

3.0 Introduction

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

3.1 Development Goals

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.

As outlined in detail in Chapter 1, the planning effort began with a community based collaborative planning process. The process was lead by the Specific Plan Advisory Committee (SPAC). The SPAC was appointed by the City Council and represented various public committees and commissions, the property owners, and representatives of the adjacent neighborhoods. Their challenge was to review the project area's existing conditions, develop a set of Planning Objectives for the planning effort, and develop a range of land use scenarios for consideration by the Planning Commission and the City Council. The SPAC met seven times during the development process of creating the planning scenarios.

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

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process. Table 3.1.1 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 include the following:

Table 3.11 Neighborhood Input and Design Results

Community Input	Design Result
Fire and Police Protection	<p><i>Fire Protection:</i> 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.</p> <p><i>Police Protection:</i> Police protection will be provided from Yucaipa’s Sheriff’s station.</p>
Limit Residential Density	Residential density within the Specific Plan ranges from one to eight dwelling units per acre.
Create Places for Local Yucaipa Residents	The Specific Plan designates a total of 22.6-acres of neighborhood-serving Community Commercial land use along Live Oak Canyon Road, Oak Glen Road, and Calimesa Boulevard. In addition, 151.5-acres have been reserved for Regional Commercial uses. This is in addition to public 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 Chapter 3.7)
Infrastructure	Development of a comprehensive Water and Sewer system has been included in the Specific Plan (see Chapter 3.8) as well as an analysis of funding mechanisms for the development of infrastructure.
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.

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Community Input	Design Result
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 7: Oak Tree Conservation.
Biological Resources	Development standards must be consistent with the City of Yucaipa Development Code - Chapter 4 of Division 7: 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 Chapter 2.10).
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 recommends signage that uses designs derived from ranch-style architecture to maintain a rural environment 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 charm 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 the intent of the Development Code - 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. Stop sales tax leakage to surrounding cities by providing businesses and services that meet the demands 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.

3.2 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.
- A new elementary school will be provided at the center of one of the Specific Plan neighborhoods south of the Interstate 10.

3.3 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 meet 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;

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- 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; and
- Comprehensively plan the Specific Plan area with consideration of other contiguous areas to ensure compatible and complementary development, circulation patterns, infrastructure, and services.
- 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 1,361 homes on approximately 359 residential land use acres carefully laid out throughout the entire project area of approximately 1,234-acres Plan area. Housing implemented through this Specific Plan will range from densities of one dwelling unit per acre to eight dwelling units per acre. These residential land use areas will be designed to meet the high-quality

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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 41-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:

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- *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 combines elements from all three scenarios. The result is a Land Use Plan that reflects the desires of the community and property owners balanced by the long term policy needs of the City.

Land Use Plan

In the Council-approved plan, approximately 46 percent (571.6-acres) of the site is dedicated to open space that will be preserved to retain key scenic views and for habitat preservation. Twenty-three percent (278.7-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.”¹

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-modal (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.

>>>Insert figure X. Land Use Plan<<<

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 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.

¹ General Plan, p. III-4.

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Community Commercial (CC)

Land Use Intent: to provide suitable locations for retail and service commercial establishments intended to meet the daily convenience needs of a residential area. These uses may include small restaurants, laundry and dry cleaning services, copy services, and gift shops.

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.

Business Park (BP)

Land Use Intent: to provide sites for light industrial and office uses, including such uses 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.

>>>Insert figure X. Neighborhood Bubble Map<<<

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:

- The area north of the freeway;
- The area to the south of the freeway and west of Live Oak Canyon Road; and
- 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.

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-six (46) 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, along with open space, regional commercial, and business park land uses. Approximately 160 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. Business Park uses buffer the 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.

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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 Live Oak 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 a community-serving Commercial land use area that caters specifically to needs of local residents. 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. This allows some steep irregular visually less significant areas located adjacent to relatively flat areas to be developed as larger unified economically viable residential land use areas. The residential communities located in the center of this large area will be buffered from the traffic and noise of the freeway and commercial centers by the hills and open space. These buffering hillsides also comprise a significant natural view corridor along Interstate 10 which greatly enhances the image of the City. Residential areas also extend down Live Oak Canyon Road and are compatible with existing residential development to the south.

At the center of these residential neighborhoods will be a public elementary school (approximately 12-acres) that will satisfy school demands generated by the proposed 1, 115 dwelling units within these neighborhoods as well as the 160 units proposed for the area to west of Live Oak Canyon Road and south of Interstate 10. The school will serve the students living in this community and surrounding residential neighborhoods. The school will be maintained by Yucaipa-Calimesa Joint Unified School District.

The area occupied by the Wastewater Treatment Facility will remain as is, buffered from surrounding residential neighborhoods by a significant open space buffer. The Plan also proposes a business park to be located to the south of the proposed Wildwood Canyon Road interchange.

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Table 1
LAND USE DISTRIBUTION BY NEIGHBORHOOD

Land Use				Required Open Space	Total District Acreage
	Open Space Acres Provided	Non-Residential Acres	Residential Acres		
RC Regional Commercial		55.50			
CC Community Commercial		12.60			
BP Business Park		14.60			
R-1 Residential 1 du/ac					
R-2 Residential 2 du/ac			22.80	46	
R-4 Residential 4 du/ac					
R-8 Residential 8 du/ac					
R-16 Residential 16 du/ac					
OS Open Space	84.00				
Subtotal Neighborhood 1	84.00	82.70	22.80	46	189.50
RC Regional Commercial		17.00			
CC Community Commercial					
BP Business Park		18.40			
R-1 Residential 1 du/ac					
R-2 Residential 2 du/ac			47.30	95	
R-4 Residential 4 du/ac			16.30	65	
R-8 Residential 8 du/ac					
R-16 Residential 16 du/ac					
OS Open Space	44.50				
Subtotal Neighborhood 2	44.50	35.40	63.60	160	143.50
RC Regional Commercial		79.00			
CC Community Commercial		10.00			
BP Business Park		11.70			
PF Public Facilities (Wastewater Treatment Plant)		47.90			
R-1 Residential 1 du/ac			15.00	15	
R-2 Residential 2 du/ac			27.60	55	
R-4 Residential 4 du/ac			188.80	755	
R-8 Residential 8 du/ac			41.00	328	
R-16 Residential 16 du/ac					
OS Open Space (See Note 1)	443.00			2	
Subtotal Neighborhood 3	443.00	148.60	272.40	1,155	876.00

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Table 1
LAND USE DISTRIBUTION BY NEIGHBORHOOD

Land Use				Dwelling Units	Required Open Space	Total District Acreage
	Open Space Acres Provided	Non-Residential Acres	Residential Acres			
RC Regional Commercial		151.50				
CC Community Commercial		22.60				
BP Business Park		44.70				
PF Public Facilities (Wastewater Treatment Plant)		59.90				
R-1 Residential 1 du/ac			15.00	15		
R-2 Residential 2 du/ac			97.70	196		
R-4 Residential 4 du/ac			205.10	820		
R-8 Residential 8 du/ac			41.00	328		
R-16 Residential 16 du/ac						
OS Open Space (See Note 1)	571.50			2		
TOTAL Parcels Area	571.50	278.70	358.80	1,361	571.60	1209.00
Neighborhood 1 ROW acres						12.40
Neighborhood 2 ROW acres						2.50
Neighborhood 3 ROW acres						10.40
GRAND TOTAL Specific Plan Area (acres)						1,234.30

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.

3.4 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 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 to increase safety, and reduced pavement widths to reduce vehicle speeds on low volume residential streets, and improving water quality by reducing runoff.

>>>Insert figure X. Circulation Plan Map and include trails<<<

Street Standards

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 1) established in the City's General Plan to ensure safety and comfort to vehicular, pedestrian, and equestrian traffic, where applicable.

Table 1 Roadway Standards (minimum)

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 street ²
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 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.

>>>Insert figure X. Typical Street Sections of Collector, local, and cul-de-sac streets<<<

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 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.

² Transportation Element, p. VII-22

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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 Road. This road will provide access to a new road leading to the residential neighborhood located south of the business park. 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 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 2.8 Existing 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.

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 will 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, roundabouts, 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 school 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, intends to modernize the Oak Glen Road/Live Oak Canyon interchange with a complete rebuild. The funding for the project will come from three sources:

- City development impact fees;
- A Traffic Congestion Relief Program (TCRP) grant from the State Government; and
- Measure I ¼ cent sales tax revenue from San Bernardino Association of Governments (SANBAG).

The proposed interchange at Wildwood Canyon Road would be funded by City of Yucaipa development fees and sales tax revenue.

Scenic Highways

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 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.

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.

- Promote high quality design that maintains a rural atmosphere along parkways, on signage or traffic control elements
- Provides visual connection to major scenic features along the highway by adhering to height requirements around scenic highways to avoid blocking views along the highway.

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

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

- Connect trails to the San Timoteo Canyon regional bicycle trail, where possible.

3.5 Grading Concept

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.
- Acquire grading permits on all areas as required by Section 15.12.060 of the City's Development Code.⁴
- Contour grade all new roads to minimize grading to the extent possible.

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

- 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 at 1,925 feet at Live Oak Canyon at the western edge of the Plan area.

>>>Insert figure X. Slope Map<<<

As shown in the Slope Map, approximately 42.6 percent of the Specific Plan area has slopes of zero to ten percent (relatively flat) and approximately 25 percent of the 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 to concentrate or intensify development on less environmentally sensitive terrain, but not prohibit development or reduce permitted density.⁵

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.

>>>Insert figure X. Slope Map showing 0 to 10, 11 to 40, greater than 41<<<

⁵ An "average slope" is defined by the formula, $(I \times L \times 0.0023)/A$, 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.

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.

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 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

3.6 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

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site. As a previously undeveloped site, the area generally lacks improved drainage facilities, and the proposed development is expected to increase stormwater generation significantly. 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.

The City's existing flood control channels flow from northeast to southwest along Wilson Creek (north of Interstate 10) east to southwest along Wildwood Creek, and merge along Live Oak Canyon as Yucaipa Creek which drains to the southwest as it continues beyond the Specific Plan area boundary.

Channel improvements include expansion of facilities along Yucaipa Creek, Live Oak Canyon, Wilson Creek, Oak Glen Creek, reservoirs at the Yucaipa Lakes Regional Park, and several flood control basins north of Oak Glen Road. Additionally, future improvements include expansions along channels or underground drainage along the County Line Road and Yucaipa Creek northeast of the freeway.⁷

The existing storm water infrastructure does not serve the site adequately and the area just north of the freeway is within a 100-year FEMA designated flood plain. This flood plain extends beyond the boundary of the Specific Plan along the drainage channels that are parallel to Avenue G. Construction of the Interstate 10 Freeway bisects this natural drainage pattern and creates numerous drainage problems. Furthermore, any drainage changes or improvements to the area north of the freeway will affect drainage of the areas to the south of the freeway because the rate and amount of flow from the north will be changed from current conditions. Other areas within Yucaipa that are within a 100-year FEMA designated flood plain includes a swatch of the residential neighborhood west of Oak Glen Road and extending to roughly 16th Street. Also noted in the General Plan is an area along the drainage channels between Panorama Drive and Oak Glen Road between 2nd Street and Casa Blanca Avenue.

⁷ City of Yucaipa General Plan, July 2004, p. IX-5,6.

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Many of the issues regarding drainage will be dealt with during the design phase of any proposed projects. With the development being at the lower end of the watershed, there is no expectation of large increases in flow as the water would be drained off before the peak upstream flows arrive.

Any drainage projects would be addressed in the revised Master Plan of Drainage (see below). The internal drainage system would be designed to direct flow to Wildwood and Wilson creeks. The drainage plan design would likely need multiple basins versus one large basin. It is anticipated that these storage basins would not be very large and should be designed to handle a 1 to 3-year event. These basins will help to reduce the effect of development on erosion by attempting to reduce the number of runoff events by retaining the small storm events. For example, it is possible for the ground to absorb a 1-inch rainfall in undeveloped areas without any water reaching the channels but for developed conditions the pavement will not allow the ground to absorb the rainfall and it makes its way through the storm sewer resulting in more flow in the channels.

The proposed retention basins will be able to filter the urban pollutants associated with nuisance flows and the first flush of a storm event. In order to preserve the natural drainage courses present on the site, we recommend stabilizing the slopes on Wilson and Wildwood Creeks, and the use of retention basins to mitigate the existing erosion.

Per City of Yucaipa Development Code Section 87.1175 et al. natural drainage shall be preserved, where possible. Where new drainage such as ditches, bank protection, and crossing occur, they should be located in hidden locations and made with natural materials such as plants and native rocks to match the natural landscape.

Individual projects within the Plan area shall prepare a storm water quality management plan (SWQMP) prior to grading or building permit issuance per Section 13.04.190 of the City of Yucaipa Code. SWQMP shall establish best management practices (BMPs) to be implemented during construction to control pollutants and protect the quality of the storm water.

The Los Angeles Public Works Design Criteria manual was used to estimate a required channel section sufficient to carry the 100-yr peak flow rates presented in the Boyle Master Plan report dated November 1993. These are the same standards used by the County of San Bernardino and they would also apply to the Yucaipa Freeway Corridor Specific Plan area. The criteria indicate that for velocities less than 35 feet per second (fps) that a 2.5-foot freeboard is required. The City of Yucaipa is currently updating the Master Plan to

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include upstream detention scenarios; but this information was not available for release at the time of this study.

Using the freeboard to indicate deficiencies in the existing system, approximately 1000-feet of the Wildwood channel upstream of Live Oak Canyon Road does not meet criteria. Additionally, the structure at Live Oak Canyon Road does not have capacity to convey the 100-yr event without being overtopped. Wilson Creek appears to have capacity to convey the 100-yr event within the allowable freeboard requirements presented in the LAPWD Criteria Manual.

The following are possible improvements required on Wildwood and Wilson Creeks to accommodate the flow rates presented in the Boyle Report.

Modifications required to meet the 2.5-foot freeboard criteria on Wildwood Creek were as follows:

- Drop/energy dissipation structure located just down stream of Live Oak Canyon Road. The flow line drops 30- to 40-feet over a distance of approximately 200-feet starting just upstream of the existing crossing. This large drop will require several 8-10 foot drop structures, a 50-60 foot wide baffled apron stilling basin, or some other type of large drop structure.
- Replacement of the Live Oak Canyon crossing with an approximately 80-foot long bridge span. This structure may require some increase in the Live Oak Canyon road grade. The increase will depend on the required bridge deck depth needed to span the channel/drop structure.
- 6-foot drop structure located a short distance upstream of Live Oak Canyon Road.
- Approximately 900-feet of channel deepening with a typical earthen trapezoidal section consisting of a 30' bottom width and 2:1 side slopes.
- This same section is adequate for the Wildwood Creek alignment proposed along the Oak Hills Marketplace to near the Yucaipa Creek outfall into Wildwood Creek.

Modification required on Wilson Creek.

- Approximately 2,000 feet upstream of the Wildwood Creek confluence the existing flow line experiences a vertical drop of approximately 20-25 feet. Photos of this location indicate the channel is eroding headward (upstream). To prevent further

erosion several 8-10-foot drop structures are suggested. A baffled apron stilling basin may also be applicable however the width of the required structure may be 125-150 feet due to the large flow rates conveyed by Wilson Creek making it impractical to construct.

- Both Wilson and Wildwood Creeks are highly incised channels in the downstream reach with nearly vertical side slopes. Establishing stable side slopes in these reaches are likely environmentally and aesthetically impractical. On-site retention ponds may be required to prevent an acceleration of the current erosion process. These basins would be sized to capture the more frequent 1-3 year rainfall events and slowly release the flows at an acceptable rate. These basins would control the more frequent runoff events that are to be expected in a developed condition and limit the number of times that the channel would be experiencing erosive flow rates.

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 split into two categories - the existing residents' share and the future residents' share (i.e. development impact fees). The existing residents are responsible for 56.13% of the costs, while the new residents are responsible for 43.87% of the costs. The City's current Drainage Facilities Fee (the Development Impact Fee for drainage improvements) estimates the total cost of Wilson Creek improvements within the project area at \$10,764,029 (as of June 2006). The total cost of Wildwood Creek improvements in the project area are estimated at \$20,721,291 (as of June 2006), while the total cost of the Yucaipa Creek improvements are estimated at \$9,360,925. However, only \$1,298,685 of these costs is included in the development impact fee program. In summary, the total estimated cost for these improvements is \$40,846,245 and \$14,382,342 would come from the development impact fees that are assessed on all new development. As of August 2006, the City's Master Plan of Drainage is currently under review and being updated.

3.7 Water and Sewer System

>> Note: The Water and Sewer Master Plan is being developed by the Yucaipa Valley Water District. The final Plan was unavailable at the time of this draft. <<

Water

As an essentially undeveloped site with natural vegetation, most of the Specific Plan area has not previously relied on water service. 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), one of, or a combination of, these three sources may also provide adequate water for the proposed developments of the Specific Plan area. As of 2000, the City was consuming an average of 14,500 acre-feet of water per year. YVWD 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.⁸

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 the Santa Ana River, Seven Oak Dam, imported groundwater, and Mill Creek. The YVWD supplies 92 percent of potable water from groundwater extracted from 34 wells. Water is also supplied through filtered surface water drawn from the Oak Glen Surface Water Filtration Facility.

The YVWD plans to construct the Yucaipa Valley Regional Water Filtration Facility to generate 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 and the San Gorgonio Pass Water Agency. 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.⁹ 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

⁸ City of Yucaipa General Plan, July 2004, p. IX-4 to 5

⁹ California Division of Engineering website, <<http://www.doe.water.ca.gov/projects/ebx/>> (20 Jun 2006).

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(SBVMWD), and the San Gorgonio Pass Water Agency (SGPWA).¹⁰ 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.¹¹

According to the Yucaipa Valley Water District website, each dwelling unit averages 810 gallons of water use per day. The proposed 1,361 dwelling units of the Plan area will require an estimate of 2,006 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 2,306 ac-ft/yr for all land uses. (This water demand projection is an estimate and expected to change as detailed building layouts and project description is made available.)

Table X Water Demand by Land Use

Land Use	Average Annual Total Water Demand Percentage	Estimated Water Use in Freeway Corridor Specific Plan Area (acre-feet/yr)
Single Family Residential	72 %	1,660
Multi-Family Residential	15 %	346
Construction and Fire	6 %	138
Commercial	3 %	69
Institutional	2 %	46
Industrial	2 %	46
Irrigation	Less than 1 %	Less than 1
Total		2,306

Source: Yucaipa Valley Water District, 2000 Urban Water Management Plan and Water Shortage Contingency Plan, Yucaipa Valley Water District, Figure 2-3, November 29, 2000.

In addition, the following fire flow standards of the YVWD will be used to provide water (used for fire suppression) storage capacity in the Specific Plan area:

¹⁰ Yucaipa Valley Water District website, “District News and Events” October 3, 2001 <<http://www.yvwd.dst.ca.us/districtnews.asp>> (20 Jun 2006).

¹¹ 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.

Table X 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).¹²

>>>Insert figure X. Slope Water Facilities in the City map<<<

Water Recycling System

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

¹² YVWD website <<http://www.yvwd.dst.ca.us/water.htm>> (15 Jun 2006).

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 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

Figure X. Recycled water master plan



Source: Yucaipa Valley Water District, 2000 Urban Water Management Plan and Water Shortage Contingency Plan, Yucaipa Valley Water District, Figure 2-3, November 29, 2000,

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

Water Conservation

¹³ Yucaipa Valley Water District website, <<http://www.yvwd.dst.ca.us/recycledwater.htm>> (15 Jun 2006).

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

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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.

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 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

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

¹⁷ Yucaipa Valley Water District, "Press Release, Yucaipa Valley Water Distrct", 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.

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 (Figure X). The sanitary sewer system will be designed and constructed consistent with YVWD standards and maintained by the Water District.

>>>Insert figure X. Existing sewer connections map<<<

3.8 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.

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. Other fire stations that

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

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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. In addition, the City is under an agreement with CDF for wildland fire protection of 5,800 acres and a free dispatch of aircraft, bulldozers, hand crews and other supportive personnel and facilities.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 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 18 patrol officers. The average response time for dispatch estimates over six minutes. The Department of Finance estimates an average of 2.826 persons per dwelling unit.²² The Specific Plan proposes 1,361 dwelling units or a total of 3,846 additional residents. To maintain existing ratio of 0.36 sworn officers per 1,000 residents, the City would need services from two 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 2

²⁰ General Plan p.X-4

²¹ GP, p.IX-12.

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.

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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 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 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 13-acre elementary school site for each development generating between 250 and 1500 dwelling units.²⁵ Table X shows the school generation factors for residential development. Since the Specific Plan proposes 1,361 dwelling units, the development will generate a need for approximately 444 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 proposes one 13-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 X). This school location fulfills the school site location criteria established by YCJUSD.

Table X School Facilities Master Plan Student Generation Factors

School Level	Single Family Detached Unit Student Generation Factor	Students Generated
Elementary (K-6)	0.3263	444

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

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)

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

Specific Plan proposes an estimate of 1,361 dwelling units or approximately 3,846 residents, 13.5 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:

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.

3.9 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 Plan²⁸:

- Require high quality new development which will improve a currently “less than desired” state of urban design;
- Strengthen community identity and overall design;

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

²⁷ GP, p IX-13.

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

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- Maintain a rural, small town atmosphere through ‘ranch-style’ architecture and other appropriate architectural styles;
- 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 streetscape. Man-made elements will

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

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 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, 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

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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 in residential areas with landscaping and rock-line 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;

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- 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.

3.10 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 571.5 acres or approximately 46 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 intent of 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 for purposes as preservation of natural resources, public use trails, public health and safety, and protection of Native American artifacts, as outlined in State Planning and Zoning Code Section 65560(b).

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 Ordinance 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 40 percent and higher) and connecting and reshaping the remaining land

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into parcels appropriate for development. The following table shows 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 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 X 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	513.5
6 to 10	gentle, rolling land			
11 to 15	hillside	50	53.4	53.4
16 to 20	steep hillside	60	48.5	32.3
21 to 25		70	44.1	18.9
26 to 30		80	40.9	10.2
31 to 40		90	81.3	9.0
41 +	rugged mountain	100	303.3	0.0
Total			571.6	637.5
Total Percentage			46.3 %	53.7%

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 to remove oak trees.³³

³³ Section 89.0515, City of Yucaipa Development Code, Division 9 Plant Protection and Management, Chapter 5 Oak Tree Conservation

3.11 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 271.1-acres for regional and community commercial uses, business park, and public facilities. Residential land uses occupy approximately 937-acres and generate 1,361 units. Non-residential development is projected to amount to 2.16 million square feet.

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 XX 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:

<u>Use</u>	
Regional Commercial	\$175/square foot
Community 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-16	\$250,000/unit
Open Space	\$800,000/unit

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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. Taxable sales revenues are calculated on a per square foot basis for commercial uses as show below:

<u>Use</u>	<u>Taxable Sales</u>
Regional Commercial	\$200/square foot
Community Commercial	\$175/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.

<u>Use</u>	<u>Other Local Taxable Spending</u>
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-16	\$3,125/unit
Open Space	\$10,000/unit

Other Revenues Sources

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

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Documentary Transfer	\$2.02/resident
Franchise Fees	\$17.41/resident
<u>Charges for Services</u>	
▪ Community Development	\$9.34/person served
▪ Community Services	\$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 met with EDAW and received input from the City. KMA has utilized that input in addition to the market analysis that was submitted in February 2006 (See Section 2.10). 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 10-year period. Residential development is expected to occur over a 16-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. As shown in Table 2, 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. As shown in Table 2, 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. As shown in Table 2, the surplus is projected to be nearly \$3.8 million in 2015 and nearly \$7.2 million by 2025. 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.

>>>Insert Table 2: Preferred Expected Absorption – Fiscal Cash Flow<<<

For comparison, KMA illustrated the Plan matched with faster and slower absorption time frames. Cash flows for these two scenarios are provided in Table 3 [KMA Attachment 4] and Table 4 [KMA Attachment 5].

Plan with Faster Absorption

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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 surplus from development and a \$7.1 million surplus in 2025.

>>>Insert Table 3 Attachment 4<<<

>>>Insert Table 4 Attachement 5<<<