or install on its own using County revenues.

This information will inform a development impact fee nexus study or applicant studies submitted to determine fair share contributions for roadway improvements. This information will also inform the formation of a landscaping and lighting maintenance district.

The streetscape plan can also include standards and specifications for a facade improvement program. Unlike the other streetscape improvements, though, the facade improvement program likely would apply only to existing buildings and likely would only be implemented through a contractual assessment district.

Task 5. Prepare Project-by-Project Studies or Comprehensive Development Impact Fee Nexus Studies for Roadway and Sewer Improvements

The County may coordinate with each applicant on project-by-project basis to determine the fair share costs of public improvements through studies for roadway and/or sewer improvements. If the County wants a comprehensive analysis of the entire Specific Plan area to assess the costs of public improvements to new development through impact fees, the County must conduct a nexus study to determine the proportion of improvement costs attributable to new development and then adopt an ordinance establishing the fees.

If the County conducts an impact fee study, the County would then adopt an ordinance establishing development impact fees for the Specific Plan area (the area included may be larger for sewer improvements). In preparing the ordinance, the County would establish when the improvements will be made, how the County would pay the up-front costs, and how and when the County would be repaid through the collection of impact fees. The County would also determine whether or not a special fund is needed for the improvements paid through impact fees.

For sewer service, the County shall coordinate with applicants on a project-by-project basis, prepare a development impact fee, or form an improvement zone to guarantee funding and improvement of sewer infrastructure prior to the issuance of the first building permit west of Cedar that exceeds the remaining 139 EDUs of sewer capacity for projects that require a sewer connection pursuant to the Specific Plan. This would be in addition to whatever funding agreement is included in the extraterritorial agreement with the City of Rialto to provide sufficient treatment plant capacity.

Task 6. Prepare Property Tax Study, Development Impact Fee Nexus Study, and Adopt Impact Fee Ordinance for Park and Recreation Facility Construction, Operations, and Maintenance

The provision of public park and recreation facilities to serve the Specific Plan will involve construction costs as well as ongoing operations and maintenance costs. Chapter 89.02, "Recreational Facilities Financing," of the County of San Bernardino Development Code, addresses the provision of park and recreation facilities through residential subdivision regulations and the dedication of land and/or payment of residential development fees.

Additionally, the Specific Plan falls within the Bloomington Recreation and Parks District (BRP District), which is operated through the County Special Districts Department. The BRP District is funded through a portion of property taxes to finance the construction, operations, and maintenance of facilities and services

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within the BRP District boundaries. New development in the Specific Plan and BRP District creates additional demand for park and recreation facilities. The new development also generates additional property tax revenue to support the cost of additional facilities.

To ensure sufficient funding is available, the County shall establish a residential development impact fee tied to the issuance of a building permit to generate revenue from all residential development, and not just those requiring a subdivision of land. After preparing an improvement plan for parks and recreation facilities to serve the Specific Plan, the County shall conduct a nexus study to determine the proportion of improvement costs attributable to new development and then adopt an ordinance establishing the fee, as outlined in Task 5. The nexus study could cover the entirety of the BRP District or just the Specific Plan area.

The BRP District shall also conduct a property tax study to compare existing and projected costs against existing and projected revenues. If the study determines additional funding is needed, a property tax increase will be submitted to the voters within the BRP District for approval to close the cost gap.

The funding described above would be in addition to the $714,000 grant the County obtained through the State Housing-Related Parks Program to create a new park. The County obtained this grant based in large part on the successful Affordable Bloomington development.

Task 7. Maintain a Tracking System for Development and Park Acreage

The County shall prepare and maintain a tracking system to monitor the amount and type of development constructed, including the amount and type of associated park and recreation facilities. As stated in Chapter 3 of this Specific Plan, parkland or plaza space may be provided entirely within the Specific Plan boundary or in part or wholly outside the Specific Plan boundary. However, all of the acreage must be north of Interstate 10, and at least 50 percent of the acreage must be between Valley Boulevard and San Bernardino Avenue.

Task 8. Restripe Roadways and add Signage for Bikeway Facilities

The County shall prepare design and specifications for restriping roads to reduce lane widths. Opportunities for bicycle facilities and on-street parking will be considered. The County should complete the restriping within six months of completing the ultimate roadway design and specifications, dependent on funding availability.

Task 9. Establish a Landscaping and Lighting Maintenance District

Following the completion of the streetscape plan, the County shall establish a landscaping and lighting maintenance district (LLMD) for the Specific Plan area.

Task 10. Establish a Contractual Assessment District

The County may establish a contractual assessment district to provide a mechanism to allow property owners not developing or redeveloping their property to obtain roadway improvements and streetscape and facade improvements. The contractual assessment district would establish the parameters for which improvements are covered, how and when the improvements would be made, which properties are eligible, and the standards for entering into an agreement for contractual assessments.

A contractual assessment is completely voluntary on the part of property owners and can be entered into on a parcel-by-parcel basis. If interested, property owners could obtain qualified improvements on or adjacent to their property by joining the contractual assessment district. The County would construct or install the specific improvements, and the property owner would repay the County over time through an

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annual assessment on the property. The assessment would run with the land, and subsequent property owners would be bound to the agreement.

In conjunction with establishing the contractual assessment district, the County will establish a special fund to account for monies the County invests in the district and the eventual repayment to the County. The County can make a one-time investment in the district to create a revolving loan fund in which funds are reused as they are repaid.

The County may also make investments on an as-needed and as-available basis and collect repayments each year as assessments are paid to the district. The special fund used to account for the contractual assessment district may be a stand-alone fund or may be part of a single special fund for the Specific Plan, in which case it would include parking meter fees and park in-lieu fees.

The County may, at any time, choose to construct and install roadway improvements and streetscape improvements in any part of the Specific Plan area. Absent contrary provisions in the ordinance establishing the contractual assessment district or in any agreements, County construction and installation of improvements would not terminate or invalidate any existing contractual assessment agreements.

The County could establish a contractual assessment district within six months of the completion of Tasks 2 and 3. The County may also include a sunset provision.

Task 11. Coordinate with the Community on Programming

There are several ways in which the County and community can increase its access to nutritional food, foster greater entrepreneurship, promote physical activity, and facilitate local collaborations and partnerships.

The following is an initial list of potential programs that could be developed by the County and/or community members to implement the Valley Corridor Specific Plan and its vision. This list does not represent requirements or absolute commitments on behalf of the County, residents, property owners, business operators, or the development community.

- **Micro-enterprise advisory services.** Any community building may provide space for micro-enterprise specialists to periodically consult with local people on business practices, startup, micro-lending, and general business development. Grant programs—especially through foundations and other public/private partnerships—can be a good source of funding.
- **Safe routes to school.** Safe Routes to School is a national and international movement to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools. Grants are available at multiple levels to fund safe access from the Specific Plan area to school routes.
- **Bicycle lanes and share program.** After the installation of bicycle lanes along Valley Boulevard and the development of one or more activity centers along the corridor, a bike sharing program could be piloted. Bike sharing programs allow people to borrow a bike from point "A" and return it at point "B". Many bike-share systems offer subscriptions that make the first 30–45 minutes of use either free or very inexpensive, encouraging use as transportation.
- **Commercial kitchen.** Adding value to raw fruits and vegetables is possible through access to kitchens that meet all legal requirements for processing and packaging foods. A shared commercial kitchen could allow farmers/gardeners/cooperatives to turn produce, like peppers, into higher value products, like salsa. Renting space by the hour dramatically reduces the cost of entry into the food processing business sector. The food coop could be designed and organized to support such rental use.

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- **Grocer/food coop.** Food cooperatives are usually consumers' cooperatives where the decisions regarding the purchasing, production, sale and distribution of its food is chosen by its members. Food cooperatives typically offer natural foods. Since decisions about how to run a cooperative are not made by outside shareholders, cooperatives they often exhibit a higher degree of social responsibility than their corporate analogues.
- **Community garden.** Community gardening improves people's quality of life by providing a catalyst for neighborhood and community development, stimulating social interaction, encouraging self-reliance, beautifying neighborhoods, producing nutritious food, reducing family food budgets, conserving resources and creating opportunities for recreation, exercise, therapy and education. Such gardens can include, for example, demonstration crops, gardener training, youth programs, mentoring programs, and specialty training. Local organizations, as detailed elsewhere in the Parks and Open Space Plan section in this Specific Plan, could be a dynamic part of this program.
- **Food club.** A group of individuals or families who organize their resources to purchase food in wholesale quantities. Typically (but not always) these clubs are unincorporated groups operating on a not-for-profit basis. In most cases, the club is run by volunteer labor, which is split or rotated among group members, allowing members of the club to purchase food below retail prices. Direct purchasing from regional farms is a common practice. Buildings could be constructed or programmed in the Specific Plan area that support a club's sorting, packaging and redistribution efforts.
- **Farmers market.** Local farmers sell their products once or twice a week at a designated public place like a park or parking lot. Bloomington-area farmers could be assisted by micro-enterprise and master gardener advisors. Shopping at a farmers' market is a great way to meet local farmers and get fresh, flavorful produce, while also experiencing live entertainment. Nutrition specialists from nearby institutions could host a booth at a farmers market where they promote easy recipes, child nutrition and home gardening.

5.2.3 Funding and Financing Strategies

The previous two sections primarily identify specific tools and strategies to implement the Specific Plan in the first 5 to 10 years. Over time, circumstances may warrant a broader use of tools and strategies to pay for improvements.

There are two basic ways to approach paying for public improvements: "pay-as you-go" and debt financing. In a pay-as-you-go approach, an improvement is made only after sufficient revenue is collected to cover the entire cost of the improvement. In a debt-financing approach, the improvement is paid for immediately, typically by borrowing against future revenues—in other words, issuing debt (usually in the form of bonds) that is paid back over time.

Both approaches require a designated funding source (i.e., revenue), to pay for the cost of the improvement itself, and when a financing mechanism is used, to cover interest and other costs associated with issuing debt (these are known as "debt service costs"). Nearly all public improvement projects rely on a combination of multiple funding sources for implementation.

Typical sources of funding for new or enhanced infrastructure (transit, bicycle, pedestrian, streetscape, and parks) include:

- Local revenues, including revenues from the County's general fund
- User fees and rates, such as transit fares

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- Property-based financing tools, often known as "value capture" tools, take advantage of the property value appreciation and new development opportunities in a plan area to help pay for infrastructure investments
- Development agreements and partnerships are negotiated on a case-by-case basis with key property owners, institutions, and developers
- Grant programs, which typically require a competitive application process

Each of these funding sources and their potential use for projects in the Valley Corridor Specific Plan area are described in more detail below.

Local Revenues

Projects in the Valley Corridor Specific Plan area may require a contribution of local funds for capital improvements. These local funding sources could include the County's general fund contributions, state sources (such as gas tax or noncompetitive Transportation Development Act funds), and other federal tax proceeds.

User Fees

User fees are the fees charged for the use of public transit, roads, infrastructure, and utilities (e.g., fares, water, and sewer). Such fees and rates are typically set to cover a system's operating and capital expenses each year, which can include debt service for improvements to the system. It may be possible to use some portion of user fee or rate revenue toward financing the costs of certain types of infrastructure upgrades that may be needed to accommodate development in the Valley Corridor Specific Plan area. The most applicable of these are the improvements to the area bus stops; however, the ability to raise the revenues for those improvements can only be determined by Omnitrans as the local transit agency.

Special Funding and Financing Mechanisms

In California, common 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 districtwide improvements and are designed to ensure that properties benefitting from improvements also contribute to those public investments.

Landscaping and Lighting Maintenance Districts. The Specific Plan anticipates that development impact fees, contractual assessments, and County revenues will not be sufficient to fund the public landscaping and lighting improvements. Property owners and the County may find that a landscaping and lighting maintenance district (LLMD) could be an effective way to fund the ongoing maintenance (or even the construction) of public improvements. LLMDs are authorized by the Landscaping and Lighting Act of 1972 (Streets and Highways Code section 22500 et seq.).

An LLMD requires an annual assessment process for any assessments other than previously approved assessments to pay previously approved and issued debt. The annual assessment process is similar to that used to establish assessment districts.

The improvements and services provided by LLMDs can include:

- Landscaping

- Statuary, fountains, and other ornamental structures
- Public lighting, including traffic signals
- Appurtenant facilities, including grading, clearing, and removal of debris; the installation or construction of curbs, gutters, walls, sidewalks, or paving; or water, irrigation, drainage, or electrical facilities
- Park or recreational improvements
- Land preparation
- Lights, playground equipment, play courts, and public restrooms
- The maintenance or servicing or both of any of the foregoing
- Acquisition of land for park, recreational, or open-space purposes
- Acquisition of existing improvements
- Acquisition or construction of any community center, municipal auditorium or hall, or similar public facility for the indoor presentation of performances, shows, stage productions, fairs, conventions, exhibitions, pageants, meetings, parties, or other group events, activities, or functions, whether those events, activities, or functions are public or private

LLMDs can be expanded over time, following a process similar to that used to establish the district. The County may condition development activity in the plan area on annexation into a LLMD if one is established for all or a part of the Specific Plan area. An LLMD may also be established to generate revenues from throughout the Specific Plan area to fund the operation and maintenance of public open space in or around the Specific Plan area.

Enhanced Infrastructure Financing District (EIFD). An EIFD would allow the County to use tax increment financing to fund specific infrastructure projects. An EIFD captures incremental growth in property taxes from taxing entities that agree to participate, with the exception of school districts. This increment may not be sizable for many years; however, if the County wants to use an EIFD to fund and finance capital improvements, it should establish the district as soon as possible to allow time for the tax increment to grow to a level that can secure bond repayment. Although a public vote is not required to establish an EIFD and collect tax increment revenue, approval by 55 percent of district voters is necessary to issue bonds. A list of applicable activities that EIFDs can be used to fund is provided below.

- Highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities
- Sewage treatment and water reclamation plants and interceptor pipes
- Facilities for the collection and treatment of water for urban uses
- Flood control levees and dams, retention basins, and drainage channels
- Child care facilities
- Libraries
- Parks, recreational facilities, and open space
- Facilities for the transfer and disposal of solid waste, including transfer stations and vehicles
- Brownfield restoration and other environmental mitigation

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- The acquisition, construction, or rehabilitation of housing for persons of low and moderate income, as defined in Section 50093 of the Health and Safety Code, for rent or purchase
- Acquisition, construction, or repair of industrial structures for private use
- Projects that implement a sustainable communities strategy

Business Improvement District (BID) or Property-Based Business Improvement District (PBID). A BID or PBID essentially creates a neighborhood-level economic development organization accountable to its members and with its own funding stream to improve business performance by addressing local needs. Business owners (within a BID) or property owners (within a PBID) agree to provide funding for specified services in the district. The district is formed through an affirmative majority vote of the businesses or property owners. Services can vary widely, but frequently include ongoing maintenance and cleaning of public areas, security patrols, marketing, and advocacy.

These two types of BIDs have separate authorizing legislation. The Parking and Business Improvement Area Law of 1989 (Streets and Highways Code section 36500 et seq.) allows for BIDs. The Parking and Business Improvement Area Law of 1989 (Streets and Highways Code section 36500 et seq.) provides for PBIDs.

BIDs can fund the following types of physical improvements and services.

- Parking facilities
- Benches
- Trash receptacles
- Street lighting
- Decorations
- Parks
- Fountains
- Promotion of public events which take place on or in public places
- Furnishing of music in any public place
- Promotion of tourism
- Activities which benefit businesses located and operating in the area

PBIDs can fund all of the above improvements and service as well as:

- Closing, opening, widening, or narrowing of existing streets
- Facilities and equipment to enhance security of persons and property within the area
- Ramps, sidewalks, plazas, and pedestrian malls
- Rehabilitation or removal of existing structures
- Marketing and economic development, including retail retention and recruitment
- Supplemental security, sanitation, graffiti removal, street and sidewalk cleaning, and other municipal services
- Activities which benefit businesses and real property located in the district

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Other Special Assessment Districts. In an assessment district, property owners agree to pay an additional fee or tax to fund improvements in a specific geographic area. The amount that each property owner pays must be proportional to the benefit the property will receive from the proposed improvement. 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 features unique rules for formation and use; examples include sewer, utility, and parking districts. Assessment districts are most useful for funding very specific categories of ongoing operations and maintenance costs.

Impact Fees, Development Agreements, and Partnerships

This section describes contributions and investment from the private sector that can be used to pay for new infrastructure and services. The funding obtained from development impact fees and agreements will be directly tied to the magnitude of development that occurs within the Valley Corridor Specific Plan area; as a result, these sources may take time to unlock.

Impact Fees. Development impact fees are a one-time charge imposed on new development. These fees are charged to mitigate impacts resulting from the development itself and cannot be used to pay for existing deficiencies. "In-lieu" fees are similar to impact fees, but are charges paid in lieu of developers providing required onsite community benefits. These impact fees can be applied toward improvements in the Specific Plan area in accordance with the existing programs.

Development Agreements. Structured negotiations between jurisdictions 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 benefit that can be provided is unpredictable and must be negotiated on a case-by-case basis.

Public/Private Partnerships. The County should also pursue partnerships with local institutions, nonprofit organizations, and community or business organizations to implement projects and provide ongoing programmatic support. Examples of partners are groups like the National Safe Routes to School Partnership, local universities, schools or school district, the Incredible Edible Community Garden, the Inland Empire Biking Alliance, Caltrans, Omnitrans, Molina Healthcare, Kaiser Permanente, and other area institutions or community groups.

Institutional partnerships can often result in substantial new reinvestment in in an area. Possible partnership projects include a public art program with California State University, San Bernardino's, Department of Art. Another examples could be between the County and one of the local medical facilities to improve park space by adding active/healthy improvements or programming through sponsorship or other agreement.

Grant Programs

A wide variety of regional, state, and federal competitive programs exist to distribute funds earmarked for specific types of projects. These programs vary in their availability from year to year. This list is not intended to be exhaustive, but provides guidance on several promising competitive grant programs that can fund early implementation of key capital cost components. The availability of some programs may vary, and therefore require vigilance in tracking and applying for grants.

Measure I Local Street Projects. Twenty percent of revenue collected in the Valley Subarea is to be distributed among local jurisdictions in the Valley Subarea for local street projects. The San Bernardino

Valley Subarea will include the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa and unincorporated areas in the east and west portions of the San Bernardino valley urbanized area. Allocations to local jurisdictions shall be on a per capita basis using the most recent State Department of Finance population estimates for January 1, with the County's portion based upon unincorporated population in the Valley Subarea. Estimates of unincorporated population within the Valley Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate for January 1 of each year.

Local Street Projects are defined as local street and road construction, repair, maintenance, and other eligible local transportation priorities. Local Street Project funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, transit, and other improvements/programs to maximize use of transportation facilities.

Expenditure of Local Street Project funds shall be based upon a Five Year Plan adopted annually by the governing body of each jurisdiction after being made available for public review and comment. Local Street Project funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five Year Plan. The local adopted Five Year Plan shall be consistent with local, regional, and state transportation plans.

Caltrans/SCAG Active Transportation Program (ATP). This program funds "active transportation" pedestrian and bicycle improvements and planning, and will significantly streamline the process of applying for grants. ATP combines several preexisting competitive grant programs for funding pedestrian and bicycle improvements, including the Bicycle Transportation Account, Safe Routes to School Programs, and a share of the Highway Safety Improvement Program funding.

Forty percent of the funding will go to metropolitan planning organizations in urban areas. Small urban and rural regions will receive 10 percent, and the remaining 50 percent of the funds will be awarded to projects statewide. The Caltrans grants require a local funding match. The SCAG grant program will also release a call for projects upon approval of its guidelines by the California Transportation Commission.

California HCD Housing-Related Parks Program. The County recently (2016) obtained over $700,000 in grant funding through the Housing-Related Park Program for the creation of new parks or rehabilitation or improvements to existing parks. The program criteria reward local governments that approve housing for low-income households and are in compliance with the state housing element law. Grant amounts are based on the number of bedrooms in very low and low income housing units in documented housing construction that starts within the 12 months preceding the notice of funding issuance. No local funding match is required.

California HCD Infill Infrastructure Grant (IIG) Program. The IIG provides grants to provide gap funding for new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Eligible activities include new construction, rehabilitation, and acquisition of infrastructure required as a condition of or approved in connection with approval of Qualifying Infill Projects or Qualifying Infill Areas. A jurisdiction must apply as a co-applicant with the developer of a qualifying affordable housing project.

California HCD TOD Housing Program. Low-interest loans are available as gap financing for rental housing developments that include affordable units near transit, and as mortgage assistance for homeownership developments. Grants are also available to cities, counties, and transit agencies for

infrastructure improvements necessary for the development of specified housing developments or to facilitate connections between these developments and the transit station.

California Department of Parks and Recreation Land and Water Conservation Fund (LWCF) Competitive Program. The state administers the competitive grant process for distributing federal Land and Water Conservation Fund resources. Grants are to be used for acquisition or development of parks. Up to $2 million can be awarded, but the award may not exceed half the total project cost; a 50 percent or higher local match is required.

U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG). The CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. The County may be able to direct CDBG funds for implementation of project components relevant to San Bernardino County's CDBG priorities. The Affordable Bloomington residential project was recently completed and was funded in part through CDBG funds.

Congestion Mitigation and Air Quality Funds. Part of federal MAP 21 program; funds are available for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, which could include the construction of bike lanes and routes.

Transportation Alternatives Program. Part of federal MAP 21 program; includes Safe routes to School program and could fund the construction planning and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting, and other safety-related infrastructure.

Private Funding Sources

Private Foundations. Numerous private not-for-profit foundations, such as the Knight and Annenberg Foundations, provide nationwide funding for parks and civic spaces. These types of grants/private funding typically require an applicant to demonstrate how a project will expand cultural experiences, create a sense of place, enhance community identity, and/or promote health and sustainability.

Other Potential Financing Tools

In addition to the financing tools described above, two emerging financing strategies that leverage multiple sources of funding could be used to make longer term and larger investments:

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. 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 County is able to identify a source for the seed money, an RLF may be a feasible financing tool for infrastructure in the Valley Corridor area.

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