



CITY OF CALIMESA

2014 GENERAL PLAN



ADOPTED AUGUST 4, 2014



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Prepared by the
City of Calimesa General Plan Advisory Committee
and



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CHAPTER 1: INTRODUCTION



INTRODUCTION



Calimesa City Hall

The Calimesa General Plan expresses our community's vision of its long-term physical form and development. This General Plan is comprehensive in scope and represents the product of years of effort on the part of residents and businesses in the community working to maintain and improve Calimesa's quality of life and implement the community's shared vision for the future. General plans are mandated by the State of California, which requires that each city and county prepare and adopt a comprehensive, long-term general plan for its jurisdiction and any adjacent related lands.

This Introduction includes a statement of Calimesa's vision for the community. It also provides a brief overview of the General Plan, the key ideas which are addressed in the City's goals and policies, and some of the ways this General Plan will be implemented.

ROLE OF THE GENERAL PLAN

This General Plan serves as a basis for decision-making. It helps the City Council, Planning Commission, and staff, who must balance competing community objectives, make decisions regarding proposed development and other crucial issues.

The General Plan is the official policy framework guiding physical, social, and economic development in the city, as well as the City's own operations and decisions. The General Plan is a long-range guide for attaining the City's goals.

USE OF THE GENERAL PLAN

The General Plan is intended to be used by a broad range of persons, including:

- The City Council and Planning Commission in decision-making activities;
- City staff in developing plans, programs, and regulations;
- The development community in preparing development proposals; and



CHAPTER 1: INTRODUCTION

- Residents and citizens seeking to understand the vision and future of Calimesa and the type of development which may occur.

This General Plan will be used as the basis for standards for the development of public and private projects.

CALIMESA COMMUNITY VISION

The City of Calimesa is dedicated to remaining a community that honors its beautiful natural setting through open space preservation, wildlife corridors, and extensive trail systems, as well as enriching the quality of life in Calimesa through sensitive planning that creates increased business activity, local jobs, new parks, and schools.

This Calimesa Community Vision reflects the desires of the community and is supported by input from the community through the various public participation efforts conducted during the General Plan update process. In adopting this General Plan, the City of Calimesa is making a clear and definitive statement about the future envisioned for the community.

GUIDING PRINCIPLES

The City of Calimesa recognizes and acknowledges the ability of planning to protect the quality of life of residents, promote the success of the local economy, influence the appearance of the community, and allow Calimesa to respond to changing economic circumstances, and the extent to which the city can help in statewide and national efforts to reduce energy consumption and greenhouse gas emissions. Thus, the Calimesa General Plan embodies several guiding principles.

These guiding principles became the foundation for the formation of the General Plan's goals and policies in implementing the Calimesa Community Vision.

- **Be proactive**, working to identify important issues and continually seek out the best practices of other cities and communities, and implement them in a way that is meaningful to Calimesa.
- **Support Calimesa's transition** from a small rural city to a more populous community that welcomes the new residents who will live in neighborhoods in master-planned areas, while retaining the city's sense of community and rural identity.
- **Recognize the benefits of diversity** in all aspects of the city—its people, its housing, its economy—while retaining the rural atmosphere of Calimesa.
- **Ensure the long-term viability of Calimesa**, both from an economic standpoint and from the perspective of the built environment, including infrastructure systems and resources such as land, water, and air that are critical to a healthy city.

CHAPTER 1: INTRODUCTION



The goals and policies included in this General Plan reflect a commitment by the City of Calimesa to implement these guiding principles and the Calimesa Community Vision.

COMMUNITY PARTICIPATION

Community participation played an important role in preparing this General Plan and will play a role in its implementation. Because the General Plan needs to reflect community goals and aspirations, citizens and stakeholders were involved from the onset with issue identification and goal formulation.

General Plan Advisory Committee. The General Plan Advisory Committee (GPAC) was a group established for the purpose of providing input and guidance on the update of the General Plan. The GPAC has been an integral part of the General Plan update process by conducting community outreach, providing insight and direction on the issues facing Calimesa, and assisting the City in defining the direction of the General Plan planning effort. The GPAC continued to meet throughout the General Plan update process, providing direction on goals and reviewing proposed policies.

General Plan Update Survey. The General Plan Update Survey was developed by the GPAC and conducted during April 2004. The survey was mailed to 4,535 residents of the city (approximately 60 percent of the population), and 611 surveys were returned. The results of this survey were used to develop the Calimesa Community Vision and informed the goals and policies included in this General Plan.

In 2013, a second survey asking many of the same questions as the original 2004 survey was made available to the public. The 2013 survey was intended to confirm that the 2004 community attitudes, preferences, etc., that were used by the GPAC to create a draft of this General Plan were still valid. The results of the 2013 survey were used to fine-tune the final General Plan's goals and policies.

Mobile Community Workshop. Citizen groups and individuals participated in the preparation of the General Plan through the General Plan Update Surveys, noted above, and a mobile community workshop, held over a two-week period. The workshop provided multiple opportunities for the citizenry of Calimesa to engage in the General Plan update process.

Calimesa Street Fair, April 13, 2013. Planning and community engagement staff were on hand during the street fair to distribute educational materials about the General Plan, engage community members in activities that asked residents about the vision for Calimesa, help answer questions about the General Plan update process, and record community feedback. In addition, staff sought specific feedback to help inform the update to the Housing Element. Community input from this event was presented to the City Council and considered in the preparation of the General Plan.



CHAPTER 1: INTRODUCTION

Calimesa Senior Center, April 15, 2013. Time was dedicated at regularly scheduled committee and Council meetings to give attendees the opportunity to participate and provide feedback on the vision, goals, and policies of the draft General Plan. Staff provided an overview presentation of the General Plan and answered questions. A hard-copy version of the online survey was distributed to meeting attendees to solicit feedback. Results from the survey were evaluated and incorporated, as appropriate, into the final General Plan.

Website and Media Outreach. The City developed a dedicated web page to provide information about the General Plan update and to outline opportunities for community participation. Comments on the General Plan update were also accepted through the website, along with the online survey.

Press releases were also provided to local media outlets to promote the General Plan update process and invite community participation.

Housing Element Stakeholder Workshop. Residents, businesses, property owners, and other interested individuals were invited to attend a workshop on April 12, 2013, to discuss the City's Housing Element update. The workshop was held to seek stakeholder perspectives on housing needs and how to improve local housing programs.

Public Scoping Meeting. A scoping meeting was held on February 26, 2013, to collect community input to guide the drafting of the General Plan Environmental Impact Report (EIR). At the meeting, participants were asked to provide feedback on specific environmental impacts of the project, alternatives, mitigation opportunities, and additional environmental issues for consideration.

Public Review Period. In addition to the community workshop, the General Plan was circulated for a public review and comment period starting on April 22, 2013 and ending on December 12, 2013. Comments received during this review period were evaluated and incorporated, as appropriate, into the final General Plan.

ORGANIZATION AND USE OF THE GENERAL PLAN

THE PLANNING AREA

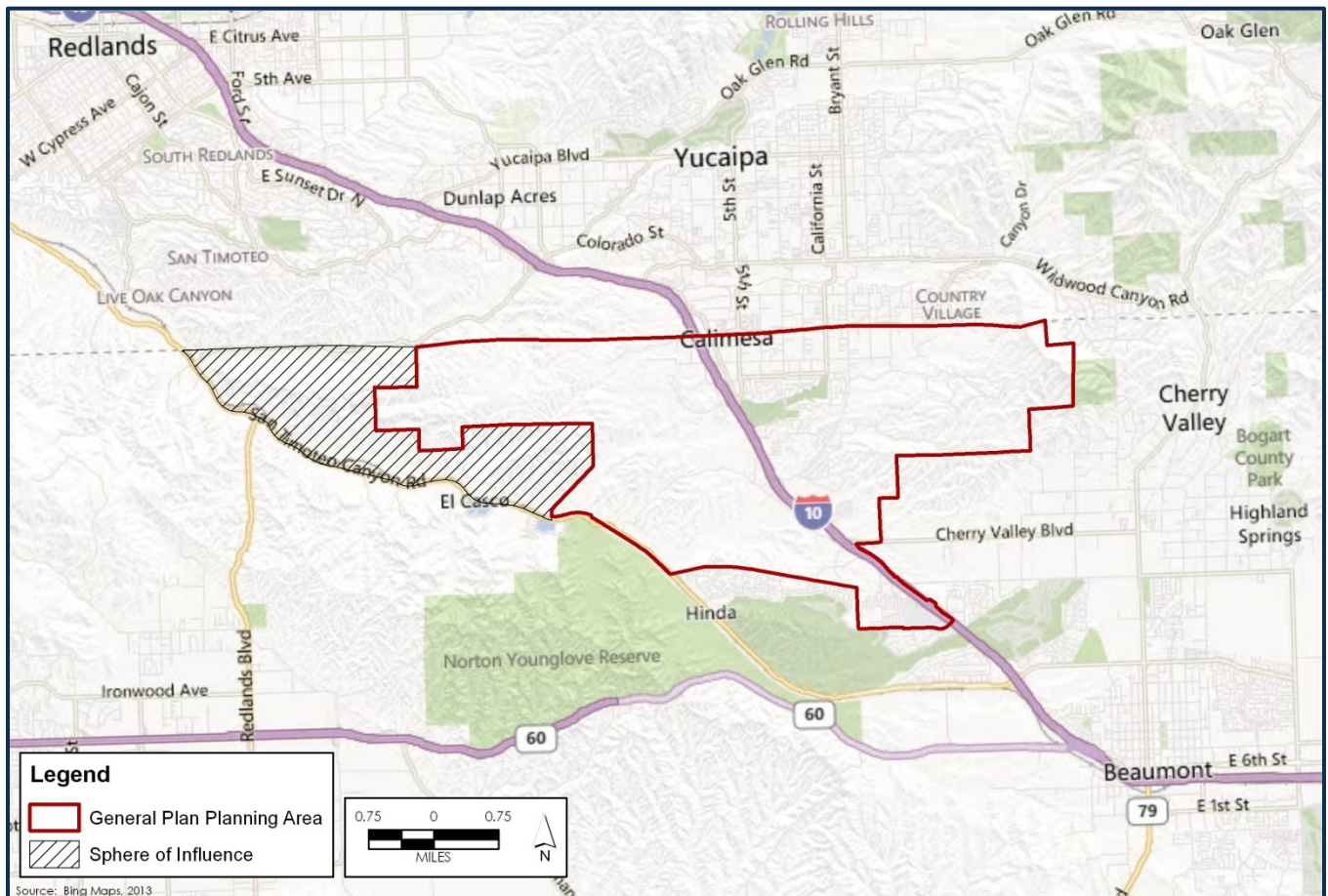
This General Plan for the City of Calimesa addresses all of the land within the city limits, an area referred to as the Planning Area. The Planning Area encompasses 9,533 acres, or roughly 14.9 square miles, and is shown in Figure 1-1.

Also shown in Figure 1-1 is Calimesa's Sphere of Influence, which is an area beyond the city limits that is envisioned to ultimately be annexed to the city. The Sphere of Influence is not addressed in this General Plan, which applies to the city limits only.

CHAPTER 1: INTRODUCTION



FIGURE 1-1: PLANNING AREA



Information on existing land uses in the Planning Area as of 2013 is included in Chapter 2, Land Use.



CHAPTER 1: INTRODUCTION

ORGANIZATION OF THE GENERAL PLAN

This General Plan contains the following chapters,¹ including several maps and tables throughout the document that help to express and describe the vision, goals, or key components of the General Plan.

Chapter 1: Introduction. Provides an overview of the intent and organization of the General Plan and identifies the Calimesa Community Vision.

Chapter 2 through Chapter 11: General Plan Topics. This General Plan addresses all the state-required elements, including Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety, plus four additional topics as follows:

- *Chapter 2: Land Use.* Ensures a balance of land uses through allocation of lands for housing, commercial, industrial, and community uses.
- *Chapter 3: Transportation and Mobility.* Addresses transportation and travel-related issues for residents, including motorized and non-motorized options.
- *Chapter 4: Infrastructure and Public Services.* Addresses infrastructure needs, including timing of improvements to accommodate the planned land uses identified in the Land Use Chapter.
- *Chapter 5: Housing.* Addresses housing needs for all economic groups in the community.
- *Chapter 6: Resource Management.* Provides ways of helping balance the City's actions regarding land use, circulation, and other issues with their potential effects on resources including water, agriculture, and biological resources.
- *Chapter 7: Open Space, Parks, and Recreation.* Creates standards for parks and open space and supports existing and new park facilities in the community.
- *Chapter 8: Safety.* Ensures the City is equipped to maintain public safety and handle potential natural disasters.
- *Chapter 9: Noise.* Establishes standards for noise in the community and ways of addressing noise sources.
- *Chapter 10: Air Quality.* Identifies ways to balance the land use and transportation needs of the community with their effect on air quality.
- *Chapter 11: Sustainability.* Provides a framework to make responsible choices to protect the viability of the community.

¹ Note to the Reader: General Plan chapters are often referred to as "elements." This General Plan uses the more common term, "chapters." The two terms are interchangeable.

CHAPTER 1: INTRODUCTION



Together, these chapters provide the City's goals, policies, and actions on a broad range of issues related to the future of Calimesa. Each of these chapters of the General Plan is organized as follows:

Introduction. This section briefly explains what the chapter is intended to do and the reason for the particular chapter.

Background. Includes brief background information to establish the context for goals and policies contained in the chapter. This background material is neither a comprehensive statement of existing conditions nor a repository of adopted information.

Related Plans and Programs. This section highlights significant plans, programs, and regulations that are related to a particular chapter and explains the relationship of each to the City's General Plan.

Key Issues. This section summarizes the primary issues identified during the General Plan update process.

Goals, Policies, and Actions. The goals, policies, and actions included in each chapter provide the blueprint for achieving the Calimesa Community Vision and will help guide future decisions.

Goal: Goals are "generally end-state." They are the long-range targets as to what the City wants to accomplish regarding a particular issue.

Policy: A policy is a specific medium- or short-range statement of principle to guide decision-making so there is continuing progress toward the attainment of stated goals.

Action: Actions are activities undertaken to implement a specific policy or group of policies. Some of these actions may occur in the short term; others will require more time and resources and may not be completed for some time.

The General Plan is also supported by the associated EIR. The EIR is intended to be used in conjunction with this General Plan and to serve as a companion to this policy document.

The General Plan EIR assesses the potential implications of the policies in this General Plan in terms of physical environmental impacts. State law requires that the EIR be certified prior to adoption of the General Plan and be used to provide specific findings that are part of the City Council's approval action(s). In the years following General Plan adoption, the assumptions, analyses, conclusions, and recommended mitigation measures inherent in the EIR will be useful in assessing implementation actions and projects.



CHAPTER 1: INTRODUCTION

USE AND INTERPRETATION OF THIS GENERAL PLAN

The General Plan is intended to be used by:

- The City Council and Planning Commission in decision-making;
- City staff in developing programs and projects;
- The development community in preparing development proposals; and
- Residents and citizens interested in the future of Calimesa.

When using this General Plan, the following basic rules should be kept in mind:

- Only those statements specifically listed as “Goal” are to be interpreted as stating the City’s goals.
- Only those statements specifically listed as “Policy” are statements of City policy. Narrative descriptions and discussions not preceded by a Policy designation are provided for information and background only and to assist decision-makers with the interpretation of policies.
- This General Plan’s focus is on identifying issues important to Calimesa, and the goals and policies the City will follow to address them. For this reason, this General Plan does not contain the type of extensive and detailed background information contained in some general plans. This information, while helpful, can change over time, making the General Plan out of date; for this reason, this General Plan points the reader in the direction of resources that are more up to date and accurate.

AMENDMENTS TO THIS GENERAL PLAN

Recognizing the need for the General Plan to remain up to date and reflective of local issues and policies, state law allows the City to amend the General Plan to ensure that it is consistent with the conditions, values, expectations, and needs of the community. The state’s General Plan Guidelines note:

The General Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. Local governments should plan for change by establishing formal procedures for regularly monitoring, reviewing, and amending the General Plan.

CHAPTER 1: INTRODUCTION



Periodic revision of the Housing Chapter is required by state law, but there is no required regular update for any other portion of the General Plan.

Amendments to this General Plan may be initiated by the City, property owners, developers, and residents.

IMPLEMENTING THIS GENERAL PLAN

While this General Plan seeks to guide Calimesa's growth and decision-making, it is not intended to answer every question that will be faced by the City over the lifetime of the Plan. This General Plan is not a step-by-step guidebook for its own implementation; instead, it will rely on the diligence, ingenuity, and hard work of Calimesa's elected officials, residents, and staff to find ways to apply its policies to situations which could be unpredictable and new.

ZONING CODE

The City of Calimesa Zoning Code is a key implementation tool for the General Plan. Many of the goals, policies, and actions in this General Plan are achieved through zoning, which regulates public and private development. The City currently uses a single General Plan Land Use Map/Zoning Map; therefore, the City's zoning districts and their boundaries are identical to the General Plan's land use designations. (Note: This General Plan envisions a two-map system, with separate but consistent General Plan and Zoning maps.)

While the Zoning Code tends to be the most useful implementation tool, other documents are also used, including the Municipal Code, specific plans for existing and future planning areas, City ordinances, and citywide programs.

Other related plans and ordinances must also be consistent with the goals and policies in this General Plan, including all capital improvements and public works projects.



CHAPTER 1: INTRODUCTION

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CHAPTER 2: LAND USE



INTRODUCTION

The Land Use Chapter is what people typically think of when they think of the “plan” for the city. This chapter establishes the pattern of activity for the community and provides the central framework for the General Plan by serving as a compass to guide planners, the development community, the general public, and decision-makers on the desired pattern of development in Calimesa.

The Land Use Chapter defines areas of the city for housing, business, industry, open space, recreation, education, and other public services and describes future land use activity. Text, maps, and diagrams establish the blueprint for future land uses within the city and describe how these uses are integrated with the other General Plan chapters and policies.

BACKGROUND



The Trails End Trading Post was a landmark in Calimesa’s early days.

Calimesa began as a small rural town with mostly single-family homes and ranches. With completion of US Route 99 (now Interstate 10), businesses opened in the community and Calimesa began to create a separate identity from the larger neighboring town of Yucaipa. Residents of the community came together and applied for their own post office, which was opened in 1929 and was located at Calimesa Boulevard and Avenue K. At the same time, the residents initiated a name contest. Calimesa was chosen from 107 names submitted and is said to come from “Cali,” meaning California, and “mesa” from the Spanish word meaning table or tablelands.

In 1947, the Calimesa Improvement Association was formed. The purpose of the association was the development and improvement of Calimesa and the community. In 1962, the Calimesa Improvement Association became the Calimesa Chamber of Commerce.

The community incorporated in 1990 as the City of Calimesa.



CHAPTER 2: LAND USE

HISTORICAL DEVELOPMENT

Calimesa developed primarily as a low-density residential community that has fostered a friendly, small-town atmosphere enjoyed by Calimesa residents since its beginnings.

Many of the existing residential lots are sized to accommodate horses and other animals. As a result, many residents of Calimesa maintain an equestrian lifestyle and keep other small animals, which is an aspect of the community that is integral to its identity. However, much of the population growth in recent years has been accommodated in newer developments, including those subdivisions around the Calimesa Golf and Country Club, located in the eastern portion of the city.

The population at the time of incorporation, according to the 1990 Census, was 6,659. Growth over the next 20 years was slow: the 2010 Census showed a population of 7,879, an average growth rate of just 61 persons each year.

Calimesa is characterized by foothills in the city's eastern area, with a mesa area extending through the central and western portions of the city, gradually sloping south and west toward San Timoteo Creek. Although Calimesa has a variety of topography, the majority of urban development has occurred on land with slopes of less than 15 percent.

The proximity of Calimesa to the surrounding hillsides, canyons, nearby state parks, and San Bernardino National Forest has encouraged a history of preserving land for varied recreation activities, including walking, biking, and equestrian activities, as well as providing connectivity for wildlife migrations.

FUTURE DEVELOPMENT

A majority of the future growth expected to occur over the next 22 years will likely be accommodated in the adopted specific plan areas.

As new development occurs, the City's focus will be on retaining those qualities of life associated with a small community while recognizing the need for growth to fulfill the City's goals for economic opportunity and adequate support services in the community, as summarized in the Calimesa Community Vision:

The City of Calimesa is dedicated to remaining a community that honors its beautiful natural setting through open space preservation, wildlife corridors, and extensive trail systems, as well as enriching the quality of life for Calimesa through sensitive planning that creates increased business activity, local jobs, new parks, and schools.

CHAPTER 2: LAND USE



The General Plan addresses this challenge and begins to chart a path to the future for Calimesa on both a local and regional level.

EXISTING LAND USES

The Planning Area examined in this General Plan encompasses approximately 9,533 acres, or 14.9 square miles.

Existing (2013) land uses in the Planning Area are summarized in the table below. This marks the starting point for the future growth of Calimesa.

TABLE LU-A: EXISTING PLANNING AREA LAND USES (2013)

Land Use	Acreage	Percentage
Agricultural	16	0.2%
Commercial	435	4.6%
Manufactured/Mobile Home	50	0.5%
Multi-Family Residential	100	1.0%
Open Space	108	1.1%
Residential	45	0.5%
Roads	503	5.3%
Single-Family Residential	1209	12.7%
Vacant	7067	74.1%
Total	9533	100.0%

The US Census (2010) reported the following population and housing information for Calimesa:

Total Population: 7,879

Total Housing Units: 3,687

Occupied Housing Units: 89.9% (3,314)

Vacant Housing Units: 10.1% (373)



CHAPTER 2: LAND USE

RELATED PLANS AND PROGRAMS

The Land Use Chapter relates to several other plans and programs, including the following:

- **City of Calimesa Zoning Code.** The Zoning Code establishes zoning districts that implement this General Plan's land use designations. The Zoning Code also establishes development standards for each zoning district; these standards help create the physical form of the community (e.g., building setbacks, heights).

The Zoning Code also contains the Hillside Ordinance and the Oak Tree Preservation Ordinance, which were adopted to restrict development on significant hillsides and ridges and address the protection of oak trees.

- **Downtown Business District Code.** The intent of the Downtown Business District is to encourage the creation of a pedestrian-friendly downtown area along Calimesa Boulevard. The Downtown Business District Code includes attractive storefronts, gathering areas, pedestrian and vehicular links, and other features aimed at encouraging retail and mixed-use development in a downtown setting.
- **Calimesa Creek Master Plan, July 2012.** The intent of this Master Plan is to promote public access to and pedestrian use along Calimesa Creek, to protect and enhance the scenic character of the downtown, and to improve development potential within the overlay zone. The Master Plan provides conceptual analyses of the creek drainage system and explores measures for creek stabilization and flood control while preserving the natural look of the creek to function as a recreational amenity for the community. Shared parking strategies for properties along the creek are also included in the plan.
- **Adopted Specific Plans.** There are three adopted specific plans in the City of Calimesa (see Figure LU-1). They are:
 - Summerwind Ranch, January 2005. 2,590.1 acres approved for the development of up to 3,841 dwelling units, as well as commercial, business park, open space, recreation, and public facility uses.
 - Mesa Verde Estates, February 2007. 1,493 acres approved for the development of up to 3,850 dwelling units, as well as mixed-use, open space, recreation, and public facility uses.
 - Heritage Oaks Equestrian Community Specific Plan, May 2007. 54 acres approved for the development of 45 single-family homes.
- **Western Riverside County Multiple Species Habitat Conservation Plan.** The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional habitat conservation plan focusing on conservation of species and their associated

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habitats in western Riverside County. The overall goal of this plan is to maintain biological and ecological diversity within a rapidly urbanizing region. The MSHCP allows jurisdictions within its approximately 1.26-million-acre plan area boundary, including Calimesa, to better control local land use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal Endangered Species Acts. Detailed, up-to-date information on the MSHCP is available at <http://www.rctlma.org/epd/wrmshcp.aspx>.

- **City of Calimesa Redevelopment Plans.** The City of Calimesa has three existing redevelopment plans:
 - Redevelopment Plan Area No. 5, July 1999. Prior to the incorporation of Calimesa, the Riverside County Redevelopment Agency established a redevelopment project area, referred to as Area 5, encompassing approximately 172 acres to provide for the elimination of blight conditions. Subsequent to Calimesa's incorporation, the City Council activated the Calimesa Redevelopment Agency in 1992. Pursuant to a Jurisdictional Transfer Agreement executed on June 13, 2000, the Riverside County Redevelopment Agency transferred jurisdiction of Area 5 retroactively as of July 1, 1999.
 - Redevelopment Plan Area No. 1, December 1993. This plan was the first initiated and adopted by the Calimesa Redevelopment Agency. The plan was adopted on December 30, 1993, and consists of about 762 acres located in four subareas.
 - Redevelopment Plan Area No. 2, May 2011. This plan was pursued in response to the failure of residential subdivisions in the city after the collapse of the residential real estate market in 2007. Area 2 contains a portion of the former Summerwind Ranch project by SunCal, the Mastercraft Project, and a portion of JP Ranch, in addition to the existing developed subdivisions known as Rancho Calimesa Mobile Home Park and The Plantation by the Lake. The plan was adopted on May 2, 2011, and consists of about 1,143 acres.

Note: As of February 1, 2012, all redevelopment agencies in California were dissolved per legislation enacted in 2011. Each redevelopment agency has what is known as a successor agency to finish redevelopment activities in progress. The existing redevelopment plans in Calimesa will remain in place and continue to guide the successor agency in meeting obligations in place prior to the dissolution of redevelopment agencies.

KEY ISSUES

This Land Use Chapter addresses issues identified during the preparation of the City's General Plan through discussions with the General Plan Advisory Committee and City staff, and feedback received during the various public meetings. The goals, policies, and actions included in this chapter have been prepared in consideration of these issues, which include the need to:



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- Establish Calimesa as a distinct community with an identity that preserves a rural atmosphere.
- Improve accessibility to commercial and other services, including entertainment and health-care facilities.
- Provide for increased employment opportunities in the community.

LAND USE ELEMENT GOALS

GOAL LU-1:	Preserve and enhance the small-town atmosphere of Calimesa.
GOAL LU-2:	A logical and efficient pattern of development that reduces infrastructure costs and maintains the character of Calimesa.
GOAL LU-3:	An arrangement of land uses that achieves maximum compatibility between land uses and especially with existing neighborhoods.
GOAL LU-4:	Commercial and industrial development that serves the needs of Calimesa and the surrounding area, provides local job opportunities, and creates a greater job/housing balance.

LAND USE ELEMENT POLICIES

Policies are provided in this chapter for the following topics:

- Calimesa General Plan Land Use Map – Page 2-6
- Maintaining Calimesa’s Character – Page 2-28
- Location and Timing of Land Uses – Page 2-29
- Economic Development – Page 2-30
- Calimesa Downtown Business Corridor – Page 2-30
- Service Commercial Improvement Area – Page 2-32
- Southern Calimesa Boulevard Corridor Area – Page 2-34
- Design – Page 2-36

Note to the Reader: The policies and action items designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for this General Plan.

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CALIMESA GENERAL PLAN LAND USE MAP

POLICY LU-1: Figure LU-1, Land Use Map, depicts the land use policy of the City of Calimesa. The Land Use Map is an illustration of the City's land use policy for all of the lands in the city.

ACTION ITEM LU-1.1: Review those areas susceptible to flooding for boundary changes on an annual basis.

Note to the Reader: Refer to Figure SAF-5, Flood Zones, for areas susceptible to flooding.

POLICY LU-2: The Land Use Map's designations are intended to generally follow parcel lines. Some parcels may be covered by more than one land use designation. In some cases, interpretation may be needed to determine the exact boundaries of a land use classification where parcel lines are unclear, have been moved, or have been deleted. The exact boundaries of a land use designation may be adjusted at the City's discretion to reflect conditions on the ground, ownership boundaries, or other conditions. Minor changes of this type shall not be considered an amendment to this General Plan.

POLICY LU-3: Zoning in the city limits shall be consistent with the General Plan Land Use Map. Where multiple zoning districts may be compatible, the City shall apply the most compatible district that best achieves the goals and policies of this General Plan. (MM)

POLICY LU-4: The following shall apply to the use and interpretation of the Land Use Map:

- The official Land Use Map shall be the printed, signed copy on file in the office of the City Clerk, including any adopted amendments.
- Electronic files used to create the map are not the official map.
- The official Land Use Map shall be printed for viewing and interpretation at a scale of 1 inch = 1,000 feet.

POLICY LU-5: Questions regarding the location of land use designations shall be resolved by the City using the official Land Use Map or a printed copy at the scale specified above.

POLICY LU-6: Although Calimesa has operated under a "one-map" system with a single General Plan Land Use Map and Zoning Map, the City intends to create a traditional "two-map" system in which the General Plan Land Use Map's



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designations are implemented by a separate Zoning Map. This will ultimately provide for the use of more specific zoning designations that fall within the General Plan's land use categories and will eliminate the need for a concurrent General Plan amendment with every change of zone.

ACTION ITEM LU-6.1: Adopt a separate Zoning Map that implements and is consistent with the Land Use Map of this General Plan. (MM)

ACTION ITEM LU-6.2: Create residential and other zoning categories that provide more specificity than the land use categories of this General Plan and apply them to parcels as part of future changes of zone. (MM)

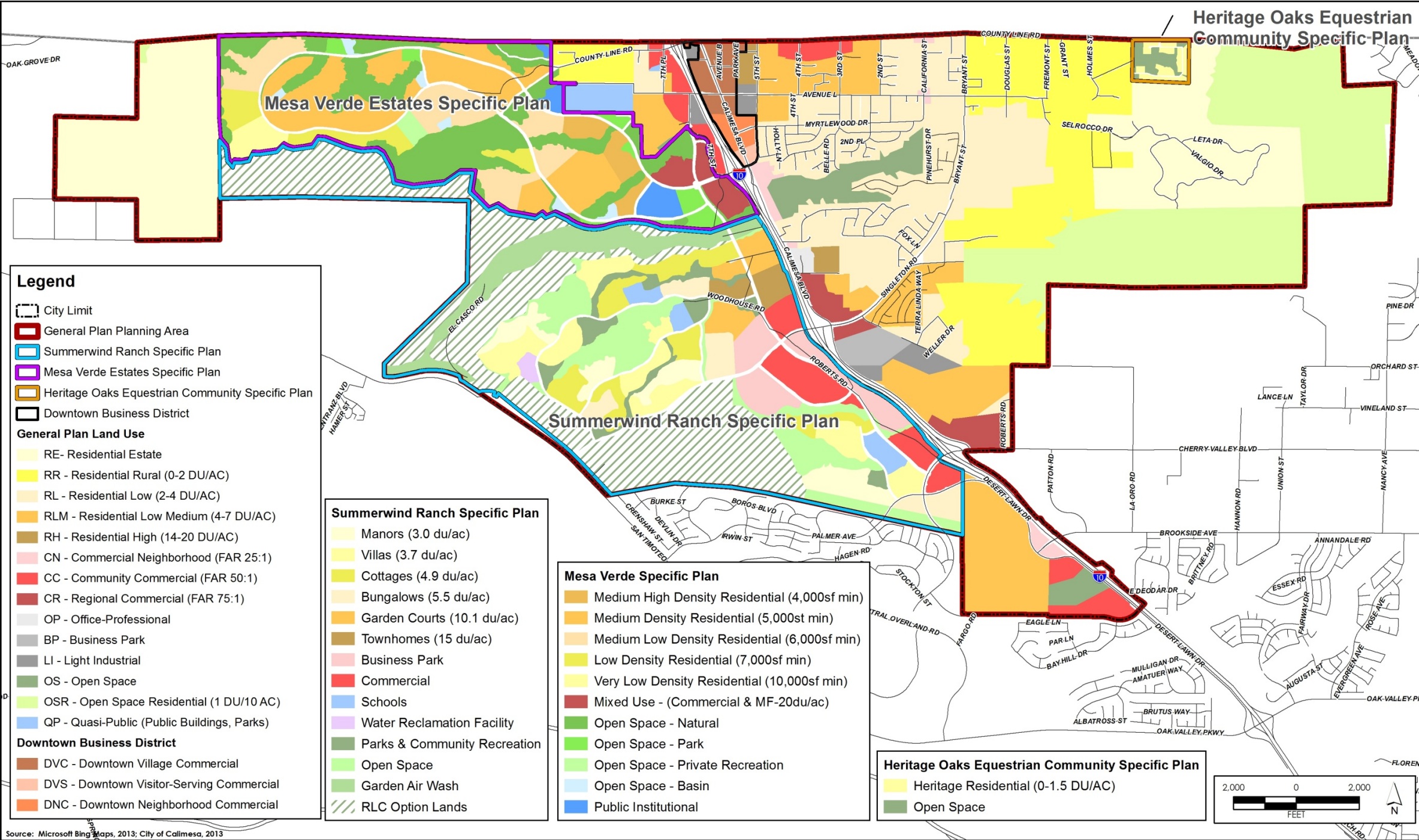
POLICY LU-7: The following are the City's land use designations. All references to acreage or acres, unless otherwise specified, are to gross acreage.

Note to the Reader: Some of these categories may not appear on the Land Use Map but are available for use where appropriate.

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FIGURE LU-1: LAND USE MAP





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TABLE LU-B: GENERAL PLAN LAND USE CATEGORIES

Land Use Designation	Building Intensity Range (du/acre or FAR) ^{1,2} and Population Density (persons/acre) ³	General Plan Land Use Categories
Residential Land Use Categories <i>See also the Open Space Residential and Open Space land use categories, included in the Resource Lands designations. Both of these categories allow residential uses.</i>		
Residential Estate (RE)	0 to 1 du/5 acres 0 to 3 persons/5 acres	Residential Estate is characterized by single-family detached homes and by buildings and structures related to agriculture, farm use, animal keeping, and equestrian uses. Minimum lot sizes of 5 gross acres are required. The following apply to land with the RE land use designation: • This designation helps preserve the rural character of Calimesa by permitting existing Residential Estate uses to continue and expand. • Homes and buildings constructed within this designation may have a variety of styles and construction, but are primarily of a residential nature. • Homes constructed in this category are likely to be served by streets that may not have curbs, gutters, sidewalks, or streetlights. The lots may be served by septic systems and well water, if standards for provision and service, as required by the Yucaipa Valley Water District (YVWD), the Santa Ana Regional Water Quality Control Board, and/or the City, are met. • Equestrian/pedestrian trails are likely to be found. • Precise determination of any development shall be on the basis of a detailed slope analysis and biological, archeological, and paleontological assessment prior to approval of any development.
Residential Rural (RR)	0.2 to 2 du/acre 1 to 5 persons/acre	Residential Rural is characterized by single-family detached homes on 0.5-acre and 1-acre lots. The following apply to land with the RR land use designation: • This designation provides for light agricultural uses, in conjunction with single-family residential units. It also permits



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Land Use Designation	Building Intensity Range (du/acre or FAR) ^{1,2} and Population Density (persons/acre) ³	General Plan Land Use Categories
		residential subdivisions with equestrian uses. - The intent of this category is to preserve the country atmosphere, while providing a transition from Residential Estate into Residential Low areas. - Lots in this area are likely to be served by both public and private streets, some with curb, gutter, sidewalks, and streetlights. Some lots in this category may be served by septic systems and well water, if the standards required by the YVWD, the Santa Ana Regional Water Quality Control Board, and/or the City are met. - Precise determination of any development shall be on the basis of a detailed slope analysis and biological, archeological, and paleontological assessment prior to approval of any development. - Some lots in the Rural Residential designation may be limited to a maximum density of one dwelling unit per 2 acres, when they have steep slopes or other constraints which would pose hazards to development.
Residential Low (RL)	2.1 to 4 du/acre 5 to 10 persons/acre	Residential Low is characterized by single-family detached homes on not less than 7,200-square-foot lots to 0.5-acre lots. The following apply to land with the RL land use designation: - Residential developments in this category are intended to reflect a more urban residential character. - Housing types will include single-family detached homes on streets with curbs, gutters, sidewalks, and streetlights. - Lots are expected to be served by a domestic water and sewer system.
Residential Low Medium (RLM)	4.1 to 7 du/acre 10 to 17 persons/acre	Residential Low Medium is characterized by single-family residential development on lots ranging from 6,000 to 10,000 square feet in size. The following apply to land with the RLM land use designation: Development in this category will consist of single-family detached homes typical of urban residential subdivisions.

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Land Use Designation	Building Intensity Range (du/acre or FAR) ^{1,2} and Population Density (persons/acre) ³	General Plan Land Use Categories
		Public facilities, services, and infrastructure shall be available, including water and sewer services, storm drainage, streets, sidewalks, and streetlights.
Residential Medium (RM)	7.1 to 14 du/acre 17 to 34 persons/acre	Residential Medium is characterized by residential homes either on small lots or in an attached configuration, including townhomes, condominiums, or apartments. The following apply to land with the RM land use designation: - Development in this category will consist of single-family detached and attached single-family and multi-family homes. - Public facilities, services, and infrastructure shall be available, including water and sewer services, storm drainage, streets, sidewalks, and streetlights.
Residential High (RH)	14.1 to 20 du/acre 34 to 48 persons/acre	Residential High is the high-density category. It will allow dwelling unit densities that will provide housing opportunities for high-density multiple-family living and for people of low and moderate incomes. The following apply to land with the RH land use designation: - This designation allows a wide range of living accommodations ranging from small-lot detached housing to apartments. - Building intensity at the lower end of the density range would be appropriate near the Residential Low areas. - Building intensity at the higher end of the range is more appropriate adjacent to commercial areas and major transit routes. - Developments within this category are expected to be served by the public water and sewer system.
Commercial and Office Land Use Categories		
Commercial Neighborhood (CN)	Up to 0.25 FAR	Commercial Neighborhood allows for small-scale commercial uses (within a 1- to 2-mile service radius) that provide goods and services for the needs of residents in the immediate area. Examples of Commercial Neighborhood uses include grocery stores, supermarkets, convenience stores, drugstores, and retail service



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Land Use Designation	Building Intensity Range (du/acre or FAR) ^{1,2} and Population Density (persons/acre) ³	General Plan Land Use Categories
		businesses such as cleaners, office supplies, card shops, offices, clothing stores, and restaurants. This land use category should be located along arterial roads or at major intersections. Areas with this designation should be 5 to 10 acres in size.
Commercial Community (CC)	Up to 0.50 FAR	Commercial Community provides for large-scale commercial activities serving the city or the subregion. Examples of Commercial Community uses include junior department stores, discount or warehouse stores, furniture/appliance outlets, home improvement centers, entertainment centers, and community centers. Development in this category generally occurs on sites 15 to 30 acres in size located at key intersections of major arterial roads or at major off-ramps from Interstate 10. Commercial Community developments should be accessible to automobiles and pedestrians, as well as to public transit.
Commercial Regional (CR)	Up to 0.75 FAR	Commercial Regional allows for the development of commercial uses that will cater to a wide market, including a full range of retail shops and services within a shopping center environment. Typically, a population of at least 150,000 persons within 5 to 50 miles of the site is necessary to support the variety of businesses found in a regional center development. The Commercial Regional designation should be located near major thoroughfares and along Interstate 10 to permit maximum potential for the dispersal of traffic and sufficient opportunities for ingress and egress. The CR designation should be applied to contiguous areas of 40 or more acres of land that would provide at least 425,000 square feet of building area.
Office Professional (OP)	Up to 0.50 FAR	Office Professional provides for activities such as business and service offices, cultural and community facilities, financial institutions, legal and medical services, restaurants, and other similar uses which together represent major concentrations of community and employment activities. Some limited retail and

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Land Use Designation	Building Intensity Range (du/acre or FAR) ^{1,2} and Population Density (persons/acre) ³	General Plan Land Use Categories
		commercial service uses are permitted. The Office Professional designation should be located on arterial roadways for convenient automobile access and public transit service.
Mixed Use Land Use Categories		
Residential Mixed Use (RMU) ⁴	Up to 20 du/acre Up to 48 persons/acre Up to 0.50 FAR	The Residential Mixed Use category is characterized by predominantly residential development at medium to high densities. It allows for commercial or office uses to be co-located on the same property either vertically or horizontally. It does not preclude solely residential development within the category, but rather encourages a mixing of uses. The following apply in the RMU category: • Development shall take place pursuant to a master plan or comprehensive plan that includes development standards tailored to the specific mix of uses proposed. • Residential density shall not exceed 20 du/acre.
Commercial Mixed Use (CMU) ⁴	Up to 20 du/acre Up to 48 persons/acre Up to 0.50 FAR	The Commercial Mixed Use category encourages the integration of retail and service commercial uses with office and/or residential uses. This land use category may also include hospitals and other public/quasi-public uses. The following apply in the CMU category: • Development shall take place pursuant to a master plan or comprehensive plan that includes development standards tailored to the specific mix of uses proposed. • Commercial use shall be the predominant use on the ground floor. • Parking for different uses may be combined or separated, depending on the characteristics of the project.
Office Mixed Use (OMU) ⁴	Up to 20 du/acre	The Office Mixed Use category encourages the integration of commercial and/or residential use in conjunction with office use of a site. The OMU category may also include hospitals and other public/quasi-public uses.



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Land Use Designation	Building Intensity Range (du/acre or FAR) ^{1,2} and Population Density (persons/acre) ³	General Plan Land Use Categories
	Up to 48 persons/acre Up to 0.50 FAR	The following apply in the OMU category: - Development shall take place pursuant to a master plan or comprehensive plan that includes development standards tailored to the specific mix of uses proposed. - Office uses shall be the predominant use, although others may be included in a vertical or horizontal configuration. (For example, a site may be developed with an office building in which the ground floor is occupied by retail and restaurant uses.)
Industrial Land Use Designations		
Business Park (BP)	Up to 0.50 FAR	Business Park provides for activities such as business/professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, small-scale warehouse retail, service commercial services, and public uses. Developments in this category, except for warehousing, are generally within a campus-like setting. Retail and commercial service uses shall not be greater than 25 percent of the gross floor area. The Business Park designation should be located on arterial roadways and freeway routes, providing automobile and public transit access.
Light Industrial (LI)	Up to 0.50 FAR	Light Industrial will accommodate industrial activities such as low-intensity packing, manufacturing, assembly of nonhazardous products and materials, and limited retail sales and services related to or supportive of manufacturing activity and employees.
Resource Land Use Designations		
Open Space Residential (OSR)	0 to 1 du/10 acres 0 to 3 persons/10 acres	Open Space Residential preserves open space while allowing for limited detached single-family development on parcels of 10 acres or greater. Public lands, flood control channels, groundwater percolation basins, agricultural uses, and recreational facilities such as parks, trails, riding schools, stables and facilities, wildlife preserves, archery ranges, golf courses, driving ranges, country clubs, and similar uses are permitted in this category. The following apply to development in the OSR land use category:

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Land Use Designation	Building Intensity Range (du/acre or FAR) ^{1,2} and Population Density (persons/acre) ³	General Plan Land Use Categories
		• Strict controls on grading for roads and building pads are required to protect the visual and environmental resources in these areas. • Future developments within this area shall be in accordance with the Calimesa Hillside Development Guidelines, development standards, and good engineering and land planning practices. • The character of land in the Open Space Residential category is intended to remain undisturbed, while permitting limited single-family detached residential development.
Open Space (OS)	0 to 1 du/20 acres 0 to 3 persons/20 acres	Open Space identifies areas within the Planning Area that have been planned to remain in a natural condition due to environmental and geologic constraints, steep slopes, visual resources and significant ridgelines, archeological and paleontological sensitivity, ecological quality and sensitive biological habitats, and public open space and/or recreational need. The OS category includes rock knolls and outcroppings, and mountainous landforms which have slopes in excess of 15 percent. The extremely rocky subsoil conditions of these areas cannot sustain typical grading for development without massive disruption of existing contours. Strict controls on grading for roads and building pads are required to protect visual and environmental resources in these areas. Land uses such as flood control channels, groundwater percolation basins, agricultural uses and recreational facilities such as parks, trails, riding schools, stables and facilities, wildlife reserves, archery ranges, golf courses, driving ranges, country clubs, and similar uses are allowed in this category. The following apply to development in the OS land use category: • Precise determination of any development shall be on the basis of a detailed slope analysis and biological, archeological, and paleontological assessment prior to approval of any development. • The character of Open Space areas is intended to reflect the natural environment, which provides the city its rural atmosphere.



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Land Use Designation	Building Intensity Range (du/acre or FAR) ^{1,2} and Population Density (persons/acre) ³	General Plan Land Use Categories
		- The operation of recreation businesses, such as golf courses, equestrian facilities, private recreation parks, and the like, is permitted subject to appropriate zoning regulations, such as a conditional use permit. - Consideration of new or expanded recreation facilities should include consideration of whether the use would be consistent with the open space preservation goals of the OS land use category.
Public/Quasi Public (PQP)	Up to 0.50 FAR	The Public/Quasi Public designation will accommodate uses such as Calimesa City Hall, the post office, the fire station, institutional uses (private schools, churches), libraries, and other similar development.
Other Categories and Overlays		
Specific Plan (SPA)	N/A	A Specific Plan Area is a land use category that allows for designation of areas of the city which are currently under the requirements of a specific plan, such as Oak Valley, and designation of other areas in the city where the flexibility of a specific plan will aid in the development or redevelopment of the area. The following apply to all SPA areas: - Specific plans are best utilized when prepared for land that is environmentally constrained, has unique land use concerns, or requires the flexibility of a specific plan to design a development which is mutually beneficial to the City and the property owner. - Specific plans are required to be consistent with all elements of the General Plan. - Each specific plan area shall be designated with SPA-#. - Intensities and densities of development shall be determined on a case-by-case basis.

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Land Use Designation	Building Intensity Range (du/acre or FAR) ^{1,2} and Population Density (persons/acre) ³	General Plan Land Use Categories
Park Overlay (P)	N/A	A Park Overlay designation has been provided in areas which should be developed with a park or recreation facility. The following apply to the P Overlay: • This designation does not call for the entire site/parcel to be dedicated as a park. Rather, a portion shall be reserved for a park facility when the parcel is developed. • The actual size and location of the park shall be determined during project planning and development review.
Hillside Overlay (H)	N/A	Development within these areas shall be subject to the Hillside Development Ordinance of the City and the following standards: • Field surveys and investigations must be made to identify significant natural resources that may be present on site. Developments should be designed to preserve these resources to the maximum extent feasible. Development should also be sensitive to significant natural resources located in nearby areas. • Geologic studies shall be conducted in areas where landslide, erosion, liquefaction, or other geologic and seismic hazards may be present. Development shall be limited in areas with geologic and seismic hazards that cannot be eliminated by construction methods. • Developments shall be designed to reduce hazards associated with wildfire and brush fires through the provision of setbacks, access roadways, fire-resistant construction, etc. Brush control programs for fire prevention should be sensitive to natural vegetation and special-status animals. • Responsible and trustee agencies and local environmental groups should be consulted to ensure the environmental review is thorough, prior to development approval. • Off-road vehicle use, which may destroy existing resources, shall be limited on the hillsides.
Earthquake Fault Overlay (E)	N/A	The Earthquake Fault Overlay applies to earthquake hazard zones along the Banning and Cherry Valley faults, as well as to areas within 150 feet of other local faults and photo lineaments in



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Land Use Designation	Building Intensity Range (du/acre or FAR) ^{1,2} and Population Density (persons/acre) ³	General Plan Land Use Categories
		Calimesa. The following apply in the Earthquake Fault Overlay: - Proposed residential projects, critical facilities (fire and police stations, hospitals, emergency centers and shelters), schools, and other uses with dependent populations shall be required to submit a geologic report that evaluates the potential for surface rupture and other seismic hazards on site. - Development shall be allowed only when the geologic report shows that no surface rupture or extreme seismic hazard exists, as approved by the county and state geologists. - If an active fault is determined on site, setbacks and other seismic design considerations shall be required based on the recommendations of the geologic report.

Notes:

1 FAR = Floor Area Ratio, which is the measurement of the amount of nonresidential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre.

2 The building intensity range noted is exclusive; that is, the range noted provides a minimum and maximum building intensity.

3 The population density range noted was calculated using 2.36 persons per household multiplied by the stated dwelling units/acre for each land use designation. Any resulting fraction thereof was rounded up to the nearest whole number.

Note: Pursuant to state law, each land use designation that provides for residential development (other than caretakers dwellings) is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for planning purposes and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel. Further, this information is not intended to limit or regulate the amount of development. Source for persons per household: US Census Bureau, 2010.

4 Density standards have been provided for residential and nonresidential uses as this land use designation allows for both categories of use. FAR shall apply only to that portion of a building used for nonresidential purposes. Du/ac and persons/acre shall apply only to that portion of a building used for residential purposes.

POLICY LU-8:

The Land Use Map does not constitute a guarantee that any particular property can be developed as shown on the map. A variety of constraints, including regulatory requirements, General Plan policies, and other factors, will affect a site's development potential. The actual intensity of development approved for a site or project may be less than the potential maximum due to physical constraints and other requirements, and will be determined through the project approval process.

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POLICY LU-9: Calculations of the potential intensity of development on any site shall be based on gross acreage. A variety of constraints may affect a site's development potential, including land required for right-of-way for collector and arterial streets shown on the Circulation Map; public parks (as defined in the Open Space, Parks, and Recreation Chapter); public facilities such as schools, fire stations, and police facilities; floodways or floodplains; protected biological habitats; and other unique constraints applicable to the property as determined by the City.

POLICY LU-10: Where a density range is specified for residential development, developments shall provide at least the minimum density. Maximum density may be exceeded pursuant to an applicable density bonus provision. (MM)

Note to the Reader: Please see the Housing Chapter of this General Plan for information on density bonus provisions that may be applied.

POLICY LU-11: Table LU-C shows the zoning districts that are compatible with the land use categories shown on the General Plan Land Use Map. All zoning decisions must be consistent with Table LU-B. (MM)

**TABLE LU-C: LIST OF ZONING DISTRICTS
COMPATIBLE WITH GENERAL PLAN LAND USE CATEGORIES**

Land Use Designation	Compatible Zoning Districts
Residential Estate (RE)	Residential Estate (R-E) Zone
Residential Rural (RR)	Rural Residential (R-R) Zone
Residential Low (RL)	Residential Low (R-L) Zone
Residential Low Medium (RLM)	Residential Low/Medium (R-L-M) Zone
Residential Medium (RM)	Residential Medium (R-M)
Residential High (RH)	Residential High (R-H) Zone
Commercial Neighborhood (CN)	Neighborhood Commercial (C-N) Zone
Commercial Community (CC)	Community Commercial (C-C) Zone
Commercial Regional (CR)	Regional Commercial (C-R) Zone
Office Professional (OP)	Office Professional (O-P) Zone
Residential Mixed Use (RMU)	To be created



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Land Use Designation	Compatible Zoning Districts
Commercial Mixed Use (CMU)	To be created
Office Mixed Use (OMU)	To be created
Business Park (BP)	Business Park (B-P) Zone
Light Industrial (LI)	Light Industrial (L-I) Zone
Open Space Residential (OSR)	Planned Residential District
Open Space (OS)	Open Space District
Public/Quasi Public (PQP)	Public/Quasi Public District/Special District
Specific Plan (SPA)	Specific Plan
Park Overlay (P)	May be applied to any zone
Hillside Overlay (H)	Hillside Development District
Earthquake Fault Overlay (E)	May be applied to any zone

MAINTAINING CALIMESA'S CHARACTER

POLICY LU-12: Preserve the desired small-town characteristics of Calimesa through the selection and placement of land uses. (MM)

ACTION ITEM LU-12.1: Coordinate with adjacent cities and communities on land use planning for the preservation of the small-town character of the area. (MM)

POLICY LU-13: Preserve the natural character and visual quality of Calimesa's hillsides through sensitive site design and grading. (MM)

POLICY LU-14: Protect existing stable residential neighborhoods by encouraging maintenance and upkeep. (MM)

POLICY LU-15: Commercial and industrial developments shall be designed to reflect the small-town atmosphere of Calimesa, using building materials such as exposed heavy timbers, weathered wood, and new and used bricks and stone, while maintaining good planning and design principles. (MM)

ACTION ITEM LU-15.1: Commercial or industrial developments on lots greater than 5 acres in size shall be required to prepare plans that include, but

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are not limited to, the location of buildings, landscaping, parking, driveways, signage, architectural character, and development phasing. (MM)

POLICY LU-16: Discourage land use conflicts and incompatibilities by providing buffers to include, but not be limited to, landscaping, setbacks, walls/fencing, site design, architectural features, density/intensity/operation reduction, or shielding of lighting between incompatible land uses and new development. (MM)

POLICY LU-17: Encourage and facilitate the transition of nonconforming land uses to conforming land uses. (MM)

ACTION ITEM LU-17.1: Establish regulations that control the size, height, scale, and mass of infill residential development in order to enhance the choices of existing property owners to renovate, rebuild, and sell their homes or remain as is. (MM)

LOCATION AND TIMING OF LAND USES

POLICY LU-18: New development should be contiguous or close to existing development and in locations where infrastructure, public facilities, and services are available when needed.

POLICY LU-19: Locate commercial and industrial development in areas where street rights-of-way and capacity are available, as well as sufficient infrastructure and public services.

Note to the Reader: Please see the Infrastructure and Public Services Chapter of this General Plan for additional policies related to the coordination of infrastructure and services with development.

POLICY LU-20: Locate land uses to achieve maximum compatibility with existing neighborhoods. (MM)

POLICY LU-21: Proposed zone changes and general plan amendments shall respect the logical extension of land uses. (MM)

POLICY LU-22: Locate high-density residential developments in areas served by existing and/or planned transit routes, infrastructure, and commercial development.



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ECONOMIC DEVELOPMENT

- POLICY LU-23:** Encourage the development of commercial and industrial centers to expand the employment and fiscal base of Calimesa.
- POLICY LU-24:** Encourage existing and new employers in Calimesa to hire local residents when seeking to fill employment positions.

Note to the Reader: Please refer to the Sustainability Chapter of this General Plan for additional policies related to LU-23.

CALIMESA DOWNTOWN BUSINESS CORRIDOR

- POLICY LU-25:** The area shown in Figure LU-2 is designated as the Calimesa Downtown Business Corridor.

CHAPTER 2: LAND USE



FIGURE LU-2: CALIMESA DOWNTOWN BUSINESS CORRIDOR POLICIES





CHAPTER 2: LAND USE

- POLICY LU-26:** Calimesa Boulevard is envisioned as a commercial district offering a variety of businesses and serving a local and regional customer base.
- POLICY LU-27:** The west side of Calimesa Boulevard between Avenue L and Myrtlewood Drive shall accommodate regional shopping oriented to Interstate 10.
- POLICY LU-28:** The light industrial uses that exist within the corridor and provide jobs for Calimesa residents will be retained and provide areas for expansion.
- POLICY LU-29:** Improve existing development and encourage new development that will result in a downtown area that reflects a small-town shopping district.
- POLICY LU-30:** Existing businesses shall be supported by providing investment in public infrastructure and attracting additional businesses and people to the corridor.
- POLICY LU-31:** The image of the Calimesa Downtown Business Corridor shall be enhanced and a traditional downtown environment will be created, especially east of Calimesa Boulevard between Avenue L and Myrtlewood Drive.

SERVICE COMMERCIAL IMPROVEMENT AREA

- POLICY LU-32:** The area west of Interstate 10, shown in Figure LU-3, is designated as the Service Commercial Improvement Area.
- POLICY LU-33:** Provide development of uses west of Interstate 10 that will create job opportunities and complement the Calimesa Downtown Business Corridor.
- POLICY LU-34:** In the Service Commercial Improvement Area, the City will encourage designs that transition from and complement any existing residential uses.

CHAPTER 2: LAND USE



FIGURE LU-3: SERVICE COMMERCIAL IMPROVEMENT AREA POLICIES





CHAPTER 2: LAND USE

SOUTHERN CALIMESA BOULEVARD CORRIDOR AREA

POLICY LU-35: The area along Calimesa Boulevard, shown in Figure LU-4, is designated as the Southern Calimesa Boulevard Corridor Area.

FIGURE LU-4: SOUTHERN CALIMESA BOULEVARD CORRIDOR AREA POLICIES



CHAPTER 2: LAND USE



POLICY LU-36: Create development in the Southern Calimesa Boulevard Corridor Area that will provide an effective use of the area to capture business from the regional market.

POLICY LU-37: Encourage design in the Southern Calimesa Boulevard Corridor Area that will be compatible with and complement the existing residential uses in this area. (MM)

POLICY LU-38: Land uses in the Southern Calimesa Boulevard Corridor Area should strengthen and complement the Calimesa Downtown Business Corridor to the north and the planned commercial area to the west.

DESIGN

POLICY LU-39: To the extent possible, hillside areas should be preserved and protected. (MM)

ACTION ITEM LU-39.1: Review all development in areas having a slope of 25 percent or greater for compliance with the Calimesa Hillside Ordinance. (MM)

POLICY LU-40: Stepped or multilevel foundations are encouraged for use in hillside development to reduce grading and maintain the rural appearance of the hillside areas. (MM)

POLICY LU-41: In hillside areas and areas affected by natural hazards (earthquakes, earthquake faults, major drainage flows, and landslides), the City encourages the use of development standards specific to the project to protect hillsides and protect life and property. (MM)

ACTION ITEM LU-41.1: Consider the use of a Residential Planned Development Zone to encourage creative site designs that would preserve significant natural resources and protect slopes and improve safety in areas affected by earthquakes, earthquake faults, major drainage flows, and landslides. (MM)



CHAPTER 2: LAND USE

POLICY LU-42:

On a site having a slope of 25 percent or greater, minimum lot sizes may be reduced below those otherwise required by a Residential Plan Development or other method to:

- Preserve steep slope areas;
- Avoid known faults and landslides;
- Preserve significant biological and drainage areas; and
- Add open space to existing contiguous open space lands. (MM)

CHAPTER 3: TRANSPORTATION AND MOBILITY



INTRODUCTION



The signal at Myrtlewood Drive and Calimesa Boulevard is part of the City's overall system of traffic controls.

Safe and efficient mobility of people and goods is essential to a community's success and to the quality of life of its residents. While the primary mode of transportation for most people remains the automobile, streets can be designed to include options to the automobile, improving travel and circulation as well as reducing noise and air pollution. This "multimodal" approach (many modes of travel) ensures that all types of transportation are considered and that the City can meet the circulation needs of development accordingly.

In addition to planning for different modes of transportation, the physical design of streets should provide safety for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists. This approach reflects a complete view of the street and an understanding that streets often have different primary users, depending on the adjacent land use.

This Transportation and Mobility Chapter establishes goals, policies, and actions designed to guide the entire circulation system, which includes the roadway network, transit facilities and services, bicycle, equestrian, and pedestrian facilities, and truck routes. This chapter also addresses transportation management strategies to complement the functionality of the transportation and mobility network. The text and maps are a basis for the development of the city's network.

BACKGROUND

The City commissioned a traffic study to examine existing transportation conditions in the city. The final report of Existing Conditions and Traffic Impact Analysis was completed in September 2008 by Trastech Engineers, Inc. This report looks at the potential impacts of existing and future development on the city's intersections and roadways. Because Calimesa is largely undeveloped within its incorporated boundaries and Sphere of Influence, most of the city's roadways are found in the central area. The report focused on the existing roadway network found in this area, including smaller local streets. Report findings have been incorporated into this Transportation and Mobility Chapter.



CHAPTER 3: TRANSPORTATION AND MOBILITY

While the report focused on the existing roadway network in Calimesa, the local transportation network connects to other parts of Riverside and San Bernardino counties and extends well beyond Calimesa's borders. Recreational travel and freight movement through the city require a flexible roadway system capable of meeting a wide range of needs.

Not only must the transportation system accommodate the traffic that is generated by homes and businesses in the community, it also must accommodate regional traffic that passes through Calimesa.¹

LEVEL OF SERVICE

Future increases in traffic in Calimesa may not necessarily be as a result of growth in the city alone. Regional traffic, and growth in other communities, will place more vehicles on Calimesa's roadways.

The capacity of a transportation system is referred to as the level of service (LOS) and is generally defined as a ratio of traffic volume to roadway capacity. While it is customary to refer to LOS using an alphabetic reference (A-F), the inevitable comparison to school grades is not accurate. From a purely transportation standpoint, a roadway with an LOS D is a roadway used to its design capacity.

This General Plan sets a standard of LOS C for roadways, but allows flexibility in the standard to accommodate different transportation methods and existing development in some areas. The LOS standard favors the automobile, which may improve the quality of the drive but does not recognize other forms of transportation such as bus, rail, bicycle, and walking. These alternatives are important because roadways cannot readily be widened without removing existing businesses and homes. There may also be instances where the existing LOS is below the stated threshold, yet the community wants to proceed with development.

Traffic Terms



The following are a few terms commonly used when discussing traffic issues:

- **Volume** refers to the number of cars on a roadway, usually measured either on an average day or during a **peak hour**.
- **Peak hour** refers to the times of day at which traffic is heaviest—usually the morning or evening “rush hour.” Most roadways are analyzed and then built to carry the traffic load projected for the peak hours.
- **Capacity** refers to the maximum number of vehicles that can be carried by a roadway.
- **Level of service (LOS)** is a measure of how well a roadway is able to carry traffic. LOS is often expressed as a ratio between volume and capacity. LOS is usually designated with a letter grade A-F. LOS “A” is best; “F” is worst.

¹ Note to the Reader: Regional traffic passing through Calimesa does so primarily on Interstate 10 (I-10), which is constructed and operated by the California Department of Transportation (Caltrans). The City cooperates with Caltrans, but the City is not responsible for improvements to the freeway.

CHAPTER 3: TRANSPORTATION AND MOBILITY



EXISTING TRANSPORTATION SYSTEM

ROADWAY SYSTEM

Much of Calimesa's land area is undeveloped; therefore, most of the existing roadways are found in the older, more urban, central city area. The roadway system generally consists of local roads, residential and major collectors, and secondary arterials. Interstate 10 runs north-south through the city and is a major transportation route connecting the Los Angeles Basin to the Coachella Valley and the inland desert areas.

NON-MOTORIZED TRANSPORTATION

Non-motorized transportation planning includes provisions for bicycle paths, sidewalks, trails, etc., as well as working to remove impediments to these features. A well-planned and well-built trail system can provide for an improved quality of life for residents by providing a recreational amenity and by providing a viable alternative to the automobile.

Providing a safe user environment can encourage utilization of this system in commercial, office, and residential areas. Use of bike paths and trails in recreation and natural open space areas can be encouraged through proper signage and publicity.

Pedestrian

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and benches, among other amenities. Pedestrian facilities provide a vital link between other methods of travel and can make up a considerable portion of short-range trips made in the community.

Where pedestrian facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as rail, bus, and park-and-ride lots.

Bikeways

Calimesa has bicycle lanes painted adjacent to existing roadways. There are no facilities in the community for bikes only; however, the City does maintain a series of multi-use trails, which accommodate bicycles as well as pedestrians.



CHAPTER 3: TRANSPORTATION AND MOBILITY

Multi-Use Trails

The City of Calimesa maintains a connecting walking trail system, multipurpose trails, and equestrian trails. The City adopted the Calimesa Multi-Use Trail Manual in 2007, which included guidelines and standards for the development of trails in the city. These multi-use trails accommodate walking, biking, and equestrian use.

Note to Reader: Please refer to the Open Space, Parks, and Recreation Chapter for additional information on trails in Calimesa.

PUBLIC TRANSPORTATION SYSTEM

Yucaipa Dial-A-Ride provides on-call transit services for the general public, including seniors and disabled individuals, in portions of the city. This service is provided on a space-available basis, with priority given to Americans with Disabilities Act (ADA)-certified individuals. As new roadways are constructed and existing roadways renovated, it will be important to ensure that the system is designed to accommodate future transit services.

GOODS MOVEMENT/DESIGNATED TRUCK ROUTES

The efficient movement of goods in and through the city is essential to continued economic success. Most of the city's roadways have been designed to accommodate truck traffic and can handle heavy trucks. As the community develops, there may be areas where trucks should not travel regularly, which would allow for narrower roadways and a reduced number and size of sound walls. Over time, the City may adopt primary truck routes on roadways designed and maintained specifically for heavier vehicles.

FUTURE PLANNING EFFORTS

Roadway designations are based on the amount of vehicle traffic anticipated on each roadway segment. Travel demand on the system includes trips to and from all existing and future land uses within the city, as well as from land uses outside Calimesa. Wider roadways with more travel lanes are expected to accommodate higher traffic volumes, while narrow roadways have less traffic.

Planning for future roadways and intersections is important, as the City needs to obtain the necessary rights-of-way for roadway and intersection improvements during the development process. It is also important to inform adjacent landowners of the needed roadway and expected traffic so that they can make decisions about future land development.

CHAPTER 3: TRANSPORTATION AND MOBILITY



RELATED PLANS AND PROGRAMS

The Transportation and Mobility Chapter relates to several other plans and programs, including the following:

- **Southern California Association of Governments 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), 2012.** The RTP/SCS is a long-term plan for the Southern California region's transportation network, which includes 6 counties and 191 cities. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. Within the RTP, the SCS demonstrates the region's ability to attain and exceed greenhouse gas emissions reductions set forth by the California Air Resources Board.
- **California Department of Transportation (Caltrans) Standards.** Caltrans establishes minimum standards for several types of state transportation facilities, including roadways, trails, and bicycle paths. These standards are commonly referenced by the City for local projects in Calimesa; Caltrans is solely responsible for maintaining Interstate 10.

KEY ISSUES

The Transportation and Mobility Chapter addresses issues identified during the preparation of the City's General Plan through discussions with the General Plan Advisory Committee and City staff, and feedback received during the various public meetings. The goals, policies, and actions included in this chapter have been prepared in consideration of these issues, which include the need to:

- Plan for adequate capacity on the city's roadway network without overbuilding the system.
- Improve accessibility of alternative transportation.



CHAPTER 3: TRANSPORTATION AND MOBILITY

TRANSPORTATION AND MOBILITY GOALS

GOAL TM-1:	A transportation system that ensures the safe and efficient movement of people and goods throughout the city.
GOAL TM-2:	Public transit services, trails, paths, and pedestrian amenities that promote the mobility of Calimesa residents and provide a reasonable alternative to the personal automobile.
GOAL TM-3:	Seek to establish an area-wide multi-use system of pedestrian, equestrian, hiking, and bicycling trails, with linkages to parks and the trail systems of adjacent jurisdictions.
GOAL TM-4:	Promote mobility for the disabled, in accordance with state and federal law.

TRANSPORTATION AND MOBILITY POLICIES

Policies are provided in this chapter in the following areas:

- General Circulation – Page 3-6
- Regional Mobility – Page 3-14
- Trip Reduction/Travel Demand Management – Page 3-15
- Multi-Use Trails – Page 3-15

Note to the Reader: The policies and action items designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for this General Plan.

GENERAL CIRCULATION

POLICY TM-1:	Provide for roadways in accordance with the Circulation Plan (Figure TM-1).
POLICY TM-2:	Roadway classifications shown on the Circulation Plan are defined in Table TM-A, below.

CHAPTER 3: TRANSPORTATION AND MOBILITY



TABLE TM-A: ROADWAY CLASSIFICATIONS

Roadway Classification	Number of Lanes	Right-of-Way Width	Curb-to-Curb Width
Residential Collector These roadways would provide a 40-foot curb-to-curb roadway within a 52-foot right-of-way. This functional classification is similar to a local street classification, although it would generally have less fronting land uses than a purely local street and would also function as a connection for a limited number of local trips to the arterial system.	2	52 feet	40 feet
Collector These streets would provide a 40-foot curb-to-curb roadway within a 52-foot right-of-way. This is sufficient to provide one lane in each direction with parking. Collector streets function as feeder routes to carry traffic from the arterial system to the local system, but should carry only very minimal levels of non-local through traffic.	2	52 feet	40 feet
Secondary Arterial These roadways would provide a 72-foot curb-to-curb roadway within an 88-foot right-of-way. This is sufficient width to provide two through lanes in each direction (plus a center left turn lane) without parking, or one lane in each direction (plus a center left turn lane) with parking. Secondary arterials would function in a similar	2-4 center lane plus turn	88 feet	72 feet



CHAPTER 3: TRANSPORTATION AND MOBILITY

Roadway Classification	Number of Lanes	Right-of-Way Width	Curb-to-Curb Width
manner to major arterials except that secondary arterials carry less total traffic, less non-local through traffic, and a relatively greater proportion of local traffic. Secondary arterials are typically spaced at half-mile intervals between major arterials, or, where appropriate, depending on geographic and land use conditions.			
Major Arterial These roadways would provide a 76-foot curb-to-curb roadway within a 92-foot right-of-way upon full buildout. This is sufficient width to provide three lanes in each direction (plus a center left turn lane) without curbside parking, or two lanes in each direction (plus a center left turn lane) with curbside parking.	4-6 center lane plus turn	92 feet	76 feet
Specific Plan Streets These are defined as streets in an area to be covered in the future by a specific plan. The exact alignment, width and right-of-way of specific plan streets are not specified at this time, but will be determined based upon more detailed studies of proposed land use patterns and anticipated traffic volumes once the development plans are more fully described.	Varies; see Specific Plan for details.	Varies; see Specific Plan for details.	Varies; see Specific Plan for details.

CHAPTER 3: TRANSPORTATION AND MOBILITY



POLICY TM-3: Strive to construct streets in accordance with the City's standard street classifications. (MM)

ACTION ITEM TM-3.1: Develop a process to encourage innovative street concepts that allow for flexibility in design as well as to preserve important resources located within or adjacent to the street right-of-way.

ACTION ITEM TM-3.2: Develop a process that encourages innovative pedestrian amenities, including parkways, meandering sidewalks, and enhanced paving. (MM)

ACTION ITEM TM-3.3: Ensure that all streets, including private streets, are constructed to a standard acceptable to the City. (MM)

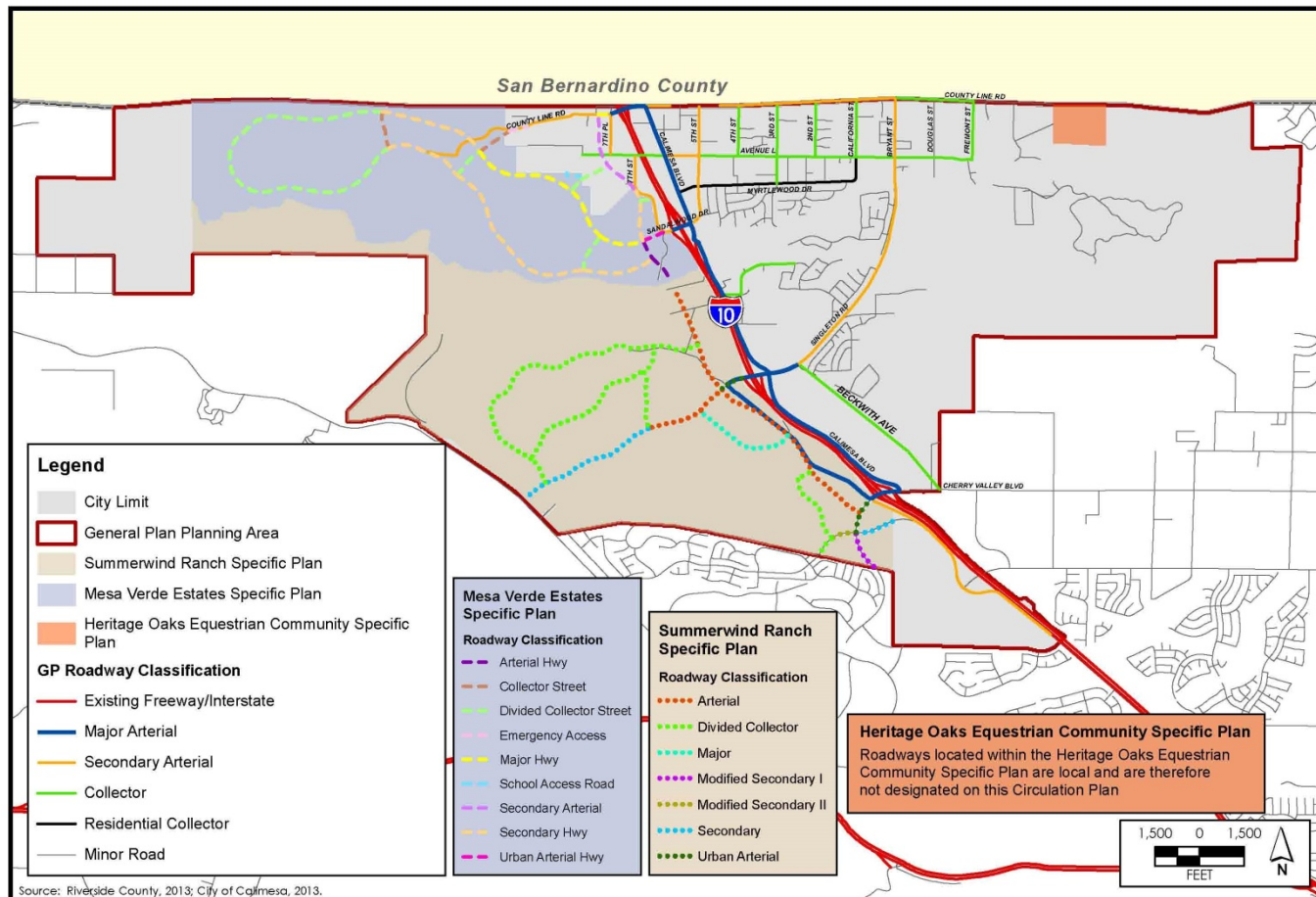
ACTION ITEM TM-3.4: Require that new development with private roadways demonstrates a means of providing long-term maintenance acceptable to the City.

ACTION ITEM TM-3.5: Require the dedication and improvement of roadways as part of the development process. (MM)



CHAPTER 3: TRANSPORTATION AND MOBILITY

FIGURE TM-1: CIRCULATION MAP



CHAPTER 3: TRANSPORTATION AND MOBILITY



POLICY TM-4: Maintain and rehabilitate roadways to preserve and improve the quality of city streets and thoroughfares that promote access and mobility between residential neighborhoods, employment centers, shopping, and health services. (MM)

ACTION ITEM TM-4.1: Following the principles of “complete streets,” maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Ensure that the entire travelway is included in the design from building façade to building façade. (MM)

ACTION ITEM TM-4.2: Pedestrian access shall be provided from developments to existing and future transit routes, park-and-ride lots, terminal facilities, etc. (MM)

ACTION ITEM TM-4.3: Ensure that City street standards provide for the installation of bus turnouts, benches, and shelters. (MM)

ACTION ITEM TM-4.4: Require that development comply with state and federal accessibility requirements for the disabled. (MM)

ACTION ITEM TM-4.5: Establish a truck route system that designates truck and commercial vehicle routes and provides adequately sized and designed roadways to meet the needs of trucks and commercial vehicles. (MM)

POLICY TM-5: Design each roadway with sufficient width to accommodate projected traffic at acceptable service levels, based on the intensity or density of planned land uses. (MM)

POLICY TM-6: Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation. (MM)

ACTION ITEM TM-6.1: Limit access points, parking, turn lanes, and intersections of streets and highways based on the road’s classification and function. (MM)

ACTION ITEM TM-6.2: Combined and/or reciprocal access onto arterials shall be required between adjacent properties, wherever possible, to reduce vehicular access points and increase roadway efficiency. (MM)



CHAPTER 3: TRANSPORTATION AND MOBILITY

ACTION ITEM TM-6.3: Establish a program to construct and improve traffic signals at appropriate intersections. (MM)

POLICY TM-7: Seek to maintain level of service C on all City-maintained roads. A peak-hour level of service of D, or lower, may be allowed on City-maintained road segments in commercial and employment areas or any combination of major highways, urban arterials, secondary highways, or freeway ramp intersections. (MM)

POLICY TM-8: Alternative levels of service may be allowed on intersections in planned development or similar identified mixed-use areas that demonstrate links to transit, trails, and alternative transportation and comfortable walking distance to goods and services. (MM)

POLICY TM-9: The City will include the public in all aspects of transportation planning and its development process.

REGIONAL MOBILITY

POLICY TM-10: Support the development of the Short- and Long-Range Transit Plans. (MM)

ACTION ITEM TM-10.1: Participate in the development and implementation of transportation improvement programs such as the Transportation Uniform Mitigation Fee (TUMF) and other improvement-based fee programs that maximize the use of funding from local, state, and federal sources. (MM)

ACTION ITEM TM-10.2: Implement freeway ramp/arterial roadway interchange improvements that promote the safe and efficient movement of vehicles, pedestrians, and cyclists. (MM)

ACTION ITEM TM-10.3: Coordinate the planning for Calimesa's transportation needs with adjacent jurisdictions, the County of Riverside, Caltrans, and public transit providers. (MM)

ACTION ITEM TM-10.4: Encourage the establishment of fixed bus routes and extend the Dial-A-Ride service territory to outlying areas of the city. (MM)

CHAPTER 3: TRANSPORTATION AND MOBILITY



TRIP REDUCTION/TRAVEL DEMAND MANAGEMENT

POLICY TM-11: Reduce vehicle trips through design and changes in operations. (MM)

ACTION ITEM TM-11.1: Develop measures that will reduce the number of vehicle trips during peak travel periods. (MM)

ACTION ITEM TM-11.2: Coordinate with Caltrans, the Riverside County Transportation Commission (RCTC), the Western Riverside Council of Governments (WRCOG), transit agencies, and other responsible agencies to identify the need for additional park-and-ride facilities along major commuter travel corridors and at major activity centers. (MM)

ACTION ITEM TM-11.3: Provide preferential parking for carpools and vanpools, where appropriate. (MM)

ACTION ITEM TM-11.4: Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., retail and employment centers). (MM)

ACTION ITEM TM-11.5: Support programs developed by transit agencies/operators to provide paratransit service. (MM)

MULTI-USE TRAILS

POLICY TM-12: Provide for the development of multi-use equestrian, pedestrian, and hiking trails that provide a linkage with regional facilities. (MM)

ACTION ITEM TM-12.1: Establish an implementation program for funding of the multi-use trail system that provides for acquisition and maintenance of trails. (MM)

ACTION ITEM TM-12.2: Require the development and dedication of trails in conjunction with proposed development. (MM)

ACTION ITEM TM-12.3: Determine if trails, paths, and pedestrian access can be extended into existing development to provide for increased connectivity. (MM)



CHAPTER 3: TRANSPORTATION AND MOBILITY

ACTION ITEM TM-12.4: Maximize use of existing and proposed easements, rights-of-way, floodways, and utility corridors as the principal trail and bikeway locations to encourage the utilization of trails/bikeways for commuting, as well as for recreational purposes. (MM)

POLICY TM-13: Ensure that schoolchildren have safe and adequate transportation routes available, such as pedestrian or bike paths, or local bus service. (MM)

CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES



INTRODUCTION

This chapter of the General Plan addresses a variety of systems—both physical and personal—that are essential to modern life. These systems, generally called “infrastructure,” provide many of the basic necessities upon which residents and businesses in Calimesa rely:

- Water service
- Sewer service
- Solid waste disposal
- Storm drainage
- Utilities
- Public services (police and fire protection)
- Schools

A brief introduction to each of these topics is provided below.¹



Road work on 7th Street is an example of the City's ongoing efforts to provide high-quality public infrastructure.

WATER SERVICE

Calimesa is served by groundwater from the San Timoteo Subbasin of the Beaumont Groundwater Basin. Wells for domestic use are operated by the South Mesa Water Company, the Yucaipa Valley Water District, and the Beaumont Cherry Valley Water District.

Water is also available from the State Water Project. The San Geronio Pass Water Agency is a regional water agency that imports State Project Water into the pass area, sells water to local water retailers, and helps protect local groundwater basins. The agency, created in 1961, is one of 29 State Water Contractors, each of whom has the right to purchase water from the State of California and sell that water within its service area on a wholesale or retail basis. The agency is a water wholesaler that does not sell water to the end-user.

¹ Note: Some of the background information in this chapter was derived from the Calimesa portion of the “Central Valleys, Pass Area, and Southwestern MSR (Municipal Service Review)” prepared in 2006 for the Riverside County Local Agency Formation Commission.



CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES

Note to the Reader: Up-to-date information on the agencies that provide domestic water service in Calimesa can be found at these locations:

South Mesa Water Company: www.southmesawater.com

Yucaipa Valley Water District: www.yvwd.dst.ca.us

Beaumont Cherry Valley Water District: www.bcvwd.org

SEWER SERVICE

The Yucaipa Valley Water District provides sewer service to Calimesa. The district provides sewer service to approximately 10,000 service connections in the district's service area, which also includes the cities of Calimesa and Yucaipa and portions of unincorporated Riverside and San Bernardino counties.

Sewage treatment is provided at the district's Wochholz Regional Water Recycling Facility.

Note to the Reader: Up-to-date information on the Yucaipa Valley Water District is available on the district's website: www.yvwd.dst.ca.us

SOLID WASTE DISPOSAL

As of 2013, solid waste collection and disposal service in Calimesa is provided through a contract with CR&R disposal. The solid waste that is collected in the city is hauled to the following landfills that accept construction/demolition waste, dead animals, and mixed municipal refuse:

- Badlands Sanitary Landfill
- El Sobrante Landfill
- Lamb Canyon Sanitary Landfill
- Olinda Alpha Sanitary Landfill
- San Timoteo Sanitary Landfill

CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES



STORM DRAINAGE

The Riverside County Flood Control and Water Conservation District (RCFCWCD) maintains the storm drain system in Calimesa. The City has authority over other unimproved stream courses and storm drain facilities.



The storm drainage system in Calimesa includes large creeks and channels, and small facilities like this one.

Several natural drainage systems traverse the City including Calimesa Creek, Garden Air Wash, Brookside Creek, and Singleton Canyon Wash. All of the washes essentially follow in an east to west direction and drain to San Timoteo Canyon Wash. The only wash that has been improved is a portion of Calimesa Creek. Since all of these washes, other than a portion of Calimesa Creek, are natural and unlined, they convey stormwater and recharge water simultaneously. These creeks and washes also accommodate floodwaters and help manage stormwater in heavy storm years.

Many minor storm drain facilities are located on private property and are maintained by the property owners. These small systems are not directly controlled by either Riverside County or the City of Calimesa.

Note to the Reader: Up-to-date information on the RCFCWCD is available on the district's website: <http://www.floodcontrol.co.riverside.ca.us>

UTILITIES

Gas, electricity, and telephone service (landline) are provided by the following:

- Gas: Southern California Gas Co. *For more information: www.socalgas.com*
- Electricity: Southern California Edison. *For more information: www.sce.com*
- Telephone: Verizon. *For more information: www.verizon.com*



CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES

PUBLIC SERVICES

Public services addressed in this chapter include police and fire protection services, which are described briefly below.

POLICE PROTECTION



Police protection in Calimesa is provided by the Riverside County Sheriff, under contract to the City of Calimesa.

The City of Calimesa provides law enforcement services through a service contract with the Riverside County Sheriff's Department. The City has contracts with the Sheriff's Department for specific levels of service (e.g., number of patrol hours, number of officers). The County Sheriff's station providing services to the Calimesa area is located at 50290 Main Street in Cabazon. The Cabazon Station also serves the unincorporated pass area around Beaumont and Banning, and the unincorporated areas of Cabazon, Cherry Valley, Poppet Flats, San Gorgonio, San Timoteo Canyon, Twin Pines, and Whitewater.

FIRE PROTECTION



County of Riverside Fire Station #21 provides fire protection for most of Calimesa.

The City provides fire protection services through a contract for services with the Riverside County Fire Department. The City has contracted with Riverside County for fire services since city incorporation in 1990. As of 2013, the city is served primarily by Station No. 21, which is located adjacent to City Hall. The immediate response area of this station extends from County Line Road to Cherry Valley Boulevard. Station No. 22 provides support to Station No. 21 and responds to calls as necessary.

CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES



SCHOOLS

The City of Calimesa is served by two school districts:

- Yucaipa-Calimesa Joint Unified School District, serving the western portion of the city (including the Mesa Verde Specific Plan).
- Beaumont Unified School District, serving the eastern portion of the city (including the Summerwind Specific Plan).

There is currently (2013) only one public school in Calimesa, Mesa View Middle School (photo left), which opened in late August 2009. Originally intended to be used as a second high school, Mesa View is currently planned to remain a middle school until growth necessitates a change.



Mesa View Middle School is, as of 2013, the only public school in Calimesa.

Calimesa Elementary School is located in Yucaipa, and high school students from Calimesa attend either Yucaipa High School or Beaumont High School.

Calimesa's only currently operating elementary school—and only currently operating high school—is the private K-12 Mesa Grande Academy, which is owned by the Seventh-day Adventist Church.

REGULATED PROGRAMS, PLANS, AND REGULATIONS

ENGINEERING/PUBLIC WORKS

Many plans and programs enacted through federal, state, and local legislation relate directly to the management and operation of community services and infrastructure. These plans and programs are administered by various state, regional, and local agencies. Salient plans and regulations include:

WATER QUALITY CONTROL PLANS

The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) adopted by the Santa Ana Regional Water Quality Control Board (RWQCB) establishes water quality standards for the ground and



CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES

surface waters of the region. The RWQCB is responsible for issuing National Pollutant Discharge Elimination System (NPDES) waste discharge permits to protect the beneficial uses of the state's waters. The City is a co-permittee with the RCFCWCD, the County of Riverside, and the incorporated cities of Riverside County within the Santa Ana Region (Region 8) in the Area-Wide Urban Runoff Management Program (Municipal NPDES Permit.) This permit regulates the discharge of pollutants in urban runoff from the City's municipal separate storm sewer system by requiring the City to develop programs and policies, including best management practices (BMPs) to achieve water quality standards. The Riverside County Water Quality Management Plan (WQMP) for Urban Runoff was developed in compliance with the Municipal NPDES Permit to address post-construction urban runoff from new development. The WQMP provides guidelines for project-specific BMPs to minimize the impact of urban runoff. Each project-specific WQMP is reviewed and approved by the appropriate co-permittee.

URBAN WATER MANAGEMENT PLANS

Water districts use a variety of planning processes to plan for the provision of water within their service areas. Urban water management plans are typically used to estimate future demand for water and required improvements to meet future need. Sources of water and other issues that affect the provision of water within the service area are addressed in these plans. Pursuant to state law, each of the two water districts serving the City of Calimesa and its service/planning area (Yucaipa Valley Water District and South Mesa Water Company) prepare urban water management plans.

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

The RCFCWCD is the regional flood management authority for the western part of Riverside County. The City of Calimesa's drainage systems work in concert with the Riverside County Flood Control District. All facilities are owned and maintained by the Riverside County Flood Control District.

NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM

Calimesa is under the jurisdiction of the Santa Ana RWQCB, which implements the NPDES permit for the Santa Ana River watershed area. The NPDES permit, a requirement under the Clean Water Act, addresses pollution from urban runoff that affects the water quality of receiving waters (such as streams and lakes). Requirements include incorporating BMPs to reduce runoff from construction and current uses, reporting any violations to the RWQCB, and providing education regarding the potential negative water quality impacts of urban runoff.

CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES



KEY ISSUES

- Maintain adequate levels of public infrastructure and services.
- Maintain levels of service for public safety protection, including police and fire services.
- Work with other agencies, including the school districts, that provide service to Calimesa residents, to help them implement their plans and provide adequate levels of service to the city's residents and businesses.

INFRASTRUCTURE AND PUBLIC SERVICES GOALS

GOAL IPS-1:	Ensure that existing and future land uses have an adequate water supply system.
GOAL IPS-2:	Ensure that existing and future land uses have a safe and efficient wastewater collection, treatment, and disposal system.
GOAL IPS-3:	Ensure that adequate flood control facilities are provided prior to or concurrent with development.
GOAL IPS-4:	Ensure adequate service from utility purveyors of natural gas, electricity, and communication services.
GOAL IPS-5:	Plan and provide adequate infrastructure for all new development, including but not limited to, integrated infrastructure planning, financing, and implementation.
GOAL IPS-6:	Plan for the convenient location and adequate size of public facilities.
GOAL IPS-7:	Maintain a level of public safety service that will ensure the safety of residents and businesses.
GOAL IPS-8:	Maintain a Capital Improvement Plan and impact fee program that will provide the necessary services and facilities to meet the needs of the city.



CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES

INFRASTRUCTURE AND PUBLIC SERVICES POLICIES

Policies are provided in this chapter in the following areas:

- Water Service – Page 4-8
- Sewer Service – Page 4-9
- Solid Waste Disposal – Page 4-9
- Storm Drainage – Page 4-10
- Utilities – Page 4-11
- Infrastructure – Page 4-11
- Public Services – Page 4-12
- Police Protection – Page 4-12
- Fire Protection – Page 4-13
- School Services – Page 4-14

Note to the Reader: The policies and action items designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for this General Plan.

WATER SERVICE

POLICY IPS-1: The City will work with water providers and developers to ensure that water supply and delivery systems are capable of meeting normal and emergency needs. (MM)

ACTION ITEM IPS-1.1: Continue to coordinate capital improvements with the Yucaipa Valley Water District and the South Mesa Water Company. (MM)

ACTION ITEM IPS-1.2: Require that new development is constructed with adequate water facilities consisting of potable and nonpotable systems. (MM)

ACTION ITEM IPS-1.3: Require that all water systems be capable of meeting normal and emergency demands. (MM)

ACTION ITEM IPS-1.4: Ensure that city facilities are designed and operated in adherence with water conservation practices and programs. (MM)

CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES



SEWER SERVICE

- POLICY IPS-2:** Groundwater supplies should be protected from septic system contamination. The City will encourage existing development to connect to the public sewer system. (MM)
- ACTION ITEM IPS-2.1:** Coordinate with the Yucaipa Valley Water District to ensure that new development provides for the adequate collection, treatment, and disposal of wastewater and does not exceed wastewater treatment capacity. (MM)
- ACTION ITEM IPS-2.2:** All new residential development with a lot size of less than 1 acre shall be required to connect to the public sewer system. (MM)
- ACTION ITEM IPS-2.3:** Development on a lot size greater than 1 acre may be required to connect to the public sewer system. (MM)
- ACTION ITEM IPS-2.4:** Require that development participate in improvements to the Yucaipa Valley Water District sewage collection system and subregional treatment plant system through sewer connection fees, construction, and improvement of sewer system facilities. (MM)

SOLID WASTE DISPOSAL

- POLICY IPS-3:** Continue to meet the goals of the County Solid Waste Management Plan. (MM)
- ACTION ITEM IPS-3.1:** Coordinate with the local hauler to develop public information programs to promote greater community awareness and involvement in waste reduction and recycling. (MM)
- ACTION ITEM IPS-3.2:** Coordinate with the local hauler to meet current diversion requirements through source reduction, recycling, and composting. (MM)
- ACTION ITEM IPS-3.3:** Plan for and support citywide cleanup days. (MM)



CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES

STORM DRAINAGE

POLICY IPS-4: Require the designation, preservation, maintenance, and acquisition of land and improvements necessary for flood control facilities, in accordance with the City's Master Flood Control and Drainage Plan. (MM)

ACTION ITEM IPS-4.1: New development shall bear the appropriate cost of constructing and maintaining new facilities and upgrades to existing drainage facilities to accommodate the additional storm runoff caused by the development. (MM)

ACTION ITEM IPS-4.2: Adequate storm drain and flood control facilities shall be operational prior to the issuance of certificates of occupancy for new development. (MM)

ACTION ITEM IPS-4.3: Require street crossings of significant drainage courses to be designed for a 25-year frequency storm. (MM)

ACTION ITEM IPS-4.4: Where possible, preserve drainage courses in their natural condition to provide adequate safety and protection of residents and property. (MM)

ACTION ITEM IPS-4.5: Development within the 100-year floodplain, as designated by the Federal Emergency Management Agency (FEMA), shall be consistent with the requirements of FEMA. (MM)

Note to the Reader: Please refer to the Safety Chapter of this General Plan for additional policies related to storm drainage and flooding.

CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES



UTILITIES

- POLICY IPS-5:** The City will work with service providers to ensure adequate, and aesthetically pleasing, utility structures.
- ACTION ITEM IPS-5.1:** All new development shall connect to natural gas if available.
- ACTION ITEM IPS-5.2:** All new utilities shall be underground.
- ACTION ITEM IPS-5.3:** Actively encourage and support the undergrounding of existing overhead utility lines.
- ACTION ITEM IPS-5.4:** Coordinate with all utility providers before paving or reconstructing streets in order to minimize the need to cut into the new street.

INFRASTRUCTURE

- POLICY IPS-6:** The City will coordinate the provision of all public utilities and services to ensure a consistent, complete, and efficient system of service to all residents.
- ACTION ITEM IPS-6.1:** New development projects shall provide for the extension of infrastructure to serve the development. (MM)
- ACTION ITEM IPS-6.2:** New development shall pay its “fair share” for the construction and maintenance of infrastructure by providing appropriate dedication, improvements, and/or assessment districts. (MM)
- POLICY IPS-7:** The City will encourage other agencies and districts responsible for infrastructure in the city to involve Calimesa in the preparation of their capital improvement plans.



CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES

PUBLIC SERVICES

POLICY IPS-8: The City will reserve future sites for public facilities through purchase, dedication, donation, negotiation, or a combination of these procedures.

ACTION ITEM IPS-8.1: Require development to pay public service impact fees commensurate with proposed development. (MM)

ACTION ITEM IPS-8.2: Identify a site for a main library that meets Library Commission standards within walking distance of residents and/or public transportation.

ACTION ITEM IPS-8.3: Prepare and adopt a library master plan that specifies site and building needs and size to meet citizen needs.

ACTION ITEM IPS-8.4: Explore joint use libraries with the area school districts.

POLICE PROTECTION

POLICY IPS-9: The City supports a level of police protection that will allow adequate levels of personnel and equipment to respond to routine incidents and to larger events. (MM)

POLICY IPS-10: Continue to support coordination with other law enforcement agencies in crime prevention efforts. (MM)

ACTION ITEM IPS-10.1: Review development proposals with the Sheriff's Department to ensure that police services can adequately protect the increase in residents or businesses. (MM)

ACTION ITEM IPS-10.2: Support the Citizens on Patrol and Neighborhood Watch programs to encourage cooperation between citizens and police. (MM)

CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES



FIRE PROTECTION

POLICY IPS-11: The City supports a level of fire protection that will allow adequate levels of personnel and equipment to respond to routine incidents and to larger events. (MM)

POLICY IPS-12: Provide for the expansion and/or addition of protection facilities, equipment, and personnel, as necessary to meet future demand. (MM)

ACTION ITEM IPS-12.1: Encourage the Riverside County Fire Department in cooperation with the local water companies to conduct annual fire flow tests, especially in areas of high fire hazard. (MM)

ACTION ITEM IPS-12.2: Coordinate with neighboring and regional providers to ensure that Fire Department mutual aid response agreements are adequate. (MM)

POLICY IPS-13: The City supports and will encourage efforts to create a fire-safe built and natural environment, consistent where appropriate with efforts to maintain the natural habitat of Calimesa. (MM)

ACTION ITEM IPS-13.1: Provide plans for all proposed development projects to the Fire Department for review and comment during the approval process. (MM)

ACTION ITEM IPS-13.2: Encourage residents with existing wood shingle/unrated roofing materials to upgrade to fire-resistant construction, including fire-resistant eaves and awnings. (MM)

ACTION ITEM IPS-13.3: Continue to enforce a Class A Roofing Ordinance for residential development and for commercial buildings. (MM)

ACTION ITEM IPS-13.4: Encourage the planting of fire-resistant landscaping. (MM)

ACTION ITEM IPS-13.5: Ensure that new or existing private access roads meet City standards with regard to access for fire and emergency vehicles. (MM)

ACTION ITEM IPS-13.6: Create (and update as necessary) a City Disaster Response Plan for emergency response and recovery from natural and urban disasters, especially from fires, flooding, and earthquakes. (MM)



CHAPTER 4: INFRASTRUCTURE AND PUBLIC SERVICES

POLICY IPS-14: Fire management plans shall be required for all new development in areas subject to wildfire. (MM)

SCHOOL SERVICES

POLICY IPS-15: The City will coordinate with the school districts to inform them of proposed development projects and assist the districts in the planning and implementation of school capacity. (MM)

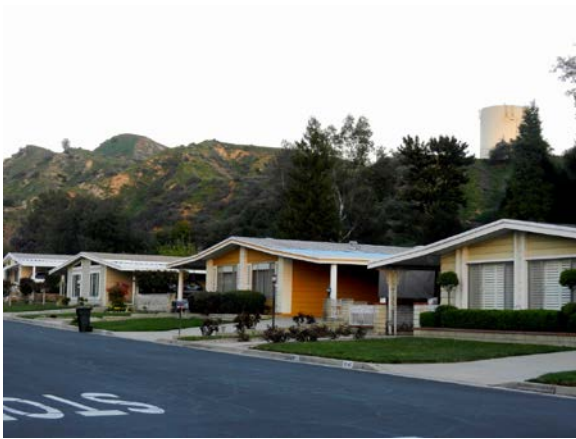
ACTION ITEM IPS-15.1: The City will continue to collect school fees as required by each school district, and will work with the school districts to ensure adequate opportunity for the school districts to expand their facilities as necessary to support future growth. (MM)

POLICY IPS-16: The City supports the concept of one school district for all Calimesa students. (MM)

CHAPTER 5: HOUSING



INTRODUCTION



Housing is one of the seven state-mandated topics which must be addressed in the General Plan. It is the only element that is statutorily required to be updated and certified by the California Department of Housing and Community Development (HCD). The planning period for this Housing Chapter (Element) is October 15, 2013, to October 15, 2021.

State housing element law, enacted in 1969, recognizes the vital role of local governments play in the supply and affordability of housing. The law acknowledges that in order for the private market to adequately address housing needs and demand, local governments must

adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in California rests largely upon the effective implementation of local general plans and, in particular, housing elements.

State law requires that each housing element include the following:

- A description of public participation in the update process;
- A review of accomplishments in achieving the goals, policies, and programs outlined in the previous Housing Element;
- An assessment of housing needs including affordability, the condition of the city's housing stock, and special housing needs;
- An inventory of resources available for housing development and improvement, and a review of governmental, non-governmental, and infrastructure constraints to housing development; and
- Goals, policies, and programs to address housing needs and improve housing conditions for the current planning period.

Meeting the above listed requirements and achieving state certification is essential in maintaining eligibility for state funding opportunities. In addition to achieving compliance with state law, this Housing Chapter serves as an important opportunity to address identified needs and outline strategies to improve the quality of living environments in Calimesa. Housing planning tools can encourage housing options that meet the needs and preferences of a diverse population.



CHAPTER 5: HOUSING

HOUSING NEEDS, OPPORTUNITIES, AND CONSTRAINTS

The Calimesa population has grown slowly over the past 20 years, at an average increase of 1 percent per year; however, the Southern California Association of Governments (SCAG) projects that Calimesa will experience substantial growth in the coming years from a population of 7,879 in 2010 to 25,800 in 2035, a projected average annual increase of 15%.

Calimesa has a large senior population, with a median age that is well above the state and regional median and a smaller average household size. The special housing needs of this population will continue to be an important planning consideration.

Home prices in Calimesa are among the most affordable in Riverside County. The median home price of \$165,000 (as of 2012) is well below the median prices in neighboring communities and Riverside County as a whole. Homes offered at market-rate prices are affordable to Calimesa households at a wide range of income levels.

The City's land use policies provide for a range of housing types in a range of densities, including rural homes on lots of 10 or more acres and downtown infill multi-family development at up to 30 units per acre. City permits and procedures generally do not constrain housing development, and the City completed Zoning Code updates in December 2013 to bring Calimesa into compliance with state law relating to reasonable accommodations for persons with disabilities, emergency shelters, and transitional and supportive housing facilities.

REGIONAL HOUSING NEEDS ALLOCATION

California law requires HCD to project statewide housing needs and allocate those needs to regional planning organizations. For Calimesa, the regional agency is the Southern California Association of Governments. SCAG allocates housing production goals to jurisdictions in the region based on their projected share of the region's growth, the state of the local housing market and vacancies, and the jurisdiction's housing replacement needs. Demonstrating the City's ability to accommodate residential development to meet the Regional Housing Needs Allocation (RHNA) is an objective of the Housing Chapter update.

The projected housing needs in the RHNA are categorized by income levels (very low, low, moderate, and above moderate income) established by the US Department of Housing and Urban Development (HUD). According to the 2013 to 2021 RHNA, Calimesa will need to accommodate a total of 2,341 units, including 543 very low-income, 383 low-income, 433 moderate-income, and 982 above moderate-income housing units.

CHAPTER 5: HOUSING



As outlined in the Housing Resources and Opportunities section of the Housing Element Background Report, the City is able to accommodate the RHNA based on vacant land available for residential development. An inventory of vacant land showed realistic potential for 8,624 new units, 1,768 of which are located on higher-density parcels appropriate for housing that is affordable to lower-income households. The inventory includes infill sites in the downtown as well as planned development in the Summerwind Ranch and Mesa Verde Estates Specific Plan areas.

HOUSING STRATEGY

The goals, policies, and action items outline the City's approach to meeting identified housing needs for the current planning period. Policies and action items were developed based on accomplishments from the 2006–2013 Housing Element, changes to state law, and input from the community. Each action item identifies a time frame and the department responsible for implementation, as well as a potential funding source.

The slowed economy and housing market, coupled with the dissolution of the Redevelopment Agency, resulted in limited action item implementation during the 2006 to 2013 planning period. However, the City was successful in implementing the Housing Rehabilitation Program (when funding was available), maintaining cooperation with local and regional agencies, and pursuing grant funding opportunities. These action items will be continued for the 2013 to 2021 planning period.

GENERAL PLAN CONSISTENCY

The California Government Code requires internal consistency among the various chapters (or "elements") of a general plan. Section 65300.5 of the Government Code states that the general plan and the parts thereof shall comprise an integrated and internally consistent and compatible statement of policies.

The land use allocation contained in the Land Use Chapter of this General Plan is supportive of the policies and actions set forth herein and will provide adequate sites to accommodate projected new housing construction. Additionally, the Circulation Chapter establishes a transportation system that will provide adequate access to employment centers, schools, shopping areas, and other destinations for both existing and future residents, while other elements of this General Plan relate to environmental quality, the preservation and conservation of natural resources, and public health and safety. As such, the various policies and programs recommended throughout the General Plan were taken into account during the preparation of this Housing Chapter.

In order to maintain internal consistency in the General Plan, the housing site inventory, residential buildout projections, and programs contained in this chapter will be revised, as appropriate, in response to any future amendments to the Land Use Chapter or other chapters of this General Plan.



CHAPTER 5: HOUSING

HOUSING PROGRAM

HOUSING MAINTENANCE AND PRESERVATION

GOAL H-1: Encourage the improvement, maintenance, and rehabilitation of the existing housing stock.

POLICY H-1.1: Support and provide incentives for the improvement, maintenance, conservation, and rehabilitation of existing residential units, particularly those affordable to low- and moderate-income households.

Action H-1.1.1 The City will continue to enforce the energy conservation requirements of the California Building Standards of the International Building Code and Title 24 of the California Administrative Code. The City will also commence enforcement of the new California Green Building Standards, which become effective on January 1, 2011. Energy conservation features will be incorporated into all housing units constructed between 2013 and 2021.

Aside from energy conservation through the design and construction of new residences, the City will encourage energy conservation through the retrofit of existing homes by continuing to allow energy efficiency improvements as an eligible activity under its Housing Rehabilitation Program initiated in 2005. On a more comprehensive scale, the City will continue to address energy conservation and sustainability through its land use planning for the community. Two measures of particular relevance are the continued adherence to the Calimesa Vision, which is the framework that guides the community's future growth and development and is discussed under the Opportunities for Energy Conservation section of the Housing Element Background Report, and in the Downtown Village Commercial zone, which allows residential uses in a mixed-use configuration and at densities of up to 30 dwelling units per acre.

Agency: Building and Safety Department, Community Development Department

Time Frame: 2013–2021

Funding: General Fund

CHAPTER 5: HOUSING



Action H-1.1.2 The City will seek out and encourage nonprofit organizations to sponsor affordable housing projects in the city. This may include agencies assisting lower-income households, senior citizens, disabled persons, developmentally disabled persons, and other persons with special housing needs. The City will direct interested agencies/sponsors to potential sites and collaborate with them on applications for state and federal funding. In addition to submitting its own applications for funding to HCD, the City will also support nonprofit housing developers in applying to HCD for the Community-Based Housing Development Organization (CHDO) set aside of HOME funds, which is 20 percent of the annual statewide allocation of HOME funds. In providing such support, the City will give priority to nonprofit developers pursuing projects that include extremely low-income units.

Agency: Community Development Department

Time Frame: 2013–2021

Funding: General Fund

Action H-1.1.3 The City will continue to require that new housing development comply with state and federal standards for access for the disabled and enforce the provisions of the Americans with Disabilities Act (ADA). This program will lead to the provision of access for persons with disabilities, including persons with developmental disabilities, to dwelling units constructed during the planning period.

Agency: Community Development Department, Building and Safety Department

Time Frame: 2013–2021

Funding: General Fund

Action H-1.1.4 The City will continue to allow accessibility improvements for homes occupied by disabled persons as an eligible activity under its Housing Rehabilitation Program. The City will continue to offer such assistance as funds permit.

Agency: Community Development Department



CHAPTER 5: HOUSING

Time Frame: 2013-2021

Funding: CDBG, HOME, CalHome

Action H-1.1.5 In compliance with applicable federal and state laws, the City continues to implement its reasonable accommodation ordinance. This ordinance provides persons with disabilities with a procedure to request reasonable accommodation to housing under the Federal Fair Housing Act and the California Fair Employment and Housing Act in the application of the City's zoning requirements and other land use regulations, policies, and procedures.

Agency: Community Development Department

Time Frame: 2013-2021

Funding: General Fund

POLICY H-1.2:

Encourage residential rehabilitation and continue to operate an owner-occupied rehabilitation program and consider the establishment of a rental rehabilitation program to preserve and conserve the city's housing stock.

Action H-1.2.1 Since 2005, the City has operated a Housing Rehabilitation Program using a combination of CDBG, HOME, and Redevelopment Agency LMI funds. This program provides financial assistance in the form of loans and/or grants for the rehabilitation of single-family homes that are occupied by lower-income homeowners. In addition to basic structural, plumbing, and electrical repairs, energy efficiency and accessibility improvements are eligible for financing through the program. The City received a HOME grant in 2013 and will use those funds to continue the single-family rehabilitation program. The City will also explore the possibility of offering rehabilitation assistance for rental units and will continue to apply for grant funding for the continued operation of the program in response to Notices of Funding Availability issued by HCD.

Agency: Community Development Department

Time Frame: 2013-2021

Funding: CDBG funds, HOME funds, CalHome funds

CHAPTER 5: HOUSING



POLICY H-1.3: Encourage maintenance and rehabilitation to maintain the integrity of mobile home parks.

Action H-1.3.1 Eight mobile home parks in Calimesa are subject to rent control under the City's Mobile Home Rent Stabilization Ordinance. The City will continue to implement the ordinance and maintain the established Mobile Home Rent Stabilization Board to preserve these developments as affordable housing alternatives in the city and address the rent control problems and grievances of mobile home owners and tenants.

Agency: Mobile Home Rent Stabilization Board

Time Frame: 2013-2021

Funding: General Fund

POLICY H-1.4: Participate in state and federal housing programs designed to improve and increase the city's housing stock.

Action H-1.4.1 The City will continue proactive code enforcement of nuisances such as inoperable vehicles, unsightly condition of property, substandard units, and illegal garage conversions through the enforcement of its Administrative Citation Ordinance adopted in 2008. It will identify substandard dwelling units and encourage rehabilitation through the provision of technical support and incentives, such as streamlined permit processing, variances to development standards on a case-by-case basis (when legally justified), and waiver of fees or fines if rehabilitation is undertaken within short order, etc. Also, the City will actively work toward the rehabilitation of structures that do not meet current code requirements by more closely coordinating code enforcement and housing rehabilitation program activities as a means of enabling households who could not otherwise afford to do so to correct code violations.

Agency: Community Development Department

Time Frame: The City was awarded a CDBG PTG grant to conduct a housing condition survey during the summer of 2013.

Funding: General Fund, CDBG



CHAPTER 5: HOUSING

Action H-1.4.2 The City will provide relocation assistance to all persons displaced by publicly assisted projects, including rehabilitation and code enforcement projects that lead to the displacement of households.

Agency: Community Development Department, City Manager's Office

Time Frame: 2013-2021

Funding: General Fund

FAIR HOUSING

GOAL H-2: Promote housing access and equal opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, or disability.

POLICY H-2.1: Enforce fair housing laws and encourage the use of fair housing counsel and referral services.

Action H-2.1.1 The City will continue to rely on the Fair Housing Council of Riverside County to resolve resident complaints and tenant/landlord disputes. The City will inform the public of the availability of this service through the City newsletter and informational brochures/flyers that are placed at the front counters in City Hall and the Senior Center, and City employees will be instructed to refer relevant questions or complaints to the Fair Housing Council.

Agency: Community Development Department, Community Services Department, Fair Housing Council of Riverside County

Time Frame: 2013-2021

Funding: General Fund

CHAPTER 5: HOUSING



POLICY H-2.2: Coordinate efforts with other agencies to serve extremely low-income households, persons with disabilities, persons with developmental disabilities, the homeless, the elderly, single-parent households, and other residents with special housing needs.

Action H-2.2.1 The City will continue to provide residents with information regarding the availability of the Section 8 Housing Choice Voucher Program that is administered by the Riverside County Housing Authority. This program can directly benefit overpaying households in the city by providing rental assistance payments.

Agency: Community Services Department, Riverside County Housing Authority

Time Frame: 2013-2021

Funding: General Fund, Section 8 Housing Choice Vouchers

Action H-2.2.2 Continue to comply with state law regarding emergency shelters, transitional and supportive housing, community care facilities for 7 or more persons, and single-room occupancy units (SROs).

Agency: Community Development Department

Time Frame: 2013-2021

Funding: General Fund



CHAPTER 5: HOUSING

Action H-2.2.3 The City will continue to permit emergency shelters in the Commercial Community (C-C) zone without a Conditional Use Permit or other discretionary action, and subject only to the development standards that apply to the other permitted uses in the C-C zone and the City's specific standards for emergency shelters. There are sites (approximately 18 acres of vacant land) suitable for the establishment of an emergency shelter in the C-C zone, which are accessible to services and facilities, and existing buildings within the zone that are capable of being converted to use as an emergency shelter. The proximity to essential services is critical since there are no fixed transit routes in Calimesa.

Agency: Community Development Department

Time Frame: 2013-2021

Funding: General Fund

Action H-2.2.4 In keeping with state law and as required in the City Zoning Code (updated December 2013), transitional and supportive housing will be considered residential uses, subject only to those restrictions that apply to other residential uses of the same type in the same zone.

Agency: Community Development Department

Time Frame: 2013-2021

Funding: General Fund

CHAPTER 5: HOUSING



Action H-2.2.5 The City will continue to recognize and allow community care facilities for 7 or more persons as conditionally permitted uses in the RM (Residential Medium) and RH (Residential High) zones and allow single-room occupancy units (SROs) in the CC (Commercial Community) and CR (Commercial Regional) zones through a similar use determination (comparable to motels/hotels).

Agency: Community Development Department

Time Frame: 2013-2021

Funding: General Fund

POLICY H-2.3:

Promote equal access and housing opportunities through the provision of consumer information, assistance and protection, and citizen involvement in the design and implementation of housing programs.

Action H-2.3.1 The City will continue to use the City newsletter and brochures to advertise or inform residents of services and programs that are made available, including housing regulations, rehabilitation programs, nearby service agencies, crisis hotlines, energy conservation, availability of low- and moderate-income housing units, and other such services. The City's Senior Center currently provides many of the information and referral services needed by residents.

Agency: Community Services Department

Time Frame: 2013-2021

Funding: General Fund



CHAPTER 5: HOUSING

Action H-2.3.2 The City will maintain a list of available service and referral agencies that serve low-income households, disabled, elderly, homeless, and other special needs groups. It will make the list available at City Hall, the Senior Center, the library, and other public places for easy access to interested persons.

Agency: Community Services Department

Time Frame: 2013–2021

Funding: General Fund

POLICY H-2.4: **Encourage citizen participation in the development and implementation of housing programs.**

Action H-2.4.1 The City will continue to encourage community participation in all City programming. The City will continue to encourage residents to attend City Council and Planning Commission meetings through publicity practices including posting information on scheduled public hearings at City Hall, the Senior Center, and the library at least 10 days prior to hearing dates, and advertising in the local newspaper and City newsletter. The City will continue to publish a City newsletter and community flyers to inform residents of ongoing activities and programs, including updates to the Housing Chapter. Continued publicity will allow the City to receive more input regarding programs and better tailor them to meet the needs of residents. Public hearings will be held prior to adoption of this updated element.

Action H-2.4.2

Agency: Community Development Department

Time Frame: 2013–2021

Funding: General Fund

CHAPTER 5: HOUSING



HOUSING PRODUCTION

GOAL H-3: The City will provide opportunities for the development of new housing units to meet the housing needs of all economic segments of the population while preserving the natural environment and unique existing character and physical attributes of the community.

POLICY H-3.1: Encourage a variety of housing types and densities, each appropriately located with reference to topography, traffic circulation, community facilities, and aesthetic considerations.

Action H-3.1.1 The City will continue to work with Riverside County on the provision of adequate infrastructure and public services. The City will coordinate County and City capital improvement projects, including setting priorities for infrastructure and public facility projects through the City's Capital Improvement Program. The City will coordinate with state and regional agencies and area planning districts (e.g., Southern California Association of Governments, Western Riverside Council of Governments, and Regional Conservation Authority) to address planning and environmental issues. The City will continue to attend monthly Joint Issue Meetings with these agencies at which issues of area-wide concern or importance are discussed.

Agency: Community Development Department, Engineering Department, City Manager's Office

Time Frame: 2013-2021

Funding: General Fund

POLICY H-3.2: Encourage development of a variety of housing types affordable to households at all economic levels, including townhouses, apartments, single-family dwellings, and manufactured homes.

Action H-3.2.1 The City Council adopted an inclusionary zoning ordinance in May 2011 that applies to new for-sale, single-family residential development on a citywide basis. The ordinance applies to developments containing 10 or more units and requires that 10 percent of the proposed dwelling units be affordable to very low-income households and 5 percent of the proposed dwelling units be affordable to low-income households. In 2012, the City Council suspended the



CHAPTER 5: HOUSING

inclusionary program due to the slowed economy. The City Council will consider reinstating the inclusionary program in January 2017.

Agency: Community Development Department

Time Frame: January 2017

Funding: General Fund

Action H-3.2.2 The City will continue to allow second units on single-family lots developed with an existing residence and subject to a minimum lot size. This creates a potential for additional units on most lots in the R-1 zone and provides opportunities for affordable housing. The City ministerially permits second units on single-family zoned lots and requires that the primary residence on a lot containing a second unit be owner occupied.

Agency: Community Development Department

Time Frame: 2013-2021

Funding: General Fund

Action H-3.2.3 The City will encourage residential development in its mixed-use zones by allowing administrative processing of lot consolidation requests and providing incentives for the consolidation of lots, assisting interested developers with site identification and entitlement processing, offering fee waivers and deferrals for affordable housing projects, offering flexibility in the application of development standards for mixed-use projects that include affordable housing units, and providing financial assistance for mixed-use affordable housing projects to the extent possible.

Agency: Community Development Department

Time Frame: 2013-2021

Funding: General Fund, CDBG/HOME funds

CHAPTER 5: HOUSING



POLICY H-3.3: **Promote first-time homebuyer assistance programs to enable lower-income households to purchase housing in the city.**

Action H-3.3.1 The City will consider establishing a down-payment assistance program for first-time homebuyers in order to encourage a continued high rate of homeownership. The homebuyer assistance program could be capitalized using state/federal grants and could provide silent second mortgages (in the form of deferred payment loans) to assist first-time homebuyers in making required down payments.

Agency: Community Development Department, City Manager's Office

Time Frame: 2013–2021; implementation is dependent on availability of funds and/or the release of future HOME NOFAs by HCD

Funding: HOME funds

POLICY H-3.4: **Encourage the development of housing to meet the City's responsibilities with regard to regional housing needs.**

Action H-3.4.1 The City will periodically update the housing sites inventory and work with property owners and/or local developers to develop identified infill properties with single or multiple-family housing consistent with their zoning. The City will direct developers seeking potential project sites in Calimesa to locations currently served by adequate infrastructure and assist them in making contact with the property owners, help to guide them through the development review process, and provide them with the information needed for feasibility analyses and due diligence. The City will also consider offering incentives to encourage the utilization of infill lots, such as an infill density bonus or a reduction/waiver of Streets and Traffic and Drainage Facilities Impact Fees for infill projects involving the consolidation and coordinated development of multiple lots.

Agency: Community Development Department

Time Frame: 2013–2021

Funding: General Fund



CHAPTER 5: HOUSING

Action H-3.4.2 The City will continue to work with responsible agencies and purveyors of utilities and infrastructure (such as the Yucaipa Valley Water District, South Mesa Water Company, and Yucaipa Calimesa School District) in monitoring the availability and service levels of public utilities and infrastructure (roads, water, sewer, storm drainage, gas, power, etc.) and services (police, fire protection, schools, government services, etc.). The City will continue to cumulatively assess the potential impacts from new development and require, as part of the development review package, that all new development provide an assessment to ensure that adequate infrastructure is available to serve the development. Otherwise, improvements and upgrades will be undertaken as part of the development or through facility fees to be paid prior to the occupancy of the dwelling units. The City will prioritize the need for capital improvements and increase public service levels, when necessary. The City consulted local water and sewer purveyors during the preparation of this element and will send the adopted element to them for their use in prioritizing service to housing units affordable to lower-income households in accordance with Section 65589.7 of the California Government Code.

Agency: Community Development, Engineering, Public Works, and Fire Departments

Time Frame: 2013–2021

Funding: General Fund and Development Impact Fees

Action H-3.4.3 The City will facilitate land divisions, lot line adjustments, and Specific Plans to improve the feasibility of housing development on large sites and create appropriately sized parcels for affordable multi-family residential development. The City will work with property owners and developers to identify opportunities and will provide technical assistance and incentives for proposed development projects that include affordable housing on these sites, such as:

- Expediting the approval process for land divisions;
- Requiring only ministerial review of lot line adjustments;
- Deferring processing fees for land division applications; and
- Offering flexibility in the application of development standards for affordable housing projects.

Agency: Community Development Department

CHAPTER 5: HOUSING



Timeframe: Ongoing, 2013–2014

Funding: General Fund

HOUSING OPPORTUNITIES

GOAL H-4: Improve housing opportunities through private investment and, when appropriate, through public assistance.

POLICY H-4.1: Encourage a variety of public and private efforts to provide affordable housing opportunities for lower-income households, elderly households, overcrowded households, large households, persons with disabilities, persons with developmental disabilities, and single-headed households.

Action H-4.1.1 The City will pursue state and federal funds for the construction of senior citizen housing, with priority given to projects that include units affordable to extremely low-income households. This may include funds provided under Section 202, HOME, and/or other applicable programs.

Agency: Community Development Department

Time Frame: 2013–2021; periodically depending on the release of notices of funding availability (NOFAs), developer interest, and availability of staff to prepare funding applications

Funding: General Fund, CDBG Planning/Technical Assistance Grants

Action H-4.1.2 City staff will stay informed of state and federal housing programs that can provide financial assistance for the preservation and development of affordable housing and disseminate information on such programs to residents and prospective housing developers/sponsors. The City has successfully applied for CDBG and HOME funds through HCD that have been used to conduct housing-related studies and capitalize a local Housing Rehabilitation Program. Because of its limited financial resources, the City will continue to pursue grant funding from state and federal agencies for affordable housing projects/programs in the city, particularly those that address the needs of extremely low-income households.

Agency: Community Development Department, City Manager's Office



CHAPTER 5: HOUSING

Time Frame: 2013–2021; periodically, depending on release of Notices of Funding Availability by funding agencies, developer interest, and availability of staff to prepare funding applications

Funding: General Fund, CDBG/HOME funds, other state/federal funding programs

POLICY H-4.2: **Manufactured dwellings (mobile homes) on permanent foundations shall be permitted in all residentially zoned areas of the city.**

Action H-4.2.1 The City will continue to allow manufactured homes, including mobile homes, on permanent foundations in all residential zones.

Agency: Community Development Department

Time Frame: 2013–2021

Funding: General Fund

POLICY H-4.3: **Reduce the costs associated with the development of special needs housing projects (affordable family housing, senior citizen housing, etc.) through density bonuses, waiver of fees, reduced development standards, expedited processing, or other incentives.**

Action H-4.3.1 The City amended its density bonus ordinance in December 2010 in order to make it fully compliant with current state law. The City will continue to provide incentives and density bonuses under the density bonus ordinance for senior and other projects providing lower-income housing units. These incentives may include reduced parking standards, relief from setback, building height, open space, density, lot coverage, and other development standards, approval of mixed-use zoning for a project, expedited review, and the waiver of processing fees, among other measures.

Agency: Community Development Department

Time Frame: 2013–2021

Funding: General Fund

CHAPTER 5: HOUSING



Action H-4.3.2 The City will continue to periodically review its permit processing fees to verify that the costs associated with the review process are consistent with the services rendered. This fee review process provides a basis for determining whether fees have become a constraint to housing production, and at the same time allow the City to appropriately recoup costs associated with the review and processing of individual developments. The City will also continue to consider the reduction or waiver of permit processing fees for affordable and other special needs housing projects.

Agency: Community Development, Building and Safety, Engineering, and Finance Departments, City Manager's Office

Time Frame: Periodically review fees

Funding: General Fund



CHAPTER 5: HOUSING

QUANTIFIED OBJECTIVES

The City's quantified housing objectives by income category for the 2013 to 2021 planning period are shown in Table 1, below. The table compares the RHNA by income category to city projections for the number of units that will be constructed, rehabilitated, and preserved.

The new construction objective is an estimate of new units that may be constructed during the planning period based on the availability of land and development constraints as described in the Background Report. This includes infill residential development as well as new units planned in the Summerwind Ranch and Mesa Verde Estates Specific Plan areas. New unit construction will be initiated and funded by private developers.

The rehabilitation objective refers to the number of existing units expected to be rehabilitated or improved through the City's Housing Rehabilitation Program. The Program is subject to the availability of financing.

The preservation and conservation objectives refer to the preservation of the existing affordable housing stock throughout the planning period. As discussed in the Background Report, there are no deed-restricted affordable units in Calimesa (typically those built using federal assistance programs, state or local bonds, density bonuses or other programs), however, the city has taken action to maintain the affordability of mobile home parks in Calimesa. The preservation and conservation estimates in Table 1 are based on the continued affordability of mobile home units under the City's Mobile Home Rent Stabilization Ordinance.

CHAPTER 5: HOUSING



TABLE 1: QUANTIFIED OBJECTIVES, 2013-2021

Income Category	RHNA ⁽¹⁾ (housing production goal established by the State and SCAG)	City Projections			
		New Construction ⁽²⁾	Rehabilitation	Preservation/Conservation ⁽³⁾	Total
Extremely Low	271	292	35	36	363
Very Low	272	292	35	157	484
Low	383	292	10	336	638
Moderate	433	1,565	0	278	1,843
Above Moderate	982	1,565	0	0	1,565
Total	2,341	4,006	80	807	4,893

(1) Southern California Association of Governments, *Regional Housing Needs Allocation*, 2012

(2) Estimates that 50% of the planned units in the Summerwind Ranch and Mesa Verde Specific Plan areas will be constructed during the planning period and an additional 20 units will be constructed per year on other sites in the city, based on development trends from the previous planning period. The affordability level is based on allowable density. Units developed at densities of 20 or more are assumed to be affordable to lower-income households. Units developed at low and medium densities are assumed to be affordable to moderate and above moderate households. Refer to Section 4. Housing Opportunities and Resources of the Background Report for additional related discussion.

(3) Number of households residing in 8 mobile home parks in Calimesa that are subject to rent control under the City's Mobile Home Rent Stabilization Ordinance.



CHAPTER 5: HOUSING

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CHAPTER 6: RESOURCE MANAGEMENT



INTRODUCTION



Protection of Calimesa's natural resources is an important component of this General Plan.

Resource management addresses the protection of natural resources (such as water, soils and agriculture, vegetative, energy, and cultural resources). These resources are typically nonrenewable or limited and need to be preserved and managed in order to be available for future generations. By conserving resources, we prevent degradation of the environment through pollution or loss of productive capacity within our environment. Conservation plays a key role in the management of the natural resources that help define a city's identity, contribute to its economy, and improve its quality of life.

This chapter provides for the conservation, development, management, and use of natural resources, including water, wildlife, scenic, and other natural resources. Text identifies goals and policies that are meant to balance the City's actions regarding land use, circulation, and other issues with their potential effects on resource conservation.

BACKGROUND

Calimesa is dedicated to remaining a community that honors its beautiful natural setting through open space preservation, wildlife corridors, and multi-use trail systems and to enriching the quality of life through sensitive planning. The City of Calimesa has identified important local resources and necessary preservation programs to prevent their destruction and to ensure that conservation efforts are consistent and equitable.

SIGNIFICANT LANDFORMS AND HILLSIDES

Calimesa is located between the San Geronio Pass and Yucaipa Valley along Interstate 10, a major regional transportation route connecting the Los Angeles Basin to the Coachella Valley and the inland desert areas. The route provides uninterrupted views of the surrounding rolling terrain and valley floors, as well as of the prominent but more distant San Bernardino and San Jacinto mountains. Interstate 10 also provides views of Yucaipa, Calimesa, Banning, and Beaumont.



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Calimesa is characterized by foothills in its eastern areas and nearly level topography in its north and central areas, gently sloping toward San Timoteo Creek in the southwestern areas of the city. Vegetation consists of chaparral on north-facing slopes, sage-scrub on south-facing slopes, oak and riparian woodland along canyon bottoms, and annual grassland in much of the city's remaining area.

The pattern of ridges in the Calimesa area divides the area into distinctive visual units and serves as a backdrop to many on-site views, providing panoramic vistas of the San Bernardino and San Jacinto mountain ranges. Five important viewshed areas help create the visual character of Calimesa:

- San Timoteo Canyon
- Central Valleys
- Northern Plain
- Northern Plateaus and Ravines
- Northern Valley

These are described below.

SAN TIMOTEO CANYON

This visual unit is located in the southwestern portion of the city. Characterized by a long, broad corridor bounded by steep ridges bordering San Timoteo Creek, the canyon is generally enclosed by western ridgelines, although a small series of valleys provide viewsheds toward Interstate 10 and the San Bernardino Mountains. The San Timoteo Creek area is characterized by open grassland and riparian vegetation along the creek.



San Timoteo Canyon

CHAPTER 6: RESOURCE MANAGEMENT



CENTRAL VALLEYS

This is the largest area, consisting of four east-west-trending valleys, and is separated by distinct ridges stretching from a rolling or gently sloping plateau adjacent to the Black Mountain area on the eastern boundary of the city. It continues across the city past Interstate 10 and extends to the San Timoteo Canyon area. The ridges are divided by intermittent stream channels draining into the canyons. Garden Air Wash, the major stream channel, drains the eastern Black Mountain area and flows west through the Calimesa Golf and Country Club.



Central Valleys

Vegetation in the central valleys consists of open grassland and riparian vegetation along the valley bottoms and flatter eastern slopes, and chaparral and sage-scrub along the steeper slopes and small ravines. Views from the valley floor are oriented toward the ridgetops to the east and west.

NORTHERN PLAIN

Located in the northwest and northeast areas of Calimesa, this is a commercial corridor, with single-family residential developments to the east and specific plan developments that allow development and preserve open space. The northern plain provides views of western Calimesa and Riverside County areas, overlooking a series of ridges and ravines.



Northern Plain



CHAPTER 6: RESOURCE MANAGEMENT

NORTHERN PLATEAUS AND RAVINES

This area, located at the northwestern city boundary, comprises higher plateaus and scattered scrub-covered ravines that slope to the west in a pastoral setting. Higher elevations allow for panoramic views of the Yucaipa and San Jacinto valleys, the San Bernardino and San Jacinto mountains, and the surrounding communities.



Northern Plateaus and Ravines

NORTHERN VALLEY

This area, adjacent to the northern plateaus and ravines, connects to San Timoteo Canyon southwest of Calimesa. The northern valley is similar in topography and vegetative types to the central valley, but is more enclosed.



Northern Valley

WATER SUPPLY AND QUALITY

Water is fundamental to life. It is also crucial to the health and well-being of Calimesa. Water must be available in sufficient amounts for daily living, irrigation, firefighting, and industrial uses, and must be of a high enough quality to allow its use by residents (for drinking and other domestic uses), farmers (for crops and livestock), and industry (for industrial processes that use water).

CHAPTER 6: RESOURCE MANAGEMENT



WATER QUALITY

Water quality is a measurement of total dissolved solids or other contaminants. The water quality of the upper Santa Ana region is a reflection of local topography, subsurface geology, land use, well pumping, and urbanization forces. Water quality is highest in mountain streams. Where the streams leave the base of the mountains, they are largely influenced by the original agricultural water management practices of the Calimesa area. These historical practices remain today in some areas, evidenced by streams diverted for domestic use, irrigation purposes, percolation, and the recharge of groundwater basins.

The County of Riverside, including Calimesa, is located within the Santa Ana River Basin. The Regional Water Quality Control Board for the Santa Ana Region updated the Water Quality Control Plan for the Santa Ana River Basin in 2011. The Basin Plan defines water quality objectives and identifies strategies to achieving water quality standards.

Note to the Reader: Additional information on the Water Quality Control Plan is available at <http://www.waterboards.ca.gov/rwqcb8/>.

Note to the Reader: Refer to the Infrastructure and Public Services Chapter of this General Plan for more discussion of stormwater management and recharge.

Note to the Reader: Goals, policies, and actions related to water service are found in the Infrastructure and Public Services Chapter of this General Plan.

BIOLOGICAL RESOURCES

On June 17, 2003, the Riverside County Board of Supervisors adopted the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The overall goal of the MSHCP is to enhance and maintain biological diversity and ecosystem processes while allowing future economic growth.

The City of Calimesa is a participant in the MSHCP, which means that the City has adopted a Development Mitigation Fee to assist in the funding and implementation of the MSHCP. As a result, development in Calimesa follows the protocols for preservation and conservation of vegetation and wildlife identified in the MSHCP, including the requirement to obtain a permit through the Riverside County Environmental Programs Division.



CHAPTER 6: RESOURCE MANAGEMENT

CULTURAL RESOURCES

CULTURAL AND HISTORICAL INFLUENCES

The San Diego coastal region and the California deserts are two historically significant areas that helped shape Calimesa and the San Timoteo Canyon area. The San Gorgonio Pass served as a major transportation route and was subject to a variety of cultural influences.

The Era of the Missions

In the late 1500s, Spanish explorers entered California through San Diego and established missions in the area. The modern history of Calimesa and the San Timoteo Canyon area began in 1769 with the establishment of the Spanish mission in Alta California. Captain Juan Bautista de Anza led a small party through San Timoteo Canyon in 1774. Colonists and missionaries continued to use this land route through the San Gorgonio Pass to the missions and their ranch lands during the Spanish occupation of California.

During the subsequent Mexican period, the San Timoteo Canyon area was divided into several sizeable land grants. James (Santiago) Johnson owned two of these grants, including the San Timoteo Rancho and the tract between San Jacinto and San Gorgonio. Settlement and growth in the San Timoteo Canyon area occurred after Mexico ceded California to the United States in 1847.

Modern Settlement Begins

Exploration and surveys of the San Gorgonio Pass were first made in 1853 to determine the feasibility of developing a rail line, which would extend west through the area and continue to the Pacific Ocean. Freight, stage, and other mail lines crossed the San Gorgonio Pass utilizing Bradshaw Road between 1858 and the mid-1870s. There were frequent changes in operators of the stage lines because of the competition for contracts to carry the mail. The Stagecoach Trail extended south from Redlands into Cherry Valley following San Timoteo Canyon Road and Singleton Canyon, then descended into Cherry Valley using Orchard Street and Nancy Avenue. In 1910, this route through Singleton Canyon was designated a stock trail, so that cattlemen could move their herds from Yucaipa Valley into Cherry Valley and Beaumont. It was eventually returned to private property and then was purchased through Riverside County habitat and open space preservation as permanent open space. Equestrians continue to refer to this trail as Stagecoach Road today.

In 1862, the discovery of gold in La Paz, Arizona, spurred the development along Bradshaw Road in San Timoteo Canyon. The Southern Pacific Railroad completed its railroad line from Los Angeles through the San Gorgonio Pass in 1876. This led to the creation of agricultural and land development opportunities in the area and to the establishment of Riverside County in 1893.

CHAPTER 6: RESOURCE MANAGEMENT



Recent History

In 1910, the Redlands-Yucaipa Land Company subdivided Yucaipa Valley. The major transportation thoroughfare at the time was Fifth Street in Redlands, which continues as Sand Canyon through the Crafton Hills and Yucaipa. In 1915 and 1916, the dirt highway extending from Beaumont to Yuma was overlain with concrete. Fifteen years later, the road was completed between Redlands and Beaumont through Calimesa, and residents participated in a “Road-Day-O” celebration. The route was later designated US Route 99 and is now Interstate 10. Following its completion, commercial activities in the area developed and Calimesa began to establish a separate identity from Yucaipa.

HISTORIC RESOURCES

The National Register of Historic Places does not include any historic structure in Calimesa.

The State Historic Resources Inventory has designated Haskell Ranch as a historic site. Haskell Ranch (formerly known as San Timoteo Rancho) illustrates the architectural significance of a late nineteenth and early twentieth century dairy ranch. Historic ranch structures on-site include a blacksmith shop, residence, horse barn, bunkhouse, ranch house, milk house, old adobe, residence of owner James Haskell, hay barn, and feed mixing shed. This property is included in the Summerwind Ranch Specific Plan area.

Other historical structures include a stage station stop, which was part of a private residence at the Singleton Road terminus. The home was destroyed by fire in 2006.

ARCHAEOLOGICAL RESOURCES

Records at the Eastern Information Center of the California Archaeological Inventory at the University of California-Riverside and field surveys indicate that four archaeological sites have been identified in the Calimesa area. All four of the sites are located in San Timoteo Canyon, two of which are located along San Timoteo Creek. Each of the sites has experienced some disturbance.

PALEONTOLOGICAL RESOURCES

Paleontological investigations for the San Timoteo Badlands area, including Calimesa, were conducted by Dames and Moore in 1987. Research revealed that the area contains sediments of the Plio-Pleistocene ice age, referred to as the San Timoteo Formation. These sediments are overlain by fine-grained sediments, as found on Haskell Ranch and Shutt Ranch, between Interstate 10 and San Timoteo Canyon. The San Timoteo Formation and overlying sediments are known to have produced abundant and diverse floral and faunal remains. Thus, the San Timoteo Badlands area and the western portion of the city have a high potential to produce significant paleontological resources.



CHAPTER 6: RESOURCE MANAGEMENT

AGRICULTURAL RESOURCES

The California Department of Conservation maintains the Farmland Mapping and Monitoring Program (FMMP), which produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The 2010 FMMP map for Riverside County indicates that no Prime Farmland is located in the Calimesa Planning Area.

The only agricultural lands of importance are grazing lands located primarily in the northwest portion of the Planning Area. The remaining land is classified as Urban and Built-Up Land or as Other, which includes low-density rural development, brush, and riparian lands.

Updated information on the suitability of lands in Calimesa for various types of agriculture is available at <http://maps.conservation.ca.gov/ciff/ciff.html>.

RELATED PLANS AND PROGRAMS

The Resource Management Chapter relates to several other plans and programs, including the following:

- **Santa Ana River Basin Water Quality Control Plan, June 2011.** The Basin Plan includes water quality goals and policies, descriptions of conditions, and a discussion of solutions as well as establishes water quality standards for the groundwater and surface water of the Santa Ana River Basin. The plan also contains an implementation plan describing the actions that are necessary to achieve and maintain water quality standards.
- **Western Riverside County Multiple Species Habitat Conservation Plan, June 2003.** The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional habitat conservation plan focusing on conservation of species and their associated habitats in western Riverside County. The overall goal of this plan is to maintain biological and ecological diversity within a rapidly urbanizing region. The MSHCP allows jurisdictions within its approximately 1.26-million-acre plan area boundary, including Calimesa, to better control local land use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal Endangered Species Acts. *For more information, please see <http://www.rctlma.org/epd/wrmshcp.aspx>.*
- **Williamson Act Contract Program.** The Williamson Act is state legislation that allows landowners to enter into 10-year contracts to retain agricultural uses on the contracted land in exchange for reduced property tax incentives.

CHAPTER 6: RESOURCE MANAGEMENT



KEY ISSUES

This Resource Management Chapter addresses issues identified during the preparation of the City's General Plan through discussions with the General Plan Advisory Committee and City staff, and feedback received during the various public meetings. The goals, policies, and actions included in this chapter have been prepared in consideration of these issues, which include the need to:

- Protect and preserve wildlife habitat areas.
- Ensure that scenic resources such as hillside and canyon vistas are protected.
- Conserve open space for passive recreational activities, including walking, biking, and equestrian use.
- Preserve important farmlands.

RESOURCE MANAGEMENT GOALS

GOAL RM-1:	Conserve and protect significant landforms and hillside areas.
GOAL RM-2:	Conserve water resources and improve water quality.
GOAL RM-3:	Conserve and protect native species and habitats.
GOAL RM-4:	Preserve the city's historical, cultural, archaeological, paleontological, and architectural resources.
GOAL RM-5:	Protect prime agricultural lands from encroachment from urban development.

RESOURCE MANAGEMENT POLICIES

Policies are provided in the following areas:

- Significant Landforms and Hillside Areas – Page 6-10
- Water Resources – Page 6-11
- Biological Resources – Page 6-12
- Cultural and Historic Resources – Page 6-13
- Agricultural Resources – Page 6-14

Note to the Reader: Additional goals and policies related to water service are found in the Infrastructure and Public Services Chapter of this General Plan.



CHAPTER 6: RESOURCE MANAGEMENT

Note to the Reader: The policies and action items designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for this General Plan.

SIGNIFICANT LANDFORMS AND HILLSIDE AREAS

- POLICY RM-1:** Development shall be prohibited in areas containing sensitive biological resources and habitats, cultural resources, groundwater recharge areas, or prominent ridgelines, unless adequate protection and/or mitigation is provided. (MM)
- POLICY RM-2:** Ensure hillside areas are preserved and protected by controlling development in areas having a slope of 16 percent or greater. (MM)
- ACTION ITEM RM-2.1:** Implement the Calimesa Hillside Ordinance. (MM)
- POLICY RM-3:** Encourage varied slope ratios on design slopes to reduce the visual impact of grading. Fill slopes should not have a grade steeper than 3:1. In no case shall cut or fill slopes be steeper than 2:1. (MM)
- POLICY RM-4:** Require the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems. (MM)
- POLICY RM-5:** Require erosion control measures such as soil binders, revegetation, slope covers, and other practices that reduce soil erosion due to wind and water. (MM)
- POLICY RM-6:** Stepped or multilevel foundations are encouraged in hillside development.
- POLICY RM-7:** On a property or contiguous properties that are proposed for development having a slope of 25 percent or greater, minimum lot sizes may be reduced below those required by a Residential Plan Development or other method to:
- Preserve steep slope areas;
 - Avoid known faults and landslides;
 - Preserve significant biological and drainage areas;
 - Add open space to existing contiguous open space lands. (MM)
- POLICY RM-8:** Protect the city's scenic and visual resources by limiting ridgeline development and building heights. (MM)

CHAPTER 6: RESOURCE MANAGEMENT



ACTION ITEM RM-8.1: Identify scenic corridors and create a zoning overlay to ensure compatible development in scenic corridors. (MM)

WATER RESOURCES

POLICY RM-9: Support water conservation efforts to ensure a reliable water supply through water efficiency, capture, and reuse. (MM)

POLICY RM-10: Local drainage courses should be retained in their natural condition to the extent feasible. (MM)

ACTION ITEM RM-10.1: Cooperate with federal, state, and county governments and other agencies on the maintenance and improvement of the quality and quantity of local and regional groundwater and surface water resources. (MM)

ACTION ITEM RM-10.2: Require developments to implement measures designed to conserve water resources, including the use of low-flow irrigation systems and water-efficient plumbing fixtures. (MM)

ACTION ITEM RM-10.3: Require the use of drought-tolerant landscaping in new developments and encourage the replacement of existing water-consumptive landscaping. (MM)



Above: Bioswales are often used to trap pollutants from roadways and parking lots.

“Low Impact Development” is an approach to land development that uses various land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs.

Low Impact Development focuses on three key issues:

- Stormwater management
- Wastewater treatment
- Circulation and site design

Examples of Low Impact Development include:

- Reducing impervious surfaces to decrease runoff and aid in groundwater recharge: replacing impervious pathways with pervious ones, reducing the size of driveways, and including on-site water filtration systems such as bioswales and infiltration trenches.
- Incorporating natural features into site design.
- Designing mixed-use, walkable developments.



CHAPTER 6: RESOURCE MANAGEMENT

ACTION ITEM RM-10.4: Require the use of nonpotable and reclaimed water for irrigation in parks, golf courses, and industrial uses, as well as for residential and other urban uses, whenever feasible and where legally permitted. (MM)

ACTION ITEM RM-10.5: Assist responsible public agencies in eliminating the discharge of toxic materials and untreated sewage into the Calimesa drainage and groundwater system. (MM)

ACTION ITEM RM-10.6: Require the use of Low Impact Development, best management practices, and the design of storm drainage systems to reduce surface water runoff from all new development. (MM)

BIOLOGICAL RESOURCES

POLICY RM-11: The City will require the use of buffers, creative site planning, revegetation, and open space easements/dedications to conserve and protect important plant communities, including:

- Wildlife habitats;
- Riparian areas;
- Wetlands;
- Oak woodlands;
- Other significant tree stands;
- Rare or endangered plant/animal habitats. (MM)

POLICY RM-12: Protect vegetation communities and sensitive species that contribute to the region's environmental resources in order to prevent future endangerment of plant and animal communities. (MM)

CHAPTER 6: RESOURCE MANAGEMENT



ACTION ITEM RM-12.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan. (MM)

ACTION ITEM RM-12.2: Implement all applicable habitat conservation plans within the City's jurisdiction. (MM)

POLICY RM-13: Native oak trees should be preserved whenever feasible. If preservation is not possible, trees should be replaced with oak trees of the same species at a ratio of 1:1. (MM)

ACTION ITEM RM-13.1: Implement the City's Oak Tree Preservation Ordinance. (MM)

POLICY RM-14: Encourage the planting of native tree species and drought-tolerant vegetation. Allow new development to remove only the minimum natural vegetation and require the revegetation of graded areas with native plant species. (MM)

POLICY RM-15: Work with state, federal, and local agencies on the preservation of sensitive vegetation and wildlife in the city. (MM)

CULTURAL AND HISTORIC RESOURCES

POLICY RM-16: Identify, protect, and preserve the historical and cultural resources of the city. (MM)

ACTION ITEM RM-16.1: Increase public awareness of Calimesa's cultural heritage and resources through development of education programs. (MM)

ACTION ITEM RM-16.2: Require the preservation of identified cultural resources to the extent possible, through dedication, removal, transfer, reuse, or other means. (MM)

ACTION ITEM RM-16.3: Review all proposed development for the possibility of cultural/archaeological/paleontological sensitivity. When existing information indicates that a site proposed for development may contain paleontological resources, a report stating the extent and potential significance of the resources that may exist within the proposed development shall be prepared and include mitigation measures as appropriate. (MM)



CHAPTER 6: RESOURCE MANAGEMENT

ACTION ITEM RM-16.4: The City will work with the Native American community and others to adopt an appropriate process and procedure for the monitoring of excavation in cultural and paleontological sensitive areas and adopt a process for ensuring the appropriate curation of any cultural or paleontological resources discovered. (MM)

POLICY RM-17: Seek to protect significant historical sites or structures by offering programs and/or incentives to preserve, restore, or reuse the structures while maintaining their historical significance and integrity. (MM)

ACTION ITEM RM-17.1: Identify opportunities for adaptive reuse of historic sites and buildings. (MM)

AGRICULTURAL RESOURCES

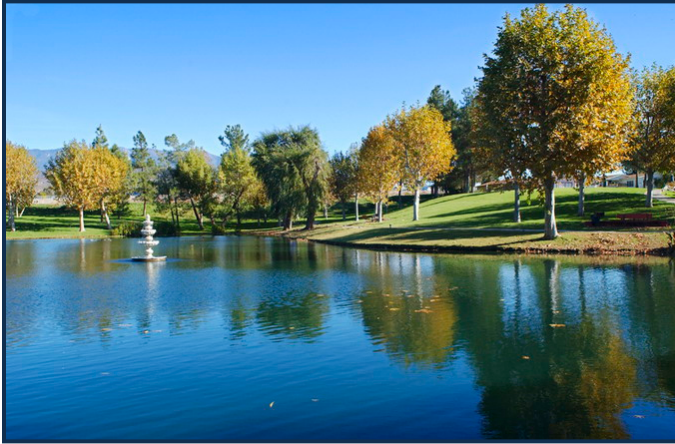
POLICY RM-18: Ensure the compatibility of agricultural uses with adjacent urban areas by requiring development to set back adequate distances; provide buffers such as landscaping, earthen berms, or other physical barriers. (MM)

POLICY RM-19: Encourage the use of sound agricultural practices to minimize the disturbance of the natural environment while maximizing agricultural production capabilities. (MM)

CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION



INTRODUCTION



The lake at Plantation on the Lake is one example of the many open space resources that contribute to the quality of life in Calimesa.

Parks, recreation, and open space are important components of the quality of life desired by the residents of Calimesa. This chapter of the General Plan addresses the City's goals and policies related to these issues and the actions the City will take to ensure that residents' needs and desires for parks, recreation, and open space are recognized and addressed as the development of the city continues. The city's open space potential is significant and identifies the need to maintain existing open space and natural recreational areas, as well as to create additional areas for the enjoyment of residents and the protection of the environment.

The goals, policies, and actions of this Open Space, Parks, and Recreation Chapter are intended to achieve the City's vision of open spaces that are accessible to all members of the community. This chapter establishes a policy framework and action program for the improvement, expansion, and maintenance of the city's open space and recreation lands.

BACKGROUND

Preservation of open space and provision of active recreation opportunities in Calimesa are a main component in the Calimesa Community Vision. The City has emphasized its commitment to preservation of open space through adoption of its Hillside Ordinance and Oak Tree Preservation Ordinance and participation in the Western Riverside County Multiple Species Habitat Conservation Plan.

However, despite a commitment to preserving open space, Calimesa's lack of variety in public and special interest park and recreation facilities indicates that the recreational facilities in the area need to be expanded. In 2006, the City prepared a Neighborhood Park Study, which identified proposed sites and the feasibility of those sites within the developed areas of the city.



CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION

PARK AND RECREATION FACILITIES

CITY-OWNED RECREATION FACILITIES

Recreational facilities in Calimesa are limited to a small park and the Norton Younglove Multipurpose Senior Center. These facilities occupy approximately 2.47 acres, in addition to 2.79 undeveloped acres located on 4th Street south of the Calimesa Drainage Channel (see Figure OSPR-1).

- **The Norton Younglove Multipurpose Senior Center.** The senior center (photo right) is located at 908 Park Avenue, adjacent to City Hall. Operation of the Senior Center ensures Calimesa seniors access to available community resources and assures seniors that continuing efforts will be made to assist them in living independently in the community. The center also serves as the venue for meetings and events when not serving the needs of seniors.



Norton Younglove Multipurpose Senior Center

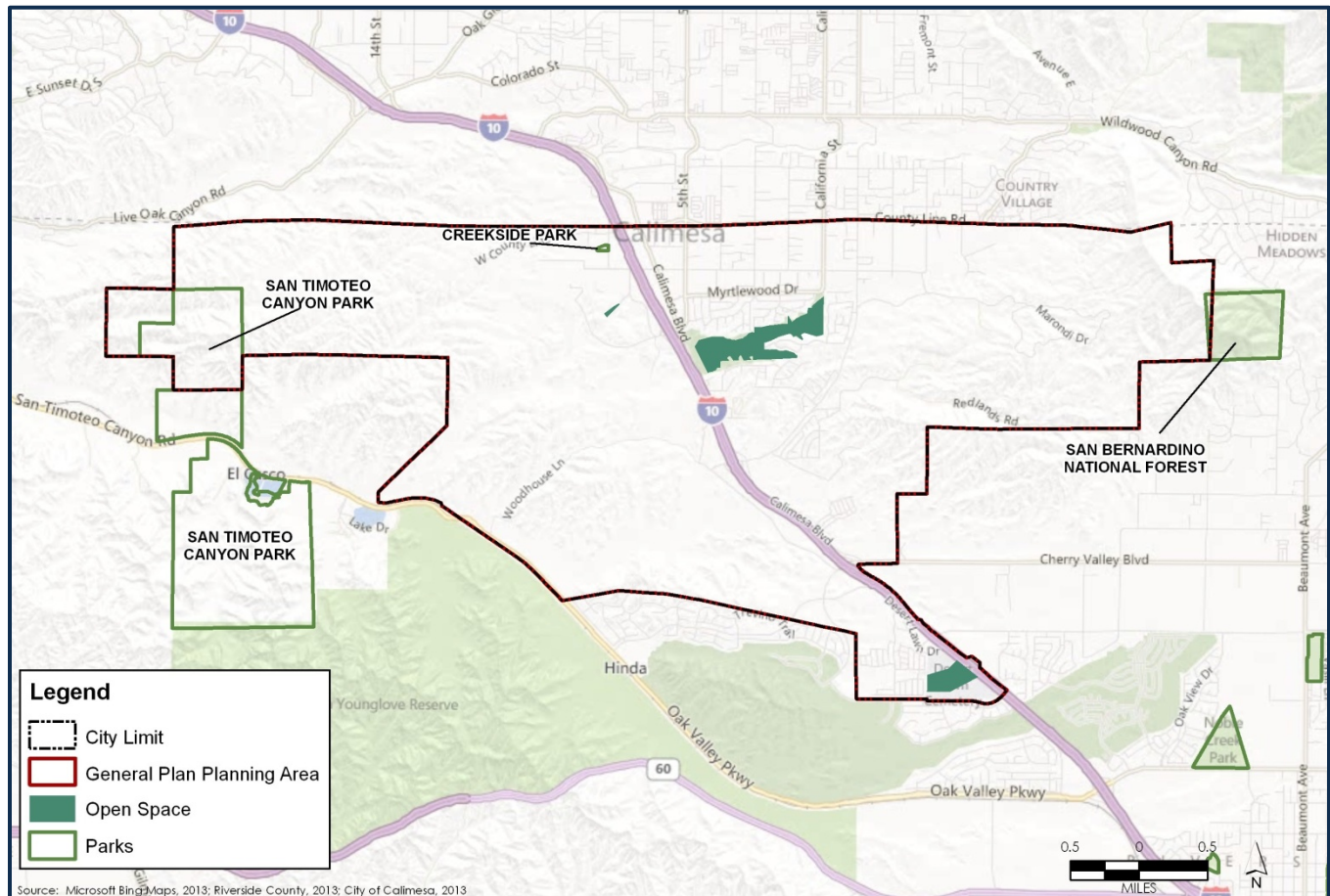
- **Creekside Park.** This park encompasses 1.17 acres on 7th Place between West Avenue L and West County Line Road, west of Interstate 10. It includes a comfort station, basketball hoops, a children's play area, and picnic areas.
- **4th Street Park.** As of the writing of this General Plan (2013), a new 2.8-acre park on 4th Street is scheduled to open in early 2014. Designed through a community-based process, the park will include a playground area, picnic areas, a multi-use trail with fitness stations, garden areas, and a dog park.

Park and recreation programs are supported by the Community Services Commission, which is responsible for recommending policies and procedures to the City Council for the administration, operation, development, improvement, and maintenance of community facilities, including parks, recreation facilities, and park and recreation programs.

CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION



FIGURE OSPR-1: EXISTING PUBLIC PARKS AND OPEN SPACE AREAS



PRIVATELY OWNED RECREATION FACILITIES

The Calimesa Golf and Country Club is a 108-acre, semi-private commercial facility on 3rd Street between the Sandalwood and Buena Mesa single-family residential neighborhoods. This recreational facility provides an 18-hole public golf course and a clubhouse in the Garden Air Wash, a major drainage for the foothills.



CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION

MULTI-USE TRAILS

Calimesa recognizes that a series of multi-use trails is a key component in developing a linked park and open space system. The Calimesa Multi-Use Trail Manual¹ includes guidelines and standards for the development of trails, while the Calimesa Multi-Use Trail System and Map² includes a comprehensive multi-use trail system providing a variety of options for activities and linkages.

Trails are designed to incorporate the historic trails throughout the city while preserving sensitive open space and wildlife corridors. A primary objective for the trail system is to provide connectivity between neighborhoods, open space and park areas, and regional trails beyond the city limits.

OPEN SPACE

Open space preservation may serve multiple functions, including protection of natural open areas, watersheds, environmentally sensitive areas such as creeks and riparian areas, wildlife habitat, hillsides, and visual resources. Open spaces in Calimesa currently include the Southern California Edison easement, the Calimesa Channel and Calimesa Creek, Calimesa Golf and Country Club, and other unimproved stream courses. However, the many hillsides and canyons in the Calimesa area provide opportunities for further preservation of open space areas as the city develops.

Note to the Reader: The issue of open space is closely related to parks and recreation. While open spaces are not “parks,” they can provide important benefits for both Calimesa residents and the natural systems that still exist in the area. The City’s goals and policies for the preservation of open space for a variety of uses are addressed in the Resource Management Chapter and the Safety Chapter of this General Plan. The reader is invited to consult those chapters for detailed policies and actions dealing with open space in all its forms.

¹ Available here: <http://www.cityofcalimesa.net/Forms/Calimesa%20Multi-Use%20Trail%20Manual.pdf>

² Available here: <http://www.cityofcalimesa.net/Forms/The%20Multi-Use%20Trail%20System%20&%20Master%20Trail%20Map%20Proposal%20-%20November%202007.pdf>

CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION



NEARBY RECREATIONAL FACILITIES

There are several local, regional, and state parks in San Bernardino and Riverside counties that are close to and available to Calimesa residents (shown in part in Figure OSPR-1). Many other smaller parks are found in the neighboring cities of Yucaipa and Redlands.

- **I Street Park (Yucaipa).** This park encompasses approximately 11 acres located at 5th Street and Avenue I in Yucaipa, approximately a quarter-mile north of Calimesa. Facilities at the park include softball diamonds, basketball courts, and two tennis courts. Between 1968 and 1970, the Calimesa Chamber of Commerce helped form County Service Area 74, which appropriated funds from Riverside County residents' parcel fees to develop and improve Calimesa (I Street) Park. A Joint Powers Agreement with the Yucaipa Valley Park and Recreation District in San Bernardino County provided the means for bi-county cooperation to complete this park. Although Calimesa parcel fees were used to improve this facility, I Street Park is owned and operated by the City of Yucaipa.
- **Yucaipa Wildwood Park (Yucaipa).** This facility is located at Mesa Grande and Wildwood Canyon Road and features the beauty of large oak trees. In addition to picnic and play areas, there is an equestrian staging area. This park is operated by the City of Yucaipa.
- **Yucaipa Regional Park and Yucaipa Community Park (Yucaipa).** These facilities are located along Oak Glen Road in the northwest portion of Yucaipa, 2 miles northwest of Calimesa. Features of the 400-acre park include three large lakes, a swimming complex, a snack bar, and an administrative office. Summer activities include use of two 350-foot water slides, paddleboats, and aqua cycles. Freshwater rainbow trout fishing is also available, and the San Bernardino County Regional Parks Department stocks the lake. Winter activities include tent and RV camping. The park is operated and maintained by the County of San Bernardino. Yucaipa Community Park is contiguous to the Yucaipa Regional Park and includes a community center and ball fields; it is operated by the City of Yucaipa.
- **Wildwood Canyon State Park (Wildwood).** This park includes over 900 acres of rolling tree-studded hills. The park is open without charge for daytime non-motorized activities, including hiking, equestrian, and biking activities.
- **Bogart Park (Cherry Valley).** This park is in the community of Cherry Valley, approximately 1.75 miles east of Calimesa. The park covers 600 acres and consists of hilly land with live oak trees and a lake fed by Noble Creek. Available recreational activities include equestrian, hiking, picnicking, and group camping. The park is operated by the County of Riverside.



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- **Noble Creek Park (Cherry Valley).** This park is in the community of Cherry Valley approximately 1.5 miles southeast of Calimesa. The park's 63 acres are developed with softball fields, baseball diamonds, tennis courts, picnic and playground facilities, an equestrian arena, a recreation center for receptions, and an administrative office. Noble Creek Park is part of the Beaumont-Cherry Valley Parks and Recreation District.
- **San Bernardino National Forest.** The border of the National Forest touches Calimesa's eastern boundary (see Figure OSPR-1). The San Bernardino National Forest offers camping facilities, multi-use trails, and picnic and rest areas for public use.

LIBRARY SERVICES



The public library on Calimesa Boulevard.

The library in Calimesa is operated by Library Systems and Services (LSSI) under contract with the Riverside County Library System. The library (photo left) currently provides 0.35 square feet of library space per capita, well below the 0.50 square feet recommended by the American Library Association.

The San Bernardino Public Library System operates a branch at 12040 5th Street in Yucaipa, which is also available to Calimesa residents. The Beaumont Library District operates its library at 125 E. 8th Street in Beaumont.

The City has purchased the former post office site adjacent to the library as part of a plan to expand the library in the future. The combined site totals 1.14 acres; the long-range plan is to merge the two parcels and construct a new expanded library on the site. As of 2013, the land is being banked until funding for an expanded library facility is secured.

CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION



RELATED PLANS AND PROGRAMS

The Open Space, Parks, and Recreation Chapter relates to several other plans and programs, including the following:

- **Calimesa Multi-Use Trail Manual, 2006.** This manual contains trail design guidelines and standards with the purpose of supplementing existing and future trail enhancement. The purpose of the manual is to preserve open space and recreation opportunities for walking, hiking, biking, and equestrian activities as well as to ensure access to regional trail systems. The manual works in conjunction with the Calimesa Multi-Use Trail System and Master Trail Map.
- **Calimesa Multi-Use Trail System and Master Trail Map, 2007.** A key component of the Multi-Use Trail System and Map is to provide connectivity within all areas of the city as well as with neighboring jurisdictions, nearby parks, and regional trail systems. This plan is a companion document to the Calimesa Multi-Use Trail Manual.
- **Quimby Act.** The act is state legislation that allows local jurisdictions to require dedication of land and/or payment of fees for park and recreation purposes during the subdivision process.

KEY ISSUES

This Parks, Open Space, and Recreation Chapter addresses issues identified during the preparation of the City's General Plan through discussions with the General Plan Advisory Committee and City staff, and feedback received during the various public meetings. The goals, policies, and actions included in this chapter have been prepared in consideration of these issues, which include the need to:

- Preserve open space.
- Expand the existing trail system.
- Continue community programs and services, particularly for youth and active adults.
- Increase active recreation opportunities and facilities.



CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION

OPEN SPACE, PARKS, AND RECREATION GOALS

GOAL OSPR-1:	Provide a network of open space areas that preserve natural resources and wildlife corridors to provide visual and physical relief from urban development.
GOAL OSPR-2:	Provide a safe, comprehensive network of interconnecting off-road trails and amenities to connect new and existing neighborhoods, parks and open space areas and areas outside the City for the purposes of maintaining and enhancing opportunities for equestrian riding, bicycle riding, walking, and hiking throughout the city.
GOAL OSPR-3:	Develop active and passive park sites and multi-use trails that will serve all segments of the community based on reasonable service needs.
GOAL OSPR-4:	Develop and maintain facilities for the use of all community members for recreation, relaxation, and social interaction based on reasonable service needs.
GOAL OSPR-5:	Provide opportunities for the joint use of public facilities for recreational purposes.

OPEN SPACE, PARKS, AND RECREATION POLICIES

Policies are provided in this chapter in the following areas:

- Open Space Areas – Page 7-8
- Parks and Trails – Page 7-9
- Recreational Facilities – Page 7-13
- Joint Use and Coordination – Page 7-13

Note to the Reader: The policies and action items designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for this General Plan.

OPEN SPACE AREAS

POLICY OSPR-1:	The City shall seek the dedication, acquisition, creation, and maintenance of contiguous open space lands and trails within development projects connecting to those open space lands to provide a network of multi-use trails throughout the city. (MM)
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CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION



ACTION ITEM OSPR-1.1: Require dedication of contiguous open space lands in order to provide a network of multi-use trails throughout the city. (MM)

ACTION ITEM OSPR-1.2: Seek funding sources for the preservation and maintenance of open space areas in the city. (MM)

POLICY OSPR-2: Protect and preserve areas with endangered plant and animal species habitat and land containing unique geographic features as open space through acquisition, dedication, or other means of preservation. (MM)

ACTION ITEM OSPR-2.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan. (MM)

POLICY OSPR-3: Encourage open space and quasi-passive recreational uses for utility corridors and areas identified for limited building due to flood, earthquake, and landslide risk. (MM)

ACTION ITEM OSPR-3.1: Designate city scenic corridors and viewsheds and develop guidelines for developments along or adjacent to these corridors. (MM)

PARKS AND TRAILS

POLICY OSPR-4: The City will seek to provide 5 acres of developed parkland per 1,000 residents. (MM)

POLICY OSPR-5: Encourage the development of a central community park site and other park sites easily accessible to neighborhoods. (MM)

POLICY OSPR-6: Encourage the development of active and passive parks on open space lands not designated for habitat protection. (MM)

POLICY OSPR-7: The City will work with the Counties of Riverside and San Bernardino and other municipalities to explore areas of cooperation regarding connectivity between city multi-use trails and regional trail systems. (MM)

POLICY OSPR-8: Implementation of a well-designed, interconnected system of equestrian riding, bicycle riding, and walking and hiking trails throughout the community continues to be a priority for the City. For that purpose, Figure OSPR-2, "Trails Master Plan," depicts the City's desired trails system. Trail alignments are not intended to be specific and deviations from the specific location shall be allowed provided that the deviation does not eliminate a



CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION

trail connection between one neighborhood and another neighborhood or area of the city, and the opportunity for a deviation in a specific location is not used by a property owner or developer to eliminate an existing trail connection or avoid providing trail connections along or across his or her property if one does not currently exist.

ACTION ITEM OSPR-8.1: Update and maintain the Master Trails Map and Multi-Use Trail Manual to guide existing and future trail development. (MM)

ACTION ITEM OSPR-8.2: Evaluate development proposals on or near proposed trails, and to the fullest extent permitted by law, require dedication, construction, or both dedication and construction, of trails as a condition of project approval.

ACTION ITEM OSPR-8.3: Seek out and pursue all forms of federal, state, local, private, foundation, and endowment support to assist in the continuing acquisition, development, and programming of park, trail, and recreation resources in the city. (MM)

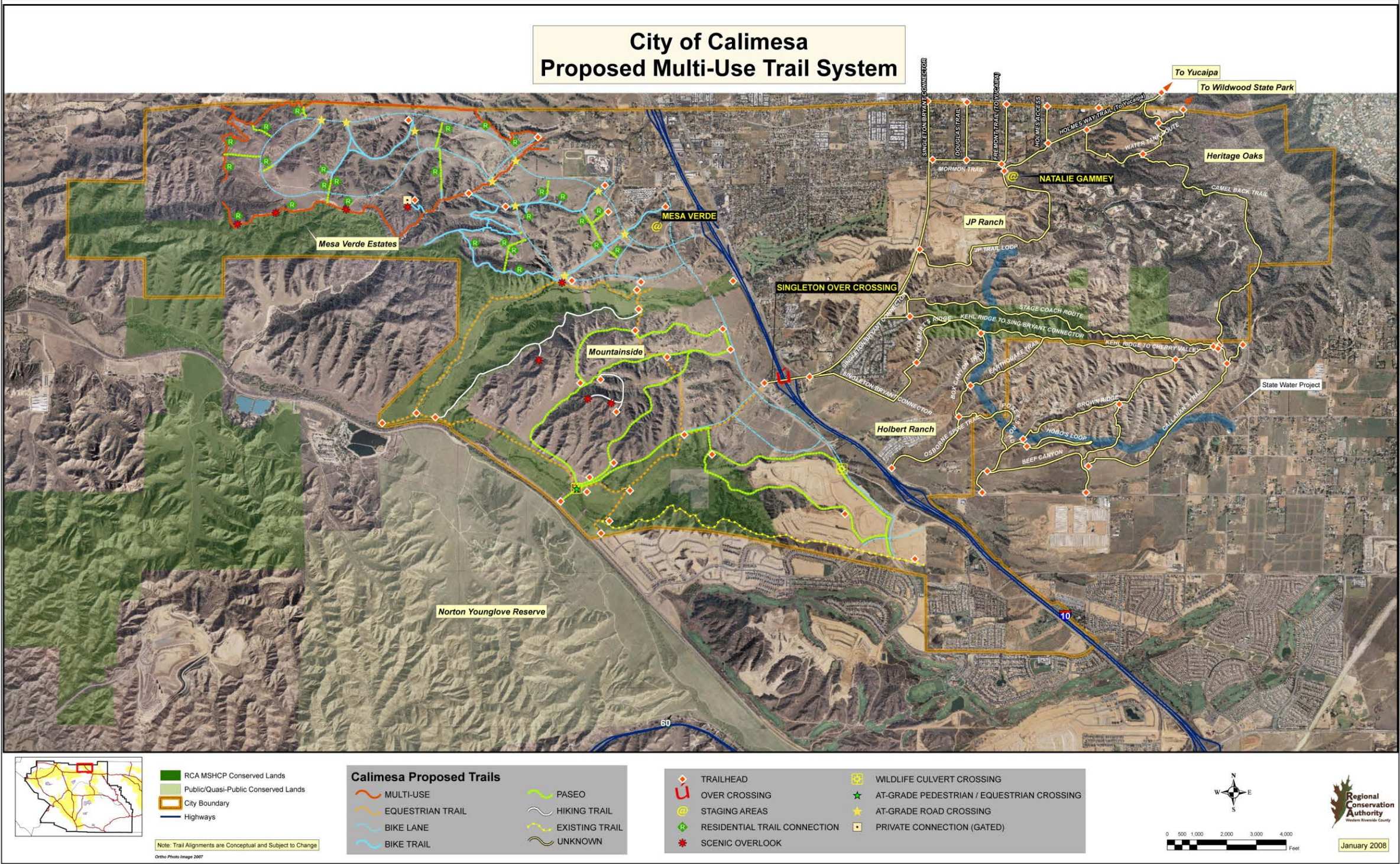
POLICY OSPR-9: Encourage neighborhood groups, organizations, clubs, and businesses to take a greater interest and financial responsibility in the improvement of the park and recreation system in the city through the donation of land, equipment, services, and/or financial support. (MM)

POLICY OSPR-10: Encourage private individual endowment of specific recreational needs. (MM)

CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION



FIGURE OSPR-2: TRAILS MASTER PLAN





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CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION



RECREATIONAL FACILITIES

- POLICY OSPR-11:** Encourage the development of private recreational facilities, when appropriate, to increase the recreational opportunities available to residents. (MM)
- POLICY OSPR-12:** Require the provision of recreational facilities concurrent with the development they serve. (MM)
- POLICY OSPR-13:** Encourage development of additional cultural facilities (community center, theater, library, etc.) to meet the needs of the community. (MM)
- ACTION ITEM OSPR-13.1:** Develop an achievable five-year and ten-year capital facilities plan for parks and recreational facilities. (MM)
- ACTION ITEM OSPR-13.2:** Survey community residents every five years to develop strategies to meet their desires and needs for recreation. (MM)

JOINT USE AND COORDINATION

- POLICY OSPR-14:** The City will work cooperatively with other agencies to maximize the use of all types of open space and parks facilities and programs for the benefit of the public. (MM)
- ACTION ITEM OSPR-14.1:** Develop cooperative programs with school districts and other agencies where joint use of facilities would lead to increased and enhanced facility use. (MM)
- ACTION ITEM OSPR-14.2:** Continue to develop programs for special populations such as seniors, persons with special needs, and teens. Joint planning of such programs should be coordinated with other service providers. (MM)
- ACTION ITEM OSPR-14.3:** Continue to coordinate with school districts in the location of future elementary and junior high school sites to allow for adjacent park acquisition and subsequent park/library/school complexes. (MM)
- ACTION ITEM OSPR-14.4:** Continue to evaluate adult programs and classes offered by community colleges and school district adult programs to identify opportunities for shared programs and overall cost savings. (MM)



CHAPTER 7: OPEN SPACE, PARKS, AND RECREATION

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CHAPTER 8: SAFETY



INTRODUCTION



Wildfire is a fact of life in Calimesa's hillsides and canyons. This 2005 fire burned in San Timoteo Canyon.

Safety is an important aspect in ensuring the general well-being of city residents, and it encompasses the response to many man-made and naturally occurring hazards. The City's response to general safety concerns will determine its success in maintaining and attracting residents and businesses.

This Safety Chapter seeks to recognize and remedy both present and anticipated concerns about the ongoing well-being of city residents, employees, and visitors. The goals, policies, and actions identify viable solutions to minimize the potential risk of death, injuries, property damage, and economic hardship and social displacement resulting from fires, floods, earthquakes,

landslides, and other hazards. Additionally, this chapter addresses safety and hazards related to the potential release of hazardous materials into the community and general issues related to police and fire protection services.

BACKGROUND

Like many places in California, Calimesa is subject to a variety of potential safety hazards. Some hazards are created by the natural environment; others are man-made and result from human activities.

This chapter briefly describes the following types of safety issues that affect Calimesa:

- Seismic hazards
- Flooding and inundation
- Fire hazards
- Hazardous materials and waste
- Critical facilities and lifelines

One additional safety-related issue—police and fire protection—is addressed in the Infrastructure and Public Services Chapter of this General Plan.



CHAPTER 8: SAFETY

SEISMIC HAZARDS

While Calimesa is at risk from many natural and man-made hazards, the event with the greatest potential for loss of life or property and economic damage is an earthquake. This is true for most of Southern California, since damaging earthquakes are frequent, affect widespread areas, trigger many secondary effects, and can overwhelm the ability of local jurisdictions to respond. In Calimesa, earthquake-triggered geologic effects include ground shaking, landslides, liquefaction, and subsidence. Earthquakes can also cause human-made hazards such as fires and toxic chemical releases.

Earthquake risk is very high in western Riverside County (which includes Calimesa), due to the nearby presence of two of California's most active faults: the San Andreas and the San Jacinto.

Most of the loss of life and injuries from earthquakes are due to damage and collapse of buildings and structures. Building codes have generally been made more stringent following damaging earthquakes.

In addition to ground shaking, earthquakes can also lead to other, secondary effects as described below. Maps showing areas in Calimesa that are potentially affected by these hazards are shown in the Environmental Impact Report for this General Plan and are available online and from other locations.

FAULT RUPTURE

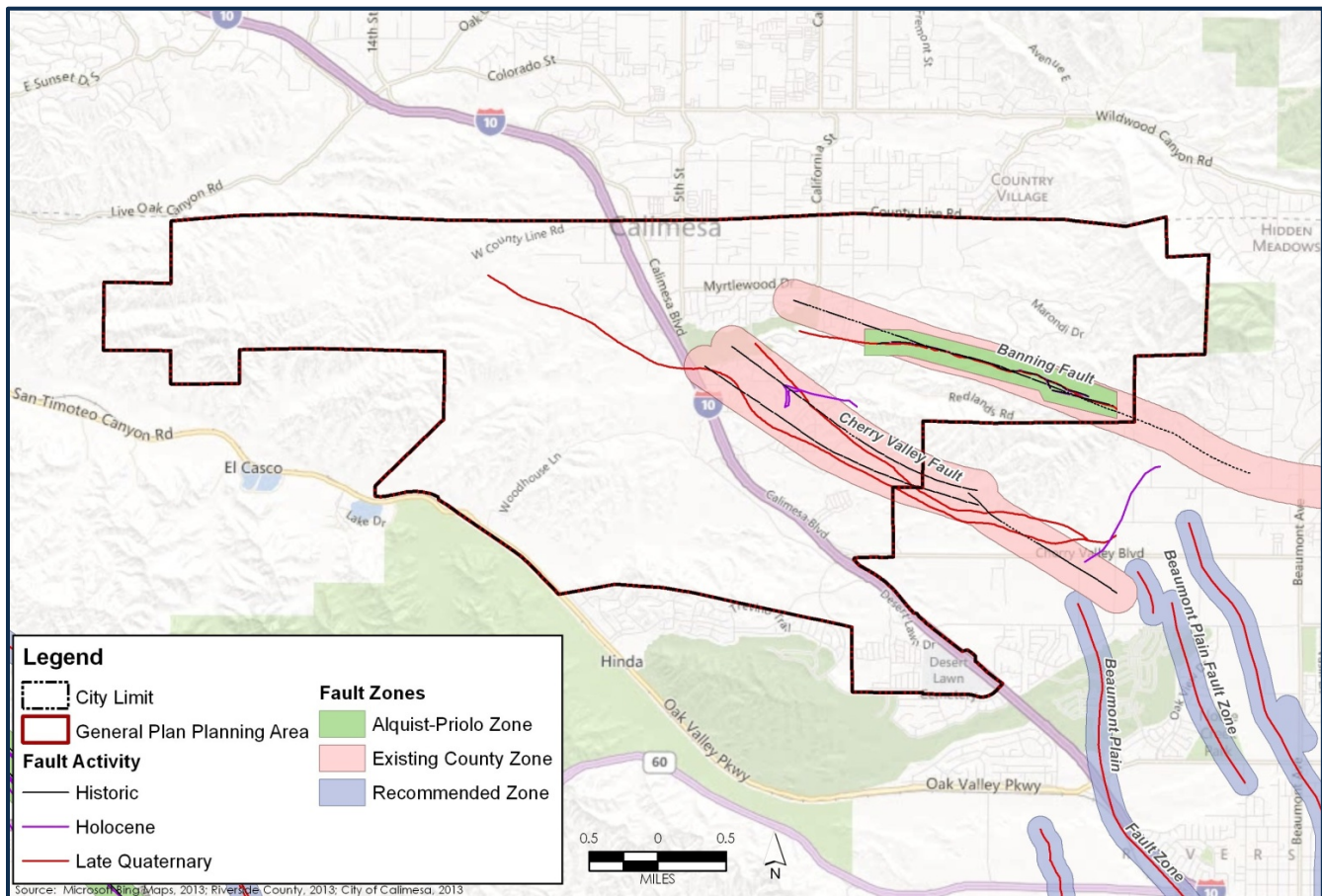
Damage due to earthquake fault rupture typically results in a relatively small percentage of the total damage in an earthquake, but proximity to a rupturing fault can cause profound damage. The proximity of Calimesa to the San Andreas and San Jacinto faults, as well as to other smaller faults in the region associated with the San Andreas fault system, has the potential for generating earthquakes that would result in strong ground shaking including surface rupture.

Known fault zones are shown in Figure SAF-1 below. Updated official information on fault zones in California is available at: <http://www.consrv.ca.gov/cgs/rghm/ap/Pages/index.aspx>.

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FIGURE SAF-1: FAULT ZONES



SEISMICALLY INDUCED LIQUEFACTION

Liquefaction occurs primarily in saturated, loose, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the surface. When liquefaction occurs, the soil behaves more like a liquid than a solid. Severe damage to structures can result when they sink into the liquefied soil.

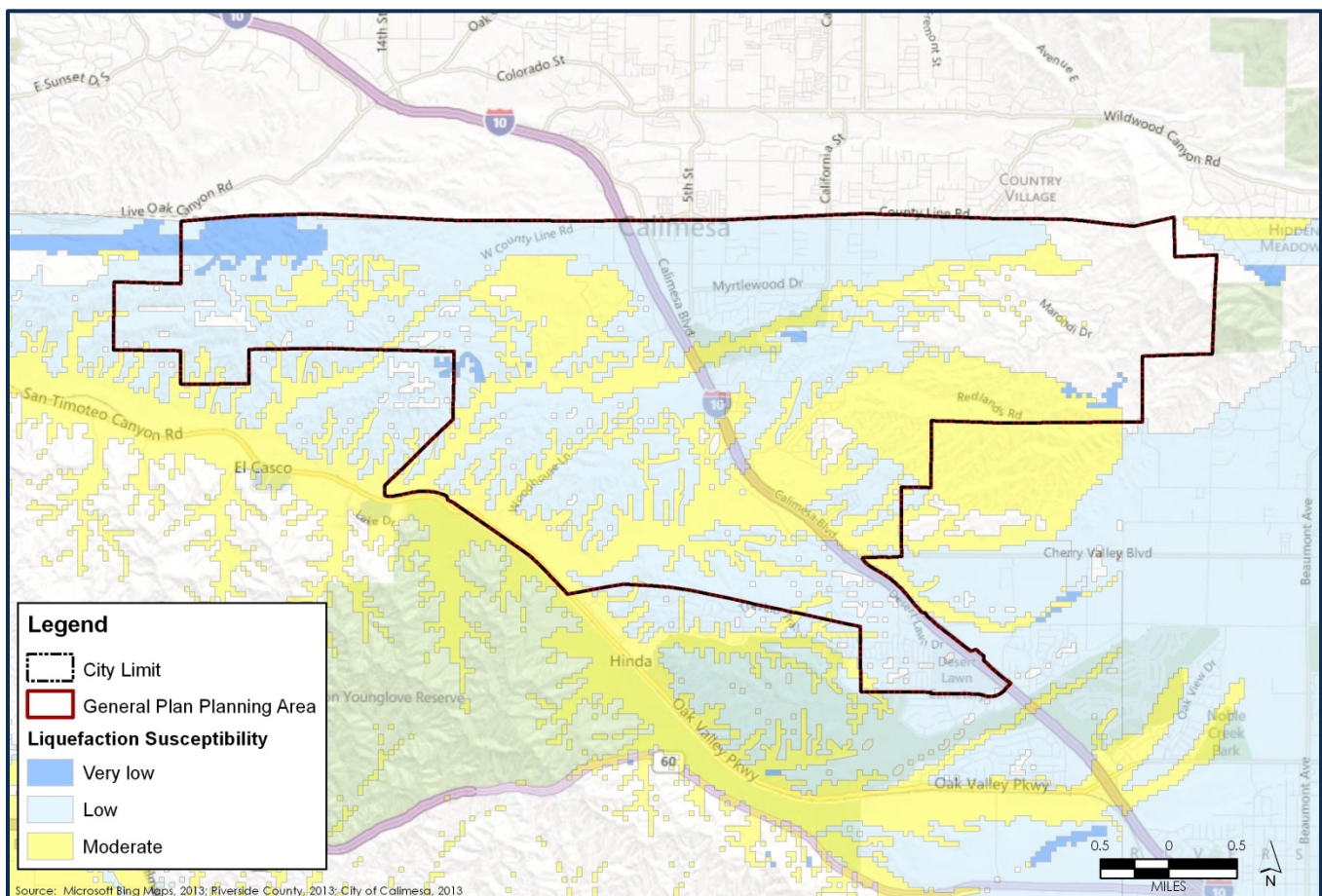
In the Calimesa area, most of the canyon tributaries to San Timoteo Creek are filled with loose, unconsolidated deposits that have the potential for liquefaction during a moderate to large earthquake. Additionally, various engineering, geology, and geotechnical studies conducted in the Oak Valley area of Calimesa have confirmed the presence of liquefiable soils. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks, and a water-soil slurry bubbles onto the ground surface.



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Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. Site-specific geotechnical studies are the only practical and reliable way of determining the specific liquefaction potential of a site; however, a determination of general risk potential can be provided based on soil type and depth of groundwater. Areas identified as susceptible to liquefaction are identified in Figure SAF-2.

FIGURE SAF-2: LIQUEFACTION SUSCEPTIBILITY



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SUBSIDENCE AND EXPANSIVE & COLLAPSIBLE SOILS

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes and the long-term extraction of underlying groundwater, oil, or gas. Much of Calimesa is susceptible to subsidence. Figure SAF-3 shows areas in the city that are subject to subsidence.

Expansive soils have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can be found in hillside areas as well as in low-lying alluvial basins. Figure SAF-4 shows general geologic conditions in Calimesa.

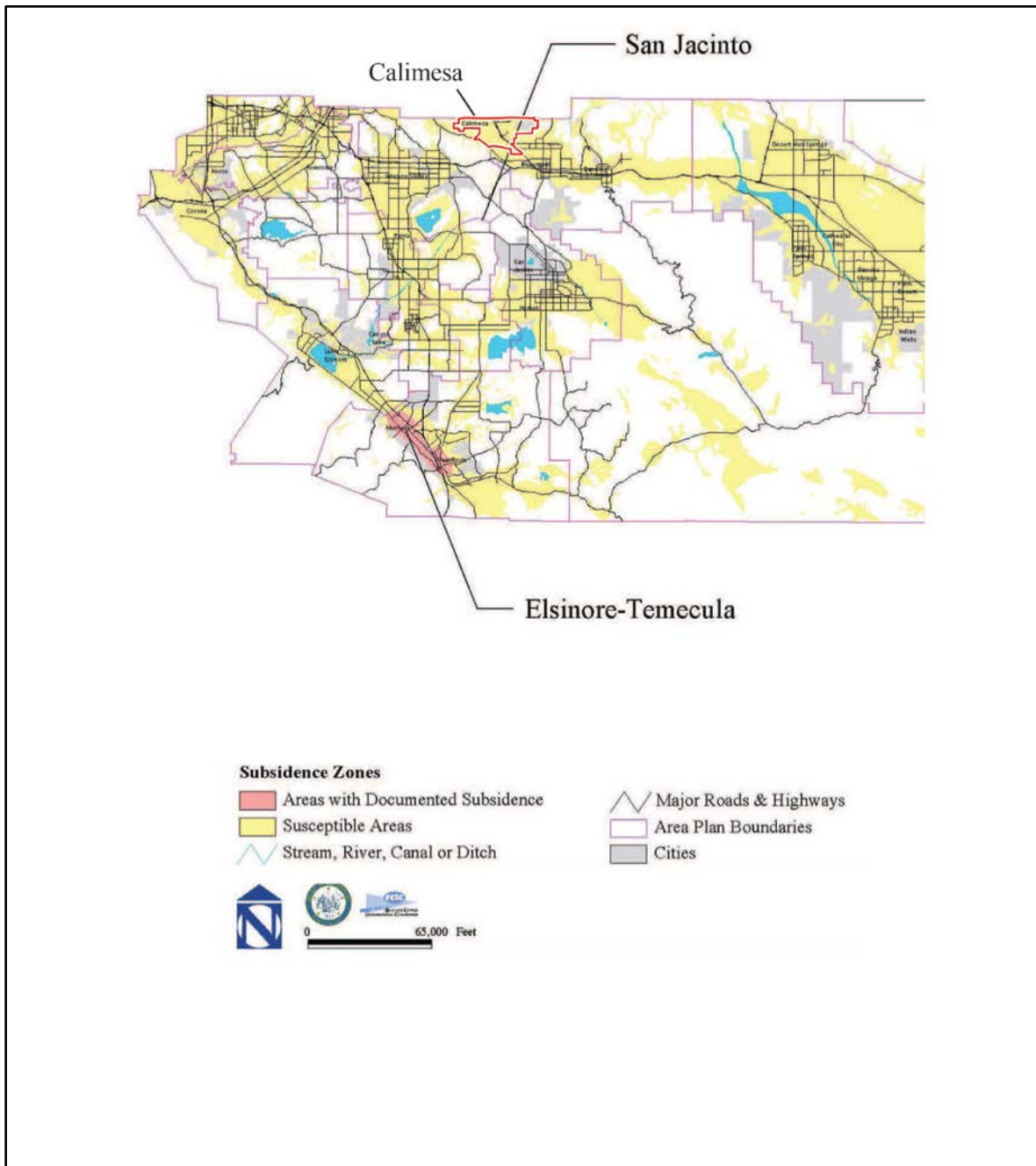
Expansion testing and mitigation are required by current grading and building codes. Special engineering designs are used effectively to alleviate problems caused by expansive soils. Homeowner involvement is required to maintain these standards. Homeowners are important because moisture control and modified drainage can minimize the effects of expansive soils. Homeowners should be educated about the importance of maintaining a constant level of moisture below their home's foundation.

Hydroconsolidation, or soil collapse, typically occurs in recently deposited (less than 10,000 years old) soils that were deposited in an arid or semi-arid environment. These soils collapse when they are saturated by water; rapid, substantial settlement results. An increase in surface water infiltration, such as from irrigation or a rise in the groundwater table, combined with the weight of a building or structure, can initiate settlement and cause foundations and walls to crack.



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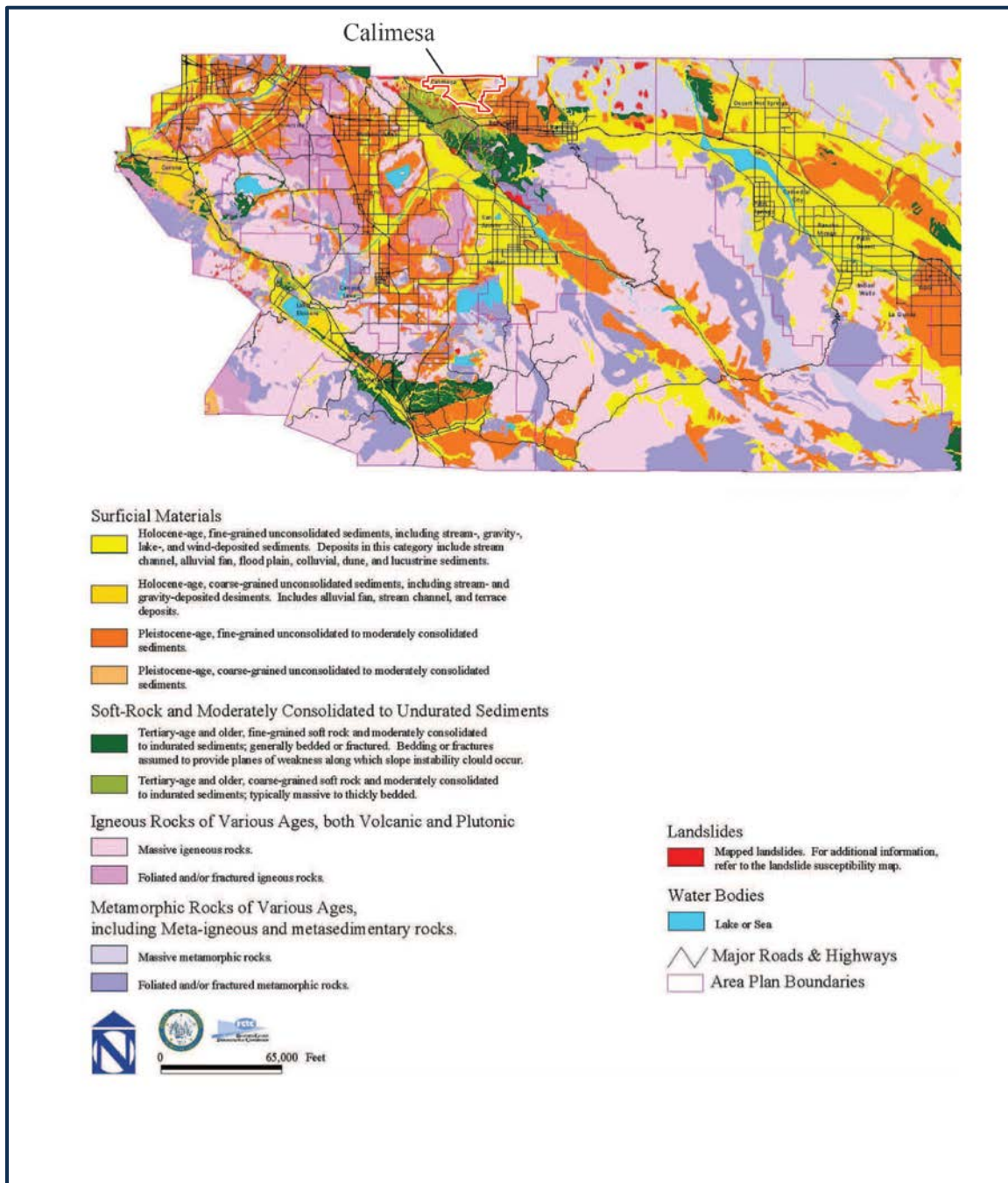
FIGURE SAF-3: AREAS SUBJECT TO SUBSIDENCE



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FIGURE SAF-4: GENERAL GEOLOGIC CONDITIONS





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FLOOD HAZARDS

In Calimesa, flood hazards are primarily limited to the areas along the various creeks in the Planning Area. These areas are planned (please see the Land Use Chapter of this General Plan) for uses consistent with periodic flooding (such as open space and parks). Potential flood hazards are known to affect County Line Road, Calimesa Boulevard, and Park Avenue. Occasional flooding is also known to occur at the City Fire Station site due to its proximity to the Calimesa Creek, which abuts the property to the north. During heavy storm events, water from Calimesa Creek encroaches onto the fire station property causing localized flooding at the site. The City is planning improvements to both Calimesa Creek and the Garden Air Wash to enhance flood protection, consistent with the Riverside County Flood Control and Water Conservation District standards to safely convey 100-year flood events. These improvements will alleviate flooding to local roads, utilities, and public facilities. In developed areas of Calimesa, flood risk will remain low if canyon drainages remain undeveloped and drainage-control facilities are properly maintained.

Figure SAF-5 illustrates 100- and 500-year flood hazard zones.

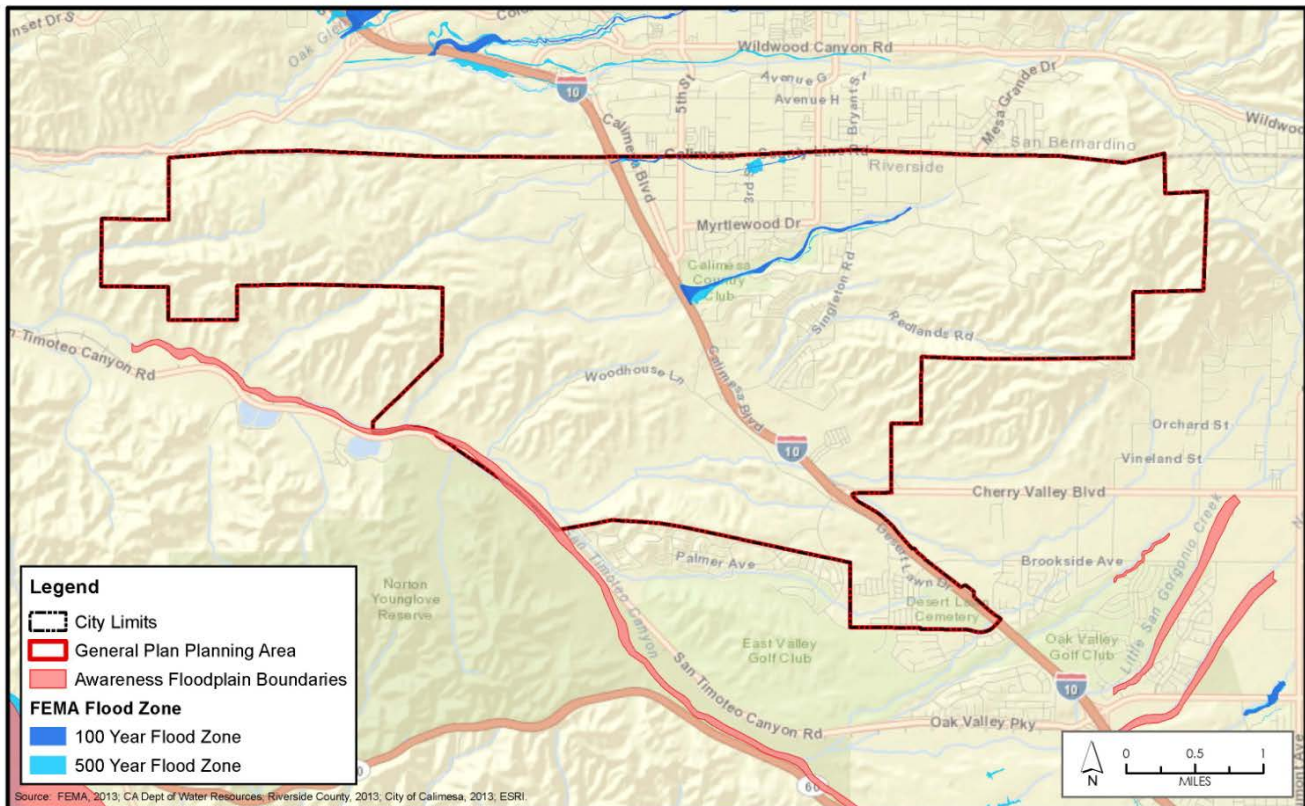
Note to the Reader: Although recent changes in state law require cities to identify areas subject to “200-year” flooding, neither the Federal Emergency Management Agency (FEMA) nor the Department of Water Resources (DWR) have yet (as of 2013) mapped these areas for Calimesa. These areas will be more extensive than the 100-year flood zones shown in Figure SAF-5. Additionally, the City has no historical data on flooding available.

One additional type of flooding that can occur is the catastrophic flood caused by the failure of a dam. Calimesa is not in an area that would be affected by inundation due to the failure of an upstream dam.

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FIGURE SAF-5: FLOOD ZONES



FIRE HAZARDS

Chaparral-filled canyon areas pose a significant fire hazard in the city, highlighting the need for strict enforcement of brush management and fire prevention programs.

WIND-RELATED FIRE HAZARDS

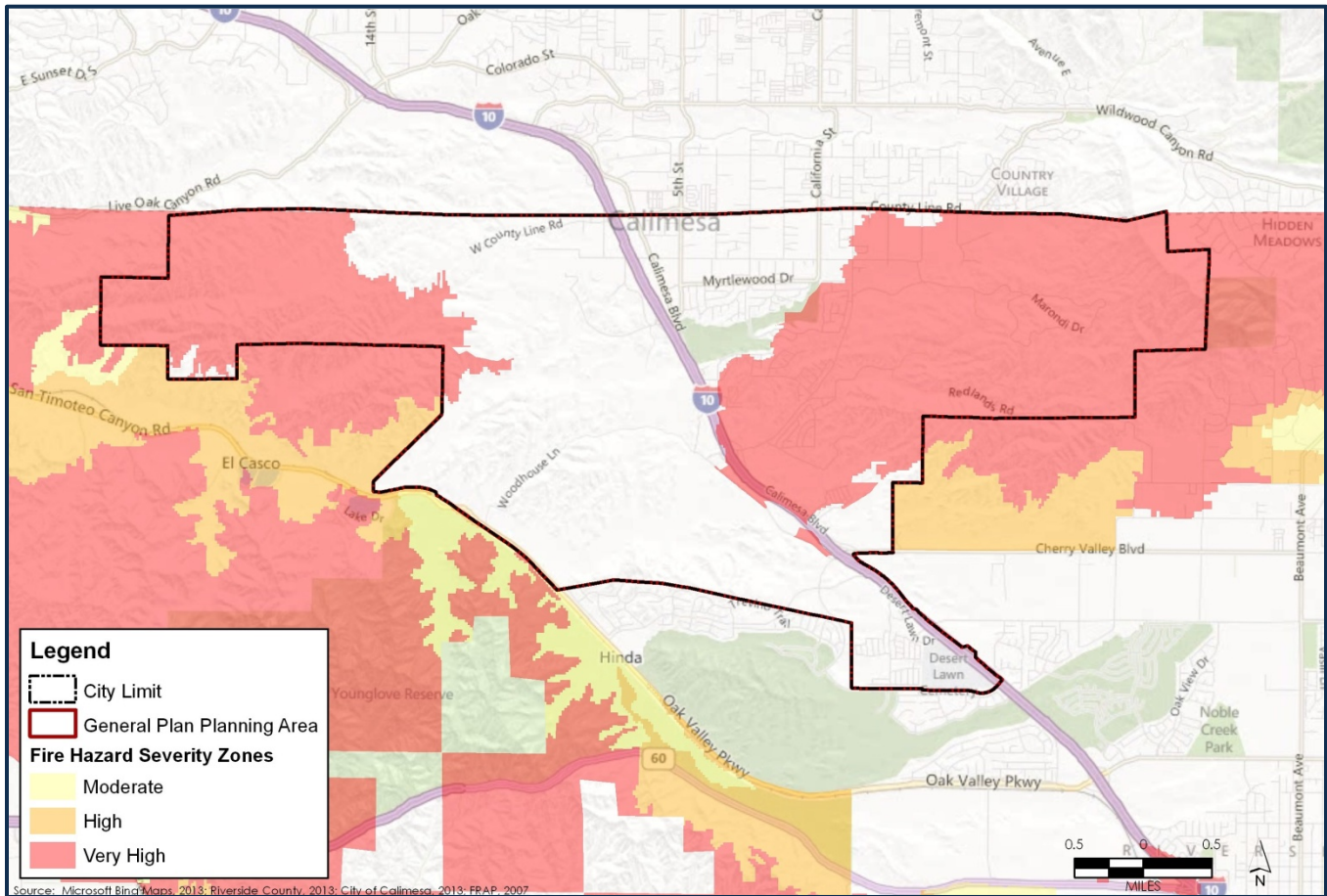
Wildland fires that occur while Santa Ana winds are present constitute a worst-case fire suppression scenario. Because of dry vegetation conditions and Santa Ana winds, the fire danger for Riverside County is considered extremely high for 25 percent of each year. Therefore, there is a statistically significant chance that this worst-case fire suppression scenario could occur.

Fire hazard areas in Calimesa are shown in Figure SAF-6.



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FIGURE SAF-6: FIRE HAZARD AREAS



HAZARDOUS MATERIALS AND WASTE

Technically, the term “hazardous materials” would include the entire spectrum of such substances from pre-product materials to waste.

Pre-product materials are considered to have value and are used in or are the purpose of the manufacturing process, and are referred to as hazardous *materials*. Because they have value, hazardous materials are subject to proper management procedures.

Waste is just that—the valueless byproduct of the manufacturing process that must be disposed of—and is referred to as *hazardous waste* when this byproduct poses a potential threat to human health. Hazardous materials which have been spilled, disposed, dumped, or are otherwise released into the environment immediately become hazardous waste.

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Although the term “hazardous waste” is much more widely known, and the effects of its poor management are very evident, hazardous materials are actually more commonly in close proximity to the general public. Hazardous materials are more frequently transported on freeways and public roads and are more frequently stored in close proximity to residential areas. (An excellent example is the local service station that stores thousands of gallons of a highly volatile, flammable, and carcinogenic material—gasoline—adjacent to or near residential development with virtually no concern on the part of the public.)

Hazardous waste, on the other hand, is in the spotlight of public concern. The Love Canal (New York), Stringfellow Acid Pits (Riverside County), Times Beach (Missouri), and other incidents have dramatically publicized the result of improper disposal of hazardous waste and have emphasized the need for strict regulation and management of hazardous waste.

CRITICAL FACILITIES AND LIFELINES

Critical facilities are parts of infrastructure that must remain operational after a disaster or facilities that pose unacceptable risks to public safety if severely damaged. In Riverside County, critical facilities include schools, hospitals, fire and police stations, emergency operation centers, communication centers, dams, and industrial sites that use or store explosives, toxic materials, or petroleum products. It is essential that critical facilities have no structural weaknesses and remain operable in the event of an area-wide emergency.

EVACUATION ROUTES

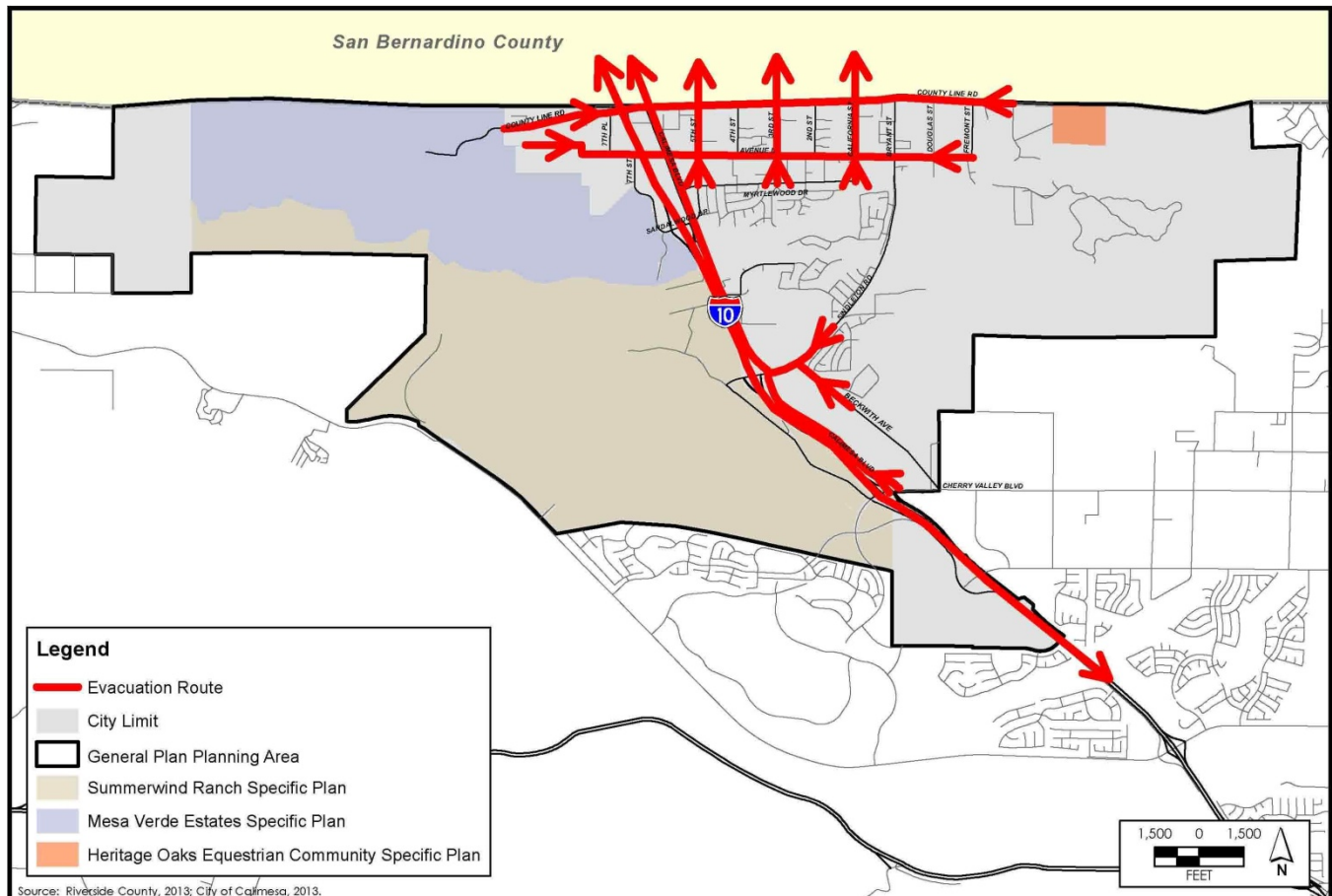
Identifying and maintaining routes to provide ingress and egress during a disaster is critical. The established routes for Calimesa include Interstate 10 and California Street for north-south movement of traffic, and County Line Road for east-west movement of traffic. Additional streets that can augment the routes include Calimesa Boulevard, 3rd Street and 5th Street for north-south traffic flow, as well as Avenue L and Singleton Road for east-west traffic movement. The identified roads maintain widths from 66 feet for collectors to 100 feet for major arterials with Interstate 10 as a six-lane freeway. See Figure TM-1 for roadway designations.

Established evacuation routes in Calimesa are shown in Figure SAF – 7 Evacuation Routes.



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FIGURE SAF-7: EVACUATION ROUTES



ADEQUACY OF PEAK LOAD WATER SUPPLIES FOR FIRE RESPONSE

While there is no standard water flow rate for fire response, the City collaborates with the South Mesa Water District, Yucaipa Valley Water District, Beaumont Cherry Valley Water District, and project applicants to ensure that required flows for new and significantly redeveloped projects are met. In the event of a disaster, secondary water systems may be necessary to supplement the City's water supply. Emergency generators to pump water wells can be used to supplement the supply of water for emergency fire flow. The City shall coordinate with the applicable water districts in the upgrade of the existing water system to provide adequate emergency fire flow capacity over the maximum water demand.

CHAPTER 8: SAFETY



RELATED PLANS AND PROGRAMS

The Safety Chapter relates to several other plans and programs, including the following:

- **City of Calimesa Operations Emergency Plan, 2007.** As the City's official emergency operations plan, the objective of this plan is to incorporate and coordinate all the facilities and personnel of the City into an efficient organization capable of responding effectively to any emergency. The Emergency Plan is an extension of the State Emergency Plan.
- **Riverside County Operational Area Emergency Operations Plan, 2006.** Establishes the emergency organizational structure, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements using the Standardized Emergency Management System. The objective of the Emergency Operations Plan is to incorporate and coordinate all the facilities and personnel of the County and Operational Area member jurisdictions, including Calimesa, into an efficient organization capable of responding effectively to any emergency. The Emergency Operations Plan is an extension of the State Emergency Plan.
- **Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, 2012.** Identifies the county's hazards, reviews and assesses past disaster occurrences, estimates the probability of future occurrences, and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards for the County and Operational Area member jurisdictions, including Calimesa.

In addition to the plans and programs listed above, the following agencies provide support and oversight on safety related issues within the Planning Area:

- **Federal Emergency Management Agency (FEMA).** FEMA is the federal agency charged with preparing the nation for all hazards and effectively managing federal responses and recovery efforts following any national incident (e.g., major flood, earthquake, tornado, and hurricane). FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the US Fire Administration. FEMA will coordinate with the City's designated emergency responders.
- **Plans and Actions of the Federal Environmental Protection Agency (EPA).** The EPA regulates cleanup of groundwater contamination and other pollutants that may be unsafe to humans and the natural environment. There are cleanup sites within the Planning Area, which must comply with the regulations of the EPA.
- **Governor's Office of Emergency Services (OES).** The OES coordinates overall state agency response to major disasters in support of local government. The office is responsible for assuring the state's readiness to respond to and recover from natural, man-made, and war-caused emergencies and for assisting local governments in their emergency preparedness, response, and recovery efforts. The OES reviews and supports the City's adoption of a local Emergency Management Plan.



CHAPTER 8: SAFETY

KEY ISSUES

This Safety Chapter addresses issues identified during the preparation of the City's General Plan through discussions with the General Plan Advisory Committee and City staff, and feedback received during the various public meetings. The goals, policies, and actions included in this chapter have been prepared in consideration of these issues, which include the need to:

- Protect residents and businesses from all types of hazards.
- Protect hillsides and canyon areas, particularly those subject to flooding, from development.
- Plan and prepare for potential natural hazards.

SAFETY GOALS

GOAL SAF-1:	Minimize injury, loss of life, property damage, and other impacts caused by safety hazards of all types.
GOAL SAF-2:	Reduce the potential for health and safety exposure caused by hazardous waste contamination in the city.

SAFETY POLICIES

Policies are provided in this chapter in the following areas:

- Seismic Hazards – Page 8-15
- Flood Hazards – Page 8-15
- Police Protection – *These policies are found in the Infrastructure and Public Services Chapter of this General Plan.*
- Fire Protection – *These policies are found in the Infrastructure and Public Services Chapter of this General Plan.*
- Hazardous Waste and Solid Waste Materials – Page 8-16
- Disaster Response – Page 8-17

Note to the Reader: The policies and action items designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for this General Plan.

CHAPTER 8: SAFETY



SEISMIC HAZARDS

POLICY SAF-1: Discourage development near areas susceptible to potential seismic or geological hazards. (MM)

ACTION ITEM SAF-1.1: Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. Require mitigation of seismic or geologic hazards to the satisfaction of responsible agencies. (MM)

ACTION ITEM SAF-1.2: Require liquefaction assessment studies in areas identified as having moderate to high liquefaction susceptibility. (MM)

ACTION ITEM SAF-1.3: Develop an information program to familiarize citizens with seismic risk. (MM)

POLICY SAF-2: The City supports and will require earthquake strengthening and provisions for alternative or backup essential services, such as water, sewer, electricity, and natural gas pipelines and connections, especially in areas of high seismic or geologic hazard.

POLICY SAF-3: The City will adopt and enforce building code provisions to help buildings and other structures survive an earthquake. (MM)

ACTION ITEM SAF-3.1: Discourage pole platforms as foundations for new single-family residences and encourage correction of existing foundation problems of older pre-1952 residences. (MM)

ACTION ITEM SAF-3.2: Continue to enforce seismic design provisions for Seismic Zone 4 of the Uniform Building Code and encourage the design of critical facilities with greater margins of safety.

FLOOD HAZARDS

POLICY SAF-4: Ensure that development does not divert stormwater runoff onto adjacent properties or cause alteration of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development. (MM)

POLICY SAF-5: New development shall not be permitted to cause alteration of natural drainage courses that could result in adverse impacts to other properties. (MM)



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POLICY SAF-6: All development shall comply with the flood control requirements of the City, as well as of the county, state, and federal governments. (MM)

ACTION ITEM SAF-6.1: Require maintenance of storm drains by homeowners. (MM)

ACTION ITEM SAF-6.2: Require storm drain maintenance in private systems to prevent local flooding, mud, and debris flows from adversely affecting storm drains during strong storms. Maintain public storm drain systems to be able to accommodate their full design capacity. (MM)

ACTION ITEM SAF-6.3: Install neighborhood and private drains to prevent sheet flow onto adjacent properties. (MM)

ACTION ITEM SAF-6.4: Continue to participate in the National Flood Insurance Program. (MM)

ACTION ITEM SAF-6.5: Provide drainage improvements according to the City's Master Flood Control and Drainage Plan to reduce the threat of inundation to developed areas of the city. (MM)

POLICE PROTECTION

Note to the Reader: Policies related to fire protection are contained in the Infrastructure and Public Services Chapter of this General Plan.

FIRE PROTECTION

Note to the Reader: Policies related to fire protection are contained in the Infrastructure and Public Services Chapter of this General Plan.

HAZARDOUS WASTE AND SOLID WASTE MATERIALS

POLICY SAF-7: Land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials shall be located a safe distance from land uses that may be adversely impacted by such activities. (MM)

ACTION ITEM SAF-7.1: The City will enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify such materials at the site and notify the appropriate county, state, and/or federal agencies in the event of a violation. (MM)

ACTION ITEM SAF-7.2: The City will identify any city roadways along which hazardous materials may be transported and restrict the transport of such materials on those routes. (MM)

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ACTION ITEM SAF-7.3: The City will coordinate with the Riverside County Fire Department and the Riverside County Department of Environmental Health to ensure prompt response and adequate capability when handling hazardous materials incidents. (MM)

ACTION ITEM SAF-7.4: Coordinate with the Riverside County Department of Environmental Health when conducting annual household hazard waste community collection at City facilities, including the collection of batteries, auto batteries, motor oil, and related products. (MM)

ACTION ITEM SAF-7.5: Conduct twice-yearly e-waste collection at City facilities in cooperation with the City's franchise solid waste hauler to include computers, computer monitors, televisions, and other electronic devices. (MM)

ACTION ITEM SAF-7.6: The City will promote efforts to reduce or eliminate the use of hazardous materials. Potential efforts include:

- Encouraging residents to buy toxic substances only in the amount needed to do the job.
- Encouraging the use of safer alternative products that do not pose a threat to the environment.
- An education and collection process for batteries and other materials that residents might be inclined to dispose of in their household waste. (MM)

ACTION ITEM SAF-7.7: Continue to conduct twice-yearly citywide curbside collection of oversize items and coordinate this action with the City's franchise solid waste hauler. (MM)

DISASTER RESPONSE

POLICY SAF-8: The City supports efforts to provide for rapid and efficient response to disasters and to help Calimesa residents and businesses cope with disasters. (MM)

ACTION ITEM SAF-8.1: Create an education program for citizens and ensure that every household and business is informed about disaster planning and resources. (MM)

ACTION ITEM SAF-8.2: Establish and maintain mutual aid agreements with neighboring cities and other government emergency relief agencies, and establish a cooperative relationship with private enterprises such as the Red Cross, Salvation Army, and local medical institutions to assist in shelter, relief, and first aid operations. (MM)



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ACTION ITEM SAF-8.3: Establish traffic control contingency plans for disaster routes and support actions to provide secondary access to development. (MM)

ACTION ITEM SAF-8.4: Identify, designate, and maintain critical facilities as emergency shelters and reception centers. (MM)

ACTION ITEM SAF-8.5: Inventory existing disaster communication equipment and increase to an acceptable level for the city. (MM)

ACTION ITEM SAF-8.6: Coordinate with the County Sheriff's Department and Fire Department to identify casualty collection points and staging areas. (MM)

ACTION ITEM SAF-8.7: Assign a disaster coordinator to inform public personnel and volunteers of their responsibilities during a disaster event. (MM)

ACTION ITEM SAF-8.8: Encourage residents to put together a 72-hour home emergency kit. (MM)

ACTION ITEM SAF-8.9: Encourage private businesses to develop disaster preparedness plans for their employees. (MM)

ACTION ITEM SAF-8.10: Increase public awareness of City emergency response plans, evacuation routes, and shelters, and how to reduce risks at home or office. (MM)

ACTION ITEM SAF-8.11: Coordinate with Citizens on Patrol, neighborhood watch groups, church groups, and other similar types of organizations to provide emergency assistance in the event of a natural disaster. (MM)

ACTION ITEM SAF-8.12: Coordinate with managers of dependent care centers (nursing homes, day-care centers, etc.), mobile/manufactured home parks, and critical facilities located in the city to facilitate emergency response. (MM)

ACTION ITEM SAF-8.13: Implement the City's Emergency Operations Plan, including execution of the specific hazard checklists to address water demand and access during emergency response actions.

ACTION ITEM SAF-8.14: Participate in countywide emergency disaster scenarios, coordinated by City and County Disaster Services. (MM)

CHAPTER 9: NOISE



INTRODUCTION



Roadway noise, which is caused primarily by vehicle tires, is the most prevalent noise source in Calimesa.

Simply stated, “noise” is unwanted sound. Sound can be measured in a variety of ways, but the determination of whether a sound is noise is purely subjective. For example, the sound of children playing may be wonderful to some, but not to others. And of course the sounds of playing during the early afternoon may be perceived differently than late in the evening. Laughter at 2 P.M. is charming; the same laughter at 2 A.M. can be annoying and disruptive to sleep.

Managing noise is both a quality of life issue and an important means of encouraging commerce. If noise standards are too stringent, businesses may have a difficult time locating and operating, and mitigation from traffic noise or other sources may make it difficult to build new homes. If the noise standards are too lenient, the quality of life in the community may suffer.

This chapter of the General Plan attempts to balance these issues and to separate sound from noise.

SETTING

Calimesa has a relatively quiet noise environment. The primary sources of noise in the city are transportation-related. Interstate 10 and the other major transportation corridors in the community accommodate local and regional traffic; this traffic creates noise that is relatively constant and easy to measure and predict. Because the City cannot control freeway noise, land uses near the freeway would also have to be constructed to prevent excessive noise impacts, and noise-sensitive uses (such as churches, schools, libraries, medical facilities, and residences) would best be located away from these areas. Air and rail transportation noise is minimal as Calimesa is not located within the noise impact areas of nearby airports and the only rail line is located in the San Timeteo Canyon, away from sensitive land uses.

Other noise sources in the city include outdoor speakers and alarms, air conditioning, heating, generators, sirens, car and home stereos, etc. Industrial activities may result in high noise levels when machinery is in operation. Trucks serving industrial and commercial uses also create noise that could disrupt adjacent residential areas. Commercial and business activities, clients, and patrons are the main sources of noise along the Calimesa Boulevard commercial corridor.



CHAPTER 9: NOISE

TERMS AND DEFINITIONS

The science of acoustical (sound) analysis has its own terminology that makes a straightforward discussion difficult. The terms shown in the definition block (see text box) are used to measure sound. The various sound levels are then used to develop or establish policy that affects noise generation and attenuation.

NOISE-SENSITIVE LAND USES

A series of land uses have been deemed “sensitive” by the State of California. These land uses require attention to noise to ensure that they can operate as designed. Sensitive uses typically include schools, hospitals, rest homes, long-term care facilities, mental care facilities, homes, places of worship, libraries, and passive recreation areas. Activities conducted in proximity to these sensitive uses must consider their sound output and ensure that they don't create unacceptable noise levels.

Similarly, noise-generating uses need to be protected from encroachment by noise-sensitive uses (that is, from complaints that would make it difficult for them to operate in the way they need to). Existing agricultural operations and industrial and commercial activity that generates noise should not be required to curtail their activity because of a newly constructed housing project or other noise-sensitive use.

Most communities handle noise issues by taking care to put compatible uses near each other and avoid placing noisy uses next to homes and other noise-sensitive uses.

This chapter includes estimates of future noise conditions that will need to be addressed as the City makes land use decisions.

Sound Terminology

Ambient Sound: The normal or existing level of environmental sound at a given location.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 5 decibels to sound levels in the evening (from 7:00 P.M. to 10:00 P.M.) and after the addition of 10 decibels to sound levels in the night (from 10:00 P.M. to 7:00 A.M.).

dBA (A-weighted decibel): The A-weighted decibel scale discriminates upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals.

Leq (Equivalent Energy Level): The average acoustic energy content of sound during the time it lasts. The City uses a 10-minute Leq measurement.

Ldn (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night (from 10:00 P.M. to 7:00 A.M.).

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Table N-A provides information on projected noise levels along major roadways in the city—specifically, what the future noise level could be at a given distance from the centerline of the roadway. This information is useful to residents seeking information on neighborhoods and to planners who want to ensure that noise impacts are properly addressed when new development proposals are reviewed. The noise information is expressed in A-weighted decibels (dBA) and divided into bands or contours ranging from 55 to 70 dBA in 5 dBA increments. The contours are used in ordinances and policy statements.

Noise created by stationary sources (i.e., outdoor mechanical equipment) is difficult to predict and will need to be addressed on a case-by-case basis.

How Loud Is It?

Sound Levels for Common Noise Sources

Activity	Noise Level in Decibels
Limit of Hearing	0 dB
Normal Breathing	10 dB
Soft Whisper	30 dB
Library	40 dB
Refrigerator	50 dB
Rainfall	50 dB
Washing Machine	50-75 dB
Normal Conversation	60 dB
Hair Dryer	60-95 dB
Alarm Clock	65-80 dB
Power Mower	65-95 dB
Dumpster Pickup	80 dB
Garbage Disposal	80-95 dB
Noisy Restaurant	85 dB
Train Approaching (Engines)	85-90 dB
Tractor	90 dB
Shouting in Ear	110 dB
Loud Rock Concert	120 dB
Jet Engine at Takeoff	150 dB

These are typical noise levels. Distance from the source will reduce the noise level. A 10 dB increase doubles perceived loudness. Continued exposure to noise above 85 dB can cause hearing loss; the maximum exposure to 85 dB noise in the workplace is eight hours. A single exposure to 140 dB noise can cause some hearing loss.

Source: National Institute for Occupational Safety and Health.



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**TABLE N-A: DISTANCE TO NOISE LEVELS
BY MAJOR ROADWAY DESIGNATION¹**

Roadway Classification	70 dBA	65 dBA	60 dBA	55 dBA
Urban Arterial – 6 Lanes	141	297	638	1,373
Urban Arterial – 4 Lanes	106	227	487	1,048
Major Highway	91	190	407	879
Secondary Highway	65	135	288	620
Collector Street	27	59	126	272

Source: Appendix I: Noise Element Data, Riverside County General Plan

Note: 1. Distance is measured from the centerline.

NOISE MITIGATION STRATEGIES

When an existing or proposed land use emits sound that exceeds the City's determined acceptable level, the sound is characterized as noise ("unwanted sound") and becomes subject to regulation. A number of methods exist for reducing noise from both the source and at the sensitive use. When design or regulatory methods are used to reduce noise, the methods attenuate or mitigate the noise. There are both indoor and outdoor standards for this type of mitigation.

Policies included in this chapter provide a number of methods for mitigation. However, with changing technology and advances in design, this list is not comprehensive, and new methods should be considered. Note too that the strategies used will depend to a large degree on the planned land use and existing uses on and near a site.

NOISE SOURCES

STATIONARY NOISE

A stationary noise source is any entity in a fixed location that emits noise. Stationary noise sources are common in many noise-sensitive areas. Motors, appliances, air conditioners, lawn and garden equipment, power tools, and generators are often found in residential neighborhoods, as well as on or near the properties of schools, hospitals, and parks. These structures are often a permanent fixture and are required for the particular land use. Industrial and manufacturing facilities are also stationary noise producers that may affect adjacent sensitive land uses. The emitted noise from the noise source can be mitigated to acceptable levels either at the source or

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on the adjacent property through the use of proper planning, setbacks, noise walls, acoustic-rated windows, dense landscaping, or other noise control measures.

TRANSPORTATION

The most common mobile noise sources in the city are transportation-related. Motor vehicle noise is characterized by the number of vehicles generating engine and tire noise on local roads and freeways, which often creates a higher sustained noise level in proximity to areas sensitive to noise exposure. Transit associated with bus service in the city is a small part of the transportation noise environment. Railway noise affects a small portion of Calimesa near the rail lines in San Timoteo Canyon. This impact is limited by the lack of existing development in the canyon.

NOISE ATTENUATION (REDUCTION)

One of the most effective means of reducing noise in a sensitive area is to construct and design buildings in such a way that the noise is deflected, absorbed, or mitigated so as not to affect the occupants. If the building has already been constructed, then landscaping, physical barriers, sound-dampening technology, and other design techniques can be used to absorb the noise. These building and design techniques should serve two purposes: to mitigate noise to acceptable indoor and outdoor levels and to enhance the community character rather than detract from the surroundings.

VIBRATION

Another community annoyance related to noise is vibration. Vibration can be described by both its amplitude and frequency, where amplitude is characterized by displacement, velocity, and/or acceleration. Typically, particle velocity (measured in inches or millimeters per second) and/or acceleration (measured in gravities) are used to describe vibration.

Vibration can be felt outdoors, but the perceived intensity of vibration impacts are greater indoors, due to the shaking of the structure. Some of the most common sources of vibration come from trains and/or transit vehicles, construction equipment, airplanes, and large vehicles. Several land uses are especially sensitive to vibration and therefore have a lower vibration threshold. These uses include, but are not limited to, concert halls, hospitals, libraries, vibration-sensitive research operations, residential areas, schools, and offices.

Table N-B presents the human reaction to various levels of peak particle velocity. Typical construction vibrations fall in the 10 to 30 Hertz (Hz) range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies. However, due to their suspension systems, buses often generate frequencies around 30 Hz at high speeds. It is more uncommon, but possible, to measure traffic frequencies above 30 Hz.



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TABLE N-B: HUMAN REACTION TO TYPICAL VIBRATION LEVELS

Peak Particle Velocity (inches/second)	Human Reaction
0.0059–0.0188	Threshold of perception, possibility of intrusion
0.0787	Vibrations readily perceptible
0.0984	Continuous vibration begins to annoy people
0.1968	Vibrations annoying to people in buildings
0.3937–0.5905	Vibrations considered unpleasant when continuously subjected and unacceptable by some walking on bridges

Source: Caltrans 1992

ISSUES FOR FUTURE PLANNING

As population and development increase in Calimesa, the noise levels in the community will likely also increase. Methods of addressing the increase in noise can be evaluated before noise levels reach an annoyance level. Noise attenuation will be important for noise-sensitive uses located along major roadways or in the vicinity of industrial or heavy commercial activities.

NOISE GOALS

GOAL N-1:	Ensure that all land uses are protected from excessive and unwanted noise.
GOAL N-2:	Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses in Calimesa.

NOISE POLICIES

Policies are provided in this chapter in the following areas:

- General Noise – Page 9-7
- Noise Mitigation Strategy – Page 9-8
- Noise Sources – Page 9-12
- Building and Design – Page 9-14

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Note to the Reader: The policies and action items designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for this General Plan.

GENERAL NOISE

- POLICY N-1:** Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase to the extent possible.
- POLICY N-2:** Noise-sensitive uses (such as schools, libraries, homes, hospitals, and medical facilities) shall be discouraged in areas where noise levels exceed acceptable limits. *See also Policy N-3.*
- POLICY N-3:** Noise-tolerant land uses should be located in areas that are expected to be subject to noise for the foreseeable future, such as transportation corridors. (MM)
- POLICY N-4:** Encourage noise-tolerant land uses such as commercial or industrial development to locate in areas already committed to land uses that are noise-producing. (MM)
- POLICY N-5:** Ensure that noise-sensitive uses do not encroach into areas needed by noise-generating uses. (MM)
- POLICY N-6:** The City will continue to work to reduce noise impacts from vehicular traffic and trains.
- POLICY N-7:** Consider the following uses to be sensitive to noise and vibration, and discourage these uses in areas where existing or projected future noise levels would be in excess of 65 dBA CNEL and/or vibration would be more than 0.0787 peak particle velocity (inches per second):
- Schools
 - Hospitals
 - Rest homes
 - Long-term care facilities
 - Mental care facilities
 - Residential uses
 - Libraries
 - Passive recreation uses



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- Places of worship (MM)

POLICY N-8: Exterior noise forecasts shall use the appropriate level of service for the adjacent roadways or a 20-year projection of traffic volumes (whichever is greater) for future noise forecasts. (MM)

POLICY N-9: The City will work to create and preserve a quiet living environment for all residential neighborhoods.

NOISE MITIGATION STRATEGY

POLICY N-10: When making decisions regarding changes to the General Plan or Zoning Maps, or regarding the suitability of a proposed use, the standards in Table N-C shall apply. (MM)

TABLE N-C: NOISE COMPATIBILITY BY LAND USE TYPE

Land Use Designations	Completely Compatible	Tentatively Compatible	Normally Incompatible	Completely Incompatible
All Residential (Single- and Multi-Family)	Less than 60 dBA	60-70 dBA	70-75 dBA	Greater than 75 dBA
All Nonresidential (Commercial, Industrial & Institutional)	Less than 70 dBA	70-75 dBA	Greater than 75 dBA	(1)
Public Parks (Lands on which public parks are located or planned)	Less than 65 dBA	65-70 dBA	70-75 dBA	Greater than 75 dBA

All noise levels shown in this table are designated CNEL.

1. To be determined as part of the project review process.

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POLICY N-11: Table N-D provides the City's standards for maximum exterior non-transportation noise levels to which land designated for residential land uses may be exposed for any 30-minute period on any day. Where existing ambient noise levels exceed these standards, the ambient noise level shall be highest allowable noise level as measured in dBA L_{EQ} (30 minutes). (MM)

Note to the Reader: Public schools are not regulated by the City; therefore, no noise standards for public schools are included in this chapter.

TABLE N-D: EXTERIOR NOISE LEVEL STANDARDS FOR NON-TRANSPORTATION NOISE, MEASURED AS dBA L_{EQ} (30 MINUTES)

Land Use Type	Time Period	Maximum Noise Level (dBA)
Single-Family Homes and Duplexes	10 P.M. to 7 A.M.	50
	7 A.M. to 10 P.M.	60
Multi-Family Residential – 3 or More Units Per Building (Triplex +)	10 P.M. to 7 A.M.	55
	7 A.M. to 10 P.M.	60

ACTION ITEM N-11.1: Establish acceptable standards for residential noise sources such as, but not limited to, leaf blowers, mobile vendors, mobile stereos, and stationary noise sources such as home appliances, air conditioners, and swimming pool equipment. (MM)

ACTION ITEM N-11.2: Evaluate noise producers for the possibility of pure tone-producing noises. Mitigate any pure tones that may be emitted from a noise source. (MM)

POLICY N-12: The noise levels specified in Policy N-11 shall be lowered by 5 dBA for simple tonal noises (such as humming sounds), noises consisting primarily of speech or music, or recurring impulsive noises (such as pile drivers, punch presses, and similar machinery). Example: The single-family/duplex standard from 10 P.M. to 7 A.M. for these types of noises is 45 dBA. (MM)



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POLICY N-13: The City may impose exterior noise standards which are less restrictive than those specified in Table N-D, provided that all of the following are true:

1. The noise impact on the residential or other noise-sensitive use is addressed in an environmental analysis and at least one outdoor area meets the standard.
2. A finding is made by the approving body specifying why the exception would not be detrimental to the public health, safety, and general welfare.
3. The exception would not adversely affect the character of the surrounding development.
4. The exception would not be injurious to adjacent uses, property, and improvements.
5. Alternatives have been considered but none are technologically feasible for the proposal.
6. Interior noise levels resulting from an external source will be no more than 45 dBA CNEL from 7 A.M. to 10 P.M.
7. Residents of noise-sensitive uses are informed of the proposal during the review stage and prior to approval. (MM)

POLICY N-14: The City's standards for acceptable indoor noise levels for various types of land uses are provided in Table N-E. These standards should receive special attention when projects are considered in Tentatively Compatible or Normally Incompatible areas.

- Noise created inside a use listed below shall not count toward the acceptable noise levels to be maintained in accordance with this policy. (MM)

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TABLE N-E: MAXIMUM ACCEPTABLE INTERIOR NOISE LEVELS CREATED BY EXTERIOR NOISE SOURCES

Land Use Type	Acceptable Noise Level (dBA CNEL)
Residential Living and Sleeping Areas	45 dBA
Residential Living and Sleeping Areas where the dwelling unit is subject to noise from railroad tracks, aircraft overflights, or similar sources which produce clearly identifiable, discrete noise events (such as the passing of a train as opposed to relatively steady or constant noise sources such as roadways)	40 dBA
Private School Classrooms ⁽¹⁾	55 dBA
All Places of Work Other Than Private School Classrooms	Conform with applicable state and federal workplace safety standards

1. Standards for public schools are set and regulated by the State of California and are not regulated by the City of Calimesa.

POLICY N-15: Because public schools are governed by the State of California, this standard applies only to private schools. (MM)

POLICY N-16: Developers of new residential or other noise-sensitive uses which are placed in environments subject to existing or projected noise exceeding the Completely Compatible guidelines in Table N-C shall be responsible for ensuring that acceptable exterior and interior noise levels will be achieved. (MM)

ACTION ITEM N-16.1: For noise-sensitive land uses listed in Table N-E that are proposed in areas where existing or projected future noise levels would be in excess of 65 CNEL, an acoustical specialist shall be required to prepare a study of the noise environment and recommend structural and site design features that will adequately mitigate the noise problem. (MM)

POLICY N-17: The City's preferences for providing noise mitigation are, in order of preference (#1 is most preferred and #5 is the least):

1. Reduce noise at the source.
2. If #1 is not practical, designate land uses that are compatible with projected noise levels.



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3. If #1 or #2 is not practical, use distance from the source to reduce noise to acceptable levels.
4. If #1, #2, or #3 is not practical, use buildings, berms, or landscaping or a combination of these to reduce exterior noise to acceptable levels. Use construction techniques (sound-reducing windows, insulation, etc.) to reduce interior noise to acceptable levels.
5. The last measure that should be considered is the use of a sound wall to reduce noise to acceptable levels. (MM)

- POLICY N-18:** The City encourages good acoustical design in new construction.
- POLICY N-19:** Natural buffers, setbacks, or other noise attenuation shall be established between freeways and urban arterial roadways and adjoining noise-sensitive areas.
- POLICY N-20:** The City shall adopt and apply measures to limit construction noise in residential areas.
- POLICY N-21:** An acoustical study shall be required for new residential development in areas within a designated CNEL contour of 60 dB or greater to determine what level of sound insulation, landscape buffer, or sound attenuation wall, if any, is required to meet the CNEL acceptable interior noise level of 45 dBA.
- POLICY N-22:** Noise mitigation measures will be included in the design and approval of any development on property located adjacent to active railroad lines.
- POLICY N-23:** Residential development in areas adjacent to the freeway, arterial streets, the railroad, and other noise sources shall be designed to reduce the potential for noise impacts.
- POLICY N-24:** The City will regulate the use of residential streets by trucks, trailers, and construction vehicles to reduce noise to the extent possible.

NOISE SOURCES

- POLICY N-25:** Noise sources should be located away from existing noise-sensitive land uses unless appropriate noise control measures are provided. (MM)
- POLICY N-26:** Include noise mitigation measures in the design of new arterial roadway projects.

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ACTION ITEM N-26.1:The City will coordinate with adjacent cities and county agencies and Caltrans for noise abatement.

ACTION ITEM N-26.2:Develop and adopt a comprehensive noise ordinance that will prohibit unwanted and unnecessary noise within Calimesa. The noise ordinance will establish a noise enforcement and regulation program, along with setting standards for noise levels in the community.

POLICY N-27: Ensure compatibility between industrial and commercial development and adjacent land uses. To achieve compatibility, industrial and commercial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses. (MM)

POLICY N-28: Require that loading docks/delivery areas of commercial or industrial land uses and similar noise sources be designed to minimize potential noise impacts on adjacent noise-sensitive land uses. (MM)

POLICY N-29: If noise levels in Table N-D are exceeded or are projected to be exceeded as a result of the proposed commercial or industrial loading dock or delivery area, require delivery hours to be limited when adjacent to noise-sensitive land uses. (MM)

POLICY N-30: Encourage the development and use of alternative transportation modes, including bicycle paths and pedestrian walkways, to minimize vehicular noise in residential and other noise-sensitive areas. (MM)

POLICY N-31: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas. (MM)

ACTION ITEM N-31.1:Condition subdivision and other land development approval adjacent to developed/occupied noise-sensitive land uses to require the developer to submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and specify how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

- Temporary noise attenuation fences;
- Preferential location of equipment;
- Length of equipment use and idling time; and



CHAPTER 9: NOISE

- Use of current noise suppression technology and equipment. (MM)

POLICY N-32: Require that all construction equipment be kept properly tuned and use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (MM)

BUILDING AND DESIGN

POLICY N-33: Development should use natural barriers such as berms, setbacks, and/or dense vegetation to assist in noise reduction. (MM)

POLICY N-34: Noise reduction measures shall be included in the design of new development through measures which may include:

- Separation of noise-sensitive buildings from noise-generating sources;
- Use of natural topography and intervening structures to shield noise-sensitive land uses; and
- Adequate soundproofing of noise sources or receptor structures to maintain desired interior noise levels. (MM)

POLICY N-35: Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use through appropriate building technologies. (MM)

CHAPTER 10: AIR QUALITY



INTRODUCTION



Clean, clear air provides for beautiful views of the San Bernardino mountains.

Air quality affects human health, the natural and built environments, the production and quality of agricultural crops, and the earth's climate. It is a major factor in defining the quality of life.

However, the City cannot control local or regional air quality on its own. Regional climate and weather, as well as local, nearby, and distant pollutant sources, affect air quality in Calimesa and the larger South Coast Air Basin. Although Riverside County, including Calimesa, generates the lowest emissions of any county in the South Coast Air Basin, air quality in the county is among the basin's worst because onshore winds transport vast amounts of pollutants from Los

Angeles and Orange counties into the Inland Empire. At the same time, reducing pollution from local sources would improve air quality in downwind areas of the city.

This Air Quality Chapter focuses on strategies to improve local air quality and contribute to the attainment of regional, state, and federal air quality standards.

BACKGROUND

Six "criteria air pollutants" (ozone, nitrogen dioxide, carbon monoxide, particulate matter, sulfur dioxide, and lead) have been established for every air basin in California. These are pollutants for which acceptable levels of exposure have been determined and for which ambient air quality standards have been set. Federal and state standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and coarse particulate matter (PM₁₀). Federal primary standards for air pollutants have been established to protect the public health, while secondary standards protect the public welfare by preventing impairment of visibility and damage to vegetation and property. State standards have also been established, which are generally more stringent than federal standards.

Air quality in the South Coast Air Basin, which includes Calimesa, has historically been cleaner than what local, state, or federal standards require, except for particulates (very fine dust particles).



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Note to the Reader: For up-to-date information on air quality in the Calimesa area, see the website of the South Coast Air Quality Management District (www.aqmd.gov).

POLLUTION SOURCES

Pollution sources are categorized into two primary groups: mobile source pollutants and stationary source pollutants. Air quality regulations address both groups of pollutant sources.

MOBILE SOURCES

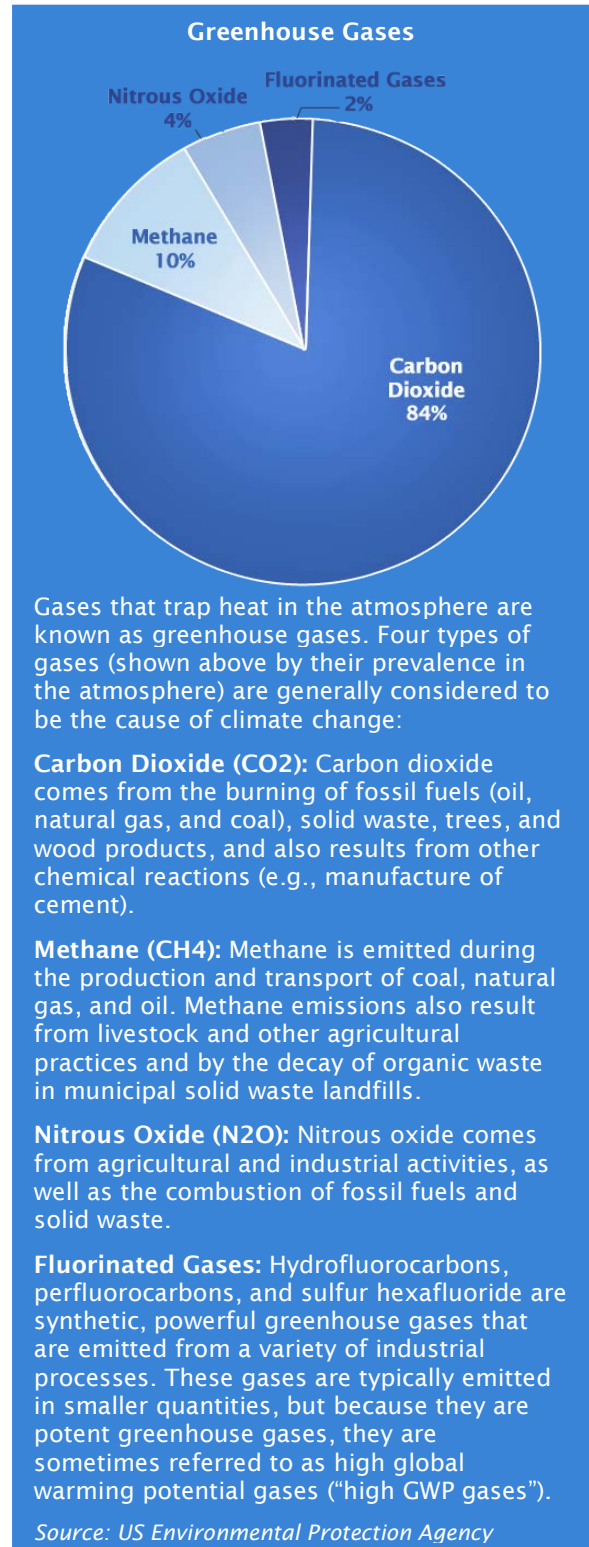
Mobile pollution sources are divided into two categories:

1. On-road (generally motorized vehicles like automobiles, motorcycles, and trucks)
2. Non-road sources (trains, boats, jet skis, and all-terrain vehicles)

STATIONARY SOURCES

Stationary pollution sources are generally divided into two categories:

1. Point sources (such as power plants and refinery boilers)
2. Area sources (including small emission sources such as residential water heaters and architectural coatings)



CHAPTER 10: AIR QUALITY



SOUTH COAST AIR BASIN

The City of Calimesa is located in the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Air quality in the basin is affected not only by various emissions sources (mobile, industry, etc.) but also by atmospheric conditions such as wind speed and direction, temperature, and rainfall.

With very light average wind speeds and the presence of the surrounding mountains, the basin atmosphere has a limited capability to disperse air contaminants horizontally. The dominant daily wind pattern is a daytime sea breeze (onshore breeze) and a nighttime land breeze (offshore breeze), broken only occasionally by winter storms and infrequent strong Santa Ana winds from the Great Basin, Mojave Desert, and deserts to the north. The dominant wind pattern transports pollutants northeast and east during the daytime and south and southeast during the nighttime. Particularly in the summer, warm air caps the shallow layer of cooler ocean air and confines polluted air within the basin.

Air quality in the South Coast Air Basin is under the jurisdiction of the South Coast Air Quality Management District. According to the Air Quality Management Plan for the basin, pollutant levels in the South Coast Air Basin exceed standards for ozone and particulates (there is more pollution from these sources than there should be, according to the standards).

CLIMATE CHANGE

Climate change has become an issue of increasing concern in California, the nation, and the world. Climate change is presently thought to be both naturally occurring and induced by increases in the amounts of carbon dioxide (CO₂) and other greenhouse gases (GHGs) in the earth's atmosphere attributable to a variety of human activities and sources.

GREENHOUSE GASES AND CLIMATE CHANGE: AN EMERGING ISSUE

Greenhouse gases (see the sidebar, page 10-2) have become the subject of increasing attention worldwide in recent years. Evidence has been steadily growing that human activities have helped speed and contributed to changes in the global climate. The burning of fossil fuels (mostly coal and oil) is the primary cause of GHGs, a fact that has led to calls for increased energy efficiency to reduce GHG emissions.

Statewide efforts to address this issue are described below.



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THE STATE OF CALIFORNIA RESPONDS TO GREENHOUSE GAS EMISSIONS

Since 2005, a number of legislative changes have addressed GHG impacts on land use planning decisions.

- **Executive Order S-3-05** was issued in June 2005, setting GHG emission targets for the state to meet, starting with a reduction to 2000 GHG emission levels by 2010 and concluding with a reduction to 80 percent below 1990 numbers by 2050. This order directed the California Environmental Protection Agency, the Business, Transportation, and Housing Agency, the California Air Resources Board (CARB), the California Energy Commission, and the California Public Utilities Commission to work together to develop a Climate Action Plan and report back on progress on meeting the statewide targets.
- In 2006, **Assembly Bill (AB) 32** established the first set of limits on GHG emissions for California and put into place the regulatory framework needed to reach those targets. AB 32 set the 1990 GHG emissions level as a target to be achieved by 2020. In order to meet this goal, CARB developed GHG emissions reporting procedures and adopted rules and regulations for reducing emissions, to be enforceable by January 1, 2012.
- In 2007, **Senate Bill (SB) 97** directed the Governor's Office of Planning and Research to prepare guidelines for the feasible mitigation of GHG emissions, or the effects of GHG emissions, under the California Environmental Quality Act (CEQA). In 2010, the State CEQA Guidelines were amended to incorporate these provisions, and to allow jurisdictions to analyze and mitigate significant effects of GHGs at a programmatic level by adopting a climate action plan.
- In 2008, **SB 375** set out planning concepts intended to reduce vehicle travel by promoting more compact development. A goal of SB 375 is to help curb GHG emissions through local land use decisions.

Both S-3-05 and AB 32 set the emission targets that Calimesa will eventually be required to attain. While explicit thresholds and requirements have yet to be developed, various state agencies have begun to examine proposed land use plans and specific projects for their potential GHG impacts.

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ADDRESSING CLIMATE CHANGE

Calimesa is a member agency of the Western Riverside Council of Governments (WRCOG). WRCOG is coordinating subregional Climate Action Plan (CAP) and Energy Action Plan (EAP) processes on behalf of its member agencies. As part of this program, WRCOG prepared a community-wide GHG emissions inventory for Calimesa for the year 2010 and community-wide “business-as-usual” emissions projections for the years 2020 and 2035 (the business-as-usual projection assumes future development directed by the Land Use Chapter without a CAP). The inventory and projections address community-wide emissions (i.e., those emissions attributable to all sources in the city, both public and private).

The community-wide GHG emissions inventory and projections are divided into the following sectors: residential, commercial, and industrial energy use; transportation; waste; and water use. Table AQ-A summarizes the magnitude and relative contribution of community-wide baseline emissions from each sector for each year (2010, 2020, and 2035). All GHG emissions are presented in units of metric tons of carbon dioxide equivalent emissions per year (MTCO₂e/yr).

**TABLE AQ-A CALIMESA COMMUNITY-WIDE
GREENHOUSE GAS EMISSIONS: 2010, 2020, AND 2035¹**

Community Sector	2010 Inventory Emissions		2020 Inventory Emissions		2035 Inventory Emissions	
	MTCO ₂ e	%	MTCO ₂ e	%	MTCO ₂ e	%
Energy Consumption						
Residential	15,743	23%	29,911	26%	52,254	27%
Commercial/Industrial	7,865	12%	13,213	11%	20,147	10%
Transportation	43,562	64%	71,988	62%	117,440	61%
Waste	938	1%	1,735	1%	2,967	2%
Total	68,108	100%	116,848	100%	192,808	100%

Notes: CO₂e = carbon dioxide equivalent; MT= metric tons

¹ The emissions inventory shown in this table does not include expected statewide GHG reductions in the projections. See the Burbank Greenhouse Gas Reduction Plan (<http://www.burbankca.gov/home/showdocument?id=23440>) for further details about the current GHG inventory and future projections that include statewide and local reductions.



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Community-wide GHG emissions totaled approximately 68,100 MTCO₂e per year in 2010. Transportation, the largest source, made up 64 percent of the emissions, followed by 35 percent from energy consumption. Under a business-as-usual scenario considering planned growth, community-wide GHG emissions are projected to increase by about 72 percent in 2020 and by about 183 percent in 2035 (compared to 2010 levels). Projected community-wide GHG emissions for 2020 and 2035 are similar to 2010 emissions in terms of percentage contributions by sector.

The projected increase in GHG emissions underscores the need for Calimesa to promote emission reductions in both existing and future development, both through the implementation of this General Plan and through participation in the WRCOG subregional Climate Action Plan.

RELATED PLANS AND PROGRAMS

The Air Quality Chapter relates to several other plans and programs, including the following:

- **South Coast Air Quality Management Plan, December 2012.** The Air Quality Management Plan was prepared by the South Coast Air Quality Management District in conjunction with CARB, the Southern California Association of Governments, and the US Environmental Protection Agency. The plan includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources, and area sources.
- **Climate Change Scoping Plan, December 2008.** The Scoping Plan, required to outline the state's strategy to achieve the 2020 GHG emissions limits, was developed by CARB and proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

CHAPTER 10: AIR QUALITY



KEY ISSUES

This Air Quality Chapter addresses issues identified during the preparation of the City's General Plan through discussions with the General Plan Advisory Committee and City staff, and feedback received during the various public meetings. The goals, policies, and actions included in this chapter have been prepared in consideration of these issues, which include the need to:

- Work to improve air quality at the local level and, in doing so, help improve regional air quality.

AIR QUALITY GOALS

GOAL AQ-1:	Improve air quality in Calimesa.
GOAL AQ-2:	Reduce vehicle trips and resulting emissions.
GOAL AQ-3:	Conserve energy, fuel, and water throughout the community.
GOAL AQ-4:	Minimize exposure of sensitive uses to air pollution.
GOAL AQ-5:	Reduce greenhouse gas emissions and adapt to the anticipated effects of climate change.

AIR QUALITY POLICIES

Policies are provided in this chapter in the following topics:

- Reduced Air Pollution – Page 10-7
- Reduced Vehicle Trips – Page 10-7
- Energy, Fuel, and Water Conservation – Page 10-8
- Sensitive Uses – Page 10-9
- Greenhouse Gases – Page 10-9

Note to the Reader: The policies and action items designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for this General Plan.



CHAPTER 10: AIR QUALITY

REDUCED AIR POLLUTION

POLICY AQ-1: Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each regulated air pollutant.

ACTION ITEM AQ-1.1: Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design. (MM)

ACTION ITEM AQ-1.2: Encourage businesses and residents to participate in the South Coast Air Quality Management District's public education programs.

REDUCED VEHICLE TRIPS

POLICY AQ-2: Require appropriate and feasible transit amenities in high-density and mixed-use developments. (MM)

POLICY AQ-3: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas. (MM)

POLICY AQ-4: Adopt and implement a multi-use trail system that connects commercial, residential, and open space areas. (MM)

ACTION ITEM AQ-4.1: Require large development projects to include bicycle lanes, where feasible. (MM)

Air Pollutants

Air pollutants monitored by the state and federal governments include the following:

Ozone is a product of chemical reactions between nitrogen oxides (NO_x) and reactive organic gases (ROG) in sunlight and heat. These ozone precursors are caused by automobile emissions and the evaporation of solvents, paints, and fuels.

Nitrogen dioxide is toxic by inhalation. Sources include internal combustion engines, thermal power stations, and, to a lesser extent, pulp mills. Butane gas heaters and stoves are also minor sources.

Carbon monoxide inhibits the blood's ability to carry oxygen to body tissues, including vital organs such as the heart and brain.

Particulate matter includes a wide range of solid and liquid particles, including smoke, dust, aerosols, and metallic oxides.

Sulfur dioxide results from the combustion of fuels containing sulfur or sulfurous chemicals, the combustion of hydrogen sulfide (H₂S) in flares, paper production, and the smelting of ores containing sulfides.

Lead comes from fuel combustion, industrial processes, and solid waste combustion. Lead can end up in water and soils through corrosion of leaded pipelines in a water-transporting system and from leaded paints.

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Note to the Reader: Please see the Transportation and Mobility Chapter of this General Plan for additional policies related to public transit and other alternative travel modes.

POLICY AQ-5: Promote and support mixed-use land patterns that integrate retail, office, institutional, and residential uses. (MM)

Note to the Reader: Please refer to the Land Use Chapter of this General Plan for more detailed policies related to planned land uses in Calimesa.

POLICY AQ-6: Develop neighborhood parks in high-density residential districts to encourage pedestrian travel to recreation facilities. (MM)

POLICY AQ-7: Encourage centrally located parking in commercial areas to allow shoppers to walk to a number of destinations. (MM)

Note to the Reader: Please refer to Land Use; Transportation and Mobility; and Open Space, Parks, and Recreation chapters of this General Plan for additional trip reduction policies.

ENERGY, FUEL, AND WATER CONSERVATION

POLICY AQ-8: Require use of energy- and fuel-efficient equipment and low-emission materials in City facilities and infrastructure. (MM)

ACTION ITEM AQ-8.1: Consider fuel efficiency when selecting vehicles for the City fleet. (MM)

POLICY AQ-9: Encourage energy conservation and solar design features to be incorporated in all new development projects. (MM)

POLICY AQ-10: Support recycling programs to reduce emissions associated with manufacturing and waste disposal. (MM)

POLICY AQ-11: Require use of drought-resistant vegetation in City landscaping projects. (MM)

POLICY AQ-12: Encourage use of drought-resistant vegetation in new development projects. (MM)

POLICY AQ-13: Reduce the effects of air pollution and the urban heat island effect with increased tree planting in public and private spaces. (MM)



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POLICY AQ-14: Encourage use of energy-efficient street cleaning equipment and landscaping practices. (MM)

Note to the Reader: Please refer to the Sustainability Chapter of this General Plan for additional energy, fuel, and water conservation policies.

SENSITIVE USES

POLICY AQ-15: Separate sensitive uses such as residences, schools, parks, and day-care facilities from sources of air pollution and toxic chemicals. (MM)

ACTION ITEM AQ-15.1: Continue to use the California Environmental Quality Act review process as a tool to evaluate the air quality effects of proposed plans and development projects and to identify and reduce impacts to sensitive uses. (MM)

ACTION ITEM AQ-15.2: Require proper site planning and design features to buffer and protect when physical separation of these uses is not feasible. (MM)

ACTION ITEM AQ-15.3: Require businesses that cause air pollution to provide pollution control measures. (MM)

POLICY AQ-16: Reduce fugitive dust emissions from construction activities. (MM)

ACTION ITEM AQ-16.1: Require all feasible fugitive dust reduction techniques to be utilized during construction activities. (MM)

POLICY AQ-17: Provide public information describing air quality standards, health effects, and efforts that residents and businesses can make to improve regional air quality.

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GREENHOUSE GASES

POLICY AQ-18: Support local, regional, and statewide efforts to reduce greenhouse gas emissions. (MM)

ACTION ITEM AQ-18.1: Establish a goal and strategies to reduce community-wide greenhouse gas emissions by 2020 and 2035. (MM)

ACTION ITEM AQ-18.2: Adopt and implement Calimesa-specific actions identified in the Western Riverside Council of Governments (WRCOG) Regional Climate Action Plan. (MM)

ACTION ITEM AQ-18.3: Continue to participate in WRCOG regional climate change, renewable energy, and energy-efficiency programs that benefit Calimesa residents and businesses. (MM)

ACTION ITEM AQ-18.4: Update Calimesa's greenhouse gas emissions inventory every three to five years. (MM)

POLICY AQ-19: The City will work to evaluate the potential effects of climate change on Calimesa's human and natural systems and prepare strategies that allow the City to appropriately respond. (MM)

ACTION ITEM AQ-19.1: Consult with state resource and emergency management agencies regarding updates to climate change science and development of adaptation priorities. (MM)

ACTION ITEM AQ-19.2: As needed, amend this General Plan and the City's Zoning Code and other codes to incorporate strategies to adapt to climate change. (MM)



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CHAPTER 11: SUSTAINABILITY



Renewable energy, like the solar energy that powers this home in one of Calimesa's new neighborhoods, is part of the overall strategy to create a more sustainable community.

INTRODUCTION

“Sustainability” is the term used to show how the City of Calimesa will balance the various interests and needs of existing and future residents. Sustainability planning involves applying well-known principles of good design and taking a holistic view of development—considering how new development affects a broad range of topics, from land use to energy to air quality to health and more.

The concept of sustainability is generally defined as meeting the needs of current generations without compromising the ability of future generations to meet their own needs. In practical

terms, a sustainable approach reduces resource consumption, avoids pollution, develops in harmony with the environment, and helps people live healthier lives. Sustainable development considers the impact of decisions on the key aspects of sustainability:

- The **Environment**;
- The local **Economy**; and
- The **Equity** of such decisions on all people.

Under these broad headings, this Sustainability Chapter addresses a number of more specific topics:

- Public health
- Promoting equity and opportunity
- Compact, walkable, and transit-friendly development
- Urban and community center revitalization
- Reduced automobile use and fuel consumption
- Water conservation, quality, and supply
- Energy efficiency and conservation
- Calimesa economy

A brief introduction to these topics follows.



CHAPTER 11: SUSTAINABILITY

Note to the Reader: One additional topic related to sustainability—greenhouse gases—is addressed in the Air Quality Chapter of this General Plan.

PUBLIC HEALTH

This topic is included in this Sustainability Chapter to recognize the importance of the health, safety, and general welfare of Calimesa’s residents, workers, and visitors. It highlights the connections between health and the physical, social, and economic environment, and provides goals and policies aimed at achieving and maintaining a healthy community.

A person’s or population’s health status is determined by a mix of genetics, surrounding environment, and behavior. One’s environment can have a direct effect on health, such as if someone is regularly exposed to tobacco smoke or contaminated water. It can also influence day-to-day behavior, such as what someone eats or how much exercise they get. The goal of the health-related policies in this chapter is to create a built environment that limits exposure to health risks while also supporting healthy behavior and lifestyles.

Although the City of Calimesa will not be directly responsible for implementing all of the various programs that lead to a healthy community, it will promote, encourage, and coordinate these activities, relying on other agencies, the private sector, and individual residents to promote and lead healthy lifestyles.

EQUITY AND OPPORTUNITY

“Equity” in terms of sustainability means ensuring equal access to the benefits of living and working in Calimesa and equal exposure to potential risks and hazards—essentially, dealing fairly with all segments of the community. Ideas in this General Plan that promote equity include:

- Adequate housing for all income levels.
- A fair and predictable land use planning process.
- Development that is equitable in terms of sharing costs and benefits among users and those that would benefit.
- Fair treatment in the development, adoption, and enforcement of regulations and policies.
- Alternative transportation options to increase circulation and access throughout the city.

CHAPTER 11: SUSTAINABILITY



COMPACT, WALKABLE DEVELOPMENT

Compact development helps support sustainability in many ways, enabling Calimesa's residents to live in a way that lets them drive less, walk more, and have convenient access to housing, goods, and services. The goals and policies in this chapter work in concert those of many other chapters, including Land Use, Transportation and Mobility, and Air Quality.

URBAN AND COMMUNITY CENTER REVITALIZATION

Calimesa's downtown area has been an important and vital part of the community since the community's earliest days. The policies of this chapter recognize the value of a strong downtown in maintaining the character of Calimesa and encouraging long-term sustainability.

REDUCED AUTOMOBILE USE AND FUEL CONSUMPTION

Reducing vehicle use has many benefits related to sustainability. Providing a city where residents have the choice to walk, bike, or use public transit will lead to lower costs (for gasoline, vehicle maintenance, etc.) and better health (by walking and being more active). The policies of this chapter are closely related to policies in the Land Use Chapter, the Transportation and Mobility Chapter, and other chapters.

WATER CONSERVATION, QUALITY, AND SUPPLY

Whether it comes from local groundwater sources or from distant locations, water is not an unlimited resource. Becoming a more sustainable Calimesa includes protecting this finite resource and using it in a way that extends its use far into the future.

ENERGY EFFICIENCY AND CONSERVATION

Energy efficiency is a core component of sustainability. Although some energy sources (sun and wind) are not finite, most are (coal, natural gas), and the efficient use of energy is critical to maintaining Calimesa's economy. The spillover air quality and health benefits of using reduced amounts of fossil fuels are another advantage of this particular aspect of sustainability.



CHAPTER 11: SUSTAINABILITY

CALIMESA ECONOMY

Calimesa's economy is very important to the community's long-term future. As long as Calimesa's economy remains strong, the community will remain strong, and the City will have the resources needed to provide important public services.

SUSTAINABILITY GOALS

GOAL SUS-1:	Improve health and wellness through community design.
GOAL SUS-2:	Expand business growth and job opportunities.
GOAL SUS-3:	Support infill multi-family and commercial development with adequate public facilities.
GOAL SUS-4:	Improve downtown public infrastructure, transportation routes, and recreation uses.
GOAL SUS-5:	Reduce automobile use and fuel consumption.
GOAL SUS-6:	Conserve and manage water resources.
GOAL SUS-7:	Reduce energy use and improve energy efficiency.
GOAL SUS-8:	Support commercial development that serves local and regional needs.

SUSTAINABILITY POLICIES

Policies are provided in this chapter in the following topics:

- Public Health – Page 11-5
- Promote Equity and Opportunity – Page 11-6
- Compact, Walkable, and Transit-Friendly Development – Page 11-6
- Urban and Community Center Revitalization – Page 11-7
- Reduced Automobile Use and Fuel Consumption – Page 11-7
- Water Conservation, Quality, and Supply – Page 11-8
- Energy Efficiency and Conservation – Page 11-8
- Calimesa Economy – Page 11-9

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Note to the Reader: The policies and action items designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for this General Plan.

PUBLIC HEALTH

- POLICY SUS-1:** The City encourages a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution.
- POLICY SUS-2:** The City supports the development of community gardens at appropriate locations in Calimesa.
- ACTION ITEM SUS-2.1:** Amend the Zoning Code to allow community gardens as a permitted use in appropriate zoning districts and establish standards for their development and use. (MM)
- POLICY SUS-3:** The City will promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by:
- Encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly.
 - Increasing opportunities for active transportation (walking and biking) and transit use. (MM)
- POLICY SUS-4:** The City encourages the development of a wide range of health care and mental health facilities in and near Calimesa that are transit-accessible and pedestrian-friendly.
- POLICY SUS-5:** The City encourages public transit agencies to locate routes and stops near health care and mental health facilities. (MM)
- POLICY SUS-6:** The City encourages the development of recreational centers to serve all segments of Calimesa's population (children, families, and senior citizens).
- POLICY SUS-7:** The City encourages the location of schools, recreational centers, and day-care centers in places that are easily accessible by public transportation. (MM)
- POLICY SUS-8:** The City will promote and sponsor community public health programs and events, such as farmers markets and festivals.



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Note to the Reader: Please refer to the Land Use, Transportation and Mobility, Air Quality, and Resource Management chapters of this General Plan for additional policies promoting mixed-use development, alternative transportation, and parking that benefit public health.

PROMOTE EQUITY AND OPPORTUNITY

POLICY SUS-9: Encourage a variety of business enterprises that provide local employment at appropriate wages.

ACTION ITEM SUS-9.1: Review the City's zoning regulations and development standards to ensure that a wide range of business uses are permitted to enhance local employment opportunities and that nonessential regulatory requirements and procedures are eliminated to enhance opportunities for existing and new businesses. (MM)

POLICY SUS-10: Encourage increased residential densities that can support expanded public transit ridership at all income levels. (MM)

POLICY SUS-11: Continue to support and promote special community events and programs at City and public facilities that foster community pride, celebrate local culture and history, and promote social equity and tolerance.

COMPACT, WALKABLE, AND TRANSIT-FRIENDLY DEVELOPMENT

POLICY SUS-12: Locate high-density residential developments in areas served by existing and/or planned transit routes, infrastructure, and commercial development. (MM)

ACTION ITEM SUS-12.1: Evaluate the potential for higher-density residential land uses in close proximity to the city's downtown. (MM)

ACTION ITEM SUS-12.2: Identify suitable locations within the city to allow residential density bonuses for mixed-use development. Potential locations include within and adjacent to the Downtown Business District and on the west side of Interstate 10. (MM)

ACTION ITEM SUS-12.3: Initiate a study to determine appropriate parking standards and/or criteria to apply to residential uses located within a mixed-use development. Such a land use arrangement would create the potential for fewer

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vehicle trips due to the proximity of commercial uses and the associated need for multiple vehicles. (MM)

POLICY SUS-13: Provide for the development of retail, commercial, and light industrial and service uses in close proximity to transit, schools, and housing.

POLICY SUS-14: Encourage the development of appropriate recreational and/or park land that is easily accessible to neighborhoods.

ACTION ITEM SUS-14.1: Allocate development impact fees and other funding sources for the purchase and improvement of parkland development in close proximity to existing and proposed residential land uses, preferably multi-family development.

Note to the Reader: Refer to the Land Use and Resource Management chapters of this General Plan for additional infill and compact development policies.

URBAN AND COMMUNITY CENTER REVITALIZATION

POLICY SUS-15: Develop and maintain a strong, vital, and dynamic downtown that encourages pedestrian-oriented development and provides opportunities for public transit ridership. (MM)

ACTION ITEM SUS-15.1: Extend bicycle and multipurpose trails to the downtown business area to provide alternative transportation opportunities. Identify downtown routes in a community-wide bicycle path and multipurpose trail master plan. (MM)

ACTION ITEM SUS-15.2: Use Community Development Block Grant funding to install sidewalks, crosswalks, and streetlights downtown, where appropriate and necessary. (MM)

Note to the Reader: Please refer to the Land Use and the Infrastructure and Public Services chapters of this General Plan for additional related policies.



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REDUCED AUTOMOBILE USE AND FUEL CONSUMPTION

POLICY SUS-16: Reduce vehicle miles traveled by creating expanded bicycle and multi-use trails. (MM)

ACTION ITEM SUS-16.1: Develop design standards for multi-use trails and bicycle paths. (MM)

ACTION ITEM SUS-16.2: Coordinate with the Riverside County Flood Control and Water Conservation District to evaluate the potential use of their channels and easements as multi-use trails. (MM)

POLICY SUS-17: The City will promote and encourage community-wide use of alternative transportation methods. (MM)

ACTION ITEM SUS-17.1: Work with the Riverside Transit Authority to evaluate the potential for public transit routes through Calimesa, including the use of smaller feeder systems that utilize vans or other smaller vehicles which would connect with existing systems or operate only in localized areas. (MM)

POLICY SUS-18: Encourage convenient bicycle, pedestrian, and transit access to new commercial and industrial development. (MM)

ACTION ITEM SUS-18.1: Require the installation of improvements such as sidewalks, bike racks and lockers, bus turnouts, and bus stops as part of the conditions of development for commercial and industrial development, where appropriate. (MM)

POLICY SUS-19: The City encourages local businesses to seek out and hire Calimesa residents when filling employment positions.

Note to the Reader: Refer to the Land Use, Transportation and Mobility, and Air Quality chapters of this General Plan for additional policies to reduce automobile use and fuel consumption.

WATER CONSERVATION, QUALITY, AND SUPPLY

Note to the Reader: Please refer to the Infrastructure and Public Services and the Resource Management chapters of this General Plan for policies related to water conservation, quality, and supply.

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ENERGY EFFICIENCY AND CONSERVATION

POLICY SUS-20: Promote and support green building techniques and practices to reduce energy use. (MM)

ACTION ITEM SUS-20.1: Construct new significant municipal facilities to meet at least the baseline certification level of Leadership in Energy and Environmental Design (LEED) or its equivalent. (MM)

ACTION ITEM SUS-20.2: Include a Green Development Checklist and supporting materials with City planning and building applications and permits, highlighting ways to incorporate green development principles into project design. (MM)

ACTION ITEM SUS-20.3: Provide regular training to ensure that City employees are able to implement the state's Green Building Code, conduct energy audits, and review or rate green building projects. (MM)

ACTION ITEM SUS-20.4: Revise the Municipal Code to allow deviations from normal development standards such as height limits, setbacks, or screening when doing so is necessary to allow the efficient use of renewable energy devices. (MM)

POLICY SUS-21: Evaluate the potential for municipal alternative-fuel vehicle programs. (MM)

POLICY SUS-22: Collaborate with utilities and regional agencies to increase public participation in energy efficiency and conservation. (MM)

Note to the Reader: Please refer to the Transportation and Mobility and the Air Quality chapters of this General Plan for additional energy efficiency and conservation policies.

CALIMESA ECONOMY

POLICY SUS-23: Promote dining, grocery shopping, and retail businesses for residents within the city and the region, and encourage residents to shop in Calimesa.

ACTION ITEM SUS-23.1: Develop and implement an Environmentally Preferable Purchasing Program that directs the purchase of products and services by the City that are environmentally preferable (e.g., renewable, recyclable, nontoxic) and sold locally where possible.



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