College Village Overlay Guidelines

City of Yucaipa, California | May 2022

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I. Introduction

Purpose

As part of its long term strategy to enhance the city's western gateway along Yucaipa Boulevard, the City of Yucaipa has developed a College Village Overlay District to guide development of approximately 50 acres of vacant unimproved land along the north side of Yucaipa Boulevard between 14th and 16th Streets. This area is identified in the City's Updated General plan as one of Yucaipa's key development opportunity sites. Since 2000, the City and its partners have invested more than $50 million in interchange improvements, roadway improvements, flood control channels, sidewalks/bicycle routes, and water and sewer lines in the western portion of the City, including in and around Dunlap Acres. The City's financial investments, coupled with the College Village, are intended to improve the City's western gateway, the local economy, and community at large. The Overlay District lays out a long-term design and development strategy for the College Village that allows for a unique type and style of development in Yucaipa not seen elsewhere in the community. Additionally, the overlay district is a key tool to implement land use and transportation policy that is consistent with and supports the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Goals and Objectives

The purpose of this Overlay District is to provide land use and development standards and regulations that implement the goals and policies of the Yucaipa General Plan and other similar long-range planning documents. The goal of the College Village Overlay District is to encourage the development of a vibrant, pedestrian-friendly college village that offers a range of housing and nonresidential opportunities, including commercial, public, and institutional uses, to serve the diverse needs of the college, Yucaipa community, and the region. The Overlay District envisions approximately 248,500 square feet of nonresidential development and 418 residential units (396 attached and 22 detached). To facilitate and encourage the development of the site, ministerial approval up to 100 units shall be permitted.

The objectives of the College Village Overlay District are to:

1. Allow a sustainable mix of quasi-public/institutional and educational uses, housing (including faculty, student, and veteran-student housing), and a range of commercial uses, including office and retail, throughout the overlay area.
2. Promote infill, transit-oriented development, and other forms of sustainable development on the College Village site and across the street on the south side of Yucaipa Boulevard.
3. Provide enhanced pedestrian amenities and improvements, including benches, special pedestrian-scale lighting, theme paving, sidewalk improvements, and fully accessible ramp improvements at intersections.
4. Encourage the location of daytime and nighttime uses (i.e., retail/commercial) in the College Village area to support and serve the community and promote a dynamic environment at various times of the day.
5. Develop a strong sense of place at the College Village through branding, special architectural designs,

creative site planning, and inclusion of at least one large public gathering space, such as an amphitheater.

6. Improve transit, bicycle, and pedestrian access from the site to the college and to other local and regional destinations; internal pedestrian pathways should feed into proposed and existing trails at Crafton Hills College and other trails in the area.
7. Create partnerships with public and private entities, including Crafton Hills College and private property owners, to help facilitate development of the College Village site.
8. Encourage the development of single-family detached residential units along both sides of 16th Street between Tennessee Street and Sand Canyon Road in order to serve as a transition from the Reserve residential project to the College Village.

Regulatory Framework

The City of Yucaipa adopted its General Plan Update, including its amended 2013-2021 Housing Element, in April 2016. The College Village Overlay District is intended to implement the City's vision for the College Village Focus Area as identified in the Community Design and Land Use Element. As part of the City's 2021-2029 Housing Element Update, additional emphasis is also placed within the College Village Focus Area and its ability to provide quality affordable and/or workforce housing opportunities for the community.

Applicability

This section describes the applicability of College Village Overlay District standards to a property when the property is located within two districts – General Commercial (the base/underlying land use district) and the College Village Overlay District. For property within the College Village Overlay District, the regulations in this section allow for mixed-use development (horizontal or vertical mixed-use) as an alternative to the stand-alone nonresidential development allowed under the base/underlying General Commercial District to facilitate a more creative development project that can better leverage the key resources of the subject area.

The following Base District standards apply:

1. The provisions in this chapter shall apply to all property within the College Village Overlay District, but the provisions do not supersede the underlying base District provisions until a property is developed in compliance with the provisions of this chapter.
2. New projects may be developed in compliance with the existing underlying base land use district, provided that all standards and requirements of the underlying base land use district are met.
3. Regulations, development standards, and requirements in the underlying base land use district shall continue to apply to the project that is currently developed according to the existing standards.
4. For legal nonconforming uses (uses that do not comply with the provisions of the base land use district), the provisions of the Development Code shall apply.

The following Overlay District standards apply:

1. The owner or developer, with the owner's consent, of any property within the College Village Overlay District may choose to develop in compliance with the standards and procedures provided in this chapter in lieu of the underlying Base District.
2. Projects being developed under the College Village Overlay District standards are subject to the same review and approval procedures for all other projects in the City, as outlined in the City's Development Code, and in the College Village Overlay Guidelines. The City of Yucaipa Development Code requirements for the General Commercial (CG) and Multiple Residential (RM-24) Districts provide the foundation for land use standards in the College Village Overlay District. Attached Residential and residential components of Vertical Mixed-Use projects shall be designed consistent with the standards set forth in Chapter 13 of Division 8 of the Yucaipa Development Code (High Density Multiple Residential Standards). Whenever the provisions of the College Village Overlay Guidelines impose a more or less restrictive standard than the provisions of the High Density Multiple Residential Standards, the requirements of the College Village Overlay District shall govern.
3. Once a property is developed in compliance with the provisions of this chapter, the provisions of this chapter completely supersede the provisions of the underlying base district. Whenever the requirements of the College Village Overlay District impose a more or less restrictive standard than the provisions of the underlying district, the requirements of the College Village Overlay District shall govern.

II. Planning Context

Regional Location

The College Village is located in the western portion of the City of Yucaipa, north of the Dunlap Acres neighborhood and south of Crafton Hills (see Figure 1, Regional Location). Yucaipa is in the eastern portion of the San Bernardino Valley at the foot of the San Bernardino Mountains. Yucaipa is bordered by the City of Calimesa and unincorporated Riverside County to the south; the City of Redlands and unincorporated San Bernardino County to the west, which includes the unincorporated community of Mentone; and the foothills of the San Bernardino Mountains to the north and east in unincorporated San Bernardino County. The San Bernardino National Forest runs along the City's northeast border. The Crafton Hills run along the City's northwest boundary, separating the City from the unincorporated San Bernardino County community of Mentone and the City of Redlands. Regional access to the City is provided by various freeways. Interstate 10 (I-10) runs northwest to southeast through the southwest area of the City, and State Route 38 (SR-38), also known as Mill Creek Road, runs just along the northern City boundary. County Line Road separates the City of Yucaipa from the City of Calimesa and the unincorporated County of Riverside.

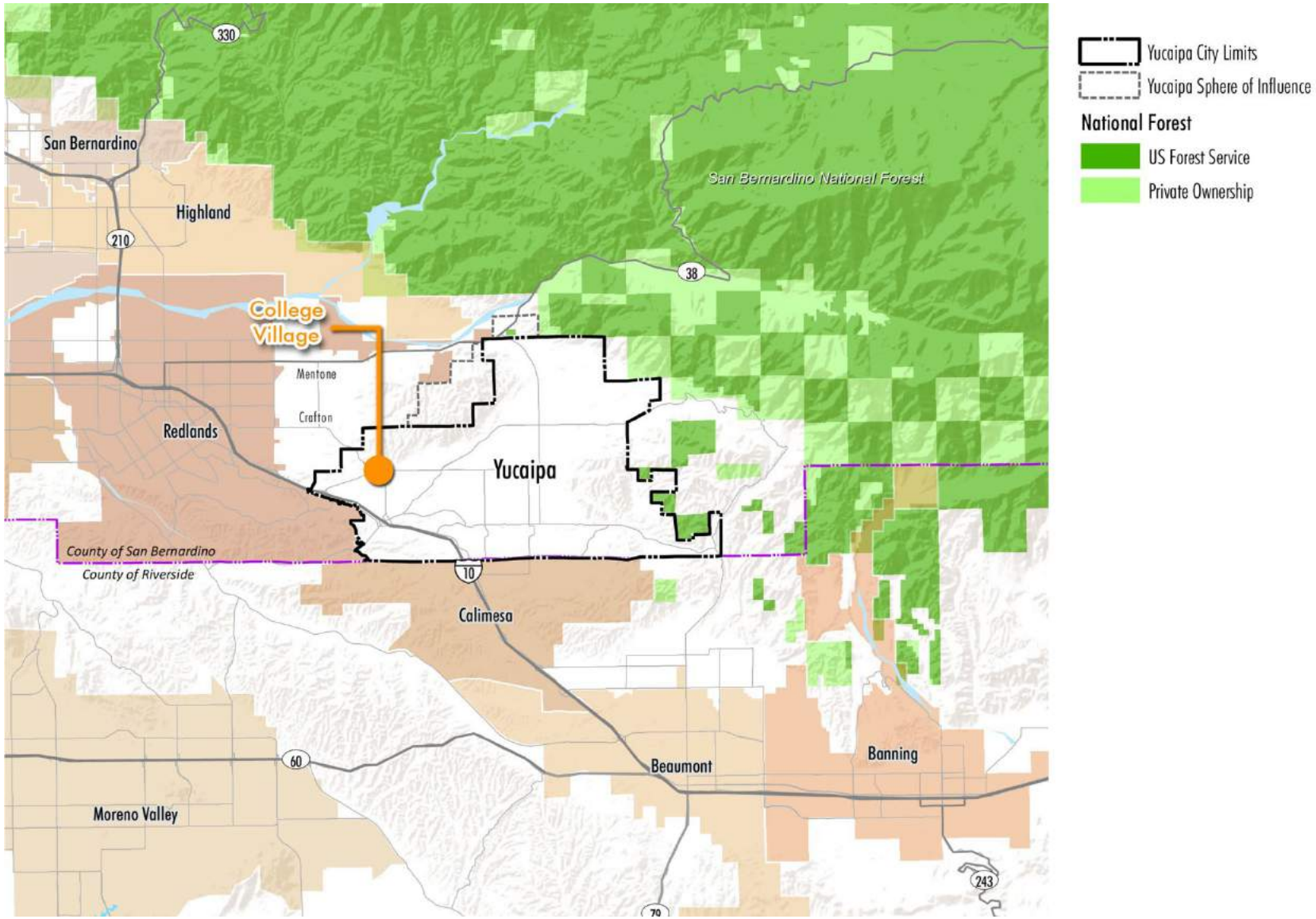
Planning Area Boundaries

The College Village Overlay District applies to four parcels immediately south of Crafton Hills College, generally boarded by Sand Canyon Road to the north and east, Yucaipa Boulevard to the south, and includes the property located on the westerly side of 16th Street to the west (see Figure 3). The combined project area is 49.1 acres. Two large parcels north of Tennessee Street/Yucaipa Boulevard comprise the core of the Village area (45.5 acres), two small parcels between Tennessee Street, Yucaipa Boulevard, and 16th Street comprise 0.9 acres, and one property on the west side of 16th Street comprises the remaining 2.7 acres. A small pump station on its own parcel on the north side of Yucaipa Boulevard just west of 15th Street is excluded from the project area.

View looking southeast from the northern boundary of the College Village

View looking north across Yucaipa Boulevard from 14th Street

Figure 1. Regional Location



Existing Setting

This section briefly describes the existing character of the College Village area in terms of land use, circulation, and utilities. An Existing Conditions Report was prepared as part of the College Village project and is available under separate cover from the City of Yucaipa Community Development Department.

Land Use

Yucaipa's General Plan, adopted in 2016, designates the College Village project area as General Commercial (CG) with an Overlay Designation of the College Village. Under the General Commercial designation, the project area is allowed to develop with a range of professional service, retail, recreation/entertainment, repair, convenience/support services, and other similar uses. A typical floor area ration (FAR) for General Commercial uses in Yucaipa is 0.20 and a maximum FAR of 1.0 is allowed provided the development meets all other applicable development standards. The CG Development Code standards also permit dwelling units in conjunction with a commercial use, subject to a Planned Development Review. This provision does not identify the number or density permitted within the General Commercial district.

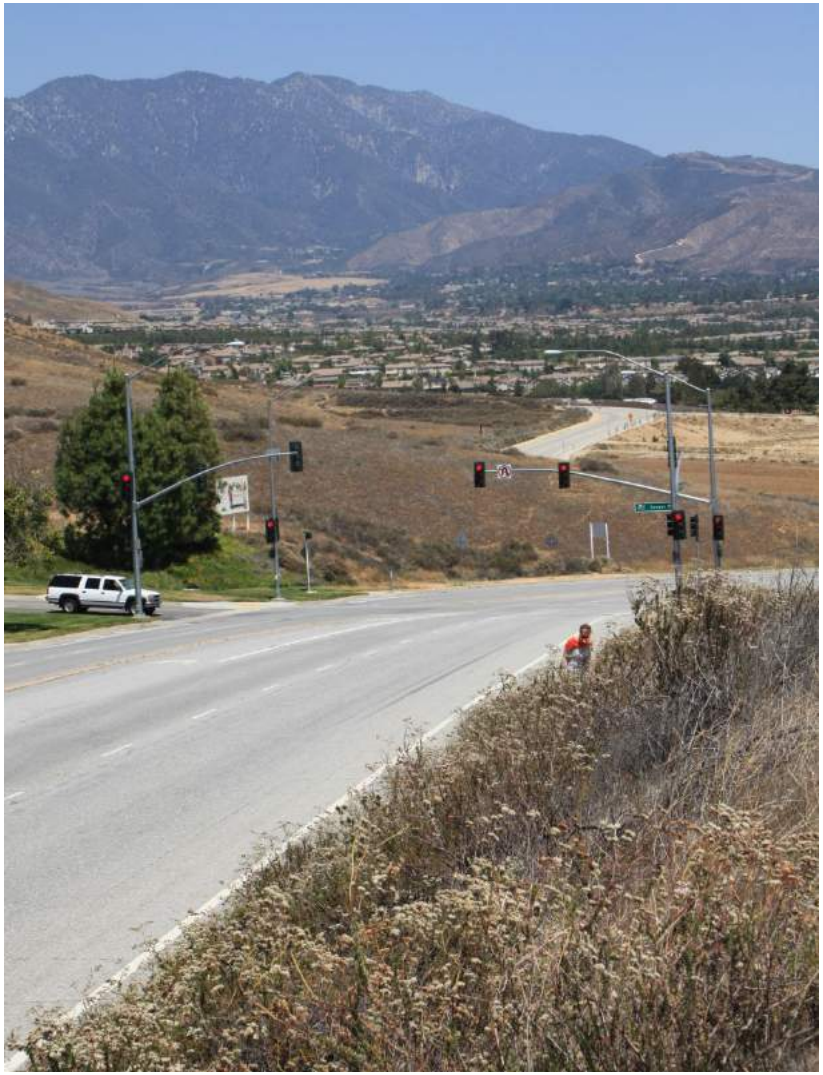
The site is primarily vacant. Only one of the small parcels (on the east side of 16th Street between Tennessee Street and Yucaipa Boulevard) is developed as a professional office use. The other small parcel to the east of the professional office side is vacant and separated from the developed property with a retaining wall.

Topography and Seismology

The project area's two major parcels have significant topographical and seismological considerations to take into account when site planning the project and preparing the property for development. Based on initial research, two active fault lines existing within the project area and generally run from the northeast of the College Village (aligning around Sand Canyon Road and Crafton Hills Road) to the southwest of the College Village, where one terminates within the site and another extends south across Yucaipa Boulevard and terminates near Yucaipa Boulevard and Tennessee Road. As a result, approximately half of the College Village site is identified as being within an Earthquake Fault Zone (see the City of Yucaipa Public Safety Element, Figure 7-1b, Geologic Hazard Overlay District Map for further details).

Earthquake Fault Zones are regulatory zones around active faults and are generally one-quarter mile wide. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt.

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet). The Concept Plan prepared for the College Village generally follows this requirement, but any final site design must be based on the results of a report prepared by a licensed geologist.



Circulation

The College Village is connected to the local area and the region through a developed vehicular network with limited bicycle, pedestrian, and transit options. I-10 provides regional access to San Bernardino, Ontario, Los Angeles, and Santa Monica, and east towards Indio. There are two freeway exits at intersections close to or within the study area. Additionally, Oak Glen Road, Sand Canyon Road and Bryant Street are principal routes providing regional access to the City.

A 1.1-mile segment of a designated multi-purpose trail (open to public access) is located just west of 14th Street along Dunlap Channel, connecting Dunlap Boulevard and Yucaipa Boulevard. Although the public streets in the project area currently serve the vehicular and emergency access needs of the project area, these streets lack the infrastructure (signed bike lanes, striping, landscaping, curb and gutter, ADA accessibility) to provide adequate linkages, between the College Campus and the Dunlap Neighborhood for bicyclists and pedestrians. There are currently plans being developed for the phased implementation of such infrastructure.

Integrating complete streets concepts through the Great Dunlap Neighborhood (especially on 16th and 14th Streets) would provide enhanced connectivity between these residential areas and the proposed Crafton Hills College Village. The Greater Dunlap Neighborhood is characterized by a light industrial and technology corridor adjacent to I-10 (Dunlap Boulevard) and the remainder of the area is dominated by low and medium density residentially zoned properties with neighborhood commercial zoning along Yucaipa Boulevard based on the proposed General Plan Update. The transformation of the Greater Dunlap area streetscapes may lead to additional opportunities along those corridors.

Drainage

The area surrounding the College Village (specifically along Yucaipa Boulevard and within Dunlap Acres) is currently about 65% developed with several large undeveloped areas along the corridors, including the College Village site. A large part of the neighborhood is residential development, with the commercial areas concentrated along Yucaipa Boulevard and near Interstate 10.

The land generally slopes from north to south. Where present, water is collected from the ROW by curb and gutter and directed into storm drains and ultimately into the Dunlap Channel. The development will also drain to the streets and storm drain system and ultimately to the Dunlap Channel. The surface drain to the Dunlap Channel itself is an open channel that runs north to south between Yucaipa Boulevard and Wilson Creek.

According to the master Plan of Drainage, at Avenue D, additional water will be added to the channel from a pair of RCP pipes that will collect water between 14th and 15th Streets. Additional flow is also collected at Avenue E, originating from a series of RCP pipes within 16th street between Avenue D and Avenue E then running along Avenue E to the Dunlap Channel. One final connection will be added at Kentucky Street collecting flows from 16th Street and routes the flow through a RCP pipe to the channel. Again, a pipe collects the runoff at 14th Street and ties into the Dunlap Channel. These combined flows are routed through the Dunlap Channel and discharged into Wilson Creek. The Dunlap Channel itself has adequate capacity for the existing and post-development runoff.

Sewer

According to the Yucaipa Valley Water District, the majority of the pipes near the College Village (which is vacant and has no piping) are Vitrified Clay Pipe (VCP) and range in size from 8" to 21" in diameter.

Using YVWD design standards and sizing requirements, the existing system was modeled and checked for capacities through the study area. Per YVWD design standards, sewer mains 12" in diameter and smaller shall not flow more that 50% full, while main lines 15" in diameter and larger shall not flow more than 75% full.

Based on the analysis, outlined in detail in the associated Existing Conditions Report, the existing system demonstrates adequate capacity for currently connected lots as well as all lots that currently reside within the study area. Current and projected zoning suggests that adequate capacities already exist within the system to properly convey effluent flows. However, as development concentrates densities and vacant land is developed, the existing systems should be reevaluated to ensure capacity. It should be noted that since infrastructure exists within 15th Street between Avenue E and approximately 500 feet south of Yucaipa Boulevard, it was assumed that a future line would be installed along the remaining 500 foot gap along 15th Street between Yucaipa Boulevard and approximately 500 feet south of Yucaipa Boulevard.

Additional flows from future College Campus developments could be routed down either 15th or 16th Street as infrastructure and capacity are readily available within the existing system. Special attention should be given to the stretches of pipe placed at or near minimum slopes to ensure proper capacities.

Water

Based on information received from the Yucaipa Valley Water District (YVWD), Western Heights Water Company (WHWC), Redlands Municipal Utilities and Engineering Department (Redlands MUED), a general analysis of the area's water system was completed and is included in the associated Existing Conditions Report. While no comprehensive model exists to predict system supply and pressures, each provider has existing systems in place throughout various parts of the study area. Site specific plans will help provide future system demands, which will help identify the service provider best suited for individual site connections. Individual service providers should be contacted early in the site development process to ensure adequate supply and proper pressures are present in the system.

Care should also be taken to preserve the integrity of the existing water networks. Of special note is the fact that WHWC will need additional source connections for future developments. These connections along with associated costs and/or charges will need to be examined and evaluated as individual sites are proposed through their service area.

III. College Village Overlay District Concept

The Overlay District concept articulates a vision for the College Village area as a vibrant, pedestrian-friendly college village that offers housing and nonresidential opportunities to serve the diverse needs of the college, Yucaipa community, and the region. Residential development is intended to provide opportunities for student housing, housing for veterans, and faculty. Nonresidential uses should be supportive of a pedestrian-friendly environment and commercial uses should be focused on serving the needs of the College students, faculty, and visitors. In addition, the College Village also allows public, institutional, and/or technology uses which could come together to act as an innovation center or business incubator and could support the growth and advancement of nearby higher education facilities.

Conceptual illustration of the vision for the College Village area

Concept Plan

A Concept Plan (Figure 2) has been established to guide the standards of provisions contained within the College Village Overlay District. This Concept illustrates one possible configuration of land uses within the project area. The concept plan represents the opportunities and constraints within the Overlay area and illustrates the key features that influence the policies contained within the Overlay District. The Concept Plan is illustrative only and will require refinements based on site-specific analysis include topographical studies, seismic surveys, and market studies. The Concept Plan is consistent with uses defined in the College Village Overlay designation in the Yucaipa General Plan Community Design and Land Use Element.

In order to provide a visual depiction of the spirit and intent of the College Village, conceptual illustrates have been developed. Theses illustrates visually describe what may result from the realization of the standards and provisions contained in the Overlay District. These illustrations include a perspective of Road A, a view of the roundabout at Road A and Road C, and a view of the pedestrian connection between the College Village and Sand Canyon Road. These illustrations appear throughout the document.

Development Types

The Overlay District defines five types of development which can generally be located anywhere within the project area (with the exception of single-family detached residential, which can only be developed along 16th Street). The intent is to provide the flexibility to develop a range of complementary uses across the entire site, with a particular emphasis on a building's form and relationship to the public realm, including public and private streets and pedestrian paseos.

Residential and nonresidential developments are not required to be developed as part of a single development project (although

vertical mixed-use is allowed); however, adjacent uses and buildings (i.e., horizontal mixed-use) must be integrated through thoughtful design, access, and orientation strategies. The maximum building height and other development standards varies depending upon the type of use, as defined in the following section.

Nonresidential Only

Nonresidential development within the College Village can include a variety of uses to complement on-site residential development, the College, and the greater Yucaipa community. Nonresidential development refers to stand-alone commercial, public, and/or institutional uses in single-story or multi-story configurations. Buildings with different types of nonresidential development on different floors (for example, retail on the ground floor and office uses above) are still considered a "Nonresidential Only" type of development. For these types of multi-story nonresidential buildings, pedestrian-friendly retail and service commercial uses should occupy the ground floor spaces when possible, with more office-oriented or professional services uses located above.

Commercial uses suitable for the College Village include retail establishments and office uses. Fast-casual restaurants, coffee shops and cafés, and more traditional sit-down establishments are especially encouraged along Road A – the College Village's "Main Street". Personal services, including salons, dry cleaners, dentists, banks and other similar uses are also appropriate in the College Village.

Crafton Hills College and the City of Yucaipa also seek to establish an "Innovation Center" at the College Village, where institutional uses, business incubator spaces, STEM facilities, and other education and research and development users can come together to collaborate and serve the needs of students, faculty, and administrators.

Vertical Mixed Use

Some buildings on Road A are envisioned to be vertical mixed use. Vertical mixed use buildings are buildings where nonresidential and residential uses are vertically integrated with residential dwellings located above ground-floor nonresidential uses. In vertical mixed use buildings, the ground floor of the building should be activated with pedestrian-friendly uses that work together to create a dynamic street-level environment. Ground-floor uses should also be good neighbors; ground-floor uses should be able to coexist with upper-floor residential uses without significant impacts to noise, smell, or aesthetics.

Figure 2. College Village Concept Plan

Attached Residential

Stand-alone attached residential projects and associated private open space area. Attached residential projects in the College Village are envisioned to offer student, student-veteran, and faculty housing opportunities, as well as other attainable or affordable housing options within the City, consistent with the City's Housing Element. The following attached product types could be appropriate for the College Village: row house, townhomes, stacked dwellings, podium apartments, garden court apartments, and/or group housing. These building types are described in detail below:

Rowhouse: An individual structure on a parcel with a private rear yard and individual garage accessed from an alley. Such structure shall be developed in an arrangement of at least 3 such structures along the primary frontage. Or, a structure of at least 3 attached townhouse unit types arranged side by side with a private rear yard and individual garage accessed from an alley along the primary frontage; stoops are also allowed. The allowable density shall be 10-12 du/acre.

Townhomes: Townhome buildings are configured in various ways to create open green space in front and alleys to the rear. They can be designed to achieve the image of one building or a mix of smaller attached units.

Stacked Dwellings: A building of single-floor or multi-floor residences of similar configuration either above or below that are stacked.

Example of a townhome product

Example of a garden court apartment product

Podium Apartments: Townhomes and stacked flats above ground-floor garage parking can be mixed in two- and three-story buildings allowing for a diverse mix of households. Commercial space or common recreation facilities may also be located on the ground-floor to provide a more active street frontage to support an enhanced pedestrian environment. The allowable density shall be 16-24 du/acre.

Garden court Apartments: Two- to three-story buildings form an internal common open space with parking along the exterior of the building. Garden courts can provide a setting for social activities and relaxation. The allowable density shall be 16-24 du/acre.

Student Housing: A place where people live or stay, in a group living arrangement, which is owned or managed by an entity or organization providing housing and/or services for the residents. This is not a typical household-type living arrangement. People living in student housing are usually not related to each other and residents may share common facilities, including kitchens, bathrooms, and/or living space. Student housing provides not just a place to sleep, but also opportunities for personal and educational growth. Note that "Student Housing" can sometimes take the physical form of the other residential product types listed above, including small apartments or dorm facilities. The allowable density shall be 16-24 du/acre.

Detached Residential

A very limited number of detached residential units are permitted within the College Village in order to provide a transition from the single family housing development west of this Overlay District and to the proposed nonresidential and attached residential development from adjacent single-family neighborhoods. This housing type consists of Single-family homes completely detached from each other. Should detached residential uses be developed in the College Village, they must be developed on the easterly or westerly side of 16th Street north of Tennessee Street; the use is prohibited in all other locations.

Open Space

Public and private areas for active or passive recreation activities (note that manufactured slopes are identified separately as "slope"). The signature open space area of the College Village is envisioned to be a public amphitheater that would be used for performances, public events, and other civic functions. The vision for the College Village's open space areas, including the Village Amphitheater, is described in more detail in the other sections of this Overlay District.

Land Use Summary

The College Village Overlay District envisions development of approximately 248,500 square feet of nonresidential (retail, office, public, and institutional) uses, 396 attached units, and 22 detached homes. Based on the Concept Plan, the development potential by parcel by land use is shown in Table 1. Development of all types can occur throughout the project area, except for detached residential uses which must be developed along 16th Street north of Tennessee Road. Transfer of development potential between parcels is allowed, so long as the maximum development potential of the entire project area is not exceeded and all development standards are adhered to.

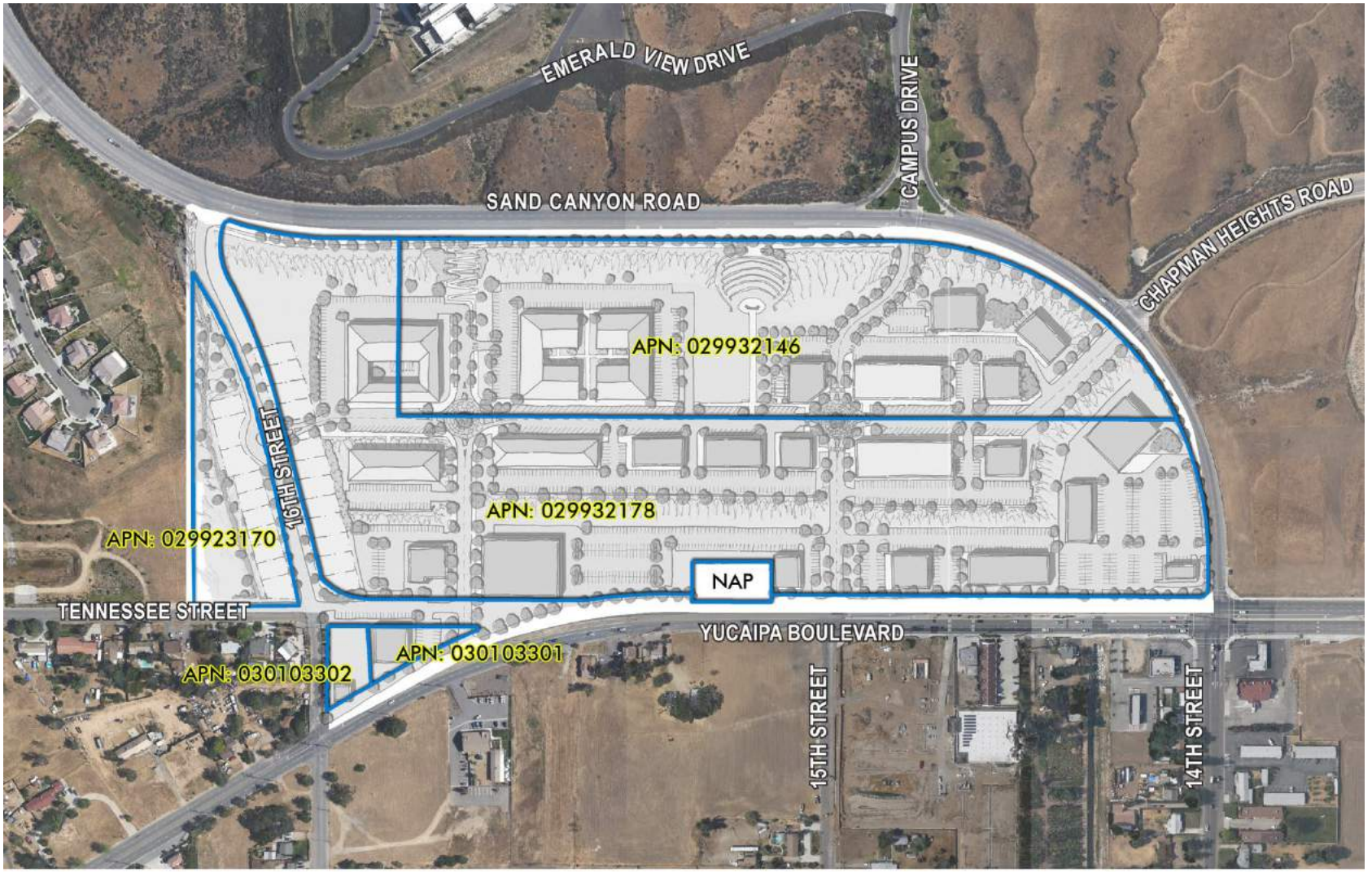
Table 1. Development Potential

Assessor Parcel Number	Acres	Nonresidential Square Footage [1]	Attached Units [1]	Detached Units
029932146	18.25	34,200 sf	142 units	-
029932178	27.22	179,000 sf	254 units	12 units [2]
029923170	2.7	-	-	10 units [2]
030103302	0.45	6,000 sf	-	-
030103301	0.48	8,000 sf	-	-
Total	**46.4**	**248,500 sf**	**396 units**	**22 units**

1. 42,600 nonresidential square feet and 64 attached units are assumed to be part of vertical mixed-use development
2. Single-family detached homes are only allowed on the easterly or westerly side of 16th Street north of Tennessee Street, on APN 029923170 and on a portion of APN 029932178

As part of the land use strategy, a total of 100 attached units shall be subject to a by-right process, similar to the processing procedures of the City's RM-24 Land Use District. The flexibility for development is part of the City's greater housing strategy to facilitate the development of new housing as part of the policies and goals of the City's Housing Element.

Figure 3. Parcel Development Plan



IV. Mobility Plan

The mobility plan for the College Village focuses on establishing multimodal connections between the Village, the College, and other destinations in Yucaipa as well as facilitating multimodal transportation around the site. The Mobility Plan for the College Village describes the four primary modes of travel that will serve the project:

- Vehicular Circulation
- Pedestrian Circulation
- Bicycle Circulation
- Transit

Vehicular Circulation

As shown in Figure 2, the College Village Overlay District includes a vehicular circulation plan that fits into and complements the existing surrounding roadway system and incorporates transit opportunities.

External Roadways

External roadways include 14th Street, 16th Street, Sand Canyon Road and Yucaipa Boulevard. These roadways will provide primary access into the College Village area. Access points are provided along existing permitted roadways and existing intersections to allow for minimum disruption of traffic flow while concurrently providing effective ingress and egress to the project area. Conceptual configurations for 14th Street, 16th Street, and Sand Canyon Road have been prepared as part of this Overlay District, however, any future roadway improvements must adhere to the City's Updated General Plan and be reviewed and approved by the Engineering and Development Services Departments. Note that this Overlay District does not provide direction for Yucaipa Boulevard because that corridor is addressed in detail in the City's General Plan.

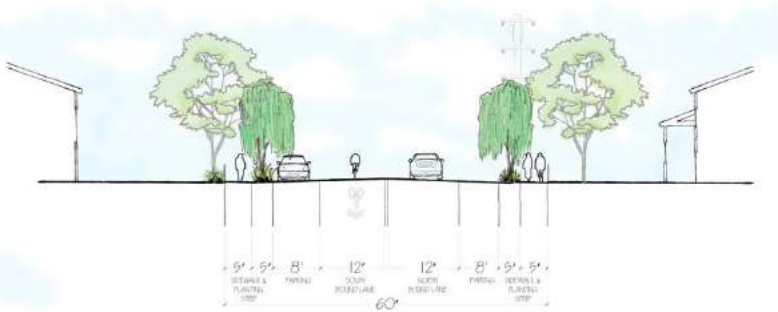
14th Street: Identified in the General Plan as a four-lane roadway with two travel lanes in both directions. The total envisioned right-of-way for 14th Street is 84 ft., which is wider than the existing right-of-way width. Additional right-of-way could be acquired through purchase, dedication, exaction, or easement. Expansion of the right-of-way will necessitate the relocation or undergrounding of existing utility lines. The proposed configuration for 14th Street also includes Class II (striped, on-street lanes) bike facilities in both directions and a sidewalk on one side of the street and a multipurpose trail on the other side.

16th Street: Identified in the General Plan as a two-lane roadway with Class III (shared-lane) bike facilities in both directions. The total proposed right-of-way is 60 ft., which can accommodate one travel lane and on-street parking on both sides of the street. A 5-foot landscape parkway separates the bike lane from the sidewalk in both directions.

Sand Canyon Road: Identified in the General Plan as four-lane roadway, Sand Canyon Road wraps around the north and east side of the College Village and connects to 14th Street south of Yucaipa Boulevard. Sand Canyon Road is envisioned to have a right-of-way of approximately 98 feet, with a 16-foot median with periodic cut-outs to accommodate a turning lane (the median should never be less than 6 feet wide). Both sides of Sand Canyon Road should have wide pedestrian walkways to encourage walking between the College Village and the college facilities to the north of the project area. Additionally, the General Plan calls for both sides of the street to have Class II (striped, on-street lanes) bike facilities. These lanes should feed directly in to the Class II facilities on 14th Street. The planting area

Figure 4. College Village Conceptual Street Sections

14th Street Conceptual Section



16th Street Conceptual Section

Sand Canyon Road Conceptual Section

on both sides of Sand Canyon Road should be at least 5 feet wide, which is wide enough to accommodate mature and full street trees.

Internal Roadways

Three backbone internal roadways (Roads A, B, and C) facilitate vehicular circulation within the project area and are shown in Figure 4.

Road A is the Village's pedestrian-oriented "Main Street" which bisects the project area horizontally and connects 16th Street to Sand Canyon Road, aligning with the existing signalized intersection of Sand Canyon Road and Chapman Heights Road. Road A begins with a roundabout with 16th Street and travels east to intersect with Road B then Road C, with roundabouts at both locations. Road A is envisioned to have one travel lane in both directions. Buildings located along Road A are required to front onto Road A and are encouraged to have outdoor dining, kiosks, and other active street uses. The street is envisioned to have a range of façade types separated from the street with a vibrant pedestrian walkway. Back-in angled parking spaces are located on both sides of Road A, helping to safely slow traffic and provide easy access to storefronts.

Road B starts at its intersection with Yucaipa Boulevard on the south side and travels north through the west end of the project, providing access to Road A and the project's internal drive aisles. Vehicular movement on Road B terminates on its northern end at an intersection with a residential drive aisle. A pedestrian walkway from the northern end of Road B through the manufactured slope up to Sand Canyon Road is envisioned to provide a strategic pedestrian connection between the Village and the College. Road B is envisioned to be one lane in each direction with no on-street parking (although loading areas may be permissible).

Road C serves to connect two existing intersections along the project's perimeter roadways: Yucaipa Boulevard/15th Street on the south end and Sand Canyon Road/Campus Drive on the north end. Internally, Road C intersections with Road A at a roundabout. North of the roundabout, Road C curves up through the slope to connect at the signalized Campus Drive intersection. The existing intersection of Sand Canyon Road and Campus Drive represents the main entrance to Crafton Hills College and is a key gateway into the College and the Village. Road C is envisioned to be one lane in each direction with no on-street parking or loading areas.

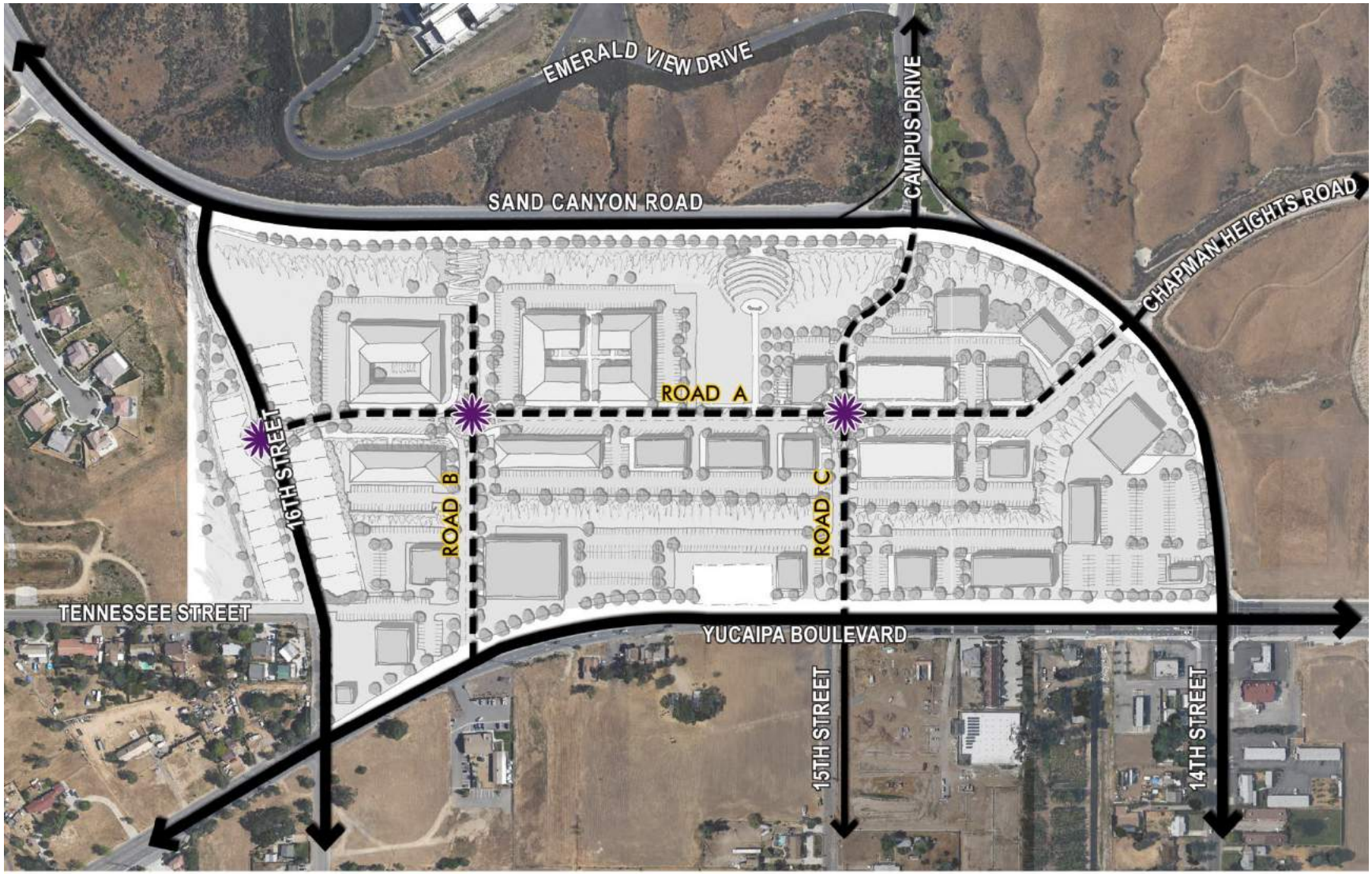
On-Street Parking

On-street parking in the project area is provided through reverse-angle parking along Road A, as described above. Both sides of Road A feature back-in angled parking spaces which could be time-restricted and/or metered or unmetered. The Conceptual Site Plan depicts the ability to provide approximately 150 of such on-street parking spaces along Road A.

Roundabouts

The Conceptual Plan (Figure 5) illustrates the potential for roundabouts at all internal intersections with Road A as well as Road A's intersection/start at 16th Street. Roundabouts can facilitate efficient traffic flow and create a sense of place in a project, as exemplified by the roundabouts in Uptown. Depending on the geometry of the intersection, roundabouts can be big enough to act as a mini "park" or open space area with enhanced landscaping.

Figure 5. College Village Mobility Plan



Pedestrian Circulation

Yucaipa is committed to improving and maintaining an interconnected pedestrian network that focuses on the safe and efficient movement of people of all ages and abilities. This applies to the roadways outside of the College Village, but most significantly manifests itself in the vision for the College Village to be a walkable, pedestrian-friendly area where people can move around the area on foot easy and efficiently. Through a network of sidewalks, multipurpose trails, paseos and other pathways, the College Village Concept Plan reflects the City's commitment to developing a robust, safe, and efficient pedestrian environment in and around the College Village.

Sidewalks

All external and internal roadways shall provide a sidewalk on one or both sides of the street to create a seamless network of pedestrian facilities throughout the project and to adjacent uses. Sidewalks are paved facilities with a minimum width of 5 feet and a minimum unobstructed pathway width of at least 4 feet (street trees, benches, lights, utilities, and pedestrian amenities cannot encroach within the 4-foot clear space minimum). Internal roads shall have sidewalks on both sides of the street, with special emphasis on the sidewalk street-scene along Road A, which is envisioned to be the "main street" of the College Village. Sidewalks along this roadway are 8 feet wide in order to accommodate a larger volume of pedestrians. Outdoor dining along the sidewalk in encouraged in the College Village, so long as sufficient clear space is maintained to allow pedestrians to walk around easily.

External to the College Village,14th Street is envisioned to have sidewalks on both sides of the street and 16th Street and Sand Canyon Road are envisioned to have a sidewalk on one side and a multipurpose trail on the other, as described below.

Multipurpose Trails

The City of Yucaipa's General Plan envisions that the ultimate configurations for 14th Street and Sand Canyon Road will include a multipurpose trail on one side of the street with a sidewalk on the other. A multipurpose trail refers to an off-street, unpaved, pathway suitable for walking and bicycling. In general, a multipurpose pathway is wider than a sidewalk and is an alternative to other walking and biking facilities on the same roadway, such as sidewalks and Class II or III bike facilities. In other areas of the City, multipurpose trails may accommodate equestrian users, however, it is not anticipated that the multipurpose trails leading to and around the College Village will be used for equestrian purposes.

Like sidewalks, multipurpose trails are separated from the roadway by a landscaped parkway. Landscaping in the parkway between the street and the multipurpose trail should be wide enough to provide shade and relief along the trail so people walking and biking along the trail are comfortable and protected from the elements. Multipurpose trails are only identified for external roadways providing connections to the College Village site, multipurpose trails are not appropriate for internal roadways.

Paseos

Paseos are defined pathways located on the side of the building or along a courtyard designed for pedestrians and bicyclists. In addition to adding visual interest and expanding pedestrian experience, to be successful paseos must also feel safe for their users. Many of the design principles and recommendations included in these guidelines are to facilitate high visibility and safety. Here are some of the general concepts to guide paseo design to the extent practicable:

- Paseos should have visibility from one end to the other. Public paseos should be straight passageways with no angles or turns to disrupt visibility. Paseos should be wide enough to feel comfortable for pedestrian users.
- Buildings facing the paseo should have windows and/or side entrances to provide a higher level of visibility on to the paseo.
- Architectural detailing of buildings facing the paseo should add interest, while minimizing large alcoves, columns, or other features that may hinder visibility.
- Lighting should be incorporated into the paseo design.
- Planting and site furnishings should be incorporated, but designed to minimize visual obstruction.
- Commercial activities, such as outdoor dining and seating should be encouraged, but should not disrupt visibility.
- Second-floor connections/bridges between buildings can add interest and more eyes on the paseo.
- Artwork such as banners, fountains, flags and sculpture are encouraged, but should be designed to maintain visibility.

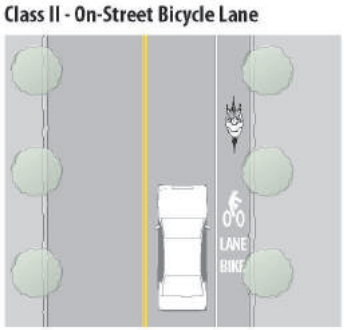
Connection to College

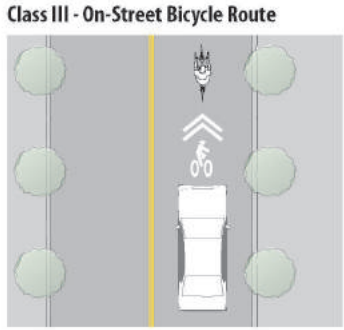
A direct pedestrian connection between the College Village and the College facility to the north is envisioned to be located at the northern terminus of Road B, near the northwest corner of the site. A meandering pathway crossing at a signalized intersection with 16th Street will lead up and out of the College Village site and connect pedestrians to a complementary pathway on the north side of Sand Canyon Road through the College's property.

Bicycle Circulation

Yucaipa acknowledges that the construction of a comprehensive, safe, and well-maintained citywide bikeway network with supporting facilities, such as bicycle parking, can help to encourage more bicycling to and around key destinations in the City, including the College Village. Via connections from 14th Street, 16th Street, Sand Canyon Road and Yucaipa Boulevard, the College Village is well-integrated into the citywide bikeway network and is easily accessed from Dunlap Acres, Uptown Yucaipa, and the Freeway Corridor.

Reducing the number of short vehicle trips by shifting those trips to bicycling could help improve circulation, reduce greenhouse gas emissions, and contribute towards a healthier community. Identifying external bicycle connections to the College Village supports the City's goal to maintain an interconnected network of bicycle infrastructure that is safe, efficient, and balances the needs between bicyclists and motorists.





Class II Bikeway – Striped On-Street Bicycle Lane

Class II Bikeways are striped lanes for one-way bike travel on a street or highway. Class II facilities are identified for 16th Street and Sand Canyon Road. The configurations of both roadways include 5-foot wide on-street bike lanes in both directions.

Class III Bikeway – Shared-Lane Pathway

Class III bikeways provide for shared use with motor vehicle traffic. Often times, Class III facilities are marked with route markers and/or sharrows. 14th Street and internal roadways are identified for Class III bike facilities.

Transit

In addition to ensuring the mobility of its residents, Yucaipa's transportation system helps preserve the City's economy, natural environment, and quality of life. Public transit is an economically and environmentally sound alternative to the single occupant vehicle, which produces more air pollution and uses resources less efficiently than other transportation modes. Yucaipa encourages clean and energy efficient forms of transportation, such as public transit, whenever possible.

Transit Investments

The City has made several infrastructure investments to promote public transit as an alternative mode of transportation. These investments include the new transit center located adjacent to City Hall and the Yucaipa Boulevard widening project. The $2.7 million Yucaipa Transit Center consists of eight bus bay terminals, bus shelters, benches, information kiosks, and a pedestrian plaza.

Transit Service

Transit service in Yucaipa is provided by Omnitrans, the regional transportation agency serving San Bernardino Valley. Omnitrans provides three public transit services for Yucaipa that average boardings of 850 riders per day during weekdays. The different types of service offered by Omnitrans is as follows:

- Omnitrans Access: An on-call curb-to-curb ADA shuttle service that is designed to accommodate people with disabilities.
- Regional Bus Service: Two Omnitrans fixed routes that connect San Bernardino, Loma Linda, Redlands, and Yucaipa.
- OmniGo: A local fixed-route service that connects to schools, health services and other points of interest in Yucaipa.

The College Village is located along and has stops on an exisitng local OmniTrans Route, which travels down Sand Canyon Road and turns easterly on Yucaipa Boulevard, terminating at the transit center. Yucaipa Bouelvard and 14th Street adjacent to the College Village are part of a proosed OmniGo Route, and a proposed OmniTrans Freeway Express route would travel along Yucaipa Boulevard adjacent to the project site.

V. Development Requirements

The Development Requirements identified for College Village focus upon form-based building design that attempt to create an attractive pedestrian environment through the appropriate placement of buildings close to key streets with direct physical access from the street, specifically Road A as defined in the previous chapter. The City of Yucaipa Development Code requirements for the General Commercial (CG) and Multiple Residential 24 (RM-24) Districts provide the foundation for land use standards in the College Village Overlay Zone. This section modifies those standards to create customized development direction for the College Village which will best support the City's long-term vision for the project area. The following requirements will apply to all development projects in the College Village.

Permitted Land Uses and Uses Subject to Conditional Use Permit

All uses outlined below are subject to the City's applicable review and approval process. Uses not specifically listed below may be allowed, provided such uses are determined by the Development Services Director to meet the intent of the College Village Overlay Guidelines.

Permitted Land Uses

Accessory uses, as specified by Division 4, Chapter 5 of the City's Development Code.

Land Uses Subject to a Conditional Use Permit

Single-Family Residences: A detached structure or combination of structures designed and/or used to house not more than one family.

Multiple Family Residences: Five or more multiple dwelling units (multiple dwelling unit includes a series or combination of dwelling units, either attached or detached, designed to house more than one family).

Professional Services: Includes those uses which provide advice, designs, information, medical treatment, commercial education, consultation, travel, job placement, advertising, finance, insurance and real estate services, generally from an office with no on-site storage of goods. Specific examples include beauty salons and barber shops, banks and financial institutions, clinics, photographic studios, and medical offices.

Retail Trade/Personal Services I and II: Includes those businesses selling merchandise for personal or household consumption that include day-to-day or frequent service needs, as well as long-term utility. Specific examples include grocery and pharmacy stores, department stores, music/book stores, electronic stores, office supplies, frozen dessert and candy stores, restaurants, bars, cafes, and sports bars/brew pubs with sit down facilities only.

Recreational/Entertainment Services I: Includes minor sport, recreation, or social activities that are wholly enclosed within a structure. Typical uses include arcades, pool halls, movie theaters and small meeting halls.

Repair Services I: Includes limited repair services within a building that does not generate any discernible noise, odor, glare or vibration that affects adjoining properties. Specific examples include watch repair, bicycle repair, audio and video equipment, and locksmiths.

Table 2. Permitted and Conditionally Permitted Uses Summary

	Nonresidential Only	Vertical Mixed Use	Attached Residential	Detached Residential	Open Space
Accessory Uses (per Ch. 5, Div.4 of City's Development Code)	P	P	P	P	P
Professional Services	C	C			
Single-Family Residences				C	
Multiple Family Residences		C*	C*		
Retail Trade/ Personal Services I and II	C	C			
Recreational/ Entertainment Services I	C	C	C		C
Repair Services I	C	C			
Convenience/ Support Services	C	C			
Transportation Services I	C	C			
Institutional Uses	C	C			C
Cultural Facilities	C	C			C
Public/Semi-Public	C	C			C
Primary Freestanding Signs	L	L	L	L	

P = Permitted by right
C = Conditional Use Permit
* = Allows for Land Use Compliance Review for the first 100 units developed
L = Land Use Compliance Review

Convenience/Support Services: Includes services that support or cater to people in employment locations or to the traveling public. Specific examples include flower shops, food stores, beverage shops/juice bars, and retail services.

Transportation Services I: Those services that are compatible with commercial operations, such as bus depots, travel agencies and parking lots.

Institutional Uses: Institutional uses including schools, colleges and universities, conference centers and other "Innovation Center" type institutional uses.

Cultural Facilities: Museums, art galleries, and libraries.

Public/Semi-Public: Temporary and permanent government facilities and enterprises (federal, state, and local) where buildings and/or property are publicly owned or leased.

Primary Signs: As Specified by Div. 7, Cpt. 7, and are subject to the Land Use Compliance Review (LUCR) requirements per Development Code.

Overlay District Property Development Standards

This section provides development intensity and standards that govern development on properties specifically located in the College Village Overlay District. See Table 2 as well as related conceptual illustrations. The general development standards set forth in the College Village Overlay District are intended to provide site design flexibility, allowing a mix of uses to be integrated into the area. Horizontal and vertical integration of compatible residential and nonresidential uses is allowed, with an emphasis on connectivity between the uses with appropriate pedestrian linkages, public open space, improved mobility options, and high-quality design (as described in the following section).

The Overlay District for the College Village provides project designers flexibility in the final building orientation and site design. As part of the development standards, setbacks have been developed based on a building's relationship to the project's internal and external roads. Buildings with any side adjacent to Road A must have their front façade and main entry along Road A. All other buildings are allowed to have their main entrance on any side; however, all building facades facing public or private streets must be articulated with enhanced architectural features as outlined in the following section.

Attached Residential and residential components of Vertical Mixed-Use projects shall be designed consistent with the standards set forth in Chapter 13 of Division 8 of the Yucaipa Development Code (High Density Multiple Residential Standards). Whenever the provisions of the College Village Overlay Guidelines impose a more or less restrictive standard than the provisions of the High Density Multiple Residential Standards, the requirements of the College Village Overlay District shall govern. The entitlement process for each building/project shall subject to the City's applicable review and approval process.

Nonresidential Only or Vertical Mixed Use Projects

The project area allows for both stand-alone commercial, public, and/or institutional projects and vertical mixed use projects featuring ground-floor commercial uses with residential units on the upper floor(s). Vertically integrated projects shall be measured for both residential density (dwelling units per acre) and non-residential intensity (floor area ratio) as if they were separate projects. Residential density includes only the number of residential units and does not consider the square footage of each unit or any nonresidential square footage. Maximum FAR incorporates only non-residential square footage and excludes all areas used for structured parking. Both of these development types shall comply with the site development standards in Table 3. If a standard in this section is found to be in conflict with other standards contained within the City Development Code, the standards contained in this section shall apply.

Table 3. Nonresidential or Vertical Mixed Use Standards

Setback to: [1, 2]	
Road A (front)	0' min, 10' max
Road B	5' min
Road C	5' min
Yucaipa Blvd	15' min
16th Street North of Tennessee	Not allowed
16th Street South of Tennessee	10' min
Sand Canyon	15' min
Height	45' max/16' Min. along Road A
Density	24 du/ac max
Floor Area Ratio	0.40 max

1. Balconies may encroach up to the property line. Awnings may encroach into the street right-of-way up to 5'.
2. Outdoor dining may encroach up to the property line, so long as a 4' clear pathway is maintained and dining tables and chairs are at least 2' from back of curb.

Attached Residential Projects

Stand-alone attached residential projects in the College Village shall comply with the site development standards in Table 4. If a standard in this section is found in conflict with standards contained in the City Development Code, the standards in this section shall apply.

Table 4. Attached Residential Standards

Setback to: [1, 2]	
Road A (front)	5' min, 15' max
Road B	10' min
Road C	10' min
Yucaipa Blvd	Not allowed
16th Street	Not allowed
Sand Canyon	10' min
Height	45' max
Density	24 du/ac max

1. Balconies may encroach to within 5' of the property line. Awnings may encroach into the street right-of-way up to 5'.
2. Walk-up stoops (stairs rising from the street) must not be less than 2 feet above the street grade.

Single-Family Detached Residential Projects

Single-family detached residences are only allowed immediately along 16th Street north of Tennessee Street, with the home's front yard, main entrance, and garage entrance along 16th Street. These single-family detached homes serve as a transition between the existing single-family project the Reserve to the west of the project and the Village's mix of nonresidential (commercial, public, and institutional) and attached residential uses. Single-family detached homes shall adhere to the following development standards, which are generally consistent with the standards set forth in the City Development Code for Residential Single (RS) uses. If a standard in this section is found in conflict with standards contained in the City Development Code, the standards in this section shall apply.

Table 5. Single-Family Detached Residential Standards

Building to Property Line Setbacks:	
Front	25' min
Rear	15' min
Interior Side	5'min
Street Side	15' min
Height	35' max
Lot Size	5,000 sf min
Lot Width/Depth	50'/80'
Density	8.0 du/ac max

Building Separation

In addition to regulating the relationship between buildings and roads, building-to-building separation also influences the look and feel of the pedestrian experience. In the College Village, buildings will be separated from other buildings either by an internal road (see the previous chapter), drive aisles, or pedestrian paseos (pathways with landscaping on both sides). In order to manage the separation of buildings across these design features, minimum widths have been established for drive aisles and pedestrian paseos.

Table 6. Building-to-Building Separation Standards

Separation	
Drive Aisle Width	30' min
Pedestrian Paseo Width	20' min

Parking Requirements

Convenient and sufficient parking shall be provided in the College Village, including surface parking to serve nonresidential uses within the project area. Parking shall be conveniently located and screened from perimeter streets and adjacent uses to the greatest extent possible. Innovative parking strategies to maintain the pedestrian character of the plan are encouraged, including back-in angled parking along Road A.

The customized parking criteria identified below for the College Village reflects the pedestrian orientation of the project area and the intent to have integrated horizontal and vertical mixed use development. In order to provide an enhanced pedestrian atmosphere, the number of parking spaces required within the College Village has been reduced to 3.3 spaces/1,000 sf of nonresidential area and 1.75 spaces per attached residential unit (single-family detached residences shall adhere to the parking standards set forth in the City Development Code to provide adequate parking for each of the individual lots and households). This reduction does not apply to State mandated handicapped spaces. Table 7 presents a summary of the parking space requirements for the project area.

Table 7. Parking Standards

Use	Space Requirements
Nonresidential	3.3 spaces/1,000 gross leasable area square feet
Vertical mixed Use	Parking requirements for vertical mixed use projects shall be calculated based on adding the independent requirements for nonresidential and attached residential spaces.
Attached Residential	Resident: 1.75 spaces/unit [1] Guest: 0.50 spaces/unit
Single-Family Detached Residential	2 spaces/unit in an enclosed garage

1. Tandem parking spaces are allowed and shall count toward minimum parking requirements.

Open Space

Open spaces are those areas that are used for public, common, or private use. Public streets, alleys, driveways, parking spaces, parkways, or recreational storage areas are not considered open space in the College Village area, but open space may include front and side setback areas provided that they are integrated into the overall design of the project.

Public Open Space

Standards for public open space in nonresidential development or nonresidential components of vertical mixed-use developments are intended to establish safe and inviting outdoor spaces where residents, employees, and visitors may gather, interact, rest, shop and eat within an attractive and vibrant pedestrian environment. These areas may be publicly or privately owned and maintained, and the key factor is that access is available to anyone wishing to use the space. Public open space requirements for nonresidential and vertical mixed-use developments are outlined in Table 8.

Common Open Space

Common open space is a type of open space within a single, unified development which is owned, designed, and set aside for all occupants of the development or by occupants of a designated portion of the development. Common open space is not dedicated to the public, but is owned and maintained by a private organization made up of the open space users. Typically, common open space is provided as part of attached residential projects

Sharing of the required publically-accessible open space for nonresidential uses and the required common open space for residential uses may be allowed by the applicable reviewing authority when it can be demonstrated that the open space will provide direct benefit to residents of the project and the general public. By providing this choice, attached residential projects (including those part of vertical mixed-use developments) can come together to group their "common" or "public" open space into larger, perhaps more meaningful open space facilities.

Private Open Space

Private open space is open space directly adjoining the living areas of dwelling units which is intended for all private enjoyment of the residents of the dwelling unit. Private open space shall in some manner be defined such that its boundaries are evident., and shall not include slope areas.

Open Space Requirements

The following requirements shall apply to development in the College Village. Note that the City reserved the right to establish the potential for developers to pay an in-lieu fee in exchange for some or all of the required open space contribution; these payments may be used to fund the development of the Village Amphitheater.

Table 8. Open Space Standards

Use	Open Space Requirements
Nonresidential	10% of net lot area
Vertical mixed Use	Open space requirements for vertical mixed use projects shall be calculated based on the independent requirements for nonresidential development
Attached Residential	Private 1st floor: 150 sf/unit Private upper floor: 100 sf/unit Common: 300 sf/unit Group quarters: 50 sf/bed (combination of private and common space allowed)
Single-Family Detached Residential	35% of net lot area

Open Space Amenities

Each nonresidential and vertical mixed use project proposed within the College Village Overlay District shall include a public open space amenity, or some form of physical interface for the pedestrian. Public open space is defined as those areas designed for the use and enjoyment of all visitors, employees, and residents and developed for recreational or leisure-time activities. Accordingly, private recreation facilities and public parks count towards these required public open space requirements. Such public space amenities may include, but not be limited to:

Formal Plazas. A publicly accessible open space which has a design that is influenced by classical urban planning design. A formal plaza would typically include some sort of central water fountain and/or symmetrical landscaping.

Urban Gardens. Potentially located on the ground level or on upper levels of a structure, urban gardens include ornamental landscaping arranged in raised or at-grade planters or planting areas, potted plants, and trees. Many times there are sculptures or other forms of public art that are included within the urban garden.

Covered Colonnades. Colonnades are linear in design and generous in depth. The intent is to provide a comfortably wide covered pathway that is adjacent to the openings of a building. Sometimes the second floor of a building is utilized to create the "covered" element of the colonnade.

Sidewalk Dining. Sidewalk dining may occur wherever a sidewalk space is ample enough to accommodate dining furniture without impeding pedestrian access of the sidewalks (see the Design Guidelines section of this Overlay District). Sidewalk dining may be defined with a railing or planters or be open and accessible, according to city requirements.

Pedestrian Paseos and Walkways. A pedestrian paseo or walkway is typically a "lane" that does not follow the alignment of a vehicular street, but provides a pedestrian access to either a public space or some other feature within the interior of a development. Pedestrian paseos or walkways must be designed in such a manner so as to be inviting to the pedestrian. Therefore, issues such as lighting, security, line of sight, cleanliness and visual appeal are important considerations to a well-designed paseo or walkway. Sometimes public art, street furniture, and access to shops and public spaces are features of this amenity.

Village Amphitheater

A Village Amphitheater is envisioned as a public open space for entertainment, concerts, performances, watching movies, festivals, and other activities. The preferred location for the Village Amphitheater is along the project area's northern edge tucked into the slope leading up to Sand Canyon Road. This location is illustrated on the Concept Plan for the College Village, and is supported by public green and pedestrian paseo which connects Road A to the Village Amphitheater. The Amphitheater should be a minimum of 2 acres in size, with the audience generally facing east, with or without a north or south angle, so as to avoid having audiences stare into the glare of the setting sun during evening performances. Major elements of the Village Amphitheater include:

- Seating for 500-1,000 people
- Raised covered stage
- Benches, lighting, signage and other pedestrian amenities
- Restrooms

General Open Space Configuration Requirements

In addition to those Open Space Design Guidelines identified later in the Overlay District, the following general public and common open space configuration requirements shall apply:

- In order to achieve sunlight and air circulation in required publicly accessible and common open space areas, the following minimum height to width ratios shall be provided. These requirements shall apply to all sides of the required open space.
    - Enclosed open space (open space that is enclosed on four sides, such as a courtyard) shall have a 2:1 minimum height to width ratio.
    - Open space that is open on one or more sides must have a 3:1 minimum height to width ratio.
- Public and common open spaces shall have a minimum dimension of 15 feet in any direction and a minimum area of 400 square feet (measured perpendicularly from the façade). This requirement shall apply to all sides of the required open.
- Public and common open spaces in the College Village shall be a combination of hardscape and softscape material; at least 30% shall contain landscaping, including shade trees, accent trees, potted plants, and other landscaping. Hard surfaced areas and specialty paving shall also be incorporated into the public open space design.

VI. Design Guidelines

This section provides guidance for quality design within the College Village area. The Design Guidelines are organized into the following five categories: Site Design; Building Design; Mixed Use Projects; Landscape Architecture, and Signage. These Guidelines provide necessary flexibility to encourage creativity on the part of property owners, designers, and developers, and are intended to augment the Citywide Design Guidelines.

Site Design

Site design guidelines address the design and layout of buildings, streets, plazas, and paseos and the effective movement of vehicular and pedestrian traffic that is critical to ensuring a cohesive and pedestrian oriented project.

Building Placement and Orientation

- Buildings along Road A should be sited close to the street, with parking behind, to better define the urban space and to create pedestrian interest. Continuous building street frontages along Road A are encouraged, but can be relieved with occasional courtyards, plazas, and setbacks.
- Buildings should be located to front directly onto and be oriented to Road A, pedestrian pathways, and/or common open space.
- Provide a well-marked, publicly accessible path of travel between parking areas, buildings, and sidewalks and as required by the Americans with Disabilities Act (ADA) and Title 24 of the California Code of Regulations.
- Paseos and walkways should be designed as a part of large developments, providing safe and convenient pedestrian connectivity.
- Paseos and walkways should have a clear line of sight with sufficient well-planned and maintained lighting.

Site Access

- Design vehicular access to the site to minimize conflicts between pedestrians, autos, and service vehicles.
- Sight lines, curb cut locations, designated pedestrian walkways, driveway widths, and lighting are factors to consider in final site designs. Limit the number of entrance and exit points and mark them with streetscape and landscape features.
- Locate parking lot access points as far as possible from street intersections to allow adequate stacking room.
- Avoid dead end drive aisles.
- Encourage colored, textured, and/or permeable paving treatments at entry drives to create a sense of arrival and slow traffic.
- Provide design cues along pedestrian connections to help demarcate the transition between public and private spaces. These can include a change in colors, materials, landscaping, or the dimensions of the space.
- Provide safe and convenient pedestrian connections between buildings, public open spaces, and parking areas and to off-site public sidewalks. These areas should be visually emphasized through the use of landscaping, lighting, and/or distinctive paving.
- Preserve and emphasize pedestrian connectivity when transitioning between neighborhoods and differing land uses.
- Integrate land use and transportation planning, provide connections to existing and proposed transit stops.

Parking

- Provide surface parking lots behind buildings to limit their visibility from streets and take advantage of building shade to reduce heat buildup during hot afternoons.
- Parking structures which must be located on public street frontages should place short dimension along the street edge.
- Develop activities such as shops, offices, or other commercial space along the ground-level of street frontage or provide a planted patio space between the structure and the street.
- Facades along upper floors of parking structures should be designed with features to screen views of vehicles.
- Design private parking with access through an alley or drive aisle where possible.
- Share parking and loading access when feasible, and locate access points a minimum of 25 feet from a primary building entrance, pedestrian pathway, or public outdoor gathering area.
- Incorporate sustainable design features in landscaping and design of parking lots, such as permeable paving, bioswales, and native landscaping where feasible, to prevent water runoff, reduce solar heat gain, and minimize the need for extensive maintenance.
- Define parking areas with plant materials and low walls.
- In parking areas over 6,000 square feet, interior landscaping should be provided to screen and visually separate the parking areas into smaller increments.
- Bike racks or lockable bicycle storage facilities should be placed at convenient locations in the development and should be creatively designed.
- Areas not used for vehicle parking or maneuvering, or the movement of pedestrians to and from vehicles should be used for landscaping.
- Flowering trees and shrubs should be used to add color to parking areas.
- Parking lot trees shall be located in the parking lot in such a manner that the trees do not cast shadows over vehicles or do not interfere with the effectiveness of the lights.

Service and Loading Areas and Utilities

- Maintain and carefully design, locate, and integrate service and loading areas into the site plan so they do not detract from the street scene or create a nuisance for adjacent property owners or vehicle traffic. Service and loading areas viewable from public spaces should be shielded with berms, landscaping, attractive walls, or decorative screening, particularly when adjacent to or visible from residential uses.
- Provide access service and loading areas through an alley where possible. Where an alley is not present, a private service road may be provided for access.
- Design service and loading areas so service vehicles have clear and convenient access and do not block adjacent vehicular or pedestrian circulation.
- Design service and loading access points and doors as an integral component of the facade and use materials fitting with other materials used throughout the building.
- Include trash, service, and utility closets and enclosures as an integral part of the building design. All enclosing gates should be solid, and any colors and materials should be compatible with the development, unless otherwise approved by the City.
- Encourage masonry refuse containers with trellis or other decorative roofs.
- Discourage rooftop mechanical equipment, but if used, its design and screening should incorporate the building's materials and design.
- Encourage screened solar panel installations.
- When commercial properties are located adjacent to residential properties, loading and delivery facilities should be located away from the residences or screened with vegetation.
- Outdoor refuse enclosures will be constructed of permanent materials visually compatible with the site architectural character in scale, material, and color. Enclosures will be of sufficient height to completely screen the bins within and will include painted steel gate to screen all refuse containers from adjacent parcels and public streets and walkways.

Open Space – Public

A pedestrian friendly environment and opportunities for place making activities and public open spaces are a critical component of the College Village. In mixed-use areas there are typically amenities that are both public and private that help to create these open space areas. These amenities can include a series of small plazas, outdoor seating areas, or courtyards. The following guidelines should direct the design of public open spaces in the College Village:

- Common open spaces should contribute to an open space network linked by streets, pedestrian pathways, and access points and locate them in prominent and easily accessible places. Direct access should be provided to the open space from a pedestrian pathway where possible.
- Incorporate public open spaces, such as plazas, arcades, and paseos, into the public right-of-way in areas partially visible from the street, or link to the street by a clear circulation element such as an open passage or covered arcade.
- Public open spaces should be thoughtfully planned and not be a result of "left over" areas between buildings.
- Provide for a mix of passive and active recreational facilities in a variety of forms, including parks, squares, plazas, and courtyards at the ground-floor level and/or on rooftops.
- Open spaces should include substantial areas for landscaping to provide greenery and shade.
- Take into consideration solar and shade orientation, inclement weather, public access, safety and security, ease of maintenance, usability, and aesthetic quality in the design of open spaces.
- Incorporate amenities into open space areas that facilitate outdoor activities and contribute to human comfort (such as permanent and/or movable seating, as long as it does not obstruct movement). Installation of fountains, sculptures, and other features are encouraged to add interest to the space.

- Courtyards should supplement rather than take away from street activity; courtyards that are designed to diminish street activity should not be allowed.
- The edges of courtyard spaces should contain retail stores, restaurants, offices, or other activities that encourage pedestrian activity. Blank walls and dead spaces without pedestrian interest should be minimized.
- A perimeter feature such as a low hedge or seat wall may be included along the edge of a park or plaza, but fencing is prohibited unless hours are restricted.
- String lights (non-blinking) can be used to accent trees or trellises within public spaces to create a festive atmosphere at night.
- Trees that provide shade should be incorporated within public outdoor spaces.

Open Space – Private and Semi-Private

- Projects should develop a comprehensive open space network that uses open space areas to connect uses. Examples include on-site plazas, patios, courtyards, paseos, terraces, gardens, and other open spaces that support pedestrian activity and community interaction.
- Outdoor pedestrian spaces should be well defined by buildings and landscaping, comfortably scaled, landscaped for shade and ornament, furnished with areas for sitting, lighted for evening use, and meet ADA requirements.
- Make open spaces publicly accessible during daylight hours and tie them into the City's network of public parks and public spaces when feasible.

Outdoor Dining and Displays

- Outdoor dining shall be an extension of an existing or proposed eating establishment on contiguous property and shall be located directly adjacent to the eating establishment.
- Outdoor dining areas that are located along public or private streets may be located within the sidewalk portion of the street right-of-way, provided they do not inhibit the normal flow of pedestrian traffic.
- Tables, chairs, and associated umbrellas may not be located within the sidewalk area of the street right-of-way in front of a building unless a minimum of 8 feet of clear space exists from the face of the street curb to the outside edge of the street right-of-way or front of the building.
- There shall be a clear distinction between dining area and the sidewalk through the use of planters and/or physical barriers.
- All tables and chairs shall be of sturdy construction and made of quality materials.
- Additional parking spaces for the outdoor dining portion of the restaurant are not required provided the outdoor dining portion does not exceed 25 percent of the restaurant gross floor area or 1,000 square feet, whichever is smaller.
- Planters and planting pots used shall be a minimum of 6" and a maximum of 2'-0" high and fences shall be consistent not be higher than 36". Planters and fences can often incorporate seating as part of their design.
- Tables and chairs for outdoor dining may not be placed closer than 2 feet from the face of the street curb.
- All furniture and fixtures used in outdoor dining areas must be readily removable without damage to the surface of the right of way.
- Outdoor cafes will provide barrier-free access as defined in State of California Title 24 and the American Disabilities Act (ADA). This includes permanent and temporary improvements and fixtures such as seating.
- Restaurants serving alcoholic beverages will meet all requirement of the ABC (Alcoholic Beverage Control, State of California).

Building Design

Building design guidelines are intended to provide a general framework for the design of buildings and to ensure a high level of architectural quality and attention to detail. The guidelines promote a unique style of building design achieved through the creative use of massing, roof forms, and facades. However a consistency in architectural styles should be employed throughout the College Village area.

Architecture Character

- Promote visual diversity through the use of complementary architectural styles.
- Building elevations on individual units within a multifamily residential development should have varied design elements with a unified design theme.
- Avoid replicating building elevations across the street from each other or on adjacent parcels.
- Visually distinguish ground-floor commercial from second-story office or residential in vertical mixed-use buildings. This can be achieved with variations in architectural features and articulations while maintaining an overall cohesive building design and form.

Building Massing and Articulation

- Buildings should be divided into distinct massing elements and facades should be detailed in such a way to make the structure appear smaller in scale. Building massing addresses wall plane location, wall heights, and roof levels. Repetitive elevations should be avoided by using a variety of building masses and forms.
- Achieve vertical articulation of facades through recessed façade elements, balconies, and changes in wall materials and colors.
- Use appropriate and adequate variation in setbacks, frontal planes, massing, corner cuts, and building footprints to minimize bulk, promote visibility, allow block transparency, and create variety with rhythm and order.
- Use projections such as entrances, bays, stairs, balconies, towers, cupolas and arcades to create and emphasize important architectural features.
- Articulated storefronts with carefully arranged doors, windows, arches, trellises, or awnings should face onto plazas, paseos, and streets, creating active street frontages.
- Buildings should incorporate 360-degree architecture, whereby each side of a building is treated with architectural details such as windows, overhangs, trellises, arcades, projections, awnings, insets, materials, textures, and colors.

Entryways

- If a building is adjacent to Road A, its primary entrance must be on Road A.
- Entry areas should be utilized to articulate building faces and provide a recognizable, perhaps more formal entry way to units. Entry areas should be located on different faces of the building to avoid a "motel-look."
- Design entrances to be easily accessible, prominent, and identifiable with architectural definition such as an awning, a recessed niche, or other shelter projection elements not exceeding 4 feet.
- Entryways should be recessed in a variety of ways for visual interest and to avoid swinging doors onto the sidewalk. Entryways should provide protection from the elements and create a focal point for businesses.
- Secondary entries should be clearly identifiable and distinctly designed while complementing the main building entry.
- Design primary building entryways to be accessible for people with disabilities and adhere to the requirements of the American with Disabilities Act (ADA).
- Enhance rear building entrances with landscape, hardscape, and/or awnings to protect and create an inviting secondary entrance, when provided.
- Provide access to the primary entry to upper floor residential units from the pedestrian level of the primary street or pedestrian walkway by either an open or enclosed stairway; entrances to residential units in mixed-use buildings should have a separate main entrance located on the primary street.
- Create a clear safe path between bicycle parking areas and entrances from the street.

Windows and Doors

- At sidewalk level, storefronts should be primarily transparent. A minimum of 50% of all first floor facades with street frontage should consist of pedestrian entrances, display windows, or windows affording views into retail, offices, gallery, or lobby space.
- Employ variety, scale, and rhythm to windows, doors and other openings to improve building character, especially for large expanses of exterior building surfaces. Ground floor levels of buildings where pedestrian activity is high should include elements of pedestrian interest. Retail shops, display windows, and courtyard entrances are encouraged at the street level.
- Façade openings and windows above the ground floor should be vertically proportioned, with a greater height than width. Appropriate height-width ratios typically range from 1.5:1 to 2:1. Use larger window proportions for ground floor retail windows than for upper floor windows; enhance upper flood windows with architectural details such as cornices, sills, molded surrounds, recesses, reveals, and lintels.
- Doors at building entrances should include windows that permit views into the establishment. Window glass should generally be clear, especially the area between 3 feet and 10 feet above the sidewalk.
- Doors at storefronts with windows should match the materials, design, and character of the display window framing.
- Design service or employee doors that are visible from public areas as an integral part of the building design.
- Security bars, if needed, should not be mounted on the exterior of the building.

Materials and Color

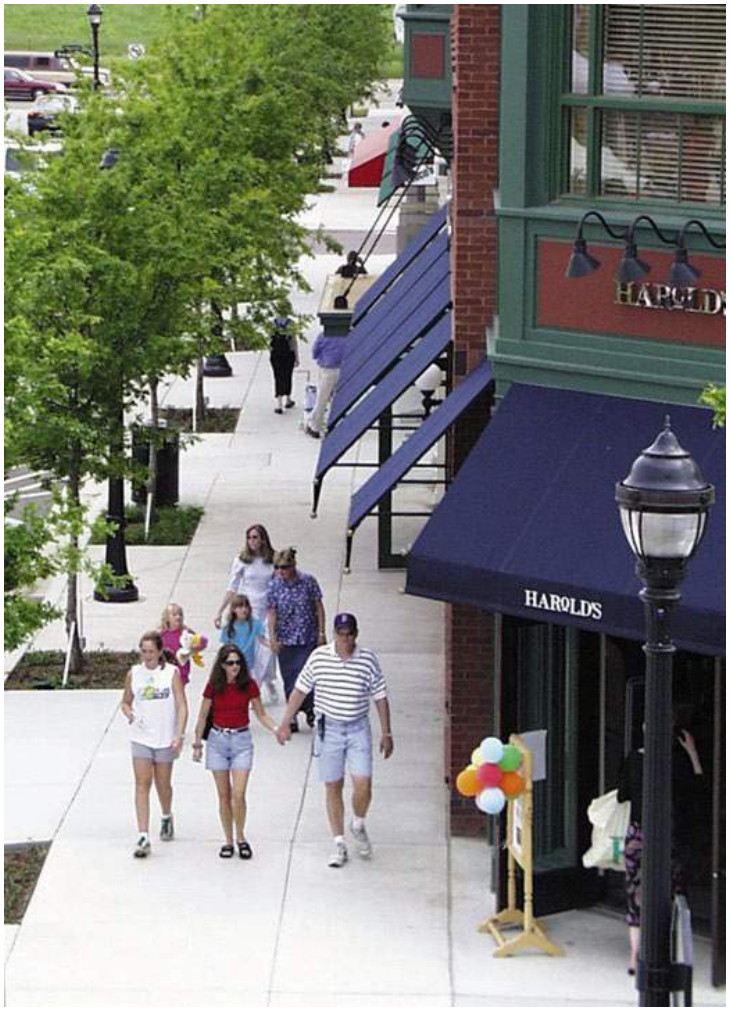
- Use variation in colors and materials to create visual façade articulation and/or accentuate architectural details (e.g., trim or awnings) of the building. However, no more than three colors and three materials may be used per elevation.
- Select colors consistent with the building style and compatible with the landscape and buildings in the surrounding vicinity.
- Allow accent colors, other than those in the color palette, for doors, window frames, and other detailing, provided such building accents do not exceed 10% of any exterior building elevations. Recommended secondary and/or accent materials include ceramic tile, wood, stone, stone veneer, brick, and corrugated and/or rolled metal.
- Employ materials of good quality and durability, particularly on the ground floor, for ease of maintenance and to enhance the appeal of the public realm. Whenever possible, use natural and local materials. Recommended primary materials include stone, brick, wood, stucco, cement plaster, precast concrete, poured-in-place concrete, and concrete blocks.
- Allow stucco-like finishes, provided the stucco finish is smooth, such as a smooth trowel or fine sand float finish, or dash, rather than textured, lace, or rough sand finish.
- Construct residential building veneers using wood, brick, or stone.
- Awnings and canopies should be constructed of flexible materials such as canvas or reinforced plastic and may be translucent or opaque; translucent awnings may be illuminated from within.
- Reflective and frosted glass should not be permitted.
- Building architecture and landscape designs shall be encouraged to complement the architecture of Crafton Hills College.

Roofs

- Utilize roof color and materials compatible with building style; recommended roof materials include metal seam roofing, corrugated metal roofing, terra cotta or concrete tile, and tar and gravel (for flat roofs which are not visible from the street or adjacent buildings).
- Provide visual interest and reduce the overall mass of the building with variations in roof form, height, and profiles. Overly complex and distracting roofs are not encouraged.
- Treat parapet walls as an integral part of the building design, and unnecessary height and bulk should be avoided. Where mansard roofs are incorporated into the parapet design, views from above the building onto the flat roof area must be considered.
- Exposed rooftops should be treated as building elevations, and their texture and material should complement those used for walls and other building elements. Such rooftops should be free of mechanical equipment clutter where it may be visible from surrounding buildings and streets.
- Incorporate roof drainage components into the overall architectural composition of the façade and roof.
- Provide access and walkways to serve and replace any rooftop equipment.
- Wood-shake roof materials are prohibited in new multi-family development due to fire hazards. Roof lines should be varied and interesting. Long, continuous expanses of simple roofs should be avoided. Hips and gables should be provided when consistent with other architectural elements. Rooftop equipment should be screened from street view.

Canopies and Awnings

- While canopies and awnings create a main street ambiance along Road A, they should not be impediments to City infrastructure or to pedestrians.
- Awnings and canopies should not extend vertically to the upper parapet.
- Adjacent awnings should be within 18 inches in vertical height of each other.
- Awnings must be of flexible materials such as canvas and reinforced plastic.
- Glossy, shiny plastic, metal, and Plexiglas awning materials are strongly discouraged. Internally illuminated awnings are discouraged.
- Awnings and umbrellas should be made of a durable matte finish vinyl, commercial grade fabric, canvas or similar cloth material.
- Fabric awning colors which are least susceptible to fading are blue, green and neutral. Fabric awning colors that are most susceptible to fading are brown, yellow, orange and red and should not be used.
- Use awnings and canopies on buildings to add architectural interest. They provide an excellent means of breaking up large walls that otherwise may be left blank. The addition of fabric awnings over doors and windows is a simple way to update the appearance of a building as part of a renovation or facade remodel.
- The design of awnings should relate to the overall facade on which they are to be placed in terms of size, shape, scale and color.
- Awnings on contiguous buildings should be the same color, form, and general location.
- Signs may be printed on the awnings but should be restricted to the owning flap (valance) or to the end panels of shed, curved or box awnings. Awning signs should be included in the calculation of total sign area.



Corner Treatments

- Corner properties have a significant impact on an environment and should tie to both streets that the building sits on.
- Design corner treatments to create a sense of arrival with appropriate use of streetscape elements such as landscaping, street furniture, lighting, special paving, and signage; corner treatments should be consistent and cohesive with the adjacent building and streets.
- Buildings in corner treatment areas may be recessed back from the frontage zone to create corner plazas or entry courts for use as a prominent entryway, gathering place, and/or outdoor dining. Corner plazas and entry courts should be appropriate in scale and designed with public amenities.
- Include prominent architectural features and mass articulation such as prominent entries or corner towers for buildings located in corner treatment areas.
- No structure or landscaping should be placed in a corner treatment area in a manner that obstructs a clear view of traffic.

Landscape Architecture

The guidelines in this section apply to the entire College Village area regardless of development type and relate to general landscaping, pedestrian amenities, lighting, and walls and fences. While these elements, in combination, contribute to the image and identity of the College Village, they should also be environmentally conscious for the long-term sustainability of the project area and ultimately the City.

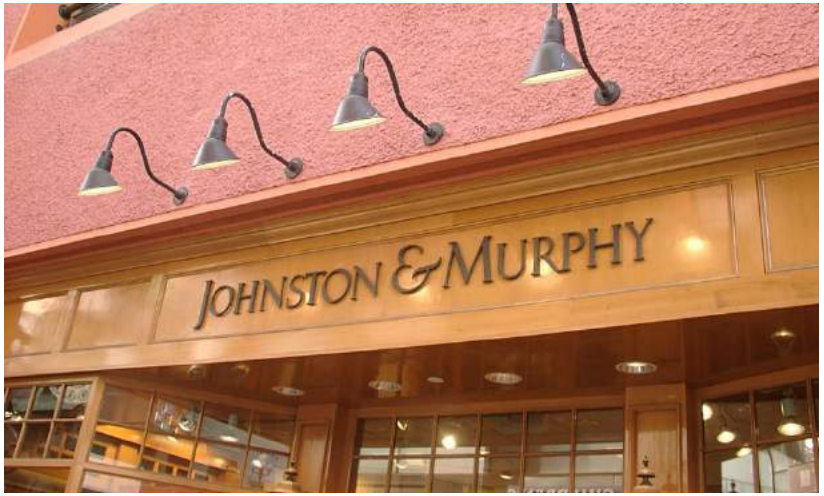
Landscaping

- Use landscaping to activate building facades; soften building contours; highlight important architectural features; screen less attractive elements; to stabilize and treat manufactured slopes; and to add color, texture, and visual interest; and provide shade. Integrated planter boxes in recessed storefronts and second floor windows are one example of how to achieve this.
- Landscaping should consist of a combination of drought tolerant trees, shrubs, and ground cover in a variety of sizes. Minimize the use of turf to comply with State and local water conservation regulations.
- Street trees internal to the project area should be planted at a minimum of one 24- inch boxed tree per 35-40 feet of linear street frontage. Trees shall be selected from the City's approved Plant Palette.
- Seasonal shading from trees and shrubs should be considered when developing planting schemes for plazas and streetscapes on south and west facing facades. Deciduous trees should be used to provide solar control during summer and winter while providing fall color, seasonal flowers, and other desired effects.
- The selected plant species and design and placement of landscaping should provide for natural surveillance of pedestrian areas and should avoid the creation of hiding places.
- Accent planting should be used around entries and key activity hubs.
- Locate street trees between the curb and sidewalk to create a psychological barrier between the sidewalk and the street.
- Provide trees along the street and incorporate them within public outdoor spaces to provide shade.

- Define the spatial organization of the site with landscaping at the edges of paths and open space areas.
- Selected planting and finishes appropriate to the type and volume of use. Durability of the landscaping is a key component of how the space will be used and maintained long after implementation.
- Incorporate high-quality paving materials in open space areas, such as stone, brick, and colored concrete or tile that is permeable whenever possible.
- Irrigation systems should be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.
- Irrigation systems should incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors.
- Utilize permeable ground surfaces in open spaces to the extent possible and install materials that allow access in all weather conditions. The use of permeable paving is encouraged for the reduction of stormwater runoff and absorption of rainwater to the water table. Where it is not possible to provide significant permeable areas on site, collection, storage, and re-use of stormwater should be considered.
- Design streetscape improvements to match the existing hardscape, sidewalk paving, and street furniture. When possible, original outdoor walkways and paving designs should be preserved.
- Discourage overhead spray irrigation, ensure compliance with local water conservation measures and ordinances.

Lighting

- Landscape lighting should be used to accent walkways and entries and/or seating areas and specimen plants.
- Exterior lighting should be located on all walkways and alcoves to ensure safe nighttime conditions and sited to avoid hazards for pedestrians or vehicles.
- Recommended minimum levels of illumination along pedestrian paths between destinations is 0.5 foot-candle. At pedestrian destination points such as entryways, plazas, and courtyards, lighting levels should typically achieve illumination of 1 foot-candle.
- Wall-mounted lights should be utilized to the greatest extent possible to minimize the total number of freestanding light standards.
- Light fixtures should relate to the human scale, especially in pedestrian areas.
- Lighting at display windows and entrances should be broad spectrum and concealed from direct view. No rotating, blinking, animated, colored, or flashing lights should be permitted. Display lighting should be focused within the display window.
- All exterior site lighting (i.e., rear yard or signs) should be directed inward and downward so as not to disturb adjacent uses.
- Use many short low-intensity fixtures (i.e., bollards or fixtures mounted on short posts or low walls) over fewer tall fixtures that illuminate large areas to reduce light pollution.
- For commercial parking areas, mount overhead lighting at a maximum height of 20 feet, with a lower height preferred.
- For residential parking areas, mount overhead lighting at a maximum height of 15 feet, with a lower height preferred; lighting in residential parking areas should also avoid interference with bedroom windows.
- Limit overhead fixtures for pedestrian areas to 8 feet in height.
- Lighting located within the public right-of-way must be built according to the City's street light standards.
- Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk and dawn.



Fences and Walls

- Walls and fences should not dominate the street scene; they should only be used to provide a buffer between incompatible uses when landscaping is insufficient and/or impractical for noise attenuation, and/or privacy. It is important, however, that walls are appropriately integrated into each project.
- Walls should have breaks, recesses, and offsets, especially at entries and important intersections. Long walls should be made more attractive and visually intersecting through the use of surface articulation, pilasters, view fencing, and changes in material, color, and textures, where appropriate.
- Construct wall faces that are visible to the public using durable attractive materials that complement the adjacent architecture. When solid walls are necessary, split-face block, stone, or materials with similar visual qualities should be used. Likewise, fences should incorporate visually attractive materials such as tubular steel, wrought iron, and stone (or faux stone) in areas where they are highly visible. Walls and/ or wall surfaces not visible to the public do not need the same high level of design detail. Chain-link fences and precision block walls are not permitted in the project area.
- Place view fences and/or decorative walls where land uses are adjacent to open space areas such as parks and paths. They allow for safety and privacy while preserving views and creating a more visually appealing neighborhood.
- Soften the visual appearance of walls and fences and prevent graffiti using trees, vines, and landscaping.
- Plant hedges or freestanding masonry walls should be a maximum of 36" high. The use of screen walls should be subject to approval of the City.
- The top edge of a fence must be along a line that is either horizontal or substantially parallel to the grade.
- The color, texture, pattern, and dimension of masonry columns and bases, and the color, width, type, and elevation of mortar joints in fence column or base must match the masonry and mortar joints of the main building as nearly as practical.

Signage

The following general criteria has been provided to encourage signage and graphic design that is consistent with and compliments the character of the College Village, attracts business and contributes to the quality of the pedestrian environment. However, as projects in the College Village are proposed, the City expects more detailed signage plans to be submitted to the City as part of the application.

- Signs that are permanently attached to the building façade are encouraged. Freestanding signs should only be considered for the identification of a building group (e.g. shopping center, professional office building), where more than one use is to be identified, or if the attached signage would be ineffective.
- Pedestrian-oriented projecting signs are encouraged. Such signs should not exceed a size of 8 square feet, should maintain a vertical clearance of 8 feet to the sidewalk, and should not extend more than 4 feet from the building wall or 1/3 of the sidewalk width, whichever is less. Projecting signs may extend to a maximum of 3 feet above the parapet roofline.
- Awning signs are limited to 15% of the awning area.
- Signs should be illuminated with light projecting onto the face of the signs, with the light sources shielded from view. Small neon signs are allowed. Back-lit plastic box signs are discouraged.
- Sign colors should relate to building architecture and surroundings. Excessive brightness and overly brilliant colors should be avoided.
- Sign style should be simple and easy to read. Lettering logos and graphics should not be cramped onto the signboard. An imaginary rectangle that describes the area of lettering, logo, or graphics should not exceed 40% of the total sign board area.
- Pictographs and three-dimensional icons, such as a barber pole, are encouraged.
- Individual cut out letters are allowed as long as they are not located above parapet level. Letters should not exceed 12 inches in height.

Mixed-Use Projects

The design guidelines in this section are intended to provide additional guidance in the design of mixed-use projects, however mixed-use projects should also follow the relevant guidelines stated in previous design guidelines sections of this document.

- Where multiple buildings are planned in a mixed-use development, the structures should be of varying heights to create visual interest from the street.
- Site planning must take the location of residential units into consideration and must screen or cover service areas to minimize noise levels and visual impacts.
- Where commercial and residential uses are on the same level, different design methods may be used to clearly distinguish between public and private (commercial versus residential) spaces and access points. These methods could include vertical separation by raising the residential unit slightly above grade or applying distinguishing materials, textures, colors, or other physically clear demarcations at a common grade level.
- The residential units must be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the nonresidential uses and are directly accessible to resident parking areas.
- Parking in the mixed-use areas includes public and private facilities. Parking for residents must be secure, accessible, and separated from that open to the general public.
- Mixed-use projects with residential uses should use a minimal amount of commercial signs and place signs only where most appropriate.
- Architectural style and use of quality materials shall be consistent throughout an entire mixed-use project, however variations in materials and details may be used to differentiate between the residential and commercial portions of the project.

VII. Implementation

As part of the comprehensive General Plan Update which was adopted in April 2016, the Community Design and Land Use Element includes Goal CD-9: Creation of a vibrant, pedestrian-friendly college village that offers a range of housing and commercial opportunities. Figure CDL-3 of the adopted General Plan (Land Use Modification Overlay Districts) map designates the opportunity site as the "College Village" Overlay. Now that the General Plan is adopted, the College Village Overlay District is also effective, and the College Village Overlay District Guidelines shall implement that portion of the General Plan. Additional policies that support the College Village Overlay are to be included in the City's 2021-2029 Housing Element.

Ordinance No. 350 establishes Article 6 of Chapter 4 of Division 5 of the Development Code, creating the College Village (CV) Overlay District. The College Village Overlay District Guidelines are referenced in Article 6 of Chapter 4 of Division 5, and are adopted as Exhibit A of Ordinance No. 350, and may be amended in the same manner as which they were adopted.

The Director of Development Services or his/her designee shall be responsible for making any determinations regarding ambiguities or interpretations of the College Village Overlay District Guidelines. The entitlement procedures set forth in pthe Yucaipa Development Code shall apply to all properties and development within the College Village Overlay District.