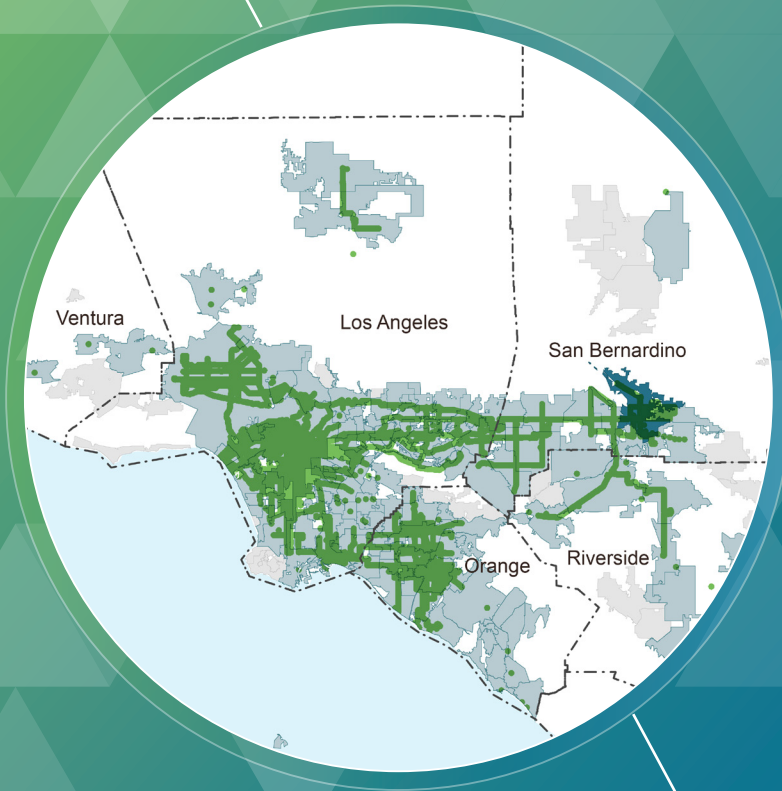


# Part 4

## Opportunities and Constraints Analysis

The opportunities and constraints are viewed through the lens of High Quality Transit Areas and the principles of transit-oriented communities.



**Mobility**

**Land Use**

**Urban Design**



## Constraints

**W I-215:** I-215 is among the most significant physical features in Downtown San Bernardino. While it provides for the movement of vehicles through the city, it produces significant negative impacts for local residents and workers including air pollution and noise pollution. It is also a barrier to accessing downtown from west.

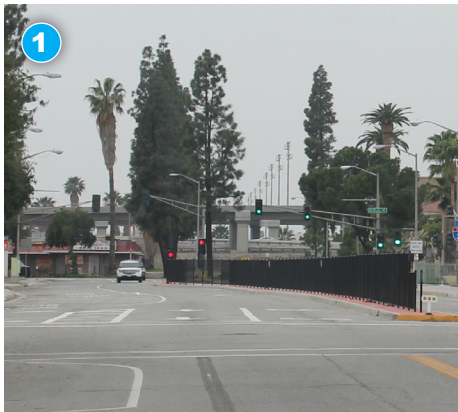
**I-215 Access:** Traffic congestion at on/off-ramps. Hazardous for bicyclists and pedestrians as drivers are unaware, focused on accessing highway, and/or in a rush. Poor visibility for pedestrians and bicyclists due to highway over crossings.

**Vehicle-oriented Corridors:** Barriers to cross (physical and psychological), as well as unpleasant for pedestrians and bicycles to travel along. While they may have among highest traffic volumes in Downtown, they are also over-designed based on recorded and observed traffic volumes. Vehicle corridors mostly travel east-west and correspond with I-215 access (except Rialto Avenue).

**Limited Connectivity Across Rail Corridor:** D Street is planned to be reconfigured with a cul-da-sac on the north and south sides of the rail corridor, closing access to vehicle and pedestrians. Remaining rail crossings for vehicles and pedestrians occur at-grade at G Street, E Street, and Arrowhead Avenue.

**Limited Connectivity Across I-215:** Street crossings occur at 3rd Street, 2nd Street, and Rialto Avenue. I-215 crossing at 5th Street occurs via bridge.

**Superblock:** Blocks that are over 300 feet long in at least one dimension are not pedestrian friendly, as it often takes much longer for pedestrians to reach their destination on-foot.

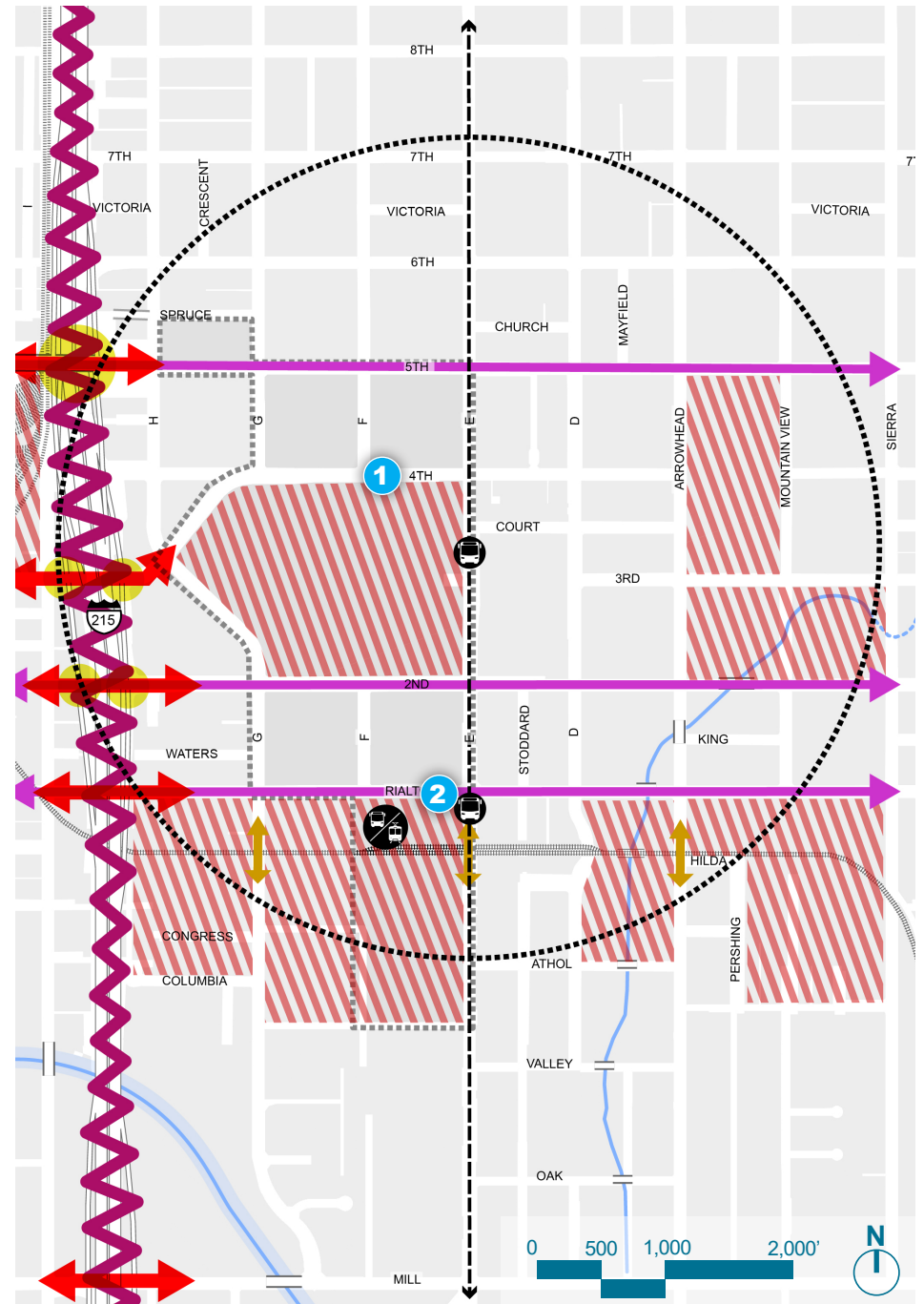


View of the I-215 from 4th Street










View of the streetscape along the Rialto superblock

## MOBILITY



# Opportunities

-  **Street Grid:** Reintroduce grid through Carousel Mall site. New street grid should be thought of as an opportunity to reduce facilities designed for vehicles city-wide. F Street provides an excellent opportunity to connect future Carousel Mall site redevelopment to the Transit Center.
-  **sbX:** sbX bus rapid transit corridor connects major activity centers in San Bernardino and Loma Linda to the recently completed Transit Center.
-  **New Gateway Intersection:** Potential for new intersection configuration depending upon new street grid through Carousel Mall. The new intersection should provide a gateway into Downtown San Bernardino and prioritize traffic calming.
-  **Connected Bicycle Network:** Class II bicycle lanes identified in County Non-Motorized Master Plan: G/H, Rialto, Arrowhead, and Mountain View. Consideration should be given to upgrading standard bicycle lanes to protected bicycle lanes. New streets should include protected bicycle facilities. Consideration should be given for protected intersections where bicycle routes intersect.
-  **Bicycle and Pedestrian Bridge Crossing:** TOD has been planned at the Transit Center site (Rialto and E) as well as on vacant land between the rail corridor and San Manuel Stadium along E Street with a pedestrian bridge linking the two developments across the rail corridor.
-  **Rail Corridor Pedestrian Crossing:** D Street is planned to be reconfigured with a cul-de-sac on the north and south sides of the rail corridor. Pedestrian access across the rail corridor should be preserved.
-  **Green Corridors:** There are many waterways within the City of San Bernardino, including Meadowbrook and Lyle Creeks, which ultimately connect to the Santa Ana River south of Downtown. There is opportunity to transform these corridors into pedestrian and bicycle parkways as part of a connected citywide parkway system.

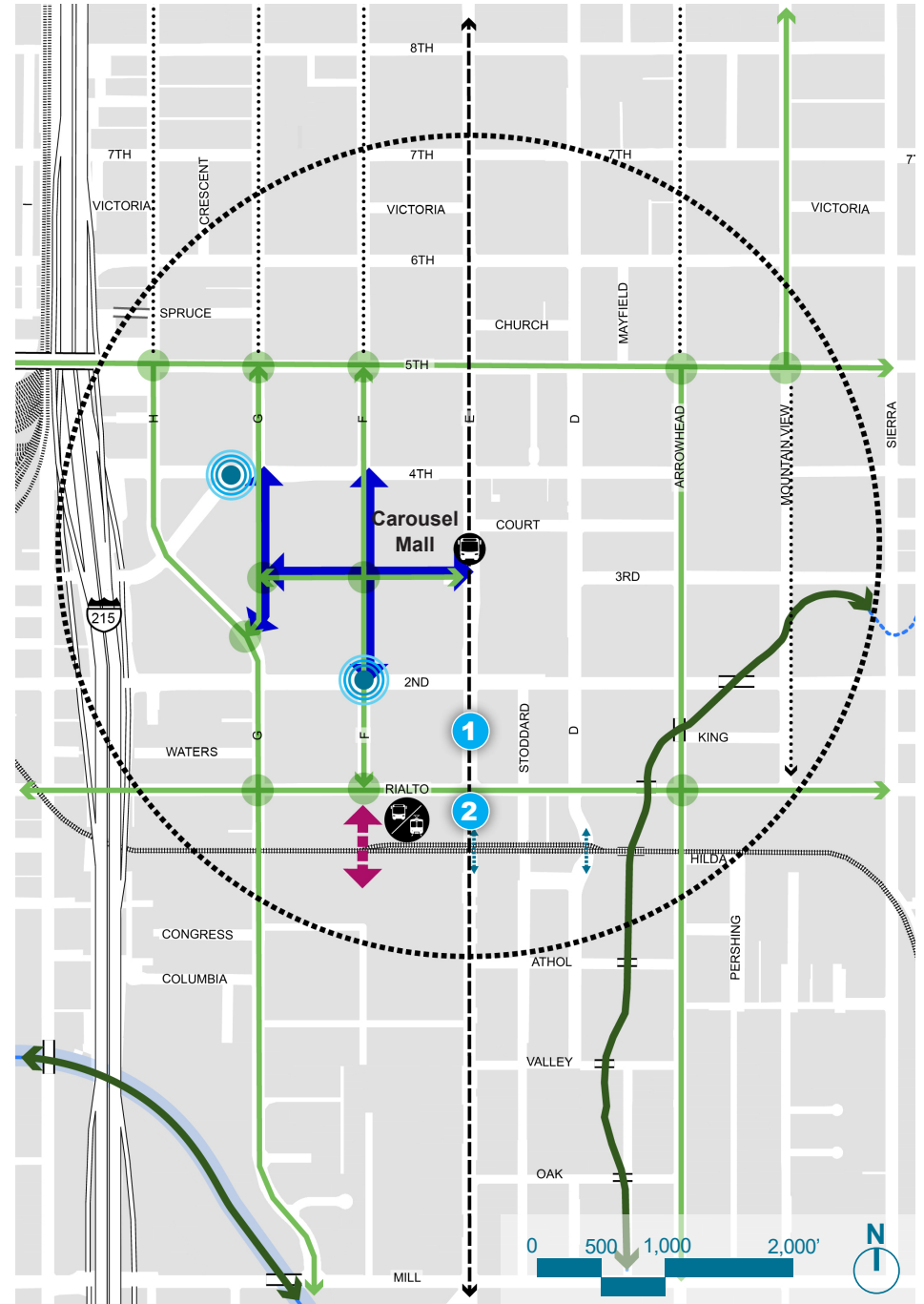


View of the multi-modal usage of E Street



View of the sbX stop at the E/Rialto intersection

# MOBILITY



## Opportunities - Carousel Mall Street Grid + Open Space

A new street network within the Carousel Mall will affect the existing network, regardless of design; it should be designed as a catalyst for improving the city-wide public realm for people and the environment. Specific objectives of this study: to reduce VMT, GHG emissions, traffic collisions, and others would be accomplished through a new street network designed for low speeds and volumes that prioritize bicycle and pedestrian facilities. Additionally, the street network should support a new open space network, that integrates public space and circulation. Specific design considerations for three potential alternatives, including protected bicycle lanes on all streets for primary alternatives, are summarized below:

### Alternative 1

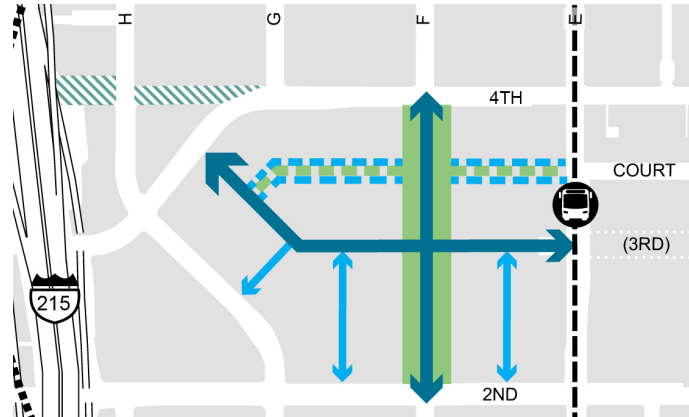
- Extend F through the site as the primary street; realign W. 3rd Street to intersect with G and 4th Street; continue shift in street grid (3rd Street) into the site; close 4th Street west of G Street
- Large public space with passive and active uses and significant urban greening at northwest corner of site - approximately 7 acres typical of a important neighborhood park like Washington Square Park (New York City) or Parque Espana (Mexico City)
- Creates grand visual termini and significant land uses at each end of Court Street

### Alternative 2

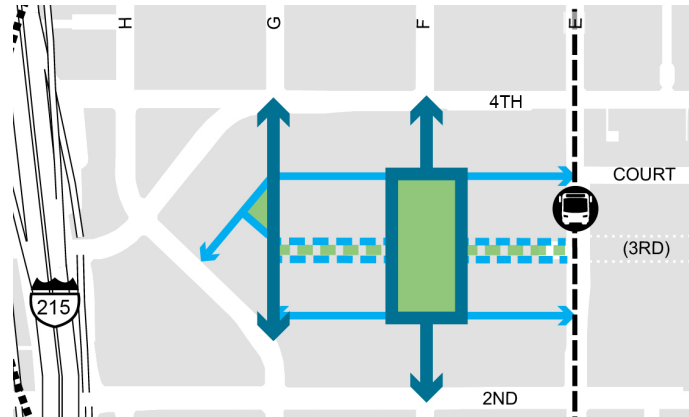
- Take advantage of existing topography to establish central park in center of the site where depressed
- Extend G Street through site as primary street; reconfigure W 3rd Street and H Street to be secondary streets; realign W. 3rd Street to create new intersection west of G Street
- Extend F Street through site, but circulate around central park

### Alternative 3

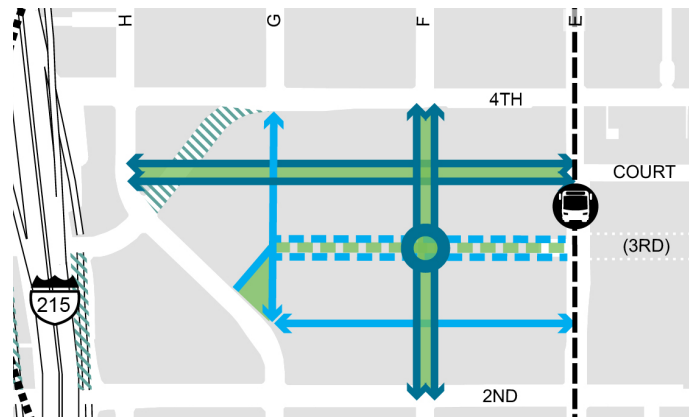
- Realign W. 3rd Street to intersect with G Street; continue shift in street grid (3rd Street) into the site with parallel linear parkway connection between H Street and F/4th Street Intersection
- Establish network of traffic circles and open spaces (parkways) where street grid shifts from N-S to diagonal
- Preserves existing Carousel Mall parking structure in short-term - expand park network in long-term



Alternative 1



Alternative 2



Alternative 3



Parque España; Mexico City, Mexico



Franklin Square; Savannah, GA



Gates Circle / Chapin Parkway; Buffalo, NY

# Constraints

# LAND USE

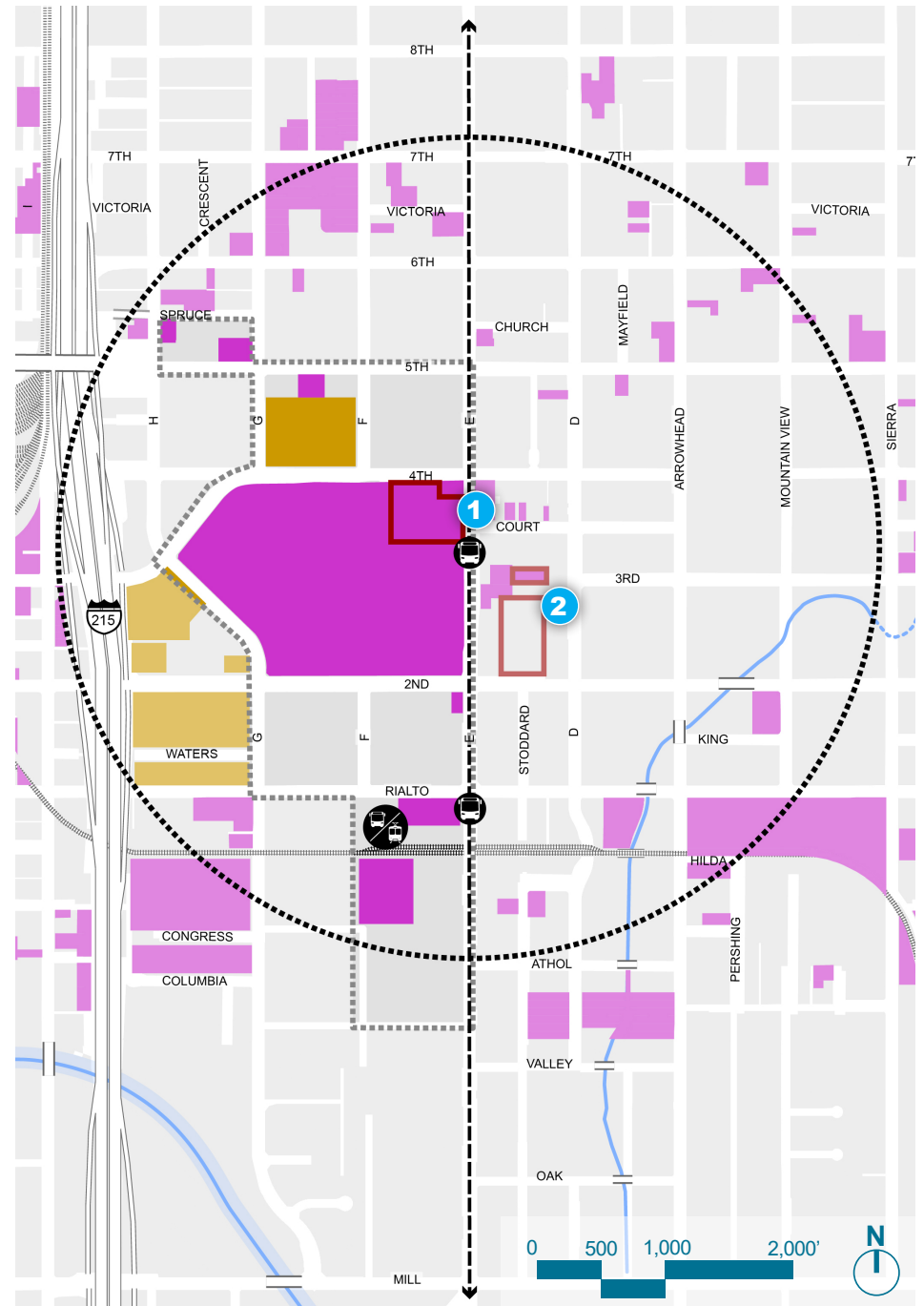
- Vacant:** In addition to the Carousel Mall site, there are many vacant parcels and buildings spread throughout Downtown San Bernardino. These sites include vacant buildings appropriate for adaptive reuse, vacant buildings that can be demolished for new development, and vacant land.
- Seismic Condition:** Existing buildings that may not meet modern seismic safety standards. Studies will need to be completed for City Hall, City Hall parking structure, and Carousel Mall parking structure to determine condition of structures and potential seismic retrofit options.
- Non-complementary Uses:** Active businesses that generate jobs and activity in the short-term, but may not have employment densities or uses most appropriate for a transit-oriented community in the long-term. These sites could become a constraint in the long-term after other infill redevelopment has been completed on neighboring parcels as non-complementary uses take up a considerable amount of prime land in the downtown. These sites include big box retail centers, retail strip plazas, and car dealerships.



View of existing retail along E Street









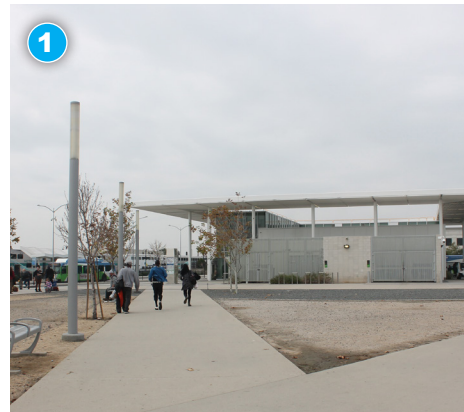
View of the San Bernardino City Hall



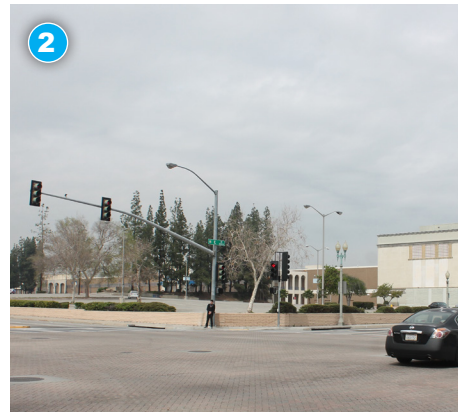
# Opportunities

## LAND USE

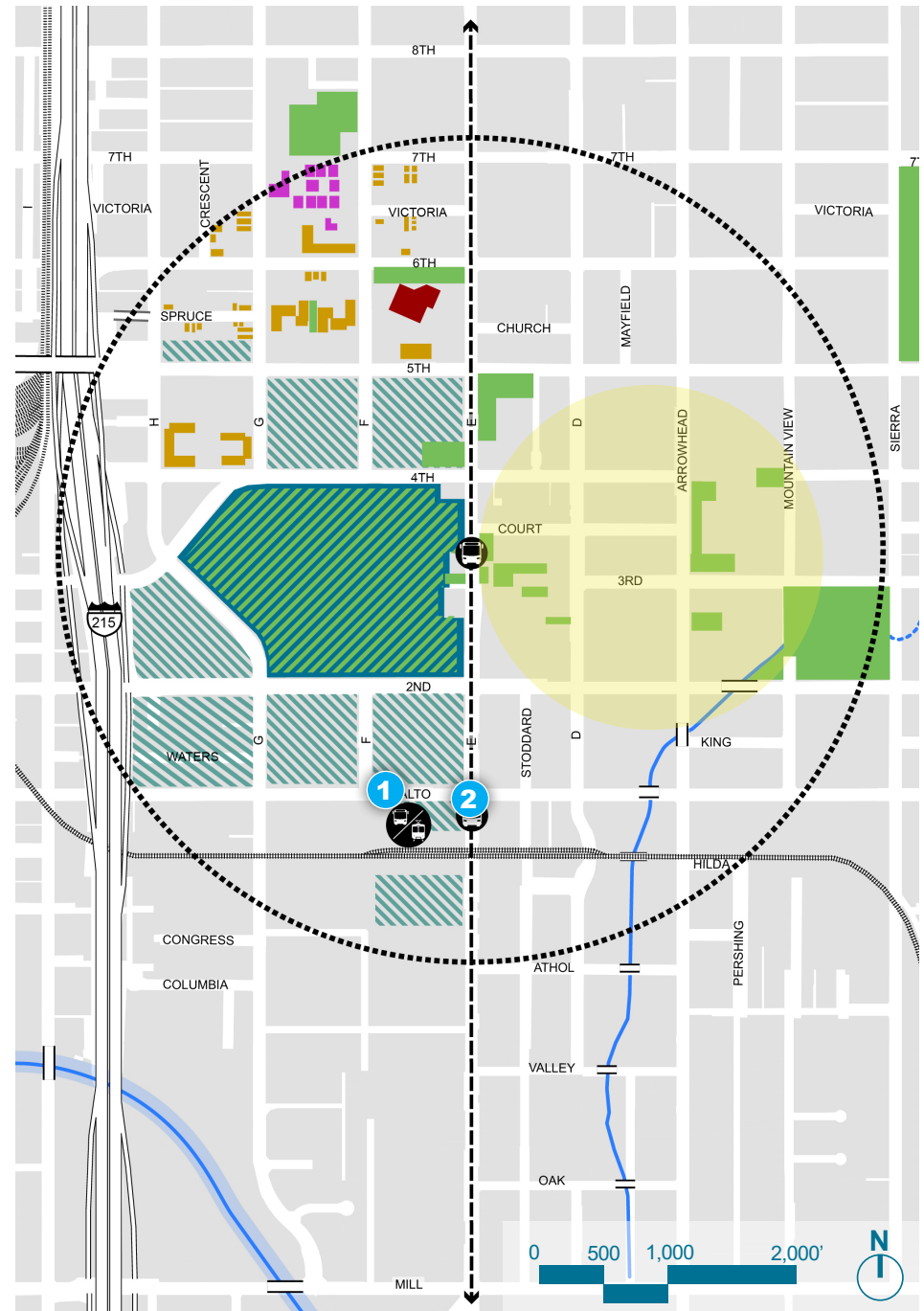
-  **Major Redevelopment Opportunities:** Large vacant land properties and publicly-owned properties that are suitable in size and location for a catalytic project.
-  **Carousel Mall:** The mall site is large enough to become a catalytic new development and could add a substantial amount of centralized open space for the downtown area.
-  **Park / Open Space:** Existing parks provide neighborhood anchors and could be elevated in importance and use. There are a number of smaller existing plazas and open spaces throughout Downtown San Bernardino, which could be better connected through parkways and wayfinding. The Carousel Mall site provides an opportunity for a central open space (potentially more unique programming than what currently exists) and smaller open spaces.
-  **Existing Residential:** There are opportunities for infill residential development on blocks with existing residential uses. Existing residential areas to the north of the Carousel Mall site consist of a mix of housing from senior, multi-family, and single-family. New development should provide a transition between more commercial uses in Downtown and existing residential areas to develop a cohesive and continuous urban fabric within Downtown.
-  **Neighborhood Services:** Churches, schools, civic institutions, local shops and markets, and other organizations that increase the social capital of the neighborhood. Preserve existing neighborhood-serving uses.
-  **Employment Center:** There is a large concentration of government employers and investments in new structures just east of the study area.



View of the San Bernardino Downtown Transit Center







View of the Carousel Mall site at the E/4th Street intersection



# Constraints

# URBAN DESIGN

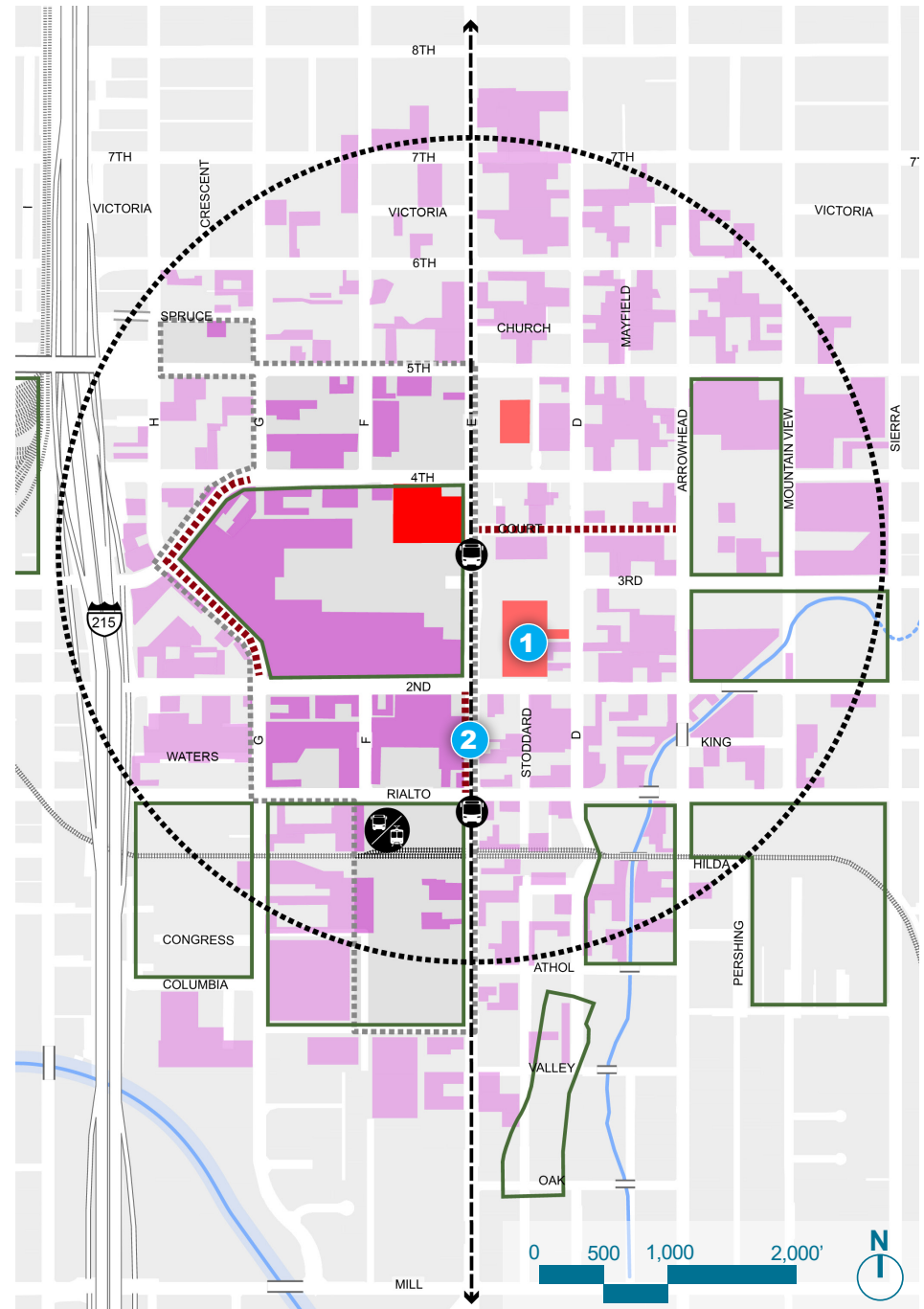
-  **Surface Parking:** Located throughout the study area. Surface parking is located on every block within Downtown and is the most prevalent physical feature. Surface parking lots offer far less urban design appeal than unique, pedestrian-friendly building facades.
-  **Structured parking:** There are three parking structures located within Downtown, and one within the study area. The Carousel Mall parking structure, within the study area, and the City Hall parking structure both need to be evaluated for their seismic condition to determine whether they need to be retrofitted or demolished. These structured lots could become great opportunities to supply shared parking facilities for new developments if the cost of seismic upgrades is not too expensive.
-  **Superblock:** Blocks considered not to be pedestrian friendly and walkable due to having dimensions longer than 300' in one direction. Shorter blocks provide visual relief of facades in an urban environment, creating a more appealing urban design.
-  **Corridor Constraint:** These streets are primarily lined with surface parking lots which detract from the streetscape appeal.



View of the Civic Center parking structure










View of the existing retail along E Street



# Opportunities

## URBAN DESIGN

- 
**Historic Resources:** Historic resources on the National Register of Historic Places, indicated on diagram at right: (A) California Theatre, (B) San Bernardino County Courthouse, and (C) US Post Office.
- 
**California Register of Historic Places,** indicated on diagram at right: (D) Anderson Building, (E) Center of San Bernardino - 1853 (Pioneer Park), (F) Heritage House (Judge George E. Otis House), (G) Pioneer Cemetery, and (H) Sturges Auditorium (Center for the Fine Arts). Future developments should respond to the historic resources through restoration and preservation where financially feasible.
- 
**Greening / Environmental Benefits:** Street trees and bioswales. Addition of street trees where there are gaps or dead trees along Rialto, 2nd, 4th, 5th, H, G, F, and E Streets could add shade and beautification to the study area.
- 
**Topography / Excavation:** The existing Carousel Mall and parking structure have been excavated below the existing street level. Demolition of Carousel Mall (and potentially parking structure) could retain and take advantage of existing topography. Change in topography could be incorporated into public open space and design of TOD on the Carousel Mall site, or it could be used for subterranean parking below TOD in order to reduce as much as possible surface and structure parking on site.
- 
**Streetscape Enhancements:** Court Street has a pleasant pedestrian environment of historic buildings, small businesses and frontage along a park.
- 
**Mountain Views:** Mountain views are located to the northwest, north, east, and south from Downtown San Bernardino. Mountain views are accessible along street corridors and at open areas such as the current Carousel Mall surface parking lots.
- 
**Vista Terminus:** Shifts in the street grid provide opportunities for visual nodes/landmarks. Opportunities for architecturally significant landmarks and/or open space that indicate edges of or entrances into the study area can help to orient users.



View of the historic Harris Building on E Street



View of the underutilized parking lot at Carousel Mall

