

# Bloomington Business Park Specific Plan

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***Public Review Draft***  
September 2021

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# Bloomington Business Park Specific Plan

***Public Review Draft***  
September 2021

Prepared for:  
County of San Bernardino Land Use Services  
County Government Center  
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## I. INTRODUCTION

### 1.1 Overview

The Bloomington Business Park Specific Plan (Specific Plan or the project) is an integrated policy and action-oriented plan for development of an employment and logistics center on approximately 213 acres (Specific Plan Area) in the unincorporated Bloomington area of San Bernardino County (the County) (See Figure 1-1, *Regional Location*). As both a policy and action-oriented plan, it will act as a regulatory document adopted by ordinance. The Specific Plan identifies development objectives, and sets development standards and guidelines for land use, circulation, building siting, parking, and infrastructure for development within the Specific Plan Area. The Specific Plan ensures that the industrial park and business park opportunities provided for within the Specific Plan are developed in a coordinated manner over time.

### 1.2 Project Description

#### Project Setting

The project is an approximately 213-acre aggregation of properties within the southern area of Bloomington (See Figure 1-2, *Project Location*). The Specific Plan Area is situated approximately one mile south of the Interstate 10 (I-10) corridor and is generally bounded by Santa Ana Avenue on the north, Jurupa Avenue on the south, Linden Avenue on the east and Alder Avenue on the west. The Specific Plan Area is generally flat with a gentle slope to the south. The proposed Specific Plan Area has been historically developed as a rural residential area on large lots, oriented to a series of established local north/south two-lane roads that generally connect from Jurupa Avenue on the south, northerly to Santa Ana Avenue and on northerly towards the I-10 freeway.

#### Project Overview

The Specific Plan will establish a land use mix of industrial, e-commerce, warehousing, light manufacturing and business park uses with limited supporting commercial uses and provide guidance for development of the Specific Plan area over time by setting forth a land use development plan, a circulation and access plan, supporting infrastructure plans, a development phasing plan, development standards and general design guidelines for development. Entitlement actions necessary to establish the proposed Specific Plan will include the following:

- Amend the current San Bernardino Countywide Plan's land use designation from Very Low Density Residential (VLDR) and Low Density Residential (LDR) to Special Development (SD)
- Amend the current zoning designation from **Single** Residential with 1-Acre Minimum Lot and Additional Agriculture overlay (RS-1-AA) and **Single** Residential with 20,000-Square-Foot Minimum Lot (RS-20M) to Specific Plan – **Industrial/Business Park (BP/SP.-I/BP)**

The Specific Plan is intended to provide a management tool to guide land use development within the Specific Plan Area, and to set a pattern for land use change as the Bloomington area south of the I-10 corridor transitions from a generally low-density residential development pattern to a planned business and jobs creating land use pattern. The 213-acre Specific Plan Area is anticipated to be developed over time in a phased manner dependent on market demand for the types of uses proposed in the plan. From a long-term development perspective, the Specific Plan will accommodate new industrial and business park uses such as manufacturing, research and development, outdoor trailer storage and parking, e-commerce centers, and general warehousing along with limited supporting commercial uses. During the transition of land uses over time, existing uses such as low density residential will continue as legal non-conforming uses. The new uses planned for the Specific Plan Area will attract economic investment in the area that will lead to master planned improvements

benefitting the Bloomington community. New development in the Specific Plan Area will result in property tax increases and creation of more jobs. Higher employment will also have a ripple effect of spending that will benefit commercial businesses in the area. Further, infrastructure improvements will improve utility service and reduce flooding. Finally, a planned Community Benefits Agreement (CBA) for the area will bring funding to the local area for additional public safety officers, road improvements and enhanced maintenance.

FIGURE 1-1 REGIONAL LOCATION

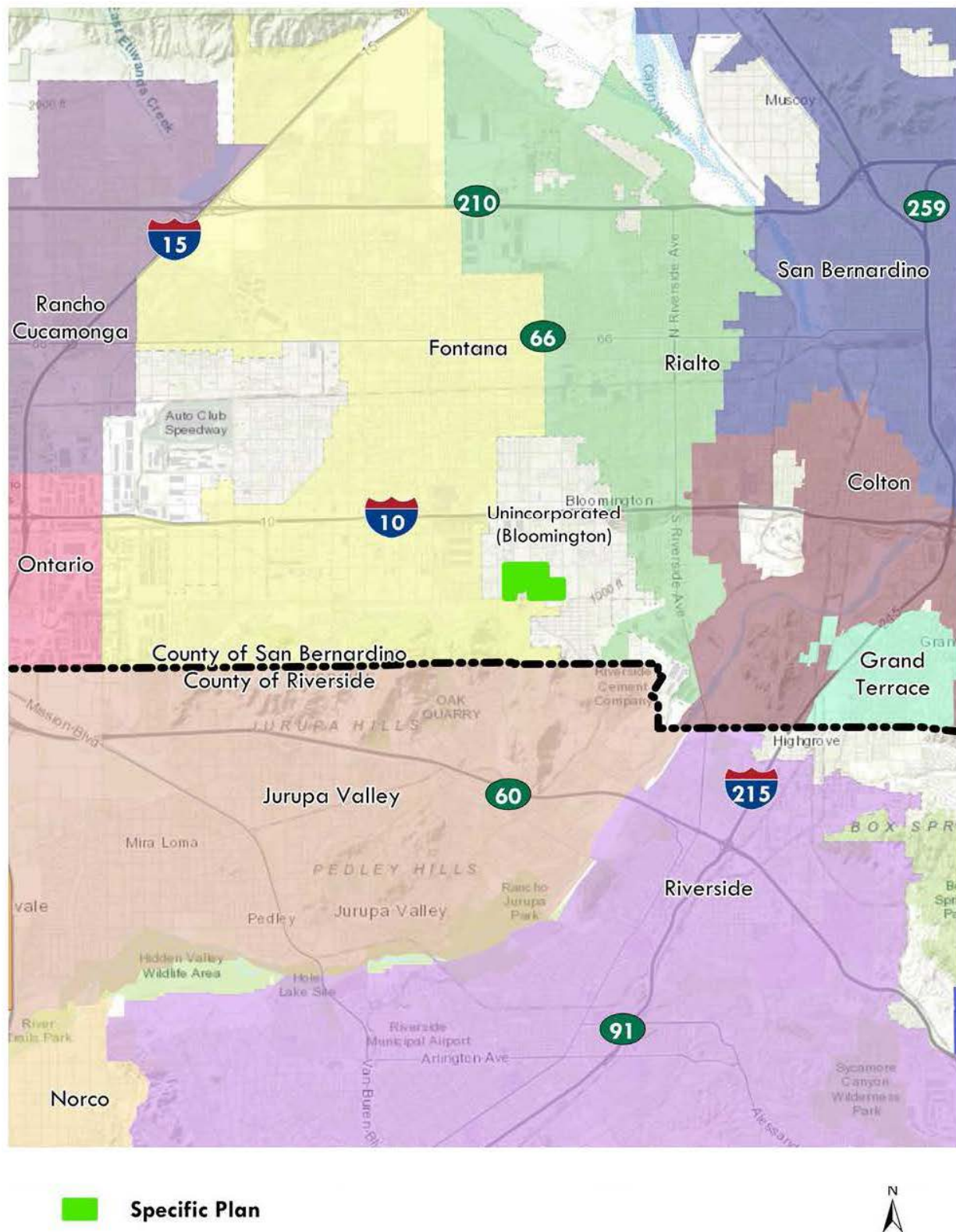
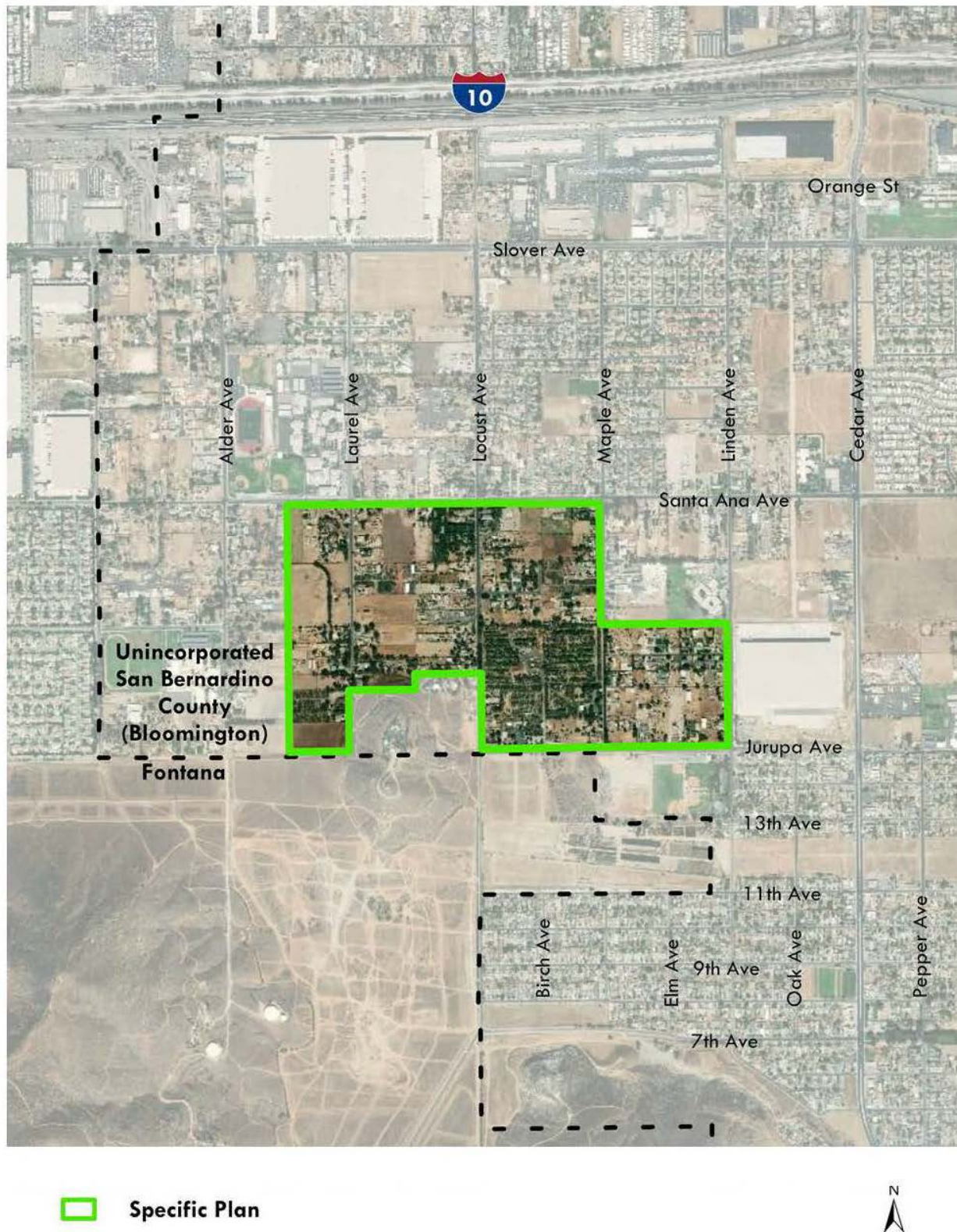


FIGURE 1-2 PROJECT LOCATION



In order to guide phased plan implementation, the Specific Plan includes two planning areas. Planning Area A, which is approximately 141 acres, will constitute the first phase of development. This area will have I/BP zoning designation within the SP, project specific development regulations, conceptual site planning, and in some areas, implementing projects proceeding through concurrent entitlements. Planning Area B, which covers approximately 72 acres, will have the same I/BP zoning designation, but no project-specific development planning or permitting has been submitted at the time this Specific Plan was prepared.

Environmental documentation for the Specific Plan will recognize this phased approach as discussed in Section 5.7 CEQA Compliance.

Table 1-1 provides a breakdown of the development anticipated in the two planning areas.

**Table 1-1 Specific Plan Overview**

| <i>Planning Area/Uses</i>                                 | <i>Acres<sup>1</sup></i> | <i>Development Capacity<sup>2</sup></i>                                                           |
|-----------------------------------------------------------|--------------------------|---------------------------------------------------------------------------------------------------|
| <u>Planning Area A</u><br>• Industrial-Business Park uses | 141.4                    | 3,079,910 Square Feet (SF)<br>Maximum Floor Area Ratio (FAR) of 0.5 for the overall Planning Area |
| <u>Planning Area B</u><br>• Industrial-Business Park uses | 71.6                     | 155,926 SF<br>For programmatic purposes, an FAR of 0.05 is assumed for the overall Planning Area  |
| <b>Total</b>                                              | <b>213</b>               | <b>3,235,836 SF</b>                                                                               |

Notes:

1. Acreages have been rounded; therefore, the product of FAR calculations will not equate exactly.
2. Individual development projects are allowed up to a maximum 0.55 FAR provided the maximum square foot capacity of each Planning Area is not exceeded

### **1.3 Planning Framework**

In October 2020, the County adopted the Countywide Plan. The Countywide Plan serves as a guide for County decision-making, financial planning, and communications. It includes the County Policy Plan, the County Business Plan, and Community Action Guides.

The County Policy Plan serves in part as the County's General Plan for the unincorporated areas and provides guidance for regional County services. The Policy Plan establishes goals and policies for the entire County, as well as subregions and communities.

The County Business Plan contains governance policies and operational metrics that outline the County's approach to providing municipal and regional services. The Business Plan includes a governance element and an implementation plan, and two new implementation tools: a tracking and feedback system and fiscal analysis model that will be finalized during the first year after adoption.

Community Action Guides articulate what is important to each community. The Bloomington Community Action Guide is organized into three main sections, the community's Values, community's Aspirations, and Action Plans. The goals, policies, land use, and infrastructure decisions of the Community Action Guide are addressed in the Policy Plan of the Countywide Plan.

Thus, the planning framework for the proposed Specific Plan is the Countywide Plan and its overall County vision and goals, and the newly developed Bloomington Community Action Guide and its updated goals and policies for the community.

#### **1.4 Purpose of the Specific Plan**

The purpose of the Specific Plan is to guide future development and land use change within the Specific Plan Area in a coordinated manner that will initiate a responsible and sustainable pattern of land use transition in this portion of the Bloomington community. The Specific Plan provides long and short-term goals, a land use plan, regulatory standards, and administration and implementation programs to carry out the vision of the Specific Plan consistent with Countywide land use policies and Bloomington Community Action Guide policies for the area.

#### **1.5 Specific Plan Goals**

To ensure the functional integrity, economic viability, positive aesthetic appearance, and community benefit of the Specific Plan, it has been developed with the following goals:

1. Create a comprehensive master plan for the project area to provide a mix of industrial and business park uses with supporting infrastructure facilities.
2. Provide economic opportunities and job growth within the Bloomington community by enhancing the community's available range of industrial and business park employment generating uses.
3. Provide for a master-planned, job-producing development near the I-10 corridor to accommodate uses that benefit from access to the regional transportation network.
4. Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.
5. Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan area.
6. Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan area.
7. Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.

#### **1.6 Specific Plan Authority**

The Specific Plan is a regulatory document prepared pursuant to the provisions of California Government Code Sections 65450 through 65457, which grant local government agencies the authority to prepare Specific Plans for the systematic implementation of their General Plan for all or part of the area covered by the General Plan. While the Countywide Plan covers the entire County, the Specific Plan covers only the 213-acre Specific Plan area within Bloomington.

Upon adoption by ordinance, it is intended that the Specific Plan will serve as zoning for the properties within the Specific Plan area. Any development standard not specifically addressed in the Specific Plan shall be governed by the San Bernardino County (SBC) Development Code. Where a standard in the Specific Plan conflicts with a provision of the SBC Development Code, the Specific Plan standard shall supersede the SBC Development Code provisions.

The Specific Plan provides the County's staff and decision makers, as well as developers, investors, the community at-large, and utility providers with a comprehensive set of plans and regulations for

guiding the systematic development of the Specific Plan. All future development plans and implementing actions within the Specific Plan are required to be consistent with the regulations and guidelines set forth in the Specific Plan as adopted, and as may be amended from time to time in the future.

## **II. DEVELOPMENT PLAN**

### **2.1 Overview**

The Development Plan is intended to establish a mixture of industrial/business park uses as a contemporary employment and manufacturing center to attract economic investment and jobs to the Bloomington community. The Development Plan will guide the pattern of development in accordance with the vision and objectives for the Specific Plan as set forth in Chapter I.

This chapter establishes the intent of the Specific Plan in terms of future land use for new development and the status and transition of existing land uses that are not consistent with the longer-term objectives for development within the Specific Plan. The purpose of this chapter is to lay the foundation for the development regulations and design criteria provided in Chapter III, Development Standards, and Chapter IV, Design Guidelines.

The major components of the Development Plan include: the organization of land uses, internal and abutting circulation and access, and provision for infrastructure including water, sewer, and storm water drainage for the Specific Plan area. Some material in this chapter is intended to be directive and shall be implemented according to language contained herein. Other material and/or design presentation is conceptual and is intended to guide and not restrict creative solutions that may arise out of more detailed design information.

### **2.2 Land Use Plan**

The Specific Plan provides a uniform land use designation of Industrial/Business Park over the entire Specific Plan area (See Figure 2-1, *Land Use Plan*). Planning Area designations over the Specific Plan area are identified in Figure 2-2, *Specific Plan Planning Areas*. Individual site-specific development will require project specific development plan approval as set out in Chapter V, Implementation.

Project-specific development plans have been submitted concurrently with this Specific Plan, including three vesting tentative maps and four conditional use permits that include three warehouse, logistics or light industrial structures and a truck trailer parking lot on four development sites encompassing approximately 115 acres of approximately 141.1 acres and 2,113,640 square foot of development, all within Planning Area A.

The Environmental Impact Report (EIR) analyzes these improvements at a project level, defined as Option 1 in the EIR. In addition, the EIR analyzes the impacts of an additional potential expansion of the development plans within Planning Area A, defined in the EIR as Option 2.

In Option 2, the warehouse footprints at Development Sites 1 and 3 would be expanded, which increase the total square feet of development to approximately 2,712,040 (Development Sites 2 and 4 would remain the same as in Option 1). As a result, the four Development Sites would incorporate all 141.4 acres of Planning Area A. Applications for this development option have not been submitted to the County at the time this Specific Plan was drafted.

The phasing and infrastructure plans for either option are the same. Options 1 and 2 are depicted in Figures 2-3a and 2-3b.

The EIR for the Specific Plan provides additional project-level and programmatic level of environmental analysis for offsite infrastructure and areas of Planning Area A outside of the 115-acre project-specific development plan, as well as programmatic review for all of Planning Area B. Further discussion regarding future environmental analysis is provided in Section 5.7 CEQA Compliance.

#### Phasing

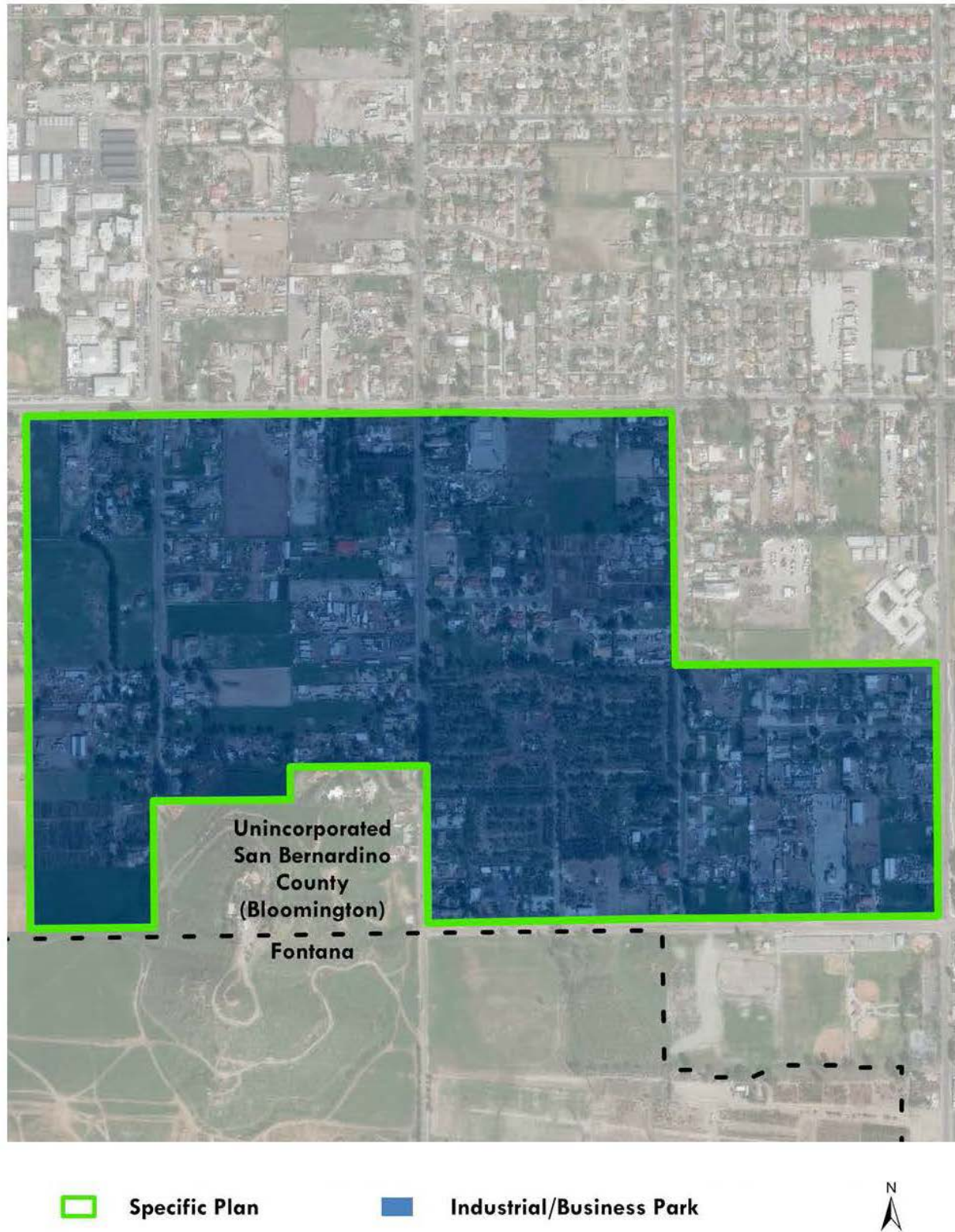
The Specific Plan will be developed in three phases as shown in Figure 2-4, *Phasing Plan*. The first phase area includes Development Sites 1 and 2. The second phase area includes Development Sites 3 and 4. The balance of the Specific Plan will be developed in a future phase(s). However, the Specific Plan does not require the Specific Plan area to be developed in three phases; Development Sites 1-4 may be developed as a single phase.

#### Land Uses

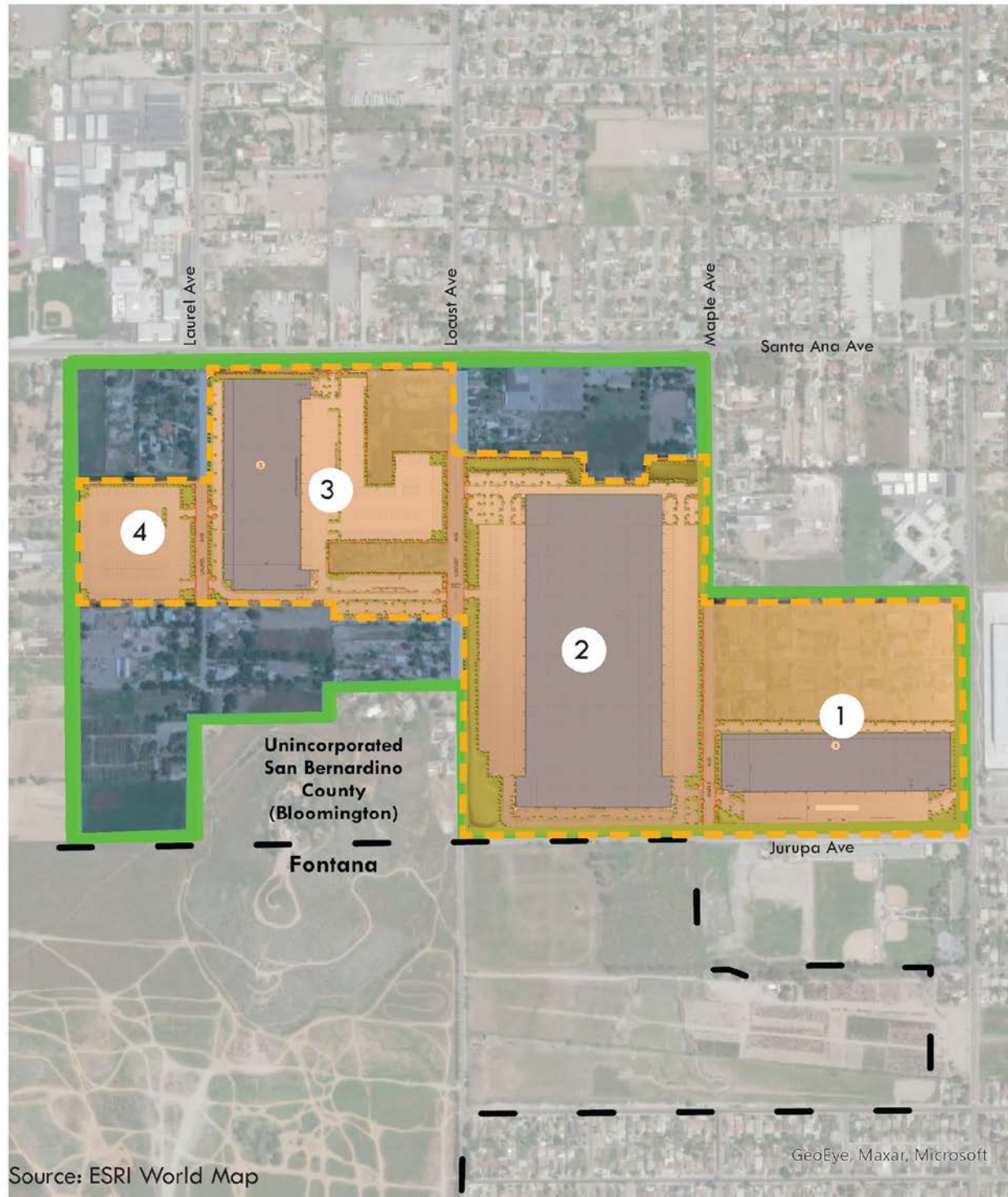
The Industrial/Business Park land use designation permits logistics warehouse uses, e-commerce centers, warehousing and distribution, and cross-dock facilities. In addition, facilities related to manufacturing goods and materials prior to distribution to other facilities are allowed. Facilities for outdoor storage of trucks and trailers are allowed as well as ancillary offices and employee areas in conjunction with primary uses.

Table 2-1, *Land Use Plan Statistical Summary*, lists the respective land use designation and acreage for the overall Specific Plan development capacity, broken down between Planning Area A and Planning Area B.

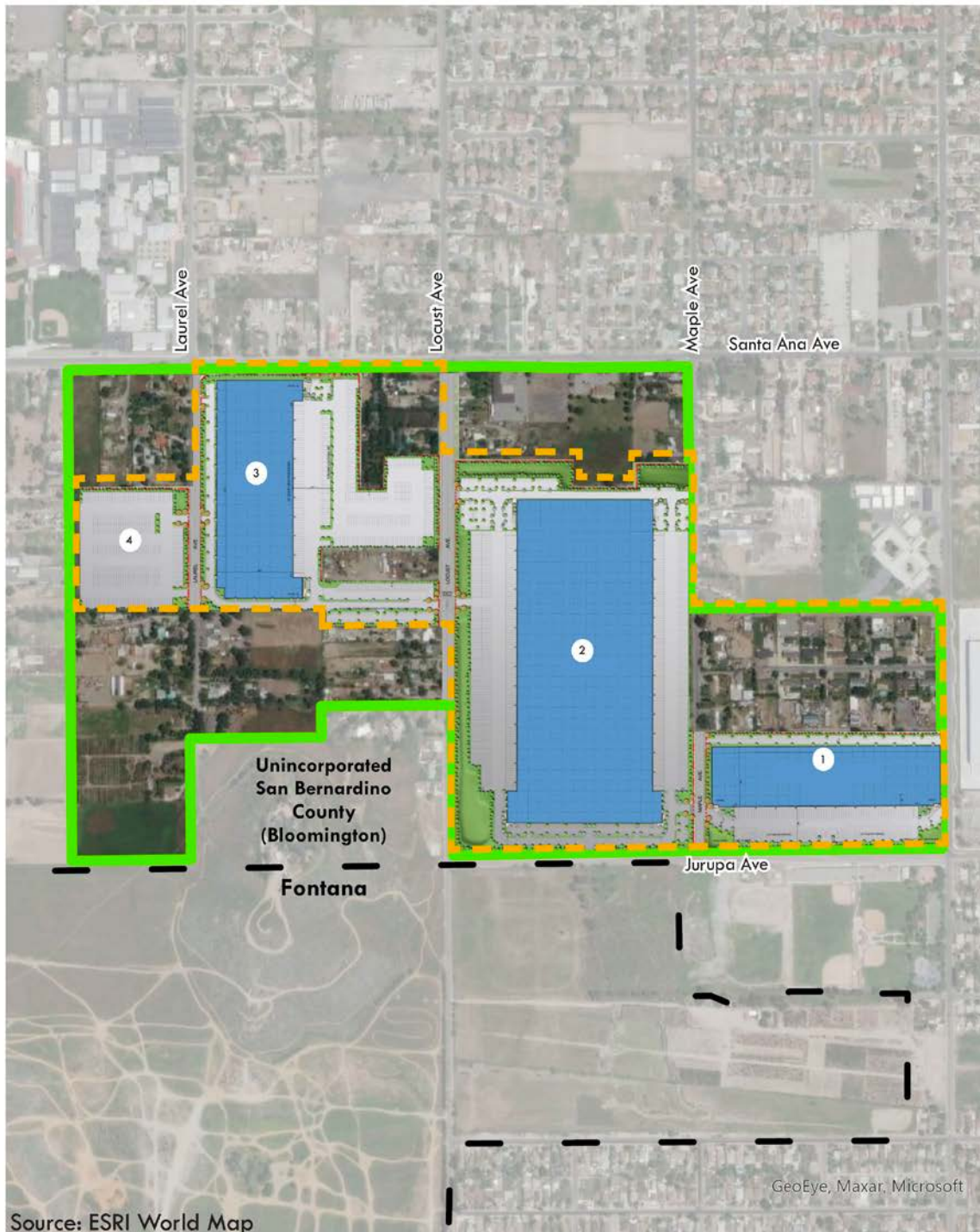
**FIGURE 2-1 LAND USE PLAN**



**FIGURE 2-2 SPECIFIC PLAN PLANNING AREAS**



**FIGURE 2-3a OPENING YEAR-OPTION 1 SITE PLAN**



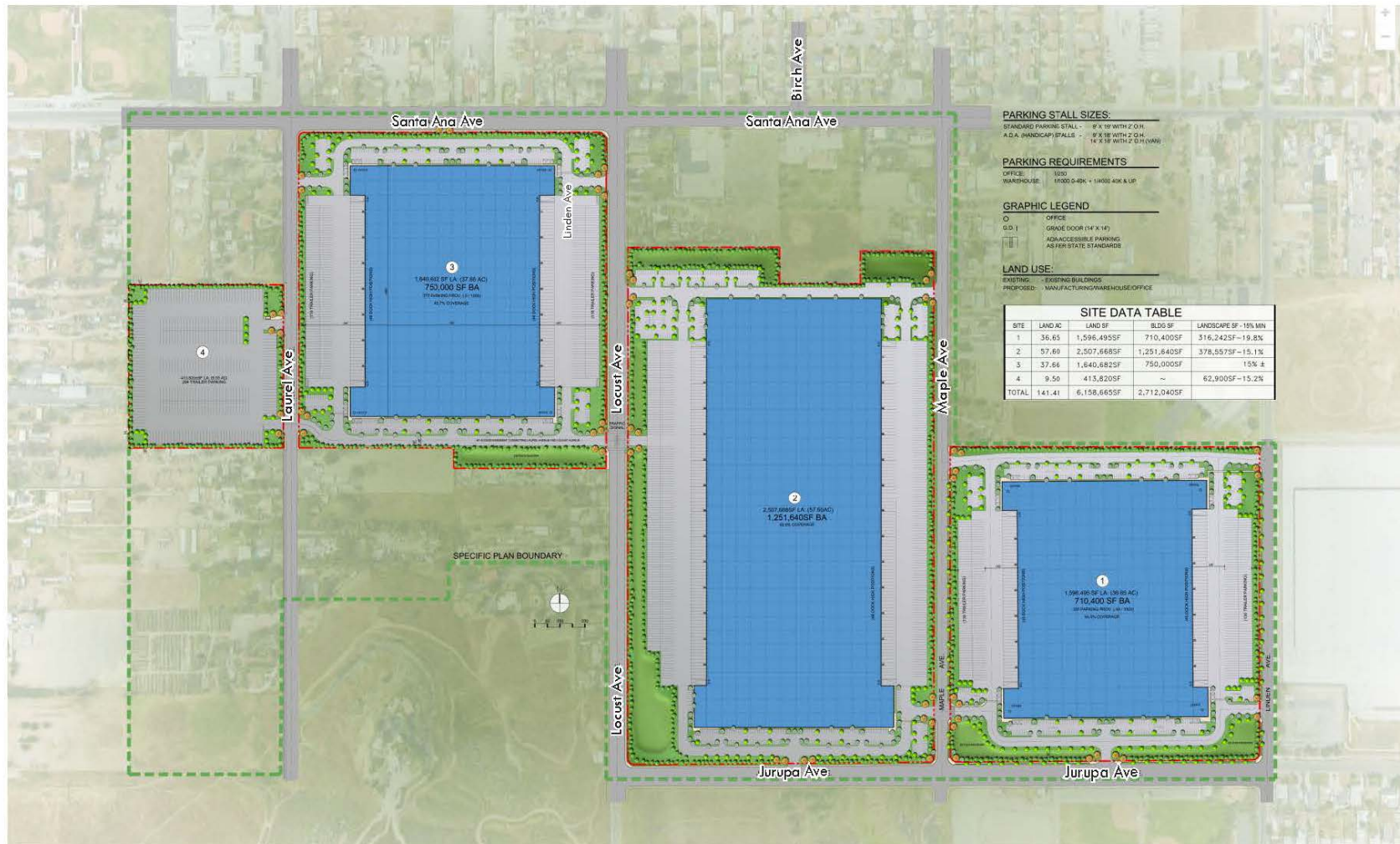
  Specific Plan        Planning Area A

# Site Number



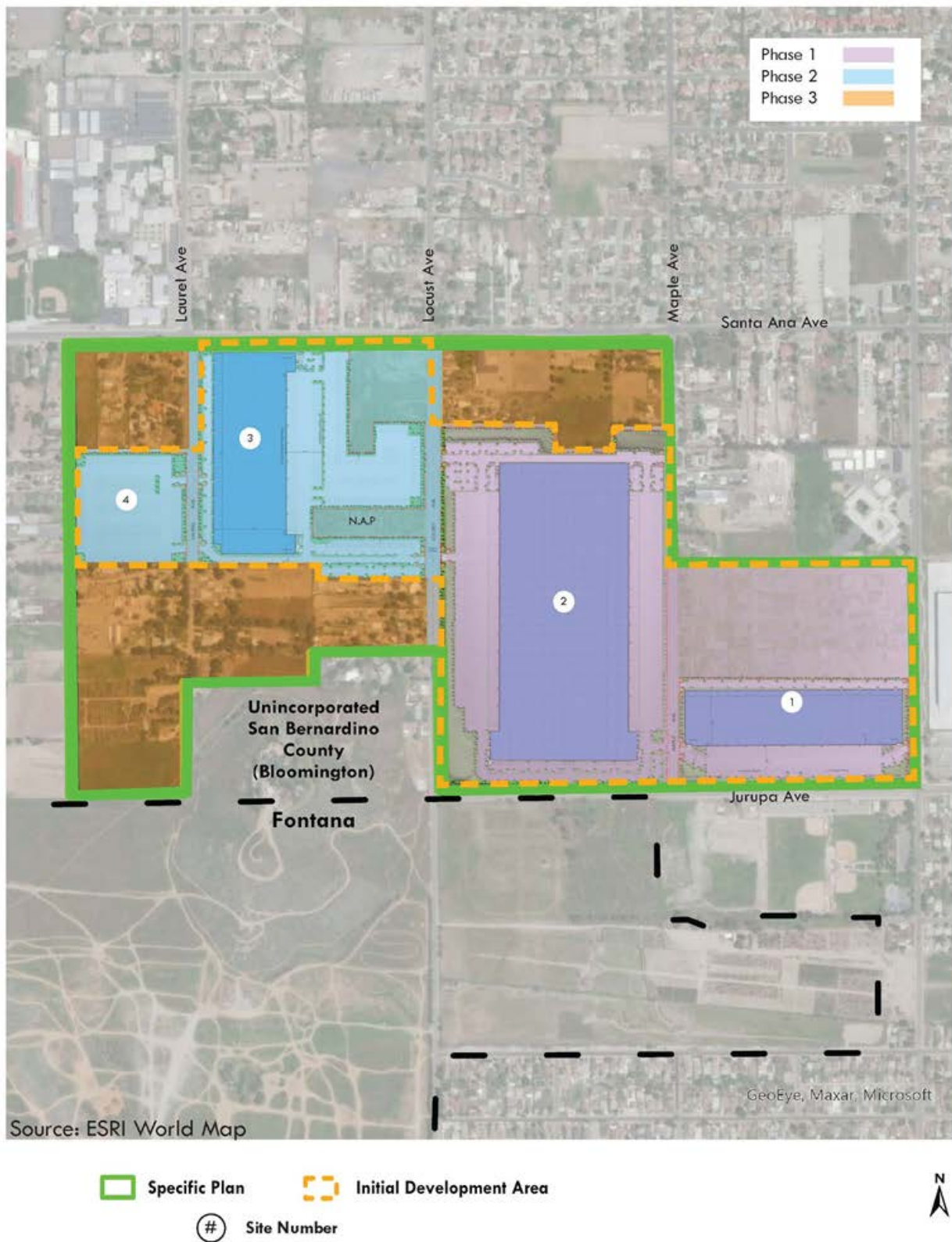
This plan is conceptual in nature and the office location of Site 3 may be placed in the northwest corner of the building

FIGURE 2-3b OPENING YEAR-OPTION 2 SITE PLAN



This plan is conceptual in nature and the office location of Site 3 may be placed in the northwest corner of the building

**FIGURE 2-4 Phasing Plan**



**Table 2-1 Land Use Plan Statistical Summary**

| <b>Map Area</b> | <b>Development Area/Uses</b>                              | <b>Acres</b> | <b>Development Capacity</b>                                                                                                                     |
|-----------------|-----------------------------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| 1               | <u>Planning Area A</u><br>• Industrial/Business Park uses | 141.4        | Maximum FAR of 0.50                                                                                                                             |
| 2               | <u>Planning Area B</u><br>• Industrial/Business Park uses | 71.6         | For programmatic purposes, <sup>1</sup> an FAR of 0.05 for the Planning Area is assumed; but individual projects may have a maximum FAR of 0.55 |
| <b>Total</b>    |                                                           | <b>213</b>   |                                                                                                                                                 |

Notes:

1. Increases in the building square footage of over 155,926 square feet (0.05 FAR) for Planning Area B is subject to approval through the Specific Plan Amendment process.

## 2.3 Circulation Plan

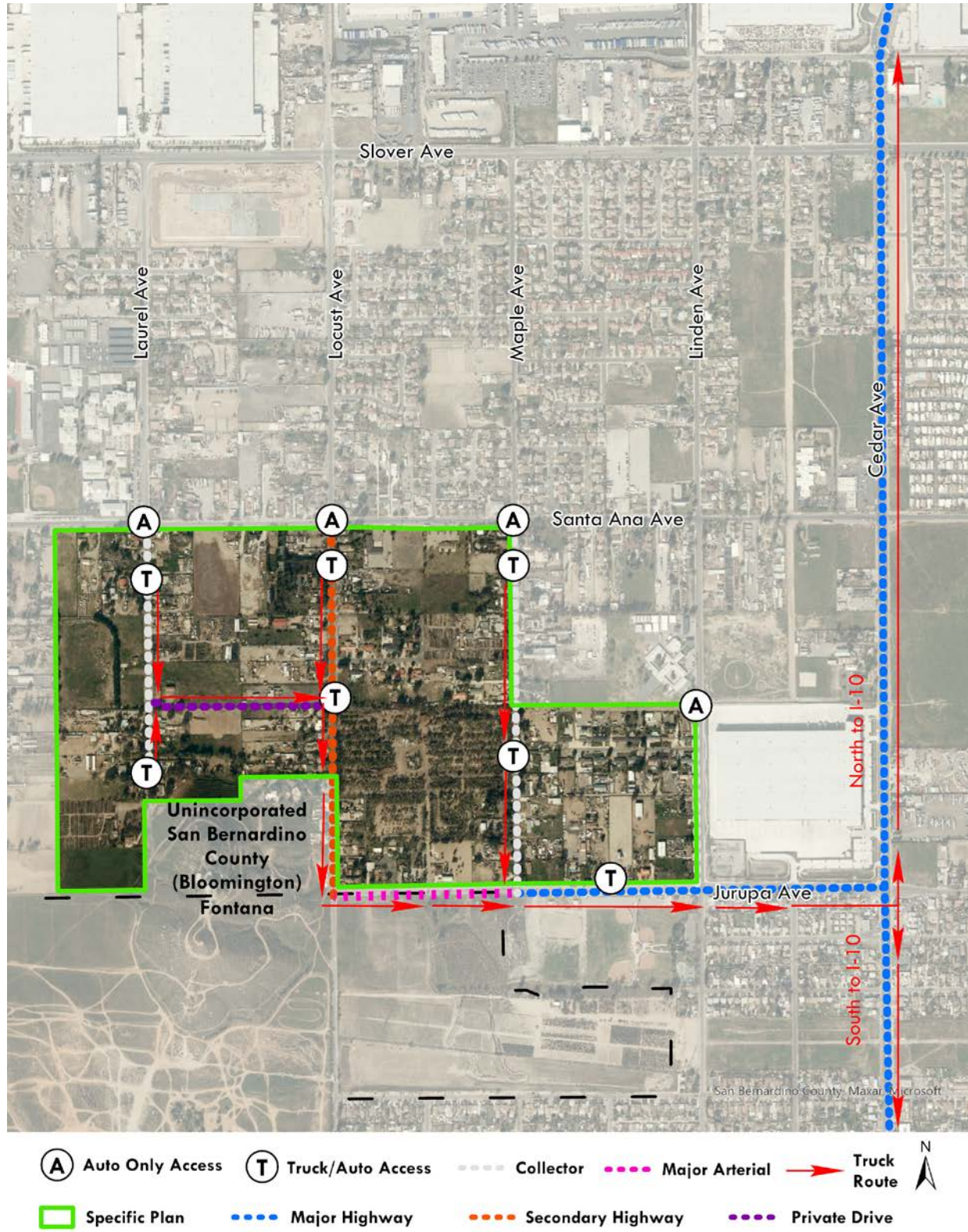
The circulation plan for the Specific Plan, as shown in Figure 2-5, *Circulation Plan*, provides a roadway network to meet the vehicular and non-vehicular needs of employees and visitors as well as for the transportation of goods to and from the businesses located within the Specific Plan Area.

The Specific Plan Area overlays an existing street pattern of three north/south local streets that connect to streets along the north and south boundaries of the Specific Plan. The north/south streets are Maple Avenue, Locust Avenue, and Laurel Avenue which pass through the Specific Plan Area. Linden Avenue, an additional north/south street, runs along the east boundary of the Specific Plan Area. The east/west streets include Santa Ana Avenue along the north boundary and Jurupa Avenue along the south boundary. The County has classified Santa Ana Avenue as a Secondary Highway and Jurupa Avenue as a Major Highway; however, neither of these facilities have been improved to County standards for their respective classifications.

This existing grid street pattern provides multiple access opportunities for development within the Specific Plan; however, the primary circulation pattern will be to use Jurupa Avenue to Cedar Avenue, where existing industrial uses are located, which would then provide regional access to the I-10 corridor.

Internal circulation and access for development areas within the Specific Plan will be designed to facilitate efficient access to surrounding streets utilizing shared access points and driveways and separation of automobile and truck circulation. Internal site circulation will also encourage pedestrian circulation through an integrated sidewalk network that will be designed as part of implementing individual parcel and building development. Private driveways and drive aisles will be permitted to connect individual building sites to facilitate off-street circulation. Private driveways and drive aisles provide access for automobiles and trucks to parking lots, truck courts, and loading areas. The locations, alignments, and widths of these facilities will be determined at the time of building and site design.

FIGURE 2-5 CIRCULATION PLAN



The existing streets within and abutting the Specific Plan are largely operating as two-lane facilities with minimal shoulder improvements reflecting the more rural nature of the historic development pattern of the Bloomington area. As development occurs within the Specific Plan various street improvements may be necessary based on analysis of individual project scale and location. The existing street facilities within the Specific Plan are as identified in Table 2-2, Roadway Classifications.

**Table 2-2 Roadway Classifications**

| Roadway                    | County Classification                    |
|----------------------------|------------------------------------------|
| Jurupa Avenue <sup>1</sup> | Major Highway, 104' R-O-W, 4 Lanes       |
| Santa Ana Avenue           | Secondary Highway, 88' R-O-W, 4 Lanes    |
| Locust Avenue              | Secondary Highway, 88' R-O-W, 4 Lanes    |
| Maple Avenue               | Industrial Collector, 60' R-O-W, 2 Lanes |
| Linden Avenue              | Industrial Collector, 60' R-O-W, 2 Lanes |
| Laurel Avenue              | Industrial Collector, 60' R-O-W, 2 Lanes |

**Notes:**

1. The Specific Plan would change the classification of Jurupa Avenue from Maple Avenue to Locust Avenue segment to Major Highway through a Policy Plan Amendment, the classification of Linden Avenue south of the Walter Zimmerman Elementary School to Jurupa Avenue to Industrial Collector (60 foot wide) through a Policy Plan Amendment, The Project would change the classification of Maple Avenue south of Santa Ana Avenue to Jurupa Avenue to Industrial Collector (60 foot wide) through a Policy Plan Amendment, The Project would change the classification of Maple Avenue south of Santa Ana Avenue to Jurupa Avenue to Industrial Collector (60 foot wide) through a Policy Plan Amendment

1. Roadway width of Jurupa Avenue between Locust and Maple will be based on project specific conditions and Traffic Impact Analysis dated 5/3/2022.

## 2.4 Infrastructure Plans

Development of the Specific Plan will require the installation of supporting infrastructure, including water, sewer, storm water drainage and dry utilities. All necessary infrastructure improvements are required to be installed in such a manner as to insure that development of the Specific Plan property is adequately serviced by all necessary infrastructure, and in conformance with applicable County and public utility service provider design standards. The following water, sewer, and drainage plans are conceptual and represent intended infrastructure improvements to support development within the Specific Plan. Final infrastructure improvements for development projects within the Specific Plan will be determined through more detailed engineering analysis at the time individual implementing development projects are proposed.

Phasing of infrastructure is identified in Figures 2-6, 2-7 and 2-8. Development Sites 1 and 2 are assumed to be constructed as part of Phase 1 and Development Sites 3 and 4 constructed as part of Phase 2 and the balance of the Specific Plan as part of Full Buildout. Nevertheless, as discussed above, Development Sites 1-4 may be developed in one phase.

### 2.4.1 Water

The West Valley Water District (WVWD) provides water service to the Specific Plan area. Existing water service includes the following facilities:

- Santa Ana Avenue: A 6" line runs along the north side of the Specific Plan between Alder and Laurel Avenue, reduced to a 4-inch from Laurel to Locust Avenue, and back to a 6-inch from Locust Avenue to Maple Avenue where it stops and heads North. There is an existing 12" line in Santa Ana Avenue between Maple Avenue and Linden Avenue which will remain.

- Locust Avenue: A 10" line runs from Santa Ana Avenue south to a point approximately 700 feet northerly of Jurupa Avenue where it connects to a 12" line that continues south to Jurupa Avenue.
- Maple Avenue: A 12" line runs from Santa Ana Avenue south to a point approximately 700 feet northerly of Jurupa Avenue.; and transitions to an 8" line with connection at Jurupa Avenue.
- Linden Avenue: A 12" line runs northerly from Jurupa Avenue and continues on north of Santa Ana Avenue.
- Jurupa Avenue: A 12" line runs from Linden Avenue west to Locust Avenue.
- Laurel Avenue: A 12" line runs south from Santa Ana Avenue to a point approximately 1,300 feet south of Santa Ana Avenue.

The existing water line network is divided into two pressure zones, designated as Zone 2 which includes the properties along Maple and Linden Avenues, and Zone 3 which includes the properties along Locust and Laurel Avenues.

Water facility improvements are permitted to the water line along Santa Ana Avenue from the existing 6" line to a 12" line. In addition to the Santa Ana Avenue upgrades, there will be new 16" lines constructed in connection with Specific Plan buildout along Laurel and Locust Avenues between Santa Ana Avenue and Jurupa Avenue.

New water facilities necessary to serve development within the Specific Plan will include the following and are provided in accordance with WVWD master plans:

- Locust Avenue: Upgrade the existing 10-inch diameter waterline to a 16-inch diameter waterline between Santa Ana Avenue and the existing 12-inch diameter waterline connecting to Jurupa Avenue .
- Maple Avenue: Provide a new 12-inch diameter waterline connection between the existing 12-inch diameter waterline which runs north to Santa Ana Avenue and the existing 12-inch diameter waterline connecting to the Jurupa Avenue 12-inch diameter waterline.
- A new 12-inch diameter waterline cross-tie between Locust Avenue and Laurel Avenue approximately mid-block between Santa Ana Avenue and Jurupa Avenue .
- Construction of a 16-inch diameter waterline within the Laurel Avenue right-of-way from the existing 12-inch diameter waterline to approximately 1,000 feet southward to serve the southwestern portion of the Specific Plan.

Water facilities proposed to serve the Phase 1 area of the Initial Development Area (Development Sites 1 and 2 of Planning Area A ) include:

- upsizing the existing 6-inch and 4-inch water lines located on Santa Ana between Alder Avenue and Maple Avenue to a new 12-inch line;
- utilizing existing 12" water line along Maple Avenue;
- upsizing an existing 8-inch line to a new 12-inch line and utilizing the existing 12-inch line in Jurupa Avenue and constructing a 16" water line along Locust Avenue; and,
- constructing a new 12" line along Santa Ana Avenue from the west of Maple Avenue connecting at Alder, approximately 1200 feet west of Laurel Avenue, which will complete the water line loop.

Water facilities proposed to serve the Phase 2 area of the Initial Development Area (Development Sites 3 and 4 of Planning Area A ) include utilizing the existing 12-inch waterline on Laurel Avenue and install a new 12" cross-tie between Locust Avenue and Laurel Avenue required for the

development of Site 3 with connection to the Phase 1 16" water line along Laurel Avenue. The buildout condition of the Specific Plan would require extending the existing 12-inch water line on Laurel with a 16-inch line.

Existing and proposed water facilities are shown in Figures 2-6a – 2-6c.

#### **2.4.2 Sewer**

The project site is within the City of Rialto Sphere of Influence. Sewer service within the Specific Plan area is provided by the City of Rialto Wastewater System. Existing sewer service includes the following facilities:

- A 24" gravity line in Santa Ana Avenue which carries flows from West of the Initial Development Area to Maple Avenue.
- A 27" gravity line in Santa Ana Avenue which carries flows from Maple Avenue east past Linden Avenue.

New sewer facilities necessary to serve development within the Specific Plan will include the following and are provided in accordance with City of Rialto master plans:

- Maple Avenue: A new 8-inch diameter gravity line will carry flows south along Maple Avenue from immediately south of Santa Ana Avenue to a public lift station on the southwest corner of Maple Avenue at Jurupa Avenue. A new 6-inch diameter force main would carry flows to the Santa Ana Avenue Trunk Sewer.
- Locust Ave: A new 8-inch diameter gravity line would carry flows south along Locust Avenue from immediately south of Santa Ana Avenue to a public lift station just north of the Specific Plan boundary. A new 6-inch diameter force main would carry flows to the Santa Ana Avenue Trunk Sewer.
- Laurel Avenue: A new 8-inch diameter gravity line along Laurel Avenue would collect flows and meet at a low point just north of the Specific Plan southerly boundary. Flows would travel east across the Specific Plan area to the lift station serving the Locust Avenue facilities.

Sewer facilities proposed to serve the Phase 1 area of the Initial Development Area include constructing an 8" gravity sewer and a 6" force main along Maple Avenue from just north of Jurupa Avenue to Santa Ana Avenue. Sewer lift station facilities will be constructed at the south end of the force main.

Sewer facilities proposed to serve the Phase 2 area of the Initial Development Area include constructing an 8" gravity sewer and a 6" force main along Locust Avenue from north of Jurupa Avenue to Santa Ana Avenue. A sewer lift station facility will be constructed at the south end of the force main.

Existing and proposed sewer facilities are shown in Figures 2-7a – 2-7c.

#### **2.4.3 Storm Water Drainage**

There are no existing storm water drainage facilities within the Specific Plan area. The only defined surface drainage adjacent the Plan area is an existing surface drainage course from Jurupa Avenue through the park area on the south side of Jurupa Avenue that flows to the privately maintained basin to the south at Locust Avenue and 11<sup>th</sup> Street.

New storm water drainage facilities necessary to serve development within the Specific Plan will include the following:

- Laurel Avenue: A new 48-inch diameter storm drain will convey stormwater south from Santa Ana Avenue approximately 1,800 feet to a new 78-inch diameter storm drain near the southern boundary of the Specific Plan.
- A new 78-inch diameter storm drain extension in Planning Area B near the southern boundary of the Specific Plan will connect with the new storm drain in Laurel Avenue to the west and Locust Avenue to the east.
- Locust Avenue: A new 78" storm drain pipe will be installed to the junction of the new 78" storm drain pipe connecting Laurel Ave and Locust Ave. After this point the storm drain pipe diameter will be 90"
- Jurupa Avenue: A new 90-inch diameter storm drain will convey stormwater from Locust Avenue for approximately 1,000 feet where the storm drain transitions to a new 60" diameter storm drain in Jurupa Avenue. The new 60-inch diameter storm drain will continue conveying stormwater easterly to Linden Avenue. Additionally, flows exceeding the Specific Plan-mitigated flow rates will "bubble" out from a series of inlets located on Jurupa Avenue, at or near existing low points and travel south along its historical and natural watercourse.
- Linden Avenue: A new 60-inch diameter storm drain will convey stormwater south from Jurupa Avenue to 5<sup>th</sup> Street.
- 5<sup>th</sup> Street: A new 60-inch diameter storm drain will convey stormwater from Linden Avenue to an existing private basin directly south of the eastern terminus of 5th Street. This private basin extends between 5<sup>th</sup> Street and El Rivino Road.
- A new 72-inch diameter storm drain from Alder Avenue crossing the southwestern area of the Specific Plan boundary in Planning Area B to Laurel Avenue and connecting to the new onsite 78-inch diameter storm drain extension that connects Laurel Avenue and Locust Avenue.

Phase 1 (Development Sites 1 and 2) includes construction of a 78" to 90" diameter storm drain pipe on Locust Avenue between Santa Ana Avenue and Jurupa Avenue. The 90" storm drain pipe will continue east on Jurupa Avenue and transition to a 60" diameter pipe, where it extends south on Linden Avenue, then east on 5th Street to an existing private basin which extends between 5th Street and El Rivino Road. Phase 2 (Development Sites 3 and 4) includes lateral connections to the master drain on Locust Avenue and the construction of the 48" storm drain in Laurel Avenue with a new onsite storm drain extension in Planning Area B near the southern boundary of the Specific Plan that would connect the storm drain in Laurel Avenue to the storm drain system at Locust Avenue to the east.

Proposed drainage facilities are shown in Figures 2-8a – 2-8c.

**FIGURE 2-6a PHASE 1 WATER PLAN**

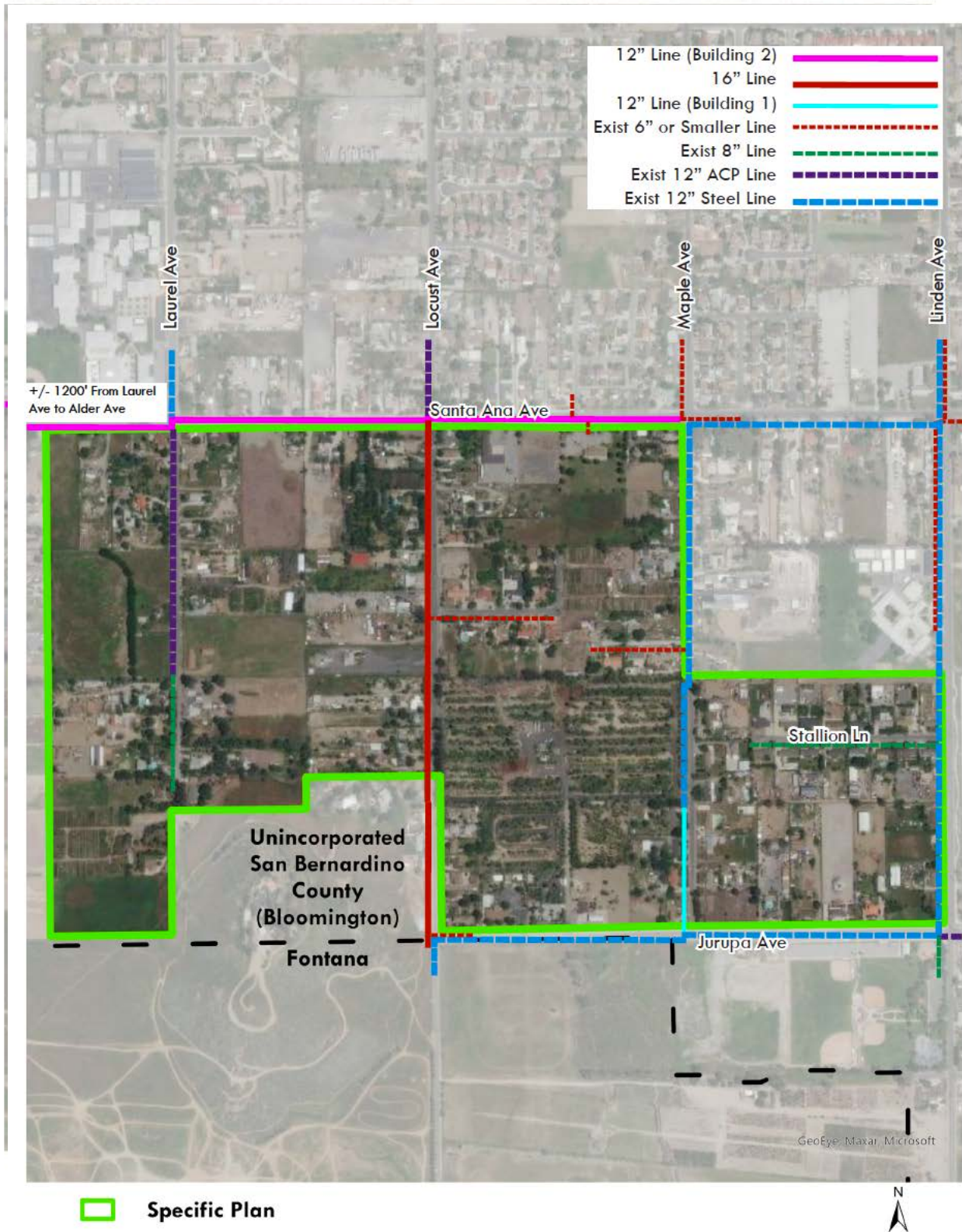


FIGURE 2-6b PHASE 2 WATER PLAN

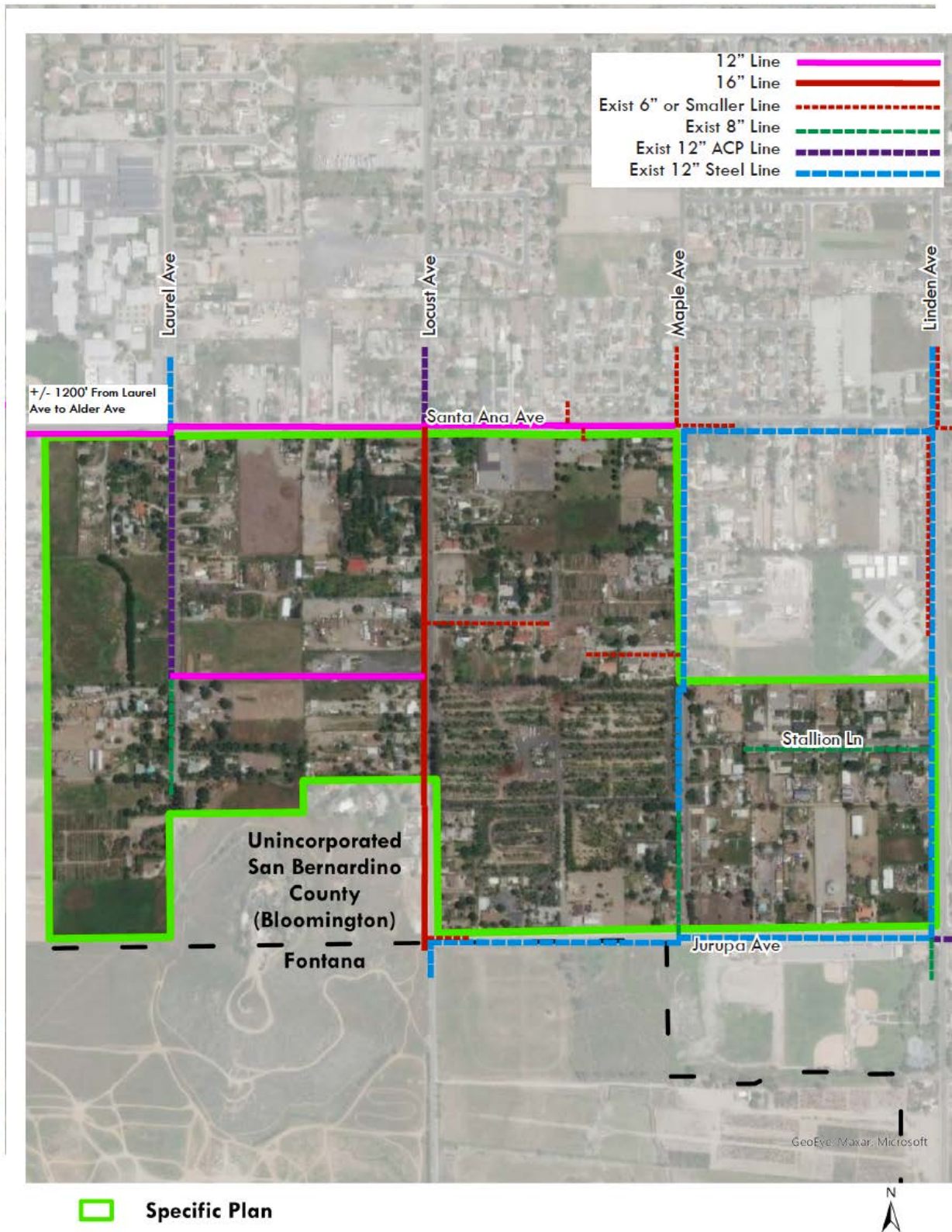
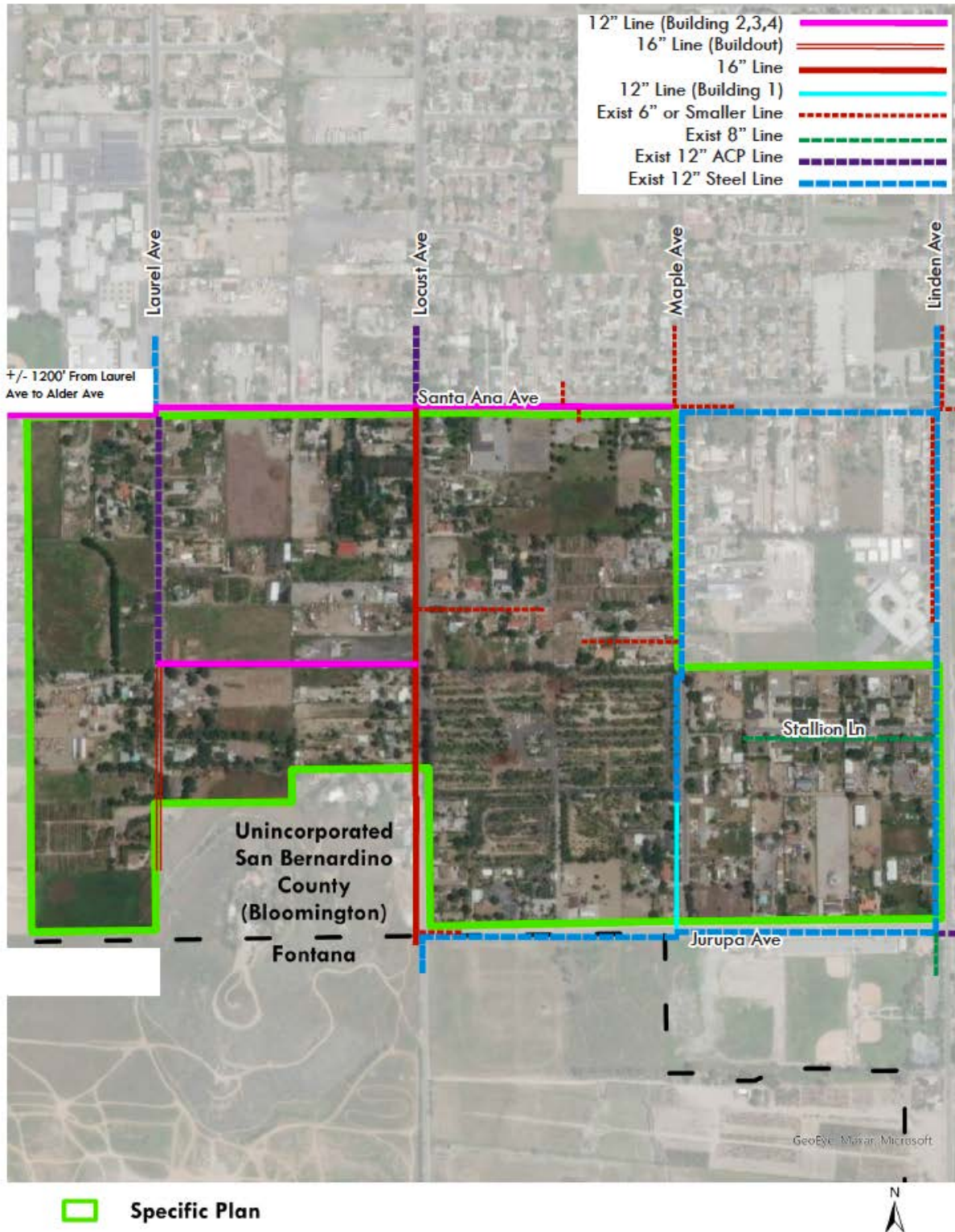
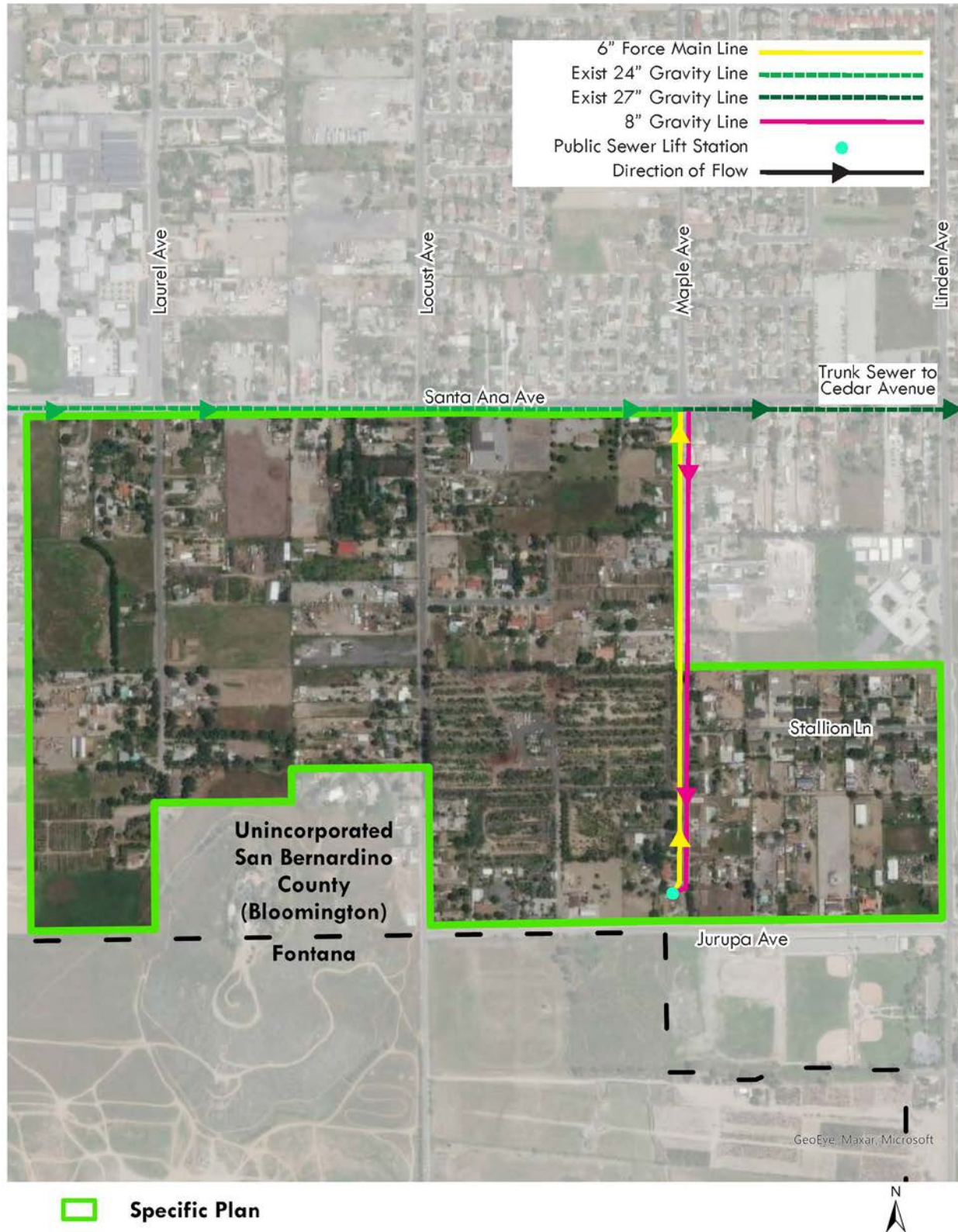


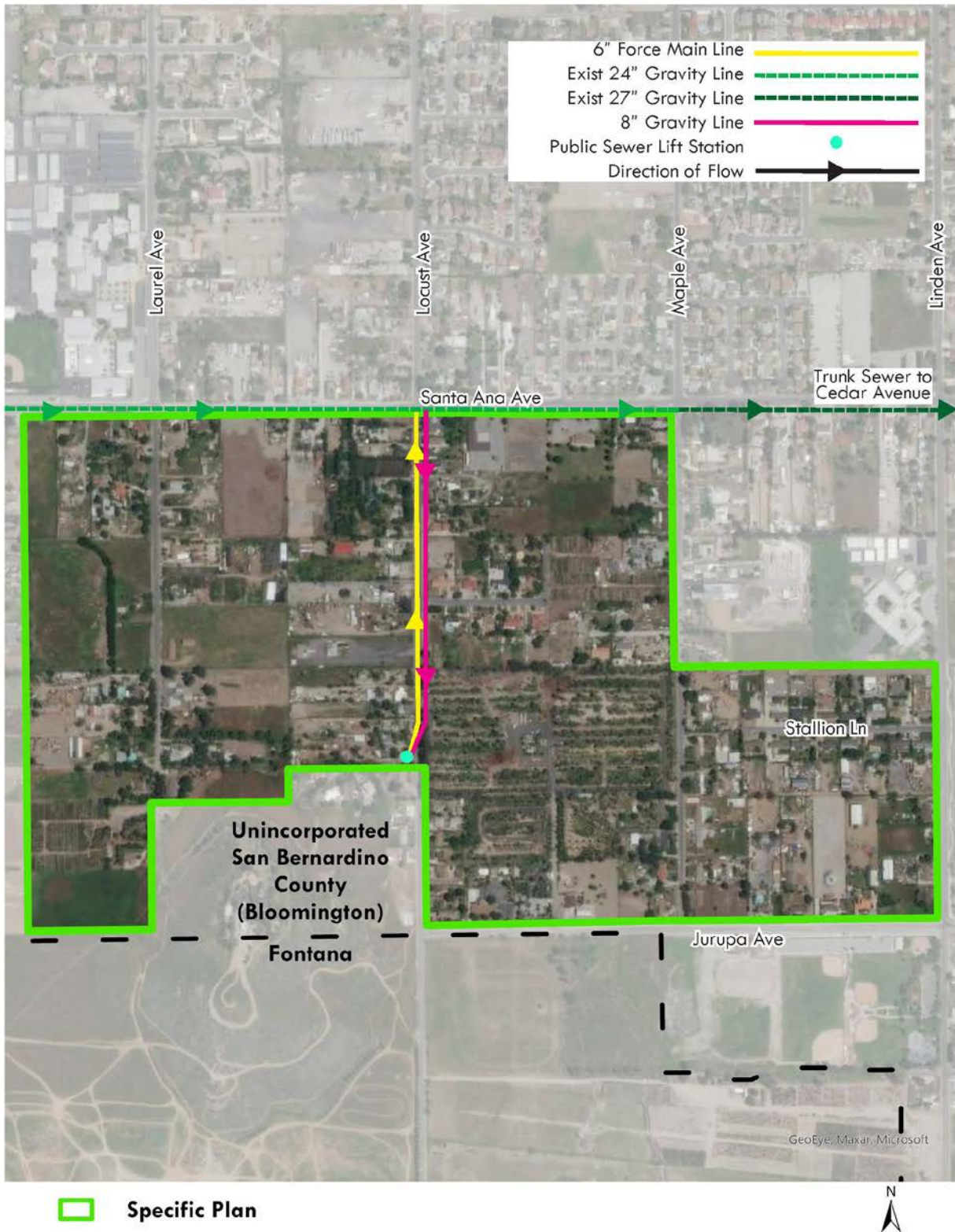
FIGURE 2-6c BUILDOUT WATER PLAN



**FIGURE 2-7a PHASE 1 SEWER PLAN**



**FIGURE 2-7b PHASE 2 SEWER PLAN**



**FIGURE 2-7c BUILDOUT SEWER PLAN**

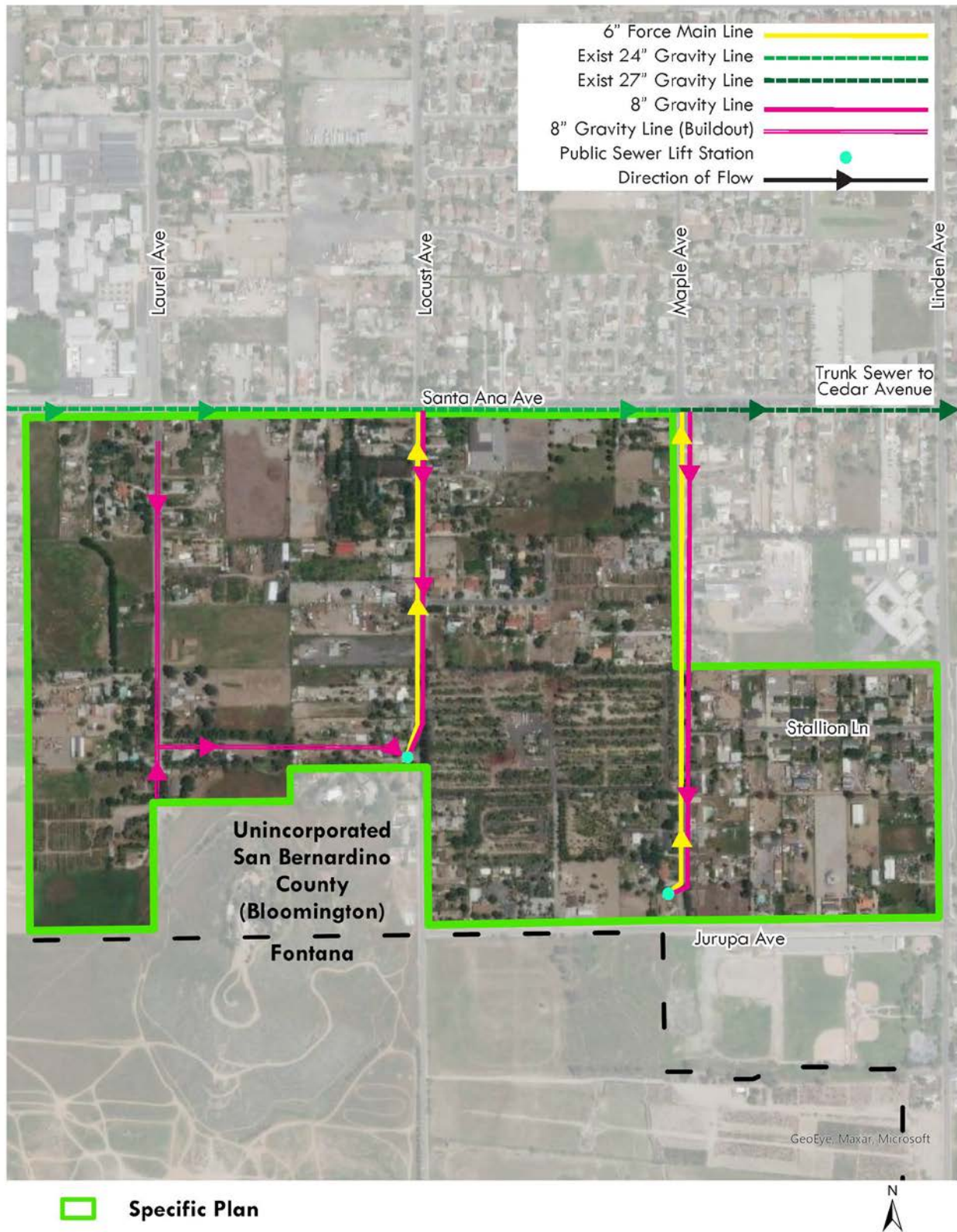
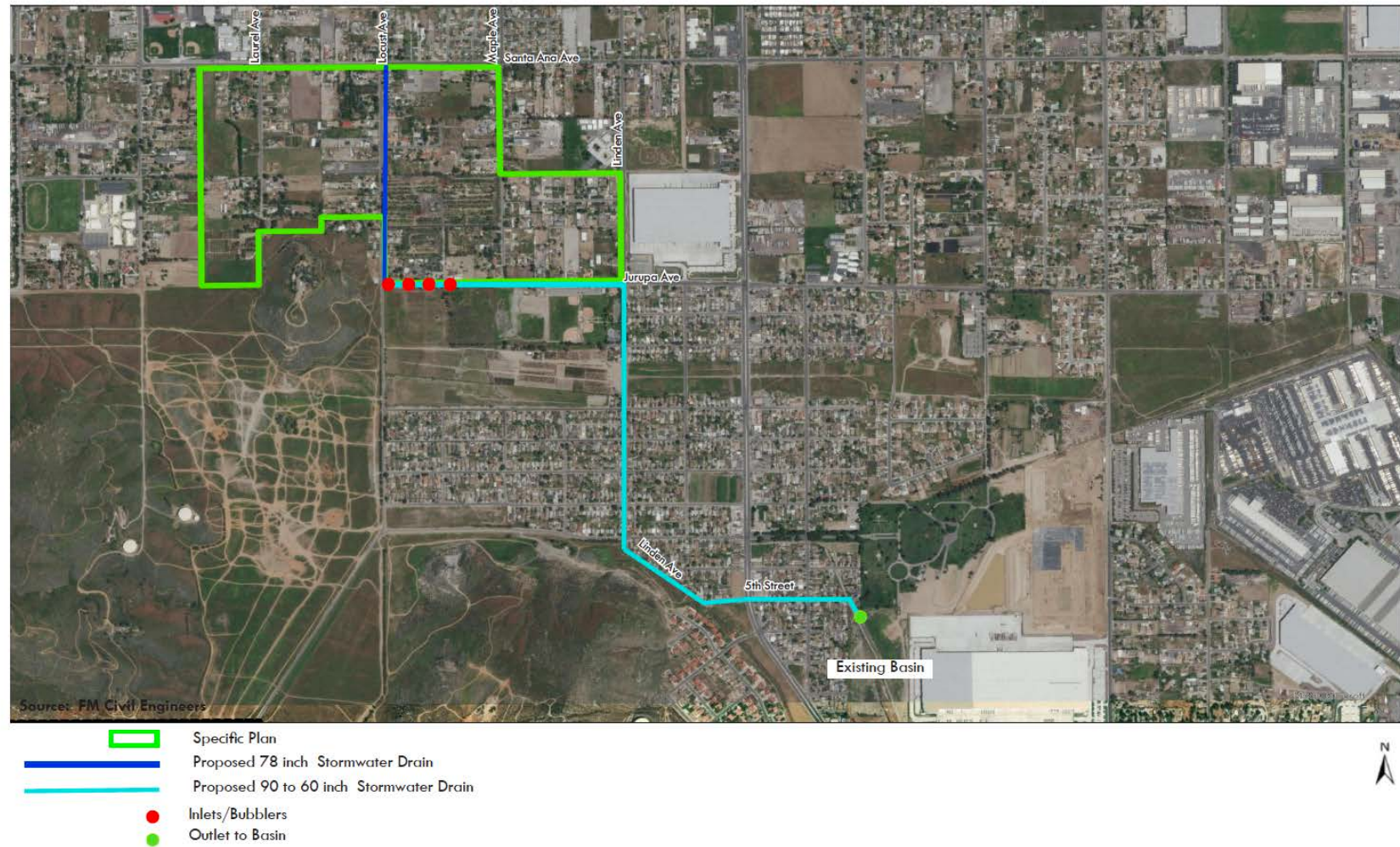
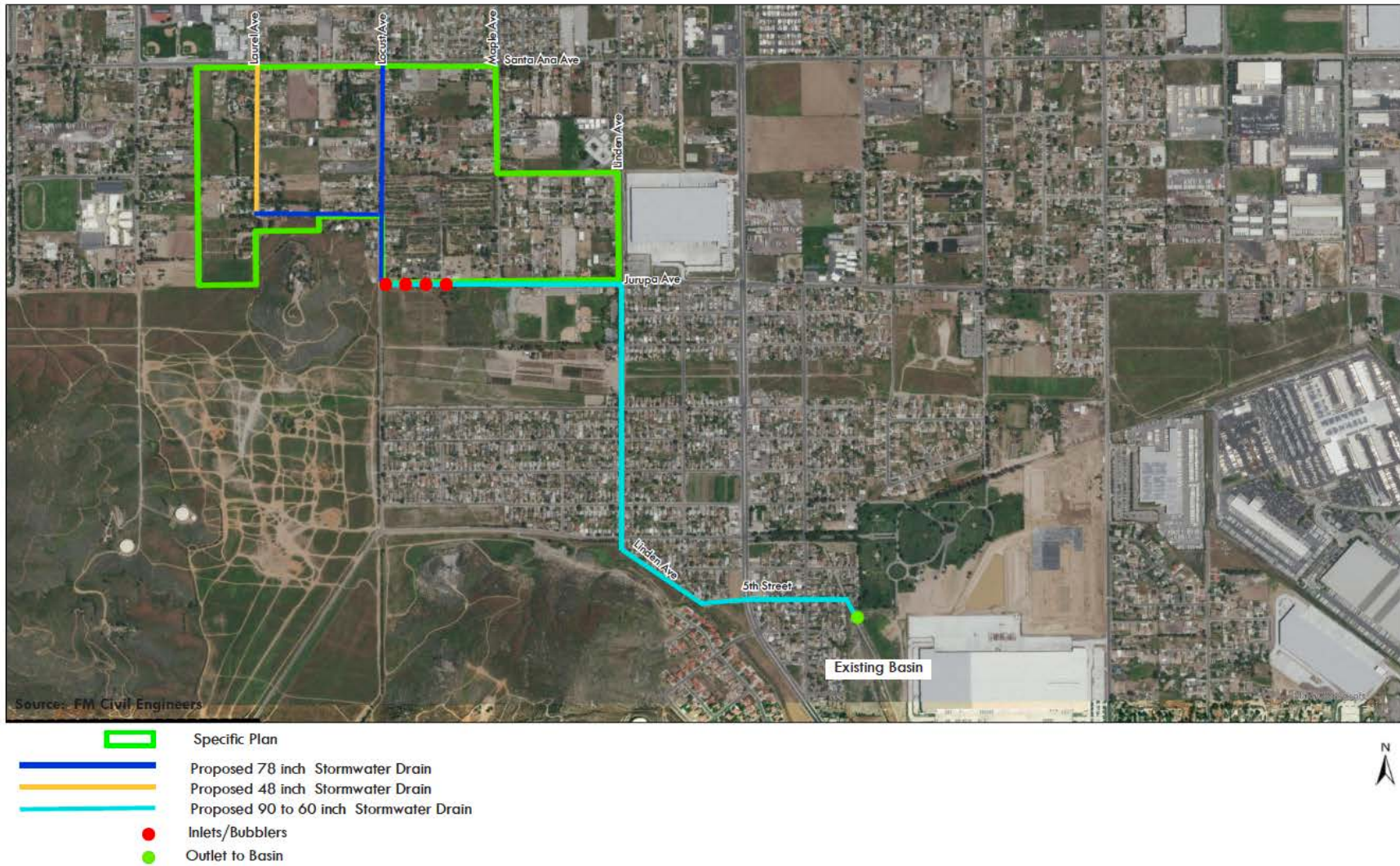


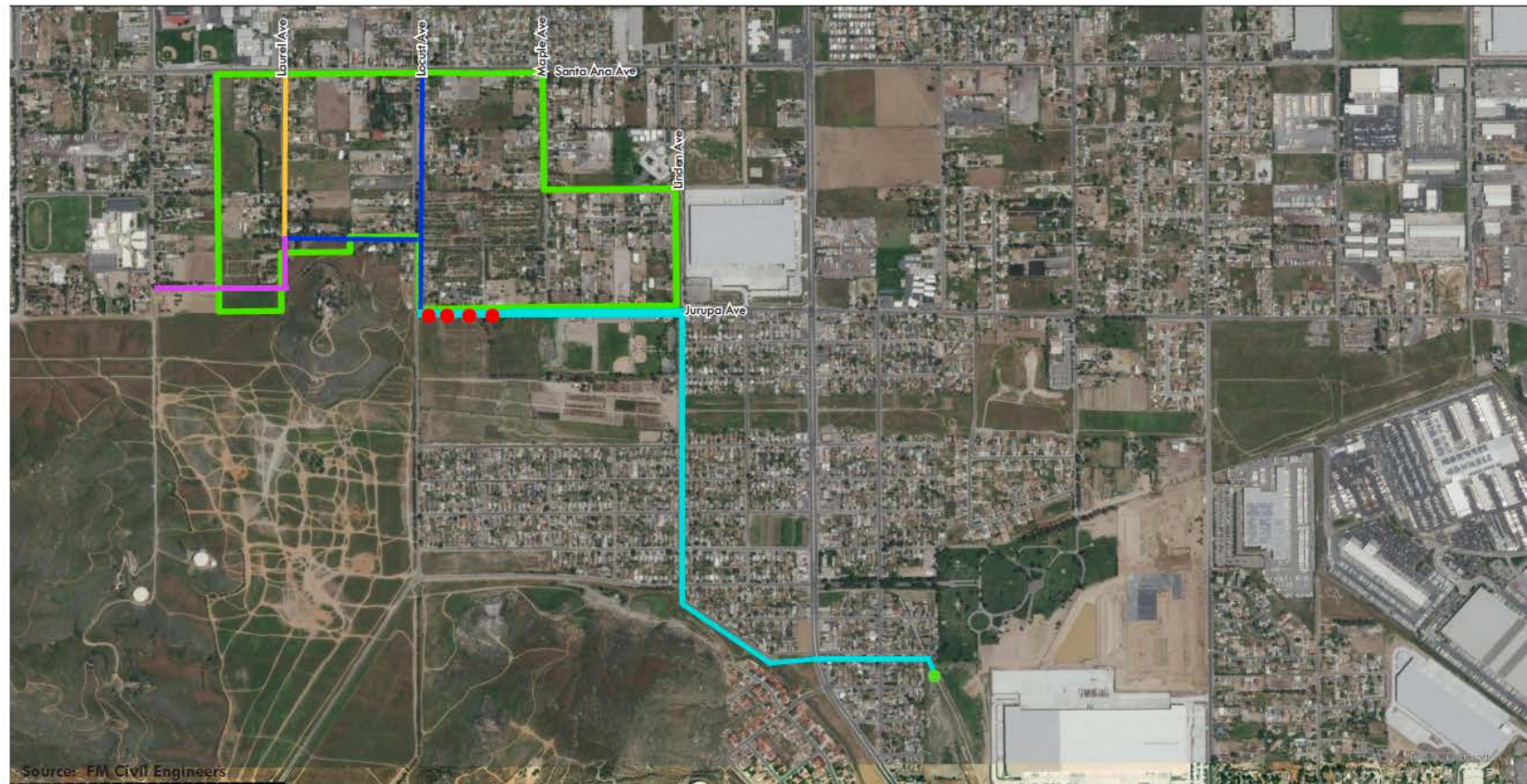
FIGURE 2-8a PHASE I STORMWATER DRAINAGE PLAN



**FIGURE 2-8b PHASE II STORMWATER DRAINAGE PLAN**



**FIGURE 2-8c BUILDOUT STORMWATER DRAINAGE PLAN**



- █ Specific Plan
- █ Proposed 78 inch Stormwater Drain
- █ Proposed 48 inch Stormwater Drain
- █ Proposed 90 to 60 inch Stormwater Drain
- █ Proposed 72 inch Stormwater Drain
- Inlets
- Existing Basin



### III. DEVELOPMENT STANDARDS

#### 3.1 Purpose and Intent

This chapter establishes the allowable land uses and development standards for all development within the Specific Plan. The standards provided herein are intended to work in concert with the guidelines set forth in Chapter IV, Design Guidelines, to achieve the goals of the Specific Plan.

The meaning of words, phrases and terms within the Specific Plan shall be the same as provided in the County Development Code, unless a different definition is provided within this Specific Plan. Definitions provided in the Specific Plan shall take precedence over definitions provided in the Development Code.

The development regulations set forth in this chapter shall apply to all implementing development projects within the Specific Plan. Whenever the development standards contained herein differ from those contained in the County Development Code, the provisions of this Specific Plan shall take precedence. Any development standard, condition, or situation not explicitly addressed herein shall be subject to the applicable County Development Code requirement(s).

#### 3.2 Allowable Land Uses

The land use designation over the entire Specific Plan area is Industrial/Business Park. This designation is intended to accommodate a variety of warehousing and distribution facilities, assembly, e-commerce, processing and manufacturing of goods and materials, outdoor truck trailer parking, including facilities for outdoor storage of trucks and trailers utilized by businesses within the Specific Plan.

Table 3-1, *Permitted Uses*, shows the allowable principal and accessory land uses permitted within the Industrial/Business Park designation. Permitted uses are subject to additional design guidelines outlined in Chapter IV, Design Guidelines, and land use entitlement procedures and actions outlined in Chapter V, Implementation.

Land within the Specific Plan area and structures/facilities thereon may only be developed and/or used for those uses listed in Table 3-1, *Permitted Uses*. The symbols shown in Table 3-1 are defined as follows:

- “P” means the use is permitted, subject to applicable development standards and land use entitlement processes outlined in Chapter V, Implementation of the Specific Plan.
- “A” means the use is permitted, provided the use is accessory and subordinate to the primary permitted use and located on the same parcel as the primary use. Accessory uses may be established only concurrent with or after the primary or principal use on the property is established.

##### 3.2.1 Land Uses Not Listed

A land use not specifically listed in Table 3-1 shall be considered a prohibited land use unless an unlisted use can be determined to be allowed within the Specific Plan through the

“Determination of Similar Use” process as outlined in Chapter V, Implementation. As detailed more fully in Chapter V, in order to make such a determination the following findings must be made:

- The characteristics of, and activities associated with the use are similar in nature to those of one or more of the uses listed in Table 3-1 as allowable, and will not involve a greater level of activity, population density, intensity, traffic generation, parking, dust, odor, noise, emissions, or similar impacts than the uses listed as permitted or accessory in the table; and
- The use will meet the purpose/intent of the Specific Plan Development Plan as defined in Chapter II, Section 2.1; and
- The use will be consistent with the goals, objectives, and policies of the County General Plan and/or the Specific Plan purpose and goals as outlined in Chapter I.

### 3.2.2 Non-Conforming Land Uses

The Specific Plan area contains a number of existing uses that would not be allowed within the Specific Plan under the provisions of Chapter III, Development Standards. These include residential and small agriculture related uses that have existed in the Specific Plan area for many years. With the adoption of the Specific Plan and its provisions for industrial/business park development, these existing uses become “legal non-conforming uses” as they are not listed as permitted uses in the Specific Plan. The designation of “legal non-conforming” applies to these residential and other uses as they were lawful before the Specific Plan was adopted but would be prohibited under the provisions of the Specific Plan. The status of these uses is detailed more fully in Chapter V, Implementation.

### 3.3 Development Standards

The following development standards apply to all implementing development projects under the Specific Plan, with the exception of legal non-conforming uses which are addressed in Chapter V, Implementation. **As provided throughout the Specific Plan, the term “Director” means the Planning Director or the designee of the Planning Director.**

#### Permitted Land Uses

Table 3-1 describes allowable uses within the Industrial/Business Park land use designation.

**Table 3-1 Permitted Uses**

| <b>Legend:</b>  | <b>Permitted Use: P</b>                              | <b>Accessory Use: A</b> |
|-----------------|------------------------------------------------------|-------------------------|
| <b>Use Type</b> | <b>Industrial/<br/>Business Park<br/>Designation</b> | <b>Additional Notes</b> |

**Professional Office and Service Uses**

|                                           |   |                                                                                                     |
|-------------------------------------------|---|-----------------------------------------------------------------------------------------------------|
| Administrative and Professional Offices   | P |                                                                                                     |
| Cargo Containers Used as Storage          | A |                                                                                                     |
| Data Processing Centers & Data Storage    | P | Excludes employee intensive call centers                                                            |
| Delicatessens, Cafes & Refreshment Stands | A | When developed in conjunction with the principal use of the parcel.                                 |
| Industrial Sales                          | A | Direct to consumer sales of goods or products either manufactured, warehoused or wholesaled on-site |
| Mobile Food Vending                       | P |                                                                                                     |

**Industrial, Warehousing, Processing, & Manufacturing Uses**

|                                                                     |   |                                                                                                       |
|---------------------------------------------------------------------|---|-------------------------------------------------------------------------------------------------------|
| Apparel and Industrial Design                                       | P |                                                                                                       |
| Beverage Manufacturing, Non-alcoholic                               | P |                                                                                                       |
| Beverage Bottling & Distribution                                    | P |                                                                                                       |
| Breweries & Wineries                                                | P |                                                                                                       |
| Commercial Bakeries                                                 | P |                                                                                                       |
| Computer & Electronic Parts Manufacturing & Assembly                | P |                                                                                                       |
| Distribution Warehouses & E-commerce Fulfillment Centers            | P |                                                                                                       |
| Fabricating & Machining                                             | P |                                                                                                       |
| Food Processing & Canning                                           | P |                                                                                                       |
| Furniture & Related Product Manufacturing                           | P |                                                                                                       |
| Industrial Robotics Manufacturing/Assembly                          | P |                                                                                                       |
| Machinery Manufacturing                                             | P |                                                                                                       |
| Off-site Vehicle, Truck & Outdoor Trailer Parking Lots <sup>1</sup> | A | Use must be affiliated with, and services an existing approved principal use within the Specific Plan |
| Plastics Fabrication & Molding                                      | P |                                                                                                       |
| Printing & Publishing                                               | P |                                                                                                       |
| Research & Development Facilities                                   | P |                                                                                                       |
| Shipping & Parcel Delivery/Sorting Center                           | P |                                                                                                       |
| Storage - Personal Storage, Mini-Storage                            | P |                                                                                                       |
| Storage - Vehicles Storage                                          | P |                                                                                                       |
| Storage - Warehouse, Indoor/Outdoor Storage                         | P | Outdoor storage shall be screened from view from all public streets                                   |
| Truck Terminal                                                      | P |                                                                                                       |
| Wholesaling and Distribution                                        | P |                                                                                                       |

**Notes:**

1. Permitted as a primary use subject to Director review of a trip generation and distribution comparison to any other permitted use, as long as the proposed use does not lead to a decrease in LOS at any studied intersection which cannot be mitigated.

Lot Standards, Setbacks, Building Height, and Development Intensity

Required lot size, development intensity, building setbacks and height, and parking setbacks are described in Table 3-2, *Development Standards*.

**Table 3-2 Development Standards**

| Development Standard | Industrial & Business Park Uses | Additional Notes |
|----------------------|---------------------------------|------------------|
|----------------------|---------------------------------|------------------|

**Lot Standards & Development Intensity**

|                               |             |                                                                                                                                                                                                                                                                            |
|-------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Lot Size              | 9.0 acres   |                                                                                                                                                                                                                                                                            |
| Maximum FAR – Planning Area A | 0.50        | Maximum parcel building square footage will be determined after meeting all minimum development standards imposed by the Specific Plan. Individual development projects are allowed up to a maximum 0.55 FAR provided the overall Planning Area A does not exceed 0.5 FAR. |
| Maximum FAR – Planning Area B | 0.05        | Individual development projects are allowed up to a maximum 0.55 FAR provided the overall Planning Area B that is assumed does not exceed 0.05 FAR.                                                                                                                        |
| Minimum Lot Width             | 150 ft.     |                                                                                                                                                                                                                                                                            |
| Landscape Percentage          | Minimum 15% | As a % of Lot Area                                                                                                                                                                                                                                                         |

**Building Setbacks and Height**

|                                       |                                                                       |                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Public Rights-of-Way:                 |                                                                       |                                                                                                                                                                                                                                                                                                                                                |
| • Buildings up to 500,000 sf          | 30 ft.                                                                |                                                                                                                                                                                                                                                                                                                                                |
| • Buildings over 500,000 sf           | 30 ft.                                                                |                                                                                                                                                                                                                                                                                                                                                |
| Abutting Residential/Agricultural Use | 40 ft.                                                                |                                                                                                                                                                                                                                                                                                                                                |
| Abutting Industrial/Business Park Use | 20 ft.                                                                |                                                                                                                                                                                                                                                                                                                                                |
| Abutting Internal Drive Aisle         | 10 ft.                                                                |                                                                                                                                                                                                                                                                                                                                                |
| Abutting Parking Spaces               | 5 ft.                                                                 |                                                                                                                                                                                                                                                                                                                                                |
| Maximum Building Height               | 55 ft. at building setback abutting residential uses; 75 ft otherwise | Any portion of a structure that exceeds 55 feet in height not including architectural features as measured from finished floor elevation shall be set back from the residential setback line not less than one foot for each one foot in height that is in excess of 55 feet. All buildings and structures shall not exceed 75 feet in height. |

**Parking Setbacks**

|                          |        |  |
|--------------------------|--------|--|
| Public Rights-of-Way:    |        |  |
| • Parking Stalls         | 25 ft. |  |
| • Tractor/trailer stalls | 25 ft. |  |
| • Loading Docks          | 75ft.  |  |

|                                |        |  |
|--------------------------------|--------|--|
| Abutting Building Entrance     | 10 ft. |  |
| Abutting Building Walls        | 5 ft.  |  |
| Abutting Parcel Property Lines | 5 ft.  |  |
| Abutting Residential Uses:     |        |  |
| • Auto Parking Stalls          | 10 ft. |  |
| • Tractor/trailer Stalls       | 15 ft. |  |
| • Loading Docks                | 75 ft. |  |

### 3.4 Parking and Loading Standards

Required parking and loading requirements are described in Table 3-3, *Parking Standards*.

**Table 3-3 Parking Standards**

| Building Type | Minimum Parking Requirement <sup>1, 2</sup> | Special Conditions |
|---------------|---------------------------------------------|--------------------|
|---------------|---------------------------------------------|--------------------|

#### Manufacturing, Assembly, Fabricating, and Similar Uses

|                                                             |                                                                         |                                                                  |
|-------------------------------------------------------------|-------------------------------------------------------------------------|------------------------------------------------------------------|
| Buildings up to 40,000 sf.<br>excluding office space        | 1 space per 1,000 sf.                                                   | 1 tractor-trailer space<br>required for every dock high<br>door. |
| Buildings greater than 40,000 sf.<br>excluding office space | 1 space per each 4,000<br>sf. of GFA for the portion<br>over 40,000 sf. | 1 tractor-trailer space<br>required for every dock high<br>door. |
| Administrative office space                                 | 1 space per 250 sf.                                                     | 1 permanently maintained<br>loading space                        |

#### Warehouse and Light Industrial Uses

|                                                             |                                                                         |                                                                  |
|-------------------------------------------------------------|-------------------------------------------------------------------------|------------------------------------------------------------------|
| Buildings up to 40,000 sf.<br>excluding office space        | 1 space per 1,000 sf.                                                   | 1 tractor-trailer space<br>required for every dock high<br>door. |
| Buildings greater than 40,000 sf.<br>excluding office space | 1 space per each 4,000<br>sf. of GFA for the portion<br>over 40,000 sf. | 1 tractor-trailer space<br>required for every dock high<br>door. |
| Administrative office space                                 | 1 space per 250 sf.                                                     | 1 permanently maintained<br>loading space                        |

#### Professional Offices

|                           |                     |                                           |
|---------------------------|---------------------|-------------------------------------------|
| Professional office space | 1 space per 250 sf. | 1 permanently maintained<br>loading space |
|---------------------------|---------------------|-------------------------------------------|

#### Minimum Parking Stall and Access Design

|                               |                                         |                         |
|-------------------------------|-----------------------------------------|-------------------------|
| Parking Stall Size:           | 1. 9 ft. X 19 ft.<br>2. 10 ft. X 50 ft. | 90-degree angle assumed |
| 1. Standard Automobile Stalls |                                         |                         |
| 2. Tractor-trailer Stalls     |                                         |                         |
| Drive Aisle Width             | 26 ft.                                  |                         |

**Notes:**

1. Minimum parking requirements are calculated by the building's gross floor area.

2. The number of parking spaces required above may be reduced if it can be demonstrated through a parking study that the proposed use would have a parking demand below the requirements above.

There shall be adequate truck and trailer maneuvering area for the largest truck size anticipated for each development. Trucks shall not be allowed to use public right-of-way to maneuver into loading spaces, including having to back from or into the public right-of-way. Trucks using loading areas shall not encroach into parking spaces.

#### **Off-Site Parking**

**Commercial vehicle parking shall be prohibited on all public roads within the Specific Plan, including but not limited to Jurupa Avenue, Locust Avenue, Maple Avenue, Linden Avenue, Stallion Lane, Rose Avenue, Birch Street, Santa Ana Avenue, Cedar Avenue as well as any future public roads created or otherwise established.**

### **3.5 Screening and Outdoor Storage**

The following screening and storage requirements shall apply as indicated.

1. Where industrial and business park uses adjoin a residential use, a twelve-foot-high solid screen wall shall be located on the common property line, except in a required public right-of-way street setback where the screen wall shall be located behind the landscaped setback area.
2. Where truck parking, loading areas, and/or truck maneuvering areas abut a public right-of-way, a twelve-foot-high solid screen wall shall be located behind the landscaped setback area unless a greater height is required per a site specific noise study.
3. Where automobile parking areas abut a public right-of-way, a four-foot-high decorative screen wall, wrought-iron fence, tubular aluminum fencing or welded-wire fence shall be located behind the landscaped setback area.
4. For industrial developments utilizing outdoor storage, the areas devoted to outside storage shall be paved, or if not paved shall be treated with a dust binder or other dust control measure as approved by the **Planning** Director of Land Use Services (~~Planning Director~~).
5. All trash receptacles shall be screened so that they are not visible from any public right-of-way.
6. All truck or trailer storage areas shall have a paved surface providing for drainage control as determined by the Land Development Department. An alternative surfacing may be approved for vehicle storage if it can be demonstrated to be dust free and provide adequate drainage control.
7. All truck or trailer storage areas shall be completely screened from view by a minimum twelve-foot solid concrete block wall.

8. Any lighting of truck or trailer storage areas shall be shielded to direct light down onto the storage area and directed away from adjacent properties and public rights-of-way.
9. Wood, barbed wire, or electrical fencing is not permitted for use within the Specific Plan. Chain link fencing is allowed only in areas where it is not visible from the roadway rights-of-way.

### **3.6 Lighting**

Exterior lighting on industrial and business park properties shall comply with the following requirements.

1. Exterior lighting shall use energy-efficient (high pressure sodium, low pressure sodium, compact fluorescent, LED, or other lighting technology of equal or greater energy efficiency) fixtures/lamps.
2. Lighting shall be shielded or recessed so that direct glare and reflections are confined to the maximum extent feasible within the boundaries of the site and shall be directed downward and away from adjoining properties and public rights-of-way.
3. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness.
4. High intensity security lighting fixtures shall not be substituted for site, landscaping, or general building exterior illumination. If used it shall be limited to loading and storage locations or other similar service areas and designed so that the illumination is contained to the area requiring security.
5. Fixtures shall be energy efficient meeting current Title 24 requirements.
6. Neon lighting is prohibited in all areas within the Specific Plan.
7. Height of lighting fixtures in loading and service areas shall be limited to 35 feet.
8. A photometric lighting plan shall be submitted with each development plan submittal for approval per Section 5.1.

## **IV. DESIGN GUIDELINES**

### **4.1 Introduction**

The Design Guidelines presented in this chapter are intended to augment the development standards outlined in Chapter III and provide a framework for the creation of a high quality and cohesive design character for the Specific Plan. Design guidelines are not intended to be rigid or inflexible and as such are presented in wording such as “should” rather than “shall.” Thus, design guidelines allow for and encourage creative solutions to design that meet the intent of the guidelines or requirements and are not considered to create a discretionary approval for projects within the Specific Plan. Further, the Director shall determine ministerially at an administrative level whether proposed developments are consistent with the Design Guidelines, and such an administrative determination does not require the Director or other approval body to hold a public hearing regarding these types of determinations. More specific detail concerning the approval processes for development permits is discussed below in Chapter V.

The objectives of these Design Guidelines are as follows:

1. Maintain high-quality development within the Specific Plan that is an aesthetic benefit to the community and is regionally competitive to attract new investment in the community.
2. Provide a guide to developers, builders, architects, landscape architects, and other professionals involved in implementing the Specific Plan in order to maintain the desired design quality throughout the Specific Plan.
3. Provide assurance to the County that the Specific Plan will be developed in accordance with the quality and character described within the Specific Plan.
4. Establish criteria for building design and materials, landscape design and site design while allowing flexibility for practical application, constructability, and creative design.

In addition to the design guidelines objectives listed above, overarching design theme elements to be incorporated into project design include:

- Physical separation of buildings from adjacent neighborhoods along with the provision of landscape buffer areas.
- Screened loading and service areas.
- Controlled truck site ingress and egress.
- Service areas located at rear of buildings or screened from public view.
- Quality exterior building materials.
- Integrated landscape and streetscape treatments.
- A variety of architectural design treatments to promote visual diversity.
- Enhanced building architecture oriented towards street and public realm.

## **4.2 Site Design**

1. Organize the location of buildings, parking, service areas, circulation and access recognizing the configuration of the parcel, street frontage, and relation to surrounding development to create a functionally efficient integration between on-site and off-site uses.
2. Front office areas and visitor access and parking should be oriented to the public right-of-way when possible.
3. Site access and on-site circulation should when possible separate visitor/employee and truck parking and minimize shared access routes between automobile and truck circulation.
4. Site truck access points should relate to perceived off-site truck routes and minimize potential conflicts with surrounding residential traffic.
5. Outside storage areas should not be located in areas visible from public streets or adjacent residential uses without adequate screening.
6. Provide an appropriate level of separation, landscaping, and screen walls adjacent to residential uses.
7. Provide a logical and clearly defined sequence of entry and arrival to building entrances and loading service areas, addressing visitors, employees, and truck operations.

## **4.3 Building Form/Massing**

Building form is one of the primary elements of the visual character of site development. This is especially true of industrial/business park development where buildings tend to be large. Design aspects such as shape, mass (size), scale, proportion, and articulation are elements of a building's form, and should be carefully considered in the design of industrial buildings.

The manipulation of building mass and scale, and the use of building form articulation, are primary design considerations to establish building designs that achieve street-friendly and pedestrian scale building design.

Appropriate building massing and articulation includes the following design elements:

- Towers or other vertical elements to accentuate key building areas such as entries.
- Articulate facades through the use of windows and reveals, as well as color and materials variations.
- Variations in parapet height and roof lines.
- Attach projecting elements such as pergolas and covered entries.
- Vertical and horizontal offsets to reduce the visual bulk of the building.
- On long walls fronting public streets apply variation in wall plans, height, color, material, texture, or other articulation elements.
- Architectural accents such as cornices, trim around windows, grooves in walls, and accent bands can be used to create visual variation along building facades.

The highest level of articulation should be incorporated into building facades visible from public streets. Building faces that orient inward to the site plan such as truck courts and/or service areas that are not visible from public streets do not need to adhere to the preceding building form guidelines.

#### **4.4 Materials, Colors and Textures**

Building materials and colors play a key role in developing a clean, contemporary visual character for a development and aid in establishing an identity for developments within the Specific Plan. Variations in materials and colors also contribute to the visual articulation of buildings.

Appropriate building materials and color applications include the following:

- Acceptable exterior building materials include smooth concrete, textured concrete, masonry block with textured or sandblasted finishes, glass and curtain-wall glazing systems, natural and/or manufactured stone, and limited metal panel systems.
- Pre-fabricated metal buildings are not allowed.
- Primary exterior building colors are encouraged to be light and warm tones. Darker and more intense colors should be utilized for accents and to accentuate entrances.
- At least three different colors, materials or textures on facades visible from public streets are encouraged.
- Materials changes should occur at intersecting planes, preferably at the corners of wall plane changes or where architectural elements intersect.
- Materials or color applications should turn the corner of the building to a logical termination point in relation to architectural features or massing.
- Multiple buildings in a development should have complimentary materials and color palettes.

#### **4.5 Functional Elements**

Functional elements common to all industrial buildings should be carefully considered in design and location. Examples of functional elements include loading doors, service docks, ground or wall-mounted equipment, rooftop equipment, and trash enclosures. The design and location of these elements should minimize their prominence and visibility, to the extent possible, based upon the configuration of property lines, when viewed from public streets or other public areas.

Appropriate treatment for these types of facilities include the following:

- Orient and/or screen loading doors, service docks, and equipment areas so they are not visible from public streets. Screening may be accomplished with solid walls or fences that are compatible with the architectural design and colors of the principal buildings or by a combination of walls, fencing and landscaping.
- Separate loading docks and truck courts from visitor and customer parking areas and pedestrian circulation areas.
- Locate and/or screen ground-mounted equipment, including but not limited to mechanical equipment, electrical equipment, generators, boilers, and storage tanks,

but excluding electrical transformers, fire water and back-flow devices from public view.

- Avoid locating wall-mounted items such as roof ladders or electrical panels on building facades visible from public streets.
- Screen roof-top equipment such as mechanical equipment, electrical equipment, storage tanks, satellite dishes and similar facilities so as not to be visible from public rights-of-way.
- Screen all outside refuse containers with a permanent and durable enclosure and orient the enclosure opening so that it does not face and be visible from a public street.
- Trash enclosures should be designed with materials and colors that reflect and/or are complementary to the principal buildings on the site.

#### **4.6 Buffering and Screening**

Buffering and screening design features should be used to screen truck courts and loading/service areas and to provide adequate buffering between industrial and business park development and adjacent residential uses. Such design features include walls, fencing, and landscaping.

Appropriate treatment for these types of facilities include the following:

- Screen walls and fencing should be designed as an integral part of the overall development, be of high quality and durable materials, and compliment the principal building design materials and colors.
- Decorative block walls, either split-faced block or stuccoed, with cap or articulated concrete tilt-up are encouraged.
- Landscape design along buffer areas should reflect the objective to maximize visual screening and help to soften long wall expanses.
- Variation and articulation of wall treatments should be provided along public street frontages to minimize long blank walls.

#### **4.7 Landscape Design**

Landscape design is intended to enhance site development with aesthetically pleasing and drought-tolerant landscaping. Landscaping will be focused along public streets, provide transitions between neighboring properties, and provide screening for buildings, screen walls, storage, loading and service areas. Landscaping will also soften hardscapes and buildings, create continuity within individual development sites, and create a distinct visual site identity.

Appropriate landscape design should include the following:

- Landscaping should be designed to accentuate building facades and soften building massing, emphasize focal points, and create buffering in transition zones to surrounding residential uses.
- All landscape areas should incorporate a combination of ground cover, shrubs, and trees to create a tiered planning system.
- Landscaping should consist of drought-tolerant plants that meet the requirements of the state's water efficient landscape design criteria (WELO).

- Plant materials should be selected to be compatible with the soil and micro-climate conditions of the project area.
- Ground cover should be designed to achieve a 100 percent coverage within one year.
- Trees should be a combination of deciduous and evergreen in 15 gallon, 24-inch and 36-inch box sizes, with larger boxed trees used to accentuate entry and focal points.
- Where feasible, trees should be selected based on their ability to maximize sequestering of green-house gasses.
- All setback areas from public rights-of-way, as shown in Table 3-2, *Development Standards*, should be fully landscaped.
- Landscape treatments should be designed to create a generally unified site appearance, establish visual continuity, and provide a landscape transition buffer to adjacent land uses.
- Landscape design should include buffering and screening design elements such as walls and fences.
- Where incorporated in landscape design, walls and fences should be designed to complement building materials and colors where feasible.
- Acceptable wall and fence materials should include concrete block using split-face blocks where walls face public streets, poured in place concrete walls using a patterned or scored surface where these walls face public streets, and welded-wire fencing in combination with landscaping where obstruction of visibility is not a requirement.
- Where screen walls are located along public streets they should be located at the building and parking setbacks, as shown in Table 3-2, *Development Standards*.

#### **4.8 Sustainability**

Development within the Specific Plan should incorporate sustainable design strategies into site design, building design, and construction methods. Areas of sustainable design include green infrastructure, drought-tolerant landscaping, and building sustainability.

Sustainable design should include the following:

- Compliance with current Title 24 and California Green Building Standards for building design in effect at the time of building permit issuance.
- Incorporate passive design techniques where feasible to improve energy conservation such as skylights, building orientation, landscaping, energy-efficient light fixtures, and “white” roofs for solar reflectivity.
- Utilization of shade structures and trees with large canopies to reduce heat island effects.
- Maximize construction materials recycling in the building construction process.
- Utilize landscape design to maximize storm water retention through bioswales and bio-filtration where feasible.
- Utilize smart irrigation design to respond to changing weather conditions, use micro-irrigation techniques, and weather-based irrigation controllers.
- Where feasible in areas without truck traffic or high levels of other vehicle traffic, use permeable paving surfaces such as permeable concrete and/or asphalt, concrete

pavers, decomposed granite for pedestrian walkways, or other similar materials that reduce runoff and promote water infiltration.

- Compliance with the Screening Table for Implementation of Greenhouse Gas (GHG) Reduction Measures for Commercial Development

## V. IMPLEMENTATION

### 5.1 Procedure for Implementing Development

The **Planning** Director or designated appointee **hereby described as Director** shall be responsible for administering the provisions of the Specific Plan and shall have authority to review and approve development proposals that have been determined to be consistent with the objectives and provisions of the Specific Plan. For all specific procedures not modified or otherwise specified in the Specific Plan, permitting processes and/or appeals for projects within the Specific Plan shall be carried out in accordance with the procedures in Division 6 (Development Code Administration) of the SBC Development Code except as provided herein.

### 5.2 New Development Project

Before an application is submitted for a new development permit, i.e., a Development Plan Permit, within the Specific Plan (i.e., not a revised permit), the project applicant shall contact the County's Land Use Services – Planning Department to confirm that the proposed use is permitted under this Specific Plan pursuant to Table 3-1. If the use is expressly permitted by Table 3-1, *Permitted Uses*, the Director shall make an affirmative written determination of conformance with the Specific Plan, the County General Plan and SBC Development Code and follow the process outlined in section 5.3 below. If the Director determines that the application for a new development permit conforms with the Specific Plan, County General Plan and the SBC Development Code, then the Director shall issue the development permit.

### 5.3 Conformity Determinations and Development Plan Permits

In order for the Director to render a conformity determination and issue a Development Plan Permit, the applicant shall submit the following materials for review by the Land Use Services - Planning Department, and pay a review fee as may be specified by the County.

- Legal Description of property
- Preliminary Title Report
- Site Development Plan drawn to scale showing building footprints, gross floor area, dimensioned setbacks, drive aisles, parking areas, and parking count for autos and trucks.
- Landscape Plan showing all landscaped areas, plant materials and sizes, and WELO calculations.
- Wall/Fence Plan showing locations, height and materials.
- Building Elevations showing materials and colors.
- Grading and Drainage Plan showing proposed building pad elevations, any proposed on-site storm water retention areas and elevations, earth work quantities, and location of all sewer, water and drainage connections to off-site conveyances.
- Lighting & Photometric Plan showing location and height of light fixtures and proposed light source.
- Access and Circulation Plan showing all proposed public street access points, on-site auto and truck circulation, potential truck/trailer stacking locations, and intended truck routes off-site.
- Trip Generation and Distribution analysis and exhibit, to be prepared by a licensed traffic engineer.

- A narrative description of the proposed development including the development objectives, proposed mix of uses, target market, and timeframe of development.

If the Director determines there is conformity, as specified above, a Development Plan Permit shall be processed and approved for the new development project and the following findings shall be made. Development Plan Permits do not require a public hearing or the need to complete further review under CEQA and are ministerial in nature. If the proposed use is not expressly listed as a permitted use in Table 3-1, the applicant may request a Determination of Similar Use as set forth in Section 5.4.

If the Director can make the following findings, the Director shall approve the Site Plan Permit administratively without public notice and without the need to hold a public hearing.

1. The project complies with all applicable development standards identified in this Specific Plan, the County General Plan and the SBC Development Code.
2. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development.
3. The proposed uses are in compliance with the Specific Plan, County General Plan and SBC Development Code.

#### **5.4 Revisions to Approved Permits**

Any subsequent changes to approved permits that would modify approved development permits, shall be submitted to the Director as specified in Section 5.3. The Director shall determine whether the proposed modification to a previously approved permit is in conformance with the Specific Plan, the County General Plan and the SBC Development Code. If the Director determines that the proposed modification to the approved permit conforms with the Specific Plan, County General Plan and SBC Development Code, then the Director shall issue a Minor Revision to the previously approved permit without notification and without the need for a public hearing or the need to complete further review under CEQA.

#### **5.5 Minor Modifications to the Specific Plan**

Minor modifications to the Specific Plan shall not require a Specific Plan Amendment and shall be subject to a “substantial conformance” determination, an administrative mechanism by which minor modifications to the Specific Plan that do not result in significant impacts and are consistent with the intent of the Specific Plan shall be permitted without a formal Plan amendment process. The Director shall make determinations of substantial conformance ministerially without provision of a public hearing.

Minor modifications that satisfy the substantial conformance determination’s requirements may result from a final development project design and engineering that cause adjustments in roadway alignments, locations of utilities or other infrastructure, development of innovative project design, distribution of permitted uses within the Specific Plan, application of design guidelines, or other similar modifications deemed to be minor and which implement the provisions of the plan. Minor modifications or technical adjustments may include, but are not limited to:

- Modifications necessary to comply with final conditions of approval or mitigation measures.

- Addition of information to the Specific Plan for purposes of clarification that does not change the intent of any standard, regulation, or design guideline under the Specific Plan, as well as correction of any clerical or grammatical errors.
- Adjustments to the alignment, location and sizing of utilities or a change in utility and/or public service provider may be approved so long as the adjustments or changes are found to be in compliance with applicable plans and regulations of the agency responsible for such utilities and facilities.
- Changes in roadway alignment, width, or improvements through the final engineering/improvement plan process so long as minimum rights-of-way standards outlined in the Specific Plan.
- **Changes in roadway designation as long as roadway designations are not identified as General Plan roadways.**
- An adjustment of any land use district acreage of up to ten percent (10%) of the designated acreage.
- Minor adjustment up to ten percent (10%) of any quantitative standard such as heights or setbacks that are defined in Chapter III of this Specific Plan.
- Minor changes to the architectural design guidelines, which are intended to be conceptual in nature and flexible in implementation.
- Relocation of office space to other areas of the same building
- Modification of any design element that improves circulation, reduces grading, improves drainage, and/or reduces operations and maintenance costs.
- Modification of the location of auto driveways, including adding additional auto driveways.

The minor modifications listed above are not intended to be comprehensive. Any modification that is deemed by the Director to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted.

The application for and documentation of substantial conformance shall include text and/or maps that describe the nature of the proposed modifications to the Specific Plan. Applications for modifications and their documentation shall undergo any necessary technical review by County agencies and the Director necessary to determine if updated conditions of project approval are necessary.

## **5.6 Determinations of Similar Use**

When a property owner or applicant proposes or contemplates a use of property not expressly authorized as a permitted use under Chapter III, Section 3.2, Allowable Land Uses, he/she may request a determination of similar use in accordance with the procedures set out in this section.

A request for determination of similar use shall be in writing and shall include the following:

- Name of requesting entity;
- Description of the proposed or contemplated use;
- Explanation of why the property owner/applicant believes the proposed or contemplated use is consistent with the intent of the Specific Plan and the operational

characteristics and potential impacts of the allowable uses listed in Table 3-1, *Permitted Uses*.

Where a request for determination of similar use is submitted, the Director shall ministerially make the determination of similar use without the need for the holding of a public hearing. In making this determination, the Director shall first make all of the following findings:

- The characteristics of, and activities associated with, the use are similar in nature to those of one or more of the uses listed in Table 3-1, and will not involve a greater level of activity, population density, intensity, traffic generation, parking, dust, odor, noise, emissions, or similar impacts than the uses listed as permitted in Table 3-1; and
- The use will meet the purpose/intent of the Specific Plan.

The determination of similar use by the Director shall be subject to appeal to the planning commission as follows:

- The requesting entity for the determination may appeal the decision of the Director on the request for determination of similar use by filing a written notice of appeal with the Director within ten days of the Director's written determination.
- The planning commission may affirm or modify the determination of similar use by the Director.

When the Director determines that an unlisted land use is similar to a listed use in Table 3-1, the unlisted use will be treated in the same manner as the listed use in determining where the use is allowed, and what other standards and requirements of the Specific Plan apply.

### **5.7 Non-Conforming Use Changes**

Any proposed changes to legal non-conforming uses and/or structures within the Specific Plan shall be subject to the provisions of Chapter 84.17, Non-Conforming Uses and Structures of the County Development Code.

### **5.8 Amendments to the Specific Plan**

Specific Plan amendments are governed by California Government Code Section 65456. Processing of amendment requests shall follow the requirements of Chapter 86.14, Specific Plan Adoption and Amendment, in the County Development Code. Applications shall state the reasons for the proposed amendment.

An amendment to the Specific Plan is required in the event of any of the following:

- Changes to the overall Specific Plan boundaries, including an expansion of the Specific Plan Area.
- A change in any other provision, purpose, or standard of the Specific Plan that would significantly alter the basic intent, spirit, identity, objective of the Specific Plan.
- An increase in maximum building square footage.
- An increase in the overall development intensity thresholds within the Specific Plan.

## 5.9 CEQA Compliance

The Specific Plan has been prepared in conjunction with an EIR. A project-specific development plan has been submitted concurrently with this Specific Plan, including three vesting tentative maps and four conditional use permits, within Planning Area A, as shown in Figure 2-3a, *Opening Year-Option 1 Site Plan*. Option 1 is consistent with the development applications that have been submitted to the County for the construction and operation of three warehouse structures and a truck trailer parking lot on four development sites encompassing approximately 115 acres of approximately 141.1 acres in Planning Area A.

The EIR analyzes and identifies potential impacts resulting from the proposed project-specific development plan and establishes mitigation measures that reduce impacts to a less than significant level, where feasible. The EIR provides project-specific environmental clearance for the Opening Year-Option 1 Site Plan.

Opening Year—Option 2 is consistent with the Specific Plan, County General Plan and the SBC Development Code and the EIR provides project-specific environmental clearance for the Opening Year-Option 2 Site Plan except for impact HAZ-2 in the Hazards and Hazardous Materials section, Geology and Soils section, and Hydrology and Water Quality section of the EIR.

The EIR for the Specific Plan also provides programmatic level of environmental analysis for all of Planning Area B.

The Specific Plan's EIR will serve as the primary environmental document for all development within the Specific Plan area. Future development projects that require discretionary review will be examined against the analysis prepared in the EIR to determine if additional environmental documentation must be prepared. Development within the Opening Year Development of Planning Area A will not require further discretionary review and thus will not be subject to additional environmental analysis.

Additional environmental documentation may be required for future development projects outside the Opening Year Development of Planning Area A and Planning Area B pursuant to state law. However, documents for subsequent site-specific projects may use the "tiering" concept as provided by Section 15385 of the State CEQA Guidelines. Tiering or other CEQA streamlining mechanisms, such as an addendum, may be used to rely on the Specific Plan EIR's analysis of environmental topics at the program level so as to avoid repetitive analyses of issues adequately addressed and instead focus the subsequent environmental analysis on the individual project that is carrying out the broader program of the Specific Plan and is consistent with the findings and mitigation measures described in the Specific Plan EIR. CEQA compliance may be satisfied through other streamlining mechanisms, such as use of addenda.

## 5.10 Maintenance

Public and private improvements constructed within the Specific Plan will be maintained through a combination of public and private entities as described in Table 5-1, *Maintenance Responsibilities*. Final determination of maintenance entities and responsibilities for improvements constructed within the Specific Plan will be determined in subsequent entitlement approvals and/or Development Agreements.

Major infrastructure costs may be offset by public assistance such as a Community Facilities District or other special districts to provide funding for construction of a variety of public facilities and/or the provision of public services. The San Bernardino County Board of Supervisors' approval is necessary for the implementation of any and all special district financing mechanisms.

For common areas located on private property, Covenants, Conditions & Restrictions and/or private maintenance associations shall govern the maintenance responsibilities. For public rights-of-way and possible off-site infrastructure facilities, public maintenance districts may fund the maintenance of these areas.

**Table 5-1 Maintenance Responsibilities**

| Facility Type                                                       | Private Maintenance | Property Owner, Builder, Tenant | County of San Bernardino | Public Utility | Special Maintenance District <sup>1</sup> |
|---------------------------------------------------------------------|---------------------|---------------------------------|--------------------------|----------------|-------------------------------------------|
| Public Streets ( <u>curb, gutter, paving</u> )                      |                     |                                 | X                        |                | X                                         |
| Public R-O-W Landscaping & Lighting <u>within the Public R-O-W</u>  |                     |                                 | X                        |                | X                                         |
| <u>Landscaping within the Public R-O-W</u>                          | X                   | X                               | X                        |                |                                           |
| Private Drives, Aisles & Parking                                    | X                   | X                               |                          |                |                                           |
| Private Common Area Landscaping & Lighting                          | X                   | X                               |                          |                |                                           |
| On-site Buildings & Structures                                      | X                   | X                               |                          |                |                                           |
| Utility Facilities                                                  |                     |                                 |                          | X              |                                           |
| On-site Infrastructure                                              | X                   | X                               |                          |                |                                           |
| Off-site Infrastructure <sup>2</sup>                                | X                   |                                 | X                        | X              | X                                         |
| <del>Off-site Infrastructure (not within County jurisdiction)</del> | <del>X</del>        |                                 |                          |                | <del>X</del>                              |

Notes:

- Special Districts may include Community Facilities Districts, Landscape & Lighting Maintenance Districts, County Service Areas, or other similar types of districts.
- ~~It shall be the responsibility of the property owner/applicant to contact County of San Bernardino Special Districts to request the formation and administration of a Maintenance District, County Service Area or Improvement Zones to fund the long-term maintenance of these public facilities. If a maintenance mechanism cannot be established under Special Districts prior to final County acceptance of drainage facilities, the property owner/applicant shall bear the cost for its maintenance until such time that the formation of a public maintenance entity is established and funded. Refer to project specific Community Benefits Agreement for additional details.~~

## VI. COMMUNITY OUTREACH

### 6.1 Events and Participation

The project applicant conducted an extensive community outreach program. Input was obtained from residents, property owners, local business owners, school districts, 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 Specific Plan, many materials were distributed in English and Spanish, with translators present at the meetings. Hundreds of people participated directly in both languages at the various meetings and workshops. Table 6-1 lists the public outreach activities conducted.

*Table 6-1 Public Outreach Activities Conducted*

| Research/Polling                                             |                                                               |                   |
|--------------------------------------------------------------|---------------------------------------------------------------|-------------------|
| Materials                                                    | Audience                                                      | Date              |
| Davies Focused Interviews                                    | 30 SB Co civic leaders and high-propensity Bloomington voters | March 2021        |
| Public Opinion Survey                                        | 249 respondents in Bloomington (English and Spanish)          | March 13-17, 2021 |
| Community Outreach Mailings                                  |                                                               |                   |
| Materials                                                    | Audience                                                      | Date              |
| Bilingual Community Mailer #1                                | Approx. 2,997 households within Bloomington                   | May 2021          |
| Resident Letter #1                                           | 954 Residents within a 1300-foot radius of project            | July 2021         |
| Bilingual Community Mailer #2                                | Approx. 3,000 households within Bloomington                   | August 2021       |
| Resident Letter #2                                           | 954 Residents within a 1300-foot radius of project            | August 2021       |
| Presentation/Outreach to the Public and Community Groups     |                                                               |                   |
| Organization                                                 | Format                                                        | Date              |
| Community Meeting-Spice Jar (100+/-) residents               | Meeting                                                       | December 12, 2018 |
| Community Meeting-Spice Jar (100+/-) residents               | Meeting                                                       | November 19, 2019 |
| Community Stakeholders: David Jayne, Pam Giel, Gary Grossich | Meeting                                                       | April 2021        |
| Specific Plan Property Owners                                | Meeting                                                       | April 10, 2021    |
| Bloomington Little League Opening Day                        | Community Event                                               | May 1, 2021       |
| Specific Plan Property Owners                                | Meeting                                                       | July 28, 2021     |
| Community Meeting at Ayala Park                              | Presentation                                                  | August 5, 2021    |
| Colton Joint Unified School District                         | Meeting                                                       | August 12, 2021   |

**Presentation/Outreach to the Public and Community Groups**

| <b>Organization</b>    | <b>Format</b> | <b>Date</b>     |
|------------------------|---------------|-----------------|
| <b>Bloomington MAC</b> | Presentation  | October 6, 2021 |

**6.2 Public Feedback**

The community highlighted five topics as top priority for Bloomington: improving community safety, addressing homeless, reducing traffic congestion, general road repairs and sidewalk construction, and increasing education resources for Bloomington. The following topics summarize community sentiment:

1. **Community Safety:** Residents reported that they wish to feel safer in their community. They want the issues of crime, gangs, drugs, and graffiti to be addressed. The Specific Plan standards require adequate site lighting for new development which will assist in reducing crime and graffiti.
2. **Vagrancy:** Community members have stated that they want resources to help combat the homeless in the area. The Specific Plan would fund resources that will assist in combating the homeless in the area.
3. **Reduced Traffic Congestion:** Residents stated that several streets in Bloomington have poorly designed routes, causing a major influx of traffic, due to a combination of commuters, residents, and logistics vehicles. The Specific Plan would provide guidance in investing in effectively designed roads and truck routes would drastically improve travel time and reduce road maintenance.
4. **Street and Infrastructure Improvements:** Bloomington is a Census-Designated Location in San Bernardino County and lacks the ability to raise funds for streets and infrastructure improvements. The Specific Plan would provide funds for Bloomington to repair streets and install sidewalks.
5. **Improving Quality of Schools, Education, and After School Programs:** Bloomington residents wished to see more direct investing into schools, education and after school programs, that would improve the quality of life and range of opportunity for students within the three communities. The developments within the Specific Plan would require payment of school fees that would assist in improving the quality of school.