



## **NORTHEAST**



## **YOSEMITE**



## **SPECIFIC PLAN**

*Revised November 1999*



# **NORTHEAST YOSEMITE SPECIFIC PLAN**

**PREPARED BY**  
**THE CITY OF MERCED**  
**PLANNING DEPARTMENT**

**AUGUST 1989**

**Revised November 1993**  
**Revised October 1994**  
**Revised June 1997**  
**Revised September 1998**  
**Revised April 1999**  
**Revised November 1999**



# NORTHEAST YOSEMITE SPECIFIC PLAN



## GENERAL

The Northeast Yosemite Specific Plan area is located in the northeast part of the City of Merced and encompasses one square mile, approximately 640 acres. The Specific Plan area is bounded by Yosemite Avenue to the south, Cardella Road to the north, "G" Street to the west, and Gardner Road to the east. The Plan has a variety of single-family and multi-family land uses, one small commercial area, a cancer center, two schools, several parks, and the Cottonwood Creek bikeway/open space corridor. The Specific Plan map is shown in Figure 1.

For the areas where owners have not proposed development, the Specific Plan envisions the land uses shown. It should be understood that these areas are more conceptual in nature and that future changes are likely to be proposed.

## ENVIRONMENTAL CONSIDERATIONS

The Specific Plan encompasses an area with unique natural features and vegetation. Environmental review of the area has been extensive. An Environmental Impact Report (EIR) was prepared for a large part of the area in 1988 and subsequent environmental reviews of other properties were conducted and Mitigated Negative Declarations were issued.

## LAND USES

Land uses within the Plan area include several types of residential uses, open space, two schools, three parks, several church sites, a small commercial site, and a cancer center. The residential areas are composed of single-family residences ranging in lot size from 5,000 square feet to 15,000 square feet (one-third acre) or larger. The Low-Medium Density residential areas will have 6 to 12 units per acre. The areas designated for greater than single-family residential uses are anticipated to be Residential Planned Developments (RP-D'S) with development plans to be submitted for the areas when the RP-D zoning is established; they will have conditional (by agreement) zoning for the interim.

Open space areas, the Cottonwood Creek bike path/open space corridor, and the designated park sites have incorporated the existing trees into the proposed development and are important features of the Specific Plan. The primary land uses are shown in the table on the next page.

## Northeast Yosemite Specific Plan

<u>Land Use</u>	<u>Minimum Lot Size</u>	<u>Units</u>	<u>Gross Acres</u>
Large Lot Residential	±10,000+ square feet	144	±74
Single-Family Residential	±6,000 square feet	1,540	±371
Single-Family Residential	±5,000 square feet	188	±45
Apartments/Condominiums (Conditional R-3-2)	6,000 to 7,500 square feet	645	±37
Duplexes (R-2)	6,000 square feet	222	±20
Schools (2)	N/A	-----	±30
Parks/Creekside Open Space/Storm Basins	N/A	-----	±34
Churches (3)	N/A	-----	±21
Neighborhood Commercial	N/A	-----	±4
Cancer Center (Office)	N/A	-----	±4
<b>TOTAL</b>		<b>2,739</b>	<b>640</b>

### Residential Uses

The Specific Plan has four densities of residential uses with the highest density located at the northeast corner of Yosemite Avenue and "G" Street. Higher density housing is also suggested at the southeast corner of Cardella Road and "G" Street, near Cruickshank Middle School, and at the southwest corner of Cardella and Gardner Roads. Higher densities were placed in close proximity to the "G" Street major arterial and Yosemite Avenue/Cardella arterials for ease of access and to help reduce traffic impacts on single-family areas toward the interior of the Plan. Higher densities along the "G" street major arterial and Yosemite Avenue and Cardella arterials will place more people in close proximity to future public transportation systems (e.g., bus service).

### Commercial Uses

The Mercy/UC Davis Cancer Center is under construction at the northeast corner of G Street and Cormorant Drive. The 3.8-acre site is designated "Commercial Office" and the cancer center is approximately 13,000 square feet in size. It is anticipated that additional area in the immediate vicinity will be considered for the site of a new Mercy Hospital in the next few years.

A small neighborhood commercial site (3.8 acres) is located near the intersection of Cardella and G Street. This neighborhood commercial site is not located directly at the corner of these two arterials per City General Plan policy. The commercial site is located instead approximately one-quarter mile east of G Street at the intersection of Cardella Road and a north-south collector.

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### Open Space/Schools

A total of 30± acres has been designated for public parks, with additional acreage for open space preservation. Active (i.e., organized sporting activities) and passive recreation (i.e., walking, biking, relaxing), trails, and bike paths are the anticipated uses of these areas.



The Specific Plan will utilize Cottonwood Creek as an open space network as well as an extension of a bike path that would run in an east and west direction through the Plan Area. The bike path is intended to eventually connect with the proposed Fahrens Creek bike path system and offers an alternative bike route to Lake Yosemite.

There are two school sites in the Specific Plan area--1) Cruickshank Middle School (opened in 1995) at Cormorant and Mansionette Drives; and 2) an elementary school site (not yet constructed) at the northeast corner of Paulson Road and Cormorant Drive. The Cottonwood Creek bike path will pass through the designated park areas adjacent to the schools. Both schools have parks located adjacent to them to allow for joint use of recreation space. This is consistent with General Plan policies. Merced Union High School is located approximately one mile south of the Specific Plan area at Olive and G and Merced College is located directly west of the Specific Plan area across "G" Street



## PUBLIC SERVICES

### Circulation

#### Arterials

A clear hierarchy of road types is envisioned for the Plan area. "G" Street is a designated major arterial (128-foot minimum right-of-way {ROW}); Yosemite Avenue is designated an arterial (94-foot ROW) (see Street Cross Section, Figure 2), while Cardella Road is a divided arterial (traditionally a 118-foot ROW) and Gardner Road is an arterial (94-foot ROW).

An expressway concept, aimed at severely limiting access onto designated roadways of this type such as "G" Street, was adopted by the City in 1987. This concept, applied when the Northeast Yosemite Specific Plan was first adopted in 1989, resulted in only one access point (Cardinal Drive) to the east side of "G" Street between Yosemite Avenue and Cardella Road on the original specific plan. Cardinal Drive was located approximately 1/3 mile south of Cardella Road.

In 1997, the City adopted a new general plan that established a different policy framework for access to arterials. The plan also specifically provided for evaluation of the location of Cardinal Drive, which is not located consistent with the newest General Plan. Current General Plan policy would call for Cardinal Drive to be relocated to approximately 1/4 mile south of Cardella.

In growth areas north of the City of Merced, a pattern of interconnecting arterials was adopted. North-south arterials/expressways, parallel to each other and one-mile apart ("G" Street, "R" Street, and Highway 59 {expressway}) would function as cross-town traffic carriers that would have the capacity to provide ever-lengthening cross-town trips as the City continues to grow in a north-south pattern. East-west arterials, parallel to each other and one-mile apart (Yosemite Avenue, Cardella Road, Bellevue Road, Old Lake Road) would function as traffic distributors for shorter trips to activity centers or to the appropriate cross-town arterial.

Cross-town arterials such as "G" Street are designed for intersections only at one-quarter mile spacings with signalized intersections at only the one-half mile points. Thus, between Yosemite Avenue and Cardella Road, the 1997 General Plan specifies no more than three intersections on the east side of "G" Street: 1) a right-turn-in, right-turn-out collector intersection one-quarter mile north of Yosemite Avenue; 2) a four-way signalized intersection with a collector (Cormorant Drive) at the midpoint between Yosemite and Cardella; and 3) a right-turn-in, right-turn-out collector intersection (a relocated Cardinal Drive) one-quarter mile south of Cardella Road.

According to General Plan policy, signalized intersections on Cardella and Yosemite should be spaced one-quarter mile apart. Non-signalized, right-turn-in, right-turn-out intersections can be allowed at the one-eighth mile points on these



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arterials. Gardner Road is considered to be a minor north-south arterial, so its intersection spacing standards are the same as for Yosemite and Cardella as opposed to the stricter G Street standards.

### Collectors

Within the one-square mile grids formed by these interconnecting arterials, the general plan calls generally for a pattern of three east-west collector streets spaced generally equal-distant and parallel to each other. A similar pattern of three collectors provides internal north-south circulation. The critical factor is where each of these collectors intersects with the arterial(s) located at the perimeters of the one-mile grids.



In fall 1998, Specific Plan circulation was modified in part in order to bring it into closer conformity with general plan concepts. Both Cormorant Drive (the east-west mid-point collector) and Mansionette Drive (the westerly north-south quarter-mile collector) were approved for re-alignment as shown at Figure 3. Included also was approval for Cormorant Drive to intersect "G" Street at approximately the mid-point between Yosemite Avenue and Cardella Road, to complete the fourth leg of an already established and signalized T-Intersection ("G" Street and Community College Drive which provided new access to Merced College).

In addition, an east-west sub-collector was approved to intersect "G" Street one-quarter mile north of Yosemite Avenue, and will be right-turn-in, right-turn-out only, consistent with general plan policy. This turning movement limitation will be controlled through the use of a median in "G" Street, similar to the provision previously applied to Cardinal Drive.

The two newly approved roadway access points, spaced consistently with the general plan, will facilitate internal circulation. These approvals also mean that three east-west roadways now provide access to the "G" Street arterial. As

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noted previously, the third (non-conforming Cardinal Drive) east-west collector access location will require further study.

Other access to the Plan area currently involves three north-south collector connections between Cardella Road and Yosemite Avenue (Figure 3). Mansionette as currently shown, with the new offset re-alignment at Cormorant, meets Cardella in the general vicinity of the one-quarter mile access point. Paulson Road (extended) is aligned generally at the half-mile point between "G" Street and Gardner Road. An offset or other acceptable traffic calming device will be installed in Paulson Road in order to discourage through traffic. Details will be addressed at the subdivision map stage for the "Guardanapo Annexation" area (the northeastern quarter mile quadrant of the Specific Plan area).

White Dove Avenue is the easterly north-south collector within the NE Yosemite Specific Plan one-mile grid, located approximately one-quarter mile from Gardner Road. At this time White Dove is shown with a two offsets to its north-south corridor within the northeast quadrant of the Specific Plan.

Dunn Road (extended) will be an east-west collector within the Specific Plan area. Dunn Road intersects Gardner Road at the one-half mile point. Another east-west collector intersects Gardner at the one-quarter mile point south of Cardella. All of these collectors will have either offsets or other traffic calming measures designed to discourage their use as "through" streets.

Local streets will feed into collectors at numerous points. In many cases, local streets terminate into cul-de-sacs. It is intended that almost all lots front on local streets and cul-de-sacs rather than collectors, to provide for efficient traffic flow and better traffic safety. Lots fronting on collectors will if possible use such devices as curved drives so residents will not have to back into collector traffic.

### Streetside Landscaping

The "G" Street major arterial's eastern edge will incorporate an extra 15-foot landscape easement which, when combined with the near-term 13-foot park strip included in the street right-of-way, will provide up to a 28-foot-wide landscape area. Such an area can accommodate curvilinear sidewalks, berming, and trees which will develop large canopies. This landscaped area will screen adjacent residences from the noise and traffic of "G" Street, and serve to obscure a 6-foot-high masonry wall which will further shield nearby residents. Arterial streets where backing lots are allowed will also have a 15-foot landscape easement identical to that on expressways. Collector streets shall have an additional ten feet of landscape easement where backing lot treatment occurs, and all collector streets will have bike lanes (see Circulation Plan Map, Figure 3).

The developer of Assessors Parcel Nos. 60-040-73 and 60-730-01 has proposed extra wide (18 foot) "landscape corridors" along collector streets adjacent to residential areas, to include curvilinear sidewalks, berming and extra

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landscaping. Staff feels that this landscape treatment should, if possible, be continued throughout the Specific Plan area to maintain the aesthetic continuity of the Specific Plan. Concurrently with the initial adoption of this specific plan, the City undertook a growth study for Merced as a whole. This study resulted in the requirement of an expanded right-of-way (ROW) in proximity to the Cardella and "G" Street intersection. (The area affected is shown conceptually on the Circulation Plan Map, Figure 3).

### Water

Water for both domestic uses and fire protection will be provided by the City of Merced. The Plan area will be serviced from 16-inch mains on both Yosemite Avenue and "G" Street. A well site is designated for the "G" Street and Cardella Road area. Internal mains will be sized and looped as needed. Water mains proposed in the Specific Plan area are shown in Figure 4. The exact location(s) is to be determined by the Engineering Department based on need during subsequent subdivision or other discretionary approvals.

### Sewer

Sanitary sewer collection, treatment, and disposal will be provided by the City of Merced. The Plan area will generally be served by the "G" Street and Yosemite Avenue Master Plan trunk lines. The developers will install remaining portions as necessary. Sewer lines proposed in the Specific Plan area are conceptually shown in Figure 5. The exact location(s) is to be determined by the Engineering Department based on need during subsequent subdivision or other discretionary approvals.

### Storm Drainage and Flooding

Storm drainage shall conform to the Merced County Critical Area Flooding and Drainage Plan. The area will basically discharge into Cottonwood Creek. Retention of storm water will typically be allowed in underground storage facilities or in combination landscape/retention basin/open space areas.

### Utilities

Gas and electric service will be provided by Pacific Gas and Electric Company or the Merced Irrigation District. Telephone service will be provided by Pacific Bell. Cable television will be provided by AT&T Cable. All new utilities are to be undergrounded. Existing utilities will be placed underground as applicable under City policy.

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### Other Services

Refuse collection and police and fire protection will be provided by the City of Merced. The nearest existing fire station to the Specific Plan area is located on Loughborough Drive behind Merced Mall, approximately one and one-half miles from the site. Future fire department facility plans tentatively call for a future station in the vicinity of "G" Street and Cardella Road.



### PROJECT PHASING

The development of the Specific Plan area will likely occur with two primary developers developing single-family subdivisions, beginning in a south to north direction from Yosemite Avenue. The areas designated for apartments and townhouses will likely be developed as Residential Planned Developments at a later time. A specific timetable has not been determined for the northern portion of the Specific Plan area.

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### DEVELOPMENT CONDITIONS

- 1) An additional nine feet of road right-of-way shall be dedicated along "G" Street. The applicant shall construct "G" Street to major arterial standards on the east side of the centerline, and all frontage improvements on the east side of the centerline, without gaps north of Yosemite Avenue as development takes place along "G" Street. The applicant may gift-deed the road right-of-way and all required improvements along "G" Street.
- 2) A six-foot masonry wall and a minimum 15-foot buffer easement shall be required along major arterial and arterial street right-of-ways (a 10-foot easement is normally required on collector streets; however, staff may vary this requirement in special cases) where backing lots are allowed. Both the buffer easement and the required park strip shall be landscaped at the applicant's expense and maintained with a maintenance district. The buffer easement (once required landscaping and improvements are installed) may be gift-deeded to the City by the applicant.
- 3) The masonry wall along "G" Street must be of high-quality materials. Details to be worked out at the tentative subdivision map stage. The wall shall be dedicated to the City and maintained with a maintenance district.
- 4) The northeast corner of "G" Street and Yosemite Avenue shall be designated for multi-family residential uses only. An application requesting a commercial designation for this parcel may be considered at a later date.
- 5) The applicant shall install the required bikeways and undercrossings along Cottonwood Creek, and will be reimbursed for this in accordance with City ordinance.
- 6) The traffic signal poles at the intersection of "G" Street and Yosemite Avenue will be relocated and possibly replaced at the applicant's expense, as needed to match curb relocation/construction to meet City standards.
- 7) All streets in the proposed Residential Planned Development (RP-D) must be built to City structural standards but may be less than current standard widths upon adoption of new standard for RP-D's. Appropriate rules and measures must be included in the project's City Council and R's to assure that fire lanes are kept clear and adequate access is provided for refuse collection. All paved "street" areas, not agreed to be parking by the City and the applicant, will be designated and marked "fire lanes".\*

\*NOTE: Implementation of this condition will likely require a General Plan Amendment

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- 8) The club house and pool proposed for each Residential Planned Development (RP-D) are considered integral to these areas and may not be deleted from the plans. They are to be maintained by a homeowners association.
- 9) A minimum of two access points to public streets must be provided for each Residential Planned Development. Details to be worked out with staff.
- 10) The proposed densities, land uses, and circulation pattern shall be in conformance with the Specific Plan map.
- 11) All land uses are to be initially rezoned/zoned R-1-6 or RP-D (RP-D zoning may be used if a Site Utilization Plan is also approved) or conditional R-3-2.
- 12) For Residential Planned Development and multi-family areas, architectural and landscape design and construction materials shall be high-quality. Details shall be approved by conditional use permit.
- 13) Staff will work with the developers to provide for an ingress/egress point on "G" Street between Yosemite Avenue and Cardella Road at a site agreed to between the staff and the developers (Cardinal Drive, as approved by October 1991 Council action); to include acceleration and deceleration lanes to CalTrans guidelines (435 to 560 feet), right-turn only exiting onto "G" Street, with no signals or crossovers onto "G" Street (a median will be constructed subject to design approval by the Director of Public Works). (NOTE: Modified by 1998 Revision – See Figure 3 "Circulation Plan".)
- 14) No streets may intersect with Cardella Road or Yosemite Avenue closer than approximately 690 feet east of "G" Street. Acceleration and deceleration lanes are required on all street intersections with Cardella Road and Yosemite Avenue. The north/south collector streets intersecting Yosemite Avenue and Cardella Road approximately 690 feet east of "G" Street shall be left open as long as possible, but will eventually have to be right-turn in/right-turn out only.
- 15) "Backing lots" (lots with two frontages) on Cardella Road and Yosemite Avenue are not in accord with adopted City policy. Exceptions may be made for Residential Planned Developments, and where special considerations require a different street orientation.

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- 16) Street frontages shall border the creek open space areas wherever possible. This limits "backing lots" along the creek and provides physical and visual access in accordance with General Plan policy.
- 17) All storm drainage must comply with the Merced County Critical Area Flooding and Drainage Plan (Master Plan) and any applicable requirements of the Merced Irrigation District. Open fenced drainage basins will not be allowed. Drainage basins are to be combined into landscaped open space retention areas or placed in underground systems, to be included in a maintenance district and no park fee credit will be given. Any storm drain pump stations must meet City standards and be approved by the City Engineer.
- 18) All existing or unimproved portions of Cardella Road between "G" Street and Paulson Road must be reconstructed (two travel lanes) when Paulson Road is extended through to Cardella Road, unless properties west of Paulson Road develop prior to said extension, in which case they will be responsible for full reconstruction and improvement of their frontages. Any reconstruction of Cardella Road would be subject to reimbursement as provided in the Merced City Code, Chapter 17.58, as amended.
- 19) The EIR for the area has identified potential cultural or archaeological sites. It is expected that conditions will be placed in subsequent approvals (e.g., tentative subdivisions) requiring field review by qualified parties to verify the existence of significant sites and make recommendations as to their significance, preservation, or mitigation as needed. All costs associated with implementing this condition are the responsibility of the developer (said costs are estimated to be between \$500.00 and \$1,000.00). The farm yard area, including all attendant utility areas, should be documented and written in photographic form prior to its razing in the course of development.
- 20) The Specific Plan attempts to preserve large stands of trees in the overall design. There may be site specific requirements as to how some trees should be saved in each of the subsequent development proposals.
- 21) The developer of APN #60-040-73 (Spalding Wathen) shall, in exchange for being allowed to remove several significant stands of trees, including those along the property's eastern boundary, be required to plant trees along Cottonwood Creek at 20 feet on center. City standards require 15-gallon trees at 40 feet on center. Additional trees required as a part of this condition may be smaller than 15-gallon, depending on species (i.e., native oak and willows may be 5-gallon, alders must be 15-gallon). All landscaped and creek areas must have landscape plans, tree species and size to be approved by the Parks and Recreation Director. The developer

## Northeast Yosemite Specific Plan

- may pay the City a sum of money sufficient to allow the City to purchase 5-gallon trees and contract for their installation rather than installing the extra trees required at 20-foot centers. The developer would still be responsible for planting the required 15-gallon trees at 40-foot centers.
- 22) Buildings, fences, walls, and landscaping shall be of high-quality materials and harmonious with one another in color and texture.
  - 23) A water well site is to be dedicated (fee title) to the City. The exact location is to be determined by the Engineering Department based on need during subsequent subdivision or other discretionary approvals. It may be located in the creek easement or park area.
  - 24) Deceleration lanes, per CalTrans Standards, shall be installed on divided arterials (Yosemite Avenue and Cardella Road) and major arterials ("G" Street) at all intersections. Medians may need to be added.
  - 25) Energy conservation shall be emphasized during design, construction, and landscaping within the overall project, with special emphasis being given to solar orientation, overhangs, insulation, placement of trees, etc.
  - 26) A maintenance district (Figure 6) will be formed to maintain any retention basins, the storm drain system, the park and landscaped areas along walls, streets, and any medians. In addition, the maintenance district will be 100 percent responsible for maintenance of the creek itself, the surrounding riparian area, and the side of the creek without the bike path. Maintenance cost for the side of the creek with the bike path shall be split between the City and the maintenance district. The maintenance district share of the cost shall be determined by benefit to properties in the area (local benefit).
  - 27) A clear hierarchy of streets shall be maintained in the Specific Plan. Individual access to collector streets will be minimized and looped drives are to be used if access is unavoidable.
  - 28) Access to the church sites shall be limited to their respective residential collector street frontage. No access shall be permitted onto Yosemite Avenue.
  - 29) The applicant may gift-deed the creek easement.
  - 30) The "landscape corridor" proposed along selected collector streets of Assessors Parcel Nos. 60-040-73 and 60-073-01 by the developer, Spalding Wathen, shall be continued at the City's option throughout the Specific Plan area.



## Northeast Yosemite Specific Plan

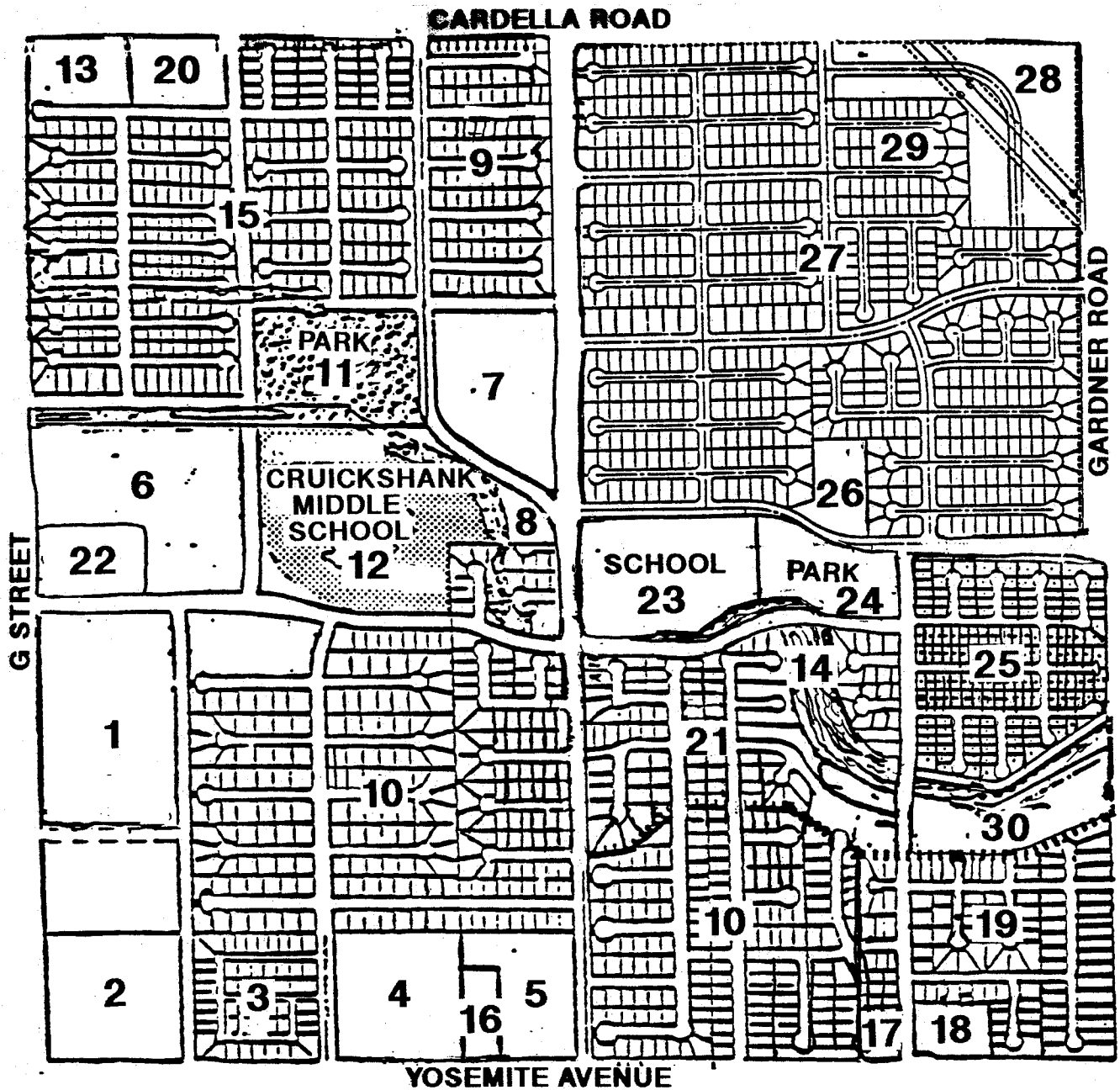
- 31) The applicants shall be required to enter into a written agreement consenting to pay all City and school district fees, taxes and/or assessments in effect on the date of any subsequent permit approval. Any increase in those fees, taxes and/or assessments, and any new fees, taxes and/or assessments which are in effect at the time the building permits are issued, which may include traffic impact fees, a Parsons Avenue impact fee, Mello-Roos impact fee, etc.; said agreement to be approved by the City Council prior to the adoption of the ordinance, resolution, or minute action.
- 32) Prior to subdivision, Engineering studies shall be performed, recommendations made, and mitigation actions taken to diminish or alleviate flood hazards on-site, as approved by the City. Special emphasis shall be given to the areas along Cottonwood Creek, and those areas identified by the most current Federal Emergency Management Agency Flood Maps available at the time of subdivision.
- 33) Any construction surrounding the stands of trees running along Cottonwood Creek shall be approved by the City Arborist (Community Services), subject to appeal to the Planning Commission.
- 34) In the event no change in Cardinal Drive, as shown, is proposed:
  - a. Cardinal Drive should be widened curb-to-curb to a collector standard within an overall 64-foot-wide right-of-way (park strips associated with traditional collector right-of-way to be modified or adjusted as necessary); acceleration and deceleration lanes on "G" Street must be provided to CalTrans guidelines (435 to 560 feet), as approved by the City Director of Public Works.
  - b. It will be right-turn in, right-turn out only access at "G" Street.
  - c. A median will be constructed, subject to design approval of the Director of Public Works, to prevent left turning movement from Cardinal Drive onto "G" Street.
  - d. Cardinal Drive shall be relocated to provide for a full dedication of 50 feet from creek centerline for creekside open space/natural riparian preserve, along its total length within the project area.
- 35) The owner of APN #60-040-02, located at the southeast corner of "G" Street and Cardella Road, shall dedicate 59 feet of right-of-way from the center line of Cardella Road, plus a 10-foot landscape easement along Cardella frontage (per Attachment I-2, Staff Report #91-37).

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- 36) The design shall be modified to reflect the full rights-of-way in proximity to the "G" Street/Cardella Road intersection that would be required (on "G" Street and Cardella Road, respectively) under General Plan Amendment #90-10.
- 37) Public improvements required shall include, but are not limited to, dedications and constructions, appertaining to major arterial per General Plan Amendment #90-10, divided arterial per ST-2, the standard arterial intersection as found in General Plan Amendment #90-10, bus turnout per TC-12 with locations to be mutually agreed upon by applicant and City, park basin per Engineering Standards, and per City approval.
- 38) The "multi-family" area south of Cardinal Drive shall be limited to Planned Development zoning; current environmental review and all analysis of this project has been based upon an R-2 equivalent density.

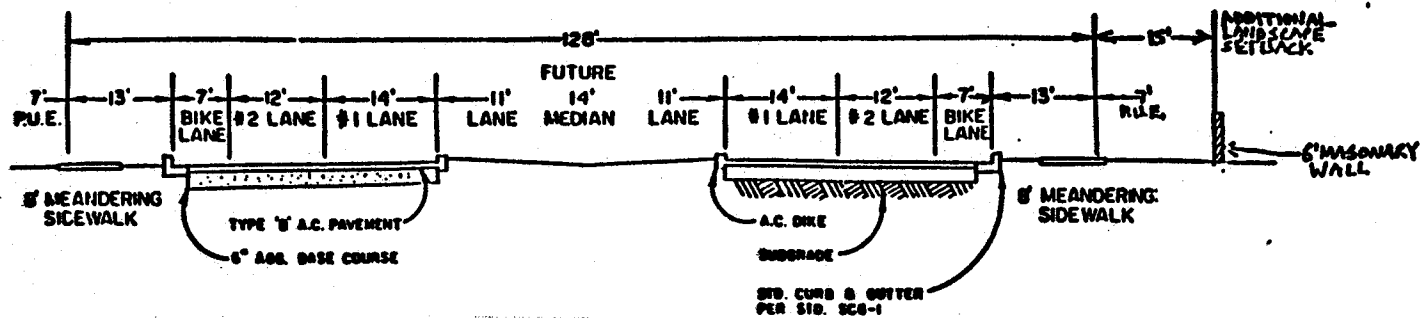
**Note:** The above list of conditions does not reflect all the conditions required within the Northeast Yosemite Specific Plan area. The City has imposed additional development conditions through subsequent general plan amendments, annexations, conditional use permits, and tentative subdivision map approvals. Please check with the City's Planning & Permitting Division for a complete list of conditions for any particular development or portion of the Specific Plan.

tl:P:plans:NEYOSSP

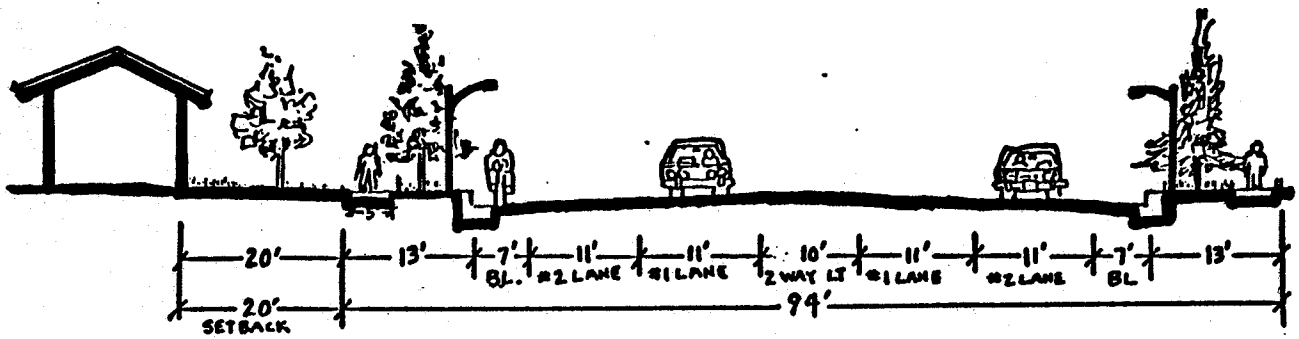


1) 310 Apartments/Condominiums (±17.2 acres)	16) Private Residence (±2 acres)
2) 160 Apartments/Condominiums (±8.8 acres)	17) Private Residence (±1.5 acres)
3) 46 Single-Family Residences (±8.9 acres)	18) Church Site (±4 acres)
4) St. Patrick's Catholic Church (±9 acres)	19) 118 Single-Family Residences
5) Church Site (±8 acres)	20) Neighborhood Commercial Site (±3.8 acres)
6) 70 Single-Family Residences (±18 acres)	21) 96 Single-Family Residences (±26 acres)
7) 155 Apartments/Condominiums (±9.7 acres)	22) Mercy/UC Davis Cancer Center (±3.8 acres)
8) 20 Apartments/Condominiums (±4.1 acres)	23) Elementary School Site (±10 acres)
9) 95 Single-Family Residences (±21.3 acres)	24) Park Site (±8 acres)
10) 560 Single Family Residences	25) 188 Single-Family Residences (±45 acres)
11) Park (±10 acres)	26) Drainage Basin (±3.6 acres)
12) Cruickshank Middle School (±20 acres)	27) 553 Single-Family Residences (±126 acres)
13) 72 Duplexes (±4.3 acres)	28) 150 Duplexes/Low-Medium Density (±16 acres)
14) Cottonwood Creek/Bikeway (±7 acres)	29) Park Site (Exact Location To Be Determined)
15) 144 Large Lot Residences (±74 acres)	30) Single-Family Residential (# of Units Unknown)
<b>Total Units = 2,739</b>	<b>Total Acres = 640</b>

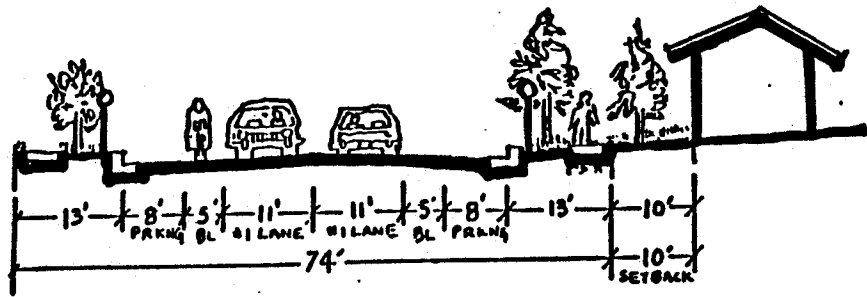

**Figure 1**  
**Specific Plan**  
*Northeast Yosemite Specific Plan*




**MAJOR ARTERIAL (128'-15' LANDSCAPE EASEMENT) & G STREET  
(EXPANDED INTERSECTION--UP TO 150'-- G AND CARDELLA)**



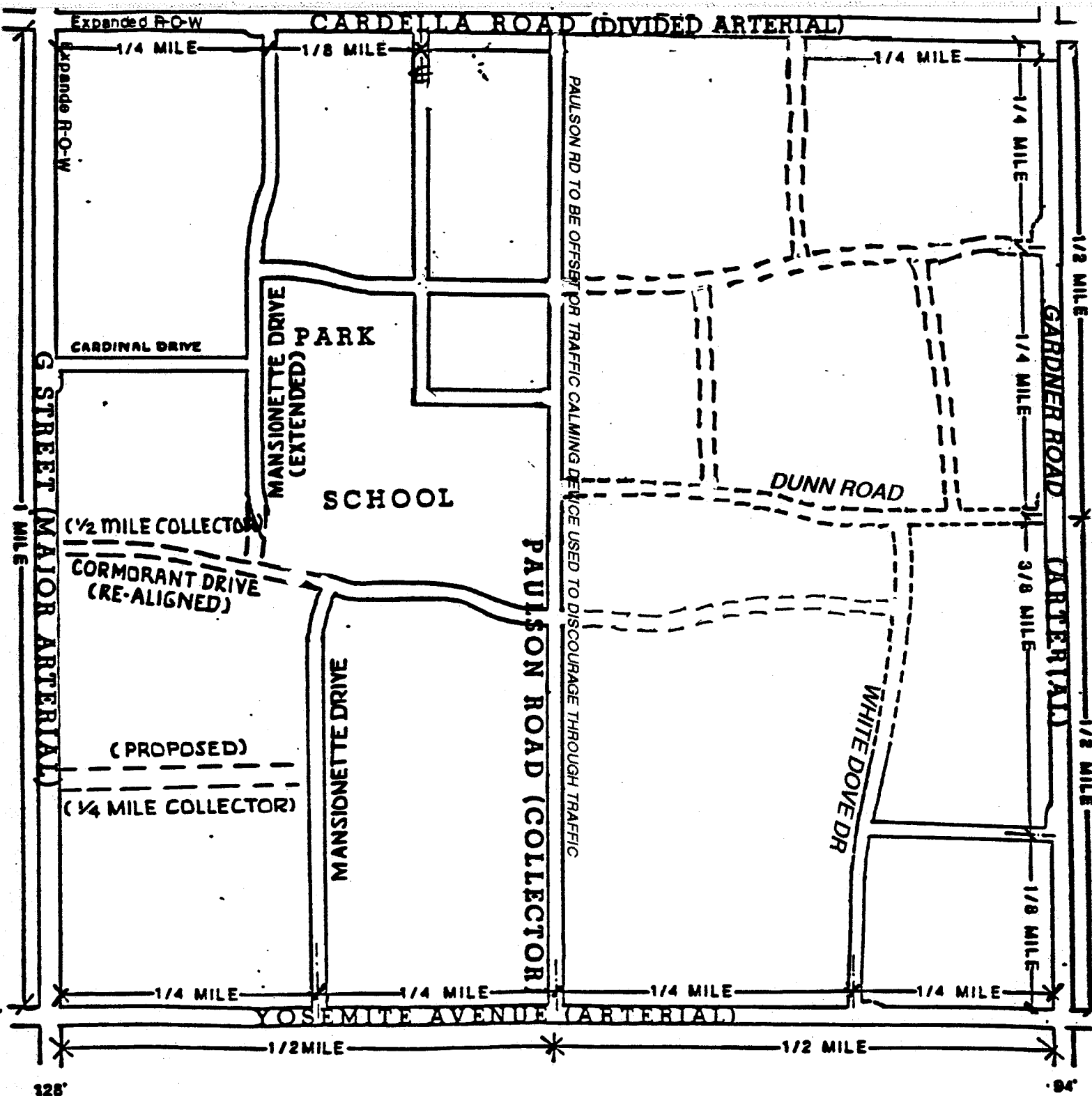
**ARTERIALS (94') (DIVIDED ARTERIAL 118')  
YOSEMITE AVE. & (CARDELLA RD.)  
GARDNER RD.)**





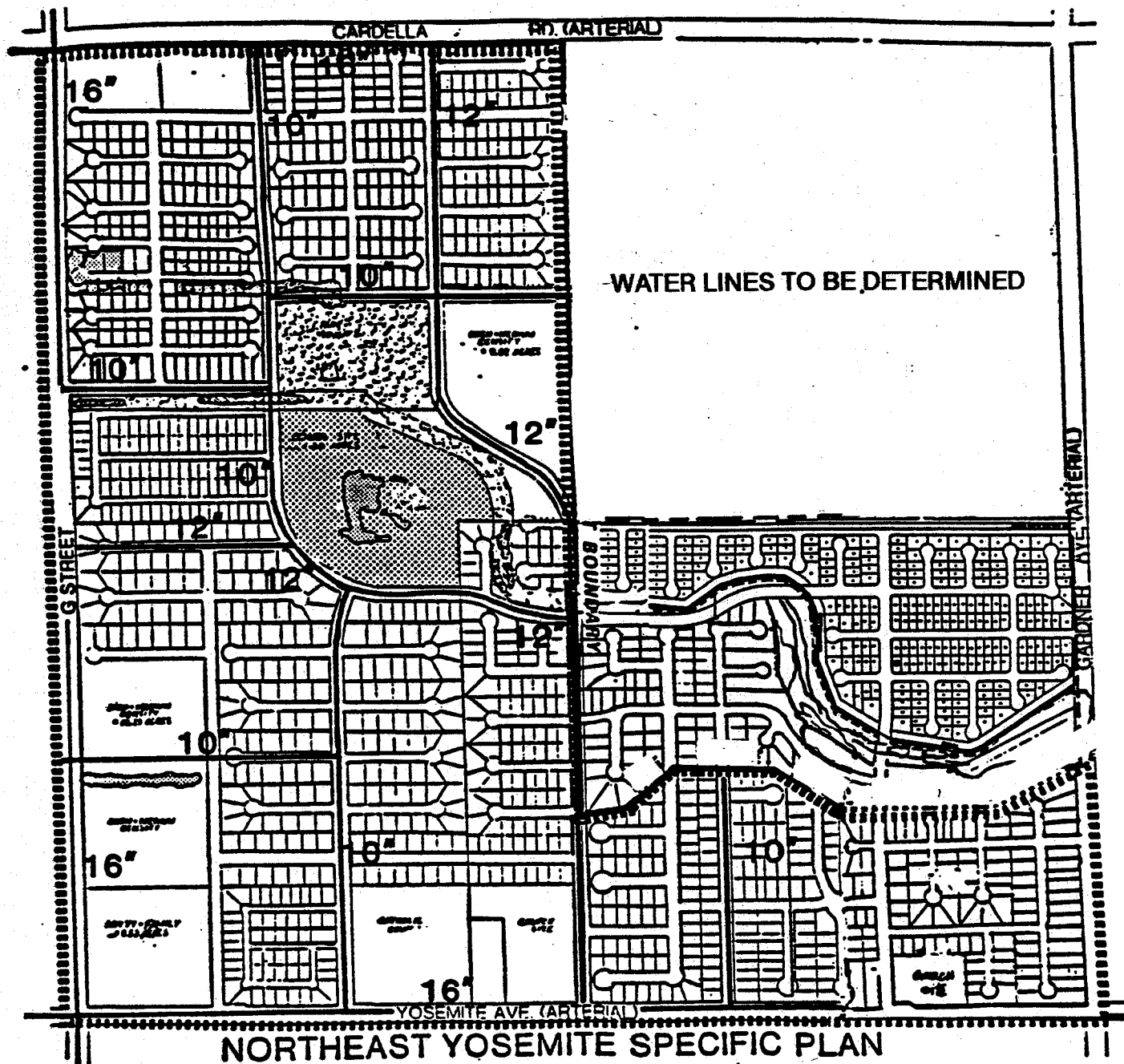
**COLLECTOR (74')  
(PAULSON RD AND OTHERS)**

**NOTE: SUBSEQUENT TO SPECIFIC PLAN ADOPTION,  
MODIFIED GENERAL PLAN CROSS-SECTIONS WERE ADOPTED.  
MINOR CHANGES TO THE ABOVE CROSS-SECTIONS MAY BE REQUIRED.**


**Figure 2  
Street Cross-Sections  
Northeast Yosemite Specific Plan**




**Figure 3**  
**Circulation Plan**  
*Northeast Yosemite Specific Plan*





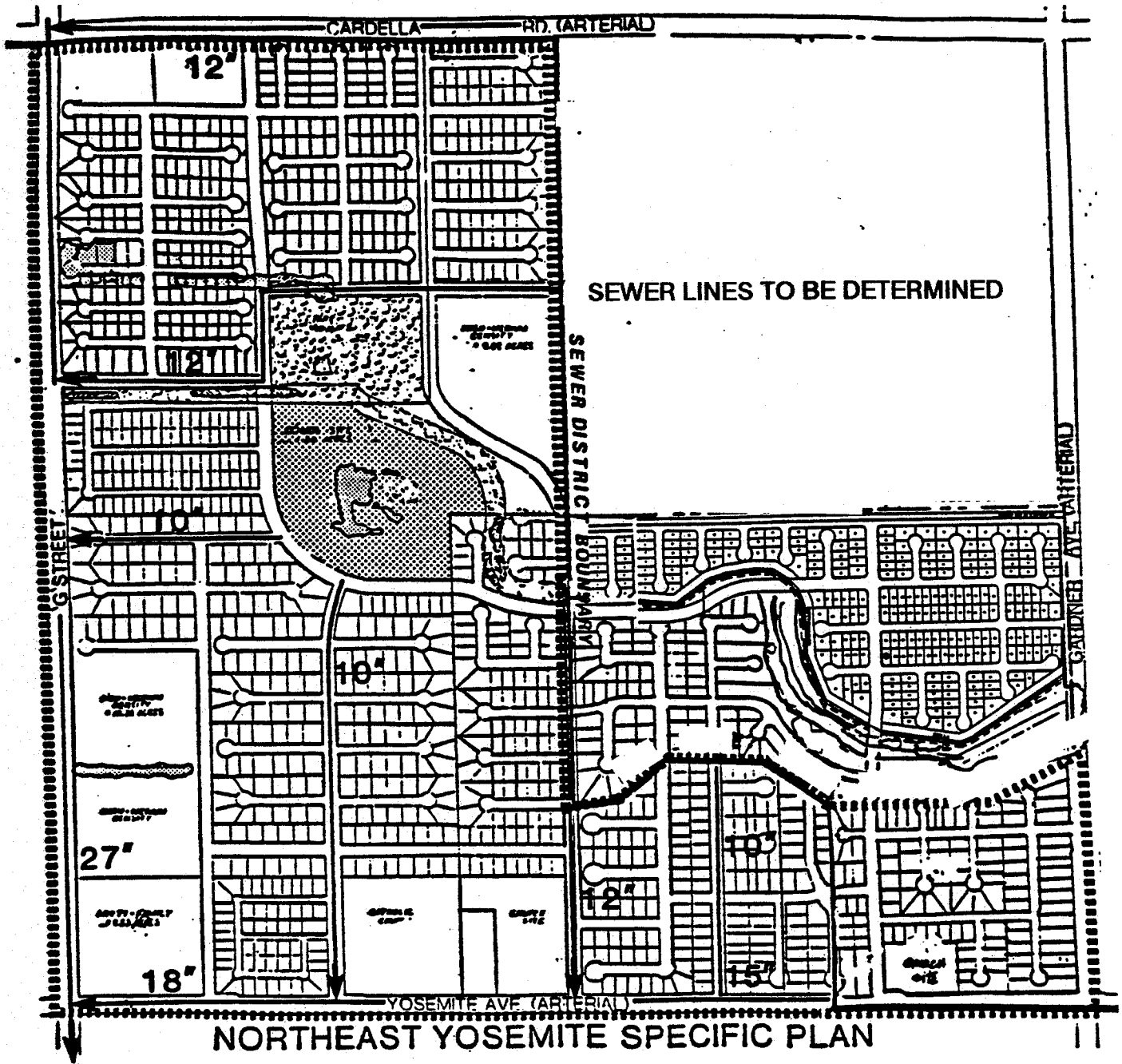
NOTE: LAND USE DESIGNATIONS HAVE CHANGED SINCE THIS MAP WAS DRAWN.  
REFER TO FIGURE 1 FOR LAND USES.



**Figure 4**  
**Water Plan**


*Northeast Yosemite Specific Plan*






**NORTHEAST YOSEMITE SPECIFIC PLAN**

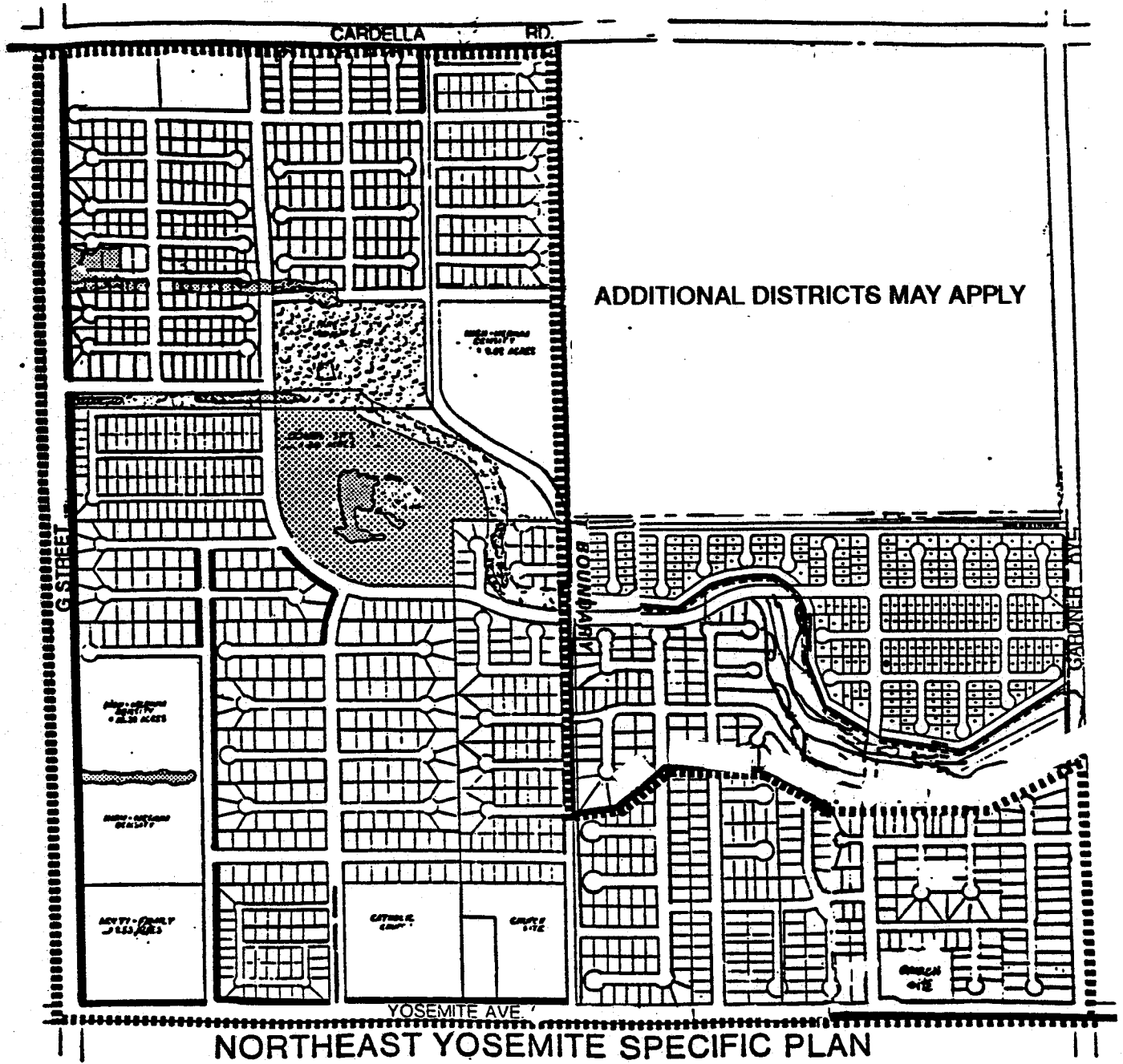
**NOTE: LAND USE DESIGNATIONS HAVE CHANGED SINCE THIS MAP WAS DRAWN.  
REFER TO FIGURE 1 FOR LAND USES.**




**Figure 5**  
**Sewer Plan**

*Northeast Yosemite Specific Plan*





**NOTE: LAND USE DESIGNATIONS HAVE CHANGED SINCE THIS MAP WAS DRAWN.  
REFER TO FIGURE 1 FOR LAND USES.**



**Figure 6**  
**Maintenance District**  
*Northeast Yosemite Specific Plan*

