YUCAIPA

Freeway Corridor Specific Plan

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FREEWAY CORRIDOR SPECIFIC PLAN

CITY OF YUCAIPA
COMMUNITY DEVELOPMENT DEPARTMENT
34272 YUCAIPA BOULEVARD
YUCAIPA, CA 92399

November 2008

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CHAPTER 1
INTRODUCTION

1.1 PURPOSE OF THE SPECIFIC PLAN

A Specific Plan provides policymakers the ability to prepare and adopt development and/or design standards and guidelines within a targeted area of the city. The Specific Plan process can also provide the impetus needed to initiate development in designated areas in a way that is also consistent with the City's vision established in the General Plan. Although it is not part of the General Plan, a Specific Plan must adhere to and be consistent with the General Plan. In that regards a Specific Plan is similar to a zoning ordinance with the focus on implementation. One outcome of the Specific Plan process is the establishment of infrastructure plans that support development. In addition, a Specific Plan provides guidance to developers without stifling opportunities or imposing inflexible regulations that preclude creative development responses.

Although California State law does not define a rigid structure, a Specific Plan often includes a comprehensive description of land use, existing conditions, circulation, infrastructure, site development standards, and design guidelines. The Plan must also discuss implementation programs for the property owners, developers, architects, and builders to prepare development proposals for the City's review and approval.

1.2 FREEWAY CORRIDOR SPECIFIC PLAN PROJECT OVERVIEW

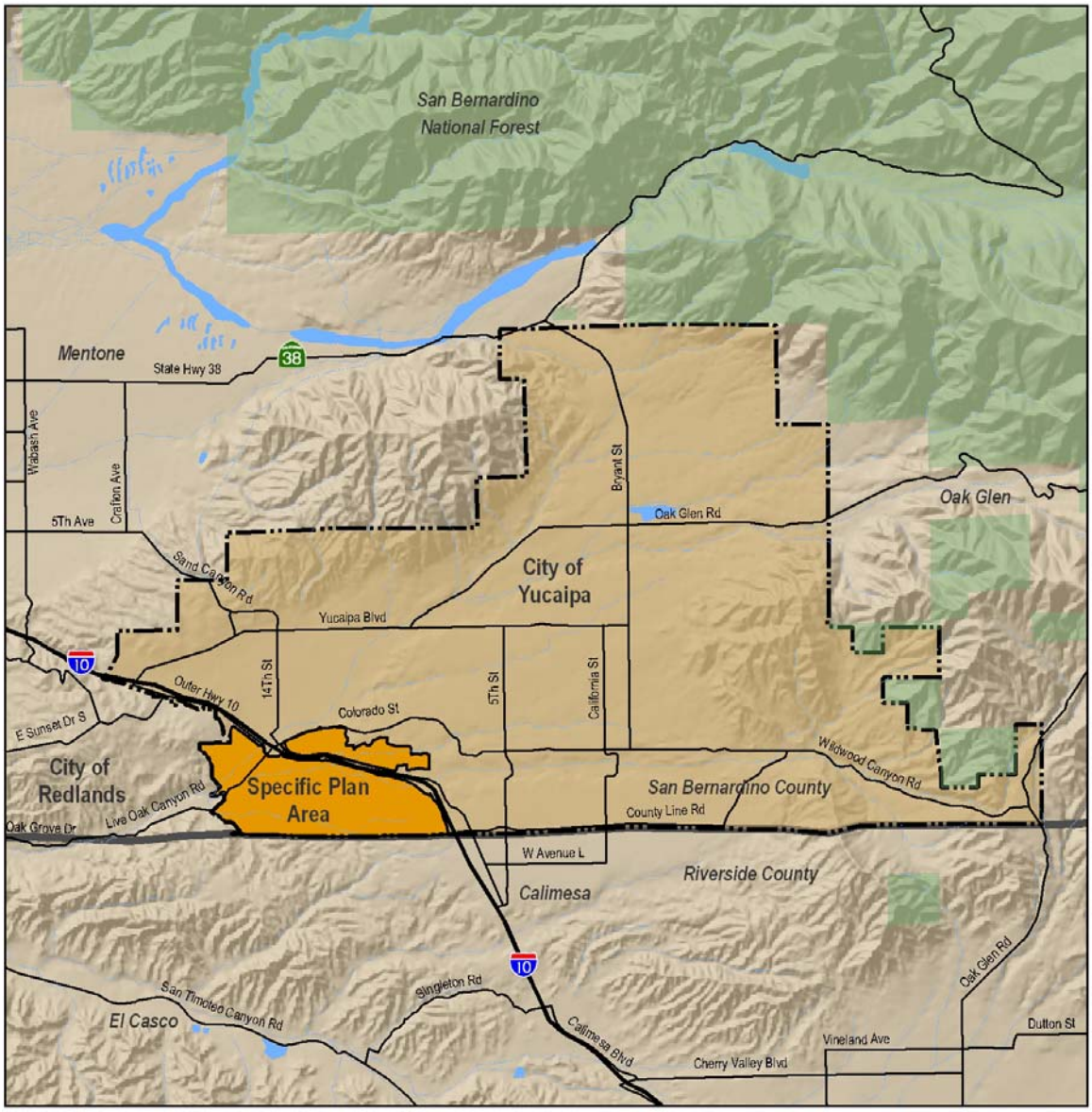
The City of Yucaipa Freeway Corridor Specific Plan provides the planning tools necessary to guide development for the 1,242-acre Freeway Corridor planning area. In particular, this Plan establishes a framework for development of the area, including:

- Proposed land uses, development regulations, and design standards;
- A multi-modal trail and circulation system that provides access for vehicles, pedestrians, and bicycles;
- A plan for protecting and managing important natural resources including the hillsides, and native oak trees;
- Infrastructure facilities required, including financing and phasing, to support implementation of the Plan; and
- Implementation and administrative processes needed to approve specific development projects within the Specific Plan area.

The Freeway Corridor Specific Plan offers a mixture of residential, commercial, and business park development. In addition to these land uses, the plan provides community amenities such as trails, two potential elementary schools, and open space areas that help to create a cohesive community where people can live, work, shop, and play. A variety of residential uses are provided to help meet the growing demand for housing in San Bernardino County. The commercial and business park uses provide employment as well as retail and entertainment opportunities for those living within the community. The commercial and business park areas take advantage of the freeway visibility and access to serve both local and regional needs. The residential areas are linked to the commercial and business park areas through an extensive system of multi-modal trails and open space corridors.

1.3 REGIONAL AND LOCAL SETTING

The 1,242-acre Freeway Corridor Specific Plan area is located in the City of Yucaipa in San Bernardino County (see Figure 1). The Plan area is bisected by Interstate 10 (I-10) and abuts the Riverside County line to the south. Regional access to the project site is provided by Interstate 10 from the east and west. Local access to the Specific Plan area is provided by Live Oak Canyon Road, County Line Road, Oak Glen Road, Wildwood Canyon Road, and Calimesa Boulevard.



Updated: June 24, 2008.
Source: City of Yucaipa and Hogle Ireland, Inc., 2008.

NORTH 0 0.5 1 1.5 2 Miles

Figure 1-1
Regional Location

The Specific Plan is also accessible from two freeway interchanges. The I-10/Live Oak Canyon/Oak Glen Road interchange is at the western edge of the project area. The I-10/County Line Road interchange is at the southeastern edge of the project area.

1.4 PLANNING OBJECTIVES

Prior to the selection of a Consultant team to manage and prepare the Freeway Corridor Specific Plan, the City Council established a set of objectives that were instrumental in the development of the Plan. The objectives are:

- Design an integrated addition to the City of Yucaipa containing housing, employment opportunities, retail/commercial areas, recreation areas, and other facilities essential to the daily lives of the residents;
- Ensure that the plan complies with the City Development Code related to hillside development;
- Expand the range of housing opportunities in the region to meet the needs of a variety of household types, sizes, and income levels;
- Provide an abundance and variety of open space and multi-modal trails (including vehicles, bicycles, and pedestrians) throughout the community;
- Design a safe and efficient circulation system that adequately supports the anticipated level of vehicular, pedestrian, and bicycle traffic in and around the Specific Plan area;
- Develop a financing and phasing plan that provides for the efficient and timely provision of infrastructure and services as development occurs; and
- Comprehensively plan the Freeway Corridor Specific Plan area with consideration of other contiguous areas to ensure compatible and complementary development, circulation patterns, infrastructure, and services

To assist the City staff and the Consultant team, the Yucaipa City Council formed a Freeway Corridor Specific Plan Advisory Committee (SPAC) to encourage the timely realization of an appropriate development plan for the project area. The committee was a diverse group that represented all of the numerous stakeholders, including property owners, nearby residents, and others who have an interest in the long-term development of the site. This broad range of interests ensured that all views and perspectives were given respectful consideration.

The Consultant team facilitated a process that tapped into the knowledge and creativity of the SPAC membership. This generated a series of appropriate planning scenarios for consideration by the City's policymakers. Through a systematic discussion of the issues and opportunities, different points of view were aired and sometimes consensus was reached. The Consultant team highlighted relevant issues, laws, and regulations to help the SPAC focus on particular issues while simultaneously retaining the vision for the entire planning area. The ultimate beneficiary of this process will be the entire community of Yucaipa.

The SPAC met seven times between July 12, 2005 and December 14, 2005. Each meeting built upon the efforts of the previous meeting with clearly stated objectives. The first step in the process was to identify issues and opportunities without regard to the various constraints. The outcome of that session was the establishment of a set of *Planning Objectives*.

1. Maintain the impression of Yucaipa as a quality rural community;
2. Ensure that resultant development both meets the needs of city residents and brings in tax revenues; and
3. Provide for appropriate land use intensity and density that leads to economically viable development opportunities for the affected property owners.

The SPAC reviewed and reaffirmed with some dissent these *Planning Objectives* at the final meeting in December. They were subsequently reviewed and accepted by the City Council.

The second workshop focused on the preliminary analysis of site conditions and constraints. Content from that workshop also included direction from the General Plan, a real estate market evaluation, and the preliminary findings from the cultural, biological, and geological evaluation.

Based on the analysis, the Consultant team was able to generate a series of templates for the SPAC as a tool to focus the detailed discussion on specific parcels, to enhance opportunities for consensus, and to facilitate thoughtful consideration of the issues. These preliminary templates, illustrated in a plan, show how different intensity levels of development impacted the community based on several identified key issues. The key issues include:

- Respect for the SPAC *Planning Objectives*;
- Compliance with the City Development Code related to hillside development;
- Views to existing natural hillsides;
- Vehicular, pedestrian, and bicycle connections;
- Open space preservation;
- Traffic;
- Density; and
- The location of commercial and residential land uses in relation to I-10.

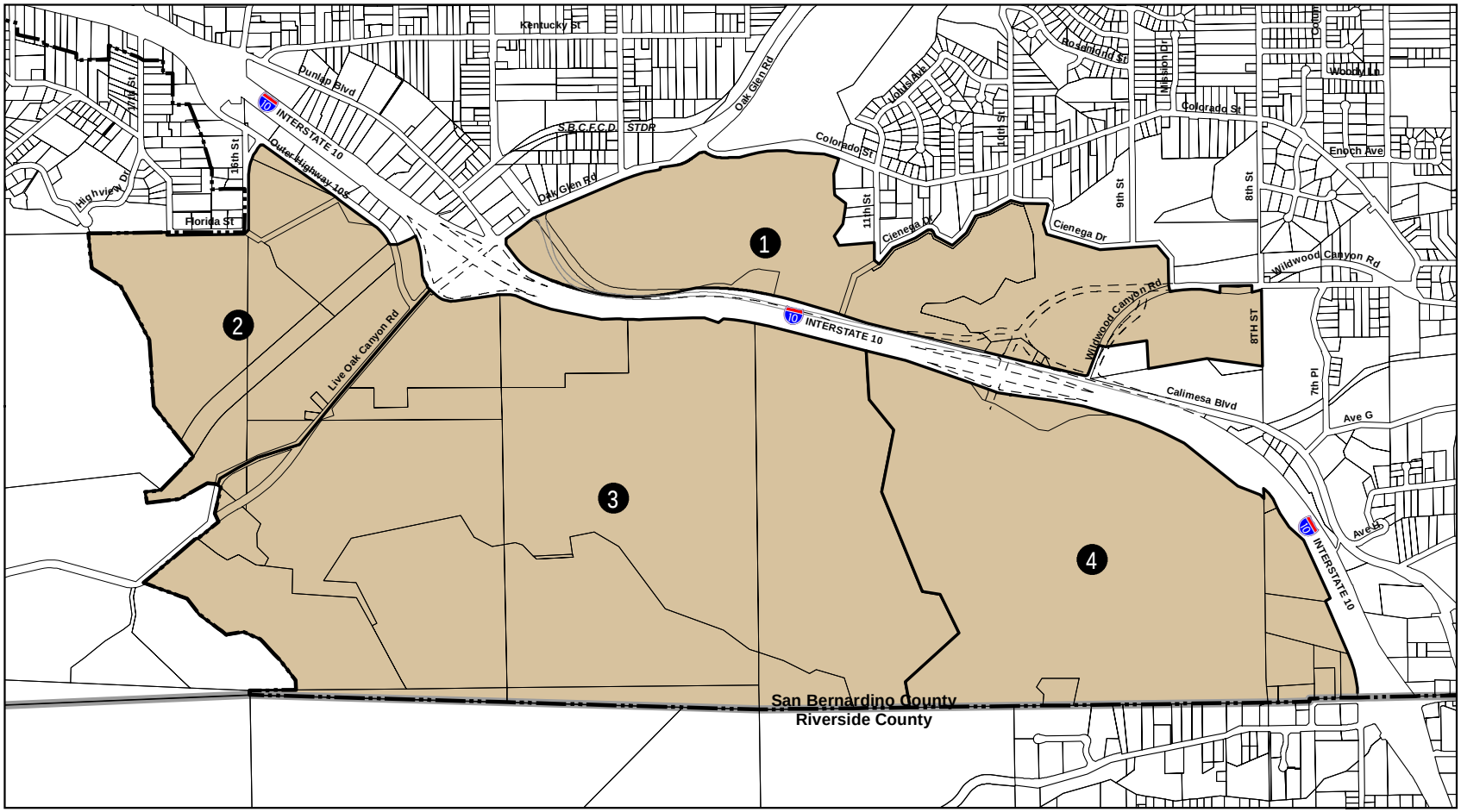
The full expression of this discussion came at a series of interactive Land Use Charrettes. The Specific Plan area was divided into four (4) districts. Within each district were land use, urban design, and development criteria unique to the district but integral to the framework of the development plan for the entire Specific Plan Area, see Figure 1-3.

The participants, including members of the public, were divided into groups that allowed them to focus their discussion on each of the Districts separately. Then, all the groups came together to discuss similarities and differences of opinion between the groups.

After the Charrette process was complete, the Consultant team assembled the input in the form of three alternatives (Plan A, Plan B, and Plan C) for each district. At least one alternative for each district was fully compliant with the *City of Yucaipa Development Code: Division 7, Chapter 11: Regulation of Hillside and/or Ridgeline Developments.* The other two alternatives illustrated plans with progressively higher residential densities and a greater amount of commercial land use areas.

Since the SPAC offered a wealth of sometimes directly contradictory input, three alternative plans were developed. In this manner, all reasonable yet disparate concerns and opinions expressed by SPAC members could be vetted in the context of a unified plan. In addition, great attention was paid to various preservation ordinances (Oak Tree and Riparian Corridor) such that the intent was implemented to the greatest extent possible.

The intention of the SPAC's three plans was to provide a range of options rather than three distinct and unchangeable alternatives. The SPAC met once more to make adjustments to the plans and revalidate their decisions.



LEGEND

Base Map Features

- Specific Plan Area
- City Boundary
- County Boundary
- Property Lines

Districts

1. Specific Plan District 1
2. Specific Plan District 2
3. Specific Plan District 3
4. Specific Plan District 4

Updated: June 24, 2008.
Source: City of Yucaipa and Hogle Ireland, Inc., 2008.

NORTH 0 500 1,000 1,500 2,000 Feet

Figure 1-2

Specific Plan Area

Yucaipa Freeway Corridor Specific Plan

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The three plans were presented to the Planning Commission on February 15, 2006. The Planning Commission conducted a public hearing and drafted additional comments for consideration by the City Council. They also reviewed and commented on the Design Guidelines.

On March 13, 2006, the Yucaipa City Council reviewed the three plans that were presented to the Planning Commission. They conducted a public hearing and reviewed the Planning Commission's comments. The outcome was the development of a hybrid plan that was to become known as the Preferred Alternative. There was also a review and comment on the Design Guidelines.

At a public hearing on March 8, 2008, after considerable review and the preparation of a Draft Environmental Impact Report, the City Council decided to revise the Preferred Alternative by establishing a higher density land use district. The R-24 District was developed to provide high density zoning that could accommodate a portion of the City's "fair share" housing allocation for its Housing Element update. With the implementation of the R-24 District, up to 1,220 additional dwelling units could be developed, and a revised Environmental Impact Report was prepared to evaluate the potential environmental effect of the revised land use plan.

1.5 RELATIONSHIP TO THE GENERAL PLAN

As stated earlier, a Specific Plan is not part of the City's General Plan. However, it must adhere to and be consistent with the General Plan. The General Plan for the City of Yucaipa identifies major goals which are intended to preserve the community's "rural atmosphere". These goals are relevant to this Specific Plan area. The City uses various growth management measures to achieve these goals and to mitigate any adverse impacts associated with the projected growth in population. These measures include but are not limited to the following:

- Limit density in most new developments to reflect a relatively low level of land use intensity;
- Identify and preserve natural resources;
- Utilize development impact fees to defray infrastructure costs; and
- Utilize the City's Development Code to regulate hillside and ridgeline development, preserve natural and undisturbed open space, protect oak trees, and conserve riparian habitat areas.

These efforts are intended to facilitate the retention of "the scenic qualities that enhance the community's unique identity".

1.6 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE

A Program Environmental Impact Report (EIR), in accordance with the provisions of the California Environmental Quality Act (CEQA) has been prepared for the Freeway Corridor Specific Plan. The EIR has assessed the potential environmental impacts resulting from implementation of the revised plan including, but not limited to, traffic/circulation, noise, air quality, geology, aesthetics, and cultural resources, and it provides mitigation for those impacts.

1.7 AUTHORITY AND SCOPE

The Yucaipa Freeway Corridor Specific Plan has been prepared and established under the authority granted by the City of Yucaipa in accordance with the requirements of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 and 65457. The California Government Code authorizes cities to adopt specific plans by ordinance. A public hearing is required, after which the Specific Plan may be adopted by the City Council.

This Specific Plan defines land use regulations, development standards, and architectural guidelines for all new development on the site. The Plan is a regulatory tool that the City, property owners, and development community will use to achieve neighborhood enhancement. The Plan replaces standard City zoning regulations where applicable to the area, as well as redesignates General Plan land uses.

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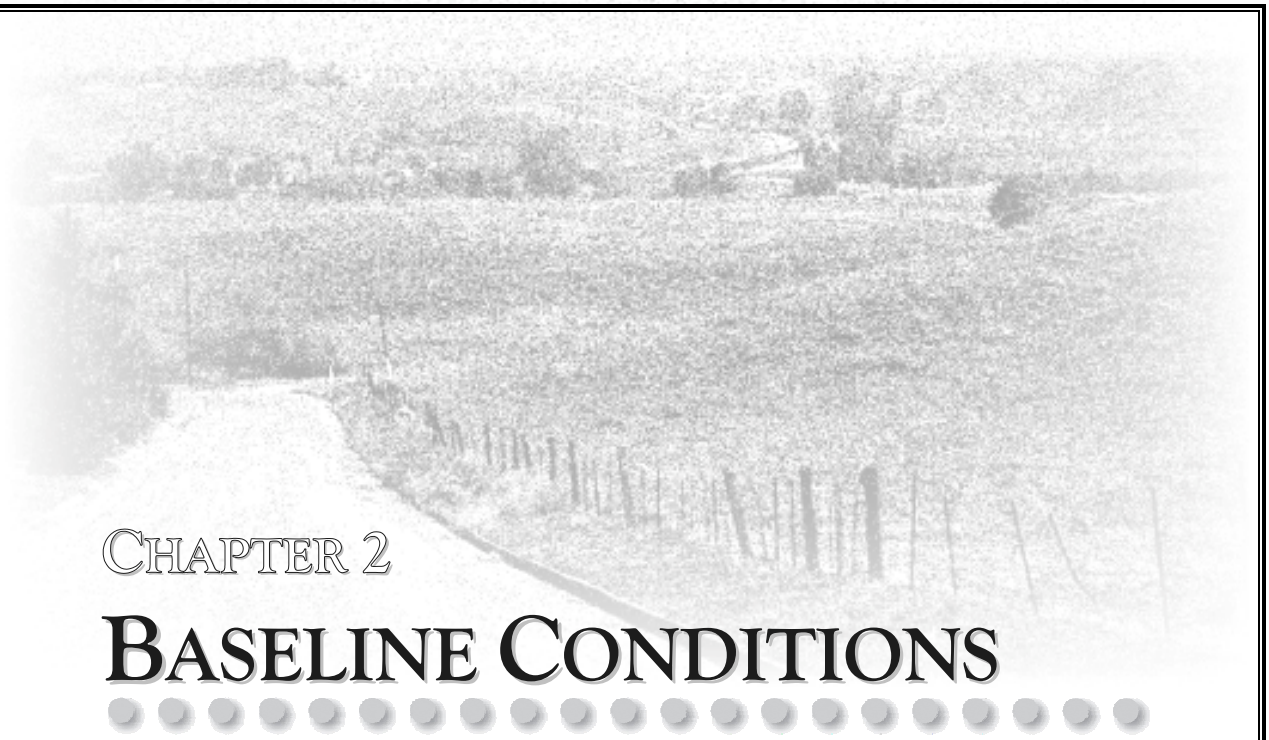


CHAPTER 2
BASELINE CONDITIONS

2.1 INTRODUCTION

This chapter provides a summary of the baseline conditions of the Freeway Corridor Specific Plan project site as they existed at the initiation of the Specific Plan process in 2005. Throughout this chapter, these conditions are referred to as the "baseline conditions". The purpose of defining baseline conditions is to provide a deeper understanding of the issues, constraints, and opportunities guiding the development of the Plan.

The issues addressed in this chapter are:

- Existing Land Use
- Surrounding Land Uses
- Natural Features and Biological Resources
- Topography
- Geology and Soils
- Water Well Information
- Earthquake Faults
- Hydrology and Drainage
- Hazardous Materials/ Hazardous Waste
- Traffic and Circulation
- Cultural Resources

As this information base was developed, it was widely shared with the community. The Specific Plan Advisory Committee (SPAC) previewed the initial findings on August 30, 2005. Since that time, many community members have continued to contribute to the successful development of the Plan by reviewing the materials and providing thoughtful comment.

Additional materials and detail can be found in the Appendix.

2.2 ESTABLISHED LAND USES

The Freeway Corridor Specific Plan covers 1,242-acres along the southern border of the City of Yucaipa. The project area's southern border is adjacent to the County of Riverside. The planning area is bisected by the I-10 (San Bernardino) Freeway. Access from the freeway is available from two freeway interchanges: Live Oak Canyon Road/Oak Glen Road and County Line Road. Caltrans maintains the Wildwood rest area on the south side of the freeway and within the right-of-way. Calimesa Boulevard is the major arterial that traverses the planning area just north of Interstate 10.

TABLE 2-1 PROPERTY ACRES

Properties	Acres
Robinson Properties	568.3
Palmer General Corporation	396.6
Yucaipa Valley Water District	130.3
Nabil Issa	49.7
South Mountain Water Company	34.5
Oak Mesa Investors	17.7
Edward Rosenberry	12.8
Gary Fritzsche	9.5
Della Nielson Trust	4.8
Merle Sessions	1.8
Anna Cox Trust	1.5
San Bernardino County Flood Control District	0.28
Total	1,227.7

Source: San Bernardino County Assessors Office, June 28, 2005

As of 2005, land uses on the site consisted of primarily agricultural land, a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses such as an outdoor pottery store and storage. Twelve property owners held title within the Plan area in 2005. The largest landowners are the Robinson family and the Palmer family, see Table 2-1. Both owners purchased their land in the mid-1950s. The Robinson's holdings comprise of approximately 46% of the land within the

planning area and the Palmer's holdings comprise of approximately 32% of the land. The wastewater treatment plant is owned and operated by the Yucaipa Valley Water District and occupies approximately 11% of the land area. The remaining properties, as of 2005, were divided among the other property owners.

HISTORICAL CONTEXT

The Yucaipa Specific Plan Study Area is located near the eastern edge of the interior valleys of Southern California. Archeological studies indicate that since the last ice age, the climate of the inland valleys changed several times before being inhabited by prehistoric humans around 4000 B.C., somewhat later than coastal areas of Southern California. Inhabitants were fairly mobile and survived by collecting hard seeds and hunting small mammals. In the period between approximately 2000 B.C. and 500 A.D., seasonal encampments began seeing longer use as the area became less dry and the subsistence base broadened. During the millennium that followed, the bow and arrow began to be used and the people responded to the warmer, drier climate of the era by intensifying uses to establish more productive strategies for dealing with stressed resources. From about 1450 A.D. to the time of Spanish colonization of California, Southern California experienced a mild cooling effect from the "Little Ice Age" and small villages began to form.

Reports suggest that the Project study area is situated along the fringes of territories traditionally assigned to three Native American cultural groups, the Cahuilla, Serrano, and Gabrielino. These three groups were all distinct from each other but shared technology and had similar hunter-gatherer lifestyles centered in small villages. The Yucaipa valley was occupied at the time of the Spanish conquest by a Serrano-speaking village called Jukaipat north of the Project site, whose people took advantage of the water source around the valley's marshland. Many of the inhabitants were recruited to Mission San Gabriel around 1811, though the native occupation of the area survived in some form until the 1860s. As in the rest of Southern California, many traditional customs, beliefs, and rituals were lost in the transition to regimented, crowded mission life.

Agriculture in the Yucaipa Valley began during the 1810s and 1820s as grazing lands for a satellite rancho property of San Gabriel Mission's Rancho San Bernardino. In the 1830s, the Mexican government secularized California's missions, and the title for Rancho Yucaipa and other Rancho San Bernardino lands came into the possession of Antonio Maria Lugo and his sons in 1842. That same year, Lugo's son-in-law, Diego

Sepulveda, built an adobe dwelling on Rancho Yucaipa, which stands today northwest of the Project site. He grazed sheep and cattle on the property with the help of Cahuilla tribal members recruited from nearby areas.

Mormon settlers founded the town of San Bernardino in the late 1840s and ostensibly purchased Rancho San Bernardino in 1851, but returned to Utah in 1857, leaving the ownership of the title for the land in the federal courts until 1865, when it was officially granted to the Lugos. In the meantime, however, non-Mormon settler John Brown, Sr. had occupied the Yucaipa portion of Rancho San Bernardino, and his friend, trapper James Waters, who took over the Rancho in 1857 and was the de facto owner when the court case was settled in 1865.

Waters and Brown were principally involved in stock production. Waters, who later became a member of the County Board of Supervisors, was well-known for having run large numbers of hogs in Wildwood Canyon, formerly known as Hog Canyon, which is within the Project study area, which was still called Hog Canyon at the beginning of the twentieth century. Dairy cattle, which produced cheese, were also raised, and the ranch was reported to have had 100 beehives. Waters' nephew stated that his uncle's ranch had 400 hogs, 140 milk cows, and 3,000 sheep, in addition to producing "tons and tons of flour" from wheat.

On January 28, 1869, the Yucaipa Valley portion of the San Bernardino Rancho was sold by Waters to John W. Dunlap and William Standefer, two cattlemen from Texas who brought 4,000 head of cattle with them. Within a few years, the remaining Serrano Indians had been evicted, Standefer had sold his share to Dunlap, and Dunlap had died, leaving the care of the ranch to his wife and his son Franklin Pierce Dunlap, who took up residence in the Yucaipa adobe. During the 1870s, more than 500 acres of the Dunlap Ranch were cultivated in grain and 100 acres in alfalfa, with the rest in hay and pastureland. Franklin Pierce Dunlap built a brick mansion for his family surrounded by grain fields northeast of the original ranch headquarters and also established a dairy operation in Live Oak Canyon. This became the "Dairy Ranch" subdivision of the Dunlap Ranch, which roughly corresponds to the Yucaipa Specific Plan study area.

The Southern Pacific Railroad was built in the late 1870s and passed within a few miles of the Dunlap Ranch, allowing the ranch to profitably ship grain to Arizona. In the 1880s, fruit culture became dominant in the San Bernardino-Riverside region and helped spur the great land boom of that decade, though the Dunlap Ranch holdings were not offered for subdivision at that time. A drought from 1896 to 1904 caused the Dunlap Ranch to lose heavily in cattle, and a water company established by the Dunlap family in 1899 suffered from competition with more established holdings in Oak Glen to the northeast. In 1906, then, Dunlap Ranch land was first acquired, and in 1910, several square miles north, northeast, and east of the main ranch were developed and put up for sale.

Within a year a thousand acres had been sold by the Redlands and Yucaipa Land Company, mainly in 10- to 12-acre lots. While some citrus production had been carried out in the Yucaipa Valley before 1910, by that time Southern California was overcrowded with citrus producers, so Yucaipa found its niche in apples and other orchard fruit. Apple production dominated Yucaipa's higher elevations, and other deciduous fruits, such as peaches, pears, and cherries, were grown at elevations below 2,500 feet. Packing houses and an Apple Fair were established. Twentieth-century technology, favorable weather, and high commodity prices made small-lot farming easier and very profitable through the 1910s and 1920s.

Low prices and changes in the apple markets during the Great Depression caused the apple industry to give up its premiere position in Yucaipa's economy to peach production; citrus and grain production were also expanded. Poultry and egg production came to Yucaipa during these years after it was forced out of nearby urbanizing areas. In 1948, the Yucaipa Valley featured 3,151 acres in deciduous fruit trees, 502 acres of citrus trees, 318 acres of walnuts, 3,716 acres in hay and grain, and 952 acres of pasture, with 1,482 acres in fallow. Since this time, most of Yucaipa has become more residential, although Oak Glen has seen a revival of specialty apple orchards.

The Dairy Ranch, now the bulk of the Specific Plan study area, remained largely unsubdivided through the early decades of the twentieth century as dairy, grain (particularly barley), and hay production continued by a succession of farmers leasing land from the Redlands and Yucaipa Land Company. Only a handful of smaller parcels were separated from the Dairy Ranch property before the land company sold the

remainder of the ranch to Herschel and Mildred Powers in 1943, who owned the land until at least 1950.

PROJECT AREA

The Project area is now largely owned by the Robinson family, who use it as rangeland for cattle and donkeys. Other Project areas, including those owned by the Palmer family, are also undeveloped pasture land. Closer to the I-10 freeway but largely excluded from the Specific Plan is a mixture of commercial and residential buildings.

Very little development has taken place over the years. As one travels from west to east along Calimesa Boulevard, to the north is a large field with longhorn cattle grazing on the grass. A large paved area is slowly crumbling back into earth. An unused water well can also be seen. The stream bed has been degraded by erosion. The only development within the Project area is an outdoor pottery store and trailer sales area.

As one exits the Live Oak Canyon Road/Oak Glen Road off ramp and travels south along Live Oak Canyon Road, no development has taken place to the west. East of Live Oak Canyon Road are agricultural uses such as a pumpkin patch and Christmas tree farm. Continuing south along Live Oak Canyon Road, just before you leave the boundaries of the City, are former poultry buildings that have been converted into a self storage facility.

At the project area's southern boundary is the existing wastewater treatment plant. This land use is isolated from the other areas within the Freeway Corridor Specific Plan and can only be accessed via a secondary road from County Line Road.

Much of the interior has not been developed with the exception of limited facilities used for ranching and farming. On the eastern boundary, with access to the County Line Road interchange is a small cluster of homes set on large lots.

2.3 SURROUNDING LAND USES

The Planning area lies entirely within the City limits of Yucaipa. As part of the planning process, the SPAC took great care to match land uses within the Specific Plan with existing intensities and densities of the surrounding area.

Bordering the Specific Plan area on the west is the City of Redlands. Much of this area is developed with low-density housing in a rural context. A voter initiative targeting one specific project provided Redlands policy makers some direction on development within this area. The area is currently zoned for low-density residential development.

North of the planning area, within Yucaipa, are low-density residential neighborhoods. Recent development within this area includes the Wildwood Canyon II residential project completed in 2005/2006. East of the project area are retail, residential, and light industrial uses that serve Yucaipa and the surrounding region.

The City of Calimesa is on the Project area's southern border. Calimesa is within Riverside County. Various large-scale residential projects have been proposed for this area. The largest project and the one with the most potential to interface the Freeway Corridor Specific Plan is the Mesa Verde residential subdivision. Mesa Verde will directly access the County Line Road/I-10 interchange. As of 2005, the Mesa Verde project application submitted to the City of Calimesa includes up to 3,450 homes (3,092 detached single-family homes and 358 multi-family homes), a 63-acre Mixed Use development with 350,000 square feet of commercial uses, provision for three school sites, and 491 acres of open space, including up to 52 acres of public parks.

Other large-scale projects in the area include the Summerwind Ranch at Oak Valley just south of Mesa Verde Estates. This 2,950-acre project will combine residential with commercial, a business park, and recreational uses. The project proposal includes up to 3,683 residences (including single-family and multi-family) on 677 acres, 260 acres set aside for commercial and business park uses, 89 acres for parks and community recreation and 1,493 acres set aside for open space, school sites, and a water reclamation facility.

Other nearby residential projects are described under Market Conditions in Section 2.12.

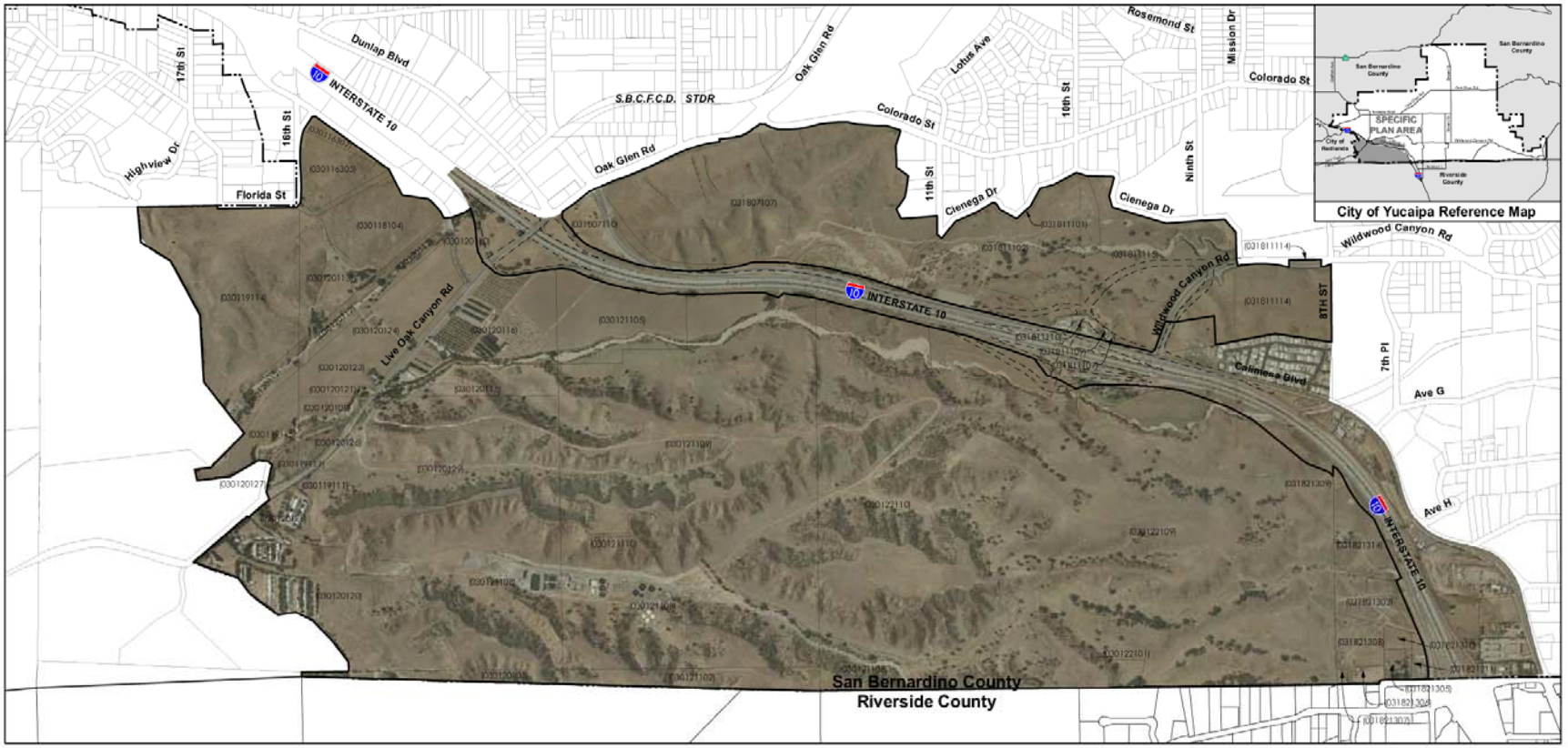
2.4 TOPOGRAPHY AND NATURAL FEATURES

The land area within the Freeway Corridor Specific plan ranges from 1875 feet above sea level to 2,405 feet above sea level. Topographically, the Yucaipa Freeway Corridor Specific Plan area is generally divided by Wildwood Creek. Wildwood Creek runs immediately south of the freeway through most of the project area. Geologic formations underlying the two sides of Wildwood Creek consist of the same two units, but the two areas differ structurally.

The area north of Wildwood Creek consists of gently rolling to moderately steep hills with a general southerly slope. This area is underlain by gently sloping sandstone and conglomerate (San Timoteo beds, Pliocene to Pleistocene age). The area is cut by several deep ravines; in some ravines the upper San Timoteo beds have been eroded away and older bedrock is exposed in small areas. Geologic maps show two areas of faulting: along the northeast edge of the study area and along the Chicken Hill Fault at the northwest edge of the project area. Faulting has resulted in the formation of downdropped sections of terrain which are traversed by drainage courses.

South of Wildwood Creek, the terrain is defined by tributaries of Wildwood Creek; the tributaries drain westerly toward Live Oak Canyon and the main Wildwood Creek. The area is underlain by San Timoteo beds that dip gently to the north-northeast. The San Timoteo beds are overlain by remnants of Pleistocene axial-valley deposits. Younger alluvium is mapped in many of the stream channels. The Banning Fault traverses the southern part of the study area, but does not appear to control the drainage pattern to a significant degree. This suggests that the Banning Fault has not been active in recent time.

The other prominent feature is Wilson Creek. Wilson Creek runs roughly north-south and parallel to Live Oak Canyon Road. This creek one of the principle drainage channels for the entire Yucaipa Valley.



LEGEND

Base Map Features

- Specific Plan Area
- City Boundary
- County Boundary
- Property Lines

Updated: June 24, 2008.
Source: City of Yucaipa and Hogle Ireland, Inc., 2008.

NORTH 0 500 1,000 1,500 2,000 Feet

Figure 2-1
Aerial Map

Yucaipa Freeway Corridor Specific Plan

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2.5 GEOLOGY AND SOILS

GEOLOGY

The Specific Plan area is located south of central Yucaipa, in the southern part of the Yucaipa Plain. Geological formations, based on the Geological Map of the Yucaipa Quadrangle (2003), include the San Timoteo beds (Pleistocene to Pliocene sandstone and gravel), older and younger axial valley deposits (late to middle Pleistocene and latest Quaternary to Holocene respectively), and very young alluvial-fan deposits (latest Holocene). The basement complex underlying these formations likely consists of metamorphic or igneous rocks of Mesozoic or older age.

The major drainage course traversing the planning area is Wildwood Creek, which flows through Wildwood Canyon. Wildwood Creek generally contains water only following rainstorms or from other sources of runoff. Interstate 10 generally runs along the eastward extension of Wildwood Creek and obscures the former configuration of the channel. Other channels include Wilson Creek and Yucaipa Creek. All three channels are identified on USGS quadrangle maps as blue-line channels.

SOILS

Potential constraints related to soils include possible high water tables; corrosion of steel or concrete; drainage, permeability, and liquefaction; and engineering factors such as rippability and load-bearing capacity. Soils observed in the field consist mostly of medium- to coarse-grained sandy loam, often with gravel or cobbles. Such soils typically have high permeability and low potential for shallow groundwater or liquefaction.

2.6 EARTHQUAKE FAULTS

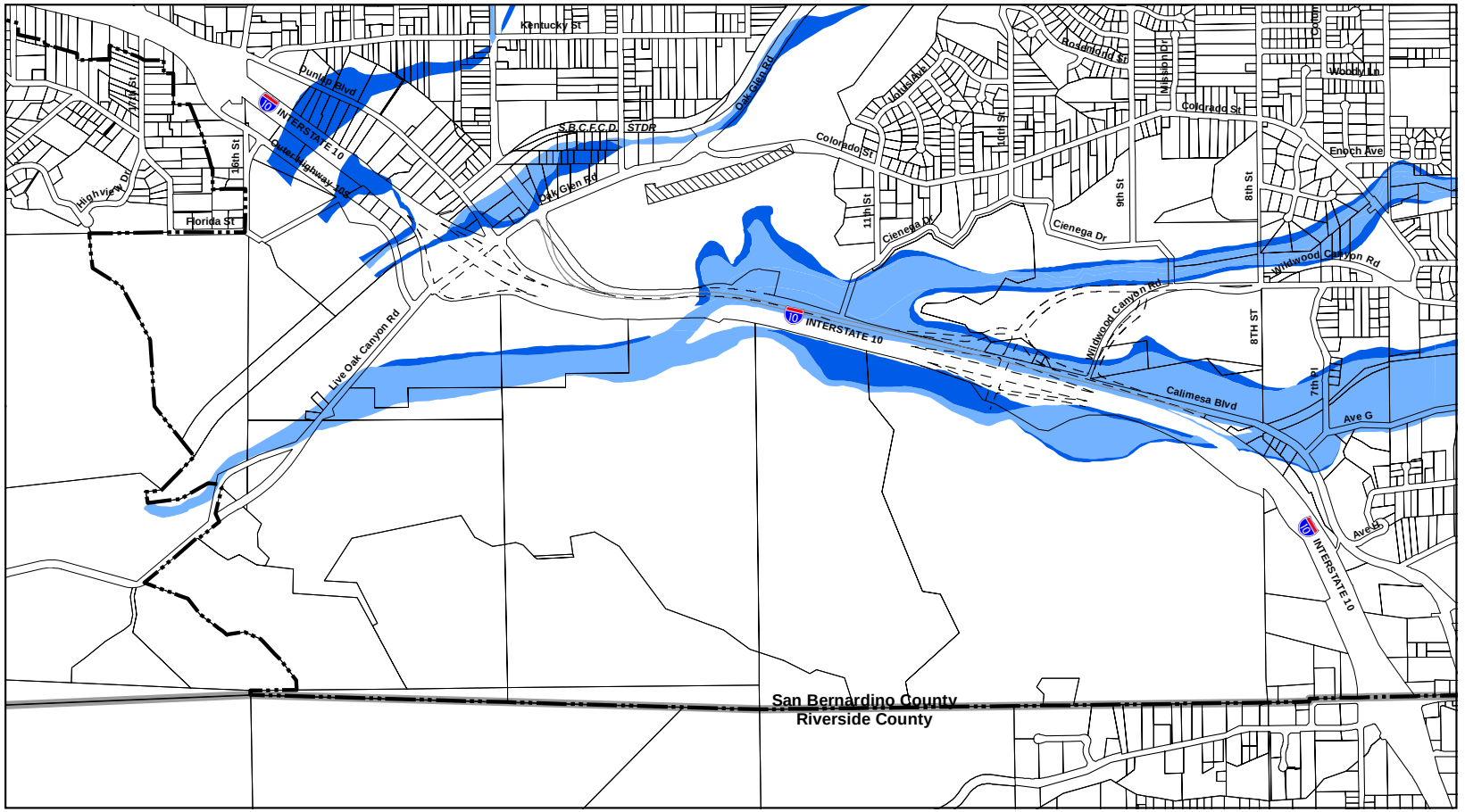
The planning area is located in a seismically active region. The San Andreas fault zone, a major strike-slip rupture capable of producing earthquakes of Richter magnitude greater than 7.5, lies four miles to the northeast.

A portion of the Banning fault traverses the Specific Plan area roughly from the south to Live Oak Canyon. The position of the Banning fault is inferred throughout its length since it is obscured on the site by relatively young alluvial sediments. The eastern and central sections of the Banning fault, which lie outside of the Specific Plan, are active (an

earthquake occurred along the fault in July 2005), with a maximum probable earthquake magnitude of 7.2. The western part of the Banning fault, including that section within the Specific Plan area, is not regarded as active. (The Banning fault was studied extensively as part of the EIR for the Yucaipa Valley Water District waste water treatment plant.)

The Chicken Hill fault study zone runs along the east side of Live Oak Canyon. The Chicken Hill fault is shown (though not named) on the Fault Map of California as having been active in the late Quaternary or Holocene (700,000 or 10,000 years before present, respectively). The trace of the Chicken Hill fault is shown as approximately north of Interstate 10, and inferred south of Interstate 10. An extensive study of the area was completed in the "Fault Investigation Study – Robinson Ranch" EIR that was certified in May 2000. The study was conducted by AGRA Earth and Environmental, Inc and dated December 31, 1998.

Seismically active areas in California are governed by the Alquist-Priolo Act. Pursuant to the Act, series of Special Studies Zones maps have been prepared by the California Geological Survey showing the traces of faults that are regarded as posing significant seismic hazards. Development within the defined areas of the Special Studies Zones requires site-specific investigations of fault traces, movements, and hazards. Within the project area, the only fault mapped as a Special Studies Zone is the segment of the Chicken Hill fault north of I-10, see Figure 2-2, Constraints Map. However, the inferred traces of the Chicken Hill fault south of I-10, and the Banning fault, should be regarded as potentially subject to direct seismic hazard (ground rupture) as well, and any development in the area must take these faults into account.



LEGEND

Base Map Features

- Specific Plan Area
- City Boundary
- County Boundary
- Property Lines

Earthquake Zones

- Alquist Priolo Earthquake Zone

FEMA Floodplain Zones

- 100-year Floodplain
- 500-year Floodplain

Updated: June 24, 2008.
Source: City of Yucaipa; Hogle Ireland, Inc., 2008; California Department of Conservation, California Geologic Survey. Alquist-Priolo Earthquake Fault Zones; and FEMA Flood Plain Maps

NORTH 0 500 1,000 1,500 2,000 Feet

Figure 2-2
Constraints Map

Yucaipa Freeway Corridor Specific Plan

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2.7 LANDSLIDES AND LIQUEFACTION

Landslides may occur in certain soil or rock types on steep or moderately steep slopes where water seepage or other factors result in failure of the cohesion of the material. Landslide deposits typically have an irregular, hummocky appearance, often with a visible break on the slope above the deposit. Landslide-prone deposits could fail due to ground shaking during an earthquake, although landslides can also occur without seismic activity. A small and very local landslide exists on the hill southeast of the rest stop along I-10, probably due to erosion of the bank of a local stream. No landslides are indicated on the geologic map.

Liquefaction typically occurs in water-saturated, fine-grained sediments in areas of very low slope. Ground shaking during an earthquake can cause such sediments to fail (liquefy), damaging existing structures. Such sediments and conditions are unlikely to exist on site since the site is located in an area of relatively steep topography.

Landslide and liquefaction hazards are mapped by the California Geological Survey on a series of Seismic Hazards Zones maps, based on the corresponding 7.5-minute topographic maps. No Seismic Hazard Zones map has been compiled or is proposed for the Yucaipa quadrangle.

2.8 HYDROLOGY AND DRAINAGE

The construction of I-10 profoundly changed the local drainage pattern. Prior to the freeway construction, runoff from the higher areas north of Wildwood Creek (beyond the northern part of the Plan area) drained to Wildwood Creek, which ran westerly to Live Oak Canyon and then southwest. The area south of Wildwood Creek generally also had a westerly drainage pattern, with a south branch of Wildwood Creek being the most important feature.

Construction of I-10 prevented normal runoff from the north into Wildwood Creek and thence west to Live Oak Canyon. Culverts and drains under the freeway cannot always accommodate runoff during rainy periods, resulting in diversion of drainage patterns, local erosion, or local flooding north of the freeway. Drainage issues within the Freeway Corridor Specific Plan area have been extensively studied to identify approaches to addressing areawide drainage concerns. While this Specific Plan presents a broad-based

approach to avoiding localized flooding and drainage problems (refer to Chapter 3), site-specific drainage studies and appropriate mitigation will be required in conformance with the provisions of this Specific Plan, the City's Master Drainage Plan, and any applicable requirement of state and federal regulatory agencies.

2.9 WATER WELLS AND WATER QUALITY CONDITIONS

Water wells have been established on the properties over the years to support agricultural activity, as part of public water supplies, and for groundwater monitoring purposes.

According to available well test data, local groundwater conditions show the presence of sodium, potassium, chloride, magnesium, calcium, fluorine, and total dissolved solids, no detections of chemicals that might indicate impacted groundwater (such as perchloroethylene, benzene, dichloroethylene, toluene, etc.) were identified. The detected analytes are those typically found in natural groundwater, and no indications of groundwater impact are evident.

Based on available depth to water information from well data throughout the area, the depth to groundwater beneath most parts of the area is from 250 to 320 feet. The depth to water is likely less in lower parts of the area, such as along Wildwood Creek, and greater at higher elevations.

2.10 BIOLOGICAL RESOURCES

One key asset of the Freeway Corridor Specific Plan area is the natural beauty of the rolling terrain. One 41-year resident of Yucaipa described the area as "unique and speaks to our rural roots". The complex topography, oak trees, streams, and the riparian corridors define an area unlike any other within the City. It is these unique qualities that the SPAC has noted as worthy of preservation and sensitive treatment in the Specific Plan.

An extensive analysis of biological resources is included in the Environmental Impact Report (EIR). The EIR displays vegetation mapping and habitat types. Potential sensitive biological resources that may be present include bird species such as the Southwestern

Willow Flycatcher, Coastal California Gnatcatcher, Western Burrowing Owls, and the Least Bell's Vireo. Rodent species that may exist include the San Bernardino Kangaroo Rat, Stephens Kangaroo Rat, and the San Diego Pocket Mouse. Plant species may include the Santa Ana River Woollystar, Parry's Spineflower, Narrow-leaved Cottonwood, Plummers Mariposa Lily, and the Slender-horned Spineflower.

The stream courses on the property include wetlands habitat, which will require protection or mitigation as per the Army Corps of Engineers requirements. Also, subsequent development plans within each Specific Plan district will require an oak tree mitigation plan pursuant to City of Yucaipa Municipal Code requirements.

2.11 CULTURAL RESOURCES

The California Environmental Quality Act (CEQA) requires that archaeological and historic resources be investigated and considered as part of development applications. These procedures allow for important aspects of our past to be respected and preserved, thereby educating future generations. To document cultural, historic, and archaeological resources located within the Specific Plan area, Phase I Cultural Resources inventory was completed in 2005/2006. Key findings are summarized below.

Recognizing the role that native peoples have had in shaping the landscape and the role they can contribute to current planning efforts, state law requires local governments to consult with California Native American tribes for the purpose of protecting and/or mitigating impacts to cultural places. Table 2-2 identifies the tribes that were consulted as part of this effort.

TABLE 2-2 TRIBAL CONSULTATION

Tribe Name	Contact Person	City
Morongo Band of Mission Indians	Britt W. Wilson, Project Manager/Cultural Resources Coordinator	Banning
Pechanga Band of Mission Indians	Mark Macarro, Chairperson	Temecula
Ramona Band of Mission Indians	Manuel Hamilton, Chairperson	Anza
San Manuel Band of Mission Indians	Deron Marquez, Chairperson	Patton
Serrano Band of Indians	Goldie Walker	Highland
Soboba Band of Mission Indians	Robert J. Salgado, Sr., Chairperson	San Jacinto

Several sources were consulted as part of the cultural resources investigation. Included were cultural resources records and literature at the local Archaeological Information Center housed at the San Bernardino County Museum (SBCM) in Redlands. For information pertaining to the local and site-specific history of the Project area, numerous archival resources located in San Bernardino, Redlands, and Yucaipa were consulted. Information regarding the prehistory and ethnohistory of the general study area was compiled from data collected by Southern California researchers in the past 15 years. Five prehistoric sites have been previously identified and are identified in Table 2-3.

TABLE 2-3 PREHISTORIC SITES

Site Identification	Site Description
SBR-429	Recorded in 1935, this mineralized burial was discovered during the construction of a catch basin, and in 1965, described as containing several burials, pottery, fire-altered rock, and ground and flaked stone artifacts.
SBR-908	Originally recorded in 1939 and updated in 1947 to contain pottery, fire-altered rock, and ground and flaked stone artifacts, and in 1947 with destroyed surface.
SBR-912	The site was recorded in 1947 as a processing station with burial and shell beads, in 1976 as destroyed by grading activity, and in 1999 with no artifacts.
SBR-913	The site was first recorded in 1947. A 1965 record describes presence of cremations and burials with associated artifacts. A comment from 1976 states that the site had been destroyed by road construction. A revisit in 1999 showed no artifacts.
SBR-915	An analysis from 1976 describes the site as very important with very early artifacts, some of which were discovered at depth of 20 feet. Portions of the site were destroyed during the construction of I-10.

In addition to the sites identified in the literature research, 2005/2006 field surveys revealed nine new archaeological sites, as well as three potentially historical standing structures. Of the nine archaeological sites, five contain historical archaeological deposits and features, while four consist solely of prehistoric archaeological remains, see Table 2-4.

TABLE 2-4 ARCHAEOLOGICAL SITES

Site Identification	Site Description
AE-YUC-1H	This site consists of a 30 feet by 16 feet historical structure that may have functioned as a pumphouse.
AE-YUC-2H	This site consists of a flood control dam constructed to control flood waters coming down the creek from torrential rains in the San Bernardino Mountains.
AE-YUC-3	This site consists of a prehistoric residential location containing a sparse- to moderate-density complex lithic scatter, fire-altered rock, and burned faunal remains.
AE-YUC-4H	This site consists of elements of a cattle ranch, cultural constituents observed include discarded hog wire and barbed wire fencing, sheet metal, and lumber.
AE-YUC-5	This site appears to be a small, prehistoric temporary camp site containing a sparse lithic scatter of flaked stone artifacts, burned bone, fire-altered rock and sediments.
AE-YUC-6	This site consists of a small, sparse, discrete scatter of ten prehistoric ceramic fragments that all appear to be derived from the same vessel.
AE-YUC-7	This site consists of a sparse lithic scatter of one basalt secondary flake, five metavolcanic secondary flakes, and one metavolcanic spent core.
AE-YUC-8H	This site consists of the elements of a reservoir, including a spillways, drain tunnel, and dams. This reservoir appears to be the result of agricultural/ranch water development in the area. The spillway could have been an ingress that was abandoned due to loss of water and creek bed erosion.
AE-YUC-9H	This site is a partially destroyed pump house with mechanical accoutrements of a pump and flat head, six-cylinder motor. The pump was configured to supply water to the cooling system of the motor and represents ranch/agricultural water development on a modest scale.
CA-SBR-915	This site was recorded in 1976 as being a prehistoric site containing ground stone artifacts. Portions of the site may have also been destroyed during the construction of Interstate 10. Inspection of the site area during current surveys failed to identify any prehistoric cultural materials due to poor ground surface visibility at the time of the survey.
Historical Structures Requiring Formal Evaluation	The following three historical standing structures located within the study area appear to be older than 50 years: a single-story stucco home with a detached garage; a single story, wood frame and stucco home with associated outbuildings and very mature trees and landscaping; and a single-story wood frame home associated with an older barn and ranch outbuilding complex.

Each of these sites will require in-depth investigation and appropriate mitigation prior to any development allowed by this Specific Plan. Three archaeological sites within the Specific Plan area have revealed the presence of Native American human remains that have been discovered as isolated burials and cremations. Any development or grading activity that could have the potential to disturb or destroy buried Native American human remains requires compliance with state laws that protect these remains (i.e., Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98). Sites containing Native American human remains will be identified and treated in a sensitive manner.

2.12 HAZARDOUS MATERIALS/HAZARDOUS WASTES

Hazardous materials are an issue in any planning process, as the presence of contaminated soils or businesses that pose risks can influence how land uses are arranged.

This section describes and evaluates the potential risks to human health, the built environment, and the natural environment associated with the transportation, use, generation, storage, and disposal of hazardous materials.

HAZARDOUS MATERIALS/HAZARDOUS WASTES

A hazardous material may be defined as any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or the environment if released into the work place or the environment; or any material that is required to have a Material Safety Data Sheet according to Title 8, Section 339 of the California Code of Regulations. Hazardous materials may already be present on a site before a project commences (and hence be classified as part of the existing conditions), may become present on a site during development (a potential construction-related impact), or become present as the result of the completed development (long-term impact).

The presence of hazardous materials as an existing condition may include either a known release of hazardous materials (such as a leaking underground storage tank) or simply the presence of hazardous materials without a known or threatened release (such as a hazardous waste generator). To assess the presence of hazardous materials

on the project site and in the vicinity, a search of environmental regulatory databases was performed.

The evaluation of potential hazardous materials and hazardous waste concerns in the study area was based on a regulatory database search, supplemented by field observations made during a site inspection in February 2006. The complete results of the search are provided in the Specific Plan EIR.

The key concerns regarding prior use of the site are residual pesticides from agricultural uses, the former/current presence of fuel tanks, and any spills from truck accidents that may have occurred on I-10.

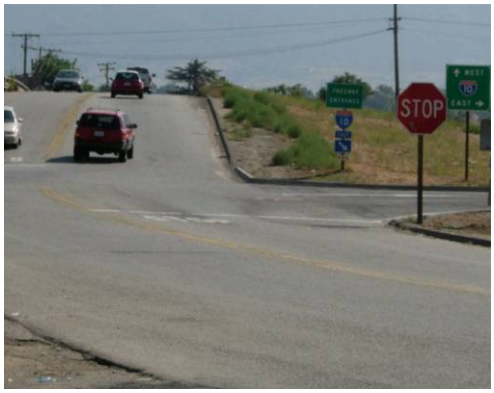
The only listed site within the immediate area is the Yucaipa Lift Station at 32280 Live Oak Canyon Road. The Yucaipa Lift Station is a sewage treatment facility operated by the Yucaipa Valley Water District. This site appears on the County Permit database as an inactive hazardous materials handler (listed due to having an underground storage tank and aboveground storage tank, both listed as inactive); on the UST database with no other information provided; on the Haznet database as a generator of hazardous waste (aqueous solutions with organic residues); and on the Hazardous Materials Incident database for a 1997 incident when a breakdown at the station resulted in the release of an unstated quantity of raw sewage into Wildwood Creek.

Based on the regulatory database listings and the length of time since the sewage release incident, the presence of this one listed site within the study area does not appear to be of significant environmental concern.

2.13 TRAFFIC AND CIRCULATION

The Specific Plan site benefits from I-10 Freeway access and a direct link to the heart of Yucaipa via Oak Glen Road. Streets that directly and indirectly serve the properties include Live Oak Canyon Road/Oak Glen Road, Outer Highway 10S, County Line Road, Calimesa Boulevard, Wildwood Canyon Road, Colorado Street, 9th Street, and 16th Street.

LIVE OAK CANYON ROAD/OAK GLEN ROAD



Live Oak Canyon Road/Oak Glen Road is a two- to four-lane arterial roadway running on a northeast/ southwest adjacent to and north of the project site. The roadway is divided by a double yellow center line. Live Oak Canyon Road begins in the County of Riverside and at I-10 it becomes Oak Glen Road, which extends northeast, loops around the City, and ends back in the County of Riverside. The speed limit is posted at 50 miles per hour (mph) south of Avenue E and 40 mph north of Avenue E. Parking is generally not permitted along most of the roadway. Live Oak Canyon/Oak Glen Road has boulevard stops at Outer Highway 10S, the I-10 westbound ramp, and Colorado Street. The roadway is controlled by a four-way stop sign at the I-10 eastbound ramp and traffic signals at Calimesa Boulevard, Avenue E and Yucaipa Boulevard.

OUTER HIGHWAY 10S

Outer Highway 10S is a two-lane arterial roadway located adjacent to and north of the project site. The roadway is divided by a double yellow center line. Outer Highway 10S begins at Live Oak Canyon Road and continues west, ending at Gold Hill Lane. The speed limit is posted at 40 mph. Parking is generally not permitted along most of the roadway. Outer Highway 10S provides boulevard stops for Alta Vista Drive and 16th Street. The roadway is controlled by a three-way stop sign at Yucaipa Boulevard and a boulevard stop at Live Oak Canyon Road.

COUNTY LINE ROAD

County Line Road is a two-lane arterial roadway adjacent to and south of the project site. The roadway is divided by a double yellow center line. County Line Road begins just east of Canyon Crest Road and extends

east, ending approximately one-half mile west of Crow Street. The speed limit is posted at 35 mph east of I-10 and 25 mph west of the freeway. Parking is generally not permitted along most of the roadway. County Line Road does not have boulevard stops at the I-10 ramps and is controlled by a traffic signal at Calimesa Boulevard and 5th Street. The roadway is controlled by all-way stop signs at 3rd Street, 2nd Street, California Street, and at Bryant Street.

CALISMESA BOULEVARD

Calimesa Boulevard is a two -to four-lane arterial roadway that crosses the northern portion of the project site, parallel and just north of I-10. The roadway provides two travel lanes and is divided by a double yellow center line north of County Line Road. South of County Line Road, Calimesa Boulevard widens to four lanes, two in each direction, divided by a two-way left-turn lane. Calimesa Boulevard begins in the County of Riverside and extends northwest, where it turns into 14th Street at Oak Glen Road. The speed limit is mostly posted at 50 mph north of County Line Road and 35 mph south of County Line Road. Parking is generally not permitted along most of the roadway. Calimesa Boulevard provides a boulevard stop at Wildwood Canyon Road. The roadway is controlled by traffic signals at Oak Glen Road and County Line Road.

WILDWOOD CANYON ROAD

Wildwood Canyon Road is a two-lane arterial roadway north of the project site. The roadway is marked by a double yellow center line, and the speed limit is posted at 40 mph along most of the roadway. The roadway extends east from Calimesa Boulevard and ends at Oak Glen Road. Wildwood Canyon Road has a boulevard stop at Colorado Street, and Calimesa Boulevard, with an all-way stop sign at 5th Street.

COLORADO STREET

Colorado Street is a two-lane collector roadway north of the project site. The roadway is divided by a double yellow center line. Colorado Street begins at Oak Glen Road and continues east to Wildwood Canyon Road. The speed limit is posted at 35 mph. Parking is permitted along most of the roadway. The roadway is controlled by an all-way stop sign at 8th, 9th, and 10th Streets and a boulevard stop at Wildwood Canyon Road.

9TH STREET

9th Street is a two-lane collector residential roadway north of the project site. The roadway is unmarked and extends south from Washington Drive and ends approximately 200 feet south of Colorado Street within the project area. The speed limit is not posted, so a prima facie speed limit of 25 mph would apply. The roadway is controlled with an all-way stop sign at its intersection within Colorado Street.

16TH STREET

16th Street is a two-lane collector street that borders the west end of the Specific Plan area, beginning at Florida Street. The roadway is divided by a double yellow center line and broken yellow center line along various sections of the

roadway. 16th Street begins at Outer Highway 10S and continues north where it ends at Sand Canyon Road. The speed limit is posted at 35 mph and 40 mph along various sections. Parking is generally permitted along most of the roadway. Sixteenth Street provides a boulevard stop at Avenue E, and is controlled by boulevard stops at Outer Highway 10S and Yucaipa Boulevard.

INTERSTATE 10 - SAN BERNARDINO FREEWAY

Interstate 10 bisects the project site. I-10 has six travel lanes and provides regional east/west circulation between San Bernardino and Los Angeles counties and to destinations farther east. Three interchanges provide full access in the project vicinity:

- Yucaipa Boulevard
- Live Oak Canyon Road/Oak Glen Road
- County Line Road

At the time the baseline information was presented to the SPAC in August of 2005, Caltrans District 8 was studying potential improvements to the I-10/Live Oak Canyon Road/Oak Glen Road interchange, and these improvements are now under construction. The City had sought funding for this project for many years, and this project had become a priority for the community. Also, the City's General Plan shows a future new interchange at Wildwood Canyon Road and a Rideshare Facility at Yucaipa Boulevard.

2.14 MARKET CONDITIONS

An analysis of the baseline (2005) and future market conditions was an important consideration in the development of this Specific Plan. The socio-economic, employment, and business characteristics of the market area to identify the salient factors influencing future development decisions. This background data defined market opportunities for retail, office, and residential development.

Demographically, the Yucaipa market area can be characterized as sparsely populated, high education levels, and mature.

RETAIL

The market area has moderate retail development, low vacancy rates, and little new construction. In 2005, Yucaipa experienced a significant amount of leakage of retail potential to Redlands and other jurisdictions in the region. Thus, the City could likely

support new retail development in all of the retail categories categorized by the California State Board of Equalization. Overall, the total supportable development in the City equated to 565,000 square feet in 2005, with a projection of 762,000 square feet in 2010.

While the City is unlikely to capture all of this potential, the data indicate that a community retail center or power center could be supported in the near- to mid-term. In particular, significant potential exists in general merchandise stores, eating and drinking places, building material stores, and other retail stores (e.g. sporting good stores, office supply stores, bookstores, etc.).

OFFICE

The market area has a limited office inventory, with relatively low vacancy levels. In general, Yucaipa is not seen as a strong office market capable of attracting a significant tenant base from the region. The local office market is likely to be limited to smaller professional or build-to-suit owner/developers. Based on the market analysis and interviews with local brokers, there appears to be a demand for approximately 89,000 square feet of office space in the near- to mid-term. However, this projection does not capture office development that results from business decisions or external market conditions, which could result in built-to-suit opportunities within the Specific Plan area.

RESIDENTIAL

As of 2005, the residential market in the region was very strong, with the City of Yucaipa being no exception. Based on population trends, projections indicate a relatively healthy demand of nearly 6,800 housing units through 2020, with nearly 2,600 units projected through 2010. The market has shown a particular interest in less expensive alternatives, as evidenced by the rapid absorption of small-lot housing products project. In addition, the limited development of attached units since 2000 and the number of multi-family projects likely indicate unmet demand for this type of space in the market area. Ultimately, these higher-density product types would be best suited for integration into a development plan that considers the freeway proximity and the development of new retail opportunities.

PROJECTIONS

Table 2-5 summarizes projections for the average annual demand for office and residential units through 2020.

TABLE 2-5 AVERAGE ANNUAL DEMAND

Period	Office Square Feet	Residential Units
2005-2010	8,200	519
2011-2015	9,600	400
2016-2020	10,000	438

The analysis indicates City residents could currently support an additional 565,000 square feet of retail space, with this potential demand increasing to 762,000 square feet in 2010. Given that this space is likely to be developed in a large retail center and the City is unlikely to capture all of this potential demand, projecting an annual average demand is difficult.

SOCIO-ECONOMIC CHARACTERISTICS

As of 2005, Yucaipa's population was approximately 48,200 persons. The three-mile market area population was 27,200 and the five-mile population 87,600 persons. These figures reflect the relatively sparse market area population.

The 17,400 households in the City have an average size of 2.73 persons, which is significantly smaller than the average for San Bernardino County. The average household size within the three-mile market area is 2.66, compared to 2.69 within the five-mile market area, 2.73 within the City and 3.20 within the County.

The Southern California Association of Governments (SCAG) projects significant population growth for the County, Yucaipa, and nearby communities, as indicated in Table 2-6 (48.9% and 46.0%, respectively).

TABLE 2-6 POPULATION GROWTH

	2000-2005	2005-2010
Yucaipa	17.0%	14.6%
Highland	10.7%	10.2%
Redlands	8.58%	8.6%
San Bernardino County	11.73%	11.0%

Source: Yucaipa Fiscal Summary, Keyser Marston Associates, Inc., 2006.

Yucaipa has a per capita income of $22,200 (2005). The three-mile and five-mile per capita incomes are $23,100 and $25,200, respectively 4.1% and 13.5% higher than the City's and 34.0% higher than the County's per capita income of $18,800.

The three- and five-mile market area average household incomes are generally consistent with the per capita income numbers. The City households' income levels are 15.3% higher than the County, and are slightly lower than the three- and five-mile market area. Approximately one-fourth of the households within the three-mile market area and 33% of the households within the five-mile market area have income levels greater than $75,000, compared to 28% in the City and 27% in the County.

The age of Yucaipa residents is higher than the County average. In fact, the share of residents in the City over the age of 65 is nearly double the County (14.9% compared to 8.5%). In all likelihood, the presence of these older residents directly influences the City's average household size, which is much smaller than the County's.

A relatively high percentage, over 23%, of the market area residents within the five-mile market area have attended or graduated from college. Within Yucaipa 14.3% of the residents have attended or graduated from college. Within the County, approximately 15.9% of the residents had attended or graduated from college.

EMPLOYMENT AND BUSINESSES

The largest employer in Yucaipa is the service industry, such as personal services, health services, and education services. Overall, employment patterns in Yucaipa are generally consistent with the employment distribution in the County.

RETAIL MARKET POTENTIAL

MARKET AREA PERFORMANCE

The strength exhibited by retail uses within Yucaipa (2005) was assessed by comparing the performance of existing retail uses in the City to the performance of similar uses in Highland, Redlands, the County, and the state. The taxable retail sales in Yucaipa are significantly lower per capita than Highland, Redlands, the County, and California as a whole. The sales per permit are lower as well. When the retail sales are broken down by category, the results reveal:

1. Apparel Stores – Per capita sales in Yucaipa are significantly lower than the County average and those in Redlands. Further, there are few apparel stores in the City, and sales are much lower than in the other jurisdictions.

2. General Merchandise Stores – Per capita general merchandise sales in Yucaipa represent less than one quarter of the sales of the County. The low sales figures suggest that general merchandise stores are smaller than typical general merchandise stores for the region and the State.

3. Food Stores – The per capita taxable food store sales in Yucaipa are greater than those in Highland and slightly less than average sales for the County and the State.

4. Eating and Drinking Places – Sales associated with eating and drinking places in Yucaipa are higher than in Highland, but are much lower than averages for the State, County, and Redlands.

5. Home Furnishing and Appliances – Per capita sales in this category are lower in Yucaipa than those for County, the State, and Redlands. Local per capita are less than a quarter of State per capita sales.

6. Building Materials and Farm Implements – Average sales at these establishments in the City are significantly lower than in Redlands, the County, and the State.

7. Other Retail Stores – Other retail stores include florists, bookstores, stationers, photographic stores, and other miscellaneous retailers. Per capita sales in Yucaipa are lower than in Redlands, the County and the State. However, sales are higher than in Highland.

Overall, sales in the City within all retail categories are lower than would be expected based on typical patterns in the State and County. As such, it appears that the shopping needs of City and region's residents of nearby areas are largely met by stores in Redlands.

RETAIL BROKER PERSPECTIVES

Retail and commercial brokers provided insight into the local market in 2005, stating that:

- The retail vacancy rate for newer space is low, probably around 0% - 1%. The retail vacancy rate for older space is slightly higher but still low at less than 5%.
- The 2005 market has strong, with a demand for new retail space in Yucaipa.
- Rents averaged $1.30 to $1.60 per square foot per month, depending on the age of the building. Comparatively, the average retail lease rate for the County of San Bernardino was $1.60[1].

RETAIL POTENTIAL

Based on data collected and analyzed in 2005, the following general conclusions can be drawn:

1. Apparel Stores – The City does not appear to capture its fair share of local residents' expenditure potential, with the estimated leakage potentially supporting 59,000 square feet of development. By 2010, demand could grow to approximately 73,000 square feet.

2. General Merchandise Stores – Yucaipa captures, with less than would be anticipated, potential leakage within this category suggesting local support for 138,300 square feet of development. Presumably, large-scale retailers in Redlands are capturing these sales.

3. Food Stores – The City appears to be at relative equilibrium for food store sales.

4. Eating and Drinking Places – The City misses out on Eating and Drinking Places sales. Leakage could potentially support about 71,600 square feet, with an estimated demand for 103,100 square feet in 2010.

5. Home Furnishing and Appliances – Local establishments share less than one-fifth of potential sales. In 2005, local demand could support an additional 43,100 square feet of development, and 54,900 square feet of demand is projected for 2010.

6. Building Materials and Farm Implements – Residents' buying potential showed support for an additional 72,400 square feet of development in 2005, and 95,100 square feet in 2010.

7. Other Retail Sales – Yucaipa appears to have very good market potential for all other retail sales, with an estimated demand for 170,400 square feet of development in 2005 and 219,000 square feet by 2010.

OFFICE MARKET POTENTIALS

As of 2005, the Inland Empire region had a moderately healthy office market. Published reports from major brokerage houses indicated office vacancy rates ranging between 8.8% and 10.3%, with a projected decline beyond 2005.[3] The reports agreed that while land prices in the region continue to rise, population growth also continued strong, vacancy decreased, and lease rates have risen, making for a relatively healthy market. A surge in construction during the mid decade fueled all the growth in the region.

In Yucaipa, office space is occupied by smaller professional firms that generally serve a local market. Most of the buildings are older stand-alone, one- or two-tenant professional or medical offices along the major streets.

OFFICE BROKER PERSPECTIVES

- The office market in Yucaipa is limited, and there is moderate demand for additional space.

- In Yucaipa, vacancy rates are below 5%, which is generally consistent with vacancy rates in Redlands.

- Properties in Yucaipa offer a limited supply of large office buildings. One broker projected the office market may grow progressively stronger for this type of space toward 2010.

- In Redlands, new office product can generate rents ranging from $2.15 to $2.50 per square foot. Older existing office space in Redlands leases for between $1.20 and $1.50 per square foot.

DEMAND PROJECTIONS

The analysis conducted in 2005 suggested potential demand for 77,000 square feet of office space, assuming the employment base in the City grows at a rate consistent with that of the County. A share of this potential demand could be absorbed by existing development in the market area. Thus, the office market is expected to see demand for a limited amount of space.

RESIDENTIAL MARKET POTENTIALS

Overall, the Inland Empire, San Bernardino County and Yucaipa have seen significant residential growth since 2000. During this period, low mortgage rates, healthy employment and job growth, an increasing population base, and relatively affordable housing made the region an attractive destination for many people.

EXISTING RESIDENTIAL DEVELOPMENT

The number of residential units in Yucaipa increased over 28% from 1990 to 2005. The majority of the new development consisted of single-family detached homes. This product type accounts for approximately 86% of total residential unites in the City. Comparatively, single-family detached homes accounts for 75% of the countywide units and only 60% of units, throughout California.

Table 2-7 shows the average price for detached residential product in Yucaipa and San Bernardino County from 2000 through June 2005.

TABLE 2-7 AVERAGE HOMES SALES PRICES - 2000 TO 2005

Year	Yucaipa	San Bernardino County
2000	$130,000	$128,000
2001	$164,750	$149,000
2002	$255,00	$168,000
2003	$250,500	$210,000

Year	Yucaipa	San Bernardino County
2004	$314,500	$280,000
Jun-05	$370,000	$322,000

Source: Dataquick

As shown in Table 2.3, the average price for existing homes in the City increased significantly during this five-year period, with the gains not matched by the County as a whole. From 2000 to June 2005, the average sales price in Yucaipa increased by approximately 185% as compared to 151% in the County.

With regard to attached for-sale homes, only 26 condominium sales occurred between January 2005 and September 2005. The sales prices for these units ranged from $183,000 to $250,000 for two-bedroom units, and up to $332,500 for four-bedroom units. The average price per square foot was $196.

Surveys and interviews with local multi-family brokers revealed that land values historically have been relatively low, and developers have found it more profitable to build detached, for-sale units rather than attached for-rent units. Also, because home prices have been affordable, there has been limited demand for apartments. Brokers noted that with escalating home prices, condominiums and apartments are expected to become affordable alternatives to single-family detached products.

PROJECTED DEMAND FOR RESIDENTIAL DEVELOPMENT

Population projections indicate a relatively healthy demand of nearly 6,800 housing units during between 2009 and 2028, with nearly 2,600 units projected through 2010. In 2005, approximately 800 residential units were built and nearly 320 others approved. An additional 800 units were included in pending applications. The development of these 1,900 units would put the City's housing growth generally in line with projections.

FAMILY ENTERTAINMENT/RECREATION FACILITY POTENTIAL

During the SPAC deliberations, many of the participants felt that an appropriate land use would be to attract family entertainment or recreational facilities to Yucaipa. Common uses would include bowling alleys, movie theaters, or other type of facilities.

MOVIE THEATERS

The National Association of Theater Owners data shows that the national average revenues per theater screen is approximately $238,200 and the per capita expenditure was approximately $30. When KMA reviews the conditions for a theater project in Southern California they estimate that the theater will need to have revenues of at least $350,000 per screen and the per capita expenditure would need to be approximately $35.

Another consideration is how many people per screen are necessary to support a successful operation. Within Southern California each screen requires a population of approximately 10,000. For planning purposes, an eight screen complex requires a population of 80,000 and a ten screen complex requires 100,000 people. The build-out of Yucaipa, Calimesa, Banning, and Beaumont would likely support a theater complex. One issue that such a complex might face is the existing and proposed theaters in Redlands. In Redlands, a proposal for a Kirkorian 25-plex theater has been submitted for the area near Interstate 10 and the Highway 30 junction. Also, an expansion of the existing theaters in the downtown area has also been explored. If both projects move forward, this would limit the development potential of theaters in the Yucaipa-Calimesa market.

BOWLING ALLEYS

The Brunswick Company is one of the foremost authorities and suppliers to the industry. They have outlined a number of considerations for success. Typically 1,500-2,000 people per lane are needed to support a bowling center. The total market population divided by the number of effective bowling lanes in that market equals the population-to-lane ratio. Including the building and parking, and eight to ten lane facility can typically be built on one acre of property. For example, a 24-lane center would require a minimum of 3 acres of land.

The approximate overall total cost to build and equip a new bowling center ranges from $90,000 to $169,500 per lane with an average return on investment of 15% to 25%. According to Brunswick, a population of 50,000 could support a 25 to 33 lane bowling center. However, KMA feels that the potential for such a bowling center within this region is very limited.

CHAPTER 3:
PROJECT DESCRIPTION

3.1 INTRODUCTION

The Land Use Plan for the Freeway Corridor Specific Plan is the result of many hours analyzing the baseline conditions of the site, collaborating with the community through a volunteer Advisory Committee to define project goals and expectations, and working through a variety of development scenarios. The results are presented in this section of the Specific Plan.

3.2 DEVELOPMENT GOALS AND OBJECTIVES

THE COLLABORATIVE PLANNING PROCESS

Over the past two decades, cities in San Bernardino County have experienced rapid population growth and development. However, development in the Freeway Corridor Specific Plan area has been constrained for a variety of reasons including, but not limited to, the steep slopes of the hills, ridgeline preservation, lack of infrastructure, and expectations of high quality design. At present, the Freeway Corridor Specific Plan offers an opportunity to accommodate growth while preserving open space, achieving high quality design, meeting local demands for commercial business and housing, and providing needed associated infrastructure.

The desired outcome of the Specific Plan will be the introduction of new neighborhoods within Yucaipa that combine commercial, business, open space, institutional, and residential land uses in a coherent and complementary fashion. These neighborhoods will be connected via a network of multi-modal trails and local collector roadways. The Specific Plan provides development standards suitable for the land and the community.

At the first meeting of the (SPAC), the committee, while considering public comments, identified a number of key issues that they wished to see resolved during the planning process. Table 3-1 documents those issues and describes how they would be addressed in the plan.

Some of the key issues highlighted during the SPAC process and during communications with the public are highlighted in Table 3-1.

TABLE 3-1 NEIGHBORHOOD INPUT AND DESIGN RESULTS

Community Input	Design Result
Fire and Police Protection	Fire Protection: Most of the Project Area is within Fire Safety Overlay District 2. All development must be consistent with Section 85.020220 of the Yucaipa Development Code. Police Protection: Police protection will be provided from Yucaipa's Sheriff's station.
Limit Residential Density	Residential density within the Specific Plan ranges from one to 24 dwelling units per acre.
Create Places for Local Yucaipa Residents	The Specific Plan designates a total of 172.0 Regional Commercial land use along Live Oak Canyon Road, Oak Glen Road, Calimesa Boulevard, and 7th Place. In addition, 549.0-acres have been reserved for open space amenities.
Involve Affected Neighbors	Each member of the City Council appointed one representative to the SPAC. In addition, the adjacent Colorado Street neighborhood was also specifically represented by a member appointed to the Committee.
Existing Drainage Problems	Development of a comprehensive drainage and stormwater runoff plan has been included in the Specific Plan. (see Section 3.7)
Infrastructure	Development of a comprehensive Water and Sewer system has been included in the Specific Plan (see Section 3.8) as well as an analysis of funding mechanisms for the development of infrastructure.

Community Input	Design Result
Mitigate Noise Impacts	Any noise generated by the project must be mitigated as per the Environmental Impact Report (EIR). Consideration of noise impacts from the freeway must also be considered.
Hillside, Slopes, and Ridgeline Preservation	Development standards must be consistent with the City of Yucaipa Development Code – Chapter 11 of Division 7: Regulation of Hillside and/or Ridgeline Developments.
Oak Trees	Development standards must be consistent with the City of Yucaipa Development Code – Chapter 5 of Division 9: Oak Tree Conservation.
Biological Resources	Development standards must be consistent with the City of Yucaipa Development Code – Chapter 4 of Division 9: Riparian Plant Conservation.
Light Pollution	Development standards must minimize the impacts of light pollution.
Impacts on Local Businesses	Levels of development intensity are consistent with the need identified through the Market Conditions Analysis (see Section 2.14).
Historic Agricultural and Agrarian Uses	The historic agricultural uses will incrementally be replaced by development or open space consistent with the Plan.
Signage	The Design Guidelines (Chapter 5) of the Specific Plan recommend signage that uses designs derived from a rural theme. Signage size and configuration are also subject to the Design Guidelines.
Building Heights and View Preservation	The Design Guidelines of the Specific Plan recommend low scale development. Future development will be required to remain sensitive to view corridors and view preservation. Significant ridgelines are protected in the Plan as well as per the City of Yucaipa Development Code – Chapter 11 of Division 7: Regulation of Hillside and/or Ridgeline Developments.
Water Availability and Costs	A Conceptual Sewer and Water Master Plan have been developed by the local water service provider, the Yucaipa Valley Water District.

PLANNING OBJECTIVES

The first challenge for the SPAC was to develop a set of Planning Objectives that would give the Project Team direction. The SPAC members participated in workshops, presentations, and discussions to devise the Planning Objectives. Throughout the Committee's deliberations, SPAC members reviewed and reaffirmed the following planning objectives:

PLANNING OBJECTIVE 1

Maintain the impression of Yucaipa as a quality rural community.

- Vision: Recognize and retain the rural character of Yucaipa through preservation of existing scenic views, hilltop ridgelines, and natural habitat. Carefully plan architecture and site design to reflect the scale and design of rural towns reflected in the Design Guidelines.

- Complement existing neighborhoods, incorporate landscaped open spaces in public and private spaces, streets and street improvements, parking areas, and other areas of new development.

- Retain sufficient open space to balance and buffer any new development.

- Comply with Chapter 11 of Division 7: Hillside and/or Ridgeline Developments, as directed by the City Council, to ensure protection of significant hillsides, ridgelines, and scenic views that greatly contribute to the image of the community especially as viewed from Interstate 10 and other key roadways.

- Provide local multi-modal trails and connect to surrounding multi-modal trails that accommodate pedestrian, bicycle, and horseback riding for the residents of the Specific Plan area as well as residents of the City.

- Ensure compatible land uses that do not negatively impact the existing noise level, aesthetics, financial value, traffic level, light, and glare levels of the surrounding community.

- Adhere to the architectural and urban design styles approved in SPAC meetings and included in the Design Guidelines for the Specific Plan area.

PLANNING OBJECTIVE 2

Ensure that resultant development meets the needs of City residents and brings in tax revenue.

- Vision: Provide a range of housing styles, size, density, and price levels that reflect the growing demand for housing in San Bernardino County. Minimize sales tax leakage to surrounding cities by providing businesses and services that satisfy the needs of City residents. Encourage the development of businesses that benefit from the freeway frontage, proximity and visibility. Expand employment opportunities in Yucaipa by providing retail, entertainment, and business centers.

- Recover tax revenue leaking to other cities to fund public services offered to residents of the City of Yucaipa.

- Enhance the employment and entertainment value of Yucaipa by providing space for businesses that meet local neighborhood and regional needs.

- Ensure an appropriate balance of residential, commercial, office, and institutional land uses.

PLANNING OBJECTIVE 3

Provide for appropriate land use intensity and density that leads to economically viable development opportunities for the affected property owners.

- Vision: Assure economic viability of development to property owners of the project site by reducing barriers to development.

- Commercial centers will attract retail, office, and service businesses were identified as needed by the market study, and they will benefit from proximity to the Interstate 10 Freeway and the growing population of the local area.

- Provide a mix of uses including residential, commercial, and office that will provide flexibility to changes in the market.

- The Specific Plan utilizes pictures and renderings to capture the intent of the Specific Plan. However, actual implementation of the Specific Plan is not expected to result in exact replicas of the images included in the Plan.

3.3 PUBLIC BENEFITS

ECONOMIC BENEFITS

- The commercial and business park development allowed by the Specific Plan offers a timely opportunity to attract commercial and neighborhood-serving amenities currently deficient in the community.

- The commercial and business park development provides an opportunity to capture sales tax revenue that could be used to improve public services and facilities for the City of Yucaipa.

- Commercial and business park development within the Plan area will take advantage of the area's proximity to Interstate 10.

- Job creation for local residents and business will be the result of development within the Plan area.

CIRCULATION BENEFITS

- A new vehicular circulation system south of Interstate 10 shall provide a physical connection between Live Oak Canyon Road and County Line Road. This vehicular connection shall be aligned relatively circuitously such that high speed cut-through traffic is strongly discouraged yet convenient access for residents is accommodated.

- The development of a multi-modal trail system will expand the existing trail network and expand outdoor recreational areas within the City. Enhanced bicycle, pedestrian, and equestrian trail networks further augment connectivity within and between the Specific Plan neighborhoods.

- Well designed streets that incorporate traffic calming measures such as narrower pavement widths, medians, and tree canopies extending over streets, will improve safety and the quality of the experience of moving through the neighborhoods within the Specific Plan area.

COMMUNITY IDENTITY BENEFITS

Development built according to the accompanying Design Guidelines will encourage design that reflects the rural character and scale of Yucaipa and avoid mundane and cookie-cutter design common along the Interstate 10 corridor.

Since the Specific Plan includes a diverse range of compatible land uses within proximity to each other, and this development will serve as a standard of excellence for new developments in the City of Yucaipa.

By locating residential areas such that they preserve the view of Yucaipa's signature ridgelines, the development will increase the existing stock of housing while minimizing the impacts to scenic views and retaining the important community character.

A range of styles, density, and size of housing options will be available to residents of a variety of income levels which will encourage diversity and strengthen the community.

INFRASTRUCTURE BENEFITS

Planned site drainage improvements include the construction of necessary storm water management and flood control facilities. Without these improvements the area would have continued to be subjected to current flooding and erosion problems. Stream bank preservation and revegetation of eroded slopes may be needed in certain areas.

Two new elementary schools may be provided within the Specific Plan neighborhoods south of Interstate 10.

3.4 LAND USE PLAN AND SITE PLAN CONCEPT

The City has undertaken a comprehensive approach to planning the land uses and public facilities for such a large area of land in order to ensure a cohesive, integrated relationship of future uses within an economically important, highly visible corridor through Yucaipa. Therefore, the Specific Plan provides detailed land use designations, design direction, and flexibility. As previously noted, in order to address the needs of the various stakeholders, the planning process was based on the set of three Planning Objectives adopted by the Specific Plan Advisory Committee (SPAC) on July 12, 2005:

- Maintain the impression of Yucaipa as a quality rural community;

- Ensure that resultant development meets the needs of City residents and brings in tax revenue; and

- Provide for appropriate land use intensity and density that leads to economically viable development opportunities for the affected property owners.

These Planning Objectives were supported by the following objectives for the Specific Plan:

- Design an integrated addition to the City of Yucaipa containing housing, employment opportunities, retail/commercial areas, parks, and other facilities essential to the daily lives of the residents;

- Expand the range of housing opportunities in the region to meet the needs of a variety of household types, sizes, and income levels;

- Ensure that the plan complies with the City Development Code related to hillside development;

- Provide an abundance and variety of interconnected open space, parks, and trails throughout the Specific Plan area;

- Design a safe and efficient circulation system that adequately supports the anticipated level of traffic in and around the Specific Plan area;

- Develop a financing and phasing plan that provides for the efficient and timely provision of infrastructure and services as development occurs;

- Comprehensively plan the Specific Plan area with consideration of other contiguous areas to ensure compatible and complementary development, circulation patterns, infrastructure, and services; and

- Comprehensively plan the Specific Plan area such that the important rural community character and sense of place as reinforced by significant views to open space and hillsides is retained.

The Land Use Plan envisions a variety of land uses that will allow a maximum of 2,447 homes on approximately 424.7 residential land use acres carefully laid out throughout the entire project area of approximately 1,242-acres Plan area. Housing implemented through this Specific Plan will range from densities of one dwelling unit per acre to 24 dwelling units per acre. These residential land use areas will be designed to meet the high-quality standards established in the Design Guidelines (Chapter 5) and to reflect rural architectural styles that complement the existing community. Additionally, the residential land use areas will help meet the growing housing needs of San Bernardino County and add value to the region. Residential development will be designed in a manner that maximizes the preservation of natural habitat and to meet the intent of the City of Yucaipa Hillside Development Standards and other relevant Development Codes. The housing will be a blend of detached single-family homes and clustered, attached units that share common areas. It is expected that the residential units will be priced at current market rates.

During the development of the Specific Plan, two areas were subject to a separate entitlement process. These areas include a 42-acre Regional Commercial center immediately north of Interstate 10 and a 60-acre Regional Commercial center immediately south of Interstate 10 at the intersection of the Live Oak Canyon Road/Oak Glen Road Interchange. The Specific Plan land use designations are consistent with these proposed centers and the application of the design standards will be determined by the Yucaipa City Council at the appropriate time. All other areas are subject to the Specific Plan Design Standards.

METHODOLOGY

The process of developing the plan started with three assumptions:

1. Collaborate with the community and key stakeholders to identify the most desired and most appropriate land uses, their intensity and density, for consideration by City policymakers.

2. Recognize the importance and intent of three critical elements of the Yucaipa Development Code:
   a. Riparian Plant Conservation
   b. Oak Tree Conservation
   c. Regulation of Hillside and/or Ridgeline Developments

3. Allow the natural characteristics of the site topography, vegetation, and hydrology to guide us to the most sensitive and appropriate development scenarios.

To assist the SPAC in understanding the development potential of particular site areas, they were presented diagrams that mapped opportunity areas characterized by the following levels of intensity:

- Level One: Developable land after respecting the Hillside Development Standards as comprehensively as possible;
- Level Two: Includes areas in Level One but adds additional areas that consider connections that unify the project development areas, economic viability of the project, and maintenance of rural community character; and
- Level Three: Includes areas in Level Two plus additional areas deemed developable with a moderate assertive approach to site grading and development.

As a result of the SPAC analysis, three different plans (Plans A, B, and C) were devised from the initial development potential analysis diagrams to illustrate different levels of density and intensity for developing uses:

- Plan A complied fully with the Hillside Development Standards;
- Plan B met the intent of the Hillside Development Standards while preserving slightly less open space in some areas to accommodate slightly higher density and units; and
- Plan C further increased the density while increasing even more land designated for development.

The Planning Commission and the City Council reviewed the scenarios developed by the SPAC and generated a fourth alternative that combined elements from all three scenarios. The result was a Land Use Plan that reflected the desires of the community and property owners balanced by the long term policy needs of the City.

At a public hearing on March 8, 2008, after considerable review and the preparation of a draft Environmental Impact Repot, the City Council decided to revise the Preferred Alternative by establishing a higher density land use district. The R-24 District was developed to provide high density zoning that could accommodate a portion of the City's "fair share" housing allocation for its Housing Element update. With the implementation of the R-24 District, up to 1,220 additional dwelling units could be developed, and a revised Environmental Impact Report was prepared to evaluate the potential environmental effect of the revised land use plan.

LAND USE PLAN

In the Council-approved plan, approximately 45 percent (549.0-acres) of the site is dedicated to open space that will be preserved to retain key scenic views and for habitat preservation. Twenty-two percent (242.5-acres) will be developed to accommodate non-residential uses. These areas will contain commercial uses, office uses, and public facilities that provide amenities and services for future residents and adjacent neighborhoods. New commercial and business centers implemented by the Specific Plan will increase employment and recreational opportunity for the local community and reduce the need to travel to adjacent cities to shop at retail stores. The City's General Plan identifies business and office uses as "desirable and beneficial and should be encouraged to provide a widened employment base and services for businesses and residents."[2]

The Land Use Plan also provides internal roadway and circulation improvements. These improvements will allow efficient daily and emergency vehicular access as well as provide for a multi-model (pedestrian, bicycle, and equestrian) access to all areas within the Specific Plan area. Roadway design will incorporate traffic calming measures that improve comfort and safety. Other circulation projects outside the scope of the Plan include the reconfiguration of the Live Oak Canyon Road/Oak Glen Road interchange, the long-range plan for a new interchange at Wildwood Canyon Road, and the expansion of capacity at the County Line Road interchange.

[2] General Plan, p. III-4.

LAND USE TYPES

The Freeway Corridor Specific Plan provides a variety of land uses that aim to satisfy the regional and local demand for residential and commercial areas while preserving and complementing the rural character of Yucaipa.

The Land Use Plan, as shown on Figure 3-1, includes the following land use designations:

Residential (R-1): 1 dwelling unit (du)/acre
Land Use Intent: to provide sites for rural residential uses, incidental agricultural uses, and similar and compatible uses.

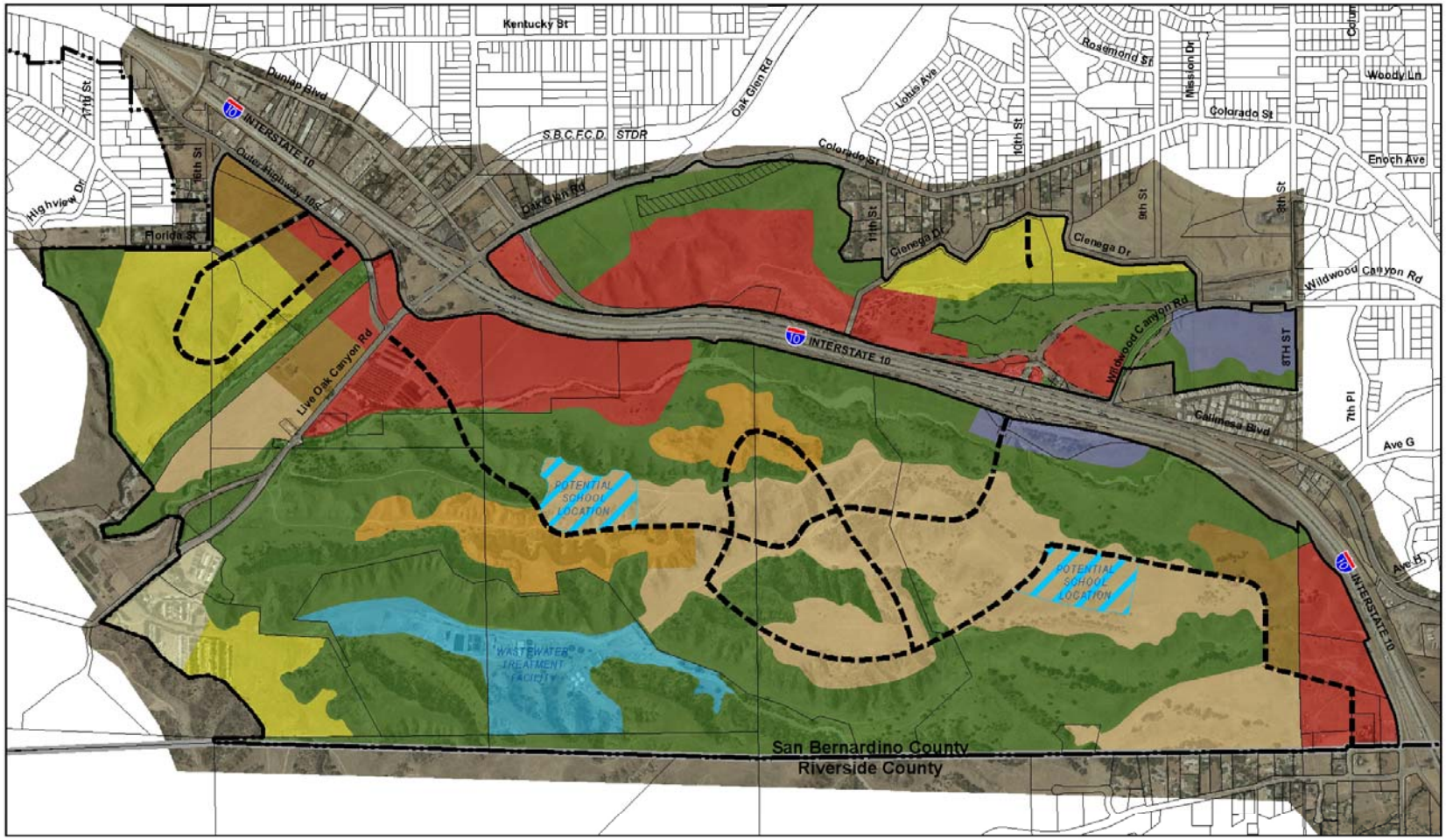
Residential (R-2): 2 du/acre
Land Use Intent: to provide sites for detached single-family residential uses.

Residential (R-4): 4 du/acre
Land Use Intent: to provide sites for detached single-family residential uses.

Residential (R-8): 8 du/ acre
Land Use Intent: to provide sites for attached or detached multiple-family residential uses, single-family residential uses, cluster residential uses, mixed residential uses, and similar and compatible non-residential uses and activities.

Residential (R-24): 24 du/ acre
Land Use Intent: to provide sites for multiple-family residential uses such as apartments, condominiums, townhomes, mixed residential uses, and similar and compatible non-residential uses and activities.

Regional Commercial (RC)
Land Use Intent: to provide sites for stores, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. Although these uses often consist of franchised chain stores that often use cookie-cutter standard designs, adherence to the Design Guidelines included in Chapter 5 of this Specific Plan will ensure that even these chain stores will incorporate modified designs that match and enhance the rural charm and vision of Yucaipa.



LEGEND

Land Use

- R-1 Residential (1 du/ac)
- R-2 Residential (2 du/ac)
- R-4 Residential (4 du/ac)
- R-8 Residential (8 du/ac)
- R-24 Residential (24 du/ac)
- RC Regional Commercial
- BP Business Park
- PF Public Facilities
- Potential School
- OS Open Space

Circulation

- Proposed Road/Interchange
- Collector Street

Physical Constraints

- Alquist Priolo Earthquake Zone

Base Map Features

- Specific Plan Area
- City Boundary
- County Boundary
- Property Lines

Updated: June 24, 2008.
Source: City of Yucaipa and Hogle Ireland, Inc., 2008.

NORTH 0 500 1,000 1,500 2,000 Feet

Figure 3-1

Land Use and Circulation Plan

Yucaipa Freeway Corridor Specific Plan

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Business Park (BP)
Land Use Intent: to provide sites for light industrial and office uses, including as light manufacturing, wholesale/warehouse services, contract/construction services, transportation services, agriculture support services, incidental services, transportation services, and similar and compatible uses.

Public Facilities (PF)
Land Use Intent: to provide sites for public and quasi-public uses and facilities and similar and compatible uses (for example: schools, electrical substations or wastewater treatment facilities).

Open Space (OS)
Land Use Intent: to provide sites for protection of natural features, vegetation, hillsides, ridgelines, and views, and to provide buffering of incompatible land uses.

Some of the factors used in determining the land use designations and locations include, but are not limited to, buffering the proposed residential areas from the noise and bustle of the Interstate 10, complementing the proposed land uses with the existing land use designations of the surrounding areas, and preserving as much open space as required by the City's Hillside Development Standards and is appropriate. Commercial uses were allocated to take advantage of the visibility from the freeway and to attract both local and regional customers. Also, the proximity to major roads and the freeway and providing adequate road capacity for customers was considered as a way to reduce negative traffic impacts to surrounding neighborhoods.

CREATING NEIGHBORHOODS

The Freeway Corridor Specific Plan area is divided by the Interstate 10 Freeway and Live Oak Canyon Road. The result is the opportunity to create three distinct neighborhoods within the Plan area. They are:

- Neighborhood 1: The area north of the freeway;
- Neighborhood 2: The area to the south of the freeway and west of Live Oak Canyon Road; and
- Neighborhood 3: The area south of the freeway and east of Live Oak Canyon Road and stretching to the County Line Road interchange at the southeastern edge of the Plan area.

Table 3-2 provides a breakdown of the land uses in each neighborhood.

TABLE 3-2 LAND USE DISTRIBUTION BY NEIGHBORHOOD

Land Use	Non-Residential Acres	Residential Acres	Dwelling Units	Open Space Acres Provided	Required Open Space	Total District Acreage
NEIGHBORHOOD 1						
RC Regional Commercial	71.6					
BP Business Park	14.7					
R-1 Residential 1 du/ac						
R-2 Residential 2 du/ac		23.7	48			
R-4 Residential 4 du/ac						
R-8 Residential 8 du/ac						
R-24 Residential 24 du/ac						
OS Open Space				79.5	79.5	
Subtotal Neighborhood 1	**86.3**	**23.7**	**48**	**79.5**	**79.5**	**189.5**
NEIGHBORHOOD 2						
RC Regional Commercial	11.3					
BP Business Park						
R-1 Residential 1 du/ac						
R-2 Residential 2 du/ac		58.4	117			
R-4 Residential 4 du/ac		16.4	66			
R-8 Residential 8 du/ac						
R-24 Residential 24 du/ac		25.0	600			
OS Open Space				33.0	33.0	
Subtotal Neighborhood 2	**11.3**	**99.8**	**783**	**33.0**	**33.0**	**144.1**
NEIGHBORHOOD 3						
RC Regional Commercial	89.1					
BP Business Park	11.0					
R-1 Residential 1 du/ac		15.7	16			
R-2 Residential 2 du/ac		21.9	44			

Land Use	Non-Residential Acres	Residential Acres	Dwelling Units	Open Space Acres Provided	Required Open Space	Total District Acreage
R-4 Residential 4 du/ac		198.7	795			
R-8 Residential 8 du/ac		49.9	399			
R-24 Residential 24 du/ac		15.0	360			
PF Public Facilities	48.0					
OS Open Space (See Note 1)			2	436.5	436.5	
Subtotal Neighborhood 3	**144.9**	**301.2**	**1,616**	**436.5**	**436.5**	**882.6**

TOTAL AREA						
RC Regional Commercial	172.0					
BP Business Park	25.7					
R-1 Residential 1 du/ac		15.7	16			
R-2 Residential 2 du/ac		104.0	209			
R-4 Residential 4 du/ac		215.1	861			
R-8 Residential 8 du/ac		49.9	399			
R-24 Residential 24 du/ac		40.0	960			
PF Public Facilities	44.8					
OS Open Space (See Note 1)			2	549.0	549.0	
TOTAL AREA	**242.5**	**424.7**	**2,447**	**549.0**	**549.0**	**1,216.2**
Neighborhood 1 R.O.W. Acres						12.4
Neighborhood 2 R.O.W. Acres						2.5
Neighborhood 3 R.O.W. Acres						10.4
GRAND TOTAL Specific Plan Area (acres)						**1,241.5**

Note 1: *One dwelling unit per parcel (a total of two (2) dwelling units) could be established on two parcels which are isolated due to topography and/or proximity to the county line. These two parcels have a total of 8.0 acres of developable area and 9.8 acres of required open space. However, they are presently designated Opens Space in their entirety.*

Neighborhood 1: Area to the north of the freeway

The design intent of this area is to buffer the Commercial land uses from important viewshed from Oak Glen Road southbound and the existing adjacent residential areas to the north of the Plan area by retaining the hillside along Oak Glen Road. This significant

hillside will act as a scenic buffer, retain the rural charm of the area, and create an appropriate gateway into the community. The area will contain commercial uses and office spaces that are oriented toward Interstate 10 and serve the local residents as well as regional customers. An extension of the existing neighborhood along Colorado Street will contain forty-eight (48) single family, detached homes. The residential uses have been proposed to match the density and style of the existing neighborhood and provide an effective transition of uses. This residential area will be separated from the Commercial areas by an open space buffer. These high-quality market-rate homes will enhance the adjacent neighborhood image. A Business Park land use is proposed to the east and is served by access off of Wildwood Canyon Road.

Neighborhood 2: Area to the west of Live Oak Canyon Road

The vision for the area to the west of Live Oak Canyon Road will include a mix of low density residential, such as single-family homes and higher density residential, such as multiple-family apartments or condominiums, along with open space, and regional commercial land uses. Approximately 783 homes are proposed for this area. The intent of this area is to provide a range of land uses that respond to the changing Southern Californian real estate market. The existing drainage channel will be protected and function as a scenic amenity to residents and employees in the area. The drainage channel will also buffer commercial buildings from residential uses. Multiple-family uses buffer the single-family residential areas from Interstate 10 and Commercial uses are located adjacent to similar uses across Live Oak Canyon Road. The high elevation areas of the residential areas preserve significant hillsides that can be seen from numerous locations in the City.

Neighborhood 3: Area to the south of the freeway and east of Live Oak Canyon Road

The intent of the area to the east of Live Oak Canyon Road and south of the freeway is to take advantage of the visibility from the freeway by allocating regional commercial land use designations to developable land closest to the freeway interchanges. Therefore, the area immediately south of the future Wildwood Canyon Road freeway interchange and additional areas just southeast of the Live Oak Canyon Road/Oak Glen Road interchange will contain commercial land uses.

The area south of the freeway and east of Live Oak Canyon Road may also contain additional Regional Commercial land use areas that caters specifically to needs of local residents and their visitors. These centers may accommodate neighborhood-serving

uses such as drycleaners, boutique shops, repair shops, pharmacy, and small restaurants. At the proposed future interchange at Wildwood Canyon Road, Business Park uses are proposed to take advantage of excellent visibility and access.

The residential areas are carefully interspersed with a connected open space system that preserves significant hillsides within the interior of this section of the Plan area.

3.5 CIRCULATION PLAN

Streets in rural towns are often characterized by narrow widths, lack of curbs and gutters, native vegetation, and rustic style signage. Similarly, the size and allocation of circulation routes will influence the rural atmosphere of the Specific Plan area. In conformance with the planning objectives, the road network system will include meandering roads that curve along the existing topography. Aside from functioning to meet daily road capacity and emergency access for future residents, the road network will enhance the experience of traveling through the Specific Plan area by providing access to view corridors and accommodating efficient movement throughout the community.

The internal circulation system of the Specific Plan consists of a hierarchy of roads, pathways, and trails to accommodate vehicles, bicycles and other non-vehicular traffic, as well as pedestrians and equestrian circulation. The circulation system has been designed to enhance visual and physical connectivity between neighborhoods, open space, schools, and parks. The Specific Plan implements the following circulation goals:

- Provide new roadway and trail connections to adequately serve the vehicular and emergency access needs throughout the Freeway Corridor Specific Plan area.

- Locate circulation routes in a manner that requires minimal grading and preserves natural topography and scenic views and parallels the natural drainage system, wherever possible.

- Provide proper signage and improve visibility as needed to avoid traffic congestion and to minimize traffic accidents.

- Promote pedestrian and bicycling activities through trail connections, parkway separated sidewalks, and human-scaled development.

- Design routes and design access to minimize traffic impacts to surrounding neighborhoods.

- Design roads that comply with the Noise Standards of the Yucaipa General Plan.

Include traffic calming measures such as narrower pavement widths, medians, and tree canopies extending over streets, to increase safety, and reduced pavement widths to reduce vehicle speeds on low volume residential streets, and improving water quality by reducing runoff.

The project provides new collector and local streets within the Specific Plan area. Emphasis is placed on ensuring connectivity between various neighborhoods and uses and on creating a safe and efficient circulation system that expands transportation options. New streets must comply with the City of Yucaipa's roadway standards (Table 3-3) established in the City's General Plan to ensure safety and comfort to vehicular, pedestrian, and equestrian traffic, where applicable.

TABLE 3-3 YUCAIPA STREET STANDARDS

Roadway Designation	Number of Lanes	Right-of-Way Width	Curb-to-Curb Width
Collector Street	2-3	66'	44'
Local Street	2	60'	36' or 24' with no parking allowed on either side of street1
Cul-De-Sac Street	2	60'	36'

Source: City of Yucaipa General Plan

City of Yucaipa General Plan establishes a Level of Service (LOS) C as the desired threshold for all roads. According to the Highway Capacity Manual 2000, published by the Transportation Research Board of the National Research Council, a LOS C refers to a driving experience with occasional backups behind turning vehicles and a moderate restriction in driving. A minimum standard of LOS C is considered superior considering

the state allows an LOS E, or double the waiting/stopping time at signalized and stop-controlled intersections compared to those of LOS C.

MULTI-MODAL TRAILS

All new collector streets within the Specific Plan area will accommodate vehicle access and pedestrians, bikes, and equestrian access on at least one side of the road. Street width shall be approximately 44-feet wide including two travel lanes, two parking lanes, and with bioswales on one or both sides and a multi-modal trail on one side. Width and size of multi-modal recreational trails proposed in the Specific Plan shall comply with the standards established in the City of Yucaipa Multi-Use Recreational Trail Standard Guidelines.

ENTRY GATES, ACCESS LOCATION, EMERGENCY ACCESS

Neighborhood 1: Area north of the freeway

The commercial areas located north of the Interstate 10 Freeway will be serviced by the existing Calimesa Boulevard running parallel to the freeway. Residents living adjacent to the Colorado Street neighborhood and employees of the business park will use existing streets and improved existing dedicated rights-of-way.

Neighborhood 2: Area west of Live Oak Canyon Road

For the area located to the west of Live Oak Canyon Road, the entry point will be located off of Outer Highway 10S. This road will provide access to a new road leading to the residential neighborhood located south of the Multiple-Family district. It is important that Commercial access points be coordinated on both sides of Live Oak Canyon Road as the Commercial areas will generate significant traffic.

Neighborhood 3: Area south of freeway and east of Live Oak Canyon Road

Entry points to the area located to the south of the freeway and east of Live Oak Canyon Road will be located along Live Oak Canyon Road and through County Line Road located at the southeast corner of the Specific Plan area. A third entry point will be available from the Wildwood Canyon Road freeway interchange. The interchange project is anticipated to be completed within the next 10 to 20 years. These entry points will provide access to the school sites (if required) and residential homes.

EMERGENCY ACCESS

All developments will provide at least two entryway points, one of which may serve as emergency access only.

STREET IMPROVEMENTS

In anticipation of future population growth, the provisions of the City of Yucaipa General Plan include road widening and signalization at arterial streets surrounding the Specific Plan area. These road improvements aim to reduce traffic and facilitate efficient movement throughout Yucaipa. As mentioned in Section 2.12 Baseline Traffic Conditions, most arterial and collector roads surrounding the project site will be signalized and widened to accommodate one to two additional lanes. The General Plan also plans for two full freeway interchanges at Wildwood Canyon Road and Live Oak Canyon Road/Oak Glen Road.

The provisions of the Specific Plan include all new collector and local roads needed to adequately service proposed residential, commercial, office, and institutional developments. Once complete, all public roads will be dedicated to the City and maintained by the Public Works Department of the City of Yucaipa. Any local private streets contained within a project boundary will be maintained though funding from the Homeowners Association fees or by the owner of the given project.

TRAFFIC CALMING MEASURES

Traffic calming measures may be implemented to improve safety and the quality of the experience of moving through the neighborhoods within the Specific Plan area. The traffic calming measures are designed to provide a safe and pedestrian friendly environment. Traffic calming design elements may include narrower streets, round-abouts, intersection curb bump-outs, medians, shorter blocks, and tree canopies extending over streets. All these encourage lower vehicular speeds, improve safety, and increase the ability to foster a strong sense of community. In tandem with the traffic calming vehicular circulation system, enhanced bicycle and pedestrian trail networks further augment connectivity within and between the Specific Plan neighborhoods. The roadway connection from Live Oak Canyon Road through Neighborhood 3 to County Line Road shall be circuitously routed to accommodate efficient access yet also discourage any high speed cut-through traffic.

Traffic generated by the proposed elementary schools will be controlled on one collector road to minimize increased traffic on surrounding neighborhoods. Traffic calming facilities and proper signage with designated drop-off/pick-up areas and

restricted parking will also improve traffic flow while securing safety for school children and the community.

INTERSTATE 10 FREEWAY INTERCHANGE IMPROVEMENTS

The City, working with Caltrans, is currently modernizing the Oak Glen Road/Live Oak Canyon Road interchange with a complete rebuild. The funding for the project has come from three sources:

- City development impact fees;
- A Traffic Congestion Relief Program (TCRP) grant from the State Government; and
- Measure I ½ cent sales tax revenue from San Bernardino Association of Governments (SANBAG).

The proposed interchange at Wildwood Canyon Road would be funded by a combination of Caltrans state funding, City of Yucaipa development fees and Measure I sales tax revenue.

SCENIC HIGHWAY

The City's General Plan defines Live Oak Canyon Road located south of the freeway as a scenic highway. Oak Glen Road and Wildwood Canyon Road located within the project boundary are also designated as scenic highways.[3]

LIVE OAK CANYON ROAD

To the south of Outer Highway 10S, Live Oak Canyon Road will serve as a gateway to the City of Yucaipa as well as for the proposed commercial developments on either side of the road. Gateway monuments, street trees and signs will welcome drivers from Interstate 10. The road will accommodate heavy commercial traffic towards the freeway and some lower density residential uses towards the southwest City boundary.

OAK GLEN ROAD

Per the General Plan, the expanded 20-foot parkway will include ground cover, shrubs, trees, and signage to display a rustic theme while serving as the gateway to the apple orchards in Oak Glen.

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[3] Transportation Element, City of Yucaipa General Plan p.VII-6

WILDWOOD CANYON ROAD

Wildwood Canyon Road located within the Specific Plan area is designated to match the streetscape of the road segment to the east of Fremont Street, which is lined with rows of native oak and sycamore trees.

NON-MOTORIZED CONNECTIONS

To reduce dependency on automobiles and to increase opportunities for walking, hiking, biking, and equestrian activities, the project will propose the following improvements to non-motorized connections:

- Provide adequate and safe connections across the Interstate 10 Freeway, and
- Connect trails to the San Timoteo Canyon regional bicycle trail , where possible.

3.6 GRADING CONCEPTS

The Land Use Plan for the Freeway Corridor Specific Plan area is the result of respecting the natural features of the site while providing for suitable development opportunities. As such, the grading concept emphasizes the need to respect the natural topography as much as possible, especially in key areas visible from off-site, while accommodating development areas and roadways. With the exception of a water treatment facility and a few single family dwellings, the vast majority of the existing site consists of agricultural fields and livestock grazing pastures. Transforming this land into residential, office, commercial, and institutional uses will require grading that is sensitive to the natural assets and visual quality of the site.

The Grading Plan is based on the following main principles:

- Preserve land designated as Open Space in the Land Use Plan. This open space includes the major significant ridgelines within the Plan area.

- Satisfy the requirements of the Regulation of Hillside and/or Ridgeline Developments (Section 87, Chapter 11 et. al. of the City of Yucaipa Development Code). This includes appropriate site grading techniques for building pads and roadways.

- Situate the finished elevation of building pads such that they complement the character of the existing adjacent natural topography.

- Locate structures associated with the commercial development north of Interstate 10 at finished floor elevations such that views to the south from new and existing residential areas to the north are not significantly blocked by these structures.

- New roads should be designed to follow the existing topography to minimize grading to the extent possible while still meeting the City's design guidelines.

- Acquire grading permits on all areas as required by Section 15.12.060 of the City's Development Code. [4]

- Acquire grading permits on all areas as required by Section 15.12.060 of the City's Development Code. [5]

- Contour grade all new roads to minimize grading to the extent possible.

- Perform grading techniques consistent with the recommendations included in the required geotechnical reports, City of Yucaipa Grading Manual, and required grading permits.

The Specific Plan area is characterized by numerous pockets of relatively flat land located on plateaus and in valleys running east-west surrounded by undulating and often steep hillsides. The elevation change over the entire Plan area is approximately 450 feet. The highest point of the Plan area is 2,375 feet; and it is located at the southeastern corner of the Plan area. The lowest point is at 1,925 feet at Live Oak Canyon at the western edge of the Plan area.

As shown in Figure 3-2, Slope Map, approximately 45.1 percent of the Specific Plan area has slopes of zero to ten percent (relatively flat) and approximately 23.3 percent of the

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[4] City of Yucaipa Municipal Code, Chapter 15.12 Grading and Excavation Code, < http://qcode.us/codes/yucaipa/> (15 June 2006).

[5] City of Yucaipa Municipal Code, Chapter 15.12 Grading and Excavation Code, < http://qcode.us/codes/yucaipa/> (15 June 2006).

site has slopes over 41 percent (rugged mountain). Per Section 87.2210 of the City's Development Code, slope of zero to five percent are essentially flat, and developable without any grading. Slope of six to ten percent may involve minimal grading for site layout and local roads. However, development of slope of 11 percent and above is subject to the Hillside Development Review, and slopes between 11 to 15 percent will require parallel contouring on roads. Grading required to achieve a ratio of 2 to 1 ratio (height over distance) will increase with slope, and at slopes above 41 percent, development will require filling valleys and cutting hilltops as well. For more information regarding the Hillside Development Standards see Section 3.10: Hillside and Open Space Preservation.

Even though the Code generally prohibits development on slopes of 41 percent or greater, the criteria are meant primarily to concentrate or intensify development on less environmentally sensitive terrain, but not prohibit development or reduce permitted density.[6]

Ridgeline preservation takes views from a minimum of three selected vantage points showing precise depiction of the potential visual impacts. The requirements may prevent building of structures within a 150 foot distance from centerline of prominent ridgelines or require preservation of 50 percent of existing view to prominent ridgelines. Enforcement is based on the significance of individual projects at the discretion of the Planning Commission.

As stated in Section 15.12et. al. Grading and Excavation Code of the City of Yucaipa, prior to grading, the developer must obtain a grading permit for grading, paving, clearing, brushing, grubbing natural or existing grade prior to permit issuance as required by the City's Grading Code, and for adherence to the City of Yucaipa Grading Manual. This is to address any drainage and geologic impact to proposed developments and surrounding neighbors. All grading that requires a permit will be inspected by a city official.

[6] An "average slope" is defined by the formula, (I x L x 0.0023)/A, where
I = contour interval, L = contour length, 0.0023 = constant to convert square feet to acres and slope to percent, and A = Acres in site.

LEGEND

Base Map Features

- Specific Plan Area
- City Boundary
- County Boundary
- Property Lines

Slopes (Percent)

- 0-10 Percent
- 10.1 to 20 Percent
- 20.1 to 30 Percent
- 30.1 to 40 Percent
- 40.1 to 50 Percent

Updated: June 24, 2008.
Source: USGS Digital Elevation Models, 2006.

NORTH 0 500 1.000 1.500 2.000 Feet

Figure 3-2
Slopes Map

Yucaipa Freeway Corridor Specific Plan

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City of Yucaipa Development Code Section 87.1165 and the City of Yucaipa Grading Manual require basic grading standards such as the following:

- Finished slopes shall not be greater than 2 horizontal to 1 vertical, and except as approved by soil engineering and engineering geology report and per the requirements of the Grading Manual.
- Structures shall be placed as far away from slopes as practicable to prevent structural damage due to water runoff, erosion, or slope instability.
- A minimum of 90 percent of maximum density is required on all fills per the Uniform Building Code Standard No. 70-1 or equivalent, and approved by the City Official.
- Phase grading to allow revegetation of slopes and to prevent soil erosion.
- Limit grading to areas designated for building, resurface, and landscape.
- Provide subsurface drainage at cut and fill slopes to ensure stability and prevent groundwater seepage.
- Allow two percent slopes from structures to drainage facilities and four percent at earth swales.
- At driveways, abide by minimum grade requirements established in Subarticle 12.6 of the Grading Manual.

3.7 DRAINAGE SYSTEM

Similar to the land use and grading sections, the natural topography influences the drainage concept. The objective is to use the existing east-west slope to allow the drainage system to rely on gravity instead of drainage pumps to convey stormwater throughout the site.

As a previously undeveloped site, the area generally lacks improved drainage facilities, and the proposed development shall be required to not increase stormwater generation significantly to the greatest extent practicable. The proposed drainage system will not only serve proposed developments, but resolve existing drainage problems.

STORM DRAIN IMPROVEMENTS

The intent of providing drainage improvements is to accommodate projected storm drain needs and to address existing drainage issues without compromising the rural atmosphere of the project area. Storm drainage improvements include improvements to existing channels or provision of new drainage channel, detention basins, and drainage easement along public or private roadways and where needed in open space areas within the Plan area.

YUCAIPA MASTER PLAN FOR DRAINAGE

The City prepared a Master Plan for Drainage in 1993 and identifies the conceptual solution for mitigating the flood risk areas associated with the major drainageways of Yucaipa Creek, Wilson Creek, Oak Glen Wash, Gateway Wash, Chicken Springs Wash, and Wildwood Creek as the affect the entire City of Yucaipa, including the Plan area. These conceptual requirements depict the structural channel requirements and right-of-way requirements, without specifically depicting the alignment of the channel itself. The definition of these final alignments will be determined on the basis of more detailed investigations required during the engineering phases of the project. The channel configurations were in part determined by the eroded conditions of the channel segments and the erosive potential exhibited by the soils. Two options were considered in the Master Plan, one of which assumed concrete lining of all channels sections. The second option assumed a channel system of riprap side slopes and bottom sections combined with velocity retarding structures at 500 foot intervals. This section option also presumes the construction of regional storm water detention facilities on Wilson Creek and Wildwood Creek upstream of the Specific Plan Project Area.

WILSON CREEK

Wilson Creek is one of the two major tributaries conveying water within the City of Yucaipa. Its lower reaches, from 13th Street to the easterly limits of the City is anticipated to be modified to a trapezoidal earthen channel section with riprap channel banks ranging between 1.5:1 to 2.5:1 side slopes. The length of this improvement is approximately 5,315 feet. In an effort to minimize erosion, three drop structures are proposed to allow the channel to be constructed at a moderate slope of one (1) percent. Grade control dams will be located at 500 feet intervals for velocity an erosion control. Required rights of way for this reach of the channel will be approximately 120 feet. Two storm water detention basins are also proposed in the Wilson Creek watershed upstream of the Plan area. One, with a storage capacity of 103 acre-feet, is proposed

upstream near the eat side of Second Street. The second, with a capacity of 231 acre feet, is proposed on the Oak Glen Wash tributary on the east side of Second Street, as a means of controlling peak runoff rates downstream at the confluence Live Oak Creek.

WILDWOOD CREEK

Wildwood Creek is the second major drainageway crossing the Plan Area. Some 12,000 feet of Wildwood Creek are within the Plan Area. It is also anticipated to be constructed as riprap lined channel section with 2.5:1 side slopes and will require grade control structures at 500 foot intervals as a method of velocity control. A channel slope of one (1) percent is anticipated, requiring construction of several drop structures along this reach. Right of way requirements ranging between 80 feet and 100 feet will be necessary. One storm water detention basin is proposed east of Holmes Street with a capacity of 71-acre feet of storage.

YUCAIPA CREEK

One a small reach of Yucaipa Creek is within the project area. Approximately 1,000 feet of channel are proposed as a riprap lined section similar to Wildwood Creek. A right of way of 85 feet is anticipated to be necessary.

RECOMMENDED IMPROVEMENTS

A drainage study was prepared to analyze the proposed Specific Plan project development with the anticipated improvements recommended in the Master Plan for Drainage. Based on the comparison of the overall impervious characteristics proposed by the Specific Plan project versus those anticipated in the planning of the Master Plan for Drainage, the project can be constructed without adversely impacting the recommendations made in the 1993 Master Plan for Drainage. The recommended Improvements to the major drainageways can be summarized in Table 3-4.

TABLE 3-4 RECOMMENDED DRAINAGE IMPROVEMENTS

Waterway	From	To	Bottom Width (ft)	Depth (ft)	Capacity (CFS) (b)	ROW (ft)
Yucaipa Creek (a)	9th Street	I-10 Freeway	24	11.5	2,510	102
Wildwood Creek (a)	Yucaipa Creek	Wilson Creek	32	16	6,757	132
Wildwood Creek (a)	I-10 Freeway	Yucaipa Creek	30	14-15	84,793-85,585	120-125
Wilson Creek (a)	13th Street	Dunlap Boulevard	38	19	12,164-12,576	115

Waterway	From	To	Bottom Width (ft)	Depth (ft)	Capacity (CFS) (b)	ROW (ft)
Wilson Creek (a)	Dunlap Boulevard	Wildwood Creek	40	20	12,582-12,626	160

Notes: (a) Assumes a slope of one (1) percent.
(b) Channel capacity based on depth equal to normal flow depth times 1.5 plus freeboard. Freeboard is 2.5 feet for mean channel velocities less than 35 feet per second and 3.5 feet for mean channel velocities greater than 35 feet per second.
Source: Drainage Study for the Yucaipa Freeway Corridor Specific Plan, TCB Inc., May 2007.

Under existing conditions the project area is flood prone and the recommendations made in the 1993 plan will need to be constructed in order for the project area to be developed. Because the project site is at the downstream end of the channel improvements proposed, it is not necessary to construct the improvements upstream. However, it will be necessary to construct the three storm water detention basins on Wilson Creek and Wildwood Creek as discussed above. These basins serve to attenuate peak runoff rates which result in the channel section proposed in the study. Consultation and approval with San Bernardino.

3.8 WATER AND SEWER SYSTEM

WATER

The City of Yucaipa relies on three sources for water services: Yucaipa Valley Water District (YVWD), South Mesa Mutual Water Company (SMMWC), and Western Heights Mutual Water Company (WHMWC). As of 2000, the City was consuming an average of 14,500 acre-feet of water per year. YWMD supplies around 65 percent of the City's water and SMMWC and WHMWC provide the remaining share. The YVWD operates and maintains over 180 miles of water mainlines, 22 pressure zones, 15 booster stations, 26 million gallons of water storage, and a limit of 14,500 connections.[7] The YVWD will be the service provider for the Yucaipa Freeway Corridor Specific Plan Area.

WATER SUPPLY AND SOURCES

Water supplied by the YVWD to City of Yucaipa comes from a mix of groundwater, recycled water, and the State Water Project. In dry years, the YVWD draws additional water from imported groundwater, and Mill Creek. The YVWD supplies 92 percent of potable water from groundwater extracted from 34 wells. Water is also supplied

[7] City of Yucaipa General Plan, July 2004, p. IX-4 to 5

through filtered surface water drawn from the Oak Glen Surface Water Filtration Facility.

The YVWD's existing system, along with the new Yucaipa Valley Regional Water Filtration Facility will provide water supply and service to the Yucaipa Freeway Corridor. The Regional Water Filtration Facility will generate an additional 36 million gallons of potable drinking water per day. The facility will provide microfiltration and nanofiltration methods to clean non-potable water received from the San Bernardino Valley Municipal Water District. In addition, the San Bernardino Valley Municipal Water District is expanding its East Branch Extension pipeline to increase water capacity in Yucaipa and adjacent areas by 10.3 mgd of water from State Water Project.[8] The construction for the first of two phases of the East Branch Extension began in 2001 as a collaborative effort among Department of Water Resources, San Bernardino Valley Municipal Water District (SBVMWD), and the San Gorgonio Pass Water Agency (SGPWA).[9] The East Branch Extension pipelines run east and north of the project site.

PROJECTED WATER DEMAND

The City began as a predominantly agricultural area, but it has been attracting a growing number of residents for the past several decades. Among the various types of water users in the YVWD between 1997 and 2000, single-family residences comprise 72 percent, followed by 15 percent for multi-family residences, 6 percent for construction and fire, 3 percent for commercial uses, 2 percent each for institutional and industrial, and less than 1 percent for irrigation.[10]

According to the Yucaipa Valley Water District website, each dwelling unit averages 810 gallons of water use per day. The proposed 2,447 dwelling units of the Plan area will require an estimate of 2,190 ac-ft/yr for residential use. Considering the above percentage breakdown of water uses, the total proposed development of the Plan area will require a total of 2,518 ac-ft/yr for all land uses. (This water demand projection is

[8] California Division of Engineering website, <http://wwwdoe.water.ca.gov/projects/ebx/> (20 Jun 2006).

[9] Yucaipa Valley Water District website, "District News and Events" October 3, 2001 <http://www.yvwd.dst.ca.us/districtnews.asp> (20 Jun 2006).

[10] Yucaipa Valley Water District, 2000 Urban Water Management Plan and Water Shortage Contingency Plan, Yucaipa Valley Water District, Figure 2-3, November 29, 2000, p.1-4.

an estimate and expected to change as detailed building layouts and project description is made available.)

TABLE 3-5 WATER DEMAND BY LAND USE

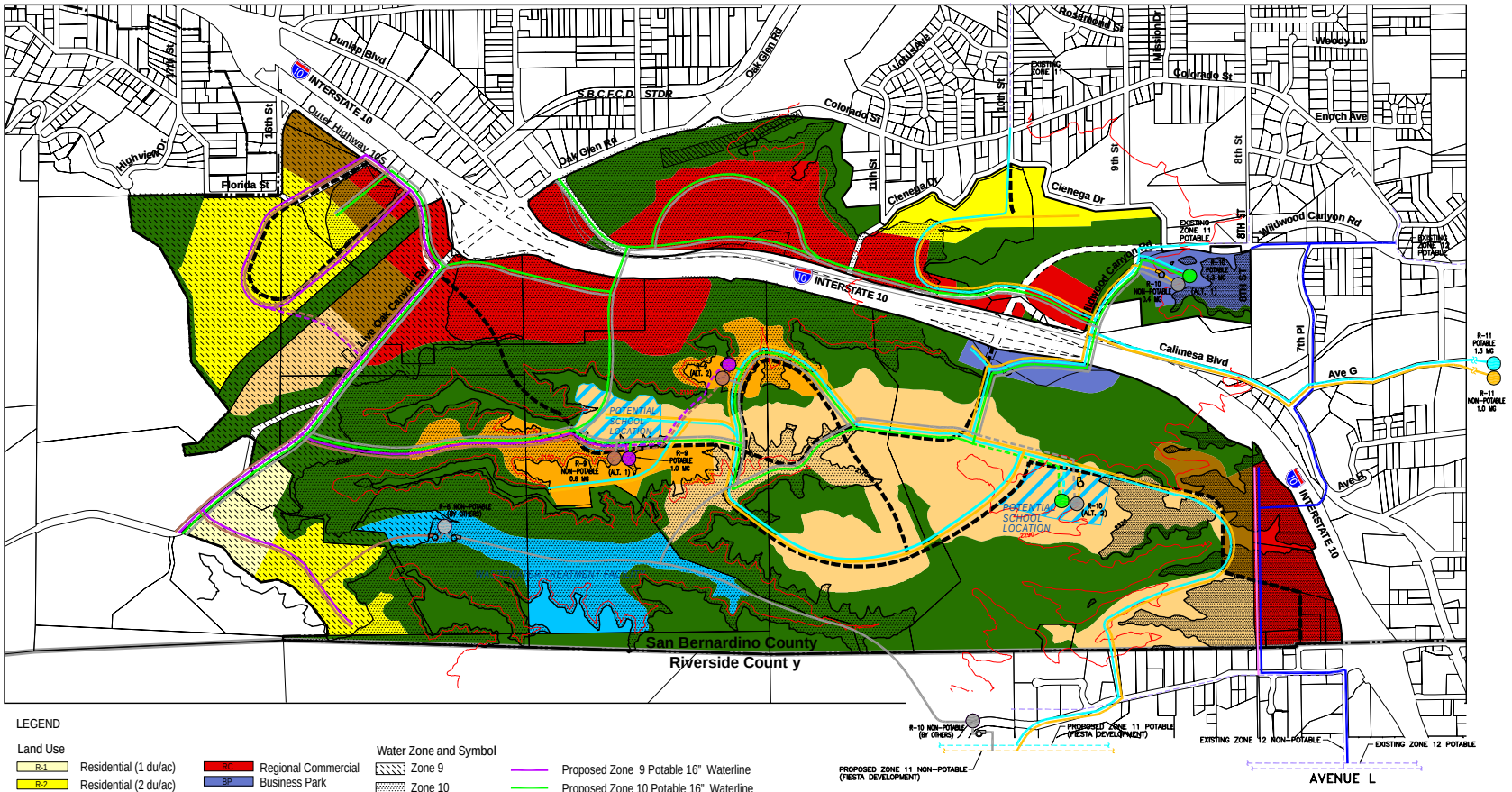
Land Use	Average Annual Total Water Demand Percentage	Estimated Water Use in Project Area (acre-feet/yr)
Single Family Residential	72 %	1,813
Multi-Family Residential	15 %	378
Construction and Fire	6 %	151
Commercial	3 %	76
Institutional	2 %	50
Industrial	2 %	50
Irrigation	Less than 1 %	Less than 1
Total		**2,518**

Source: Yucaipa Valley Water District, 2000 Urban Water Management Plan and Water Shortage Contingency Plan, Yucaipa Valley Water District, Figure 23, November 29, 2000.

The YVWD completed an in-depth analysis of the long-term water system needs for the Yucaipa Freeway Corridor Specific Plan Area. Dual systems from other water districts that had residential and commercial parcels irrigated with non-potable water were analyzed. Analyses showed that potable demand is significantly reduced if recycled water is used for irrigation and landscaping purposes, particularly for residential land uses. Sizing for the potable water system assumes that reclaimed water will be used for non-potable purposes.

The YVWD identified four potable and non-potable water pressure zones that are required to serve the Yucaipa Freeway Corridor: the 12 Zone, 11 Zone, 10 Zone, and 9 Zone, See Figure 3-3, Backbone Water Plan. Out of the four zones, the 12 Zone has the highest pad elevation and 9 Zone has the lowest. The following presents the highest and lowest permissible pad elevations within the four potable and non-potable water pressure zones and pad service elevations.

- 12 Zone (HWL = 2,600') Highest Pad = 2,455' Lowest Pad = 2,311'
- 11 Zone (HWL = 2,463') Highest Pad = 2,320' Lowest Pad = 2,174'
- 10 Zone (HWL = 2,320') Highest Pad = 2,174' Lowest Pad = 2,031'
- 9 Zone (HWL + 2,180') Highest Pad = 2,034' Lowest Pad = 1,891'



LEGEND

Land Use

- R-1 Residential (1 du/ac)
- R-2 Residential (2 du/ac)
- R-4 Residential (4 du/ac)
- R-8 Residential (8 du/ac)
- R-24 Residential (24 du/ac)
- RC Regional Commercial
- BP Business Park
- PF Public Facilities
- Potential School
- OS Open Space

Water Zone and Symbol

- Zone 9
- Zone 10
- Zone 11
- Zone 12
- Typical Tank
- Typical Booster Pumping Plant
- Existing Waterline
- Proposed Zone 9 Potable 16" Waterline
- Proposed Zone 10 Potable 16" Waterline
- Proposed Zone 11 Potable 16" Waterline
- Proposed Zone 12 Potable 16" Waterline
- Proposed Zone 9 Non-Potable 12" Waterline
- Proposed Zone 10 Non-Potable 12" Waterline
- Proposed Zone 11 Non-Potable 12" Waterline
- Proposed Zone 12 Non-Potable 12" Waterline

R-9	HWL = 2180'±	HIGHEST PAD SERVED = 2034'
	P.E. = 2150'±	LOWEST PAD SERVED = 1891'
R-10	HWL = 2320'±	HIGHEST PAD SERVED = 2174'
	P.E. = 2290'±	LOWEST PAD SERVED = 2031'
R-11	HWL = 2463'±	HIGHEST PAD SERVED = 2320'
	P.E. = 2433'±	LOWEST PAD SERVED = 2174'
R-12	HWL = 2600'	HIGHEST PAD SERVED = 2455'
	P.E. = 2570'±	LOWEST PAD SERVED = 2311'

Updated: June 24, 2008.
Source: City of Yucaipa and Hogle Ireland, Inc., 2008; Krieger & Stewart, Inc., 2006.

NORTH 0 500 1,000 1,500 2,000 Feet

Figure 3-3

Backbone Water Plan

Yucaipa Freeway Corridor Specific Plan

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The new Yucaipa Valley Regional Water Filtration Facility is located in the 13 Zone, and because the zone has high water levels, water from the facility will flow down to the lower zones 12 through 9 within the Yucaipa Freeway Corridor. The YVWD's existing system will serve Zone 12; however it is imperative that Zones 11, 10, and 9 be constructed from the upper zones downward so as to utilize the reservoirs and pipelines to transport water from the upper zones down to the lower zones. In addition, Table 3-6 identifies the fire flow standards of the YVWD that will be used to provide water (used for fire suppression) storage capacity in the Specific Plan area.

TABLE 3-6 FIRE FLOW STANDARDS

Land Uses	Flow (Gallons Per Minute)	Duration (Hours)	Number of Fire Hydrants
Detached Single Family (Residential)	1,500	2	2
Attached Multifamily (Residential)*	3,000	2	3
Light Commercial/Industrial (including schools)	3,000	3	3
Heavy Commercial/Industrial	5,000	4	4

*Ten or more Equivalent Dwelling Units per acre.

Source: Yucaipa Valley Water District website <http://www.yvwd.dst.ca.us/engineer.htm> (16 Jun 2006)

WATER PIPES

Connections to existing City water lines in the adjacent neighborhoods will be necessary to provide water service to the new neighborhoods within the Plan Area. Water pipelines must be sized to adequately service the following water demands as defined by the YVWD:

- Maximum day demand multiplied by 1.33 plus the fire flow with a residual pressure of 20 pounds per square inch and a maximum velocity of 10 feet per second (fps).
- Maximum Hour Demand with a residual pressure of 40 pounds per square inch and a maximum velocity of 5 feet per second (fps).[11]

[11] YVWD website <http://www.yvwd.dst.ca.us/water.htm> (15 Jun 2006).

WATER PIPES

Connections to existing City water lines in the adjacent neighborhoods will be necessary to provide water service to the new neighborhoods within the Plan Area. Water pipelines must be sized to adequately service the following water demands as defined by the YVWD:

- Maximum day demand multiplied by 1.33 plus the fire flow with a residual pressure of 20 pounds per square inch and a maximum velocity of 10 feet per second (fps).

- Maximum Hour Demand with a residual pressure of 40 pounds per square inch and a maximum velocity of 5 feet per second (fps).[12]

There are two different types of pipelines used to convey water to the planning area: transmission pipelines and distribution pipelines. Transmission pipelines transport water from offsite and onsite reservoirs to the planning area, whereas distribution pipelines transport water from the backbone system to individual users. Though the YVWD requires a minimum size of 8 inches for distribution piping, Figure 3-2, Backbone Water Plan, shows that 16-inch diameter potable pipelines, and 12-inch diameter non-potable pipelines are proposed. Recycled water pipelines will generally parallel potable water pipelines.

These 8-inch and 16-inch diameter sizes are preliminary, and the water pipeline network will meet all development guidelines once the development plan and street layout are finalized.

WATER RECYCLING SYSYTEM

The YVWD's 2002 Water Master Plan stressed the importance of utilizing recycled water for non-potable uses, and encouraged its use to the maximum extent possible. The plan described the District-wide benefits of recycled water use, including the following: reduced dependency on high-quality ground water, preservation of ground water for potable uses, reduced dependency on important water from Northern California, and reduced operating costs of the Yucaipa Valley Regional Water Filtration Facility. The

[12] YVWD website <http://www.yvwd.dst.ca.us/water.htm> (June 2006).

Yucaipa Freeway Corridor will utilize non-potable water to irrigate greenbelt areas, commercial landscape areas, roadway medians, and yards for individual homes.

To meet additional potable water needs, the YVWD started running a recycled water distribution system in August 2002. First, wastewater undergoes primary and secondary treatment to remove 95 to 98 percent of solids and organic materials. Then, tertiary water treatment requires advanced disinfection through chemical filtration, dechlorination, and disinfection that results in usable recycled water. Such treated water meets the requirement of the Regional Water Quality Control Board (RWQCB) and the recycled water is used to irrigate landscape areas and orchards. Recycled water is conveyed through pump stations, pipelines, and reservoirs as part of an additional system that is totally separate from non-recycled potable water distribution system.

Through the implementation of this recycled water system, YVWD has conserved potable water that would have been be used for flushing toilets and urinals and irrigating landscape areas in public areas such as parks and playgrounds, school yards, and golf courses. This recycled water can also be used to irrigate residential landscaping as well as to recharge groundwater. Furthermore, the Porter-Cologne Water Quality Control Act forbids using potable water for irrigation of parks and some landscaped areas where recycled water may suffice.[13]

The Henry Wochholz Wastewater Treatment Plant (HWWTP), which is located within the planning area, will supply the Yucaipa Freeway Corridor with recycled water. Recycled water produced at the treatment plant will be pumped into the water supply system. The HWWTP is proposed to include two pumping plants to 9 Zone and 10 Zone, the latter which is currently under construction. A third pumping plant to serve 11 Zone will be necessary, and will be located at the 10 Zone reservoir site. Therefore, the 11 Zone recycled water supply is dependent on the completion of the 10 Zone reservoir and pumping plant. Construction of the 11 Zone facilities must be constructed after or along with those for 10 Zone. 12 Zone will be served by YVWD's existing system. Storage reservoirs are another required component of non-potable infrastructure, and sizing will be based on the amount of stored recycled water pumped from the HWWTP during the day until it is used during peak demand hours. Usage of recycled water is

[13] Yucaipa Valley Water District website, <http://www.yvwd.dst.ca.us/recycledwater.htm> (June 2006).

highest at night, and the storage reservoirs can hold a one day of maximum day demand.

The YVWD recycled water master plan includes three phases of improvements and future facilities. Future improvements near the project area are located near Caltrans Freeway Beautification, Creekside Park, and at Calimesa Park.[14] According to the City's General Plan, the South Mesa Water Company is investigating the possibility of adding a new reservoir. The Western Heights Water District has built a new two million gallon reservoir located at Tennessee Street and 18th Street and is planning on building another reservoir of the same capacity on Oak Glen Road and 10th Street.[15]

In addition to the requirements established by YVWD, proposed projects in the Plan area will incorporate the following water conservation measures:

- Coordinate with local water agencies to evaluate impacts of proposed developments on water supply and demand;
- Utilize low-output water systems through recycled water, water conserving irrigation systems, and landscape design;
- Provide water facilities that adequately serve high quality water to future residents; and
- Ensure proper maintenance to avoid loss due to leakage.

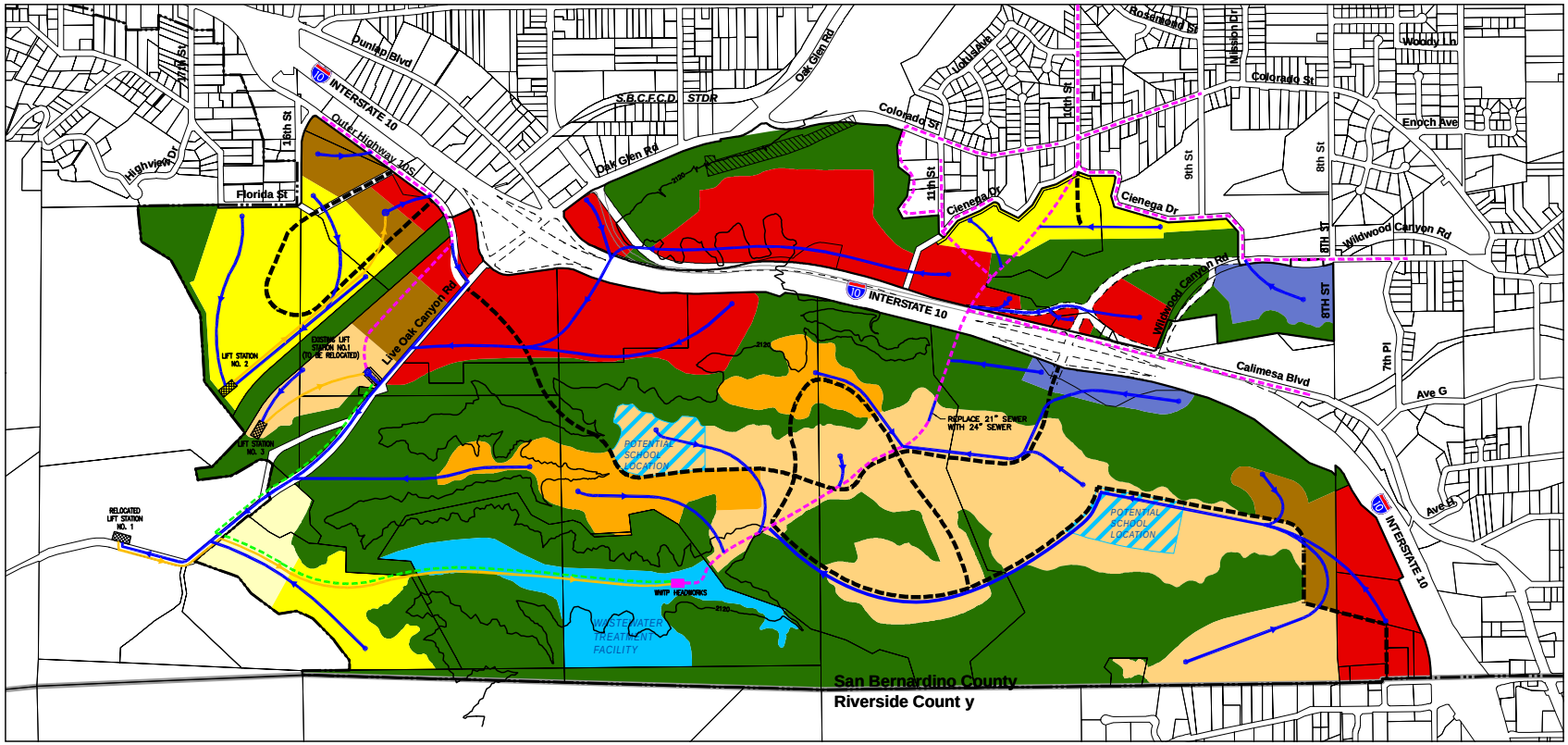
WASTEWATER

Yucaipa Valley Water District (YVWD) is also responsible for wastewater collection in the City. The YVWD conveys wastewater through approximately 160 miles of sewer lines ranging in diameter from eight to 24 inches. In areas of low elevations, wastewater pipes lead to five lift stations that pump wastewater to be flowed by gravity to the water recycling facility.[16] Yucaipa Valley Water District operates the Henry N. Wochholz Wastewater Treatment Plant which treats 3.5 mgd of wastewater for City of Yucaipa and City of Calimesa. YVWD plans to expand existing 4.5 mgd capacity to eight mgd and

[14] Yucaipa Valley Water District, 2000 Urban Water Management Plan and Water Shortage Contingency Plan, Yucaipa Valley Water District, Figure 2-3, November 29, 2000.

[15] General Plan, p IX-4

[16] City of Yucaipa General Plan, p [sewer section]



LEGEND

Land Use

- R-1 Residential (1 du/ac)
- R-2 Residential (2 du/ac)
- R-4 Residential (4 du/ac)
- R-8 Residential (8 du/ac)
- R-24 Residential (24 du/ac)
- RC Regional Commercial
- BP Business Park
- PF Public Facilities
- Potential School
- OS Open Space

Circulation

- Proposed Road/Interchange
- Collector Street

Physical Constraints

- Alquist Priolo Earthquake Zone

Base Map Features

- Specific Plan Area
- City Boundary
- County Boundary
- Property Lines

Sewer Pipe Legend

- Proposed Gravity Sewer
- Proposed Sewer Force Main
- Existing Gravity Sewer
- Existing Sewer Force Main
- Existing Lift Station
- Proposed Lift Station

Updated: June 24, 2008.
Source: City of Yucaipa and Hogle Ireland, Inc., 2008; Krieger & Stewart,Inc., 2006.

NORTH 0 500 1,000 1,500 2,000 Feet

Figure 3-4

Backbone Sewer Plan

Yucaipa Freeway Corridor Specific Plan

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add state-of-the-art water treatment methods such as biological treatment, tertiary filters, and ultraviolet disinfection.[17]

Since the city generates an average of 215 gallons of wastewater per dwelling unit per day, the proposed residential developments are expected to generate 475,000 gallons per day (or approximately 0.48 mgd). Since the City generates a total of 3.8 mgd, that leaves 0.7 mgd of capacity left to treat future demands, which is considered sufficient to meet expected wastewater generated by the project. Also, the Water District is considering the addition of a tertiary treatment facility in the upper San Timoteo Creek area to handle 3 mgd wastewater.18

Currently, five main wastewater trunk lines traverse the project area: one along Calimesa Boulevard, a second line along Colorado Street, a third line along Florida Street west of Live Oak Canyon Road, a fourth line extending north to south from and along Cienega Drive right-of-way and across the Interstate 10 to the existing wastewater treatment plant in the southwest area of the Plan, and a fifth line extending east-west just north of the County Line Road. The area also contains a Wastewater Pump Station located south of the freeway and east of Live Oak Canyon Road.19 New neighborhoods within the Plan area will be provided sewer service by connecting to existing facilities, see Figure 3-4. The sanitary sewer system will be designed and constructed consistent with YVWD standards and maintained by the Water District.

3.9 PUBLIC FACILITIES AND SERVICES

FIRE PROTECTION

Contracted services from California Department of Forestry and Fire Protection (CDF) provide fire protection and paramedic services to the City of Yucaipa and adjacent unincorporated areas. The Fire Department defines the entire City of Yucaipa as an Urban II area, an area with medium hazard occupancies such as single and multi-family units and small commercial and industrial businesses.

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17 Yucaipa Valley Water District, "Press Release, Yucaipa Valley Water District", November 21, 2003. <http://yvwd.dst.ca.us/news_files/031121%20WW%20Plant%20of%20the%20Year%20with%20photo.pdf> (18 Jun 2006).

18 City of Yucaipa General Plan, July 2004, p.IX-3.

19 City of Yucaipa General Plan, July 2004, Exhibit IX-1.

The City of Yucaipa has established Fire Safety Overlay Districts in areas of significant fire hazard (Yucaipa Municipal Code Sec. 85.020201-85.020230). Areas within the Overlay Districts are subject to special requirements regarding construction, building separations, design requirements, and erosion and sediment control. A majority of the project site is located within Fire Safety Review Area 2, which is described as follows: "Land within Area 2 is relatively flat and is either partially or completely developed, or, if it is not developed, is usually suitable for development. Present and future development within Area 2 is exposed to the impacts of wildland fires and other natural hazards primarily due to its proximity to Area 1." Area 1 "includes wildland areas that are marginally developable, areas which are not likely to be developed, and the area of transition between wildlands and areas that are partially developed or are likely to be developed in the future." Generally, construction and other requirements are less stringent in Area 2 than in Area 1.

Two fire stations are located within the city limits: Yucaipa Station No. 551, which is located on Bryant Street and south of Oak Glen Road and Crafton Hills Station No. 552, located at 32664 Yucaipa Boulevard between 13th and 14th Streets. A third fire station at the southwest corner of 5th Street and Wildwood Canyon Road is scheduled to open in the later part of 2008. Other fire stations that support fire services in Yucaipa include the Oak Glen Station No. 39, located at Oak Glen Road, and Mentone Station No.9 located on 1300 Crafton Avenue in Mentone. In addition, the City is under a mutual aid agreement with local cities and counties and can receive services from two California Department of Forestry and Fire Protection/Riverside County Fire Department stations located in the City of Calimesa and the community Cherry Valley. [20]

Yucaipa Station No. 551 has one engine company, three firefighters, and a triple combination fire engine owned by the City and four full-time fighters and three seasonal fire-fighters with two wildland engine companies owned by the State. At Crafton Hills Station No. 552, the City maintains one engine company, three firefighters, and a triple combination fire engine. The station also keeps a second triple combination fire engine and a rescue squad and 12 on-call firefighters. The average response time ranges from four to six minutes.[21] Each emergency call response team consists of at least one

[20] General Plan p.X-4

[21] GP, p.IX-12.

paramedic personnel. The City collects a special tax levy for paramedic/firefighter services at $52 per dwelling unit and $78 per small business, and $156 per large businesses.

POLICE

The City of Yucaipa contracts for police services from the San Bernardino County Sheriffs Department. The police station located at 34282 Yucaipa Boulevard includes 22 patrol officers. The average response time for dispatch is slightly over six minutes. The Department of Finance estimates an average of 2.826 persons per dwelling unit.[22] The Specific Plan proposes 2,447 dwelling units for an estimated total of 6,915 additional residents. To maintain existing ratio of 0.36 sworn officers per 1,000 residents, the City would need services from three additional sworn officers to accommodate the addition of Plan area development.[23]

SOLID WASTE

Since the City of Yucaipa requires solid waste pickup services, the Plan area developments will contract curbside waste collection from a private company. According to the Integrated Waste Management Board, residents in Yucaipa generate a daily average of two pounds of solid waste per capita. The proposed project is estimated to generate 3.8 tons per day or approximately 12 percent of the City's total annually generated solid waste.[24] Solid waste generated from the City is typically hauled to one of eight landfill sites in Kern, Orange, San Bernardino, and Riverside County, of which three are expected to remain in operation for the next decade and longer. In addition, the City's curbside recycling program will continue to divert glass, metal, cans, newsprint, paper, and organic wastes from landfill.

SCHOOLS

The Specific Plan area lies within the Yucaipa/Calimesa Joint Unified School District (YCJUSD) jurisdictional boundary. Schools in YCJUSD provide kindergarten to 12th grade

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22 E-5 Department of Finance, 2006.

23 This ratio uses 18 sworn officers and a 2006 population estimate of 50,553 by Department of Finance.

24 California Integrated Waste Management Board, "Jurisdictional Profile for City of Yucaipa" <http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile1.asp?RG=C&JURID=594&JUR=Yucaipa> (20 Jun 2006)

education. As currently projected, YCJUSD facilities will be able to accommodate students from proposed residential dwelling units within the Plan area located north Interstate 10 only. Consequently, residential development south of Interstate 10 will need to be served by additional facilities. YCJUSD requires one 12-acre elementary school site for each development generating between 250 and 1500 dwelling units.[25] Table 3-6 shows the school generation factors for residential development. Since the Specific Plan proposes 2,447 dwelling units, the development will generate facility needs for approximately 697 elementary school students. Per the State law, the City collects school taxes and fees from the residents of new developments to adequately service their educational needs.

The Specific Plan provides an opportunity for two 12-acre school site located approximately at the center of the Plan area to the south of Interstate 10 and east of Live Oak Canyon Road (Figure 3-1). This school location fulfills the school site location criteria established by YCJUSD.

TABLE 3-7 SCHOOL FACILITIES MASTER PLAN STUDENT GENERATION FACTORS

School Level	Single Family Detached Unit Student Generation Factor	Multiple Family Student Generation Factor	Students Generated
Elementary (K-6)	0.3263	0.2206	697

Source: Yucaipa/Calimesa Joint Unified School District

PARKS

Per the City's General Plan Open Space and Conservation Element, the City requires parkland dedication of 3.5 acres per 1,000 residents as an acceptable standard. Since the Specific Plan proposes an estimate of 2,447 dwelling units, or approximately 6,916 residents, 24.2 acres of improved parkland will be needed to meet this requirement. [26] To accommodate parkland and recreational facility needs and distribution, the City collects a development impact fee per dwelling unit using the following formula:

[25] Chris Cox, Director of Facilities and Support Services, Yucaipa/Calimesa Joint Unified School District, letter to John McMains, August 9, 2005.

[26] City of Yucaipa General Plan, Open Space and Conservation Element, p. XII-2

Number of dwelling units x occupancy factor x 0.0035 x land value

The occupancy factor for single-family detached dwelling units in planned development units is 3.0 persons per dwelling unit. The factor for multiple family dwelling units are 3.5 persons per dwelling unit.[27] Joint use space agreements under a potential contract with the School District could also open access to additional parkland space associated with school facilities for future residents.

3.10 URBAN DESIGN CONCEPT

The urban design section of the Freeway Corridor Specific Plan presents an opportunity to set an appropriate design standard for future developments in Yucaipa and to strengthen the desired rural image of Yucaipa. Urban design can be described as the result of community values reflected in the physical attributes of a place. Thus, establishing urban design standards entails guiding the design of these physical attributes e.g. streets, landscaping and plant palette, lighting, building standards, trails, and retained natural hillsides. The combination of these elements translates into a shared identity for the community and enhances a sense of place. These are attributes that strengthen communities. The urban design concept of this Specific Plan encourages respect for the existing natural conditions and reinforces the rural image of Yucaipa while simultaneously accommodating appropriate development.

The Specific Plan encourages design that respect the following concepts also identified in the City's General Plan[28]:

- Require high quality new development which will improve a currently "less than desired" state of urban design;
- Strengthen community identity and overall design;
- Maintain a rural, small town atmosphere through appropriate architectural styles;

[27] GP, p IX-13.

[28] City of Yucaipa General Plan, July 2004, p.III-2.

- Preserve views to hills, open space, and vegetation;
- Use a rural landscape theme that guides all aspects of development including: street layout, building architecture, and mix of building types, lighting, open space and park design;
- Provide planned and comprehensive urban growth to avoid low quality built environments; and
- Beautify the City with trees, open space, and parks.

The Urban Design section accompanies the supplemental City of Yucaipa Freeway Corridor Design Guidelines. The purpose of the Urban Design section is to establish the overall concept used throughout the Specific Plan area at the community level, and the purpose of the Design Guidelines is to reinforce these urban design concepts in detail by providing recommendations for each land use type. The Design Guidelines utilize diagrams and pictures to portray desired examples of appropriate site planning, landscaping, building design, lighting, and site features for each land use type as well as recommendations for the design, location, and configuration of utilities and signage throughout the Plan area.

COMMUNITY LEVEL

Throughout the history of Yucaipa, its residents, the Serrano Indians, the Spanish Dons, and their successors used the land for agricultural and agrarian enterprises.[29] Over the years, these land uses have diminished, but the rural character of Yucaipa is still prevalent. This Specific Plan accommodates growth in the City while preserving its important rural heritage.

At the community level, content, layout, and configuration of development in the Specific Plan area shall be derived from architectural styles appropriate for the community such as: Ranch-style, Craftsman style, and other styles that enhance the "small-town" feel and scale valued in Yucaipa. Site planning and building orientation should maximize opportunities for residents to survey the street and public areas. This type of passive surveillance is known to discourage crime. New developments within existing communities shall match the existing design fabric while providing diversity in

[29] City of Yucaipa General Plan, Land Use Element, p.II-1.

streetscape. Man-made elements will maintain a "rural" feel through appropriate material selection and design. Residential neighborhoods shall have a consistent architectural style or scale and yet have suitably varied layouts and designs for houses or buildings.

LAND USE DESIGNATION

Central to the goal of the land use layout is the accommodation of lower-density development in the interior portion of the project area in concert with the preservation of views to significant hillsides and protection of significant ridgelines in the Plan area. Three neighborhoods within the Specific Plan will respect the following urban design guidelines:

- *Rural atmosphere:* In keeping with the Urban Design Element of the City's General Plan, the residential density will remain consistent with each Land Use District. Man-made elements shall employ "rural character" and exterior lighting shall be shielded to preserve a dark night sky.

- *View preservation:* To maintain views to hillsides and ridgelines from surrounding roads and communities, the land use layout designates residential developments generally toward the interior of the Plan area. Significant hillsides in the interior of the Plan area are *preserved* as well. Open space corridors within the Plan area link these preserved natural areas into large contiguous areas.

- *Neighborhood identity:* The Specific Plan strengthens neighborhood identity by defining *neighborhood* edges with pronounced entryways, gates, or landscaped parkways, and by using a unified yet subtly varied architectural style throughout the Plan area.

- *Incompatible land uses:* Where potentially incompatible land uses occur, open space, landscaping, or fencing will be used to buffer or to visually screen one land use from another.

- *Maximize freeway value of frontage:* The land use plan designates commercial uses along *areas* immediately south and north of Interstate 10 where great visibility increases the value (and potential for tax generation) of the land.

- *Safety through design:* Building orientation and site layout will promote safety and *encourage* more "eyes on the street" as these features of passive surveillance increase safety and encourage community interaction

URBAN FORM AND STREETSCAPE NETWORK

GATEWAY AND ENTRANCE SIGNS

Entrance signage serves to announce entry into the Plan area and convey the sense of place valued by the community. Gateway signs are typically located at major intersections and strengthen the area's identity.

- Place gateway and entrance signs at major intersections near the freeway interchange and the city boundary (e.g. Live Oak Canyon Road, future streets leading to County Road Line Road).

- Employ materials and design recommended by the Signage section of the Design Guidelines (Chapter 5) to enhance the quality and effectiveness of gateway and entrance signs.

- Provide signs scaled appropriately for pedestrian as well as vehicular traffic.

ACTIVITY NODES

Activity nodes serve as gathering spots where a concentration of shopping, entertainment, eateries, and other activities provide place for leisure and amusement for residents and visitors alike.

- Provide activity nodes at commercial centers along the Interstate 10 freeway;

- Incorporate landscaped gathering areas open to the public; and

- Use key architectural features to create landmarks at various activity nodes throughout the Specific Plan area while incorporating appropriate rural, small-town inspired architecture throughout the activity center.

INTERSTATE 10 VIEW CORRIDOR

Freeway frontage areas are prime locations for commercial development because it helps attract many additional regional customers from the freeway travelers and encourages efficient circulation by keeping high flows of traffic near higher capacity roadways adjacent to the freeway. Design of development along the freeway will be important in attracting customers as well as conveying the rural, small-town image that is desirable to promote for the City of Yucaipa.

Permit developments and signage that are consistent with the design guidelines for commercial uses included in the accompanying Design Guidelines (Chapter 5).

VIEWSHEDS

A viewshed refers to body of water, land, and other environmental elements that inherently contain positive aesthetic values, which can be viewed from one area. The Urban Design Plan aspires to protect viewsheds deemed valuable to the community. In the Freeway Corridor, viewsheds include ridgelines, valleys, and streams seen from the freeway, scenic highways, future roadways, and residential areas. Preserving viewsheds entails the judicious use of open space designation and the use of natural buffers adjacent to some land use areas. Creative and sensitive roadway design can also enhance the visual experience of a place and even reveal new viewsheds.

City of Yucaipa values these viewsheds and protects them through the implementation of the pertinent sections of the Hillside Development Standards, which limits development based on steepness of slopes. In addition to the slopes identified in the City's General Plan and Development Code, this Specific Plan also aims to protect hills and ridgelines valued by the community as identified through the Specific Plan Advisory Committee process of public meetings and workshops. The following goals will promote development that accommodates viewshed preservation:

- Preserve viewsheds of the Plan area observed from other areas of the City, Oak Glen Road, Colorado Street, and especially Interstate 10 Freeway, and through the use of strategic open space designations; and

- During the process of land use planning and site planning, accommodate an appropriate layout of buildings and roads to preserve and to maximize the visual quality of the experience of traversing the Plan area.

STREETS AND MULTI-USE TRAILS

The aesthetic goal of the Specific Plan's roadway design is to arrange multi-modal networks in a manner that preserves the scenic quality and maximizes quality visual access to significant viewsheds, ridgelines, and valleys.

- Encourage appropriate curvilinear street and trail layouts that are sensitive to existing topography, minimize grading, and provide visual access to quality viewsheds;

- Provide narrow streets widths to maintain a rural atmosphere, increase safety through reduced traffic speeds, reduce long term City maintenance costs through reduced pavement area, and increase runoff water quality while adhering to fire and evacuation requirements as necessary;

Supply paved surface for vehicular traffic, gravel or another appropriate surface path along one side for pedestrian, bicycle, and equestrian traffic, and sidewalk along the other side for pedestrian and bicycle traffic:

- Separate pedestrian routes from the roadway in residential areas with landscape medians and rock-lined swales instead of sidewalks;

- Plant large shade trees along streets to provide a visual promenade and to shade pedestrians;

- Select street trees that require minimal maintenance and are appropriate for low water use environments; and

- Provide public access to all new collector roads and multi-use trails.

NEIGHBORHOOD IDENTITY

As described in the Design Guidelines (Chapter 5), all buildings including residential, commercial, office, and institutional shall employ architectural styles representative of Yucaipa's general rural quality while providing appropriate variation.

- Provide architectural design that emphasizes human scale and pedestrian-friendliness;
- Introduce variety of densities and building designs with varied massing and height;
- Define residential neighborhood by the dominant architectural style, but achieve architectural variety by providing a minimum of four different builder floor plans and a minimum of three different architectural styles to apply on these floor plans within each residential neighborhood/subdivision;
- Where neighborhood entry monuments exist, provide entry monuments that conform to the rural landscape theme and complement the architectural style of the buildings and enhance visual character of adjacent streets;
- Employ rural design theme as depicted in the Design Guidelines for commercial, office, and institutional areas to avoid "cookie-cutter" designs that do not enhance the City's unique sense of place;
- Select appropriate materials to reinforce the rural theme and to minimize glare and excessive reflection; and
- Provide utility lines underground and screen mechanical structures from public view.

LIGHTING

Proper lighting is critical in achieving a rural atmosphere. Light pollution can distort views of the surrounding landscape and improper lighting can cause other undesired visual conditions. To maintain a rural atmosphere, street, landscaping, and general exterior lighting shall be shielded, recessed, or angled to avoid glare and to minimize light pollution. (Refer to the Design Guidelines for detailed lighting guidelines at individual land uses.)

- Use of floodlights and colored lights is discouraged;
- Lighting mount design shall be made of natural materials and match the architecture style of other site amenities and buildings; and

- Avoid lighting that emit greater than five-tenths (0.5) foot candles of glare when measured in a residential area.

OPEN SPACE AND PARK DESIGN

All open space designated in the Land Use Plan shall remain as undeveloped land with natural vegetation. The open space and park design concept intends to maintain existing viewsheds and provide access to passive recreational activities. Neighborhood parks, when available, will be provided as part of residential, business, or commercial developments. (Refer to the Design Guidelines for landscape guidelines at each land use designation.)

- Preserve hillside and open space within the Plan area as undeveloped, natural open spaces;
- Protect hillside around developments without creating abrupt cliffs or massive retaining walls;
- Employ site furnishing composed of natural materials at neighborhood parks;
- Cater to passive and active recreational activities at neighborhood parks; and
- Provide a minimum of 40 percent of private or common open spaces at all residential developments.
- Plant additional native trees such as oaks in key areas to enhance natural open space.
- Permit public access trails to traverse natural open space.

3.11 HILLSIDE AND OPEN SPACE PRESERVATION

Yucaipa is a city rich in hillside and open space scenic resources. When visiting the City, it is difficult to escape the view of the ridgelines and expanse of untouched landscape. This is why it is important for development areas such as this Specific Plan area to incorporate the preservation of significant hillsides and open spaces in land use design. The proposed project calls for the preservation of approximately 549 acres or approximately 44 percent of the entire Freeway Corridor Specific Plan area. The designation of preserved open space follows the development guidelines of the Hillside Development Standards, the state Planning and Zoning Code, recommendations from the Specific Plan Advisory Committee, members of the community, and goals of the General Plan and the City of Yucaipa Trails and Open Space Committee.

To ensure a development that respects the natural environment and to guide the hillside and open space preservation within the Specific Plan area, the Hillside and Open Space Preservation Section establishes the following goals:

- Adhere to the City's adopted Hillside Preservation Development Standards;
- Provide a multi-modal trail system that accommodates hiking, cycling, and equestrian access, where possible;
- Preserve sensitive wildlife habitat according to the requirements and standards established by the California Department of Fish & Game;
- Protect the ridgelines and scenic views;
- Link preserved open spaces into large contiguous areas or corridors to enhance their significance and value; and
- Buffer incompatible uses and to minimize significant impacts to surrounding neighbors.

OPEN SPACE PRESERVATION

Although provision of active recreational open space may be provided during detailed land use development and subdivision plans, the open space discussed in this Specific Plan refers to open space preserved to maintain aesthetic character of the slopes or due to steepness of the slopes. In addition, the open space in the Plan area will be preserved.

HILLSIDE PRESERVATION

The City of Yucaipa Regulation of Hillside and/or Ridgeline Developments, otherwise known as the Hillside Development Standards (Section 87.1105 to 87.1180 of the City of Yucaipa Development Code), establishes development requirements on hillside areas and prominent ridges. A "hillside" is a parcel of land or a definable portion with an average slope greater than ten percent, and a "prominent ridge" is defined as a ridge or hill form that can be seen from arterial streets or major public space or as defined by the General Plan or Development Code. The Development Code includes standards regarding landscape, architectural, environmental constraints, fire protections, grading, access and parking, drainage, and the plan approval process for hillside or ridgeline developments.

These sections of the Development Code, which are intended to complement the City of Yucaipa Grading Manual, establish standards for hillside development. The requirements and the hillside development review apply to areas with average slopes over ten percent. The criteria are meant to concentrate or intensify development on the most appropriate areas of the site, protect environmentally sensitive terrain, but not prohibit development or reduce permitted density.

The Ridgeline preservation criteria account for views from a minimum of three selected vantage points, showing precise depiction of the potential visual impacts. Also, the requirements may prevent building of structures within a 150 foot distance from centerline of prominent ridgelines or require preservation of 50 percent of existing view to prominent ridgelines. Enforcement is based on the significance of individual projects at the discretion of the Planning Commission.

The methodology used to create the land use plan began by preserving most of the steep hillside (slope of 41 percent and higher) and connecting and reshaping the remaining land into parcels appropriate for development. Table 3-8 identifies the slope

category by five percent increments, and the landform types of given slope category, minimum open space percentage required by the City's Zoning Code, and the required open space and developable area proposed by the Freeway Corridor Specific Plan. The Table 3-8 also shows that the Land Use Plan preserves a greater amount of open space as the slope increases, and that total area available for development lessens as slope increases.

TABLE 3-8 SLOPE CATEGORY AND OPEN SPACE REQUIREMENTS

Slope Category (%)	Landform Type	Minimum % of Open Space Left as Natural	Required Open Space (Acres)	Net Development Area
0 to 5	flat	0	0.0	544.9
6 to 10	gentle, rolling land			
11 to 15	hillside	50	52.6	52.6
16 to 20	steep hillside	60	47.8	31.9
21 to 25		70	42.8	18.4
26 to 30		80	39.4	9.8
31 to 40	mountainous	90	78.0	9.6
41 +	rugged mountain	100	288.4	0.0
Total			549.0	667.2
Total Percentage			45.1 %	54.9%

Source: City of Yucaipa Development Code and EDAW, Inc.

OAK TREE PRESERVATION

City of Yucaipa values the aesthetic environment that nature provides. Thus, the City protects oak trees by limiting indiscriminate removal or even encroachment into the area five feet from a tree dripline. The provisions protecting Yucaipa's oak trees, the Oak Tree Conservation Standards (City of Yucaipa Development Code, Division 9, Chapter 5 et al.), require a permit and specific on-site mitigation measures to remove oak trees.[30]

[30] Section 89.0515, City of Yucaipa Development Code, Division 9 Plant Protection and Management, Chapter 5 Oak Tree Conservation

3.12 FISCAL ANALYSIS

During the Summer of 2006, Keyser Marston Associates, Inc. (KMA) prepared a fiscal review of the Yucaipa Freeway Corridor Specific Plan. The purpose of the review is to estimate the fiscal benefits and costs the plan can potentially provide to the City over 20 years.

The Plan assumes development of 242.5-acres for regional commercial uses, business park, and public facilities. Residential land uses occupy approximately 424.7-acres and generate 2,447 units.

METHODOLOGY

KMA has estimated City expenditures and revenues that could be generated as a result of development under three (3) land use alternatives but only the preferred land use plan alternative is reported here (see Appendix C for the full report on all of the alternatives). The applicable per capita revenue of various taxes and fees, and allocable per capita cost of City services were derived from the City's adopted 2005-2006 budget.

REVENUES

PROPERTY TAX

Properties in California are taxed at a 1.0% general rate applied to the assessed value for the property. Assessed value assumptions used to calculate property taxes for each use are estimated as follows:

Use	
Regional Commercial	$175/square foot
Business Park	$125/square foot
Public Facilities	$0/square foot
Residential R-1	$800,000/unit
Residential R-2	$600,000/unit
Residential R-4	$500,000/unit
Residential R-8	$350,000/unit
Residential R-24	$250,000/unit
Open Space	$800,000/unit

Discussions with the City indicate that the City is allocated 17.28% of the 1.0% general levy for the City's General Fund and 9.72% of the 1.0% general levy for the City's Fire Fund. In addition, business properties pay tax on unsecured personal property. KMA has assumed that the unsecured property tax allocated in a manner that is equivalent to $14.10 per employee for the General Fund and $7.93 per employee for the Fire Fund.

PARAMEDICS PARCEL TAX

Paramedic services are funded through a parcel tax. The City has advised KMA that the parcel tax is $52 per residential parcel and $156 per commercial parcel. KMA has assumed that the commercial parcels will average 15 acres.

SALES TAX

The City receives a 1.0% share of taxable sales that occur within the City limits.

Use	Taxable Sales
Regional Commercial	$200/square foot
Business Park	$15/square foot
Public Facilities	$0/square foot

The sales tax generation factors are conservative to reflect some transfer of sales from other locations in the City.

New residents to the community will also generate retail spending in the community. KMA has estimated that new residents living in the Plan area will spend 5% of household income on taxable purchases at other locations in the City.

Use	Other Local Taxable Spending
Residential R-1	$10,000/unit
Residential R-2	$7,500/unit
Residential R-4	$6,250/unit
Residential R-8	$4,375/unit
Residential R-24	$3,125/unit
Open Space	$10,000/unit

OTHER REVENUES SOURCES

All other revenues sources are calculated on a per capita basis.

Documentary Transfer	$2.02/resident
Franchise Fees	$17.41/resident
Charges for Services	
▪ Community Development	$9.34/person
▪ Community Services	served$16.61/person served
Licenses & Permits	$15.27/person served
Fines & Forfeitures	$0.44/person served
Uses of Resources	$9.49/person served
Other Revenues	$3.28/person served

EXPENDITURES

For the purpose of this analysis, expenditures are shared or allocated to all members of the City. The City provides services to both residents and businesses in the City. In order to recognize the services that are provided to both residents and businesses, the public service costs are allocated on a per person served basis. In general, employees utilize fewer services on a per capita basis. For this analysis, KMA has assumed that an employee utilizes only 50% of the services used by residents. On that basis, the number of persons served is equal to 100% of the residents and 50% of employees.

The per capita cost of the major budget categories are shown below:

General Government	$37.99/person served
Community Development	$24.36/person served
Police	$87.10/person served
Public Works	$70.37/person served
Community Services	$22.93/person served
Fire	$46.23/person served

SPECIFIC PLAN BUILD-OUT

KMA has utilized that input in addition to the market analysis that was submitted in February 2006 (See Section 2.14). It is expected that the freeway improvements and infrastructure to be installed by land owners will be available so that commercial development can commence in 2010. Commercial development is expected to be built out over a 20-year period. Residential development is also expected to occur over a 20-year period.

FISCAL ANALYSIS

For the fiscal analysis, KMA has estimated the public revenues accruing to the City that could be generated by the Plan. KMA has also estimated the potential public service costs. The public service costs are deducted from the public revenues to derive the net benefit each alternative generates to the City.

KMA has prepared a 20-year public revenue cash flow to determine the Plan's impact on the City over time. To be conservative, KMA has not assumed any resale of commercial properties or residential units. Once units are developed, property taxes increase at 2% per year. Future sales of properties are likely to generate higher property tax revenues.

The major revenue sources are property and sales/use taxes. Property taxes account for approximately 38% of total revenues per year while sales taxes represent an average of 56% of total revenues per year. All revenue sources increase at various growth rates as new developments continue to support the City's projected growing demand. There are limited revenues in 2010 ($105,000) as development begins. Revenues increase dramatically to nearly $5.1 million by 2015 and nearly $10.5 million by 2025. The development of the two regional shopping areas and the generation of sales tax revenues are primarily responsible for the revenue growth.

Expenditures also increase over time, but grow more slowly than revenues. Expenses for the Plan are only $64,000 in 2010 and increase to $3.3 million.

The Plan is projected to generate a surplus for the City in all years. The large surplus results primarily from the sales tax generated by the retail developments combined with the high value of new residential development. For example, in 2020, sales tax revenues account for 58% of revenues and property taxes account for 37% of revenues.

For comparison, KMA illustrated the Plan matched with faster and slower absorption time frames.

PLAN WITH FASTER ABSORPTION

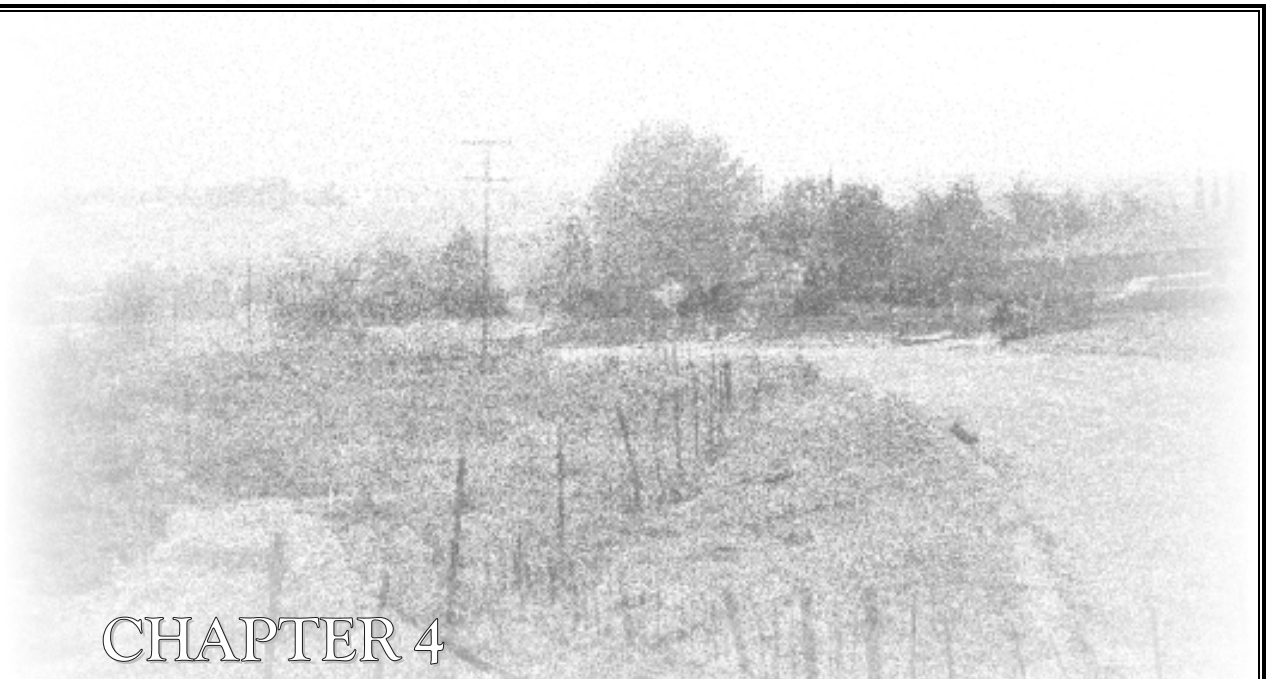
The Plan with faster absorption expedites development of select commercial and residential uses by one year. As shown in the Table 3, the acceleration of development increases the surplus in the early years, but is nearly the same by 2025. The surplus with faster development is $4.3 million in 2015 as compared to $3.8 million for the Plan with expected absorption. The nominal difference in City Revenues and the surplus is due to the 2% limitation on assessed value and property tax increases. Faster absorption "locks in" the 2% limitation earlier than in the case of slower absorption.

PLAN WITH SLOWER ABSORPTION

The Plan with slower absorption delays development of select commercial and residential uses by one year. In contrast to the faster absorption scenario, the scenario results in a smaller surplus in the early years but the same surplus at full build-out. As shown in Table 4, the surplus in 2015 is $2.9 million as compared to the expected absorptions of $3.8 million.

CONCLUSIONS

Overall, the build-out of the Freeway Corridor Specific Plan is projected to generate a surplus of public revenues to the City. The regional retail centers and the high value of the residential uses are the primary generators of public revenues. Under the Plan, the City is projected to have a $3.8 million in 2015 surplus from development and a $7.1 million surplus in 2025.



CHAPTER 4
DEVELOPMENT STANDARDS

This section establishes the development standards for individual projects within the Freeway Corridor Specific Plan area. The standards work in conjunction with the Land Use Plan and Design Guidelines of this Specific Plan. The Development Standards supplement provisions of the City of Yucaipa Municipal Code relating to the development of properties. Whereas the Design Guidelines are advisory (unless clearly stated as mandatory), these Standards are mandatory and have the same force and effect of standards contained in the Municipal Code.

The Development Standards and Regulations include the following sections:

- Purpose
- General Provisions
- Permitted Land Uses
- Development Standards
- Landscape Standards
- Sign Regulations
- Common Open Space, Parks, Trails, and Hillside Preservation
- Infrastructure

4.1 PURPOSE

The purpose of these provisions is to regulate the planning and development of all properties within the Freeway Corridor Specific Plan area. It is the intent of these regulations to be responsive to changing community needs and goals, and to allow and encourage innovative community design and a mixture of neighborhood components.

Where any conflict exists between the standards set forth in this Specific Plan and the City of Yucaipa Municipal Code, these standards shall prevail. Any standard not specified in this Section shall conform to the development standards set forth in the Municipal Code.

To ensure consistency with the General Plan, the ultimate control for residential development is minimum lot size and maximum density standards established for each residential category, as indicated on Figure 3.1 Land Use Map. The Land Use Map may be revised in accordance with the procedures outlined in Chapter 6, Implementation.

4.2 GENERAL PROVISIONS

COMPLIANCE TO CALIFORNIA BUILDING CODE AND THE SUBDIVISION REGULATIONS

All construction and development within the Freeway Corridor Specific Plan area shall comply with applicable provisions of the most recent adopted version of the California Building Code (including all related mechanical, electrical and plumbing codes) and the City's subdivision regulations (Chapter 4 of Division 3 of the Yucaipa Development Code). In case of a conflict between the specific provisions of any such regulations and the Specific Plan regulations, the provisions of California Building Code and the subdivision regulations shall prevail.

SETBACK AND BUILDING HEIGHT REQUIREMENTS

All construction and development within the Specific Plan area shall comply with the setback and building height requirements established herein. The methods used for determining building setbacks and building heights shall be the same as the methods prescribed in Section 87.0405 and Section 87.0805 of the Yucaipa Development Code.

INTERPRETATION

If an issue, condition, or situation arises or occurs that is not sufficiently covered or provided for in the Specific Plan so as to be clearly understandable, the Director of Community Development shall determine which regulations are applicable. Those regulations of the Yucaipa Development Code that are applicable for the most similar use, issue, condition, or situation shall be used by the Director as guidelines to resolve the unclear issue, condition, or situation.

REQUIREMENTS DECLARED INEFFECTIVE

If any portion of these requirements is, for any reason, declared by a court of competent jurisdiction to be invalid or ineffective, in whole or in part, such decision shall not affect the validity of the remaining portions hereof. The City Council hereby declares that it would have enacted these regulations and each portion thereof irrespective of the fact that any one or more portions be declared invalid or ineffective.

DEFINITIONS

The meaning and construction of words, phrases, titles and terms used in this Specific Plan shall be as provided in Appendix A, "Definitions."

4.3 PERMITTED LAND USES

LAND USE DISTRICTS ESTABLISHED

The Freeway Corridor Specific Plan area is divided into the following land use districts, each with applicable development standards. The general intent and purpose of each district is as follows:

Residential (R-1): Maximum 1 du/acre
The R-1 district allows rural residential uses, incidental and accessory agricultural uses, and residential and accessory uses specifically mandated by state law.

Residential (R-2): Maximum 2 du/acre
The R-2 district permits detached single-family residential uses, and residential and accessory uses specifically mandated by state law.

Residential (R-4): Maximum 4 du/acre

The R-4 district permits detached single-family residential uses, and residential and accessory uses specifically mandated by state law.

Residential (R-8): Maximum 8 du/ acre

The R-8 district is planned to provide sites for attached or detached multiple-family residential uses, single-family residential uses, cluster residential uses, mixed residential uses, and residential and accessory uses specifically mandated by state law.

Residential (R-24): Maximum 24 du/ acre

Land Use Intent: to provide sites for multiple-family residential uses such as apartments, condominiums, townhomes, mixed residential uses, and similar and compatible non-residential uses and activities.

Regional Commercial (RC)

The RC district is intended to provide locations for a broad range of commercial uses that meet the needs of the entire city and visitors. Permitted uses include stores, lodging, office and professional services, recreation and entertainment services, and similar and compatible uses. Although these uses often include franchised chain stores, adherence to the Design Guidelines in Chapter 5 will ensure that all development stores will incorporate designs that match and enhance the rural character of Yucaipa.

Business Park (BP)

The BP district provides sites for light industrial and office uses, including such as light manufacturing uses, wholesale/warehouse services, research and development uses, contract/construction services, transportation services, agriculture support services, incidental services, transportation services, and similar and compatible uses.

Public Facilities (PF)

The PF district provides locations for public and quasi-public uses and facilities such as schools, wastewater treatment facilities, and utility stations, and similar and compatible uses.

Open Space (OS)

The open Space district applies to sites needed for protection of natural features, hillsides, ridgelines, and views, and to provide buffering of incompatible land uses.

PERMITTED USES

Table 4-1 establishes the permitted and permitted accessory uses for each land use district within the Freeway Corridor Specific Plan. A permitted use is any use allowed in the land use zone/designation by right and subject to the Development Standards and Design Guidelines. Permitted accessory uses are those portions of land or buildings that are customarily and clearly incidental and subordinate to the principal use of the land and building and located on the same lot with such principal use.

Any use not listed in Table 4-1 is not permitted unless the Planning Commission finds the use to be consistent with the purpose and standards of this Specific Plan.

TABLE 4-1 PERMITTED USES

Land Uses	R-1, R-2, R-4	R-8	R-24	RC	BP	PF	OS
Row, Field, Tree, and Nursery Crop Cultivation on Parcels of 10,000 square feet or greater. Any structure associated with this activity is limited to 1,000 square feet.	P	P	P	P	P	--	--
Single Dwelling Unit	P	P	P	--	--	--	P
Social Care Facility with Six or Fewer Clients	P	P	P	--	--	--	--
Accessory Uses Specified by Chapter 5 of Division 4 of the Yucaipa Development Code	P	P	P	P	P	--	--
Small Family Day Care Home	P	P	--	--	--	--	--
Five or more multiple-dwelling units	--	C	P	--	--	--	--

Land Uses	R-1, R-2, R-4	R-8	R-24	RC	BP	PF	OS
Mobilehome Park (not to exceed seven spaces per acre on minimum parcel size of 10 acres)	C	C	C	--	--	--	--
Planned Development	PDR	PDR	PDR	PDR	PDR	--	--
Parolee Homes	C	C	C	C	C	--	--
Professional Services	--	--	--	C	C	--	--
Lodging	--	--	--	C	C	--	--
Retail Trade/Personal Services	--	--	--	C	C	--	--
Repair Services	--	--	--	C	C	--	--
Convenience Support Services (Minimum 5 Acres)	--	--	--	C	C	--	--
Recreation/Entertainment	--	--	--	C	C	--	--
Open Lot Services	--	--	--	C	C	--	--
Wholesale/Warehouse Services	--	--	--	C	C	--	--
Contract/Construction Services	--	--	--	C	C	--	--
Agricultural Support Services	--	--	--	C	C	--	--
Manufacturing Operations	--	--	--	C	C	--	--

Notes: P= Permitted Use by Right. C= Requires Conditional Use Permit. PDR=Requires Planned Development Review pursuant to Article 2 of Chapter 3 of Division 3 of the Yucaipa Development Code.

ACCESSORY USES

Permitted accessory uses are allowed and subject to Land Use Compliance Review, as provided in the City of Yucaipa Development Code, Division 4, Chapter 5.

4.4 DEVELOPMENT STANDARDS

RESIDENTIAL DISTRICTS

All residential development shall be subject to the following regulations. All development shall comply with the standards relating to the housing type set forth in the Design Guidelines in Chapter 5.

TABLE 4-2 RESIDENTIAL DEVELOPMENT STANDARDS

Development Feature	R-1	R-2	R-4	R-8	R-24	OS
Structure Height (max.)	35 ft	35 ft	35 ft	35 ft	45 ft	35 ft
Lot Size (min.)	20,000 sf	10,000 sf	5,000 sf	5,000 sf	10,000 sf	N/A
Lot Width (min.)	100 ft	60 ft	50 ft	50 ft	100 ft	N/A
Lot Depth (min.)	120 ft	100 ft	100 ft	100 ft	100 ft	N/A
Lot Coverage (max.)	55%	55%	55%	60%	60%	55%
Building Coverage (max.)	40%	40%	40%	60%	60%	40%
Front Setback (min.):						
Single Story*	30 ft	25 ft	25 ft	25 ft	25 ft	30 ft
Multi Story (upper floor)	30 ft	30 ft	30 ft	30 ft	25 ft	30 ft
Side Setback (min.):						
Single Story	15 ft	5 ft/10 ft	5 ft/10 ft	5 ft	10 ft	15 ft
Multi Story (upper floor)	15 ft	5 ft/10 ft	10 ft/*** 15 ft	10 ft	20 ft	15 ft
Street Side Setbacks (min.):						
Local Street	25 ft	15 ft	15 ft	15 ft	15 ft	25 ft
Collector Street	30 ft	25 ft	25 ft	25 ft	25 ft	30 ft
Rear Setback(min.)	30 ft	20 ft	20 ft	15 ft	15 ft	30 ft
Density (max.)(du/ac)	1	2	4	8	24	1

Development Feature	R-1	R-2	R-4	R-8	R-24	OS
Parking Requirements**						
Spaces per Unit	2 Enclosed				1 Enclosed 1 Covered	2 Enclosed

Source: City of Yucaipa Development Code, Division 4, Chapter 3.
Notes: * In residential districts, a final subdivision map may establish front yard setbacks of not less than 22 feet, provided the average set back of all parcels is at least 25 feet.
** Tandem spaces are prohibited except in hillside areas per Section 87.0630 of the City of Yucaipa Development Code. All parking must adhere to standards established in Division 7, Chapter 6, Parking Regulations of the Development Code.
*** Applies to any lot less than 10,000 square feet in area.

NONRESIDENTIAL DISTRICTS

Table 4-3 establishes the development standards for development in all nonresidential districts. All development shall also comply with the Design Guidelines in Chapter 5.

TABLE 4-3 NON-RESIDENTIAL DEVELOPMENT STANDARDS

Development Feature	Regional Commercial (RC)	Business Park (BP)	Public Facilities (PF)
District Size (min.)	5 gross acres	2.5 gross acres	none required
Structure Height (max.)	45 ft	45 ft	75 ft
Lot Size (min.)	1 gross acre	1 gross acre	1 gross acre
Lot Coverage (max.)	90%	80%	80%
Building Coverage (max.)	60%	60%	60%
Lot Dimensions (max.) (width/depth ratio)	1:3	1:3	1:4
Lot Dimensions (min.):			
Width	100	100	N/A
Depth	100	100	N/a
Front Setback (min.)	15 ft	15 ft	15 ft

Development Feature	Regional Commercial (RC)	Business Park (BP)	Public Facilities (PF)
Side Setbacks (min.)	10 ft	10 ft	10 ft
Rear Setback (min.)	10 ft	10 ft	10 ft
Street Side Setback (min.)	15 ft	15 ft	15 ft
FAR (max.)	0.50	0.75	0.80
Parking Requirements*	Minimum of 4 parking spaces, 1 parking space per 250 square feet		One parking space for each staff member, faculty member, and employee

Source: City of Yucaipa Development Code, Division 4, Chapter 3.
Notes: * Tandem spaces are prohibited except in hillside areas per Section 87.0630 of the City of Yucaipa Development Code. All parking must adhere to standards established in Division 7, Chapter 6, Parking Regulations of the Development Code.

4.5 LANDSCAPE STANDARDS

The design and installation of plant materials and other landscaping within yard, street, and park areas will adhere to the standards established in Chapter 5 Design Guidelines of this Specific Plan.

4.6 SIGN REGULATIONS

The sign regulations of the City of Yucaipa Development Code Division 7, Chapter 7 Sign Regulations apply to all signs within the Freeway Corridor Specific Plan, except as specified in this section. Unless otherwise noted, the contents of this section take precedence over will overrule the provisions of the Development Code.

SIGN TYPES

A. Individual: An individual sign is a sign associated with a non-residential use, but not located within a shopping center, business, or other complex.

B. Complex: A complex sign is located within a shopping center, business, or other complex with a minimum 150 feet street frontage.

C. Complex Occupant: A complex occupant sign is a sign for an individual occupant of a shopping center, business, or other complex.

SIGN CONFIGURATIONS

A. Wall: A sign with a single-face that is mounted on an exterior wall of a structure with the surface parallel to the plane of the wall, and projecting a maximum of 18 inches from the structure.

B. Monument: A sign placed on a monument base that does not interfere with driver visibility. Monument signs shall be located a minimum of one foot away from any right-of-way line and limited to the height allowed for a wall or a fence in the applicable land use district.

C. Projecting: A sign attached to a building and extending in a perpendicular plane from the wall of the structure. Projecting signs must be attached at a minimum height of eight feet from walkways and thoroughfares.

PROHIBITED SIGNS

Per Section 87.0710 of the Yucaipa Development Code, signs with the following components are prohibited within the Freeway Corridor Specific Plan:

- Animated, moving, or rotating parts
- Attached or painted on vehicles on private property
- With sounds
- Signs that limit the effectiveness of traffic signs
- Parts that are considered obscene or immoral
- Balloons and inflatables
- Neon lighting
- Glare or lighting that impairs vision of drivers
- Banners or flags other than for non-profit, religious, or temporary purposes

ACCESSORY SIGN STANDARDS

Accessory sign standards are subject to the Yucaipa Development Code, Section 87.0730 Accessory Signs, and the following:

A. A Master Sign Program shall be established at the development plan review stage to assure that commercial center and business park signage is harmonious, integrates appropriately with the architectural of the center, and provides for adequate exposure of all tenants.

B. The Master Sign Program will also describe the responsibilities of tenants with respect to sign review, approval, installation, and maintenance.

C. Except as specified in Section 4.6, all of the sign regulations of the City of Yucaipa (Development Code Div. 7, Chap. 7) shall apply to all signs within the Freeway Corridor Specific Plan.

D. All signs shall be illuminated by a direct source of light and not internally illuminated. The use of backlit (halo), individually cut reverse channel letter signs, or stenciled panels with three-dimensional push-through graphics shall be encouraged. Internally illuminated cabinet-type signs with translucent panels or panels with reflective surfaces, including, but not limited to, acrylic, fiberglass, plastic, metal are prohibited.

E. **Anchor Major Tenant**. Total sign area shall not to exceed 300 sq. ft., with a maximum of 200 sq. ft. per elevation, limited to two (2) elevations.

F. **Major Tenant**. Total sign area shall not to exceed 200 sq. ft., with a maximum of 100 sq. ft. per elevation, limited to two (2) elevations.

G. **Complex Occupant**. Sign letters shall not exceed 24" in height, and 50% of maximum length of storefront, or 50 sq. ft. per elevation, which ever is less, limited to one (1) elevation.

H. **Pad Building (four sides exposed)**. Total sign area shall not to exceed 200 sq. ft., with a maximum of 100 sq. ft. per elevation, limited to three (3) elevations. One pad monument sign is permitted for each perimeter pad.

I. **Pad Monument Sign**. Total sign area shall not to exceed 24 sq. ft. Maximum structure height is 4 ft. (including 1 ft. decorative base).

J. **Center Monument Sign**. Total sign area shall not to exceed 96 sq. ft. Maximum structure height is 8 ft. (including 2 ft decorative base). Limited to two (2) signs on freeway frontage, and one (1) sign per street frontage.

4.7 COMMON OPEN SPACE, PARKS, TRAILS, AND HILLSIDE PRESERVATION

To ensure development within the Specific Plan area respects the natural environment and maximizes hillside and open space preservation, standards for common open space, parks, trails, and hillside preservation are as follows:

COMPLIANCE WITH YUCAIPA HILLSIDE PRESERVATION REGULATIONS

Development must meet requirements of the Yucaipa Hillside Preservation Regulations (Section 87.1105 to 87.1180 of the City of Yucaipa Development Code).

CLUSTERED DEVELOPMENT REQUIREMENT

Residential development may utilize clustering to maximize open space and hillside preservation and provide a buffer between incompatible uses. The minimum lot size standards in Table 4-2 will control the amount of clustering permitted in each District.

COMMON OPEN SPACE REQUIREMENT

Commercial and Business Park development shall provide development area for common open space in the form of plazas, landscaped courtyards, and/or squares, as indicated in the Specific Plan Design Guidelines. All single-family residential development with lot sizes less than 10,000 square feet shall provide one (1) pocket park of at least 10,000 square feet for each 50 residential dwelling units.

RIDGELINE PRESERVATION

Residential development shall be planned and built to preserve views of Yucaipa's signature ridgelines. No structures shall be built within 150 feet from the centerline of any prominent ridgeline, as defined in Yucaipa Hillside Preservation Ordinance (Section 87.1105 to 87.1180 of the City of Yucaipa Development Code).

4.8 INFRASTRUCTURE

INFRASTRUCTURE REQUIREMENTS

All development shall provide for all supporting infrastructure per Division 11 of the City of Yucaipa Development Code. In addition, all developments will be required to participate in the construction of the Water and Sewer Master Plan facilities as identified by the Yucaipa Valley Water District (see Figures 3-3 and 3-4).

GRADING REQUIREMENTS

Grading and excavation shall be conducted per the requirements provided in Section 15.12. Grading and Excavation Code of the City of Yucaipa Development Code and the City of Yucaipa Grading Manual.

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CHAPTER 5
DESIGN GUIDELINES

5.1 INTRODUCTION

The Freeway Corridor Specific Plan Design Guidelines is a document that accompanies this Specific Plan. The Design Guidelines provides clear guidelines for the design of developments for the Specific Plan area. The document includes guidelines for site planning, landscaping, building design, and site features that promote rural aesthetics appropriate for the existing landscape and the area's agricultural tradition.

The 'Site planning' section suggests designs for lot layout, project entry and character, grading, and drainage. The 'Landscaping' section indicates how and where to place landscaping to achieve rural aesthetics and includes methods for irrigation and water conservation. The 'Building design' section provides examples of acceptable building form, roof forms, garages, windows, doors, and entries, articulation, materials, and colors. The 'Site features' section includes guidelines for designs of walls, fences, screening, and lighting.

The Design Guidelines provides separate design instructions for the following uses:

- Single-family residential,
- Multi-family residential,
- Commercial, and
- Business parks/offices.

In addition, the Design Guidelines chapters are dedicated to guide utilities and signage design. For detailed design recommendations and definitions, please refer to the Design Guidelines.

5.2 GENERAL DESIGN GUIDELINES

ALL BUILDINGS

A. Site Planning.

The various components of the lot shall be laid out to emphasize street-orientation.

1. Planned neighborhoods shall employ a coordinated design by the use of similar architectural styles, entry signs, and carefully designed neighborhood boundaries.

2. Project entry features shall reflect the overall architectural identity and character of the project. Entry features shall consist of authentic materials. (See Section 2.1.B of the Design Guidelines)

3. Grading shall be in compliance with the Yucaipa Municipal Code Hillside Ordinance. (See Section 2.1.C of the Design Guidelines)

4. Cuts and fills shall be at least 2:1 slope or less unless stabilized by a stone retaining wall or crib walls as approved by the City Engineer. Retaining walls four feet high or more are acceptable provided that they are composed of natural materials. (See Section 2.1.C of the Design Guidelines).

5. Coordinate grading and drainage in the initial design phase of the project to ensure the most natural and least invasive approach is achieved.

6. Slopes shall be rounded, contoured, or terraced to blend with the existing terrain and to minimize grade differentials with adjacent streets and properties. Manufactured slopes shall not be a dominant site feature.

7. Loading and Service Area. Screen and locate loading and service areas as far as possible from the street and adjacent properties.

8. Project Entry (See Section 3.1.B of the Design Guidelines):

    a. Landscaping shall define boundaries of areas and provide screening where necessary. Use of native plants is encouraged to conserve water.

    b. Incorporate a combination of the following accent features into the project entry and individual property entry gates: public art, large specimen trees, landscaped medians, stone wall features, architectural monuments, and/or signs.

9. Parking (See Section 3.1.E of the Design Guidelines):

    a. Incorporate canopy trees in parking areas in compliance with the Yucaipa Municipal Code, and to reduce the impact of large expanses of paving, to provide shade, and to reduce glare and heat build-up.

    b. Landscaped finger islands shall be provided to break up parking lots.

    c. Raised planting areas shall be used to separate double-loaded parking areas.

    d. Parking spaces shall be separated from structures by a pedestrian sidewalk and a landscape strip.

10. Access and Circulation (See Section 3.1.D of the Design Guidelines):

    a. Provide pedestrian connections from the street/sidewalk to key areas within or adjacent to the site that are clearly demarcated with decorative materials, landscaping, and lighting.

B. Landscaping

The goal of landscaping design will be to help define boundaries and to screen and buffer incompatible uses. Landscape plans will incorporate water conservation and drought resistant native plant palette. In terms of grading and drainage patterns, the site shall be designed to avoid excessive cut and fill.

1. Strategically place large specimen trees (48" box) to assist new development in looking "established" as quickly as possible. (See Section 2.2 of the Design Guidelines).

2. Trees or large shrubs shall not be planted under overhead lines or over underground infrastructure if growth may interfere with public utilities. (See Section 2.2 of the Design Guidelines).

3. Parkways shall be planted with shade trees to provide a pleasant pedestrian environment and contribute to streetscape continuity. (See Section 2.2 of the Design Guidelines).

4. Trees and shrubs shall be located and spaced to allow for mature and long-term growth. (See Section 2.2 of the Design Guidelines).

5. Landscaping and planting areas (See Section 3.2.A of the Design Guidelines):

    a. Provide screening for unattractive and/or unsightly service areas, and serve as buffers between neighboring uses.

    b. Planted parkways shall be provided on arterial corridors between the street and sidewalk.

6. Irrigation and water conservation (See Section 3.2.B of the Design Guidelines):

    a. Landscaped areas shall have automatic irrigation systems with moisture sensors installed to ensure plant material survives.

    b. Provide root barriers when trees are planted five feet or closer to any hardscape element (e.g., curbs, sidewalks, other paving, etc.) or structure. The distance shall be measured from the center of the tree trunk to the nearest hardscape or structure.

C. Building Design

Buildings shall be designed to match the overall scale and design of existing environment. Fenestration and articulation of the building will improve visual interest and minimize cookie-cutter designs. Buildings must comply with the hillside development regulation. (See Section 3.3 of the Design Guidelines):

1. Buildings shall employ rural architectural styles such as Craftsman, Ranch, and Spanish Eclectic. Larger buildings shall provide articulation and variation in wall planes to reduce the scale of the building.

2. Building Form:

    a. Wall planes on all sides of the house shall be variable if visible from a public street and pedestrian pathway. (See Section 2.3.A of the Design Guidelines).

    b. Divide the structure mass into smaller scale components in structures over 50 feet long by reducing the perceived height and bulk of one or more of the following: a change of roof or wall plane, projecting or recessed elements, varying cornice or rooflines, or other similar means.

    c. Wall planes visible from public streets shall not run in one continuous direction for more than 50 feet without projecting or recessing the wall every five feet for every 25 feet of structure height.

    d. Surface detailing (i.e., score lines) shall not serve as a substitute for distinctive massing.

3. Roof Form (See Section 2.3.B of the Design Guidelines):

    a. In higher density developments, multiple rooflines shall be incorporated throughout the project.

    b. Various roof forms/changes in roof plan shall be used on all structure elevations visible from a public street or pedestrian right-of-way.

    c. Roof elements shall continue all the way around the structure and not just be used in the most visible locations.

    d. Roof elements shall be combined with wall elements to unify all sides of the structure.

e. Rooflines shall be designed to screen roof mounted mechanical equipment.

f. If parapets are used, one or more of the following detail treatments shall be included: pre-cast elements, continuous banding or projecting cornices, dentils, caps, corner details, or variety in pitch (sculpted), other horizontal decoration and/or clean edges with no unfinished flashing.

g. Parapets shall not appear "tacked on" and shall convey a sense of permanence.

4. Windows, Doors, and Entries (See Section 2.3.D of the Design Guidelines):

   a. To enhance privacy, windows on side elevations shall be staggered whenever possible and not be positioned directly opposite of the adjacent structure's windows.

   b. Flush windows are not allowed.

5. Articulation (See Section 2.3.E of the Design Guidelines):

   a. Porches shall be a minimum of six feet deep with materials and/or details that are necessary to achieve an authentic architectural style.

   b. Large, blank, flat surfaces are not allowed. Wall forms shall be articulated with changes in massing, colors, materials, and a change in horizontal wall plan every 50-feet or less.

6. Materials and Colors (See Section 2.3.F of the Design Guidelines):

   a. Traditional two-piece tapered, multi-colored terra cotta barrel tiles with brown hues and approximately a 20 percent concrete boost in the field tiles and double tiles or boosted double tiles at the eave shall be used. Low profile one-piece "S" tiles are not allowed.

   b. Projects of three or more homes shall provide a minimum of three distinctly different color/material palettes.

   c. Heavier materials shall be used lower on the structure elevation to form the base of the structure.

   d. Appropriate materials include natural woods, wood shingles and siding, common brick, stone, river rock, clinker brick, limited areas of plaster, and wooden beams that are structurally heavy in appearance.

7. Roofs

    a. Rooflines shall be designed to screen roof mounted mechanical equipment. (Figure 3.27)

    b. Full roofs are desirable. Hipped or gable roofs covering the entire structure are preferred to mansard roofs and segments of pitched roofs applied at the structure.

8. Stairs

    a. Stairways shall be designed as an integral part of the overall architecture of the structure, complementing the structure's mass and form. Stairwells shall be solid; prefabricated metal stairs are strongly discouraged.

D. Site Features

Building materials and colors must be compatible with rural architectural style. Walls, fences and screening shall be made of materials commonly found in rural landscapes. Lighting design must be coordinated to minimize impact on the rural landscape.

1. Walls, fences, and screening (See Section 2.4.A of the Design Guidelines):

    a. Fences and walls shall be constructed of authentic materials (natural woods, common brick, stone, river rock, clinker brick, and wooden beams, for example). Vinyl and other manufactured fencing materials may be acceptable if the overall look appears authentic.

    b. Non-transparent perimeters walls and/or fences shall provide decorative columns or pilasters to provide relief and incorporate landscaping.

    c. Walls on sloping terrain shall be stepped to follow the terrain.

    d. Chain link fencing shall not be used.

2. Lighting (See Section 2.4.B of the Design Guidelines):

    a. Lighting shall be shielded to ensure that lights are directed downward onto the public right-of-way.

b. Pedestrian light poles along sidewalks or pathways shall be between 12 to 15 feet high.

c. Entrances shall be lit with consideration paid to safety for residents and visitors.

d. Lighting, including security lighting, shall be contained to the property to ensure that there is not spillover glare to neighboring properties. The lighting shield shall be painted to match the surface it is attached to.

3. Trash Receptacle

a. Enclosures shall be separated from adjacent parking stalls with landscape planters and paved surfaces behind the curb to ensure adequate space is available for individuals to access vehicles.

b. Trash/recycling containers shall be large enough, placed frequently throughout the site, and collected often enough to handle the refuse generated.

c. Trash enclosures shall be designed with similar finishes, materials, and details as the primary structures within the project and shall be screened with landscaping.

d. Enclosures shall be surrounded by buildings or landscaping on three sides.

e. Doors shall not face the street.

f. Trash/recycling containers shall be large enough to handle the refuse generated by the site and to accommodate extra containers for recycling.

g. The use of chain link fencing and gates with wood slats to screen trash/recycling containers is not allowed. Regular or long-term trash receptacles shall be stored in an enclosure with a solid roof.

5.3 DESIGN GUIDELINES BY LAND USES

The following summarizes design guidelines for each land use:

SINGLE-FAMILY RESIDENTIAL

The goal of single-family residential design guidelines is to promote rural aesthetics without resorting to anonymous replicas commonly found in planned communities.

A. Building Design

1. Building Form

    a. Provide a mix of single-story and two-story homes. Two-story homes shall have single-story elements on prominent elevations.

    b. A second story shall not exceed 80 percent of the first floor square footage. Place at least 60 to 70 percent of the second story floor area over the back half of the first story.

2. Garages (See Section 2.3.C of the Design Guidelines):

    a. Garage doors shall be recessed a minimum of six inches from the face of the garage

    b. Garage doors facing the street shall be set back from the exterior face of the main house to help reduce their visual dominance

    c. A maximum of two garage bays shall face the street. Garage bays over two units shall have a different orientation.

    d. The ratio of garage frontage to the width of the house shall not be greater than 75 percent.

3. Windows, Doors, and Entries (See Section 2.3.D of the Design Guidelines):

    a. EPA “Energy Star” windows with low e-coatings shall be used.

MULTI-FAMILY RESIDENTIAL

The following guidelines allow development of higher density housing in the Specific Plan area while providing high quality design that incorporates rural aesthetic design components.

A. Site Planning

1. Lot Layout

    a. Lot layout shall be designed to provide public gathering spaces and avoid large parking areas and carports.

    b. Circulation and pathways shall be designed to promote walking while providing safe vehicular circulation.

    c. Useable common space is required where a neighborhood homeowners association or another acceptable private maintenance entity will coordinate its use and maintenance.

    d. Minimize or eliminate the visual impact of large monolithic structures by creating a cluster of smaller structures, or the appearance of a series of smaller "cottage-like" structures.

2. Grading and Drainage (See Section 3.1.C of the Design Guidelines):

    a. Coordinate with drainage methods of the adjacent properties.

    b. Parking lots shall drain to a single concrete swale at the edge of the aisle.

B. Building Design

1. Multi-family development adjacent to single-family neighborhoods shall provide a buffer of single story structures or roadways along the adjoining property line. It is highly recommended that no more than forty-eight attached units be allowed in a single structure.

2. Rooflines shall be broken at intervals no greater than 50 feet long by changes in height or setbacks.

3. Carport roofs visible from structures or streets shall incorporate roof slopes and materials to match adjacent structures. Flat roofs on garages, carports, and ancillary structures are allowed if they are not visible from off-site.

C. Site Features (See Section 3.3 of the Design Guidelines):

1. All walls and fences shall be landscaped and complement rural aesthetics.

COMMERCIAL

Design guidelines provide separate guidelines for local, regional, and specialty commercial uses.

A. Site Planning

Commercial developments shall be designed with attractive streetscapes and oriented to the street. Multi-tenant developments will include outdoor plazas.

1. Neighborhood and Regional Commercial

    a. Public spaces shall be incorporated into neighborhood commercial.

    b. Commercial uses and buildings shall be oriented towards the public spaces.

    c. Locate driveway access points and internal circulation as far away as possible from residential properties, schools, parks, and sensitive uses.

    d. Locate smaller commercial building pads at the street edge to reduce the visual impact of large parking lots and regional commercial uses.

2. Specialty Retail

    a. Dense landscaping, berming, architectural treatments, or a combination of these elements shall be used to screen specialty retail sites from public view.

    b. Car wash facilities shall include appropriate control measures to reduce machinery and blower noise levels.

    c. Car wash facilities shall incorporate small, comfortable plazas for customers to comfortably wait for their vehicles.

    d. Each on-site gas pump shall generally include stacking for a minimum of two vehicles (roughly 40 feet in length) so that driveways or the street are not utilized by waiting customers.

e. Incorporate a combination of ornamental landscaping, landscaped medians, architectural monuments, decorative walls, signs, and/or enhanced paving into the project entry as accent features.

3. Grading and Drainage

   a. Detention basins shall not be located within the front setback unless designed as an attractive landscape element.

   b. Stormwater retention ponds shall be designed as landscape features rather than as large, unadorned depressions in the site.

4. Plaza

   a. Provide employee break rooms and outdoor areas that are sheltered as much as possible from the noise and traffic of adjacent streets and other incompatible uses.

   b. Outdoor furniture shall be included in and shown on all site and landscaping plans.

5. Circulation

   a. Points of ingress/egress on corner lots shall not be located closer than 150 feet from an intersection.

   b. Divide large parking lots (over 200 parking spaces) into a series of connected smaller lots using raised landscaping strips, pedestrian paths, accented with special paving, and access drives.

   c. Parking lots with more than 100 stalls shall incorporate the following entry elements:

   d. A center landscaped median from the public street to the first bisecting parking aisle.

   e. A sidewalk on at least one side of the drive aisle to connect the street to the front cross aisle.

   f. Two landscaped parkways flanking both sides of the entry drive shall be provided.

g. In parking lots with more than 100 stalls, spaces shall not be located along the main drive aisle.

h. This configuration will eliminate problems caused by vehicles backing into the primary circulation path. This guideline shall also apply to projects within 500 feet of an intersection having a level of service "D" or worse.

i. In parking areas with six or more double rows of parking stalls, pedestrian paths shall be provided within landscape islands to connect parking areas and structure entries.

j. Pedestrian drop-off areas shall be a minimum of nine feet wide and located outside vehicle circulation aisles and pedestrian pathways

k. Textured paving shall be provided at crosswalks within the project provided it is ADA compliant.

l. Sidewalks at structure entries shall be a minimum of 11 feet wide where adjacent to head-in parking to allow for car bumper overhang and nine feet wide where adjacent to a landscaping buffer or drive aisle.

6. Loading and Service Area

a. Loading facilities, including parking and maneuvering areas, shall not extend into required minimum setbacks. Under no circumstances will this area be used as a primary entry to the building.

b. A loading space shall be provided for each restaurant site that does not interfere with public use of the parking area.

c. If visible from public view, roll-up doors are generally discouraged. However, where these doors do exist, they shall be recessed a minimum of 12 inches into the structure to provide a shadow line. Service and roll-up doors shall be painted to match the structure or trim.

7. Parking

a. Provide bicycle and motorcycle parking.

B. Landscaping

Landscaping in commercial areas will be used throughout parking areas to minimize urban heat and to soften the appearance of surface parking lots. Plants that vary in size, texture, and color will be employed to define areas, buffer adjacent areas, and to screen loading and parking areas.

1. Where there is no plaza, pedestrian space, or an entrance, a landscape strip (minimum width of six feet) shall be provided between a structure and parking/paved areas visible from public view.

2. Flowering trees and fruit-bearing trees shall be avoided on pedestrian parkways and ADA path of travel areas to maintain clear passageways.

C. Building Design

Building design will avoid the use of corporate "chain" architecture, and instead use architectural styles that reflect Yucaipa's agricultural history.

1. Building Design for Neighborhood Commercial

    a. Corporate tenants shall design structures to fit the scale and rural character of Yucaipa and this Specific Plan. The use of corporate "chain" architecture is strongly discouraged.

    b. Coordinate structures within commercial centers to complement one another by using common roofing material, roof pitch, exterior finish material, and consistent color palettes.

    c. Each structure shall represent a single architectural style. For example, details used to express authentic "Craftsman" style structures like natural woods, wood shingles and siding, common brick, stone, river rock, clinker brick, limited areas of plaster, and wooden beams that are structurally heavy in appearance are encouraged.

    d. All sides of commercial structures in highly visible locations (i.e., project entries) shall receive equal design consideration and treatment (360-degree architecture).

2. Building Design for Regional Commercial

a. Large blank walls, especially those visible from the public right-of-way, shall be articulated through various treatments (e.g., offsets in massing, arcades, colonnades, and the use of a variety of different façade materials).

b. An inviting human-scaled entrance to a regional commercial store shall serve as the visual focal point.

c. Regional commercial construction shall consist of durable materials that are resistant to vandalism, damage from weather, etc. A variety of materials shall be incorporated in the façade and elsewhere (stucco as the sole exterior material used is strongly discouraged), including concrete, stone masonry, brick, and commercial grade ceramic tile, etc.

3. Building Design for Specialty Commercial

a. Structures on-site (including canopies, kiosks, car wash facilities, gas pump columns, etc.) shall be consistent with and complement the architectural design of the primary structure and overall project site.

D. Building Form

1. Divide the structure mass into smaller scale components in structures over 50 feet long by reducing the perceived height and bulk of one or more of the following:

a. A change of roof or wall plane,

b. Projecting or recessed elements, varying cornice or rooflines, or other similar means.

2. Use vertical elements (i.e., pilasters) on large monolithic structures to break up the box-like appearance and to give the effect of several smaller structures.

3. Where feasible, minimize the visual impact of large monolithic structures by creating a cluster of smaller structures or the appearance of a series of smaller attached structures.

E. Roofs

1. Use full roofs or the appearance of full roofs
2. Flat roofs may be allowed when the roof is not visible from residential properties.
3. Hipped or gable roofs covering the entire structure are preferred to mansard roofs and segments of pitched roofs applied at the structure edge.
4. Roofs shall be designed to screen mechanical equipment without requiring the use of an additional roof screen. Screening shall be constructed consistent with the materials of the structure and shall be designed as a continuous component installed the length of the elevation.
5. Provide deep roof overhangs to create shadow and add depth to facades.
6. Roof-mounted equipment that may be visible from a higher vantage point shall be architecturally screened from view.

F. Windows, Doors, and Entries

1. On small-scale commercial structures, large expanses of glass shall be broken into smaller windowpanes.
2. Windows and doors shall be proportionate to the structure elevation. Enhance doors and windows by the use of accent trim or color. Window type, material, shape, and proportion shall complement the architectural style of the structure.
3. Project icons, thematic pilasters, special paving treatment, water features, and specialty landscaping shall be used at structure and common space entryways to unify the project.
4. Emphasize structure entrances by using lighting, landscaping, and architecture.
5. Upper floor entries at the street frontage shall have a distinct design that complements the main structure frontage.

6. Stairways shall be designed as an integral part of the overall architecture of the structure.

G. Storefront Design

1. Entry design shall incorporate two or more of the following methods:

    a. Change in wall/window plane;

    b. Placement of art or decorative detailing; A projecting element above the entrance;

    c. A change in material or detailing; Implementation of architectural elements such as flanked columns or decorative fixtures;

    d. Recessed doors, archways, or cased openings;

    e. A portico or formal porch either projecting from or set into the surface; or

    f. Changes in the roofline, a tower, or a break in the surface to a wall.

2. Commercial structures shall include a recessed primary entry that provides protection from the weather. Provide decorative paving material (e.g., tile, marble, or slate) at recessed entries.

H. Articulation

1. Use articulation on the front façade and facades visible from public streets.

2. There shall be no blank walls on any side of any structure within a project.

3. Incorporate architectural details and materials on lower walls that relate to human scale (e.g., arches, trellises, or awnings).

4. Use architectural elements (e.g., overhangs, trellises, projections, awnings, insets, material, texture, etc.) to create shadow patterns that contribute to a structure's character and to achieve a pedestrian scale.

5. A minimum eight-foot vertical clearance between the sidewalk and the lower most portion of an awning or similar form of hanging articulation shall be maintained.

I. Materials and Colors

1. Where appropriate to the architectural style, materials and textures shall vary between the base and body of a structure to break up large wall planes and add a visual base.

2. Materials that are highly resistant to damage, defacing, and general wear and tear, such as precast concrete, stone masonry, brick, and commercial grade ceramic tile, shall be used at the base of the structure. However, it is important to use materials that remain true to the architectural style chosen and rural aesthetic.

3. Material changes shall occur at intersecting planes, such as at inside corners of changing wall planes or where architectural elements intersect (e.g., chimney, pilaster, projection, or fence line).

4. Standing-seam metal roofs and other roofing materials that reflect a rural aesthetic are encouraged.

5. Appropriate colors are neither bright nor jewel tones, and reflect natural colors found in nature. They have a muted look yet are rich in tone. Complementary yet contrasting colors are encouraged to accentuate details.

6. Fluorescent paints and bright colors are strongly discouraged.

7. The use of permeable paving materials is strongly encouraged whenever possible.

J. Site Features

1. Walls and Fences/Screening

    a. The use of wrought iron for security purposes is acceptable.

b. Retaining walls that are four feet high or more shall be of concrete, masonry, or masonry system, and faced with river rock or dry stack stone.

c. Where security fencing is required, it shall be a combination of solid pillars or short, solid wall segments and wrought iron grillwork.

d. Exterior perimeter walls located along public streets shall have an offset a minimum of five feet deep for every 50 feet to 75 feet of wall, depending on the length of wall.

e. Fences and walls required for screening purposes shall be of solid material.

f. Fences and walls shall be constructed as low as possible while still performing screening noise attenuation and security functions.

g. Walls on sloping terrain shall be stepped to follow the terrain.

h. To bring continuity to the overall street scene, similar elements (e.g., columns, materials, and cap details) shall be incorporated on perimeter walls that transition from one development to another.

i. Screen walls shall not be located where the wall blocks the sight lines of drivers entering, leaving, or driving through the site.

2. Trash Receptacles

a. Trash enclosures shall be separated from adjacent parking stalls with a minimum five-foot wide (interior clear dimension) planter and a 12-inch wide paved surface behind the curb.

b. These spaces will ensure adequate space is available for individuals to access the vehicle.

c. Trash/recycling containers shall be screened using landscaping.

d. A pedestrian entrance to the trash enclosure shall be provided so that large access doors do not have to be opened as often.

e. Enclosures shall not be visible from primary entry drives.

f. Trash enclosures shall include provisions for concrete stress pads to reduce pavement damage from disposal trucks.

3. Lighting

    a. Lighting shall be shielded to minimize glare upon neighboring residential properties. The shield shall be painted to match the surface it is attached to.

    b. Light sources for wall washing and tree lighting shall be hidden.

    c. The design of parking lot lighting fixtures shall be compatible with the architecture used in the development and not be on poles over 40 feet high, and where adjacent to residential uses, light poles shall not exceed 20 feet.

BUSINESS PARKS/OFFICES

High quality design in industrial developments, business parks, and office buildings is vital in employee retention and attracting businesses in Yucaipa.

A. Site Planning

1. Lot Layout.

    a. Corner buildings shall be landmark buildings that wrap around the corner.

    b. Office buildings shall be placed at the front setback line, with parking located at the side or rear.

    c. An additional five-feet front setbacks shall be provided for every 10-feet of building height above 30-feet.

    d. Carefully screen loading areas from public view.

2. Public Right-of-way View Area

    a. The entry drive shall be oriented towards the entrance of the primary building.

    b. A minimum seven-foot wide landscaped center median shall be provided at the entry drive.

    c. Landscaped parkways shall be provided at entry drive.

    d. A minimum four-foot wide sidewalk on at least one side of the drive aisle shall be provided to connect the street to the building.

e. Landscaping shall be drought-resistant and be comprised of native materials.

3. Project Entry and Character

   a. Business parks and offices shall provide outdoor plazas or enhanced site features at the building entries.

   b. Public plaza areas shall include: tables, benches or other sitting areas, potted plants, trash receptacles, canopy trees, and enhanced paving. Shaded areas shall be provided and can be accomplished by using trellises, pergolas, or other structures.

   c. Larger sites shall incorporate several focal points to create defined spaces. Plazas, landscaping, fountains, artwork, textured pavement, and diversity in pavement levels (that are ADA compliant) can create focal points and generate interest.

   d. Business parks and office sites shall provide combinations of plazas, courtyards, textured paving, pedestrian seating areas, public art, fountains or another water feature, shaded transit stops, and/or information kiosks as deemed appropriate.

   e. Detailed and well defined paving areas in courtyards, outdoor patios, and plazas shall be comprised of authentic and appropriate materials. Permeable features (e.g., brick pavers, tile, grasscrete, decomposed granite, colored concrete, flagstone, brick, etc.) shall be used where appropriate. The use of these materials is strongly encouraged adjacent to buildings, entries, facades, in plazas, or in seating areas and shall tie into paving at building entries.

4. Employee/visitor Seating Areas

   a. Business parks and offices shall provide outdoor plaza areas and employee break areas that are sheltered from adjacent street noise, trash enclosures, parking areas, and incompatible uses as much as possible.

   b. Plazas and employee break areas shall be comfortable and usable (not be token open space areas) that include: tables, benches or other sitting areas, potted plants, trash receptacles, canopy trees, and enhanced paving (Figure 5.07)

   c. Shaded areas shall be provided and can be accomplished by using trellises, pergolas, or other structures (Figure 5.08).

5. Access and Circulation

a. Parking facilities shall be designed to ensure that vehicles have adequate room to maneuver without entering the public right-of-way areas (i.e., sidewalk areas).

b. Provide accent pavement treatments in crosswalk areas (e.g., raised, colored, and/or textured pavement, etc.).

c. Where business parks abut residential areas, provide pedestrian connections/sidewalks between the neighborhood and the business park.

6. Loading Areas

a. Wayfinding signage and pavement markings shall be provided at parking areas and loading facility entrances/exits.

b. Loading and service areas shall be screened from public view using a combination of portions of the building, architectural wing walls, decorative screen walls, and/or a landscape buffer.

c. Screening shall be designed as an integral element of the building design and site layout.

d. Loading facilities and vehicle maneuvering areas shall not extend into required minimum setbacks.

B. Landscaping (See Section 5.2 of the Design Guidelines.)

1. Parkways shall include various landscaping elements. Landscaped areas shall include trees, shrubs, and groundcover.

2. A minimum six-inch concrete mow strip shall be provided between turf and shrub areas.

3. A minimum five-foot wide landscaping strip shall be planted adjacent to the building edge. The landscape strip shall be directly adjacent to the building edge to create a buffer and help to prevent graffiti.

4. Use vertical landscape materials to break up the scale of blank two-story walls.

5. Wall vines shall be used to minimize the potential for graffiti and to soften large expansive walls.

6. Groundcover shall be installed in landscaped areas to provide a finishing treatment, as well as provide erosion and weed control.

7. Mulch, bark, and stones/rock cover shall not be used as an alternative to groundcover.

8. Turf shall be used only when it serves a specific function. Turf areas shall be minimized to conserve water.

9. Landscaping elements in the front setback shall incorporate drought tolerant materials.

C. Building Design (See Section 5.3 of the Design Guidelines.)

1. Building Form (See Section 5.3A of the Design Guidelines.)

   a. Allowed building form: variety of building indentations, architectural details and materials; building entry emphasis; screening of equipment and storage areas; and landscaping to soften building exteriors.

   b. Prohibited building form: large, blank, flat surfaces; exposed, untreated concrete block walls; loading doors facing the street; exposed mechanical equipment; highly reflective surfaces; trash enclosure doors facing the street or visible from the street; and barbed wire and razor wire.

   c. Architectural elements (e.g., overhangs, trellises, projections, awnings, and/or insets, etc.) shall be incorporated into the building design to create shadow patterns that contribute to overall building character. This is especially important in areas viewed from public right-of-ways.

   d. Building mass. Overall building mass shall be divided into smaller, identified parts. Large, blank, flat surfaces are not allowed. Wall forms shall be articulated with changes in massing, colors, and materials, and a change in horizontal wall plan every 50-feet or less.

   e. A colonnade, or other entryway that is pedestrian scaled, along the street fronting façade is strongly encouraged to reduce the massing of tall buildings.

f. Structures two-stories or higher shall incorporate a step in the vertical wall plane to reduce the scale of the building. The stories above the first one can be stepped back, and/or the first-floor elements or wall surfaces can project.

g. Rooflines shall be broken by changes in height or wall plane at intervals no great than 50-feet.

2. Roof Forms (See Section 5.3B of the Design Guidelines.)

a. Rooflines shall be broken up by changes in height or wall plane at intervals no greater than 50-feet.

b. Roof forms shall be designed to completely screen roof-mounted equipment from public view.

c. Screening shall be constructed with materials that are consistent with the building.

d. Where feasible and where appropriate to the architectural style of the building, a fully pitched roof shall be provided over the entry and/or office portion of the structure.

e. Mansard roofs that are used in a piecemeal fashion (i.e. on the portion of the building perimeter only) shall not be used. Mansard roofs shall wrap around the entire perimeter of the structure. Parapets shall have sufficient articulation of detail (e.g., precast treatments, continuous banding with a contrasting paint color, projecting cornices or lentils, caps, etc.).

3. Windows and Entries (See Section 5.3C of the Design Guidelines.)

a. Provide regularly spaced windows that break up wall planes and allow windows and opening where privacy allows.

b. Front elevations in the view zone shall express a high window to wall ratio.

c. Window type, material, shape, and proportion shall complement the architectural style of the building entry.

d. Windows shall be inset into the primary wall plane a minimum of three inches where appropriate to the architectural style of the building to provide some shadow detail.

e. Entries shall be articulated, covered, and/or recessed, and provide protection from weather. Architecture, pedestrian plazas, landscape materials, artwork, and pedestrian-oriented lighting shall be used to emphasize entries.

f. Entry plazas shall incorporate landscape components, and decorative paving accents.

g. Entry signs shall be similar in scale and imagery to the architectural style of the building. See Chapter 7.0 Signage for further details.

h. Project icons, thematic pilasters, special paving treatment, water fountains, and specialty landscaping shall be used at building and common space entryways to unify a project.

4. Materials and Colors (See Section 5.3D of the Design Guidelines.)

a. Multiple exterior wall finishes (e.g., stucco, plaster, glass, stone, brick, and/or decorative masonry, etc.) shall be used to define building form and create interest at entries.

b. Buildings shall not employ a singular material from base to parapet. Entries and building bases shall be articulated through the use of color, material change, and/or texture.

c. Pre-cast walls shall incorporate elements to articulate exteriors (e.g., reveals, recessed panels, recessed windows, and/or moldings to articulate, etc.).

d. Large areas of smooth finish concrete wall panels shall be enhanced with some form of texture.

e. Use heavy textured paint or forming textures into selected areas of wall panels to avoid a glossy/high glare look on building surfaces.

f. Warmer earth tones are preferred to white or other bright colors that produce glare.

g. Metal buildings and concrete tilt-up building must be designed to have an exterior appearance of conventionally built structures. Exterior surfaces shall include portions of stucco, plaster, glass, stone, brick, or decorative masonry.

D. Site Features (See Section 5.4 of the Design Guidelines.)

1. Walls and Fences/Screening

   a. Screen and sound attenuation walls located along public streets shall be offset with an average setback of 25-feet and a minimum setback of 20-feet measured from the curb-face.

   b. Walls that are less than six-feet tall can substitute a variation in the wall plane by incorporating pilasters at a minimum of 10-feet at center.

   c. Where required and where visible from the street, security fencing shall be a combination of solid pillars or short solid wall segments and wrought iron grillwork.

2. Trash Enclosures

   a. Location

      i. Trash enclosures are not allowed in areas viewed from public right-of-ways.

      ii. Enclosures shall be located away from adjacent residential uses to minimize nuisances.

      iii. Enclosures shall be separated from adjacent parking stalls with a minimum five-foot wide planter to screen the enclosure.

   b. Design

      i. Trash and recycle enclosures shall be consistent with the design of the project and building architecture.

      ii. Materials that are the same or similar to the materials used on the building shall be used on the enclosure.

iii. Architecturally designed roof structures are required to appear to be a finished looking structure.

iv. Enclosures shall be surrounded by buildings or landscaping on three sides.

v. Trash enclosure doors shall not face the street.

vi. Trash/recycling containers shall be large enough to handle the refuse generated by the site and to accommodate extra containers for recycling.

vii. The use of chain link fencing and gates with wood slats to screen trash/recycling containers is not allowed.

viii. Regular or long-term trash receptacles shall be stored in an enclosure with a solid roof.

E. Lighting

1. Lighting shall not spill over to adjacent properties.

2. Height. Light poles shall be to scale with the building or complex and surrounding area and have a maximum height of about 25-feet. Where adjacent to residential uses, light poles shall not exceed 15-feet. Pedestrian light poles along sidewalks or pathways shall be less than 15-feet high.

3. Exterior building and site lighting shall be directed away from adjacent properties and light sources shall be shielded from direct off-site viewing.

4. Security lighting fixtures shall not project above the fascia or roofline of the building and shall be shielded.

5. The shield shall be painted to match the surface to which it is attached.

6. Security lighting fixtures shall not be substituted for parking lot or walkway lighting fixtures.

7. Building entrances shall be well illuminated with a minimum of five-footcandles.

8. Walkways and paseos shall be illuminated with a minimum of one-footcandle to help promote safe conditions at night.

9. Parking lots, and access to them, shall be illuminated with a minimum of one-footcandle.

10. Light fixtures shall be compatible with the building design to help define the character and unify the project.

UTILITIES

Utilities such as vents, gutters, downspouts, flashing, and electrical panels shall be designed to integrate with the overall architectural style of the development or to be screened from public view in a manner that complements the design of the area. (See Section 6.0 of the Design Guidelines for details.)

A. Residential Developments.

1. Gutters and downspouts shall be decorative and designed to integrate with the façade.

2. Electrical meters, cable boxes, junction boxes, and irrigation controllers shall be designed as an integral part of the structure on a rear or side elevation and screened from public view.

3. Vents, gutters, downspouts, flashing, and electrical panels shall be painted to match the surface to which it is attached unless it is used as a major design element. If it is used as a major design element the color will be consistent with the overall color scheme of the structure. discharge from gutters and downspouts not flow directly across pedestrian walkways.

4. Water from downspouts shall be directed to permeable areas for percolation. Discharge that ties into a project's drainage system is preferred, but flexible hosing or splash guards are acceptable.

5. On-site connections and utilities shall be installed underground within existing or proposed underground utility districts where feasible. If utilities and connections cannot be located below ground, these elements shall not interfere with, or adversely affect the access, visibility, appearance, or character of the structures in the vicinity.

B. Multi-family Residential and Commercial Developments

1. Mechanical equipment, including gas and electrical meters, cable boxes, junction boxes, and irrigation controllers shall be located within a utility room. In multi-family residential developments, the fire riser and roof access ladder will be located within the utility room. In commercial developments, the fire risers shall be located in a separate room with direct exterior access and the fire riser and alarm panel are the only items that may be located in this room.

2. Transformers shall be placed underground to minimize visual impacts. When this location is not possible, the transformers shall be well screened and placed in the rear or side setback area to minimize visibility from the public right-of-way.

3. Double detector check valve assemblies (backflow preventers) for landscape irrigation and domestic water shall not be located at visually prominent locations such as the end of drive aisles or at site entries, and shall be screened with shrubs, berms, or low screen walls.

SIGNAGE

Clear, visible signs will be designed to complement the rural aesthetics. (See Section 7.0 of the Design Guidelines.)

A. Prohibited Sign Types. Freestanding pylon signs and Roof Mounted Signs are prohibited.

B. Site Location

1. Signs in the restricted sidewalk/landscape easement shall not interfere with pedestrian movement or visibility along sidewalks. Signs shall not block motorist's visibility along the sidewalk or roadway, or sight lines at entry driveways and circulation aisles are not blocked.

C. Sign Design Criteria

1. Base for monument style signs. Provide a solid architectural base that supports the sign and is comprised of traditional materials (e.g., stone, brick, etc.).

2. Sides and top. Provide architectural elements on the sides and top to frame the sign panel. Use columns, pilasters, cornices, trellises, and similar details in a rural style to provide design interest and frame the sign panel.

3. Materials and colors. Incorporate materials and colors into the sign support structure to match or be compatible with materials and colors typical of the rural style and those used on structures within the development.

4. Proportion. Signs shall be in proportion to the size of the area in which they are located. In areas where the restricted sidewalk/landscape easement is narrow, smaller signs are appropriate. Larger signs shall be placed in areas that are wider, in areas visible from Interstate 10, where larger signs can be easily accommodated.

5. Design elements. Keep the various design elements of the sign (e.g., base, side supports, sign panel area, and roof-like features) in proportion with one another. For example, a massive stone base that supports a small or lightweight appearing sign panel would not be appropriately proportioned. Likewise, a large top element of heavy timbers over a sign with a minimal supporting base would appear disproportionate.

6. Screening. Electrical transformer boxes, raceways, and conduits shall be concealed from view.

D. Sign Legibility

1. Use a brief message. The fewer the number of words/letters, the more effective the sign message. A sign with a brief succinct message is simpler and faster to read, looks cleaner, and is generally more attractive. Each word shall be carefully evaluated and eliminated if it is unnecessary.

2. Craftsman theme. Fonts that portray a rural theme are clean and uncluttered. Typical Craftsman font styles are: Arquitectura, Berlinger Bold, Kabel BK, Manhattan, Socrates, and Thermo.

3. Letter spacing. Avoid crowding letters, words, or lines.

4. Number of lettering styles. Limit the number of lettering styles in order to increase legibility. No more than two lettering types for small signs is recommended.

5. Sign shape. Signs that are too narrow or oddly shaped shall be avoided as they make the signs harder to read and confusing.

6. Sign placement. Signs shall be easily read by opposing traffic and shall be placed perpendicular on the roadway.

E. Color

1. Use natural materials and colors that are neither bright nor jewel tones, and reflect colors found in nature.

2. Bright florescent colors are prohibited.

F. Illumination

1. Signs shall be illuminated by a direct source of light and not internally illuminated.

2. Use backlit (halo), individually cut reverse channel letter signs, or stenciled panels with three-dimensional push-through graphics.

3. Internally illuminated cabinet-type signs with translucent panels or panels with reflective surfaces, including but not limited to, acrylic, fiberglass, plastic, or metal are prohibited.

4. Select incandescent lights over florescent lights whenever possible.

5. Light for signs shall be contained to the sign it serves. Careful consideration shall be paid to ensure that light does not spillover onto the right-of-way, or into adjacent residential properties.

G. Materials

1. Sign materials will complement materials used on the building it serves.

2. Sign materials will contribute to the legibility of the sign.

3. Sign materials shall be durable.

4. Allowed materials: natural woods, wood shingles and siding, common brick, stone, river rock, clinker brick, limited areas of plaster, wooden beams that are structurally heavy in appearance, weathered metals, and wood.

5. Concrete or fiberglass may be used when structural integrity is in question, but the element shall be made to appear like wood to the fullest extent possible.

6. Sign copy background shall be opaque with a non-reflective non-glossy matte finish.

7. Prohibited materials: plastic and acrylic materials.

CHAPTER 6
IMPLEMENTATON

6.1 INTRODUCTION

This Implementation Program identifies the programs, regulations, and other procedures the City and others will pursue to implement the Yucaipa Freeway Corridor Specific Plan. Implementation involves:

- Phasing
- Public Financing Plan
- Maintenance Responsibilities
- Methods and Procedures for Implementation
- Enforcement of the Specific Plan
- Amendments to the Specific Plan
- Density Transfers
- Interpretations
- Severability
- CEQA Compliance

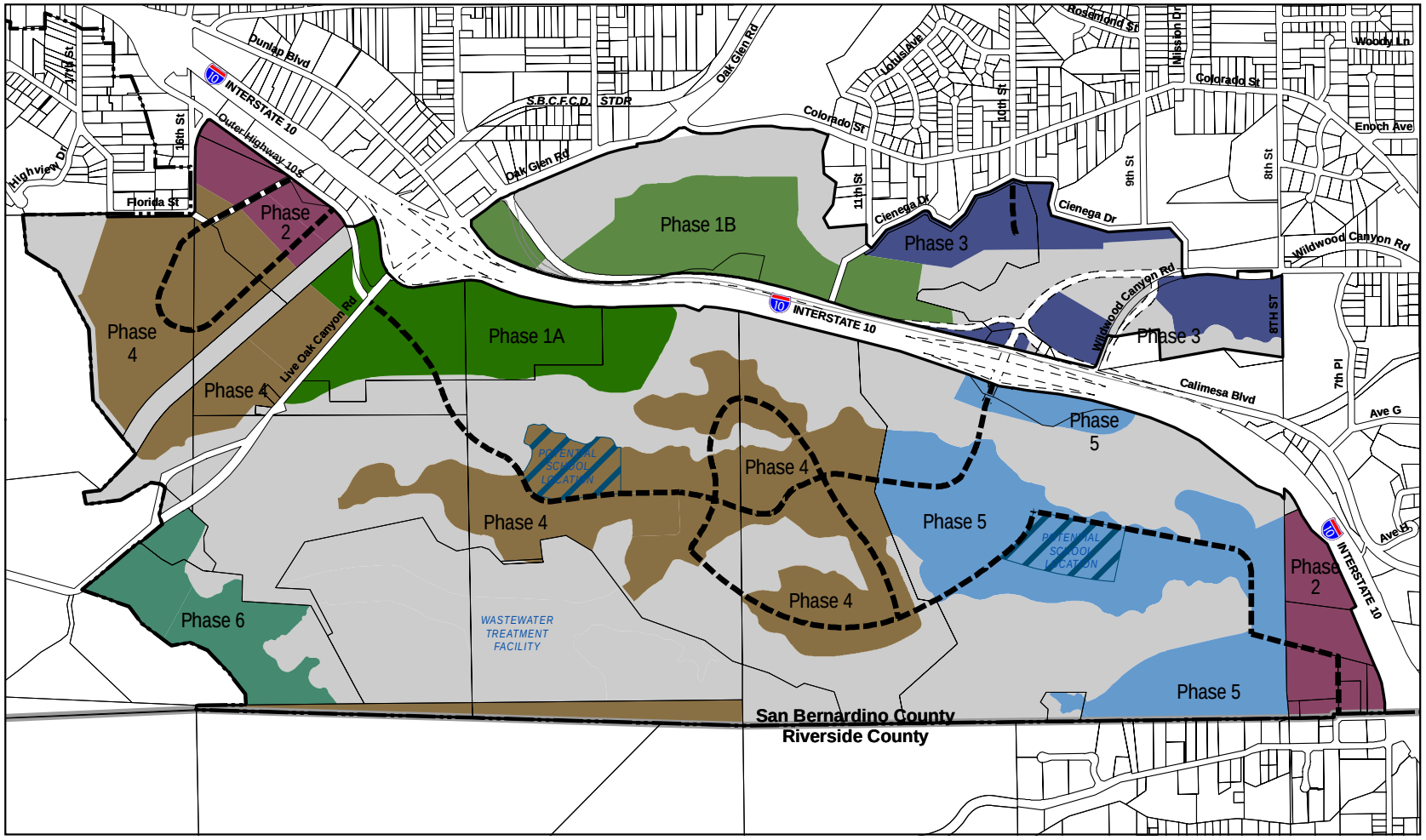
6.2 PHASING

CONCEPTUAL PHASING PLAN

Development pursuant to this Specific Plan will likely occur in six phases. Components and schedule of the Conceptual Phasing Plan anticipates that new development will occur initially on properties along the I-10 Freeway. Phasing is conceptual only; the actual phasing may deviate from the conceptual plan illustrated in Figure 6-1 given ownership patterns, market demand for specific commercial and residential products, and the timing of Caltrans' improvements to the Live Oak Canyon Road interchange and the new interchange at Wildwood Canyon Road. Phases may occur in any sequence and concurrently with one another. However, the necessary infrastructure and utilities needed to support each phase must be in place or committed financially – and bonded – prior to issuance of any certificate of occupancy for that phase. Table 6-1 identifies the planned level of development for each phase, and Figure 6-1 illustrates the Phasing Plan.

TABLE 6-1 PHASING

Phase	Number of Dwelling Units	Regional Commercial Acres	Business Park Acres
Phase 1A	--	66.9	--
Phase 1B	--	61.4	--
Phase 2	480	33.5	--
Phase 3	48	10.2	14.7
Phase 4	1,267	--	--
Phase 5	910	--	11.0
Phase 6	62	--	--
Total	2,447	172.0	25.7
Non-Residential Acres Total		197.7	



LEGEND

Land Use

- Phase 1A
- Phase 1B
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6
- Potential School Location

Circulation

- Proposed Road/Interchange
- Collector Street

Base Map Features

- Specific Plan Area
- City Boundary
- County Boundary
- Property Lines

Updated: June 24, 2008.
Source: City of Yucaipa and Hogle Ireland, Inc., 2008.

NORTH 0 500 1,000 1,500 2,000 Feet

Figure 6-1

Phasing Plan

Yucaipa Freeway Corridor Specific Plan

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TIMING AND MANDATORY PHASING CONDITIONS

With regard to timing, specific entitlements for Phase 1A and/or any initial development is anticipated to be granted no sooner than fourth quarter, 2007, with construction initiated in 2009. The balance of the Specific Plan area will be developed pursuant to market demand, but is anticipated to occur in a 15- to 20-year time frame.

The following conditions shall apply to any and all components of the Specific Plan:

1. One proposed school site shall be developed prior to the issuance of building permits for the for the 1,500th housing unit or other milestone as may be otherwise indicated by the Yucaipa-Calimesa School District.

2. Required open space shall be dedicated and maintenance financing mechanisms secured to the satisfaction of the City at the time of issuance of building permits for development of parcels that include designated open space areas.

3. No occupancy permits shall be issued for any development in any phase until the city has approved and/or accepted required infrastructure improvements to serve such development or phase.

4. For developments in Phases 4 and 5, secondary access shall be provided as required by City public safety and emergency response personnel as part of any subdivision proposal.

PHASING COMPONENTS

Phase 1A

Phase IA consists of Regional Commercial development south of the I-10 Freeway, along Live Oak Canyon Road. Nearly 65 acres of Regional Commercial development will be built along the freeway, taking advantage of freeway visibility and the Live Oak Canyon Road interchange. Plans have been submitted to the City of Yucaipa for regional-serving retail development, and construction is anticipated to begin after adoption of the Specific Plan. No residential uses are anticipated within this phase. Completion of Phase 1A will require full improvements to Live Oak Canyon Road within the planning area and improvements to the I-10 interchange. All drainage improvements must be completed within the area pursuant to the Master Plan of Drainage, any project-specific conditions, and specifications of the U.S. Army Corps of Engineers.

Phase 1B

Phase IB includes 61.5 acres of regional commercial uses north of the I-10 Freeway and east of Oak Glen Road, along Calimesa Boulevard. Regional-serving retail and ancillary commercial uses will be constructed pursuant to the land use plan. Full improvements to Calimesa Boulevard will be required to serve development in Phase 1B, as will drainage improvements pursuant to the updated Master Plan of Drainage.

Phase 2

Phase 2 consists of 29.1 acres of Regional Commercial uses at the southeastern edge of the project, along the I-10 Freeway, 360 units on 15 acres of multi-family (R-24) residential land sues and 4.4 acres of Regional Commercial uses at the northwestern corner, along Outer 10 Highway South. Phase 2 is anticipated to take advantage of existing and planned I-10 interchange enhancements, easy access, and the limited need for other infrastructure improvements at this location.

Phase 3

Phase 3 includes up to 48 single-family residential units north of I-10, south of Cienega Drive, and nearly 15 acres of Business Park uses on Wildwood Canyon Road at 8th Street. There would be 10.1 acres of Regional commercial uses along I-10 of the proposed Wildwood Canyon Road interchange. Although Caltrans has identified a new off-ramp for this area, funding has not been allocated; thus, construction of Regional Commercial uses along the freeway may be delayed until interchange improvements are pursued. As with all phases, drainage infrastructure must be installed or bonded at the time entitlements are granted.

Phase 4

Phase 4 includes most of the residential uses, including 550 detached single-family (R-2 and R-4) and 639 attached or detached multi-family and/or single-family, cluster residential, and mixed (R-8 and R-24) residential uses. Within this phase, a new elementary school is anticipated to be constructed to serve new residential development. The Yucaipa-Calimesa School District will make the final determination if a new school is required and if so, whether construction must be completed prior to issuance of occupancy permits for the 1,500 residential units.

As noted in the above conditions, secondary access must be provided as required by public safety personnel, required open space areas must be dedicated and maintenance provisions secured, and all drainage improvements must be provided as required for individual subdivisions.

Phase 5

Phase 5 consists of residential uses at the eastern end of the project area. This phase includes 790 residential dwelling units. This phase also include a potential new elementary school to serve new residential development. The Yucaipa-Calimesa School District will make the final determination if a new school is required and if so, whether construction must be completed prior to issuance of occupancy permits for the 2,500 residential unit.

As noted in the above conditions, secondary access must be provided as required by public safety personnel, required open space areas must be dedicated and maintenance provisions secured, and all drainage improvements must be provided as required for individual subdivisions.

Phase 6

Phase 6 concludes development of residential uses, with 60 dwelling units. As noted in the above conditions, secondary access must be provided as required by public safety personnel, required open space areas must be dedicated and maintenance provisions secured, and all drainage improvements must be provided as required for individual subdivisions.

ROADWAY PHASING

All roadways that are part of the General Plan Master Plan of Roadways shall be dedicated and constructed and/or bonded for in conjunction with any adjacent development or development that will use those roadways. All interior roadways will be constructed in conjunction with the development they directly serve. Local roads and multi-use trails will be constructed to their full proposed sections, complete with landscaping, in a single phase. Collector roads may be constructed partly with one phase and completed in another, so long as capacity required by the Traffic Impact Study is provided for each individual phase.

The City may allow for the deferral of construction of lanes, curbs and gutters, and landscaping, as may be appropriate in circumstances where subdivision phasing is

proposed. For example, a secondary or collector street bounding a subdivision phase may not be initially constructed to its full width, although full dedication will be required. The curb, gutter, sidewalk, landscape area, and possibly the number-one lane on the side away from the subdivision may be deferred until development occurs in that area. As development proceeds to build, additional construction will be carried out as specified in subdivision or other entitlement conditions of approval.

6.3 PUBLIC FINANCING PLAN

Table 6-2 identifies the key public facilities of the Specific Plan. Public facilities may be financed through public financing mechanisms (described below), by project developer(s) and/or future merchant builders, through federal and state subsidies or matching funds (e.g., school construction), or through development impact fee programs established by the City. Estimated costs for the key facilities are presented in Table 6-2.

TABLE 6-2 PUBLIC FACILITIES CONSTRUCTION COST SUMMARY

Facilities	Total Estimated Cost
Back-bone Potable Water System [1]	$13,227,000
Non-Potable Water System [1]	$16,644,000
Sewer System [1]	$8,374,000
Storm Drainage [2]	$46,977,000
Elementary Schools [3]	$60,000,000
Total [4]	**$145,222,000**

Notes:
1) Source: Krieger & Stewart, Inc., February 2007.
2) City of Yucaipa, Master Plans of Drainage.
3) Source: Yucaipa-Calimesa School District, April 2007.
4) Does not include cost of street system.

FINANCING MECHANISMS

The financing and maintenance plan for the Yucaipa Freeway Corridor Specific Plan will ensure the timely completion of public facilities, utilities, and other necessary capital improvements, as well as the proper maintenance of these facilities. The responsibility for designing and installing infrastructure improvements lies primarily with the landowners and developers. In addition to direct landowner and developer financing, the City's General Plan has identified a number of potential public financing techniques that could be utilized to fund infrastructure improvements.

Potential funding mechanisms for the planned public improvements include:

- Revenue Bonds
- Community Facility District (e.g. Mello-Roos)
- Assessment Districts and Special Districts
- Infrastructure Financing District
- Lighting and Landscape District
- Developer Funding
- Privately Owned Facilities

CITY OF YUCAIPA MASTER PLAN OF DRAINAGE

The City's Master Plan of Drainage identifies several large drainage improvements within the project area. The cost of these facilities is divided between two categories: existing resident's share and future resident's share (financed via development impact fees). Existing residents of developed sites are responsible for funding 43.9% of the costs, while owners of property to be developed (via development costs passed on by developers) are responsible for 43.9% of the costs. The Drainage Facilities Fee, estimates the total cost of Wilson Creek improvements within the project area at $12,315,738 (as of December 2006). The total cost of Wildwood Creek improvements in the project area are estimated at $24,025,957 (as of December 2006), while the total cost of the Yucaipa Creek improvements are estimated at $10,635,193. However, only $1,849,120 of these costs is included in the development impact fee program. The total estimated costs for improvements within the Specific Plan are $46,976,888. The balance may be financed by pro rata development fees and property assessments.

The following sections identify approaches for specific capital facilities.

OTHER INFRASTRUCTURE FUNDING

Several funding mechanisms can be used for the water and sewer infrastructure, streets, landscape improvements, school construction, street lights, and others. With regard to water (potable and non-potable) and sewer facilities, these services will be provided by the Yucaipa Valley Water District. The District will bond for necessary mainline improvements and any needed upgrades to regional facilities (e.g. pumps, treatment plants), and will charge property owners pro rata shares. Alternatively, developers may elect to fund construction of specific improvements and receive credit therefore from the District.

With regard to all other capital facilities and public improvements, the funding mechanisms to be used and how assessments or taxes are allocated to future property owners will be defined by the developer and the City at the time development proceeds.

Revenue Bonds

Revenue bonds are used to fund infrastructure improvements when a specific long-term revenue source can be identified and secured. For example, revenue bonds are often used to fund water and sewer improvements and upgrades. The user charges paid by property owners and capital fees paid by developers are used as the payment source for the bonds.

Community Facility District (e.g. Mello Roos)

Community Facility Districts are utilized to fund essential public facilities (e.g. roads, schools) that provide a general benefit to the community. This mechanism may not be desirable since the terms can be changed by a two-thirds vote of those affected.

Assessment Districts and Special Districts

Assessment district and special district financing is utilized when the benefits of the infrastructure improvements can be directly linked to specific property owners. Each property is assessed its share of infrastructure costs based on the benefit received.

Infrastructure Financing District

An Infrastructure Financing District is a tax increment district that is utilized to fund regional infrastructure. Through the formation process, the City and special districts such as the Yucaipa Valley Water District (but excluding school districts) may allow their

allocation of incremental property taxes to be transferred to the Infrastructure Financing District to fund the infrastructure improvements.

Landscaping and Lighting District

A Landscape and Lighting District is a special district that funds ongoing operation and maintenance of roadway landscaping and lighting. This may be the preferred option for this Specific Plan, with separates districts established for residential and commercial properties.

Developer Funding

In many cases, certain on-site facilities are tied directly to individual projects. In these cases, it is reasonable to expect the developer (or property owners) to pay the entire costs of the facility in order to secure development rights. On-site local streets, utility connections from the main trunk lines, and on-site drainage facilities are good examples of facilities that are normally required concurrent with development of an individual parcel and funded by the developer. Another situation that may require developer funding is the construction of major off-site improvements that may be necessary to serve a large area outside the project site. These facilities would normally be considered a capital improvement project of the City. If project development is proposed to precede the scheduled improvement date of the major facility and the project needs the improvements to be completed, the developer will likely be required to pay the fair-share cost of improvements to help finance construction and the operating costs to the date the facility would normally have been built. In instances where a developer pays more than the fair share, the responsible government entity and developer may enter into a reimbursement agreement whereby the government entity agrees to pay or reimburse the developer for payments in excess of the fair share as other developments come on line.

PRIVATE UTILITIES

Developers and/or property owners will be responsible for funding and upgrades of private utilities or extension of services based on private agreements with utility service providers (e.g. electricity, natural gas, telecommunications). Conditions of approval for individual development projects will specify required timing.

6.4 MAINTENANCE RESPONSIBILITIES

To ensure that all infrastructure improvements, common areas, and public facilities are well maintained, this section sets forth the long-term maintenance responsibilities of the various private and public facilities to be provided within the Specific Plan area. Property owners will be responsible for the maintenance of all areas and facilities listed in Table 6-3 until such a time as such areas and facilities are accepted by the appropriate entity.

The transfer of ownership, liability agreements, and maintenance responsibility for the areas and facilities listed will be implemented in accordance with conditions of approval for any tentative map or other entitlement approved by the City. If it is determined by the City at the time of the granting of entitlements that an entity other than the one indicated in Table 6-3 should assume responsibility, the conditions of approval will so specify. The City has the sole discretion to make such a determination.

Table 6-3, Maintenance Plan indicates the parties responsible for the construction, financing, and maintenance of public improvements within the Specific Plan area.

TABLE 6-3 MAINTENANCE PLAN - RESPONSIBLE PARTIES

Service or Facility	Party(ies) Executing Construction Improvements	Party(ies) Financing Construction, Improvements	Party(ies) Responsible for Operation and Maintenance
On-Site Water, Sewer and Storm Drainage Facilities	Developer	Developer	Yucaipa Valley Water District
Private Utilities, including but not limited to electricity, natural gas, and telecommunications	Developer	Developer	Private Utility Company
Off-Site Right-of-Way Improvements	Developer	Developer	City of Yucaipa
Commercial Streetscapes	Developer	Developer	Developer and Property Owners

Service or Facility	Party(ies) Executing Construction Improvements	Party(ies) Financing Construction, Improvements	Party(ies) Responsible for Operation and Maintenance
Common Area Improvements	Developer	Developer	Property Management Company/Homeowners Association
Private Open Space	Developer	Developer	Property Management Company/Homeowners Association
Public Parks and Open Space	As directed by City	Developer; impact fees	Homeowners Association

6.5 METHODS AND PROCEDURES FOR IMPLEMENTATION

The City of Yucaipa shall administer the provisions of the Yucaipa Freeway Corridor Specific Plan in accordance with the State of California Government Code, Subdivision Map Act, the Yucaipa General Plan, the Yucaipa Development Code, and other relevant provisions of the Municipal Code. Specific Plan development procedures, regulations, standards, and specifications shall supersede relevant provisions of the City's Development Code, as they currently exist or may be amended in the future. Any development regulation and building requirement not addressed in the Specific Plan shall be subject to the Development Code and relevant provisions of the Municipal Code.

TENTATIVE AND FINAL SUBDIVISION MAPS

All subdivision maps of any type shall be submitted, reviewed, and approved in accordance with the City of Yucaipa Municipal Code and the California Subdivision Map Act. For development requiring a tentative tract or parcel map(s), the provisions and procedures of this Specific Plan and the procedures of the City's Municipal Code shall apply. A tentative tract map or parcel map may be processed concurrently with this Specific Plan.

6.6 ENFORCEMENT OF THE SPECIFIC PLAN

Enforcement of the provisions of this Specific Plan shall occur as follows:

A. The Director of Community Development shall be responsible for interpreting and enforcing all the provisions of this Specific Plan and Design Guidelines referenced herein.

B. Any decision by the Director of Community Development may be appealed to the Planning Commission. Any decision by the Planning Commission may be appealed to the City Council.

C. The appropriate City departments shall aid the Planning Commission and the Director of Community Development in fulfilling their enforcement roles as needed or directed.

6.7 AMENDMENTS TO THE SPECIFIC PLAN

Any proposed change to this Specific Plan that would substantially alter the Land Use Plan, Development Standards, or Design Guidelines contained within this document shall require an amendment to the Yucaipa Freeway Corridor Specific Plan. All amendments shall be processed pursuant to provisions contained in Government Code Section 65453, and in the same manner as a Development Code text amendment. The Director of Community Development shall make the final determination as to whether or not an amendment is required.

MINOR REVISIONS

The City anticipates that the I-10 Freeway Corridor Specific Plan may need to respond to changing conditions during the course of its implementation. To address this, Minor Revisions to the Plan may be processed, and the Planning Commission may take action on a Minor Revision administratively. A Minor Revision to the Specific Plan may be processed if the Director determines that the proposed revision is in substantial conformance with:

- The overall planning and design intent of the I-10 Freeway Corridor Specific Plan
- The City of Yucaipa General Plan, and

- The Specific Plan Environmental Impact Report.

Examples of minor revisions to the Specific Plan include, but are not limited to:

- The addition of new or updated information that does not substantively change the intent, use regulations, development standards, or design guidelines of the Specific Plan.
- Changes to the provision of public infrastructure and facilities that do not impact the level of service provided or affect the development capacity in the Plan area.
- Modifications to the Design Guidelines if it is determined that such changes achieve the design intent to the same or better level.
- Revisions to Plan policies based on a periodic review of development conditions.

Minor Revisions may be accomplished administratively by the Planning Commission and may be appealed to the City Council.

MAJOR REVISIONS

Major Revisions are amendments to figures or text that change the intent, development standards, or other significant provisions of the Specific Plan. Major Revisions require a Specific Plan Amendment and approval by the Planning Commission and the City Council.

6.8 DENSITY TRANSFERS

Since the I-10 Freeway Corridor Specific Plan is planned to be developed over a number of years, flexibility to accommodate future market changes is appropriate. Therefore, the allocation of dwelling units or non-residential square footage may transferred between Specific Plan Districts provided all of the following conditions are met:

- The maximum total number of units within the I-10 Freeway Corridor Specific Plan does not exceed the cap of 1,547 dwelling units after the density transfer.
- The number of dwelling units within a district does not exceed the maximum permitted density for the applicable land use category.
- The density transfer will not significantly change the character or type of units permitted within each district.

- A traffic study determines that there will be no unmitigatable traffic impacts due to the transfer units or square feet.

6.9 INTERPRETATIONS

In the event of a question or ambiguity regarding interpretation of any Specific Plan provision, the Planning Commission has the authority to interpret the intent of such provision. At their discretion, the Commission may refer interpretations to the City Council for consideration and action. Such a referral shall be accompanied by a written staff analysis of issues related to the interpretation. All interpretations made by the Planning Commission may be appealed to the City Council in accordance with the appeal procedures set forth in the Yucaipa Development Code.

6.10 STATEMENT OF SEVERABILITY

If any regulation, condition, or program or portion thereof of the Specific Plan is for any reason held invalid or unconstitutional by any court or competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and the invalidity of such provision shall not affect the validity of the remaining provisions.

6.11 CEQA COMPLIANCE

Per the California Environmental Quality Act (CEQA) (Public Resources Code 21000-21177) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, chapter 3, Sections 15000-15387), the City of Yucaipa has prepared an initial study that identifies potential significant environmental impacts associated with this Specific Plan. An Environmental Impact Report (EIR) was prepared to analyze the environmental impacts of this Specific Plan, including but not limited to aesthetics, air quality, archaeological resources, biological resources, noise, and traffic. The EIR addresses the potential environmental impacts associated with the Specific Plan, and is intended to cover future development projects that are consisted with the Specific Plan, as determined in Section 15162 of the CEQA Guidelines.

APPENDIX A:
DEFINITIONS

Terms used throughout the Specific Plan shall take their commonly accepted meaning unless defined here differently. When there are conflicts between these definitions and the ones provided in the Development Code these shall take precedence. Where no definition is provided in this Specific Plan, the definition in the Development Code shall prevail.

DEFINITIONS (A)

Accessory Building: A building or structure detached from, on the same lot as, and customarily incidental and subordinate to the principal building.

Accessory Use: A use of portion of land or building that is customarily and clearly incidental and subordinate to the principal use of the land or building and is located on the same lot with such principal use. Accessory uses typically are very small in proportion to the principal use.

Acreage, Gross: The total land area within a defined boundary before the exclusion of public rights-of-way, public parks, and public school sites.

Acreage, Net: That portion of gross acreage exclusive of public streets and all public lands and rights-of-way. The area within the lot lines of a lot exclusive of any dedications for public rights-of-way, public parks, and public school sites.

Architectural Projection: An element that articulates the building elevations, such as architectural pop-outs, pot shelves, balconies, bay windows, eaves, enhanced window sills, shutter details, window trim, chimneys, and similar architectural features, but does not include patio covers, porches, trellises, or other accessory structures.

Attached single-family dwelling: See definition of "dwelling unit."

DEFINITIONS (B)

Bedroom: Any habitable room other than a bathroom, kitchen, dining room, living room or family room.

Building: Defined as set forth in the Uniform Building Code. A structure having a roof supported by columns or walls.

Building Face: The outside elevation of the living portion of the dwelling.

Building Height: As provided in Section 84-300 of the Development Code.

DEFINITIONS (C)

Centerline: A line in the center of the ultimate street right-of-way.

Child Care Facility: Any child day care facility with a capacity of more than 12 children, Child care facilities include infant centers, preschools, and extended day care facilities. Such a facility provides non-medical care, on a less than a 24-hour basis, to persons under 18 years of age in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual.

Community Care Facility: Any facility, place, or building which is maintained and operated to provide nonmedical residential care, day treatment, adult day care, or foster family agency services for children, adults, or children and adults, including, but not limited to, physically handicapped, mentally impaired, mentally incompetent persons, and abused or neglected people; and which includes residential facilities, adult day care facilities, day treatment facilities, foster family homes, small family homes, social rehabilitation facilities, community treatment facilities, shelters for battered women, substance abuse treatment facilities and social day care facilities.

Common Area - Residential: The area within a residential development that is not designed as a residential building site, which is owned in common by homeowners in the development, and which is available for common use or enjoyment by all property owners in the development and their invitees. Examples include: common parking facilities, private streets, recreation areas, landscaped areas, open space areas and natural areas.

Community Commercial Facility: A commercial use established primarily to serve the needs of the immediate population of the community in which it is located, including, but not limited to, day care centers, nursery schools, commercial or community recreation centers and related facilities.

Corner Lot: A lot situated at the intersection of two or more streets.

Cultural Resources: prehistoric or historic district, artifact, physical remains, site, building, or structures, including their landscape settings that exemplify the cultural, architectural, economic, social, political, or historic heritage of the area.

DEFINITIONS (D)

Density: The number of permanent residential dwelling units per net acre of land.

Drainage: The natural or artificial removal of surface and sub-surface water from a given area.

Driveway: A private roadway or access way providing vehicular access to a parking space, parking lot, garage, dwelling, or other structure.

Dwelling, Single-family Attached: A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit (for example, townhouse or condominium).

Dwelling, Single-family Detached: A detached building containing no more than one dwelling unit which, regardless of form of ownership, is designed and/or used to house not more than one household, including all domestic employees of such family. A single-family dwelling contains only one kitchen.

DEFINITIONS (E)

Educational institution: Private or public elementary or secondary schools, colleges or universities accredited by the State Board of Education to give academic instruction.

DEFINITIONS (F)

Fence: A solid or open barrier other than a wall above ground intended to enclose or mark a boundary made of man-made materials similar to wood and/or metal.

DEFINITIONS (G)

Garage: A fully enclosed space with a sectional roll-up garage door.

General Plan: The General Plan of the City of Yucaipa, adopted pursuant to the State of California Government Code Section 65301 et seq. and adopted by the City Council.

Grade: Defined as set forth in the Uniform Building Code.

DEFINITIONS (H)

Hydrology: The science dealing with the properties, distribution, and circulation of water on and below the earth's surface.

DEFINITIONS (I)

DEFINITIONS (J)

DEFINITIONS (K)

DEFINITIONS (L)

Living Area: The sum of the area designated for human habitation, excluding areas used for garage purposes and other areas such as bay windows, television niches/pop outs, basements, porches, cellars, chimneys, exterior fireplaces, or attics devoted exclusively to uses accessory to the primary use of the dwelling.

Lot: Land which abuts at least one public street or any numbered or otherwise designated parcel of land which is shown on: (1) a recorded tract map, (2) a record of survey map recorded pursuant to an approved division of land, or (3) a parcel map.

Lot Frontage: The length of the defined front lot line measured at the street right-of-way line.

Lot Width: The average lineal distance between side lot lines measured at right angles to the line measuring the lot depth. Lot width should be measured at the rear line of the front yard setback.

DEFINITIONS (M)

Massing: A unified composition of two-dimensional shapes or three-dimensional volumes, especially one that has or gives the impression of weight, density, and bulk.

Maximum Density: The maximum number of dwelling units per net acre as permitted on the Regulating Plan.

Multiple family dwelling: See definition of "dwelling unit."

Multi-Modal Trials: A trail or way designed for and used by equestrians, pedestrians and cyclists using non-motorized bicycles.

DEFINITIONS (N)

Non-Potable Water: Water that is not safe to drink and does not meet the safety standards prescribed by the United States Environmental Protection Agency's National Interim Primary Drinking Water Regulations, published in 40 CFR Part 141, and 40 CFR 147.2400.

DEFINITIONS (O)

Office: A place of business for the rendering of service or general administration, but excluding retail sales.

Open Space: Any parcel or area of land or water set aside, dedicated, designated, or reserved for public or private use or enjoyment.

DEFINITIONS (P)

Pane: One of the divisions of a window or door consisting of a single unit of glass set in a frame.

Parking access way: A vehicular passageway that provides access and circulation from a street access point into and through a parking lot to parking aisles and between parking areas.

Parkway: A planting strip between the curb and the sidewalk that contains street trees and landscaping.

Porch: A covered pedestrian entrance to a building, open on all three sides, which is located on the first floor level.

Private Open Space: Any space on a lot not enclosed in a building that is designed for leisure use. "Private open space" may include yards, courtyards, balconies, decks, and patios, but shall not include driveways, aisles, parking areas, side yard less than five feet wide, or any portion of the required front yard setback.

DEFINITIONS (Q)

DEFINITIONS (R)

Recycled water: Recycled water is wastewater that has been recovered for potable or nonpotable use, such as reclaimed water. The source of the wastewater may be industrial use, human or animal waste, or any other source of water unusable in its existing state.

Retail: The selling of goods, wares or merchandise directly to the ultimate consumer.

Ridgeline: A line marking or following the crest of a range of hills or mountains.

Right-of-way: A corridor, either public or private, on which a right of passage has been recorded.

DEFINITIONS (S)

Setback: The distance from a defined point or line governing the placement of buildings, structures, parking, or uses on a lot. A line established by this section to govern the placement of buildings with respect to streets, drives, buildings, sidewalks, or property

lines. Interior setbacks are measured from the side or rear property lines. Street setbacks are measured from property lines.

Seismicity: The study of the location, frequency, and magnitude of earthquakes.

Scenic View: A scenic view is a field of sight that includes natural features and objects. A scenic view may be from a stationary viewpoint or be seen as one travels along a roadway or path.

Specific Plan: The land use regulations of the Monrovia Nursery Specific Plan area, which consists of a Specific Plan, a statistical summary and a regulating plan.

Street: A public or private vehicular right-of-way, other than an alley or driveway, including both local streets and arterial highways.

DEFINITIONS (T)

DEFINITIONS (U)

Uniform Building Code: A building code developed and published by the International Conference of Building Officials (ICBO), and used primarily in the central and western U.S.

Use: The purpose for which land or building is occupied, arranged, designed or intended, or for which either land or building is or may be occupied or maintained.

DEFINITIONS (V)

Variance: Permission to depart from the provisions of the Zoning Ordinance when, due to special circumstances applicable to the property, strict application of the requirements deprives such property of privileges enjoyed by other property in the vicinity which is under identical zoning.

DEFINITIONS (W)

Walls: A barrier intended to mark a boundary that presents a continuous surface except where pierced with gates, doorways or decorative masonry. A wall is usually constructed of concrete block, brick, concrete, stucco, or a combination thereof.

DEFINITIONS (Y)

DEFINITIONS (Z)

Zero Lot Line: A situation where the area between two units is owned by one of the two property owners. Zero lot line residential developments are allowed per aggregate setbacks (i.e., a total aggregate side setback of 10 feet instead of two five foot side setbacks, one on each side.

Zero Lot Line Dwelling: A development configuration in which side yards are incorporated into the usable and functional private open spaces of adjoining dwelling units, while maintaining specified minimum building separations. Such lots may include the use of reciprocal use easements. Flexibility in site design shall be balanced against the need to provide Usable Open Space on the lot.

APPENDIX B:

SLOPE ANALYSIS AND REQUIRED OPEN SPACE

Slope Analysis and Required Open Space
Freeway Corridor Specific Plan, City of Yucaipa

Parcel				Total Acres in contiguous parcels	Acreage in each Slope Category[2,3]							Required Open Space (Acres)	Net Development Area (Acres)
APN	Owner	District	Acres		0-10%	11-15%	16-20%	21-25%	26-30%	31-40%	41%+		
Calimesa realignment Parcel - Robinson Properties (see note 1)		1	2.49	2.5	2.4	0.1	0.0	0.0	0.0	0.0	0.0	0.08	2.4
031807110	Robinson Properties	1	6.02	6.0	2.9	0.7	0.7	0.5	0.2	0.2	0.8	2.3	3.8
031807107	Robinson Properties[5]	1	84.24	84.2	29.1	9.6	10.8	8.8	6.4	8.0	11.6	41.34	42.90
031811101	Robinson Properties	1											
031811115	Robinson Properties	1	39.97	40.0	18.7	3.5	3.1	3.2	2.9	4.0	4.7	16.4	23.6
031811114	Robinson Properties	1	21.79	21.8	5.7	2.6	2.0	2.1	1.8	3.6	4.0	12.7	9.1
031811114	Robinson Properties	1	0.08	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
031811102	South Mountain Water Co.	1	33.61	33.6	22.9	4.9	3.2	1.2	0.5	0.4	0.4	6.4	27.2
031811110	Merle Sessions	1											
031811109	Merle Sessions	1											
031811107	Merle Sessions	1	1.30	1.3	0.9	0.2	0.0	0.0	0.0	0.0	0.2	0.3	1.0
Subtotal District 1				**189.51**	**82.7**	**21.6**	**19.8**	**15.8**	**11.8**	**16.2**	**21.6**	**79.5**	**110.0**
030116307	Robinson Properties	2	2.03										
030116305	Robinson Properties	2	9.06	11.09	10.7	0.2	0.1	0.0	0.0	0.1	0.0	0.3	10.8
030119114	Robinson Properties	2	49.90										
030120113	Robinson Properties	2	11.67										
030118104	Robinson Properties	2	15.87	77.44	31.4	14.7	8.7	6.6	4.1	5.3	6.7	31.9	45.6
030120112	Robinson Properties	2	4.11										
030120112	Robinson Properties	2	4.36										
030120112	Robinson Properties	2	5.05	13.52	12.8	0.2	0.1	0.2	0.1	0.1	0.1	0.6	13.0
030120110	Robinson Properties	2	2.82	2.82	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
030119115	Robinson Properties	2	9.61										
030120108	Robinson Properties	2	4.07										
030120124	Robinson Properties	2	24.41	38.09	37.6	0.3	0.1	0.0	0.0	0.1	0.0	0.3	37.8
030120123	Yucaipa Valley Water Dist	2	0.34	0.34	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
030120121	San Bernardino Co. FCD	2	0.24	0.24	0.2	0	0	0	0	0	0	0.0	0.2
Subtotal District 2				**143.53**	**95.8**	**15.4**	**8.9**	**6.8**	**4.2**	**5.5**	**6.9**	**33.0**	**110.5**
030119111	Palmer General Corp.	2	1.34										
030120126	Palmer General Corp.	2	1.85	3.2	2.4	0.1	0.1	0.1	0.0	0.1	0.4	0.7	2.5
030120127	Nabil Issa	2	0.57	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.08	0.49
030120128	Nabil Issa	3	5.50										
030120120	Nabil Issa	3	43.33	48.8	35.3	1.8	0.9	0.7	0.7	1.4	8.0	11.78	37.05
030121102	Oak Mesa Investors	3	11.93										
030120103	Oak Mesa Investors	3	5.88	17.8	6.0	2.0	1.4	0.8	0.5	1.0	6.1	9.8	8.0
030121108	Yucaipa Valley Water Dist	3	53.95										
030121108	Yucaipa Valley Water Dist	3	64.67										
030121108	Yucaipa Valley Water Dist	3	9.22	127.8	36.8	11.1	7.2	4.7	3.4	6.6	58.1	79.9	48.0
See Note 4	Yucaipa Valley Water Dist	3	(3.10)	(3.1)	(3.1)								(3.1)
	Palmer General Corp.	3	3.10	3.1	3.1								3.1
030119111	Palmer General Corp.	3	0.03										
030120115	Palmer General Corp.	3	11.35										
030120116	Palmer General Corp.	3	26.42										
030120129	Palmer General Corp.	3	71.45										
030121105	Palmer General Corp.	3	22.13										
030121109	Palmer General Corp.	3	144.21										
030122110	Palmer General Corp.	3	122.50										
030121110	Palmer General Corp.	3	0.29	398.4	165.7	26.2	19.2	13.9	13.4	28.2	131.8	202.2	196.2
Subtotal District 3				**596.63**	**246.7**	**41.2**	**28.8**	**20.1**	**18.1**	**37.3**	**204.3**	**304.4**	**292.2**
Interchange/rest area - Robinson Properties[1]		4	2.605	2.605	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
030122101	Yucaipa Valley Water Dist	4	2.33	2.3	0.8	0.1	0.2	0.2	0.1	0.2	0.7	1.3	1.0
030122109	Robinson Properties	4											
031821309	Robinson Properties	4											
031821307	Robinson Properties	4	245.84	245.8	99.5	23.6	19.2	16.3	13.7	26.1	47.3	116.5	129.4
031821314	Gary Fritzsche	4	9.22	9.2	2.9	1.6	1.7	1.2	0.9	0.6	0.4	4.3	5.0
031821303	Edward L. Rosenberry	4	7.65										
031821308	Edward L. Rosenberry	4	5.51	13.2	8.1	1.5	1.0	0.6	0.5	0.7	0.8	3.6	9.5
031821305	Della Nielson Trust	4	1.54										
031821306	Della Nielson Trust	4	1.47										
031821310	Della Nielson Trust	4	1.71	4.7	4.3	0.1	0.1	0.1	0.0	0.0	0.1	0.3	4.5
031821311	Anna Cox Trust	4	1.52	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Subtotal District 4				**279.40**	**119.7**	**27.0**	**22.2**	**18.3**	**15.1**	**27.7**	**49.3**	**126.0**	**153.4**
Total PARCELS (Acres)			**1209.06**	**1209.06**	**544.87**	**105.24**	**79.73**	**61.15**	**49.22**	**86.72**	**282.16**	**542.8**	**666.2**
Acres as % of total Parcels				100%	45.1%	8.7%	6.6%	5.1%	4.1%	7.2%	23.3%		
				100%								**44.9%**	**55.1%**
District 1 R.O.W. acres			12.40										
District 2 R.O.W. acres			2.48										
District 3 R.O.W. acres			6.89										
District 4 R.O.W. acres			3.48										
Total R.O.W. (Acres)			**25.24**										
GRAND TOTAL Specific Plan Area			**1234.30 Acres**										

Notes: **1.**The illustrated realignment of Calimesa Boulevard, "Calimesa realignment Parcel" in District 1, and the "Interchange/rest area Parcel" in District 4 are added to the Specific Plan Area based on the Real Estate Agreement with the City for the Nebraska Street Extention (CLTIC No. 547770-95) dated May 22, 1995.

2. The proposed Interstate 10 interchange at Wildwood Canyon Road realigns the road such that existing parcels are split. Thus, the acreage of certain parcels will be less than currently indicated on the APN map due to the proposed acquisition of public R.O.W. through the parcels. Source: Caltrans.

3. Slope analysis reflects adjustments per City of Yucaipa such that the equivalent area of some stream bank slopes or manmade features is credited as development area.

4. Per boundary adjustment between the Yucaipa Valley Water District and the Palmer General Corporation per the Superior Court Case No. 242908 on May 18,1992. Based on unverified information provided by Palmer General Corporation, 3.1 acres has been transfered to their holdings. A slope analysis of this area has not been done due to conflicting/unverified information; thus assumed estimate areas are used per the direction of the City. The entire adjustment area of 3.1 acres may not be in slope categories suitable for development and thus further verification and adjustment of required open space may be warranted per direction of the City.

5. Per City of Yucaipa, the slope analysis for the man-made earthquake trenches is manually interpolated such that sloped areas 11% or greater within the trenches are assumed to be equivalent to the adjacent slopes which reflect the pre-disturbance condition of the hillside.