

Exhibit "E"

**"E" Street Corridor Task Force
San Bernardino Express Transit Oriented Development Policies and Guidelines**

Outlined in this document are proposed Transit Oriented Development Policies recommended for adoption. These policies, once adopted, coupled with strategies for implementation and ways to incentivize this type of development, will enable the City of San Bernardino and Omnitrans to move forward with the sbX BRT Project.

Generally, Station Area Plans should define an appropriate mix of uses. Typically, this should include a minimum percentage of employment, retail, and residential uses for the overall planning area. These percentages will vary depending on the individual characteristics of each Station Area, and would be established by a development phasing and land use mix schedule.

1. **Policy:** Create an environment that meets a wide variety of needs within a compact space to increase transit use, extend hours of activity, and reduce traffic.

Strategies:

- a. Promote a mix of complementary and transit-supportive residential, employment, and retail uses within Station Areas.
- b. Utilize a vertical mix of uses within the Station Area to facilitate higher development intensities.
- c. Encourage the development of transit-supportive uses that provide a balance of service, entertainment, employment, and housing options that will make the Station Area a safe, inviting place to live, play and work.
- d. Concentrate mixed uses in centrally located, high-visibility areas.
- e. Facilitate the incorporation of public facilities, such as schools, libraries, government service centers, recreation centers, and police substations in the Station Area.

2. **Policy:** Discourage auto-oriented uses.

Strategies:

- a. Discourage auto-oriented uses such as auto repair and service shops, "big box" retail, and drive-thru fast food within the Station Area.
- b. Promote transit supportive design including smaller commercial footprints, reduced parking areas, and smaller building setbacks.
- c. Give priority to pedestrians and bicycles in building design and street layout.

3. **Policy:** Incorporate a variety of housing types within Station Area Plans. Incorporating housing as a prominent use within Station Areas not only helps meet existing demand for homes, but also provides a built-in population base that supports shops and restaurants, utilizes transit, and will help establish the Station Area as a self sufficient neighborhood.

Strategies:

- a. Incorporate a diversity of housing choices that includes a mixture of densities, styles, and price ranges.
- b. Vary housing mixtures according to the context of the greater Station Area.

- c. Define the appropriate variety of housing types based on existing and desired development patterns within the context of adjoining neighborhoods.
4. **Policy:** Ensure that development patterns are compatible with both the established character of the E Street Corridor and the new framework provided in Station Area Plans.

Strategies:

- a. Station Area Plans should use an assessment of surrounding development context, in conjunction with the Station Area's identifying characteristics, to develop refined policies for the area.
 - b. Transition areas should be identified in Station Area Plans to soften the impact of high-intensity new uses on existing neighborhoods.
 - c. The City will discourage land use patterns in transit corridors and around transit stations that may preclude future Transit Oriented Development.
5. **Policy:** Focus public infrastructure investments and public economic development investments where development is most desirable to correct existing deficiencies, where the investments will help ensure capacity for high-intensity TOD and where public investments will guarantee additional public revenues for ongoing investments.

Strategies:

- a. Ensure that adequate public facilities, including streets, drainage, pedestrian and bicycle amenities, are in place in advance of or can be completed concurrent with development in Station Areas.
 - b. Coordinate capital improvement plans and public investments by the City, County, SANBAG and private developers to facilitate TOD development.
 - c. Ensure that developers and agencies comply with City requirements for road and intersection improvements.
 - d. Land assembly opportunities.
6. **Policy:** Development intensity and density should be significantly higher in Station Areas to provide a base for a variety of housing, employment, local services and amenities that promote transit usage, encourage pedestrian activity and support a vibrant station area community.

Strategies:

- a. Establish residential density targets in Station Area Plans to provide flexibility and encourage a variety of development intensities and heights.
- b. Enact non-residential density and height and lot size requirements in Station Area Plans to ensure that development intensities in immediately surrounding the stations are transit supportive and that early phases of development are not built at exceedingly low densities.
- c. Surface parking lots should be strongly discouraged adjacent to the transit station, except as a temporary or transitional use.
- d. Provide a transition between the Station Area and the surrounding area by stepping down the height of structures, reducing lot coverage, increasing open space, increasing architectural detailing, reducing permitted maximum densities, changes in use, or a combination of these methods.
- e. Encourage infill and redevelopment to achieve higher densities and a greater mix of uses.

- f. Incorporate and Encourage Security by Design planning (lighting elements, possible camera elements and defensible space elements.)
7. **Policy:** Establish a fully integrated system of functional street networks, pedestrian and bicycle paths, bus stops, sidewalks and station locations that accommodate and encourage the use of non-vehicular modes as preferred methods of travel within and between Station Areas.

Strategies:

- a. An interconnected hierarchy of streets should be established to clearly define primary pedestrian, bicycle and vehicular travel routes between Station Area uses and to uses adjoining the Station Area.
 - b. Limit driveway access points along major thoroughfares and primary bicycle and pedestrian paths.
 - c. Encourage shared parking and driveway access wherever possible.
 - d. Provide clear, direct linkages between transportation modes.
8. **Policy:** Provide adequate parks or public spaces to encourage community interaction, provide recreation opportunities, and create space for civic activities.

Strategies:

- a. Public spaces, such as parks, water features, and plazas, should be utilized as an organizing feature for Station Area development and as a focal point for the Station Area neighborhood.
 - b. Public spaces should be incorporated into the design of transit stations when feasible to increase the functionality and visibility of the space.
 - c. Community amenities, such as fountains, sculpture and other public artwork, seating, and other features that help create identifiable gathering spaces, should be incorporated as part of the public open space.
 - d. Clear pedestrian and bicycle linkages should be provided within public spaces and along primary corridors as urban greenways.
9. **Policy:** Each Station Area should be designed as a distinct neighborhood center that is compatible with and well integrated into the existing neighborhood fabric. They should be unique, vibrant places that invite pedestrian and bicycle activity and maximize transit ridership, while acting as gateways into the surrounding communities.

Strategies:

- a. Development in the Station Area should provide a destination for both transit and local residents.
- b. Elements of site layout and design should include local gathering places, shopping, services and transit connections.
- c. Concentrations of mass and height are desirable at key intersections, along transit corridors or major thoroughfares, and at the Station Center.
- d. Building access and windows within Station Areas should be oriented towards the primary street frontage so that entrances are inviting and accessible to pedestrians from the sidewalk.

- e. Incorporate generous architectural detailing, including the articulation of building facades, use of stone and other masonry materials, and incorporation of fenestration, awnings, balconies, and other details to provide a high level of interest at the street level.
- f. Investigate utilizing forms-based zoning or other new zone district categories as tools for implementing Overlay Zone Districts.

10. Policy: Allow lower parking ratios within Station Areas as well as alternative parking solutions to achieve more intense development patterns.

Strategies:

- a. Discourage surface parking within the Station Area, except as an interim use to "land bank" property should immediate development of the parcel not be feasible.
- b. Parking management strategies should be developed to ensure efficient use of limited Station Area parking facilities.
- c. Surface parking should be located to the side or rear of buildings wherever possible, and broken into smaller areas through the use of landscaping and non-conflicting secondary bike and pedestrian paths.
- d. Utilize shared parking, trip reduction strategies, and transportation management to reduce off-street parking requirements between 25-50% where it is plausible that residents, employees, customers, or visitors will utilize alternative modes.
- e. Explore the use of parking districts or other financing tools to fund strategically located parking structures.
- f. Where major parking areas are planned, access should be from collector and arterial roads around the station areas, without impacting existing communities or the pedestrian environment closest to the station. Primary bike and pedestrian paths should lead from these parking areas to primary destinations such as the station, major office areas, high-density residential, etc.