Original Adoption: July 1995
Current Version: November 2023

City of Yucaipa

Uptown Business District

SPECIFIC PLAN

***Amendment Prepared by*:**
CITY OF YUCAIPA

Current Edition: November 2023
Amendment No. 2

CITY OF YUCAIPA
UPTOWN BUSINESS DISTRICT

SPECIFIC PLAN

Specific Plan Prepared and Amended by:

City of Yucaipa Planning Department

John McMains
Paul Toomey
Jim Morrissey of PZL, Inc.
Benjamin J. Matlock

CITY OF YUCAIPA
UPTOWN BUSINESS DISTRICT SPECIFIC PLAN
TABLE OF CONTENTS

EXECUTIVE SUMMARY 1
Land Use Components 1
Design Components 2
Other Specific Plan Components 2
PROJECT VISION 4
Why Is An Uptown Specific Plan Necessary? 4
What Do We Expect to Achieve? 5
Specifying Mixed Use Development 6
1.0 INTRODUCTION 8
1.1 Purpose of the Specific Plan 8
1.2 Regulatory Framework 8
1.3 Goals and Objectives 8
2.0 PLANNING CONTEXT 10
2.1 Location 10
2.1.1 Regional Location 10
2.1.2 Planning Area Boundaries 10
2.2 Existing Setting 11
2.2.1 Land Use 11
2.3 How To Use This Document 15
3.0 OVERALL SPECIFIC PLAN CONCEPT 16
3.1 Overall Land Use Categories and Uses 16
3.1.1 Land Use Categories 16
3.1.2 General Land Use Character 19
3.1.3 Residential Development Style 19
3.1.4 Development Regulations and Design Components 21
3.2 Circulation Plan 21
3.2.1 Vehicular Circulation 21
3.2.2 On-Street Parking 22
3.2.3 Satellite Parking 22

3.2.4 Parking Districts 23
3.2.5 Pedestrian Circulation 23
3.2.6 Bicycle Circulation 24
3.3 Utility Plan 24
3.4 Design Plan 24
3.4.1. Design Concept Organization 25
3.4.2 Design Character 25
3.4.3 Alleys 29
3.4.4 Street Furnishings 29
3.4.5 Lighting Concept 30
3.4.6 Signage Character 31
4.0 DEVELOPMENT REQUIREMENTS 32
4.1 Permitted and Conditionally Permitted Uses 32
4.2 Setbacks and Building Height 34
4.3 Site Design Standards 35
4.3.1 Parking and Vehicle Access 35
4.3.2 Screening Methods, Heights, and Materials 37
4.3.3 Miscellaneous Design Features 38
5.0 ARCHITECTURAL DESIGN GUIDELINES 40
5.1 General Design Guidelines 40
5.1.1 Architecturally Significant Design Styles and Features 41
5.1.2 Building Design Principles 41
5.1.3 Site Planning Criteria 42
5.1.4 Building Massing 44
5.1.5 Architectural Detailing and Fenestration Criteria 46
5.1.6 Plazas 47
5.1.7 Colors 48
5.1.8 Integrate Additions 48
5.1.9 Signage 48
5.1.10 Outdoor Dining 49
5.1.11 Complementary Lighting 51
5.1.12 Miscellaneous Design Features 52
5.2 Storefront Design Guidelines 52
5.2.1 Storefront Character 52

5.2.2 Building Components and Materials 53
5.2.3 Storefront Entries & Doors 57
5.2.4 Awnings 58
5.2.5 Clean Masonry 59
5.2.6 Side/Rear Façade Design Guidelines 59
5.3 Conversion of Residences to Commercial Uses 60
5.3.1 Residential Conversions 60
5.3.2 Modified Development Standards 60
5.4 Multiple Family Guidelines 61
5.4.1 Applicability of Development Requirements 61
5.4.2 Dwelling Unit Size 61
5.4.3 Pedestrian Entries 62
5.4.4 Balconies 62
5.4.5 Picture Windows 62
5.4.6 Private and Common Open Space Needs and In Lieu Fees 62
5.4.7 Project Amenities 64
5.4.8 Building Separation 65
5.5 Historic Buildings Design Guidelines 66
5.5.1 Conduct Research 66
5.5.2 Accept Evolution 66
5.5.3 Retain and Restore Significant Historic Features 67
5.5.4 Limit the Disruption Caused by Additions 67
5.5.5 Replace Lost Historical Architectural Features 67
5.5.6 Minimize Alterations 67
5.5.7 Maintaining Historic Facades 68
5.5.8 Match Original Windows 68
5.5.9 Maintain Storefront Features 68
5.5.10 Match Awning to Building Style 69
5.5.11 Use Historical Colors 69
6.0 IMPLEMENTATION PLAN 70
6.1 Design Review Procedures 71
6.2 Financing Plan 71
6.3 Relationship to Other City Documents 71
6.4 Plan Administration 72

6.5 Property Owner and Business Improvement Districts 72
6.6 Development Opportunity Reserve 72
6.6.1 Procedures 73
6.6.2 Dwelling Unit Reserve 73

Appendix A – Amendment List

EXECUTIVE SUMMARY

The original Uptown Business District Specific Plan was adopted in 1995 and provided a long-term design and development strategy to revitalize Yucaipa's Uptown. The Plan originally focused on design guidelines for streetscape, architecture, and development implementation programs to achieve the following goals for the Uptown:

- *Promote economic vitality*
- *Preserve and enhance the historic character*
- *Enhance the aesthetic character*
- *Improve vehicular circulation*

The subsequent amendment to the Specific Plan maintained these goals and attempted to enhance their beneficial effects through a variety of design and development regulations, some of which are described below. The Specific Plan has been further developed to help streamline the review process and make it easier for the intended Economic Development opportunities to materialize.

Land Use Components

Permitted land uses in the Uptown are generally reflective of those permitted by the City's General Commercial and Multiple Residential zoning districts. Certain types of commercial uses that promote a strong mixed-use pedestrian character are specified in the document and include:

- *Entertainment, including movie theaters, night clubs, bars.*
- *Lodging, including bed & breakfast inns*
- *Restaurants and cafes*
- *Grocery stores and pharmacies*
- *Personal and business services*
- *Residential and/or commercial uses developed separately or integrated either vertically or horizontally*
- *Health and recreation, such as exercise establishments*
- *Civic uses, such as community cultural center and/or Performing Arts Theater*
- *Special uses, including farmers' markets and festivals*
- *Craft shops*
- *Satellite public parking*
- *Uptown Green*

Residential uses in the Uptown are permitted to achieve a residential density of 24 dwelling units per acre. The design standards allow residential dwellings above or adjacent to commercial development to create a vibrant neighborhood typical of cherished historic business districts.

Design Components

Design components of the Specific Plan work in concert with the land use plan to re-establish Uptown as a place where people will come to live, shop, work and recreate. The Specific Plan includes the three (3) following Land Use Districts:

- Limited Mixed Use (LMU)
- Mixed Use (MU)
- Multiple Residential (RM-24)

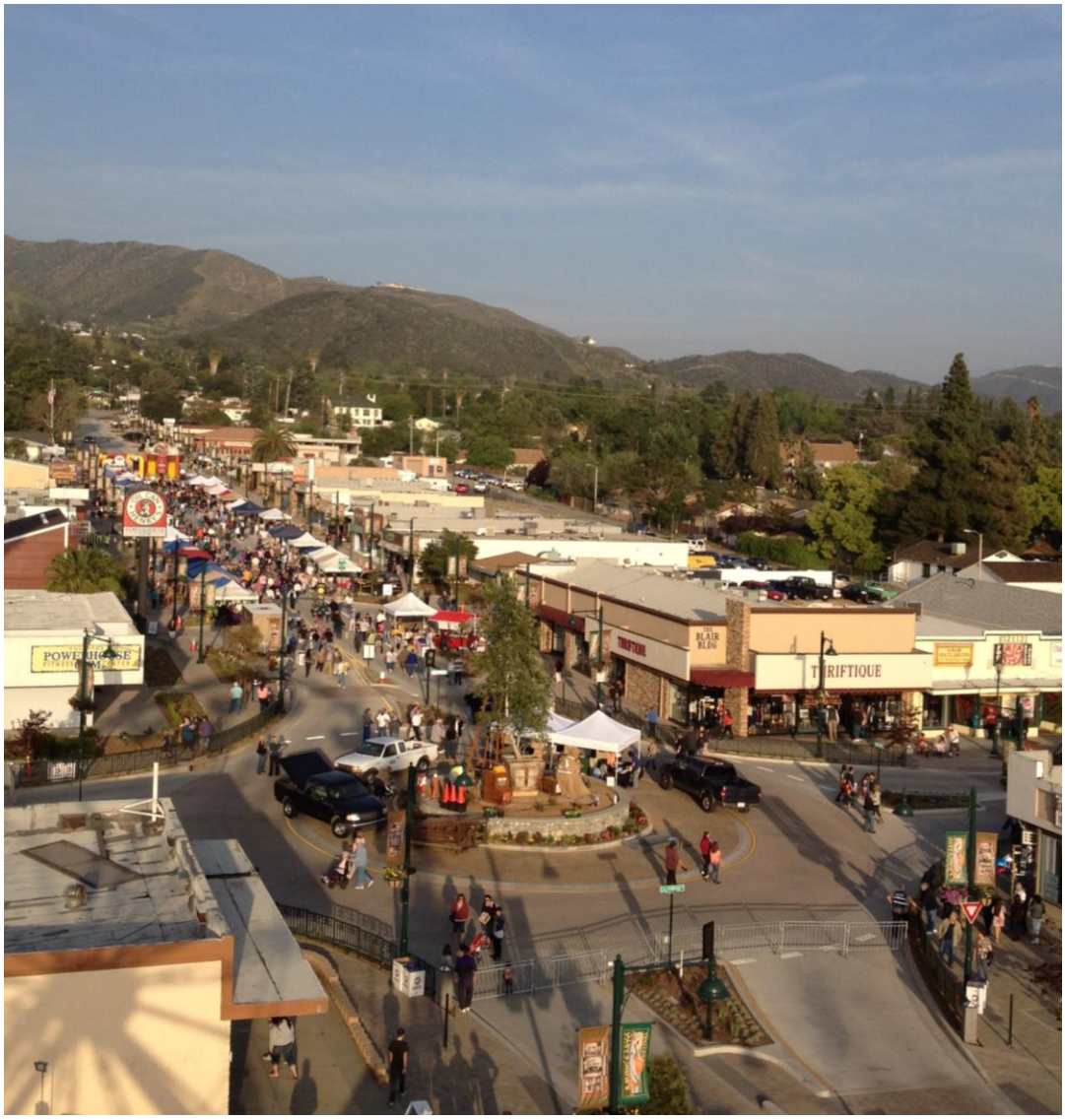
The intent of these categories is to place an emphasis on mixed use development and form-based building design. Each category is defined by a distinctive development character and land use emphasis. The Limited Mixed Use (LMU) category is located primarily along Yucaipa Boulevard and a portion of California Street and, as such, represents the most significant geographical location. This category limits commercial uses to those that generate the greatest level of pedestrian activity. Residential development up to 24 dwelling units per acre is permitted within this District, and may be vertically integrated into a commercial development project or developed as part of an adjacent standalone residential development. Standalone commercial development is also permitted. The Mixed Use (MU) provides a geographically supporting position adjacent to LMU and along the remaining portion of California Street and within the expanded portion of the project area at the southwest corner of California Street and Avenue D. The MU provides for a similar style of development as the LMU, but also includes an expanded number of commercial uses that can be permitted. The balance of the area is Multiple Residential-24 (RM-24). The RM-24 design criteria provide for pedestrian orientation toward the street with pedestrian walkup stairs and porches, in addition to direct access to the street.

Other Specific Plan Components

Other major components of the Specific Plan include:

- A focus upon form-based building design that attempts to create an attractive pedestrian environment through the appropriate placement of buildings close to the street with direct physical access from the street. Minimum and maximum building heights are specified.
- Residential building criteria that create attractive street-oriented façades and entries.
- Modified parking criteria, including those for conversions of residential to commercial uses.
- A Circulation Plan that describes vehicular, pedestrian and bicycle circulation.
- A Phasing Plan that estimates costs and prioritizes recommended streetscape improvements.
- An Implementation Plan that identifies different mechanisms, including financial strategies, that can assist in achieving project goals.

- Development Regulations intended to enhance the Uptown's visual character.
- Architectural Design Guidelines that foster good design, enhance the Uptown area's pedestrian orientation, and promote quality development.
- Development Opportunity Reserve to provide incentives for enhanced architecture and project design in return for an permitted increase in dwelling unit density subject to City Council approval.



PROJECT VISION

The Historic Yucaipa Uptown area contains many of the essential facets of local urban life and how citizens see themselves and their City as a whole. While other cities develop in the typical suburban pattern with standard commercial and residential development that seem to be from the same mold as other cities, along with associated traffic congestion and a lack of identifiable character, the citizens of Yucaipa see their city as unique, set aside from what is now considered the normal Southern California pattern and style of development. Exiting Interstate 10 Freeway and heading into town brings residents back to a lifestyle that seems to be lost in other areas. Geographically, Yucaipa is situated near the edge of an urban region. It is best known for its quiet streets, close-nit neighborhoods, ease of local convenience, and a small town atmosphere that attracted many to make this city their home. While Yucaipa has grown over the years, this has not occurred to the point that it has lost its connection with the past or no longer reflects local history. The Uptown area contains many of these attributes, with small retail and service shops, independent automotive businesses, small home-grown eating establishments, churches and neighborhood centers, and quiet walkable streets. The City's Uptown is not an isolated feature located off the beaten path, but an integral part of the City's development pattern, with many viable businesses and neighborhood facilities.

The Uptown area is bordered and bisected by the City's major streets, but its character is not adversely affected by this condition. Just a short distance from major thoroughfares, such as Yucaipa Boulevard or Bryant Street, one finds a variety of small businesses, shorter block lengths that allow easy access throughout the area, and a notably slower pace. The City's vision for the area is to maintain and enhance this atmosphere by strengthening the economic viability of local businesses, create more housing near these businesses which would result in increased patrons, yet maintain a focus on providing activity levels associated with and for the pedestrian, rather than vehicle trips, noise, and congestion.

Why Is An Uptown Specific Plan Necessary?

As stated above, the overall purpose of this Specific Plan is to enhance the existing Uptown area. However, an important first question to ask is why the City should undertake an amendment to the existing Specific Plan or even focus on enhancing the existing uptown area? In evaluating this question, one could start by citing existing facts. As noted above, the Uptown area is an integral part of the City. Many cities have moved their geographic focus beyond their downtown area into newly development portions of their cities. As such, some downtowns exist in name only and are no longer relevant as an active part of city life. However, Yucaipa's downtown area is located along the City's primary business roadway and integrated within the roadway network. Most of the City's commercial centers and public institutions are located along Yucaipa Boulevard, with the Uptown area containing a number of these commercial establishments. Many of the Uptown uses are patronized by both the adjoining neighborhood and citizens at large for a variety of activities and pursuits, including retail and service uses, recreation, church and religious worship, senior activities, as well as civic functions where local organizations meet or have offices. The downtown is also in close proximity to other civic uses and business uses,

including the City offices, library, transit center, and several more typically designed shopping centers.

Second, the Uptown is a distinctly urban area. The design, placement, and character of commercial buildings within this area are representative of an older time and one that reflects a more intensive use of the land with minimal open space and setbacks. The age of Uptown buildings is also reflective of the area's longevity and an associated feeling of stability due to their design and continued active operation. The Uptown area is home to a wide variety of businesses that offer a number of products and services desired by City residents. The area is also served by public transit along Yucaipa Boulevard, Avenue B, and California Street.

Third, the Uptown area includes a mixture of commercial and residential uses. Residential areas are located adjacent to or across the street from established businesses. Both land uses are compatible with each other, due in part to the localized street pattern that reduces traffic movement and aids in the separation of land uses, along with the smaller size of the establishments that helps to reduce their scale and intensity.

Lastly, the Uptown represents an important geographic element in the City's design. Its location is somewhat reflective of a door hinge in which the Uptown Business District is at the easterly end of the Yucaipa Boulevard and approximately equal distance from the developed portions of the City lying to the north and south. Bryant Street, which traverses the easterly project boundary, represents the most significant easterly roadway that provides major north/south access. While the existing City street design easily allows one to avoid the downtown area, it can also be easily accessed from a number of locations throughout the City.

As such, a strong argument can be made for having a vibrant and active Uptown due to its integral setting, land uses, and overall association with the needs and operation of daily activities.

What Do We Expect to Achieve?

The Uptown area has a rich history with the potential for future opportunities. However, the area cannot be frozen in time and expected to achieve improved benefits for both neighborhood businesses and residents or even the City as a whole. The Uptown area can continue to evolve as an urban core, yet it is important to maintain those features that best reflect its existing setting, namely that of a walkable area situated in close proximity to other businesses and residents. One of the changes envisioned is the addition of new businesses and residents to provide expanded business and housing opportunities while improving the area's visual attractiveness. One method of achieving this result is to allow development commensurate with the area's existing urban setting, such as two- and three-story buildings for apartments, mixed-use development, and stand-alone commercial development to create an adequate mix of uses that mutually enhance each another.

Since its initial adoption in 1995, as well as the amendments made since, tremendous progress has been made to increase the Uptown area's value to the community at large. New restaurants, businesses, and entertainment options have significantly increased the activity and commerce of the area, and new housing opportunities have further supported the vibrant area intended by the Specific Plan. Continued efforts to implement the Plan will further highlight this special place in Yucaipa.

Specifying Mixed Use Development

This amendment to the Uptown District Specific Plan reflects the continued desire to enhance and revitalize the City's historic uptown area, as was first expressed in the original Plan adoption in 1995 and enhanced by its first amendment in 2013. Amendments reflect the continuous planning process where updates are made to help better achieve the community's desires, with necessary adjustments that best reflect changing conditions and needs to further continue the growth and success of the area.

The Uptown area is one that is distinctly urban in character. This urban style is characterized by a number of factors, including the placement of buildings on or near property lines, the absence of setback landscaping typically found in suburban shopping centers, parking located adjacent to buildings, and residences in close proximity to commercial businesses and neighborhood-level services. One of the components of this Specific Plan amendment is to build upon and enhance this urban character through the specific incorporation of mixed use development references and standards. The focus upon mixed use development is intended to increase the area's vitality through the maintenance of a walkable, pedestrian friendly environment, by providing a mixture of amenities near each other for both residential and business uses.

Mixed use development criteria are most appropriate in areas with a strong urban character and where space is at a premium. In the Uptown, commercial businesses are physically connected to each other by common walls and property lines rather than separated stand-alone structures or sites separated from other buildings by parking lots or driveways. Streets in the Uptown area reflect a short block grid system where block lengths are reduced, allowing pedestrians ease of access into an out of the area.

The mixture of uses and associated design features promotes ease of pedestrian movement by negating the need for multiple vehicle trips to various locations. The reduction in vehicle trips improves air quality and reduces noise levels, thereby improving the pedestrian experience. As visitors walk in Uptown, they are able to pass through a variety of commercial businesses, encouraging the patronization of those establishments and improving the overall economic opportunity. The urban form of Uptown also allows public improvements to be directed toward the pedestrian rather than the vehicle – this area is meant for people to visit rather than cars to drive through. As a result, the area is able to maximize space for economic opportunities, including areas for businesses and residences, rather than devoting the limited acreage of the area for empty spaces used for parking lots or other types of lower-yield land uses.

Mixed use development can also provide for a variety of housing styles and opportunities. The type of development and design criteria applied in mixed use developments also varies from typical development standards due to the close proximity of public and public spaces, whereby business or residential building entry points, for example, are either adjacent to or in close proximity to public sidewalks. Having residential areas in close proximity to businesses also provides a form of security for both residents and patrons because "eyes on the street" exist throughout the day and night, just not during business hours. This occurrence can also cause businesses to stay open longer and, as a result, increase the duration of pedestrian activity, thereby reducing the times of limited activity.

1.0 INTRODUCTION

1.1 Purpose of the Specific Plan

The Uptown Business District (Uptown) is Yucaipa's historic commercial center. Comprised predominantly of small, neighborhood-serving businesses, the Uptown faces certain competition from future commercial development proximate to Interstate 10 freeway and Yucaipa Boulevard. This Specific Plan lays out a long-term design and development strategy to revitalize the Uptown and ensure its future as a commercial district.

The focus of this Specific Plan is on design guidelines for streetscape and architecture, and development implementation programs to enhance business activity, working in concert with existing City policies and regulations including the 2016 General Plan update and the 6th Cycle Housing Element. Through its implementation, the Specific Plan is intended to spur economic activity and preserve the Uptown's unique historic resources.

1.2 Regulatory Framework

Contents of the Uptown Business District Specific Plan conform to California Government Code Sections 65450 through 65457 that regulate specific plan documents. This Specific Plan is an implementation document, consistent with the adopted goals and policies of the City of Yucaipa General Plan. Upon adoption by the City Council, this Specific Plan will supplement the City of Yucaipa Development Code. In instances where conflicts exist between this Specific Plan and existing concept plans, master plans or zoning standards relevant to the Uptown project area, this document will take precedence.

1.3 Goals and Objectives

Goals and objectives of the Uptown Business District Specific Plan were defined through a series of community meetings with Yucaipa residents and business owners. These goals and objectives, stated below, direct the intended focus of the Specific Plan document. Future amendments to this Specific Plan will be consistent with these goals and objectives:

Goal 1: ***Promote the economic vitality of the Uptown.***

Objective 1.1: Encourage a mix of commercial and residential land uses.

Objective 1.2: Encourage destination-type commercial uses including guest lodging, farmers market, festivals, galleries, shops and stores relating to the history and culture of the region; as well as civic uses such as a Community Cultural Arts and Education Center and/or a Performing Arts Theater.

Objective 1.3: Encourage night-time activities including restaurant, performing arts theater and/or cultural center.

Objective 1.4: Encourage neighborhood oriented businesses to serve adjacent residential areas.

Objective 1.5: Foster pedestrian orientation in the central area.

Objective 1.6: Increase desirability and density of adjacent residential neighborhoods to help fuel Uptown economic activity.

Goal 2: ***Preserve and enhance the historic character of the Uptown.***

Objective 2.1: Establish architectural guidelines that preserve the "downtown" or "Main Street" character of existing structures.

Objective 2.2: Establish architectural guidelines that require new construction to be consistent with the historic character in terms of materials, scale, and design elements.

Goal 3: ***Enhance the aesthetic character of the Uptown.***

Objective 3.1: Encourage installation of shade trees on private property and in certain streetscape areas.

Objective 3.2: Provide pedestrian amenities in certain Uptown areas, including benches, pedestrian lighting, and theme paving.

Goal 4: ***Improve the vehicular circulation of the Uptown.***

Objective 4.1: Provide adequate roadway capacity to reduce vehicular congestion.

Objective 4.2: Increase on-street parking.

Objective 4.4: Improve circulation within alleys.

2.0 PLANNING CONTEXT

2.1 Location

2.1.1 Regional Location

Uptown is located in the heart of the City of Yucaipa. The City is situated in the eastern portion of the San Bernardino Valley area, between the Cities of Redlands and Calimesa. Regionally, the area encompassing the City is in transition from a generally rural or undeveloped state to a generally urban area.

2.1.2 Planning Area Boundaries

Boundaries for the Specific Plan study area generally follow a T-shaped configuration: bordered on the north by Acacia Avenue; on the east by Bryant Street then narrowing to Adams Street; generally on the south by Avenue D, including five (5) acres at the southwest corner of Avenue D and California; and on the west by Second Street then narrowing to First Street, including approximately 0.5 acres on the northwest corner of Avenue B and 1st Street. (See Figure 1)

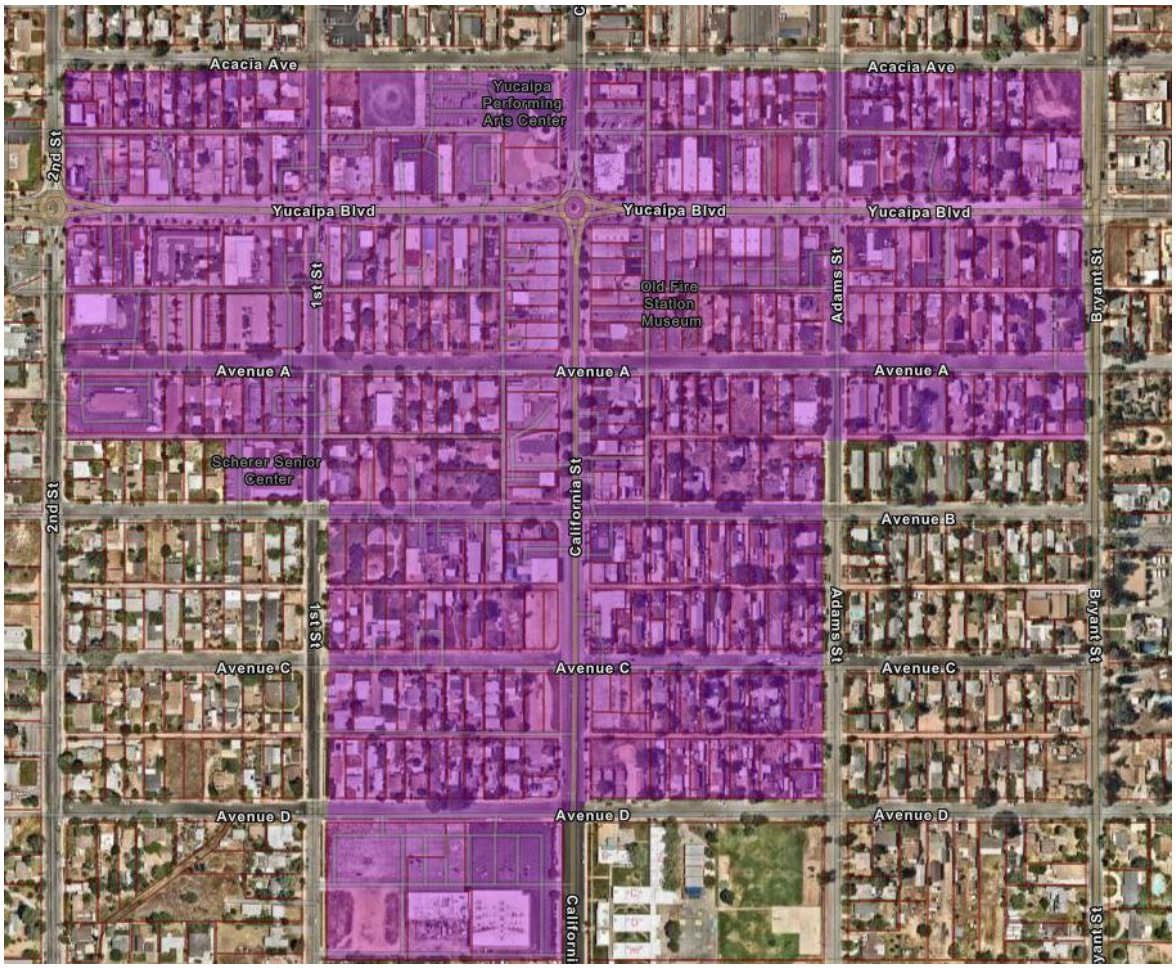


Figure 1 – Planning Area Boundary

2.2 Existing Setting

This section briefly describes the existing character of the Uptown in terms of land use, circulation and utilities.

2.2.1 Land Use

General Plan and Zoning

Yucaipa's General Plan, adopted initially in September 1992 and updated in 2016, designates most of the Uptown as General Commercial (CG). Under the General Commercial designation stores, offices, service establishments and amusements, offering a wide range of commodities and services to meet neighborhood and community needs, are permitted. The remaining portions of the Uptown are designated Multiple Residential (RM), as shown on Figure 2.

Figure 2 - Official Land Use District Map
The Specific Plan boundary is depicted in light blue.

The City of Yucaipa utilizes a one (1) map system in which the General Plan Land Use Map also identifies the underlying and implementing zoning districts. As such, the General Plan Land Use designations also reflect their implementing zoning districts with the same name and reference designation, as provided by the City's Development Code. The General Commercial (CG) zoning District permits a wide

array of uses subject to obtaining a Conditional Use Permit (CUP). These uses include office, service, retail, lodging, recreation/entertainment, wholesale/warehouse and limited manufacturing uses. The CG Development Code standards also permit dwelling units in conjunction with a commercial use, subject to a Planned Development Review. This provision does not identify the number or density permitted within the General Commercial District. The Multiple Residential (RM) zone permits a maximum base density of 8.7 dwelling units per acre, subject to a CUP.

6th Cycle Housing Element

The City of Yucaipa adopted its 6th Cycle Housing Element on September 12, 2022. Among its goals and objectives for Housing Development throughout the community, the Housing Element also included programs to streamline development within Uptown, adding more consistent and objective requirements so property owners and developers can better invest in the area. A key program for the Housing Element is the modification of the residential development requirements of the area, which originally had a base density of 16 units per acre as a "by right" density that could be modified to 24 units per acre with approval of a Development Opportunity Reserve. Instead, the Housing Element identifies that the permitted density shall be 24 dwelling units per acre, approved as a by-right land use, to create a consistent, and predictable outcome.

Land Use Characteristics

Small, neighborhood retail and service establishments are the dominant land use in the Uptown. A few industrial uses and a number of undeveloped parcels also are present. Most of the existing structures were built prior to 1955, and generally are in fair condition. A number of these buildings currently are vacant.

Residential uses in the Uptown are predominantly single family dwelling units. A few small multi-family dwelling units also are present. Most of the residential structures were built prior to 1960, and are in fair to good condition. However, a high-density senior housing project was developed in the early 2010s, and has been a successful addition to the area.

2.2.2 Visual Character

The Uptown is generally characterized by one story commercial buildings located at the street right-of-way. Parking is generally provided in the rear of the buildings. Landscaping is minimal and business signage is inconsistent. The buildings generally are wood-framed construction. A few of the older buildings are masonry. Architectural style of the Uptown can best be defined as classic California "Main Street" – simple rectangular shaped buildings, generally categorized as "Commercial Vernacular." Most of the buildings have been remodeled over the years and few retain elements of their original style. Buildings retaining elements of their original design include:

Historic Name	Address
Odd Fellows Hall (*Little Theater*)	12135 California Street
Gazzo's Country Store	12113 California Street

The Uptown area also features several Mid-century commercial buildings that have been preserved following the adoption of the Specific Plan, including those at 35018 Yucaipa Boulevard, 35034 Yucaipa Boulevard, and 35120 Yucaipa Boulevard. The City of Yucaipa also completed the Performing Arts Center and Uptown Park facility at the corner of Yucaipa Boulevard and California Street, which features a craftsman design influence similar to other municipal structures in the City.

Overall, the study area is generally clean and free from graffiti. Chain link fencing remains in both the commercial and residential areas and detracts from the Uptown's general appearance but has been reduced over time with new development.

2.2.3 Circulation

Vehicular Circulation

Major roadways serving the Uptown are Yucaipa Boulevard, running east-west, and California Street, running north-south. Yucaipa Boulevard provides primary freeway access from Interstate 10 Freeway (I-10). The General Plan designates Yucaipa Boulevard as a scenic highway and a major highway up to where it reaches the Uptown, at which point it is designated a secondary highway. Between Second Street and Bryant Street, Yucaipa Boulevard currently is developed with an 80-foot right-of-way, containing: one travel lane in each direction; on-street parallel and angled parking; and 6-foot minimum sidewalks on both sides of the roadway.

California Street, between Yucaipa Boulevard and Avenue B, is developed with an 80-foot right-of-way, containing one travel lane in each direction. Diagonal parking is provided on the west side of the street. South of Yucaipa Boulevard, California Street is designated by the General Plan as a secondary highway. South of Avenue D, the street widens to two travel lanes in each direction.

Bryant Street is another designated secondary highway in the Uptown. Widening of Bryant Street from Yucaipa Boulevard to Avenue D is planned, but not yet scheduled by the City. Avenue D and Second Street are designated collector streets. All other streets in the study area are local streets.

Public alleys are located parallel to Yucaipa Boulevard and California Street. The alleys, approximately 16 feet in width, provide vehicular access to rear parking lots and for service vehicles. Pavement on the alleys varies from recently paved with concrete to poor condition.

Public Transit

OmniTrans provides bus service to the Uptown, with stops located along Yucaipa Boulevard and California Street.

Bicycle Access

Yucaipa Boulevard is designated by the General Plan as a Class III bike path. It currently extends from the I-10 through the study area and to Flag Hill Park. The path connects to regional trails and major facilities, including: Sand Canyon Road, Oak Glen Road, Crafton Hills Park, Yucaipa High School and Yucaipa Regional Park. California Street also is planned to be a Class III bike path.

2.2.4 Utilities and Services

Utility service to and within the study area is provided by the following entities:

Cable	Frontier
Electric	Southern California Edison
Gas	Southern California Gas Company
Telephone	Verizon
Water	Yucaipa Valley Water District
Sewer	Yucaipa Valley Water District
Solid Waste	Yucaipa Disposal Company

Water and Sewer

Water and sewer facilities exist within the Uptown Business District and are adequate to meet existing and projected development needs. Yucaipa Valley Water District, in coordination with the City, monitors future growth to ensure existing standards are met. Future development will be required to install and/or relocate fire hydrants and water/sewer lines, if necessary, to serve the north side of Yucaipa Boulevard. No other water line improvements in the Uptown are currently planned.

Telephone and Electric

A number of the east-west streets receive telephone and electric service from overhead lines located along intersecting alleys. These streets include Yucaipa Boulevard, Avenue A, Avenue B, Avenue C and Avenue D. On other streets in the study area, telephone and electric utilities are located overhead, detracting from the area's appearance.

As part of the widening of California Street between Yucaipa Boulevard and Avenue D, telephone and electric lines along this street were undergrounded. Undergrounding utilities is consistent with the Specific Plan goal to enhance the Uptown's visual appearance.

2.2.5 Public Facilities

Drainage facilities exist within the project area that adequately convey stormwater flows through the Uptown area. No new facilities are required. Many streets within the project area do not have curb, gutters or sidewalks. Future development would be required to install these improvements. Aside from improvements undertaken by new development, various mechanisms exist to fund these improvements and are utilized by the City, including Community Development Block Grants (CDBG) and Property Owner and Business Improvement Districts (PBID).

2.3 How To Use This Document

This document is organized to provide the reader with an initial overview of the plan concept in Section **3.0 OVERALL SPECIFIC PLAN CONCEPT**, which discusses both private property use and public right of way improvements, including land use categories; general land use character, including generally allowed uses; residential development styles; pedestrian and vehicle circulation design and parking; public improvements required within each land use category, such as street trees, pedestrian paving, and street paving materials; public signage; alleys, and; street lighting concepts. Subsequent Sections **4.0 DEVELOPMENT REQUIREMENTS and 5.0 ARCHITECTURAL DESIGN GUILDELINES** provide greater design detail and focus principally on private property use and new development requirements.

The users of this document, particularly those interested in developing within the boundaries of this Specific Plan, are best served by understanding the overall project intent and philosophy, rather than simply skipping to a particular section of the document. The criteria contained in each section represent one of multiple design layers intended to provide the reader with information directed toward particular issues. Other issues or layers contain further details, that when taken as a whole provide a complete picture of the requirements desired within this planning area. For example, Section 5.5 Historic Building Design Guidelines, contains requirements that may affect development within Mixed Use and Multiple Family Categories. Therefore, this section would also be applicable when undertaking proposed improvements, whether involving new development or rehabilitation.

3.0 OVERALL SPECIFIC PLAN CONCEPT

The Specific Plan concept articulates a vision for the Uptown as an attractive, pedestrian friendly, mixed-use activity center with a combination of commercial and residential uses where people will come to live, shop, work and recreate. Allowable commercial land uses within portions of the Specific Plan area would be limited to provide a greater emphasis on those that generate higher levels of pedestrian activity, such as retail, entertainment/eating, lodging, and professional services.

3.1 Overall Land Use Categories and Uses

3.1.1 Land Use Categories

Permitted land uses for the study area are generally articulated in the City of Yucaipa General Plan and Development Code documents. The existing General Plan Land Use designations are General Commercial (CG) and Multiple Residential (RM). The Uptown Business District Specific Plan provides standards specific for the study area to achieve the community's vision and establishes the following three (3) land use categories as displayed in Figure 3 and discussed below:

- Limited Mixed Use (LMU): This category applies to areas generally located along Yucaipa Boulevard, within the CG General Plan Land Use District. This category also permits a base residential density up to 24 dwelling units per acre. Residential or commercial development need not be constructed as part of a single development project, but must be integrated with adjoining commercial and/or residential uses. The maximum building height varies depending upon the type of use. Mixed use development that are vertically integrated with the first story devoted to commercial use and the balance for residential uses is allowed, and first floor commercial development may extend up to 25 feet in height, depending upon interior design needs. Additional residential development capacity may be provided through the Development Opportunity Reserve listed under Section 6.6 of this Specific Plan. This land use category also limits the types of permitted commercial uses to those that generate higher levels of pedestrian activity, as well as those that represent suitable compatible uses.

Nov 1: removed standards to consolidate requirements to Ch 4

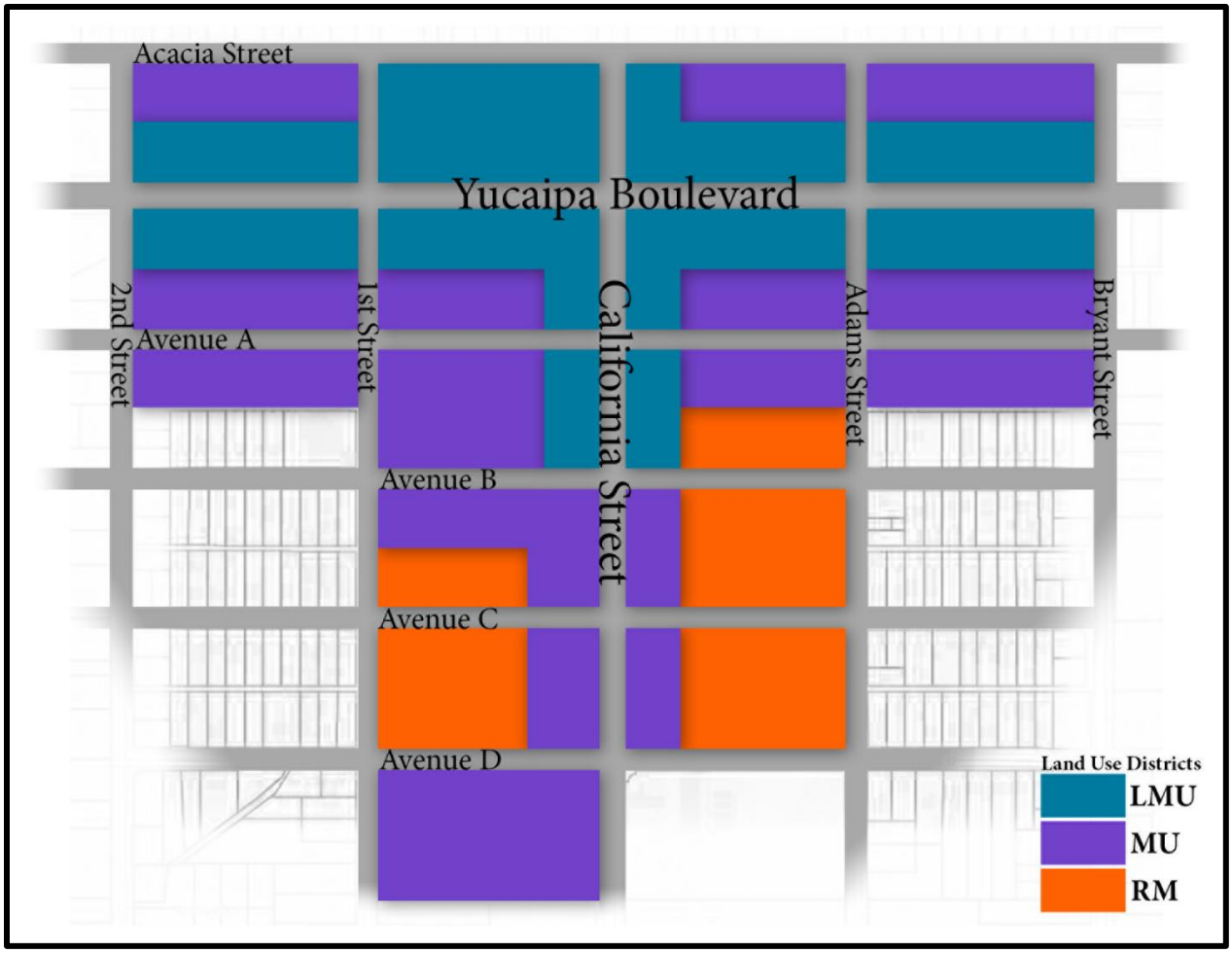
- Mixed Use (MU): This category applies to the balance of CG General Plan Land Use District area not covered by the LMU category and also allows a base residential density up to 24 dwelling units per acre. Similar to the LMU category, residential or commercial development need not be constructed as part of a single development project, but must be integrated with adjoining commercial and/or residential uses.

- Multiple Residential (RM-24): This category applies to areas within the RM General Plan Land Use District, at a density of 24 dwellings per acre, like the

LMU and MU districts. However, this district serves as a transition to the surrounding residential areas, and commercial uses are prohibited. In addition, greater emphasis on building mass is required to effectively "step down" to the heights of the surrounding development.

Figure 3

LAND USE MAP



Land Use Designations
Limited Mixed Use (LMU)
Mixed Use (MU)
Multiple Residential (RM-24) – 24 d.u./ac.

The purpose of the three (3) categories is as follows:

- Both Mixed Use categories reflect the desire to combine commercial and residential uses in close proximity to each other, such that they mutually support the development of each type of land use. Any project developed within either Mixed Use category permits a variety of development options, as delineated below:

A mixture of commercial and residential uses that are vertically integrated, in which residential dwellings are located above commercial uses.

A mixture of commercial and residential uses that are horizontally integrated, in which commercial and residential uses are sited adjacent to each other.

Only commercial or residential development is permitted as a separate land use within the Mixed Use category. Development projects need not combine both land uses.

- The Limited Mixed Use category provides all the same features as the Mixed Use category, except a limited or reduced number of commercial uses are allowed. This limitation is intended to focus business develop upon those uses with higher pedestrian activity levels that are generally associated with retail and restaurant establishments.

- The RM category permits a maximum of 24 dwelling per acre.

3.1.2 General Land Use Character

Permitted and conditionally permitted land uses within the LMU, MU, and RM-24 land use categories are noted in Section 4.1. The types of land uses allowed within the Uptown Specific Plan generally provide high levels of pedestrian activity or support such uses. The general types of uses permitted or conditionally permitted within these land use categories are listed below:

- Entertainment, including movie theaters, night clubs, bars
- Anchor Retail and General Retail
- Restaurants and cafes
- Breweries, Wineries and Wine tasting, and Distilleries
- Personal and business services, such as barber shops, hair and nail salons, print shops, office supplies, and shoe repairs
- Offices, such as banks and financial institutions, real estate offices, medical clinics
-
- Residential and/or commercial uses developed separately or integrated either vertically or horizontally
- Civic uses, such as performing arts theater and community and cultural center
- Special uses, including farmers' markets and festivals
- Public parking
- Uptown Green (See section 3.4.2)

3.1.3 Residential Development Style

The style of residential development envisioned within the Uptown Specific Plan is focused toward creating increased pedestrian activity along adjoining public streets by orienting building frontage and obtaining pedestrian access directly from the street. Examples of these design styles include the following:

- California Single family Bungalow: This type of single family development provides a unique and historic style associated with development in the 1920's. A detached or attached garage is setback further from the street than the dwelling.

- Row Housing: This design is generally typified by raised entries with walk-up stairs that extend from the adjoining sidewalk for single/common entry points and have either open or enclosed/recessed porch design. In the case of raised entries the purpose of this design is to better define the separation between the public and private space, provide residents with greater visibility around the entry area, and enhance personal security. Balconies are also allowed to encroach within the street side setback areas to provide enhanced street visibility and security.

- Big House Design: This type of design reflects the look of a large stand-alone single family house with a central patio design feature and a single walkway extending from the sidewalk. However, this building design can provide up to four (4) attached residences with direct outside access to each unit occurring from the primary walkway that branches out along the front of the building.

- Bed and Breakfast Inn: This design also reflects the design style of a very large single family building. However, it varies from the Big House Design through the use of an enclosed porch that represents the primary building entry area. This type of design can provide up to 12 separate dwellings.

3.1.4 Development Regulations and Design Components

The development regulations within the Uptown District Specific Plan will be regulated by the City of Yucaipa Development Code. Exceptions to these regulations are noted in Sections **4.0 Development Requirements** and **5.0 Architectural Design Guidelines**, of this Specific Plan. In general, the Specific Plan Development Requirements contain the following topical headings:

- Setbacks
- Building Height
- Site Access
- Pedestrian Circulation
- Parking
- Loading and Storage
- Refuse Collection and Storage
- Environmental Controls
- Utilities and Mechanical Devices
- Grading and Drainage
- Alley Lighting
- Architectural Guidelines for each of the Downtown Districts

3.2 Circulation Plan

The Circulation Plan describes the three primary modes of travel that will serve the Uptown:

- Vehicular Circulation
- Pedestrian Circulation
- Bicycle Circulation

3.2.1 Vehicular Circulation

Vehicular access to the Uptown will be primarily from Yucaipa Boulevard and California Street. Improvements to these roadways will be accomplished within their existing or master planned rights-of-way. Figure 4 illustrates the Motor Vehicle Circulation Plan for the study area. Roadways, alleyways, OmniTrans, and Omni-Go bus routes and stops exist through the project area. Designated satellite parking areas also are indicated.

Although designated as a secondary highway which typically consists of two travel lanes in each direction, California Street will not be required to carry the higher volumes of traffic that through-streets such as Bryant or even Second Street can

carry. Therefore, it is anticipated that Level of Service "C", which is the City's target level, will still be achieved even as California Street remains at one travel lane in each direction as proposed within the Uptown Specific Plan area.

In general, it is anticipated that the improvements described in the Specific Plan will not result in traffic conditions less than Level of Service "C". Improvements have been recently completed along Yucaipa Boulevard and have been listed for reference purposes. Improvements recommended for California Street involve changes to lane width and other street elements. These actions are summarized in Table 1.

Table 1
Summary of Street Elements

ITEM	CALIFORNIA STREET	YUCAIPA BOULEVARD
	PROPOSED	EXISTING
No. Lanes	2	2
Parking	Diagonal and Parallel	Diagonal and Parallel
Travel Lane Width	14 feet	12 feet
Left Turn Lane	No	Roundabout
Right Turn Land	No	Roundabout

3.2.2 On-Street Parking

While the overall parking supply in the Uptown is generally greater than the overall demand, which is typical for the initial stages of a revitalization effort, the demand for public parking in the center of the Uptown District exceeds the supply of on-street parking. Diagonal parking is proposed for both sides of California Street between Acacia Avenue and Yucaipa Boulevard, and on the south side of Acacia Avenue between California and 1st Street. Parallel parking will remain on other streets within the study area. As the revitalization efforts continue to increase parking demand, consideration should be given to implementing a 2-hour restriction for on-street parking.

At intersection corners, pedestrian walkways will extend or "pop out" towards the street as illustrated and described in Park 3.4, Design Plan. Similarly, within the Uptown Promenade District occasional planting areas will occur between on-street parking spaces to accommodate shade trees and other plantings.

3.2.3 Satellite Parking

In addition to available on-street parking, satellite parking is strongly encouraged in the Uptown. Benefits of satellite parking include the following:

- Promotes pedestrian activity; pedestrian activity promotes shopping.
- Enables private developments to share parking costs.
- Offers private developments opportunity to provide parking off-site and increase development potential of their parcel.

Satellite parking can be established through a number of mechanisms, including the use of an in-lieu parking fee, as referenced in the *Parking Districts* section below. The in-lieu parking fee would, for example, apply to a newly constructed commercial building and/or commercial business or a change in use of an existing commercial building that would require additional parking beyond that which could be reasonably achieved on-site. Smaller lot sizes within the Uptown District minimize available land for on-site parking spaces. In addition, the intent of this Specific Plan is to enhance development opportunities and encourage access to multiple businesses at one time, similar to the concept of a typical shopping center and combined area parking. The development of satellite parking lots for use by the public would assist in providing necessary public use parking areas for District patrons. The fee program would not specify the use or allocation of certain spaces for particular business enterprises.

Existing alleys and vacant lots provide an abundant opportunity for satellite parking areas. Preferred sites will be located along Yucaipa Boulevard and California Street and access directly onto Yucaipa Boulevard or California Street.

3.2.4 Parking Districts

Creation of satellite parking facilities will require a cooperative effort between the City and property owners. Typically, a satellite parking area will benefit business owners on either side of a single block. A block-specific parking district can be established through which the City and business owners work together to locate, purchase, improve and maintain a public parking facility. The parking district may employ a combination of funding mechanisms including property assessments, business taxes, parking user fee revenues (from parking meters or parking lot fees), including in-lieu parking fees. (Reference Section 6.2, Financing Plan.)

3.2.5 Pedestrian Circulation

Increasing pedestrian activity within the Uptown is a key objective of the Specific Plan. Pedestrian activity encourages browsing and shopping, and prompts retail expenditures.

Primary pedestrian circulation within the existing right of way consists of a minimum six-foot sidewalk on either side of Yucaipa Boulevard and a ten-foot sidewalk on California Street. Each street area will have a sidewalk facility. Pedestrian access along alleys connecting to satellite parking areas also is encouraged.

Amenities to enhance pedestrian travel, including shade trees, planters, awnings, benches and light are encouraged. Pedestrian travel and/or accessibility throughout the Uptown District should be designed to coexist with the temporary use of the public right of way for such activities as outdoor dining or drinking establishments, the placement of temporary freestanding advertising signs, sometimes referred to as sandwich boards, or the placement of merchandise for sale. Clear pedestrian travel areas, a minimum of three (3) feet in width, shall be provided and maintained around these features throughout the Uptown District. Please refer to Sections 5.1.7 Signage and 5.1.8 Outdoor Dining for additional information.

3.2.6 Bicycle Circulation

Enhancing bicycle travel along Yucaipa Boulevard will benefit the Uptown. Linkages to regional trails, parks, and school facilities will attract cyclists to the area. Proposed bike routes are located along Yucaipa Boulevard and California Street. Bike racks and/or lockers will be incorporated into all new development and public parking areas as determined by the City Community Development Director.

3.3 Utility Plan

Future development will be responsible for any utility upgrades.

3.4 Design Plan

Urban design components of the Specific Plan create an environment that will enhance the unique "downtown" or "Main Street" qualities of the study area, and benefit the Uptown in a number of important ways:

- Improve the overall visual character.
- Encourage pedestrian activity.
- Recall Yucaipa's agrarian past through the use of shade trees and artistic elements.
- Preserve the historic character.
- Create a cohesive visual identity.
- Create an environment conducive to the type of land use and business activity this Specific Plan seeks to attract.

The Design Plan is comprised of two components: 1) Design concepts that depict specific streetscape elements within the public rights-of-way; and 2) Design guidelines that describe general site development requirements for parcels within the Specific Plan area. Streetscape elements employ various street tree and lighting schemes to create special environments along the Uptown. Site development

guidelines describe minimum standards for such components as on-site parking, lighting, signage, architectural character and landscaping.

This section describes the streetscape design concept. Site development guidelines are presented in Sections 3.0, 4.0, and 5.0 of this Specific Plan.

3.4.1. Design Concept Organization

The streetscape concept, illustrated in Figure 6, is comprised of gateways to the Uptown and specific streetscape elements. Gateways will be located at intersections at Second Street and Bryant Street on Yucaipa Boulevard, and at Avenue "D" on California Street. Gateways will note the unique identity of the Uptown District. Major gateway features include special paving, lighting, landscape, and signage treatments. (See Figure 7)

Specific design elements are defined in terms of the three (3) land use categories identified in Section 3.1.1. (Refer to Figure 3):

3.4.2 Design Character

Major design and development elements that establish the character for each land use area are described below.

A. Limited Mixed Use (LMU) Land Use Category

The central corridor through the Uptown District is the area along both sides of Yucaipa Boulevard. Some of the desired features within this area are illustrated in Figures 8 and 9. Pedestrian uses and orientation is to be maximized, with shade elements, landscape, theme paving, street furniture and pedestrian lights at each key intersection. The design treatment is intended to slow traffic and encourage motorists to park their cars and shop. Other defining elements include:

- Specialty uses, including: bookstores, galleries, restaurants, cafes, craft shops, antiques, etc.
- Lighted off-street parking areas, with well-lit pass-throughs or greenways connecting parking to street fronts.
- Street trees in public rights-of-way.
- Intersections receive enhanced paving at corners and crosswalks.
- A façade improvement program to encourage renovation of older commercial buildings.
- Contains the Uptown Green and other specialty areas described below.
- Diagonal parking on California Street to increase on-street parking.
- Pedestrian lighting on California Street, increased lighting on Yucaipa Boulevard.

1. *Uptown Anchor*

At the northwest corner of Yucaipa Boulevard and California Street, there is opportunity to revitalize the entire block to create an Uptown Anchor. The Anchor is envisioned as a major mixed-use development project, comprised of any combination of the following uses: Theater/movie house; restaurant; public parking; office; retail; Uptown Green; residential; or other destination-type use. Buildings in the Uptown Anchor should front on Yucaipa Boulevard and California Street to maximize exposure to the street.

To create the Uptown Anchor, the City of Yucaipa developed the Yucaipa Performing Arts Center (YPAC), which opened in Spring of 2019. The YPAC is a 16,200 sq. ft. facility with a 10,500 sq. ft. multi-purpose theater providing retractable seating for up to 291 or a capacity of 500 people standing and includes an indoor/outdoor stage with an adjoining 14,000 sq. ft. open air plaza for audiences. The YPAC includes programming for Yucaipa-sponsored festivals, as well as provides concerts, theatrical shows, and private rentals for parties, weddings, and other related events.

2. *Uptown Green*

As part of the YPAC facility, the Uptown Park was developed to implement the Uptown Green that was initially envisioned as a civic open space for community gatherings, such as elements of a farmer's market, festival activities, and other entertainment activities within the Uptown area. Consistent with the initial specific plan, this park includes the following:

- Water feature
- Shade trees and arbor elements
- Benches, pedestrian lighting, theme paving
- Flexible stage or presentation area

3. *Streetscape Concept*

Special streetscape treatments are established to enhance the pedestrian character of each of the three (3) land use categories. The treatments describe a recommended palette of street trees and pedestrian paving materials. Minimum recommended installation size for street trees is 15-gallon.

Streetscape design treatments for the LMU category create an intensely pedestrian area. Proposed streetscape improvements to California Street are depicted in Figure 15, including Acacia Street.

Special design treatments are recommended at alleys to create pedestrian pass-throughs, linking proposed satellite parking areas to businesses. (See Figures 16 and 17)

Proposed streetscape treatment for California Street between Avenue B and Avenue D is depicted in Figure 18.

4. ***Street Trees***

Along Yucaipa Boulevard, a vertical mixed deciduous and evergreen trees, such as Podocarpus Gracilior (Fern Pine) is the recommended street tree. This selection is consistent with existing City General Plan policy that recommends formal street trees.

Along California Street, a canopy tree, such as one of the following, is recommended:

- Podocarpus Gracilior (Fern Pine)
- Sapium Sebiferum (Chinese Tallotree)
- Chioanthus Regins (Chinese Fringe Tree)
- Cercis Canadensis "Forest Pansy" (Forest Pansy Red Bud)
- Pyrus C. "Badford" (Bradford Pear)
- Koelrueteria Bipinata (Golden Rain Tree)

5. ***Pedestrian Paving Materials***

At corners and crosswalks, durable unit pavers are recommended, such as brown or tan in color in mixed sizes and random patterns. Concrete bands will be provided at field edges. Sidewalks will be colored concrete with light washed or acid wash finish and score lines at 2' on center (O.C.). Concrete bands at field edges will be provided perpendicular to walkways.

B. Mixed Use (MU) Land Use Category

Development character within this land use category provides the gateways to the Uptown. Major elements of this area are intended to complement the LMU land use area. These elements include:

- Retail, commercial, office and mixed-use developments are emphasized.
- Pedestrian orientation, especially at plazas, courtyards, and building entries.
- Intersections receive enhanced paving at corners and crosswalks similar to LMU.
- Accommodates the use of single family homes for business uses.

1. ***Streetscape Concept***

On California Street, street trees will occur as part of setback landscaping, except at intersection pop-outs. See Figure 16 for general streetscape concept.

2. *Street Trees*

The following lists of trees are recommended for these districts. Street trees in these districts are to be installed within the setback area of private property. Development project applicants will be responsible for installation and maintenance of these trees.

On First Street and Adams Street, a deciduous canopy tree will be used, such as one of the following:

- Pistache chinensis (Pistache)
- Sophora japonica (Chinese Scholar Tree)
- Ulmus parvifolia "Brea" (Chinese Elm)
- Cercis Canadensis (Red Bud)
- Chioanthus Retusus (Chinese Fringe Tree)

Part of the Uptown heritage is the presence of mature cedars and other conifers. To recall this heritage, a specific conifer or cedar is identified for each of the lettered "Avenue" streets:

- Avenue "A" – Cedrus deodora (Deodar Cedar)
- Avenue "B" – Pinus canariensis (Canary Island Pine)
- Avenue "C" – Calocedrus decurrens (Incense Cedar)
- Avenue "D" – Pinus pinea (Italian Stone Pine)

3. *Pedestrian Paving Materials*

Sidewalk materials and finish will be as identified above for the LMU Category.

C. Multiple Residential (RM-24) Land Use Category

Development character of the Multiple Residential portion of the Uptown Specific Plan is intended to enhance the neighborhood quality of existing residential areas. Major elements include:

- Streets to be pedestrian friendly, encouraging residents to walk to the LMU and MU land use areas.
- Garden courtyard development style recommended for multi-family development.
- A residential improvement program to encourage the upgrade of the existing housing stock.

1. *Streetscape Concept*

On local streets, street trees will occur as part of setback landscaping, except at intersection pop-outs.

2. *Street Trees*

The following lists of trees are recommended for this category. Street trees in these areas are to be installed within the setback area of private property. Development project applicants will be responsible for installation and maintenance of these trees.

On First Street and Adams Street, a deciduous canopy tree will be used, such as one of the following:

- Pistache chinensis (Pistache)
- Sophora japonica (Chinese Scholar Tree)
- Ulmus parvifolia "Brea" (Chinese Elm)
- Cercis Canadensis (Red Bud)
- Chioanthus Retusus (Chinese Fringe Tree)

Part of the Uptown heritage is the presence of mature cedars and other conifers. To recall this heritage, a specific conifer or cedar is identified for each of the lettered "Avenue" streets:

- Avenue "A" – Cedrus deodora (Deodar Cedar)
- Avenue "B" – Pinus canariensis (Canary Island Pine)
- Avenue "C" – Calocedrus decurrens (Incense Cedar)
- Avenue "D" – Pinus pinea (Italian Stone Pine)

3. *Pedestrian Paving Materials*

Sidewalk materials and finish will be as identified above for the LMU Category.

3.4.3 Alleys

In all districts, improvements to the alleys will include undergrounding of utilities. In addition, to reduce clutter business owners will be encouraged to share dumpsters.

3.4.4 Street Furnishings

Typical street furnishings for the Uptown are depicted in Figure 23. Street pedestrian lights will have a metal standard with an ornamental base, and painted an Uptown theme color. Pedestrian lighting along California Street will be a metal acorn type with ornamental base, also painted the Uptown theme color.

Benches will be constructed predominantly of metal and placed along streets throughout the Uptown, and in plaza and courtyard areas of other districts. Design

of the benches may vary by location for added interest. The City currently allows for the donation of benches.

Trash receptacles and drinking fountains will be metal and painted the theme color. Placement of these elements will occur along streets in the Promenade and Business Districts and in plaza and courtyard areas.

3.4.5 Lighting Concept

Effective area lighting is important for the Uptown. During the evening and nighttime hours, lighting encourages pedestrian activity and creates a sense of security for businesses and visitors. Street lighting, pedestrian theme lighting, building lighting and special lighting will combine to create comfortable, interesting nighttime character in the Uptown. Street lighting includes intersection theme lighting, alley lighting and public parking area lighting. (See Figure 22)

A. Street Lighting

Standard street lighting is proposed to occur in public parking lots and on Yucaipa Boulevard, on California Street south of Avenue B, and on First Street and Adams Street between Acacia Avenue and Avenue A.

B. Pedestrian Lighting

Pedestrian lights are proposed for California Street between Acacia Avenue and Avenue B, for pedestrian pass-through areas, and for the Uptown Green. Pedestrian lights will be of the "acorn" variety, and lamp type will be high pressure sodium or mercury vapor.

C. Special Lighting

Special lighting provides further distinction and interest for the Uptown. The Uptown Green is an example of a location which could benefit from special lighting, such as twinkle lights in trees, uplights for trees or lighted water features. Covered lockable electrical outlets will be provided at the bases of the pedestrian lights and at the bases of trees on California Street and in the Uptown Green to accommodate special lighting and power needs.

3.4.6 Signage Character

This Specific Plan addresses four types of signs occurring in the public right-of-way: Uptown identification signage, street name signs, public parking signs, and circulation regulatory signs. (See Figure 25)

A. Uptown Identification Signage

To help define a clear and consistent identity for the Uptown, a set of identification signs will be distributed along the major roads that lead to the Uptown. Signs will provide location information for significant Yucaipa community features such as City Hall, major parks, hospitals, and the Uptown, listing the feature and a corresponding directional arrow.

A second type of Uptown identification sign will be provided at the Uptown gateways, reading "Historic Yucaipa" arched over the roadway. An existing sign is located at 2nd Street and a future arched sign is to be located at Bryant Street.

Additional Uptown district identification signage and/or banners can be mounted on street light posts.

B. Street Name Signs

Street name signs throughout the entire Uptown area will be enhanced with special graphic features as illustrated in Figure 25. Street name signs will be mounted in a standard manner.

C. Public Parking Signs

As satellite public parking is developed for the Uptown, locations of these parking facilities will be well advertised with signage. Directional signs will be placed on adjacent roads indicating routes to public parking. Public parking identification signs also will be placed at the entrances to parking lots.

A. Circulation and Directional Regulatory Signs

Circulation regulatory signs such as speed limit and parking restriction signs will be of standard type and design. As streetscape improvements are implemented, locations of the regulatory signs will be carefully coordinated with streetscape improvements. Design development drawings and construction documents for street improvements will include guidelines or specific recommendations for regulatory sign locations. Directional signs shall also be provided along and within area streets, parking areas, alleys, and sidewalks to ensure the adequate and safe movement of vehicles and people within the Uptown District.

4.0 DEVELOPMENT REQUIREMENTS

The City of Yucaipa Development Code requirements for the General Commercial (CG) and Multiple Residential (RM) Districts provide the primary basis for land use standards in the Limited Mixed Use (LMU), Mixed Use (MU), and Multiple Residential-24 (RM-24) land use overlay categories proposed as part of this Plan. This section augments the existing Development Code requirements with additional criteria to reflect the specific design character envisioned for the Uptown. The following requirements will apply to all development projects in the Uptown.

4.1 Permitted and Conditionally Permitted Uses

An overview of the types of land uses desired within the Uptown Business District Specific Plan was previously identified in Section 3.1.2 General Land Use Character. This section provides a more detailed listing of uses permitted as well as the City's applicable review and approval process. Uses not specifically listed, may be allowed, provided such uses are determined by the Community Development Director to meet the intent of the Uptown Specific Plan.

The Land Use Classifications listed reflect the types listed in the City's Development Code where appropriate. In addition, the following terms listed for the approval process are as follows:

- P = Permitted "by right"
- P-LUCR = Permitted "by right" subject to a site plan review pursuant to the City's Land Use Compliance Review and Architecture Review procedures
- NP = Not Permitted
- P-CUP: New construction of commercial uses that exceed those permitted by the City's Land Use Compliance Review process is subject to the City's Conditional Use Permit or Planning Use Permit Process. Permitted land use where new business occupying existing facilities consistent with previously approved land uses are not subject to a CUP and are considered permitted "by-right."
- CUP: Uses subject to a Conditional Use Permit, regardless of if the site features existing or new development.

Table No. 2:
Uptown Land Use Matrix

	Land Use District		
	Limited Mixed Use	Mixed Use	RM-24
Single Family Residential	P	P	P
Multiple Family Residential	P-LUCR[1]	P-LUCR	P-LUCR
Parole Homes	NP	NP	NP
Mixed Use Development with vertically integrated Residential and Commercial	P-LUCR	P-LUCR	NP
Accessory Uses as specified by Chapter 5 of the City's Development Code	P-LUCR	P-LUCR	P-LUCR
Professional Services	P-CUP	P-CUP	NP
Personal Services	P-CUP	P-CUP	NP
Retail Establishments within a building structure	P-CUP	P-CUP	NP
Restaurants (with or without alcohol sales)	P-CUP	P-CUP	NP
Drive Through Restaurants	NP	CUP	NP
Bars (with no food service)	CUP	CUP	NP
Breweries	P-CUP	P-CUP	NP
Wine Tasting and Production Facility	P-CUP	P-CUP	NP
Distillery with onsite tasting	P-CUP	P-CUP	NP
Performing Arts Center	P-LUCR	NP	NP
Fitness Center	P-CUP	P-CUP	NP
Movie Theater	P-CUP	P-CUP	NP
Repair, Class I	P-CUP	P-CUP	NP
Repair, Class II&III	NP	CUP	NP
Automotive Sales	NP	NP	NP
Automotive Repair	NP	CUP	NP
Tow yard/Impound facility	NP	NP	NP
Open Lot Storage	NP	CUP	NP
Manufacturing, Class I	NP	CUP	NP
Manufacturing, Class II	NP	NP	NP
Lodging	CUP	CUP	NP

Notes:
[1] Residential projects along Yucaipa Boulevard must include a commercial land use component

Nov 1: added footnote; maintain commercial/pedestrian projects along Yucaipa Boulevard

4.2 Setbacks and Building Height

Table No. 3
Setbacks and Building Height

Design Criteria	Land Use District		
	LMU-24 and MU-24		RM-24[1]
	Commercial Only or Vertically combined with Residential	Residential Only	
Setback			
Front	0' to 5'	Min. 10' Max. 15'	Min. 10' Max. 15'
Rear	Min. 15'	Min. 10' Max. 15'	Min. 10' Max. 15'
Interior Side	0'	0'	5'
Exterior Side	0' to 5'	Min. 10' Max. 15'	Min. 10' Max. 15'
Encroachment	Balconies may encroach up to the property line. Awnings may encroach into the street right of way up to 5'.	Balconies may encroach to within 5' of the property line. Awnings may encroach into the street right of way up to 5'.	Balconies may encroach to within 5' of the property line. Awnings may encroach into the street right of way up to 5'.
Height			
Front Façade	Min. 20' Max. 50'	Min. 20' Max. 50'	Min. 20' Max. 35'
Rear Façade	Max. 45'	Max. 35'	Max. 35'
Interior Side	Max. 45'	Max. 45'	Max. 45'
Exterior Side	Min. 20' Max. 50'	Min. 20' Max. 50'	Min. 20' Max. 35'
Residential Stoops	N/A	Walk-up stoops (stairs rising up from the public street) must not be less than 2 feet above the street grade.	Walk-up stoops (stairs rising up from the public street) must not be less than 2 feet above the street grade.
Exclusions	Portions of the building that are not part of the primary building mass, such as entrances, bays and stoops, are not required to meet minimum height requirements. Parking garages and accessory buildings are not required to meet minimum height requirements.		

[1] Required setbacks within the RM-24 category shall be landscaped except for connecting pathways.

4.3 Site Design Standards

4.3.1 Parking and Vehicle Access

Parking criteria will reflect the pedestrian orientation of the Uptown. In addition to driveway and parking area standards contained in the City Development Code, the following site requirements will apply.

a.) Parking Spaces

In order to provide an enhanced pedestrian atmosphere, the number of parking spaces required within the Uptown Specific Plan has been reduced to one-half that stipulated within the City's Development Code. For example, rather than the standard requirement for general businesses of one parking space for every 250 square feet of floor area and a minimum of four spaces, the standard would decrease to one space for every 500 square feet and a minimum of two parking spaces. This reduction does not apply to State mandated handicapped spaces. Parking standards for specific uses are listed below.

1. Entertainment, including:
   - Movie theaters: One parking space for each eight fixed seats and for every 48 square feet of seating area where there are not fixed seats.
   - Night clubs and bars: One parking space for each six (6) seats and for every 100 square feet of floor area where seats may be placed; a minimum of five parking spaces shall be provided.
2. Anchor Retail and General Retail: One space per 500 square feet of building floor area.
3. Restaurants and cafes: One parking space for each six seats and for every 100 square feet of floor area where seats may be placed; a minimum of 5 spaces shall be provided.
4. Grocery stores and pharmacies: One space per 500 square feet of building floor area.
5. Dry cleaners and convenience stores: One space per 500 square feet of building floor area.
6. Personal and business services, such as barber shops, hair and nail salons, print shops, office supplies, and shoe repairs: One space per 500 square feet of building floor area.
7. Offices, such as:
   - Banks and financial institutions: One space per 500 square feet of building floor area. A minimum of 2 spaces shall be provided.
   - Real estate offices: One space per 500 square feet of building floor area. A minimum of 2 spaces shall be provided.
   - Medical clinics: 10 parking spaces for each doctor or dentist.
8. Health and recreation, such as exercise establishments: One space per 500 square feet of building floor area.
9. Lodging, including bed & breakfast inns: One space per unit.

10. Theater: One space for each 8 fixed seats and for every 48 square feet of seating areas where there are no fixed seats.
11. Civic uses:
    - Community centers: One parking space for each 8 fixed seats and for every 48 square feet of seating area where there are no fixed seats.
    - Schools: K through 9th Grade, 1 parking space for every 2 staff members, faculty members, and employees. Special schools or trade schools, 1 parking space for each 6 students, plus 1 space for every 2 staff members, faculty members, and employees.
    - Childcare facilities: 1 parking space for every 2 employees or teachers and one parking spaces for each 10 children that the facility is designed to accommodate.
12. Craft Shops: One space per 500 square feet of building floor area.
13. Multiple family residences: 2 parking spaces per unit.

b.) Parking Areas and Covered Parking Structures

Parking areas will be screened from the street to a height of at least 36" using shrubs, fences or walls, as described in Section 4.3.2 below.

Where the use of existing residential homes for commercial purposes has been permitted, parking off-street between the place of business and the street is allowed, provided the following conditions are met:

1. Not more than one standard curb cut per lot or one curb cut per 80" of frontage will be provided
2. A maximum of four parking spaces will take access directly off the street.
3. Parking surfaces will be paved with acceptable enhanced surfaces. Dirt surfaces are not acceptable. Enhanced concrete paving is encouraged.
4. Landscape areas in and around parking areas will be enhanced with trees, shrubs and groundcovers and pedestrian elements.
5. Sidewalk areas will not be obstructed.

Newly constructed garages or carports for single and multiple family residences are to be placed in the rear of the lot to allow for the habitable portion of the use to face directly onto the street. This is intended to improve the architectural appearance of the structure and allow pedestrian access directly to the street.

c.) Vehicle Maneuvering

Vehicle maneuvering into and out of designated parking spaces, including loading areas, shall occur within property boundaries. Backing into public rights of way, except alleys, is to be avoided where possible.

d.) Refuse Collection

Refuse collection and/or pick-up are not permitted along Yucaipa Boulevard or California Street. Refuse vehicle are to collect refuse from alleys or rear yards.

4.3.2 Screening Methods, Heights, and Materials

a.) Refuse Collection and Storage Areas

All loading and storage areas within a clear view from a public street and/or open space areas will be effectively screened. Screening will be with walls and landscaping aesthetically compatible with the site architecture and landscaping.

Outdoor refuse enclosures will be constructed of permanent materials visually compatible with the site architectural character in scale, material, and color. Enclosures will be of sufficient height to completely screen the bins within and will include a painted steel gate to screen all refuse containers form adjacent parcels and public streets and walkways.

b.) Utilities and Mechanical Devices

Exterior on-site utilities including, but not limited to, irrigation and drainage systems, gas lines, water lines and electrical, telephone and communications wires and equipment, will be installed and maintained underground or in the rear portion of development parcels where they will not be visible from any public street or walkway.

All exterior mechanical equipment, including HVAC, electrical components, storage tanks, and satellite dishes will be screened from off-site view. Screening elements will be fully integrated into the architectural character of the site. Roof mounted equipment may not extend above the parapet and no equipment will be visible within a horizontal line of sight.

On-site transformers will not be placed within the building setback, nor where visible from a public walkway or street. All transformer areas will be screened with screen walls and/or landscaping.

c.) Fences and Walls

Fences and walls in the front setback will not exceed 36” in height. Materials for fences and walls will consist of one or a combination of the following:

- Brick
- Stone
- Horizontal Wood Clapboard
- Wood Picket Fences
- Stucco or Plaster with Brick or Stone Caps
- Wood Fences
- Hedges
- Chain link and exposed concrete masonry block are prohibited.

4.3.3 Miscellaneous Design Features

a.) Pedestrian Circulation

Clear, safe, and convenient pedestrian connections will be provided between building entries and parking areas, site access locations, adjacent bus stops and all pedestrian walkway areas.

b.) Alley Lighting

Alley lighting shall be provided to help increase security and safety. Fixtures are to be installed outside of the alley right-of-way.

c.) Trees

Where street trees are not provided within the street right-of-way, the designated street tree for that street will be planted in the setback area at a distance no greater than 10' from the right-of-way line. One tree per lot or one tree per 40' of lot frontage will be provided, whichever is greater. Street tree types shall be as described in Section 3.4.2 Design Character.

Existing mature, healthy trees will be preserved and protected in the front setback area, taking precedence over new street trees or other proposed plantings. Determination of "healthy" trees will be subject to City Community development Director review and approval.

In addition to street trees, other trees and shrubs planted in the front setback area will reflect the Uptown's heritage. Cedars, Texas Umbrella, Date Palms, Fruit Trees, California Pepper, Eucalyptus and Pistache are trees consistent with the Uptown's heritage.

d.) Environmental Controls

Any permitted commercial use will be performed or carried out entirely within a building or a screened portion of the site so that the enclosed operations and uses do not cause or produce a nuisance or visual distraction or health and safety hazard to adjacent sites or public rights-of-way.

All planned night uses will take into consideration the site's proximity to nearby residential land uses and arrange proposed site elements and activities to minimize the potential impact of noise and light glare onto nearby residential areas.

5.0 ARCHITECTURAL DESIGN GUIDELINES

The expression of the architecture is one of the key factors to the success of Historic Uptown in the heart of the City of Yucaipa. The architecture will set the tone and create the visual experience that residents and visitors will react to and interact with on a daily basis. The architecture alone, however, is not meant to "identify" Uptown, but to enhance it and support it as a complimentary layer to a sustainable community that will become timeless as the generations pass. All participants will be required to meet this threshold, and will be encouraged to exceed it as designs develop.

The Architectural Design Guidelines contained within this section are intended to foster good design, enhance the identity of the Uptown, promote public appeal, and ensure quality development. These guidelines are intended to enhance and coordinate the development of the Uptown through compatible building design. Additionally, the guidelines encourage retention and rehabilitation / restoration of historic Uptown buildings.

If necessary, also refer to Section 5.5 Historic Building Design Guidelines when modifying or rehabilitating designated historic structures.

5.1 General Design Guidelines

The following guidelines apply to properties in the Uptown, subject to Section 6.1 **DESIGN REVIEW PROCEDURES**, including new buildings, remodels and additions to non-historic buildings. The overall purpose of the guidelines is to regulate the manner in which various building features are designed, focusing on various facets, including:

- Addressing the articulation of building mass through the incorporation of various façade features, avoiding blank walls, and the varying of building depth.
- Providing a palette of compatible colors.
- Identifying the placement and prohibition of certain signs.
- Identifying materials that enhance the historical nature of buildings and reflect the predominate theme.
- Providing building orientation towards public streets, including building entrances.

The desired objective is two (2) fold: First, create attractive exterior building features that relate directly to pedestrian level activity, provide for ease of access, and the ability to look into the commercial business. Second, utilizing the building height and setback restrictions previously identified, create a sense of enclosure for the pedestrian, in which the building scale acts to create an inviting atmosphere by cradling patrons within a space sized and proportioned for their use. The Citywide Design Guidelines also provides additional support for the Uptown area, with easy-to-reference images to convey community expectations.

5.1.1 Architecturally Significant Design Styles and Features

While the architectural elements included in this Specific Plan are not confined to any particular era or style, in keeping with the historic nature of the Uptown, there is clear direction to emphasize the historic over the modern style. A category of architecture that most closely reflects the intent of these guidelines would be postmodern.

Often postmodern architecture is referred to as neo-eclectic, essentially representing a loosely interpreted revival of historical styles mixed with modern construction techniques for newer structures. For commercial buildings, postmodernism represents an escape from the confines of the "anonymous glass box" of the International style. Postmodernism is often used as a reference to the past, a return to traditional, historical precedents, a re-awakened interest in history and heritage. Postmodernism coincides with both the historic preservation movement and the new urbanism movement quite well, providing a balance between the technical look of modern architecture and the wide variety of historic forms that can be applied.

Multi-family residential design guidelines are included as part of the Uptown Business District Specific Plan as a separate section in Appendix A.

5.1.2 Building Design Principles

Several concepts contribute to pleasing building design, including architectural character, 360-degree architecture, continuity, massing, scale, and rhythm. The following descriptions help to define these design elements.

Architectural Character of a building should build upon and maintain the traditional downtown image with diversity in the architectural styles; building type, materials and details; building square footage; setbacks; lot widths; and landscaping. No one particular architectural theme is being promoted, but rather the emphasis is to promote variety within a traditional downtown design framework. A traditional and historic architectural style is encouraged.

360-Degree Architecture is the concept of designing a building where all sides of the building have been detailed to complement the primary street elevation in architecture, massing, and materials. Building should be aesthetically pleasing from all angles. This detailing is most important for buildings on corner lots and on elevations that have high visibility.

Continuity among buildings contributes to community identity, levels of pedestrian activity, and economic vitality. As the Uptown evolves, each subsequent building should complement the form, scale, and proportion (relationship of height and width) of adjacent buildings and should acknowledge, where appropriate, the historic character of the Uptown.

Mass is defined as a three-dimensional form, such as a cube, box, cylinder, pyramid, or core. The way the forms are sized directly relates to the way building elements are emphasized or de-emphasized. Voids or open spaces in the forms can change the appearance and make the building more interesting.

Scale is the proportion of one object to another. "Human" or "intimate" scale incorporates building and landscape elements that are modest in size. "Monumental" scale incorporates large or grand building elements. The individual components of the building also have a relationship to each other and the building as a whole, which is the overall scale of building. Buildings within the Uptown area should incorporate human scale elements.

Appropriate buildings will have variation and human scale.

Rhythm describes the relationship of building components, as well as the relationship of individual buildings, to one another.

5.1.3 Site Planning Criteria

Site planning refers to the arrangement of buildings and parking areas, the size and location of pedestrian spaces and landscaping, and how these features relate to one another. Site design addresses the scale and size of outdoor spaces, spaces between buildings and parking areas, and the relationship of site elements. These site layout elements are critical in capturing the desired feel, function, and pedestrian-friendly environment that will create a successful Uptown.

- Site design should be pedestrian oriented, not dominated by automobile use or unattractive utilities.
- Pedestrian paths or connections should be provided to link Yucaipa Boulevard to neighboring properties, alleys, and streets.
- Building facades on Yucaipa Boulevard and California Street must occupy 100% of the street frontage. This street frontage requirement may be reduced to 80% if the development creates plazas or courtyards, and allows for alley access to parking in the rear with pedestrian walkways.
- Each project should be developed to integrate with adjacent properties. Functional and aesthetically designed vehicular and pedestrian connections should be provided to unify the area.
- Buildings should be sited close to, and oriented toward, the street. Building design should incorporate covered pedestrian walkways, outdoor seating, and landscape areas where possible.
- Outdoor spaces should not have a "left over" appearance, such as a paved area with no pedestrian amenities. Instead, outdoor spaces should reflect careful planning and provide plaza spaces with defined edges, benches, and lighting.
- Plazas, courtyards, pocket parks, and outdoor cafés should be designed in an inviting manner that encourages pedestrian use through the incorporation of trellises, fountains, art, seating, and shade trees.
- Focal points should be created and incorporated into sites to establish a sense of place and orientation. Fountains, plazas, artwork, and universally accessible changes in pavement levels can be used to create focal points.
- Public art is encouraged as an on-site amenity for all projects.

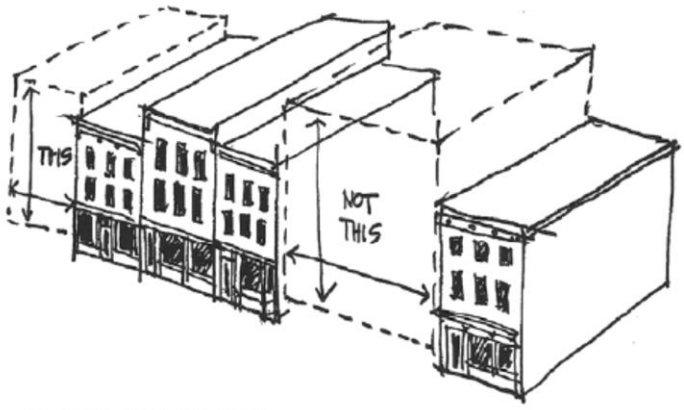
In general, buildings should continue to have a major orientation towards the sidewalks and streets in the Uptown Business District. Buildings are encouraged to have entrances facing the streets. Buildings should provide intimate scale at ground floor levels. Design features that can provide intimate scale at ground levels include recessed entries, canopies, marquees, landscaping and similar design treatments. Ground floor areas and plazas should be designed to create a sense of place, provide continuity and linkage between building masses, create visual interest, and encourage pedestrian activity.

Some large projects may have parking at the side or the rear of the buildings which may necessitate having a building entrance at the side or rear. When rear entrances are utilized, projects are encouraged to have a second entrance facing the street. When side entrances are used, the project shall have an easily identifiable path to the entrance from the street. This pathway may be identified with an overhead structure such as a trellis, special paving, bollards, or a series of connecting courtyards.

5.1.4 Building Massing

Building forms and façades influence cohesiveness, comfort, and aesthetic pride and at the same time can encourage shopping, increase a sense of security, and generate pedestrian activity.

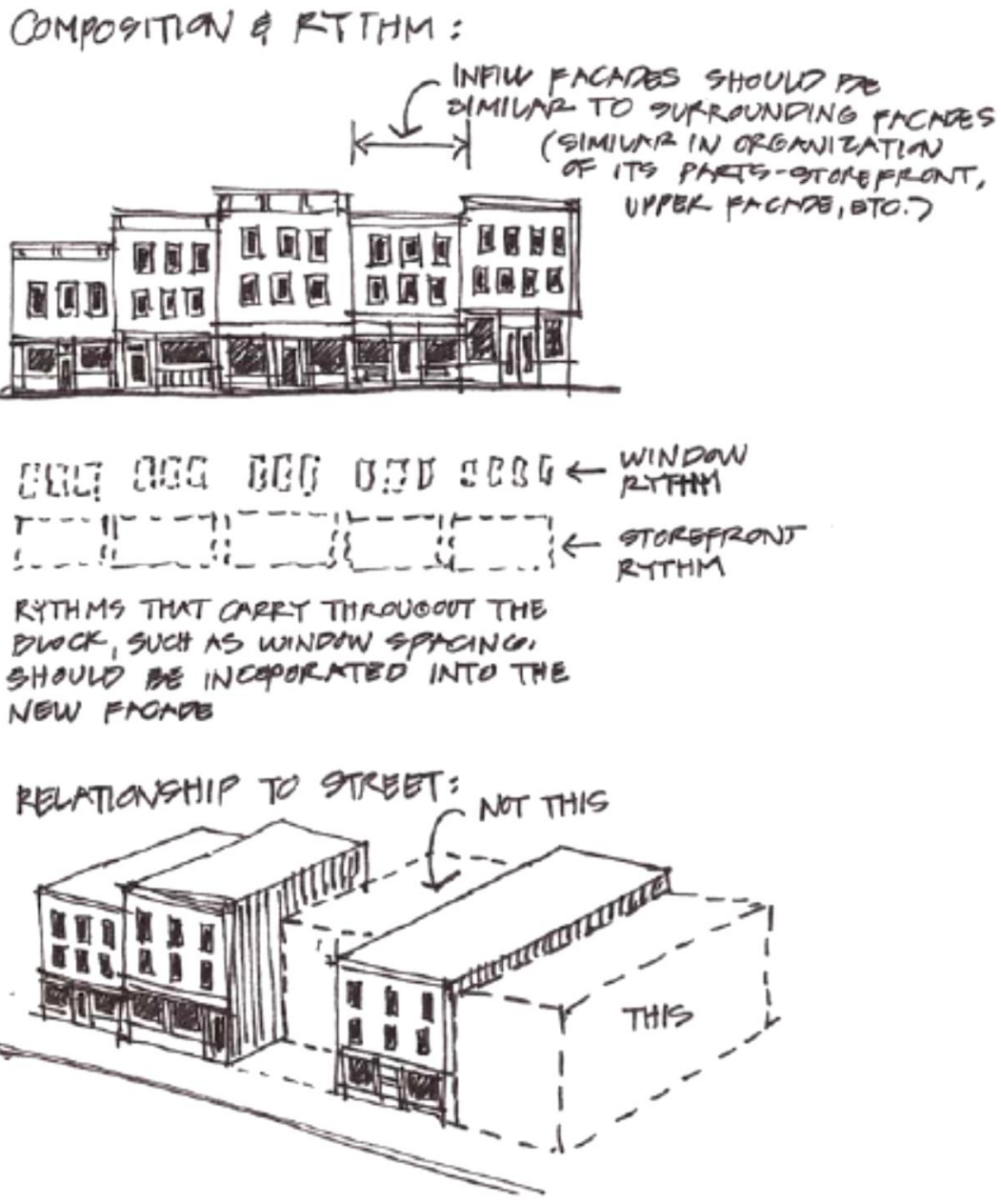
- Break vertical massing into smaller units, i.e., base, middle, top, to provide a "human scale" to the elevation.
- Break horizontal massing into smaller units to create a "chronological character"; i.e., a sense of buildings that have been built over the course of many years.
- Vary rooflines and types as a part of the horizontal massing to create an interesting "skyline."
- Avoid the use of multi-floor glass curtain walls.
- Infill buildings that are much wider than the existing façades should be broken down into a series of appropriately proportioned structural bays or components. Commercial street façade rhythm helps to visually tie the Downtown streets together.
- Building frontage widths or bays along Yucaipa Boulevard should be scaled to the pedestrian with a rhythm of 15-30 feet spacing that creates facade interest.



THE RELATIONSHIP OF HEIGHT & WIDTH OF EXISTING FACADES SHOULD BE RESPECTED

- The appearance of several smaller buildings, rather than one large building, is preferred to foster a more intimate, pedestrian-friendly scale.
- Buildings located at corners should serve as gateways distinguishable from the rest of the buildings. As such, building heights at corners shall be allowed greater flexibility as long as the design elements reinforce the corner location and are pedestrian friendly.
- Overall façade proportions should be in harmony with the context of the street.

- Key façade elements on an existing building (i.e. wall planes and modulation, window and door arrangements, entries, transom windows, awnings, and cornice treatments) should be repeated in the design of a new neighboring building.



- Recessed entrances shall be designed so that they do not exceed 50% of the width of the storefront, nor 10 feet in depth.
- Roof pitch, materials, size, and orientation are all important to the overall character of a building. New buildings should have basic roof forms that are similar to the historic roof forms of the area in order to maintain the

traditional character of the street. Similar, repeated roof forms contribute to the sense of visual continuity.

- Roof lines should be varied in height, and long horizontal roof lines should be broken up.
- Parapets should have sufficient articulation of detail, such as precast treatments, continuous banding, or projecting cornices, lentils, caps, corner details, or variety in pitch (sculpted).
- Parapets should not appear "tacked on" and should convey a sense of permanence.
- If the interior side of a parapet is visible from pedestrian view, it should be finished with the same materials and a similar level of detail as the front façade.
- Roofs covering the entire building, such as hips and gables, are preferred over mansard roofs.
- The alignment of façades at the sidewalk's edge should be maintained.

5.1.5 Architectural Detailing and Fenestration Criteria

Architectural details should be used to enhance buildings by adding color, shadows, and interesting forms. They should not, however, be used as a substitute for genuine building massing and articulation. The selection and placement of building materials should provide visual interest at the pedestrian level. The similarity of window and door sizes and locations contributes to a sense of visual continuity along the street. It is important that the main entrance to a building be clearly identifiable and unique, as it is the primary point of arrival and should be treated as such.

- Human scale should be created through the use of awnings, arches, walls, trellises, arbors, pergolas, and other architectural elements. These elements should be integrated into the building design to avoid the look of "tacked on" architectural features.
- Existing historic or older structures with architectural details or ornamentation should be retained, restored, or replicated whenever possible.
- All buildings shall have their principal building pedestrian entrance on the primary facade.
- Above 7 feet, encroachments for projecting signs or awnings should be permitted into the right-of-way, providing encroachment does not interfere with trees, utilities, transit shelters, or other street furnishings.
- Awnings, canopies, and recessed entries should be designed as integral parts of the building.
- Awnings shall fit within framed openings and shall be a traditionally-designed sloped awning consistent with the architectural style and character of the building.

- All buildings shall incorporate elements which break up facade planes and create a visual play of light and shadow. Avoid long, un-interrupted horizontal elements.
- Vertical divisions of ground and upper floors should be consistent. Major horizontal elements of neighboring buildings and storefronts, such as awnings, sign bands, and cornices shall align, if feasible.
- For all multi-story buildings, the ground floor shall be architecturally distinguished from the upper facade to form a visual base for the building, and create an intimate scale for the pedestrian.
- Sides and rears of buildings that are visible from the right of way shall be designed in a compatible manner utilizing a similar architectural treatment. No large blank wall surfaces will be allowed on facades that are visible from a public right-of-way.
- The use of high quality, durable materials which enhance the building and convey a sense of permanence shall be required. Desirable facade materials for new or renovated facades include brick, concrete, stucco, marble, granite, tile, and terra cotta.

Fenestration Criteria

- Windows shall comprise 25-50% of upper facades visible from public rights-of-way and should reflect a rhythm, scale and proportion compatible with the overall building design.
- All buildings on Yucaipa Boulevard shall incorporate a traditional storefront design with a large display window or windows of clear glass, bulkheads, recessed entries (where appropriate), transom windows, and suitable locations for signs at their ground levels. Modern and creative design solutions may be employed as long as the traditional storefront proportions are referenced. Multiple storefronts within the same building should be visually compatible in terms of scale, alignment, color and materials. At least 75% of the ground floor facade shall be glass.
- Retail spaces shall be accessed directly from the sidewalk or paseo rather than through lobbies or other internal spaces.
- Traditional elements found around windows such as balconies, shutters, lintels, and window sills are encouraged to provide character and detail to facades.

5.1.6 Plazas

Plazas and ground floor areas should connect strongly to the street, contributing to and enhancing street pedestrian activity. Plaza design should consider incorporating elements such as adequate sitting opportunities, solar orientation, comfortable microclimates, easy access and promotion of interaction between people. Plazas should include amenities such as fountains, pools, sculpture, pergolas, or similar features.

5.1.7 Colors

Colors on building walls shall comply with the approved color palette, as listed in Section 7.1. Brighter or deeper shades provide effective trim colors (brown, dark green, maroon, white, black, charcoal gray, etc.). Use of bold, primary, or garish colors is not allowed. A warm palette of complementary colors that are sensitive to the natural materials prevalent in the area is recommended.

5.1.8 Integrate Additions

An addition to an existing non-historic building should be designed to be integrated with the existing building. The new addition should match the original in terms of massing, window styles and openings, roof line, materials and all other aspects of design (rhythm, scale, etc.). Where an alternate look is desired than that found on the original, the entire building should be renovated to achieve a single design.

5.1.9 Signage

Signage in the Uptown is governed by the existing City sign ordinance. In order to give the Uptown a special appearance, the following sign guidelines are suggested:

- Monument signs will be limited to 5 feet in height and 30 square feet.
- Wall signs are recommended to occur directly above storefronts to enhance visibility.
- Perpendicular or projecting signs and signs on awnings are encouraged in the Limited Mixed Use Land Use Category.
- No signs will be allowed in or above the roof of a building.
- No new pole or pylon signs are permitted in the Uptown.
- Temporary signs are permitted, subject to obtaining approval consistent with existing sign regulations. Also refer to temporary sign regulations listed below.

Temporary Signs

In addition to the temporary signs permitted currently permitted throughout the City and specified within the City's Development Code, free standing temporary signs are also permitted within the public right of way, upon approval of an encroachment permit from the City Public Works Department and aesthetic approval by the City Community Development Department.

All freestanding temporary signs must meet the following criteria:

- Only one (1) sign is permitted along the front of each business.
- The sign must be of adequate design and weight to stand upright, independent of other external supports and maintain their position even if bumped by a pedestrian.
- The sign shall not be anchored to the ground.

- The signs shall only be allowed for commercial establishments and must be placed in front of the business.
- The sign may include sandwich boards or "A" frame structures.
- The sign must not exceed four (4) feet in height or three (3) feet in width.
- The sign shall have colors similar to those of the business.
- Wood or wood frames are encouraged for all signs.
- Signs comprised of foam, paper, cardboard, or laminated paper are prohibited.
- Signs are prohibited from containing moving or animated parts.
- Signs shall not block pedestrian movement along the sidewalk and are be placed adjacent to the building or outdoor dining area to provide a unobstructed area at least three (3) feet in width for pedestrian passage across the frontage of the property.
- No banners are permitted within the public right of way.
- Signs are permitted only during normal business hours.

5.1.10 Outdoor Dining

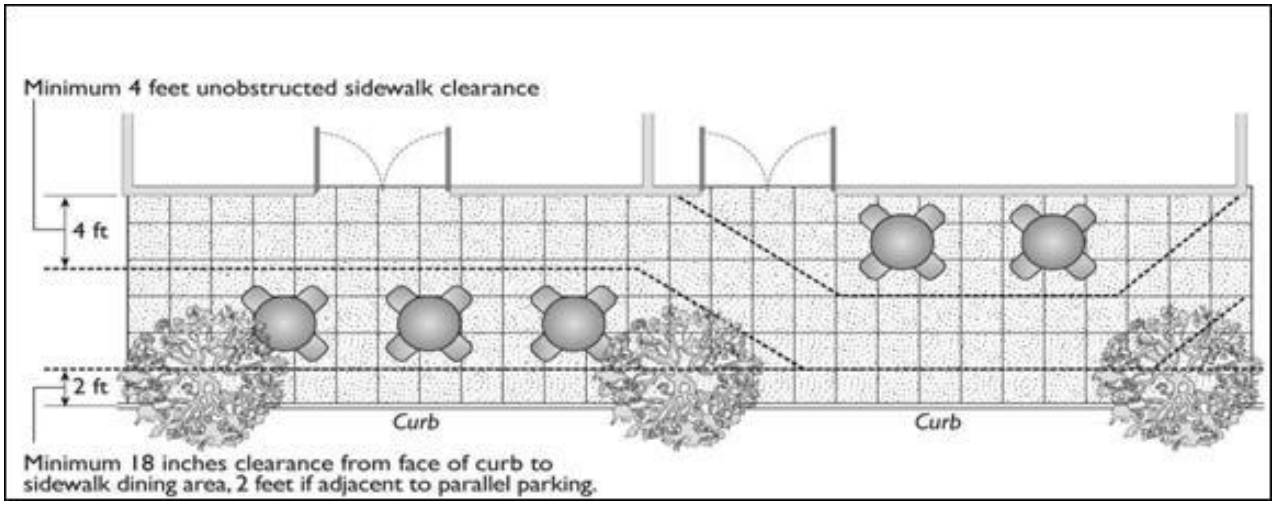
Outdoor dining is encouraged in the Uptown. Tables and chairs for outdoor dining may be located within the sidewalk portion of the street right of way, provided they do not inhibit the normal flow of pedestrian traffic.

Outdoor dining areas shall be related to the adjoining business and operated by the adjoining business and its employees. Only tables with individual chairs are permitted within the sidewalk area of the public right of way. Tables and chairs may not be located within the sidewalk area of the street right of way in front of a building

unless a minimum of eight (8) feet of clear space exists from the face of the street curb to the outside edge of the street right of way or front of the building. Table umbrellas are also permitted, but may only be provided in conjunction with tables and chairs and must meet the same restrictions for clear distance and design features. Outdoor dining areas may be defined by planters, simple fences and other temporary amenities as described below (See Figure 29, Café Zone Improvements):

- Planters and planting pots used shall be a minimum of 6" and a maximum of 2'-0" high. Designers should be aware that planters between 16" and 30" will often act as seats for users, and appropriate width of planter walls should be designed to protect plant material.
- Planters and fences can often incorporate seating as part of their design.
- Fences shall be consistent with Section 4.3.2 above, and not be higher than 36".
- Tables and chairs for outdoor dining may not be placed closer than one and two (2) feet from the face of the street curb.
- All furniture and fixtures used in outdoor dining areas must be readily removable without damage to the surface of the right of way.
- Outdoor dining areas shall not obstruct pedestrian movement into or out of the adjoining building.
- Fences, planters, tables, chairs, and umbrellas should complement the façade of the building it fronts in materials, texture and color.
- Outdoor cafes will provide barrier-free access as defined in State of California Title 24 and the American Disabilities Act (ADA). This includes permanent and temporary improvements and fixtures such as seating.
- Restaurants serving alcoholic beverages will meet all requirement of the ABC (Alcoholic Beverage Control, State of California).

All chairs, tables, planters, fences, etc. in the public right-of-way shall obtain an encroachment permit from the City. All tables, chairs, and table umbrellas must be removed when business is closed. No food preparation is permitted in the outdoor dining area. Outdoor seating may encroach in front of an adjoining business if permission is granted by the business and property owner.



5.1.11 Complementary Lighting

Lighting adds to both the character and the safety of public streets, as well as contributing to the overall success of a neighborhood. Night lighting will help animate the Uptown Business District, prolong street life after business hours, and increase pedestrian safety. The minimum recommendations noted below outline some of the specifics for incorporating lighting into storefronts:

- Exterior lighting at the building façade should blend with the architectural character of the building to illuminate entryways and to articulate architectural features.
- Storefront facades, recessed doorways, outdoor spaces and passageways should be lit.
- Sign lighting, including flat-mounted signs, blade and banner signs, must be lit with concealed lighting or from above with downlighting.
- Fixtures should be located and angled to ensure that they spotlight the tenant's merchandise and do not point toward the window or cause distracting reflections.
- Include "after hour" lighting within the front of stores to contribute to pedestrian lighting and provide for a comfortable night time strolling experience.

5.1.12 Miscellaneous Design Features

Building Security

Building security is important in any building. Merchants want to maximize visibility to window displays yet want their stores secure at night. The traditional method of security for storefronts or alley facades is a "scissor type" metal grille bolted on the exterior of the building. This method is not allowed in the Uptown Business District.

The use of interior electric security and fire alarm systems is encouraged. These are easy to install and relatively inexpensive. There are a wide variety of systems available with direct emergency notification to police and fire departments. In addition, vandal-proof glazing that is resistant to impact may be used for storefronts.

With the use of interior electric security systems and vandal-proof glazing, metal grilles may not be needed. If used, these grilles shall be permitted only at the interior of display windows and where the grilles recess into pockets or overhead cylinders that completely conceals the grill when retracted. (See Figure 30)

Abandoned Materials
Abandoned pipes, conduits, wires and signs should be removed, and sign anchors patched to match adjacent surfaces. Operational pipes, conduits, etc. should be hidden.

Seismic Strengthening
Seismic structural upgrading should be conducted at the interior of the building if possible unless the structural elements blend into the architecture of the facade. Shear walls should not be introduced into the storefront where display areas currently exist.

5.2 Storefront Design Guidelines

Commercial buildings should have a "Main Street" appearance. New and remodel commercial buildings should reinforce this character by following the standards provided below. If necessary, also refer to Section 5.5 Historic Building Design Guidelines when modifying or rehabilitating designated historic structures.

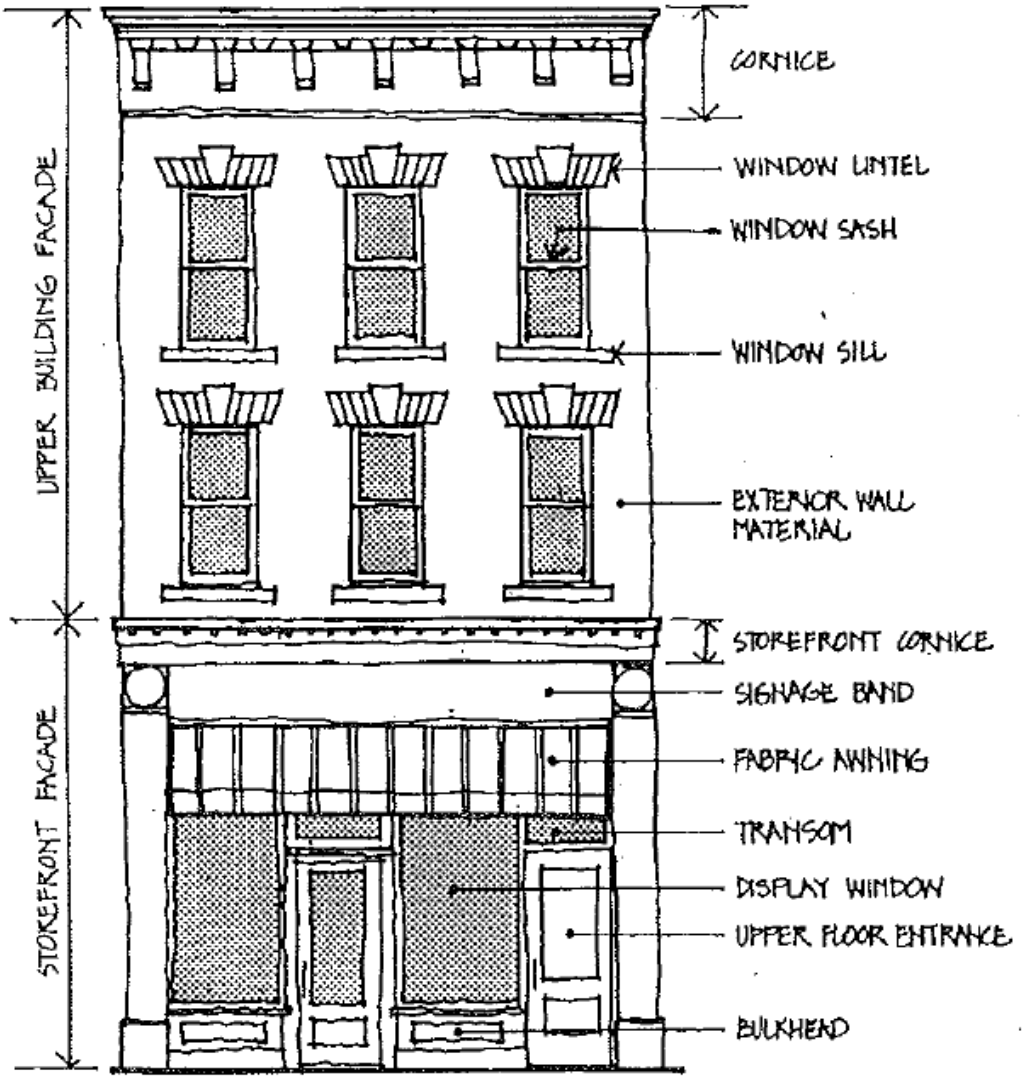
5.2.1 Storefront Character

All retail tenants have the opportunity to design and install their own storefronts as a way to express their individual identity and positioning, provided that they observe the minimum recommendations noted below to provide an enhanced sense of place:

- Storefronts should be "individual" expressions of a tenant's identity.
- Tenants will be encouraged to avoid cookie cutter representations of their identity and to create an expression that is complimentary to the Uptown architectural design guidelines.
- Tenants will have the opportunity to use sidewalks as a part of their presence on the "street" i.e. a 2' wide merchandising zone allowance from the facade toward the street.
- Provided the appropriate application, tenants will be allowed to express their identity beyond the facade in the form of banners, small awnings, flower boxes, etc.

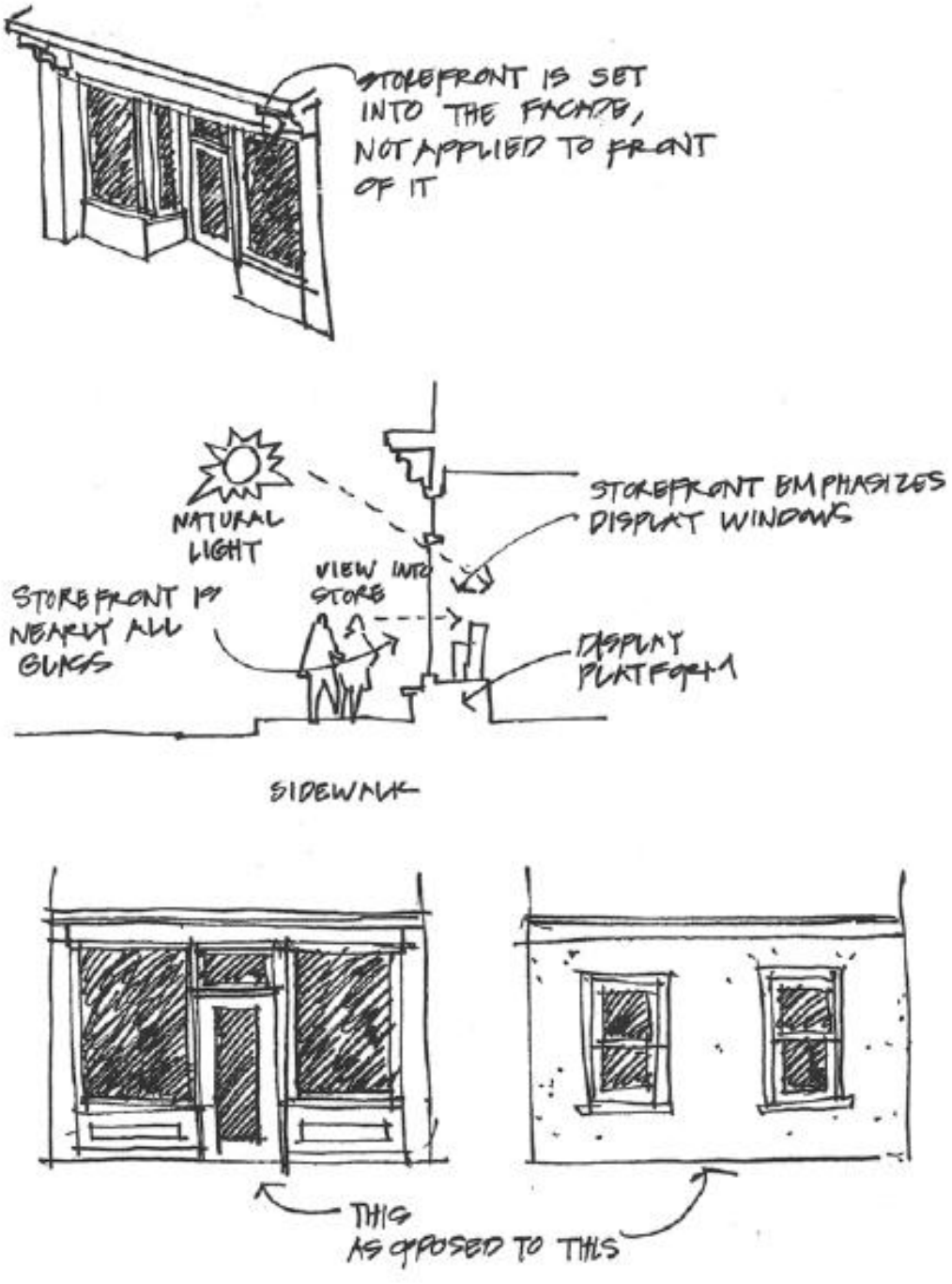
5.2.2 Building Components and Materials

Generally, every building has three parts: the base or bottom, the center or the body of the building, and the top portion which often contains a roof or cornice. (See Figure 31) Building frontages should have some variation in at least two, and preferably all three parts of a building and not be just a blank wall with a door. (See Figure 32) Each building component is discussed below and includes the use of desired materials.



The base is the connecting point of the building to the ground. Often a building has a better appearance if the base has a change in appearance from the body through the use of different materials, color, or form. A change in material often occurs in traditional storefront design by the inclusion of a 6" to 3'-0" high bulkhead of a solid material such as ceramic tile, plaster, stone, wood or even marble, extending up from the sidewalk without a break or visual interruption. A combination of treatments may be used across a single building façade. The purpose of the bulkhead is primarily to prevent the glass portion of the storefront from being broken by pedestrians striking the storefront. However, this change in material also adds a frame or foundation to the overall appearance. Buildings with windows in the center or body of the building often have the same material (such as plaster) continue to the bottom. This can give a more modern appearance to a building, but the bottom can still be accented by the simple changing of the color at the base portion.

TRADITIONAL STOREFRONT CHARACTERISTICS:



Desired Materials-Building Base

Owners and tenants are encouraged to use quality materials that will both improve the appearance and have a long life. Recommended materials include the following:

- Ceramic tile
- Cut stone
- Plaster – lightly troweled, sand, or smooth finish
- Concrete – (no heavy texture)
- Brick masonry
- Painted or stained and sealed wood panels with appropriate trim, molding and detailing.

Body of a Building

The body of the building contains the majority of the building area and contains the solid, storefront, doors and/or windows of the building. The body is the most important part of a building because it encompasses the biggest portion. Elements of the body should be proportional to each other and display a sense of balance by utilizing proper sizes and positioning.

Although the body of the building is the largest portion, it should not contain too many different types of materials. It is recommended that a maximum of only three materials be used in the body of a building. The texture of each component should work with all the pieces of the building.

The glass in the storefronts, windows and doors affects the appearance of the building and should be complementary to the entire building. Reflective glass or films are not allowed in the Uptown, and tinted glass should have a transmittance value greater than 30.

Desired Materials-Building Body

- Plaster – lightly troweled, sand, or smooth
- Brick masonry
- Concrete block (no split face)
- Glass block
- Concrete – (no heavy texture)
- Wood and clear glass storefront
- Aluminum and clear glass storefront
- Wood, steel, or aluminum doors and windows with clear glass
- Canvas awnings

Top of a Building

The top portion of a building is important for it is the crown to the building. This top part is either a decorative cornice or a roof in older buildings, or is entirely deleted in more modern buildings.

Buildings with no existing exposed roofs on the street facades are encouraged to leave the top part of the façade as is or to add a simple cornice detail at the top. When a new cornice is added it is often important to return the cornice along the sides of the building to create a uniform appearance. The addition of a false mansard roof as an appendage is discouraged.

Desired Materials-Building Top

- Barrel, "S" or flat concrete or clay tile roofing
- Slate or slate appearing roofing
- Class "A" composition roofing
- Plaster cornices
- Cast stone cornices

Prohibited Materials

The following materials are prohibited in any portion of the exterior of a building:

- Highly reflective or tinted opaque glass
- Imitation stone or masonry (cultured stone is acceptable)
- Heavily textured plaster
- Rough sawn wood siding or board and batten
- "Pecky" cedar
- Corrugated fiberglass
- Plywood siding
- Aluminum, vinyl or back-lit awnings

5.2.3 Storefront Entries & Doors

Door placement and design are an integral part of each storefront, as they are the prevalent method of entry into each space. Doors should prepare the customer for the space and experience beyond. The minimum recommendations noted below outline the specifics for locating and designing entries into storefronts:

- Placement and design should provide a direct "connection" to the sidewalks and streets.
- Restaurants are encouraged to provide a clear thru-way and a visual connection to exterior seating areas.
- Tenants should create a unique and identifiable entryway that distinguishes their brand identity.

- Recessed doors are acceptable and may be included in the storefront's design.

5.2.4 Awnings

Awnings can be an important part of the body of the building, adding color, shade to reduce the effects of summer heat, and reducing the impression of height at the first floor of a building by adding a horizontal element. An awning emphasizes the store's or restaurant's entrance, provides shade for a cafe and carries part of the tenant's image. Also, it adds texture to the streetscape, and interest and variety to the building facade, while protecting storefront displays from sun exposure.

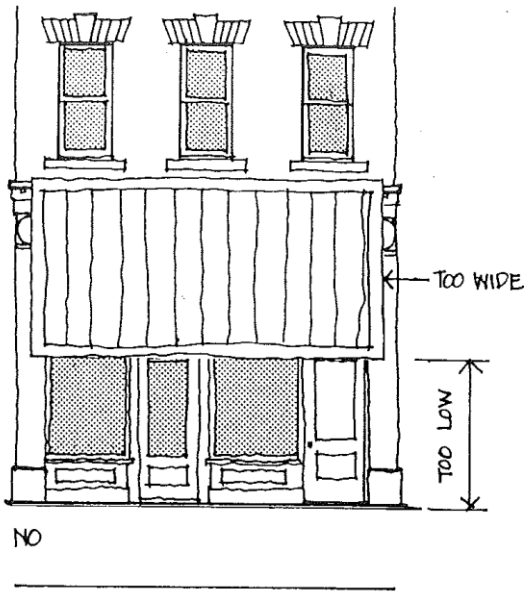
- Design and placement should complement the scale of the store facade design; the awnings should not be the predominant element of the facade.

- Collective placement of awnings along a street should maintain overall design integrity and avoid a uniform awning layout

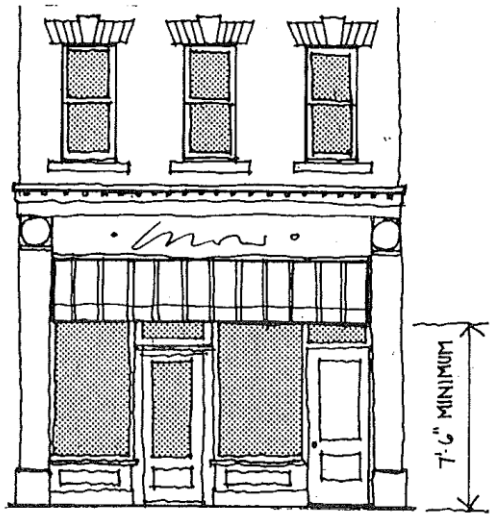
- Breaking an awning at the vertical divisions of the buildings, such as the break between the display windows and the entrance, is encouraged to relieve a long monotonous appearance.

- Should accommodate comfortable pedestrian access and sightlines

- Awning material should be of a woven fabric or other material that projects the natural appearance of canvas, metal, glass, etc.



NO



YES

- Retractable or open side awnings preferred; vinyl awnings discouraged, and aluminum and internally lit awnings are not allowed
- Awnings at all floor levels should project from the building either in a straight line or in a rounded form. Vertical awnings hanging from a horizontal canopy or roof are not allowed.
- Awnings at the ground level will not project more than 6 feet from the face of the building, and no portion of the awning structure will be less than 8 feet or greater than 9 feet above finish surface.
- A valance portion of the awning may extend down to not less than 7 feet above finish grade. Awnings should not interfere with street trees, lights or other vertical elements.

5.2.5 Clean Masonry

Brick masonry should be cleaned / prepared for repainting by non-abrasive methods (no sandblasting).

5.2.6 Side/Rear Façade Design Guidelines

Where parking areas exist or are created behind existing buildings, rear facades are exposed. Where exposed to view in this way, the rear facades become an important visual element. When buildings have a vacant lot or a recessed building on the adjacent lot, the side of the building becomes exposed. The following guidelines apply to the side and rear elevations of buildings and should be implemented as part of a façade improvement program.

Consistent with the Style of the Building
Rear/Side facades should be designed to be consistent with the architectural style of the building and the design of the primary façade, but should not be over-improved. In existing buildings, these facades were not originally intended to be viewed by the general public and they are generally utilitarian in design. Rehabilitations of the rear façade may introduce accessory elements typical of the main façade (such as awnings or light fixtures), but should not attempt to replicate storefronts or ornate decorative embellishments typically found only on the main facade.

Second Entrances
Direct entrances to shops through the rear facade are encouraged when adjacent to alley pass-through areas. However, primary access to ground level uses should still occur at the main street facade. Use of awnings is encouraged to identify entrances and to add visual interest at windows. Awnings must meet City Ordinance to allow passage of service and emergency vehicles. Signs at rear entrances and facades should be used to encourage the use of rear entrances.

Add Landscaping When Appropriate
The addition of landscaping at rear façades facing onto pedestrian alleys or parking lots is encouraged. Drought tolerant and low maintenance plant materials are recommended.

Add Lighting
Outdoor lighting will be added to rear facades to light signage and create a pleasant and safe nighttime environment.

5.3 Conversion of Residences to Commercial Uses

5.3.1 Residential Conversions

Existing single-family residences in the LMU and MU districts may be converted to non-residential uses, subject to the approval of a Land Use Compliance Review application. Conversions to office or retail uses present a variety of design concerns, such as the need for increased parking spaces, installation of air conditioning units, increased and/or modified exiting facilities, compliance with handicapped access, upgraded electrical wiring, and additional floor area demands.

Conversions of existing single-family residences are encouraged to maintain the existing architectural character of the neighborhood by incorporating the following design elements. (See Figure 38):

- Maintain the primary visible facades.
- Add air conditioning units, mechanical equipment, stairways, new exits, additional windows or other such elements to the least visible portions of the residences, whenever possible.
- Design new additions to reflect the proportion, rhythm, and scale of the original residence and place them at the back of the existing residence
- Limit signage for converted single family residences to 20 square feet in area and not exceed 4 feet in height.

5.3.2 Modified Development Standards

Conversions of residences to commercial uses within the LMU and MU land use categories shall meet all applicable commercial and Mixed Use standards, except as modified below. These modified standards reflect the unique site constraints affecting residential conversions, such as building size and placement, lot size, and lot configuration.

a.) Building Use
Residences converted to commercial use shall be used solely for commercial purposes.

b.) Determining Number of Parking Spaces
The conversion to office or commercial use shall include the entire square footage of all structures on the premises for purposes of parking space calculation and requirements.

c.) Parking and Access Requirements
Minimum driveway width to the parking areas with six or fewer spaces may be reduced to 14 feet. Shared driveway access may be provided by adjoining uses. Shared driveways shall meet standard driveway width requirements. The parking area drive aisle shall be at least 20 feet in size, regardless of the number of parking spaces. Parking shall be provided at a ratio of 50 percent of that required by the Development Code, consistent with the requirements of the Uptown Specific Plan, as provided in Section 4.3.1 Parking and Vehicle Access. No permanent loading spaces are required.

5.4 Multiple Family Guidelines

Residential projects within the LMU, MU, and RM-24 land use categories shall meet the applicable requirements of those categories as they relate to building setbacks and height. This section of the Uptown District Specific Plan focuses primarily upon the relationship between multiple family dwellings and the public street and adjoining commercial buildings. Since the intent of the Uptown District is to generate high levels of pedestrian activity, residential development is a critical component of that effort. The area can thrive through the placement of residents and future business patrons in close proximity to commercial enterprises and by providing easy pedestrian access.

5.4.1 Applicability of Development Requirements

The development requirements contained in the Multiple Family Design Standards section of the Yucaipa Development Code are not applicable the Uptown Business District Specific Plan. The development requirements listed below replace those criteria. However, the Citywide Design Guidelines, including provisions for the Uptown District and Multiple Family development, shall also be used as appropriate.

5.4.2 Dwelling Unit Size

Minimum dwelling unit size has been reduced from that provided elsewhere in the City due to the physical constraints of smaller lot sizes and reduced block widths within the Uptown District, as well as the close proximity to retail services and entertainment that allow for more activities outside the dwelling unit. The minimum dwelling unit size permitted within the Uptown District is as follows:

- One bedroom dwelling: 650 square feet
- Two-bedroom dwelling: 800 square feet
- Three or more-bedroom dwelling: 950 square feet

5.4.3 Pedestrian Entries

The design of multiple family developments, whether vertically or horizontally integrated, must provide street visibility, ease of entry, and security for future residents. One method is to provide direct entry from the public right of way through the placement of raised stairway entries. This design places pedestrians in close proximity to the street, yet separate from the sidewalk and roadway elevations, with good visibility around the area.

Walk-up row-type housing, big house designs or buildings in a bed and breakfast style, all previously described in Section 3.1.3 with single or multiple entry points, would be an example of the desired design in the RM-24 category, located south of Yucaipa Boulevard. Integrated residential development along Yucaipa Boulevard, for example, would provide separate access from adjoining commercial development through the use of separate entry points that include resident-only security access features with both stair and elevator entries.

The use of small plazas at the residential entry points also create an inviting atmosphere that allows residents to enjoy the building's front yard, yet remain separate from the movement of pedestrians along the street right of way. Plazas and balconies, discussed below, also add a passive viewing element towards the street that expands the level of pedestrian involvement within the Uptown District.

5.4.4 Balconies

Balconies provide a separate outdoor or semi-outdoor space visible to the street. This feature is also useful in providing a passive viewing component to the adjoining street activity and minimizes the feelings of isolation by residents and street-level pedestrians.

5.4.5 Picture Windows

Residential dwellings adjacent to the street shall provide a minimum of one (1) picture window that allows ease of viewing toward the public street. Picture windows commonly associated with living/family rooms are desired for light and semi-exposure to the public roadway.

5.4.6 Private and Common Open Space Needs and In Lieu Fees

It is the intent of this Specific Plan to reflect an urban living style with reduced amounts of open space for multiple family projects. As such, the amount of site

coverage is expected to exceed the existing coverage requirement in the Yucaipa Development Code. In addition, the small lot sizes within the Uptown area would require a developer to assemble many parcels, making a larger development project more difficult to achieve. Therefore, projects would probably be smaller in size and have less ability to create common open space areas.

Higher density development generates the need for open space areas for children and adults. The development of an in-lieu fee program within the Uptown District that allows multiple family projects to pay towards the development of open space areas useable by area residents would help to alleviate this need. The creation of such a fund and its implementation would be appropriate for multiple family projects within the Uptown Specific Plan, but is beyond the scope of this Specific Plan. Such a program could be developed similar to the procedures used for Quimby Act Fees applied for parkland development.

Open space shall be provided consistent with the provisions provided in Table No. 4 contained below:

Table No. 4
Private and Common
Open Space Requirements

Project Size in Dwelling Units	Private Open Space Required	Common Outdoor Open Space Required
1 - 4	Ground floor private yard or patio area of 150 square feet minimum or Above ground balcony of 100 square feet minimum	Payment of an in-lieu fee
5 - 24	Ground floor private yard or patio area of 150 square feet minimum or Above ground balcony of 100 square feet minimum	Minimum 400 square feet of land exclusive of building setbacks or Payment of an in-lieu fee
25 or more	Ground floor private yard or patio area of 150 square feet minimum or Above ground balcony of 100 square feet minimum	1,000 square feet of land exclusive of building setbacks or 2% of the net land area, whichever is greater

5.4.7 Project Amenities

A. General Requirements
   1. All bedrooms in any unit shall have a minimum of 100 square feet, including any closet space. Projects with plans showing a bonus room, den or other similar nomenclature shall be treated as if an additional bedroom were being proposed, if said room has direct access to a bathroom and/or contains closet space.
   2. A laundry facility, including washer and dryer hook-ups, shall be provided within each residential unit or in an attached structure. Automatic garbage disposal shall be provided in each dwelling units.
   3. At least three items from the following list of amenities shall be provided to each unit:
      a) Fireplace
      b) Bay or kitchen greenhouse windows
      c) Skylights
      d) Oversized closets

e) Refrigerator*
f) Automatic dishwasher*
g) Washer/dryer units*
h) Entry courtyard or arbor
i) Decorative doors
j) Enclosed garage, where not required
k) Air conditioner*
l) Security alarm system
m) Automatic garage door opener
n) Other comparable features

Note: Only one of the items with an asterisk (*) may be selected

4. Each door providing ingress and egress to any dwelling unit subject to this requirement shall be equipped with the following devices:
   a) A peephole allowing a person inside the unit to see, at a wide angel, persons outside of the unit at the door, without the person inside being seen. The Planning Commission and/or City Council may consider other options to a peephole which provide like security features.
   b) A deadbolt lock attached to the construction studding. Attachment to the doorjamb or trim shall not be sufficient to comply with the terms of this section.
5. All multi-level multiple-family residential structures shall be provided with a water closet on the ground floor.

B. Projects required to provide common outdoor open space, shall provide functional areas with recreationally oriented facilities that continue for the life of project. The types of facilities provided shall relate to the size and shape of the space provided and include the following:

1. Play or tot lots
2. Lawn areas
3. Benches and shade trees
4. Barbecue(s)
5. Swimming pool(s)
6. Volleyball and tennis courts
7. Other types of recreational facilities provided for the common use of all residents.

5.4.8 Building Separation

The following separations shall apply to any lot containing two or more dwelling units which are in separate detached structures. The separations shall be between opposite exterior walls. Walls shall be considered opposite if a perpendicular line drawn in a horizontal plane from one structure intersects another structure's wall. The front side of a unit is the one containing the primary entrance to the dwelling unit.

Building Orientation	Separation
Side-to-Side	10 feet
Rear-to-Rear or Front-to-Side	15 feet
Front-to-Rear	20 feet
Front-to-Front or Interior Court Space	25 feet
Interior Court Space with Parking Access	30 feet
All Others	20 feet

5.5 Historic Buildings Design Guidelines

There are a number of buildings in the Uptown District that have existing or potential historical designations. There are three potential designations: 1) Local designation; 2) State Historical Landmark; and 3) National Register of Historic Places listing. Although many of the historical buildings in the Uptown District have been severely modified, a few buildings may qualify for all three designations, while most may qualify only for local designation. Owners are encouraged to pursue appropriate designation by contacting the Yucaipa Valley Historical Society and the State Office of Historic Preservation in Sacramento.

For historic buildings, defined as having one or more historical designation, the overriding principle of design is to be consistent with the significant architectural style of the building. The "significant architectural style" of the building is the style that existed when that building gained historical importance. In many cases, this is the original style of the building at the time of construction. However, in some cases, the significant architectural style is a later design modification that has its own historic value.

5.5.1 Conduct Research

Designated historic buildings and structures in the Uptown District should be researched before designs for alterations, additions, or rehabilitation are prepared. Research should include investigating the building's appearance at the time it gained significance and a physical examination to determine if the significant historic fabric is recoverable or restorable. The Yucaipa Valley Historical Society has many historic photos of the Uptown area. Proposed changes to the building should be based on a clear understanding of the importance of the building and the feasibility of retaining or restoring its significant architectural features.

5.5.2 Accept Evolution

It is not recommended to recreate the original facade of buildings that have attained historical importance with altered facades. Buildings which have been altered as a part of a natural evolution are evidence of the history of an area. Often these changes have a significance of their own, especially when the changes were made over 50 years ago.

5.5.3 Retain and Restore Significant Historic Features

Distinctive stylistic features that exemplify historic building styles should be retained, uncovered and restored. If restoration is not possible or feasible due to damage or deterioration, original design features that define the building style should be recreated. In the event that signs or previous renovations have covered these features, they should be uncovered. The design features to be retained or restored include such items as original wooden double hung or casement windows, storefront bays, decorative railings, moldings or trims, and terra cotta panels.

5.5.4 Limit the Disruption Caused by Additions

Additions to designated historic buildings should be complementary (not identical) and should be removable. While an addition may be necessary to provide the floor area needed for a new use, such additions should complement the original design in mass and scale, but should not be so similar as to be confused with the original. Whenever possible, the connection between an addition and a historic building should be designed so that the addition may be removed at a later date without destroying any original material. Additions to other non-designated buildings within the Uptown District may match the existing design style and need not be removable.

5.5.5 Replace Lost Historical Architectural Features

Damaged architecturally historic features should be repaired rather than replaced whenever possible. The repair of historic materials begins with the concept of minimally affecting remaining original historic materials. Patching, piecing-in, and splicing should be performed when possible rather than replacement. If replacement is necessary, the new materials should match the materials being replaced in terms of color, texture, and other important design features. Replacement of historic elements should be made with the original materials when possible, but when necessary, substitutions may be made in form, design, and material when the substitute materials convey the visual appearance of the original feature. When an entire feature is missing, it should be replaced utilizing historical plans or photographs.

5.5.6 Minimize Alterations

If alterations to a designated historical building are necessary to ensure its continued use, these changes should not alter, obscure, or destroy historically significant features, materials, forms, or finishes. Such changes may be necessary to provide additional access, natural lighting, or to structurally reinforce seismically unsafe buildings. Façade changes should be considered only after closely evaluating alternate means of achieving the same end. For example, skylights can be used to allow more natural light rather than cutting in new windows which would disrupt the façade, or interior seismic bracing can be used rather than exterior treatments that would obscure the façade.

5.5.7 Maintaining Historic Facades

Cleaning historic building facades should always be approached by employing the gentlest method possible first, and then increasing the severity of treatment as necessary. Brick masonry, wood, and terra cotta should never be sandblasted to clean or remove paint. Sandblasting destroys the protective fired face of bricks leading to water damage, while sandblasting of wood alters its texture. Exterior facades of historic buildings generally need only cleaning to halt deterioration or to remove heavy soiling. However, many owners wish to create a "new" clean look after investing in the rehabilitation of this building. Often simple water, mild detergent, and bristle brushes will provide adequate cleaning of brick and terra cotta. If these methods are inadequate, pressurized steam, and, if necessary, a mild solution of muriatic acid with the steam cleaning may be used.

Paint can be removed from wood by sanding, scraping, chemical solutions, or with a heat gun. Metals on historic buildings should be carefully cleaned using gentle methods if possible, but hard metal may be lightly sandblasted if necessary to remove accumulated paint. All methods of paint removal should meet Federal, State and local codes.

5.5.8 Match Original Windows

The proportion, size and location of existing window openings of historically designated buildings should be respected and maintained. The rhythm of solid-to-void of existing historic buildings should be maintained, including the total percentage of façade glazing in proportion to solid wall mass glass or tined glass. Windows in historic buildings were generally wood sash and sometimes metal sash. A common problem in historic building rehabilitation occurs when windows are replaced with aluminum-framed or other easy-maintenance windows or the operable windows can be rendered fixed. A change in material, depth of opening, horizontal or vertical emphasis has a significant effect on a historic building. Therefore, it is very important that the original historical window type, style and material be retained in rehabilitation. When a window is very deteriorated or missing, replacement windows should match the original.

5.5.9 Maintain Storefront Features

Proportion, scale, and rhythm are important features of historical building storefronts, and should be retained. Original materials should be repaired or, when necessary, replaced with like materials. The location of the entrance to the building and recess of the entry should be maintained to keep the balance and emphasis of the overall façade. (See Figure 40) Storefronts are generally the most identifiable part of a commercial building because of their proximity to pedestrians. The elements of a storefront are numerous and include: display windows, signs, entry doors, transoms, kick plates, and window bases of wood, ceramic tile, or plaster. Awnings should be used for sun control instead of tinted or reflective glass.

5.5.10 Match Awning to Building Style

Awning design should be sensitive to the overall façade in terms of size, scale and color. An awning should not be the predominant element of the façade. Historically, commercial buildings often had retractable awnings placed at the transom level that could be extended to create a sun barrier and which served to reduce the perceived height of the building to a more intimate scale. The use of retractable awnings is recommended when historically correct, but not mandatory. Historic buildings traditionally had sloping shed style awnings of one or two colors that complemented the overall color scheme of the entire building. When rehabilitating building facades, the shape of the awning should be designed to fit the architecture.

5.5.11 Use Historical Colors

Designated historic buildings should be painted in colors appropriate to the architectural style of the building. Please refer to color palette in Section 7.1. Bold primary colors such as pure reds and yellows were not historically used partly because of the paint pigments available at the time.

6.0 IMPLEMENTATION PLAN

Integral to revitalizing the Uptown is the implementation of a number of key development concepts, identified in this Specific Plan. These concepts include:

- Enact an in-lieu fee parking program: The purpose of this program is to fund the establishment of satellite parking areas within the Uptown Business District for use by commercial patrons. Commercial businesses will be able to pay a fee to provide for the construction of off-site common/public use parking areas for Uptown patrons, rather than construct on-site parking.
- Establishment of satellite parking areas: The creation of off-street parking lots for the purpose of providing common public parking areas for Uptown businesses and patrons. New parking areas may utilize existing alleys.
- Installation of signage, including those for bikelanes: This program involves the installation of street signs, Uptown entry identification signs, and bikelane signs along Yucaipa Boulevard and California Street.
- Installation of fire hydrants: Fire hydrants in the Uptown area need to be upgraded and/or relocated to provide appropriate service levels and availability.
- Completion of California Street streetscape intersection enhancements: The upgrades completed along California Street are to be extended south to Avenue D.
- Development of the Uptown Anchor: This involves the establishment of an identifiable commercial or civic building near the intersection of Yucaipa Boulevard and California Street. This structure/facility is intended to create a recognizable structure that is referred to by the citizens and creates a focal point for Uptown activities.
- Creation of the Uptown Green: This program involves the establishment of an Uptown park, generally near the intersection of Yucaipa Boulevard and California Street. The park may be part of other related improvements, including the Uptown Anchor and satellite parking areas.
- Consistency of improvements with approved color palette: This program requires the installation of improvements and painting of buildings consistent with the criteria contained within this Specific Plan. Any new construction or change in the appearance of the structure, such as the installation of façade improvements, requires the color scheme of the improvement be consistent with the approved color palette contained within this Specific Plan. Non-compliance with paint palette colors would be a violation of this Specific Plan and require action consistent with the provisions of the Yucaipa Municipal Code.
- Compact streets: This program would reduce the curb to curb width of certain Uptown streets. The purpose of this program is to minimize the need to relocate existing underground utilities and provide a more expansive area for street tree planting near the paved area. This action would improve the area's aesthetic appeal and maintain adequate access for emergency response equipment. Streets potentially affected include Avenues A through D. Design standards for this section would be developed in cooperation with the Fire and Public Works Departments.

The following administrative and financing strategies will work toward the implementation of these development concepts.

6.1 Design Review Procedures

Policies and guidelines contained in this Specific Plan are intended to discourage piecemeal development and to create a cohesive development character for the Uptown District. These policies and guidelines will apply to all new development, changes in land use, and building expansions of at least 500 square feet or affecting at least 25% of the existing building area, whichever is less. To ensure compliance with this specific Plan, applicants will submit an architectural elevation of the proposed project to the Planning Department for review and approval, unless part of a conditional use permit. If a conditional use permit was filed in conjunction with the project, the Planning Commission would review and approve the architectural design.

6.2 Financing Plan

Each of the development concepts, listed in Section 6.0 above, will require funding through a combination of public and private dollars. Available mechanisms to fund these improvements are described as follows:

- General Obligation Bonds
- Assessment Districts
- Special Districts
- Sales Tax
- Gas Tax
- User Fees
- Developer Fees

A city-wide traffic mitigation funding program is currently in place. The City can only draw from these funds to construct the planned roadway widening along California Street and Bryant Street. The city also receives annual Community Development Block Grant monies that could be applied to façade improvement and residential upgrade programs.

Other potential funding sources include business license fees, parking meter revenues and parking districts, as previously discussed above.

6.3 Relationship to Other City Documents

As proposed, the Uptown Business Specific Plan is consistent with the goals and policies of the City General Plan and Development Code, which includes the implementation of the City's 6th Cycle Housing Element. The Plan also works in harmony with the Citywide Design Guidelines.

6.4 Plan Administration

The City Community Development Department will provide an on-going review of the policies, guidelines and standards of the Specific Plan. Amendments to the Specific Plan will be subject to review and approval by the Planning Commission and City Council.

A Specific Plan amendment may also be initiated by a developer. Such amendments will require an application and fee submitted to the Community Development Department, stating in detail the reasons for the proposed amendment. The application will be subject to review and approval by the Planning Commission and City Council.

All Specific Plan amendments will be processed in conformance with the City Development Code.

6.5 Property Owner and Business Improvement Districts

Two vital components of any revitalization implement plan are project activity funding and centralized management of ongoing activities. A potential mechanism for addressing both funding and management is through the formal creation of a Property Owner and Business Improvement District (PBID). A PBID is a unique assessment district that provides for the guaranteed financial participation by all business owners within the adopted boundaries of the PBID. All monies collected through a PBID are controlled wholly by the participating business owners. PBID's are relatively easy and quick to establish and can be modified annually by the participating businesses. PBID funds can be used for financing critical ongoing revitalization elements such as marketing and promotions, supplemental maintenance, limited public improvements, decorations, and administration of comprehensive downtown business district programs. Typically, establishing a PBID includes the following components:

- Define PBID area boundaries, procure list of all businesses in area.
- Develop conceptual annual PBID program; quantify annual PBID costs.
- Analyze various PBID assessment formulas and parameters.
- Compute typical PBID cost per business based on type, size, location, etc.
- Evaluate feasibility / acceptance of assessing businesses for PBID.

6.6 Development Opportunity Reserve

The Specific Plan includes the use of an incentive-based system that is identified as a "Development Opportunity Reserve" (DOR). A DOR establishes a fixed reserve of "dwelling units" and applies an amount to a property in a qualitative manner on a project-by-project basis that may provide for an increased density beyond the maximum permitted density for the site. The greater the project's quality in design, the greater the density the project can obtain.

6.6.1 Procedures

a.) The applicant submits a conceptual development proposal, including a site plan, floor plan of the dwelling units, and exterior building elevations.

b.) The application is reviewed by Staff for completeness and prepares the application package for Planning Commission review and recommendation to City Council.

c.) Subsequent to Planning Commission review, City Council evaluates the proposal and based on the merits of the project, a percentage increase in density can be granted up to the maximum allowed. For purposes of the Housing Accountability Act, this increase is not considered as part of the base density of the site.

D.) The Applicant can then complete the appropriate Land Use entitlement application process for formal project review.

6.6.2 Dwelling Unit Reserve

a.) The number of dwelling units that establish the Dwelling Unit Reserve amount shall be the maximum amount of 50 dwelling units.

b.) The Dwelling Unit Reserve amount shall be adjusted by City Council as part of Development Opportunity Reserve approval actions.

Appendix A
Amendment List

Initial Adoption – 1995

Amendment No. 1 (Case No. 10-095): Adopted 2013 – Provided a comprehensive revision to further enhance the goals of a vibrant, walkable atmosphere and established mixed use development opportunities.

Amendment No. 2 (Case No. 22-164): Adopted November, 2023 - Provided a streamlining approach to mixed use and residential development, consistent with the comprehensive 2016 General Plan update and the 6th Cycle Housing Element, along with text updates reflecting the current condition of the area.