THE CITY OF RANCHO CUCAMONGA

THE REGULAR MEETINGS OF

THE HISTORIC PRESERVATION COMMISSION

AND

THE PLANNING COMMISSION

MARCH 23, 2016 - 7:00 PM

Rancho Cucamonga Civic Center
COUNCIL CHAMBERS
10500 Civic Center Drive
Rancho Cucamonga, California

I. CALL TO ORDER

Pledge of Allegiance

Roll Call

Chairman Wimberly ___ Vice Chairman Oaxaca ___

Munoz ___ Macias ___ Fletcher ___

II. PUBLIC COMMUNICATIONS

This is the time and place for the general public to address the Historic Preservation Commission or the Planning Commission on any item listed or not listed on the agenda. State law prohibits the Historic Preservation Commission or the Planning Commission from addressing any issue not previously included on the Agenda. The Historic Preservation Commission or the Planning Commission may receive testimony and set the matter for a subsequent meeting.

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III. CONSENT CALENDAR/HISTORIC PRESERVATION COMMISSION AND PLANNING COMMISSION

A. Consideration of Regular Meeting minutes dated March 9, 2016

B. Consideration of Pre-Application Workshop minutes dated March 9, 2016

IV. DIRECTOR'S REPORTS/PLANNING COMMISSION

C. RANCHO CUCAMONGA METROLINK FEASIBILITY AND TRANSIT-ORIENTED DEVELOPMENT STUDY – SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AND CITY OF RANCHO CUCAMONGA: A study, prepared by AECOM, to determine a recommended transit-oriented development concept for the existing Rancho Cucamonga Metrolink San Bernardino Line station and the feasibility of introducing a potential future station with associated development at Haven Avenue.

V. PUBLIC HEARINGS/PLANNING COMMISSION

The following items have been advertised and/or posted as public hearings as required by law. The Chairman will open the public hearing to receive testimony. All such opinions shall be limited to 5 minutes per individual for each project. Please sign in after speaking.

D. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP SUBTT18908 – RICHLAND VENTURES, INC. – A proposed subdivision of approximately 10.6 acres into 30 single-family detached lots within the Low (L) Residential District in the Etiwanda North Specific Plan located at the northwest corner of East Avenue and Wilson Avenue – APN: 1087-081-25. Staff has prepared a Mitigated Negative Declaration of environmental impacts.

E. TIME EXTENSION DRC2015-01110 - PACIFIC SUMMIT-FOOTHILL, LLC - A request to allow for a one (1) year time extension of a previously approved 8-lot Tentative Tract Map (SUBTT16605) residential subdivision for condominium purposes on 21 acres of land in the Mixed Use (MU) District, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and the Pacific Electric Trail; APN: 0207-101-13. On April 12, 2006, a Mitigated Negative Declaration of environmental impacts was adopted by the Planning Commission for Tentative Tract 16605. Per CEQA Guidelines Section 15162, no further environmental review or Negative Declaration is required for subsequent projects or minor revisions to projects within the scope of the previously adopted Mitigated Negative Declaration.

VI. COMMISSION BUSINESS/HISTORIC PRESERVATION AND PLANNING COMMISSION

F. INTER-AGENCY UPDATES

G. COMMISSION ANNOUNCEMENTS

VII. ADJOURNMENT

THE PLANNING COMMISSION WILL IMMEDIATELY ADJOURN TO THE RAINS ROOM TO DISCUSS PRE-APPLICATION REVIEW DRC2016-00142 – DR HORTON.

I, Lois J. Schrader, Planning Commission Secretary of the City of Rancho Cucamonga, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on March 17, 2016, at least 72 hours prior to the meeting per Government Code Section 54964.2 at 10500 Civic Center Drive, Rancho Cucamonga.

If you need special assistance or accommodations to participate in this meeting, please contact the Planning Department at (909) 477-2750. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility. Listening devices are available for the hearing impaired.

INFORMATION FOR THE PUBLIC

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APPEALS

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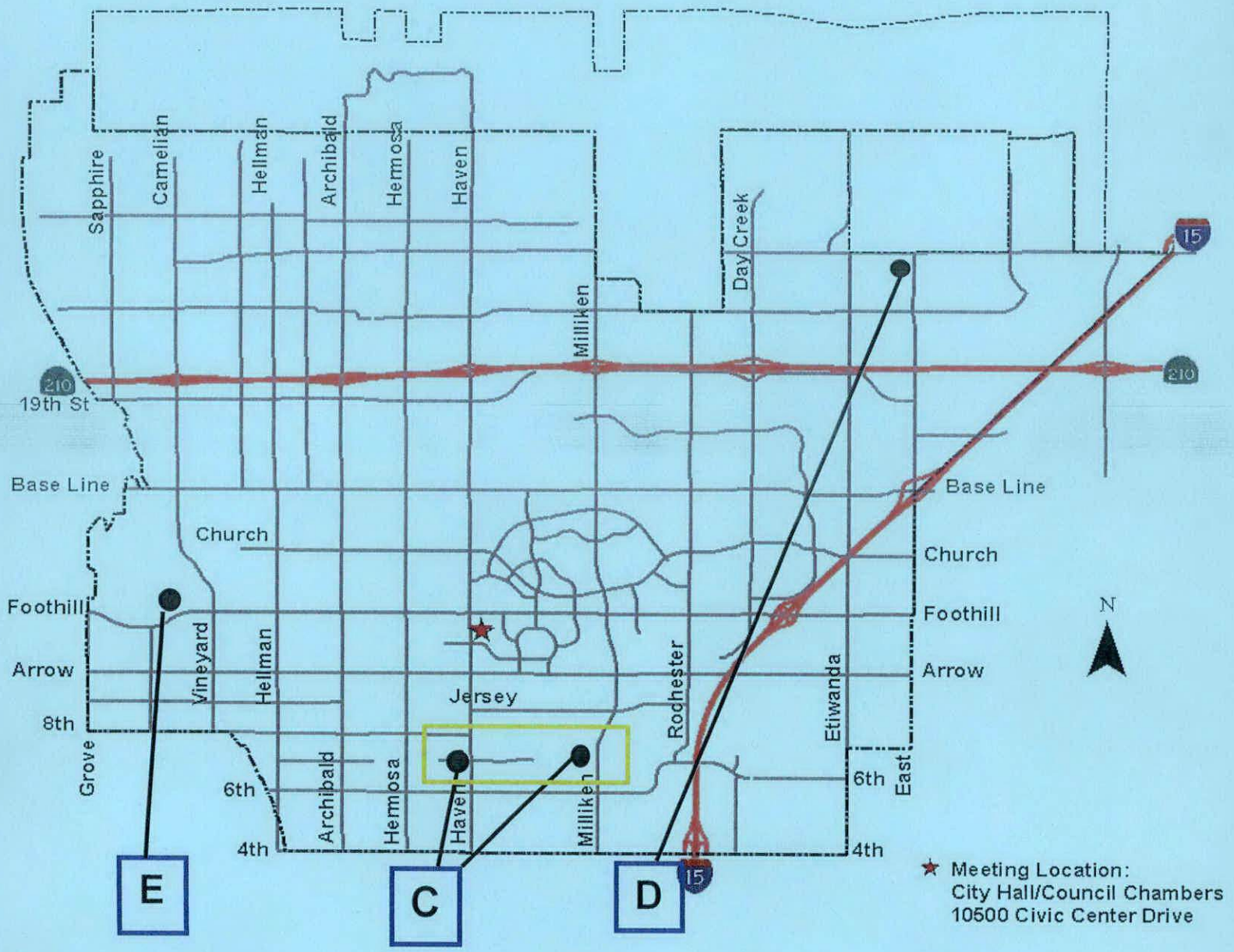
Vicinity Map
Historic Preservation and Planning Commission Meeting
March 23, 2016



Item C: Metrolink Study
Item D: Tentative Tract Map SUBTT18908
Item E: Time Extension DRC2015-01110

THE CITY OF RANCHO CUCAMONGA

THE *MINUTES* OF

THE HISTORIC PRESERVATION COMMISSION

AND

THE PLANNING COMMISSION

MARCH 9, 2016 - 7:00 PM

Rancho Cucamonga Civic Center
COUNCIL CHAMBERS
10500 Civic Center Drive
Rancho Cucamonga, California

I. CALL TO ORDER

Pledge of Allegiance *7:00 P.M.*

Roll Call

Chairman Wimberly _X_ Vice Chairman Oaxaca _X_

Munoz _X_ Macias _X_ Fletcher _X_

Additional Staff Present: Candyce Burnett, Planning Director; Steven Flower, Assistant City Attorney; Tom Grahn, Associate Planner; Dan James, Senior Civil Engineer; Dominick Perez, Assistant Planner; Lois Schrader, Planning Commission Secretary; Jennifer Palacios, Office Specialist II; Mike Smith, Associate Planner; Nikki Cavazos, Assistant Planner; Kimberly Rhoads, Assistant Planner

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None

III. CONSENT CALENDAR/HISTORIC PRESERVATION COMMISSION AND PLANNING COMMISSION

A. Consideration of minutes dated February 24, 2016

Moved by Fletcher, seconded by Muñoz, carried 4-0-1 (Macias abstain)

B. VACATION OF A PORTION OF 10115 24TH STREET, LOCATED EAST OF HERMOSA AVENUE (V-229) – HCH INVESTMENTS, LLC – APN: 0209-111-20. Related File: Minor Design Review DRC2014-00388.

Moved by Fletcher, seconded by Muñoz, carried 5-0

IV. PUBLIC HEARINGS/PLANNING COMMISSION

The following items have been advertised and/or posted as public hearings as required by law. The Chairman will open the public hearing to receive testimony. All such opinions shall be limited to 5 minutes per individual for each project. Please sign in after speaking.

C. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP SUBTT19917 - SHAREEF AWAD - A request to subdivide 7.17 acres into 10 lots in the Very Low (VL) Residential District of the Etiwanda Specific Plan, located north of the 210 Freeway and east of East Avenue at the easterly extension of Wilshire Drive and Copley Drive; APN: 0226-102-30. Staff has prepared a Mitigated Negative Declaration of environmental impacts for consideration.

Tom Grahn, Associate Planner, presented a brief staff report and gave a PowerPoint presentation (copy on file), for continuance of Environmental Assessment and Tentative Tract Map SUBTT19917in order to address new concerns re: The Mitigated Negative Declaration of environmental impacts.

Chairman Wimberly opened the public hearing and seeing and hearing no comment closed the public hearing.

Moved by Fletcher, seconded by Oaxaca, carried 5-0 to continue the item to an unspecified date.

D. DESIGN REVIEW DRC2015-00402 – FULLMER CONSTRUCTION FOR FREWING DEVELOPMENT - A request for site plan and architectural review of a 45,797 square foot warehouse building on a 2.32 acre lot located on the west side of Pittsburgh Avenue and

approximately 570 feet south of 6th Street in the Industrial Park (IP) District - APN: 0229-341-15. Planning Department staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines as a Class 32 (CEQA Guidelines Section 15332) exemption, which covers in-fill development on no more than 5 acres substantially surrounded by urban uses.

Nikki Cavazos, Assistant Planner, presented the staff report and gave a PowerPoint presentation (copy on file).

Chairman Wimberly asked what was done to resolve the issue with the outside eating area.

Ms. Cavazos said the outside eating area square footage meets all development standards.

Casey Jones, the applicant, thanked Ms. Cavazos and said she was very helpful and did a wonderful job.

Dan Coleman, representative of Cucamonga Christian Fellowship, said they are the adjoining property to the south and the developer worked with the church regarding their site plan to see what works best for them as well as the developer. He said the church is very happy with the application.

Commissioner Muñoz complimented staff and the applicant and said the design makes sense and the building fits like a glove.

Commissioner Fletcher said the design is consistent within the area and the building looks good.

Chairman Wimberly said the building is a perfect fit for the location. He applauded the applicant and the church for being able to work together.

Moved by Muñoz, seconded by Fletcher, carried 5-0 to adopt the Resolution approving Design Review DRC2015-00402.

E. CONDITIONAL USE PERMIT DRC2015-00848 – ROYAL SPA – A request to operate a massage establishment within a 1,395 square foot tenant space located within Planning Area 10 of the Rancho Cucamonga Industrial Area Specific Plan at the northwest corner of Milliken Avenue and 7th Street at 9090 Milliken Avenue, Suite 130 – APN: 0209-272-28. Planning Department staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines as a Class 1 (CEQA Guidelines Section 15301) exemption, which covers existing facilities.

Dominick Perez, Associate Planner, presented the staff report and gave a PowerPoint presentation (copy on file).

Steven Flower, Assistant City Attorney, advised the Commissioners that there were three applicants associated with the business and because staff had not heard from them since the new facts came forth, he and staff felt it best to proceed to deny the application than to move it to a later date as it was scheduled to be heard this evening. He said he believed the applicants are still interested in the application although they do not appear to be present today and may not be present if we proceed to a later date.

Commissioner Fletcher asked which applicant contacted staff.

Mr. Perez said the applicant that originally submitted this application was Yuee He and had been communicating with staff by his translator Jean Jang.

Charlie Buquet with Consolidated Consulting said he works on behalf of Richard Dick and was present this evening to observe the proceedings. He said it sounds like staff had the proper communication. He said his understanding is the tenant has not been paying rent and the owner is suing for the legal possession of the property.

Commissioner Muñoz said he had a lot of concern with the Facts and Findings with respect to them not being met as required by the code. He said he approves of the denial.

Moved by Macias, seconded by Oaxaca, carried 5-0 to adopt the Resolution denying the application.

V. COMMISSION BUSINESS/HISTORIC PRESERVATION AND PLANNING COMMISSION

F. COMMISSION ANNOUNCEMENTS

None

VI. ADJOURNMENT

7:30 P.M.

The Planning Commission immediately adjourned to the Rains Room to discuss Pre-Application Review DRC2015-00444 – Civic Design Group for Roger Wong.

I, Lois J. Schrader, Planning Commission Secretary of the City of Rancho Cucamonga, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on March 3, 2016, at least 72 hours prior to the meeting per Government Code Section 54964.2 at 10500 Civic Center Drive, Rancho Cucamonga.

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THE CITY OF RANCHO CUCAMONGA

WORKSHOP *MINUTES* OF

THE PLANNING COMMISSION

MARCH 9, 2016 - 7:00 PM*

Rancho Cucamonga Civic Center
*****RAINS ROOM*****
10500 Civic Center Drive
Rancho Cucamonga, California

I. CALL TO ORDER

Roll Call *7:40 PM*

Chairman Wimberly _X_ Vice Chairman Oaxaca _X_

Munoz _X_ Macias _X_ Fletcher _X_

Additional Staff Present: Candyce Burnett, Planning Director; Dan James, Senior Civil Engineer; Lois Schrader, Planning Commission Secretary; Jennifer Palacios, Office Specialist II; Mike Smith, Associate Planner; Nikki Cavazos, Assistant Planner

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None

III. ITEMS FOR DISCUSSION

A. PRE-APPLICATION REVIEW DRC2015-00444 – CIVIC DESIGN GROUP FOR ROGER WONG - A request for a Planning Commission Workshop review of the conceptual site plan and architecture for a proposed commercial/office building on a parcel of 0.37 acres within the Commercial/Office (CO) District, Foothill Boulevard Overlay District (FBOD), located at 9533 Foothill Boulevard; APN: 0208-261-14.

Nikki Cavasos, Assistant Planner, gave a brief PowerPoint presentation summarizing the project application (copy on file).

Roger Wong, Applicant, indicated real grapevines would be planted along the sides of the building where they are shown on the plans.

Commissioner Munoz noted the level of traffic at the project location and confirmed the access points. He suggested they punch up the design as recommended by staff.

Commissioner Fletcher asked for specifics regarding staff's request for the applicant to enhance the wall plane, materials etc.

Ms. Cavasos said staff would like to warm and soften up the design for an office and to fit in with the area. She said it currently feels more industrial.

Commissioner Fletcher said it is difficult to see how the color samples fit everything looks washed together; it may need more color. He said he likes it and it looks nice and did not think it would be out of place. He said he likes the awnings, cables and supports.

Mr. Wong said he hopes to set an example for other buildings to follow with respect to the modern design.

Commissioner Macias said he mostly agrees with Commissioner Fletcher and he generally likes it. He suggested the applicant work with staff for the details.

Vice Chairman Oaxaca said he concurs as he likes the modern, clean look. He said it would be helpful to have material samples when it comes to the Planning Commission hearing. He said the color prints don't do it justice; he needs to see the differences in texture.

Chairman Wimberly concurred and said the development will be a significant improvement over what is currently on that corner. He noted that there are stairs only and no elevators. He asked if that presents an ADA problem.

Mr. Wong said they considered a separate room downstairs to accommodate handicapped visitors and that the upper floor would be offices exclusive to his own business.

Commissioner Fletcher said that staff will not support that arrangement but to work it out with staff. He suggested more articulation on the side that reflects a single wall plane.

Commissioner Munoz asked staff to comment with respect to ADA and the lack of an elevator.

Candyce Burnett, Planning Director said this is a building code issue/it depends on how the building is occupied. She said the applicant will have to meet ADA requirements and accommodate or have an elevator. She said the applicant should verify what is needed early in the review process.

Mr. Wong said the second floor will be his own offices and there is not a big demand for "face to face" meetings with clients.

Commissioner Munoz said the Code may not support you because the building could be used for another business at a later time (if he sold the building, for example).

Ms. Burnett noted that it may also be an employment issue (hiring disabled).

Chairman Wimberly recommended the application be sent back to staff and directed staff to work with the applicant on the application.

IV. ADJOURNMENT

8:00 PM

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STAFF REPORT

PLANNING DEPARTMENT

RANCHO CUCAMONGA

Date: March 23, 2016

To: Chairman and Members of the Planning Commission

From: Candyce Burnett, Planning Director

By: Flavio Nuñez, Management Analyst II

Subject: RANCHO CUCAMONGA METROLINK FEASIBILITY AND TRANSIT-ORIENTED DEVELOPMENT STUDY – SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AND CITY OF RANCHO CUCAMONGA: A study, prepared by AECOM, to determine a recommended transit-oriented development concept for the existing Rancho Cucamonga Metrolink San Bernardino Line station and the feasibility of introducing a potential future station with associated development at Haven Avenue.

RECOMMENDED ACTION:

1. Receive staff and consultant's presentation; and
2. Forward the Study to the City Council for their review, and to receive and file the report.

BACKGROUND/ANALYSIS: In September 2013 the City was awarded a Sustainability Program grant by Southern California Association of Governments (SCAG) for the Metrolink Feasibility and Transit Oriented Development Study. Following the award, both SCAG and the City worked in partnership to develop a Request for Proposal, review submittals and select a consultant to perform the study. AECOM Technical Services, Inc. based in Los Angeles was the selected consultant to perform the study and analysis.

The Study was organized into three phases. Phase One included analysis and visioning to understand the physical and economic conditions of the sites. Phase One also included meeting with various stakeholder agencies, including but not limited to the City, San Bernardino Associated Governments (SANBAG), Metrolink, Omnitrans, land developers, and other stakeholders. Surveys were conducted at Chaffey Community College and at the Rancho Cucamonga Metrolink station in order to gain input on issues and opportunities for transit-oriented development at the Milliken Avenue Station and the possibility of introducing a second station at Haven Avenue. An online survey was also created for this purpose. Phase Two included the development of scenarios for each station. The scenarios were measured and evaluated on how they address and perform against the guiding principles and goals established in Phase one. The scenarios were also evaluated by the stakeholders during a workshop. The final Phase refined the preferred scenario based on the feedback received from the stakeholders during Phase Two. The final implementation plan includes a range of development and transit elements for each site, along with specific implementation strategies.

NEXT STEPS: Staff will forward the final report to the City Council in April with a recommendation to receive and file. The Study will help guide the City's review of potential transit-oriented development (TOD) projects at the current and potential future Metrolink sites. It will also serve as a policy document that will assist in guiding transit-oriented development (TOD), in general, and for

consideration in future updates to the General Plan and/or Development Code. This document will also be helpful when applying for grant funding, especially where prioritization ranks a high need for improvements.

Respectfully submitted,

Candyce Burnett
Planning Director

CN:FN/ls

Exhibit A: Rancho Cucamonga Metrolink Feasibility and Transit-Oriented Development Study

EXHIBIT A

AECOM

Rancho Cucamonga Metrolink Feasibility and Transit-Oriented Development Study

Southern California Association of Governments
City of Rancho Cucamonga

March 2016 DRAFT

SCAG Project Number: 065.SCG00137.01
AECOM Project Number: 60430330

This is a project for the City of Rancho Cucamonga (City) with funding provided by the Southern California Association of Governments' (SCAG) Sustainability Program. SCAG's Sustainability Program assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Sustainability Program tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs.

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG or the State of California. This report does not constitute a standard, specification, or regulation. SCAG shall not be responsible for the City's future use or adaptation of the report.

Rancho Cucamonga Metrolink Feasibility and Transit-Oriented Development Study

Southern California Association of Governments
City of Rancho Cucamonga

This document has been prepared by AECOM Limited for the sole use of our client (the "Client") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM Limited and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM Limited, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM Limited.

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Introduction

1.0

Introduction

This study seeks to assist the City of Rancho Cucamonga, in partnership with the Southern California Association of Governments, to determine a recommended transit-oriented development concept for the existing Rancho Cucamonga Metrolink San Bernardino Line station and the feasibility of introducing a potential future station with associated development at Haven Avenue.

Background and Purpose

The Rancho Cucamonga Metrolink Feasibility and Transit-Oriented Development (TOD) Study evaluates the benefits and constraints associated with introducing TOD in the vicinity of the existing Metrolink San Bernardino Line station at in the City of Rancho Cucamonga at Milliken Avenue (the Rancho Cucamonga station or the Milliken Avenue station) and the feasibility of a new, secondary Metrolink San Bernardino Line station located near the intersection of the Metrolink San Bernardino Line and Haven Avenue (the Haven Avenue site). Specifically, the study addresses the following:

1. The evaluation of and recommendations for introducing high-density, mixed-use, and transit-oriented development in the vicinity of the existing Metrolink San Bernardino Line Milliken Avenue station. The City is reviewing an application for the redevelopment of the Empire Lakes golf course. The site is 160 acres and is located south of the existing Milliken Avenue station. A mix of office, commercial, neighborhood retail and multiple-family residential ranging from 15 to 50 dwelling units per acre is proposed.

   The City is also exploring the feasibility of developing transit-oriented development adjacent to the Metrolink San Bernardino Line station at Milliken Avenue. The City believes future development in this area should take advantage of the proximity to the Metrolink San Bernardino Line station and integrate other multi-modal transportation options such as buses and pedestrian facilities. This study evaluates the benefits and constraints associated with introducing TOD in this area.

2. The study also evaluates the feasibility of a new, secondary Metrolink San Bernardino Line station located near the intersection of the Metrolink San Bernardino Line and Haven Avenue. This station would be in addition to the existing Metrolink San Bernardino Line Milliken Avenue station located at 11208 Azusa Court (near the intersection of the Metrolink San Bernardino Line and Milliken Avenue). The study evaluates the feasibility of the addition of a secondary station and the potential of this new station to enhance transit connections, increase the variety of transit options available to the community and region, and support TOD. The City's General Plan identifies Haven Avenue as a "Primary Transit Corridor." The potential station at Haven Avenue could facilitate access to Ontario International Airport (ONT) and Chaffey College for the community and the surrounding region. The study determines the feasibility of the second Metrolink San Bernardino Line station and recommends the best mix and intensity for the future development near the potential second Metrolink San Bernardino Line station.

The analysis concludes with recommendations for the optimal mix of uses and "best practice" development standards for TOD development that could be applied not only in the vicinity of the Metrolink San Bernardino Line station at Milliken Avenue, but also the potential secondary station at Haven Avenue.

Study Area

The City of Rancho Cucamonga encompasses a total planning area of approximately 50 square miles. The planning area includes a wide range of land uses that serve the needs of both the City's resident population of approximately 170,000 and the larger regional population, which includes an employment base of over 72,000 jobs. The City is served by three major

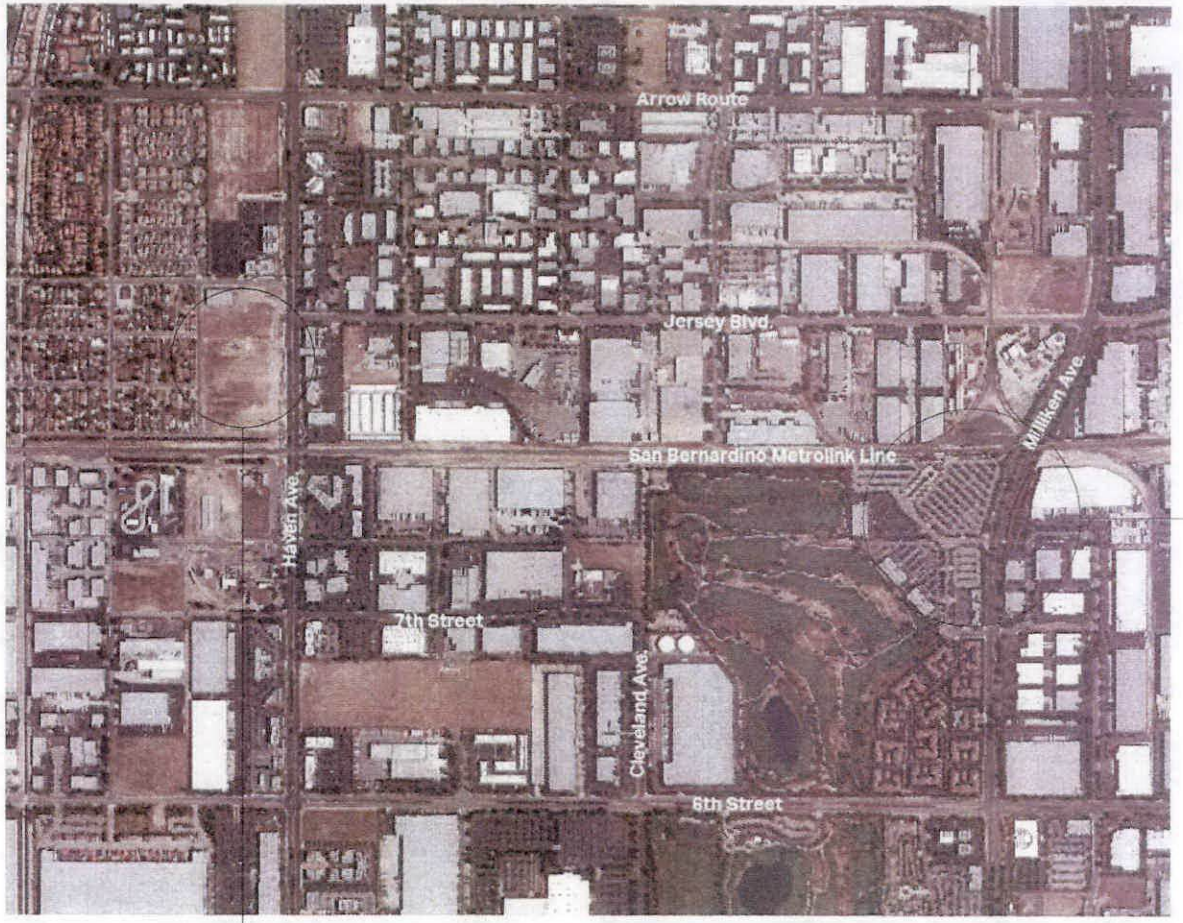

Figure 1: Study Area
The study focuses on the existing Milliken Avenue station and the Haven Avenue site in Rancho Cucamonga.

Existing Rancho Cucamonga (Milliken Avenue) Metrolink Station

Haven Avenue Site

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freeways (Interstate 10, Interstate 15, and State Route 210), a Metrolink San Bernardino Line station, multiple Omnitrans bus routes, and Ontario International Airport (to the south in the City of Ontario).

This study focuses on two main areas (Figure 1). The potential secondary station area is located on the north side of the Metrolink San Bernardino Line, on the west side of Haven Avenue, and is comprised of two (2) privately owned parcels (totalling 14.51 acres). The Haven Avenue site is bound to the north, south, and west by 26th Street, Humbolt Avenue, and Marine Avenue, respectively. An Omnitrans bus line operates adjacent to the site along Haven Avenue and is a potential route for Omnitrans' future Bus Rapid Transit (BRT) service. The site is zoned Industrial Park (IP) District and is within the Haven Avenue Overlay District. The zoning district and overlay permit office, commercial, hotels and restaurants, but does not permit residential land uses.

The development area surrounding the existing Metrolink San Bernardino Line station is located on the west side of Milliken Avenue and is made up of two parcels of land totalling 10.7 acres that are owned by the City and the San Bernardino Associated Governments (SANBAG). The site is bound by the Metrolink San Bernardino Line Milliken Avenue station platform to the north and office development to the south and west, and is zoned Mixed Use. Adjacent to these parcels is the Empire Lakes golf course, which is privately held and proposed for private redevelopment, currently under review by the City.

Transit-Oriented Development Overview

Transit-oriented development is a new name for an old, well-established phenomenon. For close to two hundred years, transit networks have shaped the urban form of modern cities. The underlying economic mechanism has remained unchanged and continues to serve as the basic premise of TOD: Transit access adds value to parcels within a walking distance of the station. Private development captures that value by intensifying the concentration of homes and jobs in the vicinity of the station area. These transit-dependent residents and workers in turn sustain the transit network by providing the ridership necessary for its success.

However, transit systems are not all the same and therefore neither is the nature of development that they attract. Traditionally, TOD has been associated with streetcar, subway, light rail, and bus rapid transit. Typically, these systems provide frequent and regular bi-directional transit service and represent the pinnacle of transit convenience. Knowing that there will always be a train or bus within a reasonable time frees one from coordinating their day around transit's schedule. Development patterns around these stations capitalize on the added value this schedule reliability provides and represent the traditional understanding of TOD.

Frequent, bi-directional service is not an attribute of the Metrolink San Bernardino Line – or any other commuter rail corridor in the region for that matter. Development patterns at commuter heavy rail stations can therefore not be expected to mirror those at higher frequency rail transit stations. This recognition is a first step in setting expectations and goals for success for the existing Milliken Avenue station and potential future Haven Avenue station along the Metrolink San Bernardino Line corridor.

Envisioning mixed-use, transit-oriented land uses around the existing Milliken Avenue station and Haven Avenue site presents an opportunity for the region to expand and elevate the traditional understanding of TOD.

A primary theme of exploration for this study is to undo the perception that the City is a mere bedroom community for larger employment centers. The future success of the Milliken Avenue station and Haven Avenue site will emerge from the ability of the site areas to attract and incentivize jobs and economic development so as to make these places destinations in their own right –with a healthy mix of jobs, attractions, and housing. Finding the synergy is the crux of determining the feasibility and highest and best uses for the future of the existing and potential stations.

Report Content

This report is organized as follows:

3. Section 1.0 introduces the study background, purpose, and area.
4. Section 2.0 presents the findings of existing and planned future conditions analysis.
5. Section 3.0 summarizes input received from stakeholder and public outreach.
6. Section 4.0 presents the market analysis.
7. Section 5.0 describes the alternative TOD scenarios.
8. The report concludes with Section 6.0, which recommends a preferred scenario for the Milliken Avenue station and Haven Avenue site, presents cost estimates for major infrastructure improvements, and lists implementation strategies.

Existing and Planned Conditions

2.0

Existing and Planned Conditions

The existing conditions and planned improvements around the Milliken Avenue Station and Haven Avenue site in Rancho Cucamonga are shaped by transportation, land use, and demographics. This section summarizes opportunities and constraints based on field observations, analysis of physical conditions in the study area, and a review of planned and projected future conditions.

Mobility

The existing Metrolink station and Haven Avenue site in Rancho Cucamonga are served by a mix of commuter rail and bus, with varying levels of bicycle and pedestrian access.

Rail

Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA), is a regional rail system that provides reliable transportation and mobility for the region, and is the result of a multi-agency, Joint Powers Authority (JPA) effort involving the counties of Los Angeles, Orange, Riverside, Ventura, and San Bernardino. The San Bernardino Line links San Bernardino, including the City of Rancho Cucamonga, to Union Station in downtown Los Angeles. The San Bernardino Line operates daily, including weekends. The City is currently served by the San Bernardino Line with a station at Milliken Avenue (Figure 2). The San Bernardino Metrolink corridor has the highest ridership on the Metrolink system, with an average of

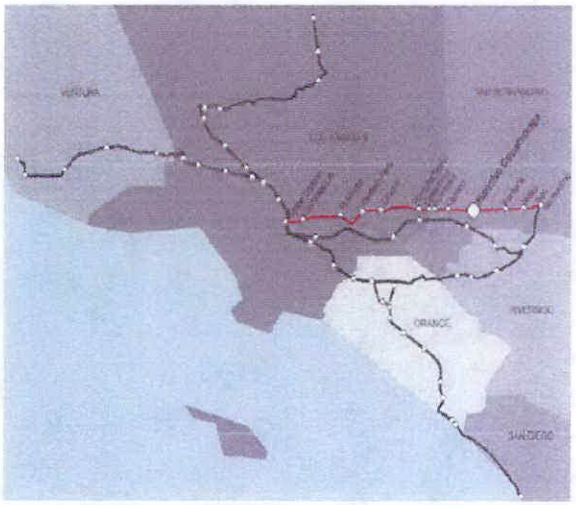


Figure 2: Metrolink System and San Bernardino Line
Source: Metrolink, 2016.

1st

The San Bernardino Metrolink Line has the highest ridership on the Metrolink system.

13%

The Rancho Cucamonga station has among the highest boardings on the line, approximately 13% of all the boardings (excluding Los Angeles Union Station).

837

The Rancho Cucamonga station had 837 average weekday boardings in Q2 of FY16.

11,036 weekday riders a month (Fiscal Year (FY)15-16 Q2 (second Quarter)). Ridership is projected to increase to 12,348 on the Metrolink San Bernardino Line and boardings are projected to increase to 1,359 at the Milliken Avenue station in 2025 (under Scenario 2, *Metrolink Strategic Plan*, 2016). The Metrolink San Bernardino Line currently operates 38 trips a day on weekdays, 20 on Saturdays, and 14 on Sundays, and is planned to increase to 50 daily trains (see schedule in Appendix A).

The Rancho Cucamonga station has the second highest boardings on the line, after the Covina station (and excluding Los Angeles Union Station). The Rancho Cucamonga station averages 837 weekday boardings, which is approximately 13% of all San Bernardino Line boardings (FY16 Q2 average).

The San Bernardino Metrolink Line is overwhelmingly used for trips to Los Angeles Union Station (Figure 3) from anywhere else along the line, including Rancho Cucamonga. When Union Station is removed from the analysis, the largest number of trips are to Cal State Los Angeles (Figure 4).

The Metrolink San Bernardino Line is currently planned for improvements to increase average train speed, reduce travel times, and enhance overall capacity, per the recommendations of the *Metrolink San Bernardino Line Infrastructure Improvement Strategic Study* (Metro and San Bernardino Associated Governments (HDR Engineering Inc. / SANBAG, 2014). The study recommends constructing a second mainline track within two of the five existing single track corridors on the San Bernardino Line, specifically from Lone Hill Avenue to Control Point (CP) White (White Avenue) in the cities of San Dimas and La Verne in Los Angeles County, along with constructing another second mainline track in the cities of Rialto and San Bernardino in San Bernardino County from CP Lilac to CP Rancho (Lilac Avenue to approximately Rialto Avenue).

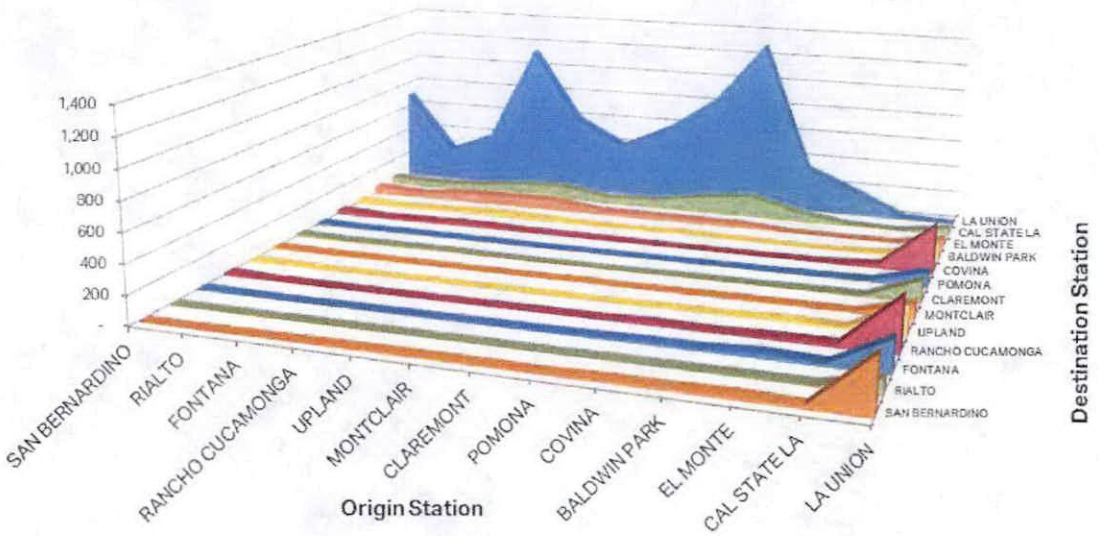


Figure 3: San Bernardino Line Trip Origins and Destinations
Source: 2015 Metrolink Ticket Sales

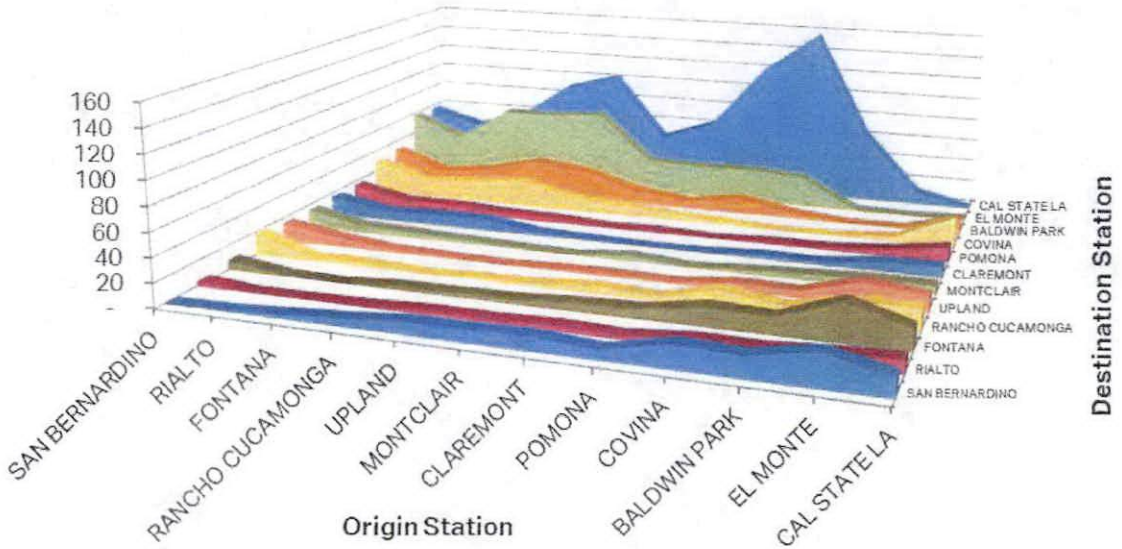


Figure 4: San Bernardino Line Trip Origins and Destinations Excluding Los Angeles Union Station
Source: 2015 Metrolink Ticket Sales

Rancho Cucamonga Metrolink Station
The existing station is well-maintained, clean, and inviting.

01 Station Parking Lot
The station parking lot is heavily utilized.
02 Station Bicycle Parking
Secure bike parking is provided at the station.
03 San Bernardino Line
Planned double-tracking along the San Bernardino Line will increase current capacity.
04 6th Bicycle Lanes
There is a painted bicycle lane on 6th Street, however the street is very wide and has a high vehicle speed limit.

According to the study, each potential double track segment is expected to have the ability to reduce the opportunity for individual train delays to "cascade" and make other trains late as well. As of December 2015, a Request for Proposal (RFP) for preliminary design and environmental clearance of the Lilac to Rancho Double Track was released for the bidding process. The project location spans Los Angeles and San Bernardino Counties. If additional analyses are conducted to evaluate the potential to implement the aforementioned second mainline tracks and pedestrian safety enhancements, commuter rail capacity and safe pedestrian access will increase for Rancho Cucamonga and the region.

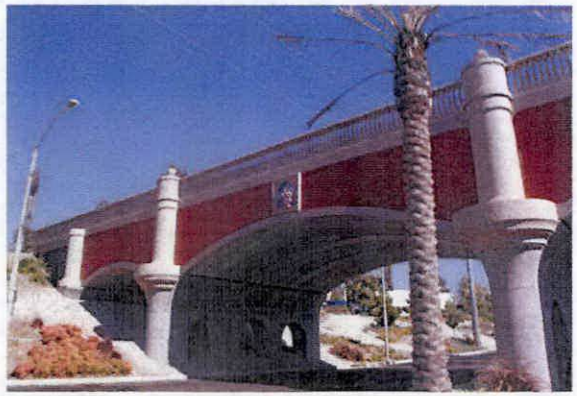
The *Ontario Airport Rail Access Study* (HDR Engineering Inc. /SANBAG, 2014) explored a potential rail connection between the existing Rancho Cucamonga station and Ontario International Airport. The study evaluates the provision of a convenient, reliable, and cost-effective transit service connecting Ontario International Airport with the regional rail system for air travelers and airport employees. The study recommended the following:

- A rail connection should be planned for the airport's future, and a bus shuttle connecting ONT with the Metrolink Rancho Cucamonga station should be developed in the interim until passenger volumes through ONT reach at least 15 million annual passengers.
- A rail connection from the Rancho Cucamonga station should be carried forward as the preferred long-term concept for connecting the regional rail system to ONT.
- The planned long-term system should provide a rail connection all the way into the airport terminal area.
- Deer Creek and Cucamonga Creek should be carried forward into future planning as the preferred potential alignments between the Metrolink right-of-way and the airport terminals.
- Technology options for a rail connection to Rancho Cucamonga should remain open for a determination of the most cost-effective system at the time a preferred alternative is selected and designed.

The proposed rail service is included in the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy financially constrained plan.

Any changes to the Rancho Cucamonga station and Haven Avenue site would be subject to Metrolink standards. The potential future station at the Haven Avenue site would be required to comply with applicable Metrolink requirements. Metrolink's *SCRRA Design Criteria Manual* (November 2014) defines the procedures that govern the initiation, progress, and execution of design work for SCRRA.

Bus Access
Buses currently divert into the Milliken Avenue station and use a turnaround with bus stops.



Haven Avenue Site Elevation
The Haven Avenue site has a significant grade change relative to the street and sidewalk.

Haven Avenue Site
The Haven Avenue site is currently vacant and accessed by a single point of entry from Haven Avenue.

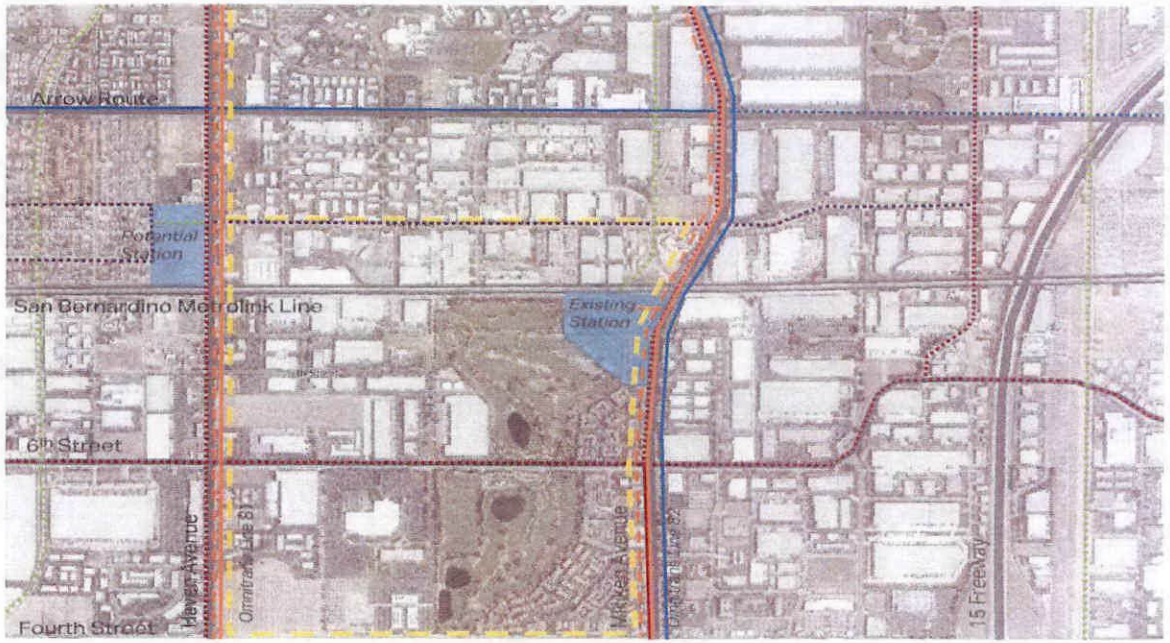


Figure 5: Existing and Future Transportation Network
Source: Omnitrans, 2016; City of Rancho Cucamonga, 2015.

Existing/Recommended Bikeways
- Class I Shared-Use Path
- Class II Bicycle Lanes
- Class III Bicycle Routes
- Class IIII Bicycle Boulevards

Existing/Proposed Bus Routes
- Proposed Bus Rapid Transit (BRT)
- Existing Bus Route
- City of Rancho Cucamonga Preferred BRT Route

Engineering consultants are required to use the *Manual* along with referenced standards, codes, specifications, guidelines, and other manuals to complete design work for new facilities, including new Metrolink stations. Section 7 of the ***SCRRA Design Criteria Manual*** contains SCRRA requirements related to stations and includes standards and guidelines for station sites, station parking, platforms, platform and off-platform amenities, fencing, signage, landscape considerations, artwork, and station communications infrastructure. For a typical station, SCRRA will provide two ticket vending machines, two multi-trip validators, platform and right-of-way signage, a precast station communications shelter, a SCRRA passenger information system, and a SCRAA passenger information phone. Station design criteria include, but are not limited to:

- Parking: The minimum number of parking spaces at any new station is 500. The parking lot should be configured to separate bus movements from passenger vehicle circulation. It is recommended that the number of entrances and exits to a station be minimized to allow for better security monitoring and control of the parking lot. Exit lanes are recommended to provide for controlled exiting and to minimize the back-up of vehicles into the parking stall lanes.
- Platforms: New stations will be constructed with 680-foot-long platforms. The platform should be a minimum of 16 feet wide for a side platform and 30 feet wide for a center platform. The platform edge shall be 5 feet 5 inches from the centerline of track.
- Bicycles: Bike lockers and racks should be provided in close proximity to, but not on, the platform.

Bus

The Milliken Avenue station is served by Omnitrans Route 82: Rancho Cucamonga-Fontana-Sierra Lakes. Route 82 serves Rancho Cucamonga and Sierra Lakes via Jurupa and Sierra Lakes. Destinations along the route include Citizens Business Bank Arena in Ontario, Fontana Adult School, Fontana Metrolink, Jurupa Hills High School, Kaiser High School, Kaiser

Hospital (Fontana), Ontario Mills Mall, Rancho Cucamonga Civic Center, Rancho Cucamonga Metrolink, San Bernardino County Offices (Rancho Cucamonga), Summit High School, and Victoria Gardens. Route 82 has roughly one-hour headways on weekdays with service spanning between 4:35AM and 10:01PM westbound and between 4:23AM and 9:06PM eastbound. Route 82 had an average of two boardings and two alightings at the Milliken Avenue Metrolink station in 2015 (Milliken Avenue at Jersey stop) (Omnitrans, September/October Boardings and Alightings Data, 2015).

A portion of Milliken Avenue is planned for future BRT (Figure 5). The West Valley Connector BRT project would connect the Downtown Pomona Metrolink station and Ontario International Airport with the City of Rancho Cucamonga. Current alternative alignments would serve either the Milliken Avenue station or Haven site. One alternative would link BRT service along Holt Avenue to Foothill Boulevard via Milliken Avenue, while another would along Haven Avenue. Depending on the selected alternative, the West Valley Connector would connect the Milliken Avenue station or the Haven Avenue site to Ontario Mills, Convention Center and Ontario International Airport; Victoria Gardens, schools, downtown and civic areas; two other Metrolink Stations; and major employers such as Kaiser Permanente Hospital (Omintrans, http://www.omnitrans.org/about/reports/files/WVC-Info.pdf, Accessed March 2016).

The Haven Avenue site is served by Omnitrans Route 81: Chino-Haven-Chaffey College. Route 81 serves Ontario and Rancho Cucamonga via Ontario Mills Mall, on weekdays only. Destinations along the route include Chaffey College, Citizens Business Bank Arena, Colony High School, Kaiser Medical Office (Ontario), Los Osos High School, Ontario Civic Center, Ontario International Airport, Ontario Mills Mall, and Chino Transit Center (Omnitrans, www.omnitrans.org, accessed March 2016). Route 81 has roughly half an hour to one-hour headways on weekdays with service spanning between 4:27AM and 10:34PM westbound and 6:00AM and 10:18PM eastbound.

The City of Rancho Cucamonga's General Plan identifies expectations for future BRT along two major transit corridors- an east-west transit spine along Foothill Boulevard and a north-south transit spine along Haven Avenue. The General Plan establishes Haven Avenue as a planned "Primary Transit Corridor," with Chaffey College serving as a "Transit Center." The General Plan identifies Haven Avenue as an important corridor and states that it will be, "important to integrate land uses with transportation opportunities due to the various activity centers located along Haven Avenue."

A north-south BRT corridor was identified along Haven Avenue in the *System-Wide Transit Corridor Plan for the San Bernardino Valley* (prepared for Omnitrans by Parsons, Hexagon Transportation Consultants, Inc. and Patti Post & Associates, 2010) (Figure 5). According to the study, the line would run for 10.4 miles connecting Chaffey College in the north to the Ontario International Airport in the south. The study concluded that the corridor was ranked relatively low as compared to the nine other corridors evaluated, mainly due to existing population demographics. The study notes that planned major development in the corridor could be adjusted to improve the attractiveness of transit opportunities for BRT services in the Haven Avenue corridor.

Potential changes to existing bus stations or new bus stations would be designed in accordance with Omnitrans station design guidelines per the *Omnitrans Transit Design Guidelines* (March 2013). The guidelines are meant to be used as recommended criteria and general guidance for the placement and safe design of transit facilities, in conjunction with sound evaluation of the facts and planning/engineering judgment. Station design guidelines for local routes 81 and 82 include requirements and recommendations for local bus stop placement, minimum required bus stop elements, roadway design at bus stops, and passenger amenities. Typical dimensions for curb clearances for bus stopping zones with multiple bus stops are a 43' minimum and 60' desireable transition zones (depending on street speed and volume) and 10' clearance between buses. Minimum boarding areas are 8' wide (consisting of a minimum 4' sidewalk and 4' additional widening area as needed) with a 34' minimum station platform length. Preferred boarding areas are 10' wide (consisting of a desired 5' sidewalk and 5' additional widening area as needed) with a 43' preferred station platform length.

Standard design guidelines for BRT (sbX, San Bernardino County Express) include requirements and recommendations for stations, design of platforms, amenities, and platform access for sbX corridors. Stations must be able to accommodate vehicle features that change (e.g., door locations and sizes, lift designs, etc.). Sidewalks for general public circulation should be separate from the station wherever feasible to avoid conflict with those waiting at the sbX Stations and to maintain access to buildings with their entrances onto the existing sidewalk. Platform lengths and widths vary depending on the station configuration. The platform length including entry ramp and width are:

- On-street side running split platform stations:130' by 18' optimum, 96' to 107' per split station by 13'-6' minimum
- Center running stations: 200' by 15' optimum, 130' by 15' minimum

Bicycle

Bicycle accessibility around the Milliken Avenue station area and Haven Avenue site area is challenging given the fast and wide nature of the streets. Currently the Milliken Avenue station contains

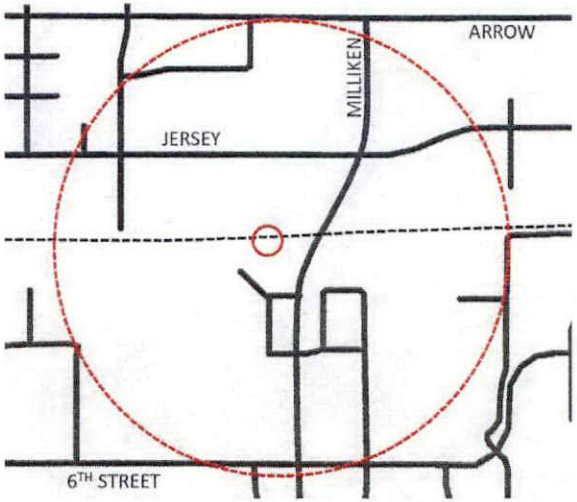


Figure 6: Milliken Avenue Station Existing Street and Block Network
The Milliken Avenue station area contains large blocks and a single-point of entry.

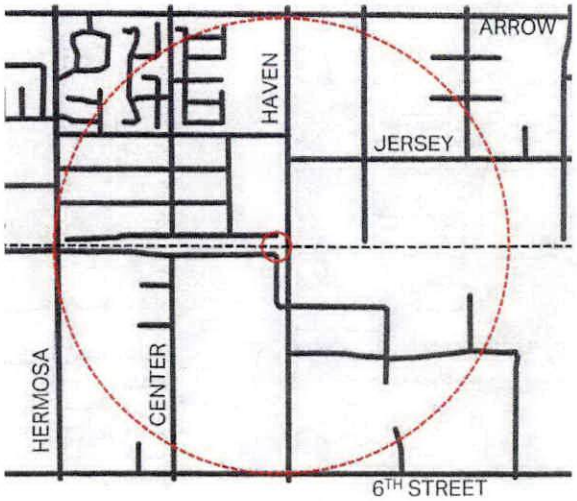


Figure 7: Haven Avenue Site Existing Street and Block Network
The Haven Avenue site area has a single-point of entry and fragmented block pattern.

secure bicycle lockers, however these appeared to be primarily empty during field work conducted for this study (observed condition in July 2015). According to the City's *Circulation Master Plan for Bicyclists and Pedestrians* (Alta Planning and Design, 2015), Class II bicycle lanes exist on Milliken Avenue from Wilson Avenue in the north to 6th Street in the south, with a Class III bike lane from 6th Street south to Fourth Street. A Class III bicycle route is planned along Milliken Avenue between Foothill Boulevard and 6th Street and along 6th Street from Etiwanda Avenue to Hellman Avenue. A Class IV protected bicycle lane is planned for Jersey Boulevard and a Class I shared-use path is planned parallel to and west of Milliken Avenue (Figure 5).

Class II bicycle lanes exist along Haven Avenue from SR-210 to Base Line Road and from approximately Foothill Boulevard to 6th Street. A Class III bicycle route is planned along Haven Avenue from Wilson Avenue to Fourth Street and along 6th Street from Etiwanda Avenue to Hellman Avenue. A Class IV protected bicycle lane is planned for Jersey Boulevard (Figure 5).

Street Network and Pedestrian Access

The large block configuration, single-point-of-entry, and multi-lane nature of the Milliken Avenue station make pedestrian accessibility at the station challenging, and limit the possibility of direct interaction between the transit station and adjacent parcels (Figure 6). The street grid around the existing station area features large blocks with widely spaced intersections, gated communities, and auto-oriented commercial uses. There are no community trails or paths in the Milliken Avenue station area according to the City's *Circulation Master Plan for Bicyclists and Pedestrians* (Alta Planning and Design, 2015), however there are existing sidewalks along Milliken Avenue, Jersey Boulevard, and 6th Street. The grade change between the street/sidewalk, rail right-of-way, existing uses, and station area is substantial. Direct pedestrian access would require re-grading and/or creating pedestrian bridges across Milliken Avenue.

There are also physical pedestrian access issues at the Haven Avenue site (Figure 7). Sidewalks are missing in some areas around the site. There is also a significant grade change between the street/sidewalk, rail right-of-way and existing uses. Due to the elevation of the potential station area relative to the street, pedestrian access is constrained. Field observations found that direct pedestrian access to the potential station area would require re-grading or the creation of pedestrian bridges. There are no community trails or paths in the Haven Avenue site area according to the City's *Circulation Master Plan for Bicyclists and Pedestrians* (Alta Planning and Design, 2015), however there are existing sidewalks along Haven Avenue.

Parking

According to Metrolink, the current Rancho Cucamonga Metrolink Station contains 960 parking spaces and 24 handicapped spaces. Parking at the station is permitted and costs $20 per month for residents and $30 per month for non-residents. Daily permits are also available for $4.50 (*Rancho Cucamonga Station*, http://www.metrolinktrains.com/stations/detail/station_id/118.html, accessed March 2016). During field visits conducted for this study, the parking area was observed to be well-used during a midday, weekday visit, with the parking lot approximately 80% full (observed condition in July 2015). The City is required to maintain the existing amount of parking at the station area as part of any proposed transit-oriented development project.

Parking requirements for new development in the station area and at the Haven Avenue site are governed by the City's Municipal Code. Section 17.64.050 specifies the number of parking spaces

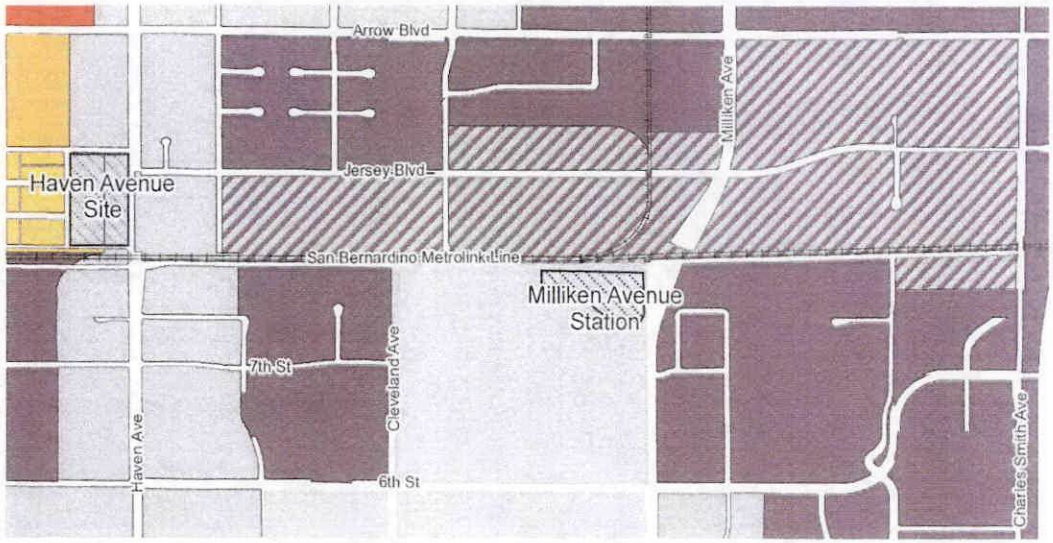
Existing General Land Use Designation

- Low (2.0 - 4.0 du/ac)
- Low Medium (4.0 - 8.0 du/ac)
- Medium (8.0 - 14.0 du/ac)
- General Commercial (0.25 - 0.35 FAR)
- Mixed Use (0.25 - 1.0 FAR)
- Industrial Park (0.40 - .60 FAR)
- General Industrial (0.50 - 0.60 FAR)
- Heavy Industrial (0.40 - 0.50 FAR)
- Open Space (0 - 0.1 du/ac)
- Parks
- Mixed Use Areas
- Station Area

0 2,000 4,000 Feet

1 inch = 2,000 feet

Figure 8: General Plan Land Use Designation
Source: City of Rancho Cucamonga, 2010.
du= dwelling unit
ac= acre



Zoning Designation

- General Industrial
- Indsutrial Park
- Low-Residential
- Low-Medium Residential
- Medium-High Residential
- Minimum Impact Heavy Industrial
- Empire Lakes Specific Plan
- Station Area

0 2,000 4,000 Feet

1 inch = 2,000 feet

Figure 9: Zoning Designation
Source: City of Rancho Cucamonga, 2016.
du= dwelling unit
ac= acre

required by land use type. Section 17.64.060 provides for parking reductions for shared parking agreements and in mixed-use projects. Mixed-use projects are allowed to achieve parking reductions, for example through shared parking, density bonus, tandem parking, a parking management strategy, or a car/bicycle share program.

Land Use and Zoning

Milliken Avenue Station Area

The existing Rancho Cucamonga station is surrounded by a mix of industrial uses, and the Empire Lakes golf course, currently proposed by a private developer for redevelopment, with an application under review by the City. The station area currently contains a mix of industrial, office, and mid- to high-density residential uses. Office development is located to the west of the station area and residential neighborhoods are located to the south. Commercial uses in the station area face parking lots rather than the sidewalk, contributing to an auto-oriented character.

Field observation revealed that there are several opportunities to redevelop the Milliken Avenue station area as a gateway with new mixed-use development. Relocating the existing surface parking underground or in structures would free the station area to be developed with TOD. The station area includes several industrial use parcels that have a long-term potential to transition to commercial uses. Similarly, there is strong potential for future development of retail and restaurant uses at the station area that could attract and serve transit riders and residents.

The Milliken Avenue station is designated as Mixed Use by the City's General Plan and is within the Industrial Area Specific Plan (Sub-Area 18) (Figure 8). According to the General Plan, the "Mixed Use" designation recognizes that portions of Rancho Cucamonga are evolving into more urban places, and that the community desires the creation of new, more sustainable development forms. Mixed Use development approaches offer opportunities for, "people to live close to work or near transit stops, to walk to neighborhood stores and parks, to enjoy indoor and outdoor entertainment close to home, and to experience exciting pedestrian districts" (City of Rancho Cucamonga, *Rancho Cucamonga General Plan*, 2010, page LU-15).The Mixed Use land use designation permits a probable floor area ratio (FAR) of 0.40 and a maximum FAR of 1.0. The General Plan states that Mixed Use areas be configured based on the following criteria:

- Interconnected rather than rigidly separated.
- Emphasize pedestrian orientation.
- Locate parking to the rear or other areas where they are not visible from major streets.
- Provide safe and convenient pedestrian movement.
- Provide a mix of uses that promotes walkability by offering goods and services for nearby residents.
- Develop forms that are higher intensity than surrounding areas.
- Express a common design theme.
- Involve a variety of scales and spaces.
- Integrate circulation for arterials, internal circulation, parking, pedestrian, bicycle, and transit.
- Use Crime Prevention Through Environmental Design principles.
- Provide adequate emergency vehicle access.
- Provide a unique and engaging experience.

The Milliken Avenue Station is zoned Empire Lakes Specific Plan (Figure 9). The Specific Plan zone designates, "areas for master planning through the adoption of a specific plan with unique land use and development standards for a particular project area with a minimum of 300 acres" (*Rancho Cucamonga Municipal Code*, Section 17.26.020). The Mixed Use: Industrial Area Specific Plan (Sub-Area 18) is designated to promote planning flexibility to achieve more creative and imaginative employment-generating designs; integrate a wider range of retail commercial, service commercial, recreation, and office uses within this industrial area of the City; and allow for sensitive inclusion of high-density residential development that offers high-quality multi-unit condominiums and apartments for employees desiring housing close to work and transit (*Rancho Cucamonga General Plan*, page LU-31). The land uses allowed in the Specific Plan area include commercial (34-57 acres), office (90-136 acres), public/quasi-public/recreation (16.5 acres), residential (25-50 acres at 27.75 du/acre), and right-of-way (Metrolink parking, 10.3 acres).

The Rancho Cucamonga station is designated as Planning Area X in the Specific Plan. According to the Specific Plan, Planning Area X is designated as Metrolink Station/Office/Industrial/Mixed-Use Commercial. Planning Area X is "intended to compliment the Metrolink Station and could include convenience retail and other service-oriented facilities, as well as office, research and development, light industrial uses, and mixed-use commercial centers adjacent to the golf course frontage" (*Rancho Cucamonga Industrial Area Specific Plan Sub-Area 18 Specific Plan*, page I-6).

An amendment is currently proposed to the Specific Plan for the Empire Lakes project by a private developer and the application is under review by the City, however the Rancho Cucamonga station is not within the proposed amendment area.

Haven Avenue Site

Haven Avenue is identified by the City as a future employment hub and the premier office corridor. Haven Avenue is also a strong linking corridor from

Medium-Density Residential Development
The Milliken Avenue station area currently contains medium density residential uses, including gated communities.

01 Commercial Uses
Commercial uses near the Milliken Avenue station face parking lots rather than the street.
02 Office Uses
Office uses near the Milliken Avenue station.
03 Residential Uses
Single-family residences are located directly behind the Haven Avenue site.
04 Office Uses
Most existing jobs are on the east side of Haven Avenue, separated from the potential station area.

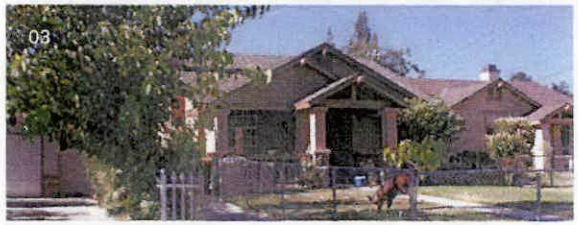


Table 1: Development Standards for Industrial Park Zoning District

Development Standard	Industrial Park
Lot Area (minimum)	0.5 acres
Lot width (minimum)	100 feet
Front Yard Setback	See Table 17.36.040-2
Side Yard Setback	5 feet
Rear Yard Setback	0 feet
Distance between primary and accessory buildings	Must meet current building code requirements
Primary building height	35 feet at front setback. Maximum height is 75 feet.
Accessory buildings	14 feet
Floor Area Ratio	40-60%
Open space/landscape area (minimum percentage per parcel or project)	15%
Performance Standards	See chapter 17.66 A

Source: City of Rancho Cucamonga Municipal Code Table 17.36.040-1. See Municipal Code for complete set of required standards.

the Ontario International Airport in the south to Chaffey College in the north. Introducing a new Metrolink station at the Haven Avenue site could increase the likelihood of potential TOD within the area, including higher density employment opportunities. The Haven Avenue site vicinity includes vacant parcels, office, and industrial areas. Single-family residential areas, Old Town Park, and Rancho Cucamonga Middle School are also in close-proximity to the Haven Avenue site, forming the foundation of a potential station area that could support a mix of housing, employment, and community uses.

Within the Haven Avenue site area, there are opportunities for redevelopment and connectivity to existing and future transportation amenities. The site area includes potential to redevelop vacant and underutilized land to create new commercial uses or a community center.

However, several physical constraints could impair development of TOD at the Haven Avenue site. During field visits for the study, it was observed that most existing employment opportunties are on the east side of Haven Avenue, physically separated from potential station area and surrounded by streets with heavy traffic. Additionally, there is a significant change in elevation between the Haven Avenue site and the street (the street goes under the rail right-of-way which is on an elevated structure). This grade change limits visibility and accessibility of the Haven Avenue site. Although the existing site elevation limits visibility and creates access constraints, grading the site to increase visibility and adding access points could enable future successful development.

The City of Rancho Cucamonga is focusing on developing Haven Avenue, south of Foothill Boulevard, as the City's office corridor district, potentially creating a large employment center. The Haven Avenue site is designated as Industrial Park by the City's General Plan and contains the Haven Avenue Office Overlay (Figure 8). According to the General Plan, the "Industrial Park designation accommodates master-planned concentrations of light industrial, research and development businesses, green technology, and general and medical office uses. The designation also allows for limited convenience goods and services for employees and visitors. Industrial Park uses are typically labor intensive, meaning that the number of employees per acre is higher than uses involving mostly manufacturing or warehousing" (*Rancho Cucamonga General Plan*, page LU-17). The Industrial Park land use designation permits a probable FAR of 0.40 and a maximum FAR of 0.60.

According to the General Plan, the Haven Avenue Office Overlay, "provides an area for intensive, high-quality office development at this highly visible community gateway. A progressive, sophisticated, and urban style of development is required for the area, which is envisioned as the City's premier office corridor" (*Rancho Cucamonga General Plan*, page LU-20). The General Plan notes that Haven Avenue is an ideal location for high-end office development due to its unique combination of access to the I-10 and Ontario International Airport.

The Haven Avenue site is zoned Industrial Park and contains the Haven Avenue Overlay District (Figure 9). Development standards for the Industrial Park Zoning District are summarized in Table 1. The Industrial Park zone designates, "areas for industrial firms seeking an attractive and pleasant working environment and a location which has prestige value. The district allows light industrial uses, office and administration facilities, research and development laboratories, and limited types of warehousing, as well as support businesses and commercial service uses" (*Rancho Cucamonga Municipal Code*, Section 17.26.020).

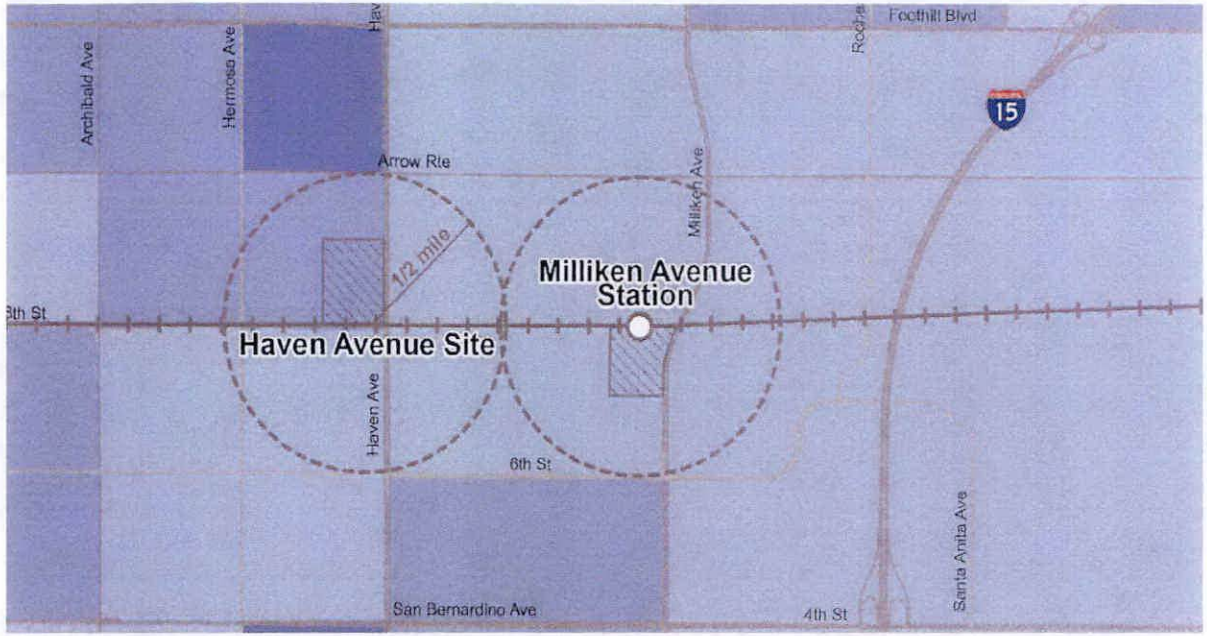
Socioeconomics

Existing and Projected Population, Housing, and Employment

Acording to the Southern California Association of Governments, the population densities within a half-mile of the Milliken Avenue Metrolink station and Haven Avenue site were fairly evenly distributed with relatively low densities in 2012, reflecting the largely industrial and office nature of the station area and Haven Avenue site. In 2040 population density is

Figure 10: 2012 Population Density
Source: SCAG, 2012.

Figure 11: 2040 Population Density
Source: SCAG, 2012.



Housing Density, 2012
Dwelling units / acre

0 - 2 | 2 - 6 | 6 - 9 | 9 - 12 | 12 - 16 | 16 - 20

Metrolink Line / Station

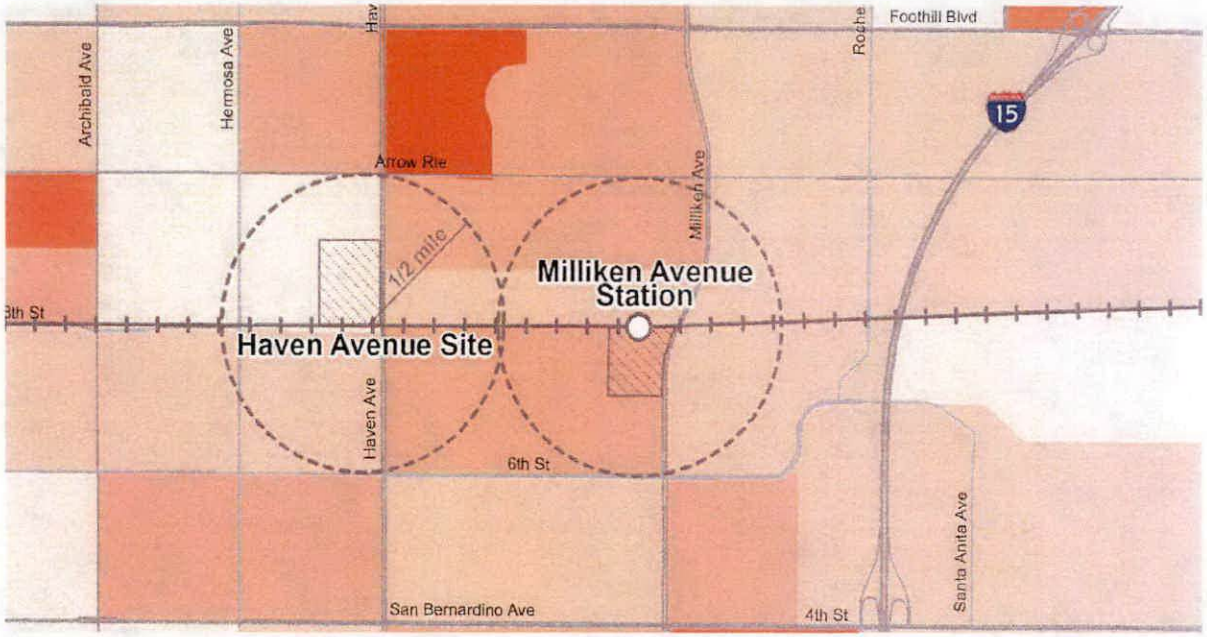
Figure 12: 2012 Housing Density
Source: SCAG, 2012.

Housing Density, 2040
Dwelling units / acre

0 - 2 | 2 - 6 | 6 - 9 | 9 - 12 | 12 - 16 | 16 - 20

Metrolink Line / Station

Figure 13: 2040 Housing Density
Source: SCAG, 2012.

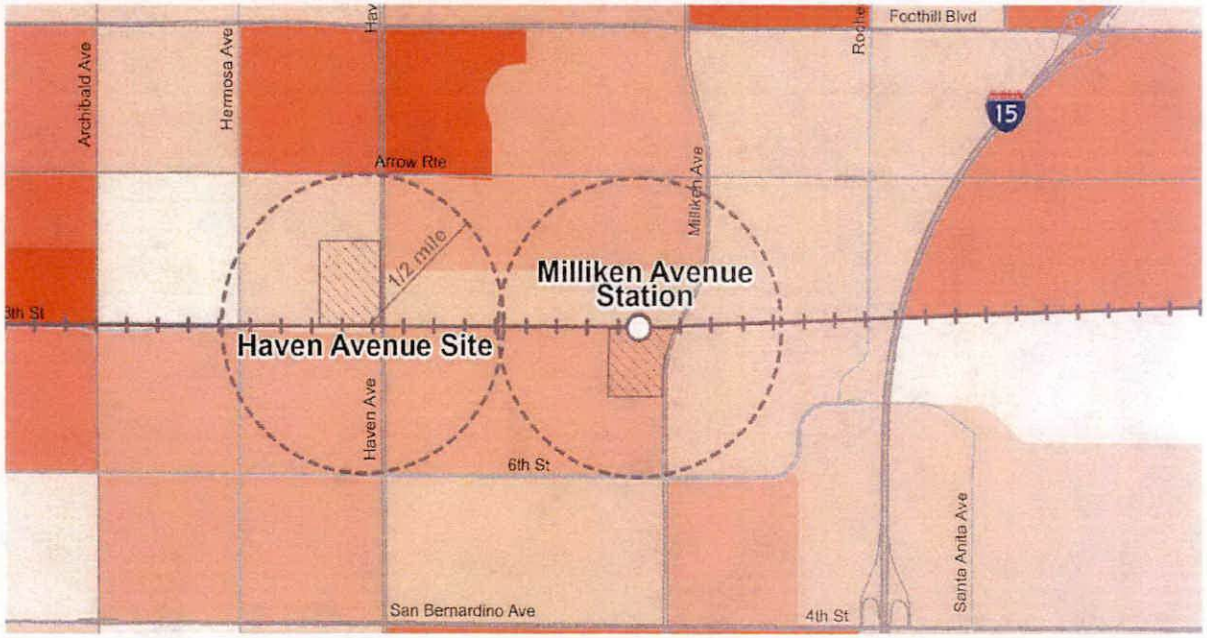


Employment Density, 2012
Jobs/ Acre

0 - 2 | 2 - 9 | 0 - 16 | 16 - 20 | 20 - 30 | 30 - 40

Metrolink Line / Station

Figure 14: 2012 Employment Density
Source: SCAG, 2012.



Employment Density, 2040
Jobs/ Acre

0 - 2 | 2 - 9 | 9 - 16 | 16 - 20 | 20 - 30 | 30 - 40

Metrolink Line / Station

Figure 15: 2040 Employment Density
Source: SCAG, 2012.

anticipated to increase south of the Metrolink line and north of Fourth Street, between Haven Avenue and Milliken Avenue (Figures 10 and 11). Housing densities follow a similar pattern, with relatively low and evenly distributed densities in 2012 shown to increase in 2040 south of the Metrolink line and north of Fourth Street, between Haven Avenue and Milliken Avenue (Figures 12 and 13).

Employment density within a half-mile of the Milliken Avenue station and Haven Avenue site remain generally the same in 2040 as 2012, however employment density is estimated to increase east of the 15 Freeway, south of Fourth Street, and north of Arrow Route (Figures 14 and 15).

Work and Home Distribution

Milliken Avenue Station Area

According to the U.S. Census Bureau, there were 5,388 people employed within a half-mile of the Milliken Avenue station and 156 people living within a half-mile of the Milliken Avenue station in 2014 (U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014)). Of the total 5,388 people employed withi a half-mile, 5,385 worked in the station area but lived outside the half-mile station area, 153 lived in the station area but worked outside the half-mile station area, and only three both lived and worked within a half-mile of the station area (Figure 16).

Of the 156 people living within a half-mile of the station, the vast majority (85%) commute less than ten miles to work, with work destinations distributed as follows: Ontario (32%), Rancho Cucamonga (27%), Upland (8%), Fontana (5%), and Pomona (5%); followed by Chino, Claremont, Colton, Jurupa Valley, Eastvale (less than 4% each); and all other locations (8.3%). Job location densities for those that live within a half-mile of the Milliken Avenue station are concentrated

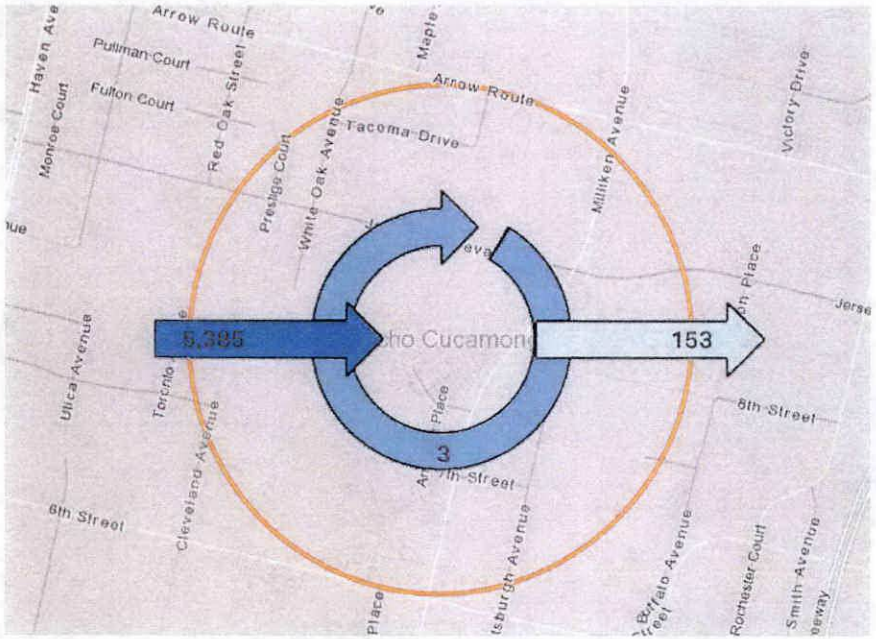


Figure 16: Milliken Avenue Station Inflow/Outflow
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014)

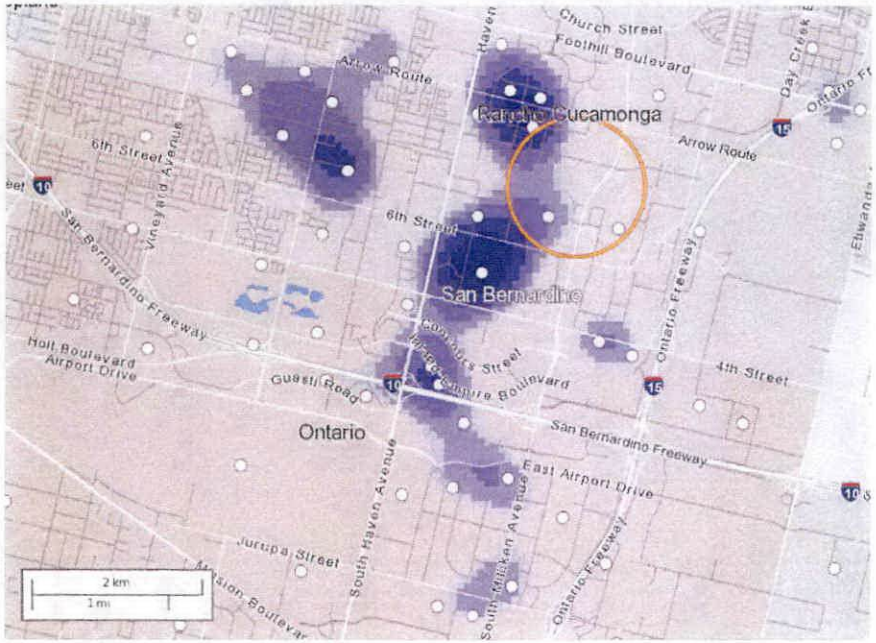


Figure 17: Milliken Avenue Station- Density of Jobs for People Living within Half-Mile
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014)

to the northwest and southwest of the station (Figure 17). According to City of Rancho Cucamonga estimates, the number of people living within a half-mile of the Milliken Avenue station is likely higher than that captured by the U.S. Census data. The Amali development in the station area was built in 2001 and includes 240 one-bedroom units, 239 two-bedroom units, and 42 three-bedroom units, which would result in a higher population than the U.S. Census data depicts.

Of the 5,388 people employed within a half mile of the station, a roughly even number live within ten miles (33%) or ten to 24 miles (30%), with 23% living 25 to 50 miles away from the half mile area around the station. The home locations for people who work within a half-mile of the Milliken Avenue station are as follows: Fontana (7.5%), Ontario (6.8%), Rancho Cucamonga (6.7%), San Bernardino (4%), and Riverside (4%); followed by Los Angeles, Rialto, Pomona, Moreno Valley, and Jurupa Valley (less than 4% each); and all other locations (56.8%). Home location densities for people that work within a half-mile of the Milliken Avenue station are concentrated to the west and southwest, north, and east (Figure 18).

Haven Avenue Site Area

According to the U.S. Census Bureau, there were 4,723 people employed within a half-mile of the Haven Avenue site and 530 people living within a half-mile of the Haven Avenue site in 2014. Of these, 4,713 worked in the site area but lived outside the half-mile site area, 520 lived in the site area but worked outside the half-mile site area, and only ten both lived and worked within a half-mile of the site area (Figure 19).

Of the 530 people living within a half-mile of the site area, a large share work within less than ten miles (42%), followed by those that work between ten and 24 miles (23%), 25 to 50 miles (23%), and greater than 50 miles (11%). The work destinations for those living within a half mile of the Haven Avenue site

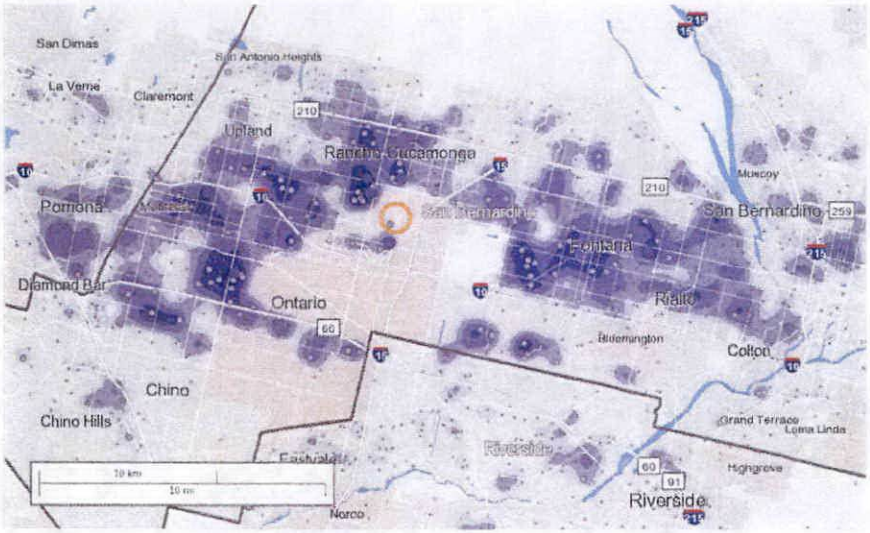


Figure 18: Milliken Avenue Station- Density of Residences for People Working within Half-Mile
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014)

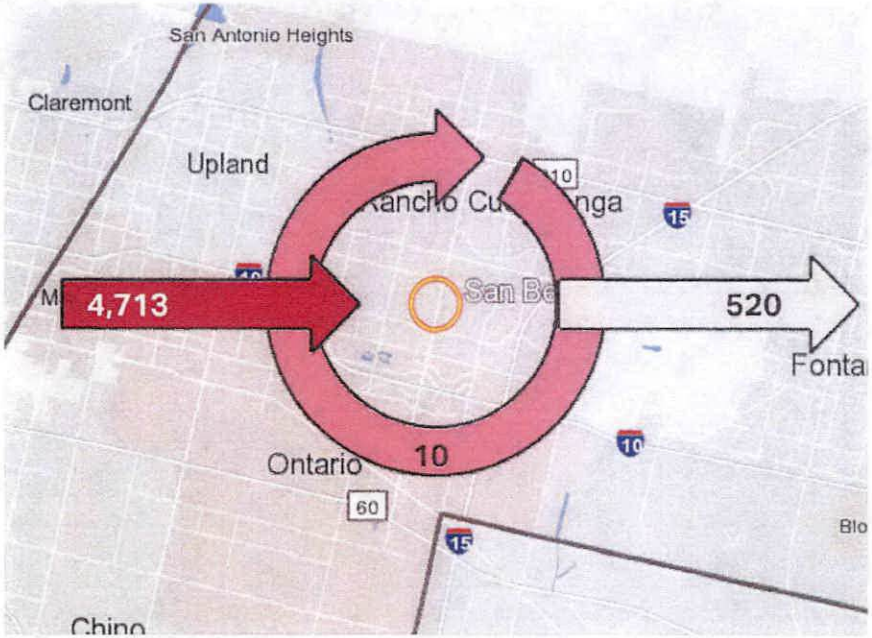
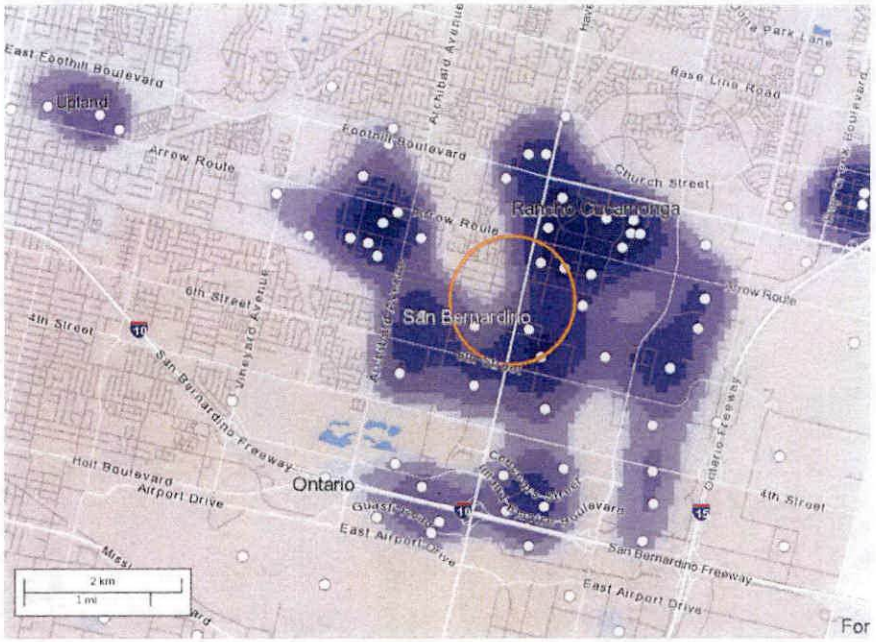


Figure 19: Haven Avenue Site Inflow/Outflow
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014)

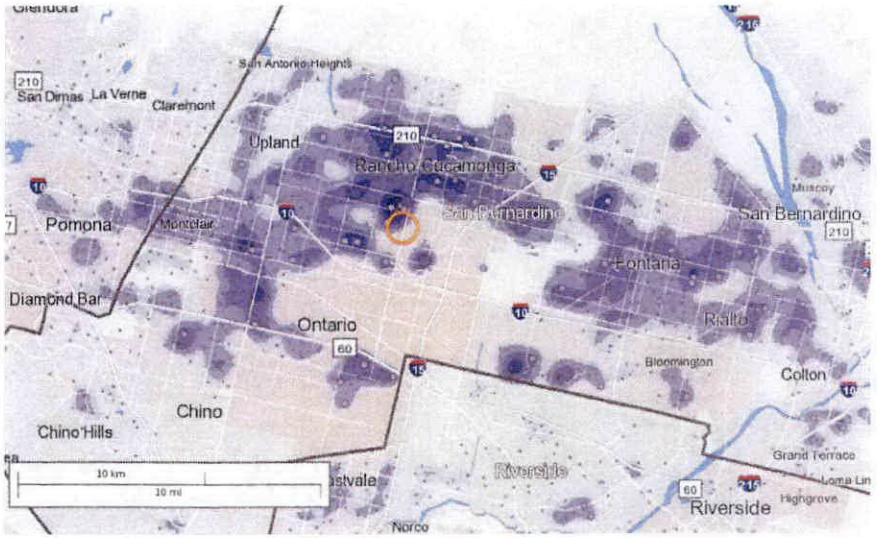


Job Density [Jobs/Sq. Mile]
- 5 - 6
- 7 - 10
- 11 - 18

Figure 20: Haven Avenue Site-Density of Jobs for People Living within Half-Mile
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014)

are: Rancho Cucamonga (17%), Ontario (12.6%), Los Angeles (5%), and San Bernardino (3%); followed by Chino, Fontana, Upland, Anaheim, Pomona, and Irvine (less than 3% each); and all other locations (48%). Job location densities for those that live within a half-mile of the Haven Avenue site are tightly concentrated around the site location to the northwest, southwest, south, southeast, east, and northeast (Figure 20).

Of the 4,723 people employed within a half mile of the site, a roughly even number live within ten miles (30%) or ten to 24 miles (29%), with 24% living 25 to 50 miles away, and 17% living more than 50 miles away from the half-mile area around the site. The home locations for people who work within a half-mile of the Haven Avenue site are as follows: Rancho Cucamonga (9%), Fontana (6.5%), Ontario (6.5%), Los Angeles (4%), San Bernardino (3.5%), and Rialto (3.4%); followed by Upland, Pomona, and Jurupa Valley (less than 3% each); and all other locations (58%). Home location densities for people that work within a half-mile of the Haven Avenue site are concentrated to the southwest, west, north, and east (Figure 21).



Job Density [Jobs/Sq. Mile]
- 5 - 6
- 7 - 12
- 13 - 21
- 22 - 33
- 34 - 50

Figure 21: Haven Avenue Site- Density of Residences for People Working within Half-Mile
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014)

Stakeholder and Community Outreach

3.0

Stakeholder and Community Outreach

Community members and key stakeholders were engaged to help identify current and future opportunities and constraints for a potential second Metrolink San Bernardino Line station and transit-oriented development in Rancho Cucamonga. This section summarizes input received from those who live, learn, work, and play in Rancho Cucamonga.

Outreach Approach

The outreach approach for the study included multiple methods in order to share information, obtain qualitative and quantitative data, and engage stakeholders in proactively shaping and refining the alternative Metrolink San Bernardino Line statio feasibility and TOD concepts. The outreach methods used were both targeted and broad, ranging from one-on-one interviews with key stakeholders; a publicly-available online survey shared at major community and transit activity centers as well as via email; and a stakeholder working group meeting to obtain focused input on the draft TOD scenarios.

Key Stakeholder Interviews

Informational interviews with stakeholders were conducted from September 17 through October 2, 2015. The purpose of the interviews was to gain insight into the opportunities and challenges for TOD at the Milliken Avenue station area and the feasibility of the potential station at Haven Avenue.

A fixed set of questions was developed prior to the interviews, however the interviews were conducted in an open-ended manner in order to provide opportunities for additional conversation and to allow questions to arise based on topics of interest.

AECOM worked with the City of Rancho Cucamonga to identify key stakeholders to interview. The represented agencies and organizations interviewed are listed below. The full list of interviewees and key stakeholder interview questions can be found in Appendix B.

- City Manager, City of Rancho Cucamonga;
- General Manager, Forest City/ Victoria Gardens;
- Chief Executive Officer, Inland Empire Heath Plan (IEHP);
- Executive Vice President, Lewis Operating Corp.;
- Director of Transit and Rail, Chief of Transit and Rail, and Chief of Planning of San Bernardino Associated Governments (SANBAG);
- Assistant Superintendent of Business Services, Rancho Cucamonga School District;
- Service Planning Manager, Omnitrans; and
- Operations and Parking department representatives and Director of Planning and Development, Metrolink.

Online Survey

An online survey was developed for the purpose of gaining additional input on issues and opportunities for TOD at the Milliken Avenue station area, the possibility of introducing a second station at Haven Avenue, and the potential for TOD at the Haven Avenue site. The survey was available online from November 15, 2015 to December 23, 2015. Surveys were administered in person using iPads, when possible, or on paper when necessary. Reminder cards, including a short URL for the online survey, were also distributed to people in-person. Finally, emails were sent to large employers to spread the word about the survey and obtain additional input.

The surveys were conducted and distributed as follows:

- Chaffey College - November 16 and 17, 2015.
- Healthy Rancho Cucamonga Steering Committee - November 17, 2015.
- Milliken Ave Metrolink San Bernardino Line Station - November 18 and 19, 2015.
- West End Real Estate Professionals - November 20, 2015.

- Large employers (IEHP, City of Rancho Cucamonga), via email.

The survey received a total of 239 responses from community members. Survey questions were available in English and Spanish (see Appendix C).

In addition to the survey conducted specifically for this study, the Inland Empire Health Plan (IEHP), one of the City's largest employers near the Metrolink San Bernardino Line, shared data from a similar internal survey of employees related to Metrolink usage. The following section summarizes the key findings obtained from stakeholder interviews and surveys.

Key Findings

Transportation

Most people that completed the survey currently drive alone to work. According to the online survey, the vast majority of respondents (69%) do not currently take Metrolink. However, many transit users also completed the survey.

Among students, respondents were equally as likely to use public transportation as they were to drive alone to get to school.

For those that use Metrolink, work is the primary trip purpose; however survey respondents also indicated that Metrolink is used for leisure and entertainment related trips. Of those that do take Metrolink, the primary purposes of the trips taken are for work (54%), entertainment/ shopping/ dining (24%), and school (10%).

Most people that completed the survey relied on a car to get to the Metrolink station (either driving alone, getting dropped off, or carpooling). Some people that completed the survey took the bus and very few survey respondents walked or rode a bike to the Metrolink station.

Among survey respondents, access to the station by walking (convenience to destination or living near a station) was reported to be a key factor that would attract respondents to ride the Metrolink more. Fare prices were another common factor. Respondents shared that less expensive fares would encourage them to use the Metrolink more (40%), along with a more convenient stop near their destinations (39%), and living near a Metrolink station (30%) (total number of respondents shown in Figure 22). Several respondents also shared a desire for discounted or free parking for transit riders parking at Metrolink stations, along with first/last mile connections to surrounding destinations, such as Chaffey College. Other ideas that were shared by those that completed the survey included improving Metrolink service and expanding to 24-hour service, as well as varied ideas regarding payment for station parking.

Among IEHP employee survey respondents, the following input was received related to Metrolink and other transit service:

- Connecting bus routes serving key destinations like the Atrium were desired to run closer or have nearer stops, as existing stops are far and block sizes are large.
- Bus schedules were requested that coincide with both Metrolink train schedules and IEHP start times (i.e. would get someone to work by 7:00 a.m., 8:00 a.m., etc).
- Survey respondents noted that amenities like shopping, restaurants, and daycare would be

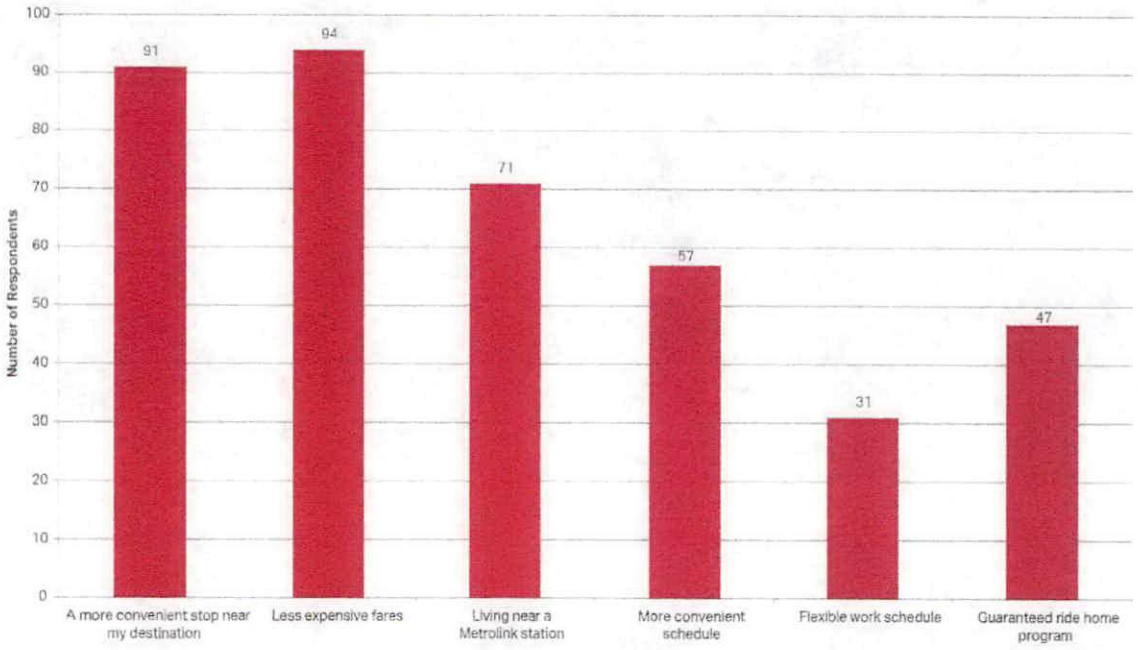


Figure 22: What would encourage survey respondents to use Metrolink more?

an added bonus to bring to the area, but would not encourage staff to ride the train as the impediments to ridership are related to train routes, connection modes, and overnight parking.

Station Area Development and Land Use

Overall Input on TOD

Most people that completed the survey would consider living near the Metrolink Station. Nearly everyone that completed the survey was interested in working near a Metrolink Station.

Survey respondents indicated a desire for food and dining as part of future development near the station, but also were interested in a variety of other uses and features. For example, some survey respondents commented on the need for restrooms at the station and suggested that affordable housing be included as part of TOD.

Stakeholders noted that the station areas should be transit hubs with mobility options and connections via different modes. They recommended that station access and facilities be improved for all modes, including passenger drop-off/pick-up locations, bicycle and pedestrian, and transit. Finally, they noted that stations should easily connect with other major destinations via a shuttle or other transit connection.

Stakeholders also suggested that the City of Rancho Cucamonga needs new models for housing types to appeal to those interested in TOD, such as students, dual-income couples without children, and active older adults. They stated that transit station areas presents an opportunity to create a new neighborhood with new residential development planned to come online in the next ten years. They noted that this development type would be new for the City, as there are no comparable examples of TOD in Rancho Cucamonga or the Inland Empire.

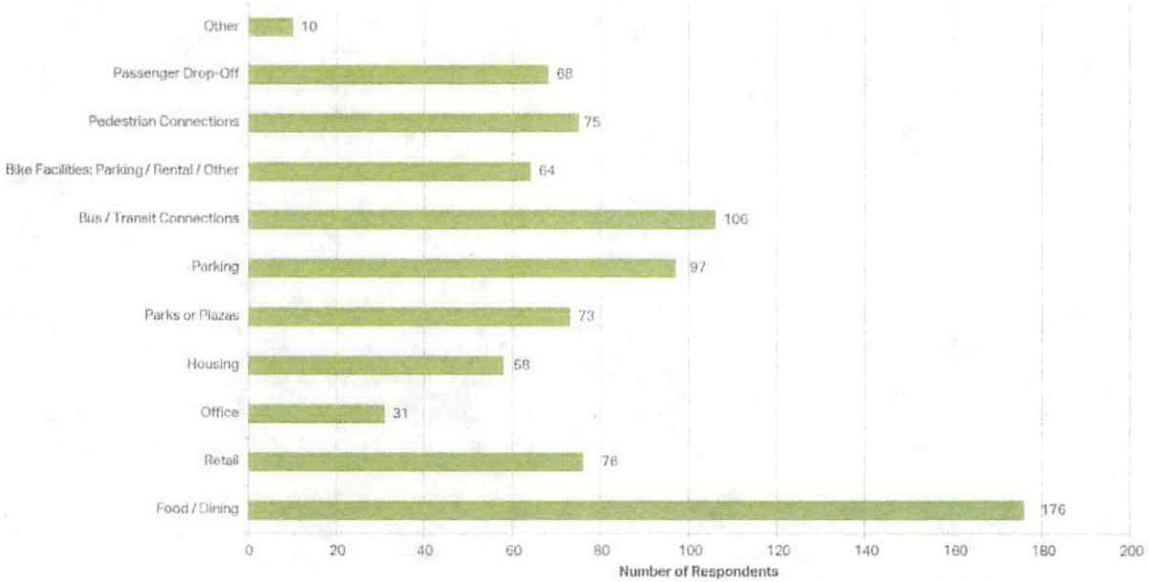


Figure 23: What uses and features would be best to include at the Milliken Avenue Station?

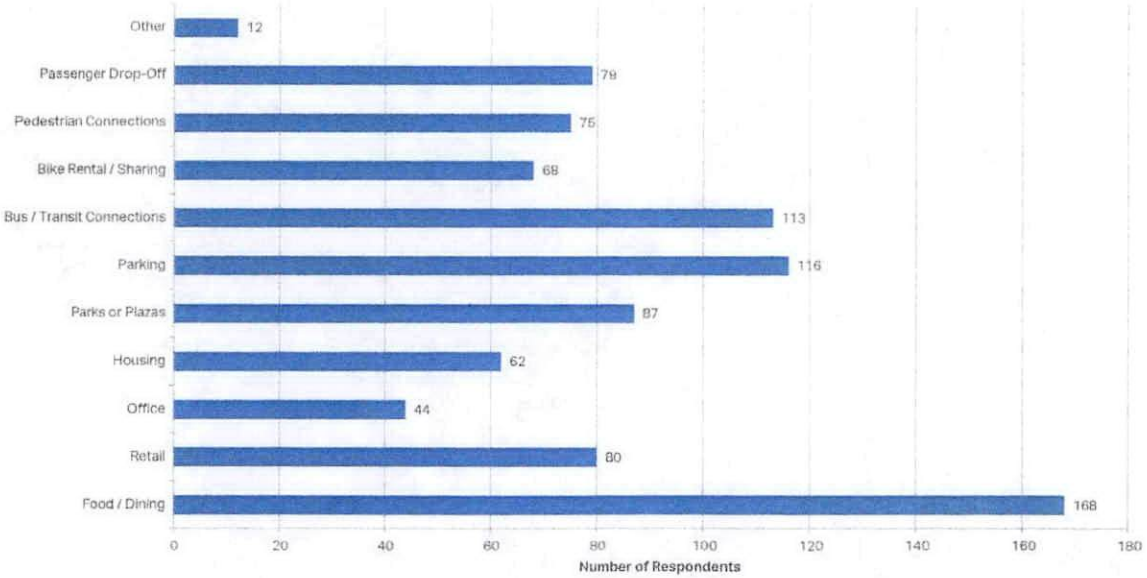
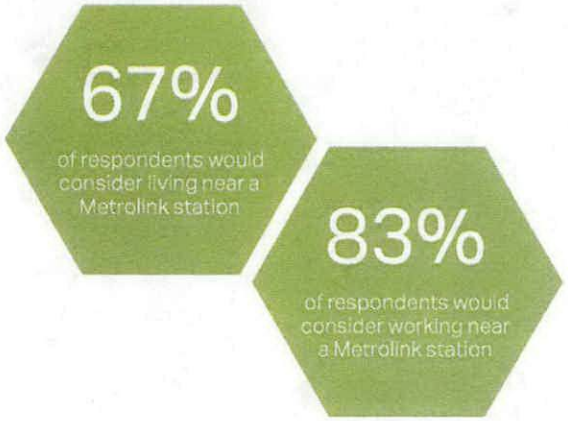


Figure 24: What uses and features would be best to include at the potential Haven Avenue Station?



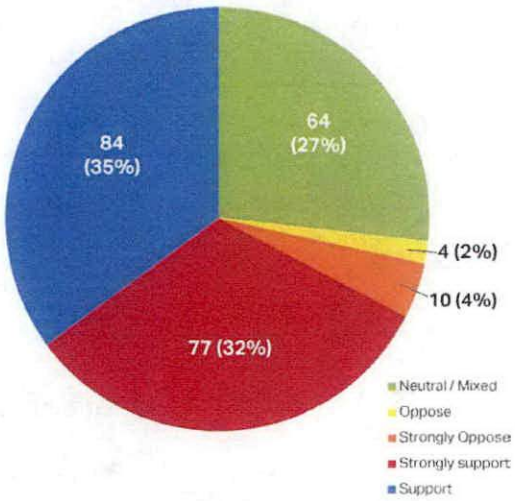


Figure 25: What is your opinion about a second Metrolink Station in Rancho Cucamonga?

Milliken Avenue Station Area

Online survey respondents shared that food and dining are the best uses to include in a possible new development at the Milliken Avenue station area (75%), along with bus and transit connections (45%), parking (41%) and retail (32%) (Figure 23).

Interviews with stakeholders similarly revealed that there is an opportunity to include neighborhood local services in the development of the Milliken Avenue station area. Stakeholder interviewees added that there is additional benefit to creating a nexus of local services within the station area: the potential to reduce the demand for car trips. Stakeholders revealed a desire for high density residential and opportunities to integrate transportation with mixed-use residential, retail, and hospitality uses.

To support accessibility to and from the station, stakeholder interviewees recommended increasing pedestrian connections and access points to the station area, especially if residential and commercial are integrated. Overall, interviewees shared a desire for the use of placemaking in the development of the Milliken Avenue station area to support the development of a local and regional destination.

Stakeholders also noted that stations should have adequate parking for car commuters. The Milliken Avenue station parking lot is currently heavily used, and parking capacity should be preserved as part of any future TOD plan.

Finally, stakeholders noted that the proposed Empire Lakes redevelopment, currently under review by the City, is a near-term opportunity to start creating TOD at the Milliken Avenue station. They recommended that this study focus on office uses and adapting existing industrial buildings, noting that new jobs will help drive demand for housing in the station area.

Haven Avenue Site

Survey respondents were generally supportive of a second station at Haven Avenue, but questioned whether the need was justified and were concerned about the potential effects to existing levels of service. The online survey revealed that 35% of respondents support and 27% strongly support a second Metrolink Station in Rancho Cucamonga at Haven Avenue (Figure 25). Explanations for this support include the idea that the station provides a direct connection to the Ontario International Airport, more options for riders, and potential opportunities for employment and retail. Stakeholder interviewees also shared the view that there is opportunity for a direct bus rapid transit connection to the Ontario International Airport with the addition of the potential Haven Avenue station, however they noted that this connection could also be possible via rail with the existing station at Milliken Avenue.

Several online survey respondents and stakeholder interviewees noted that locating two stations within Rancho Cucamonga may not be necessary given the close proximity of the existing Milliken Avenue station and the potential station at Haven Avenue. Instead, several survey respondents suggested expanding and advancing the development of the existing Milliken Avenue station area, along with the provision of better services and access.

Stakeholders noted that Haven Avenue would have better connectivity to the future planned Omnitrans BRT. However planned rail access to Ontario International Airport is from the existing Milliken Avenue station. Additionally, stakeholders noted that having two stations in Rancho Cucamonga would be detrimental to the quality of Metrolink service due to slowing the line overall, and would split transit resources in half, rather than concentrating them in one area. They stated that high quality and frequent transit is the most important factor for successful TOD, and that diluting service and resources between

two stations would be counter to the goals of TOD. They indicated that operating two stations in Rancho Cucamonga may not be feasible and may lower the level of service and capacity of Metrolink.

Survey respondents suggested food and dining as the best uses and features (72%), along with parking (50%), bus and transit connections (49%) and retail (34%) at the Haven Avenue site (Figure 24). In addition, stakeholder interviews revealed an opportunity for the Haven Avenue site to further advance the development of Haven Avenue as an office corridor. Several interviewees mentioned the opportunity to introduce higher density development, including high density office, into the Haven Avenue site through either new development or adaptive reuse of existing industrial buildings.

Overall, survey respondents and stakeholder interviewees shared desires for both the existing and potential future station areas to function as transit hubs, and feature a range of service types, including shopping and restaurants, with 24-hour service availability. Survey respondents and interviewees also mentioned opportunities for physical improvements and station development, such as signage and wayfinding and environmentally-friendly landscaping and design. Attention towards pedestrians and cyclists were also mentioned as important factors in developing station areas, including access, station connectivity, bicycle parking, and protection from weather.

Stakeholder Workshop

Key stakeholders interviewed for the project were convened for a workshop on March 3, 2016. The purpose of the stakeholder workshop was to update stakeholders who participated in one-on-one interviews during the initial phase of the project with the results of the existing conditions analysis, market analysis, and public outreach, and obtain input on the draft TOD concepts in order to refine them and develop a preferred alternatives.

Following a presentation on the existing conditions analysis, market analysis, and public outreach, stakeholders reviewed and provided input on three draft alternative TOD concepts for the Milliken Avenue station, presented in Section 5.0.

Stakeholders noted that multi-modal connections, including bicycle share and bus coordination, would be important supportive efforts for a successful TOD. They were generally supportive of ideas to increase pedestrian and bicycle connections to the existing Metrolink platform through extending the platform, moving bus stops onto Milliken Avenue, and adding a controlled pedestrial crossing at Milliken Avenue. They were supportive of moving surface parking underground or into structures, as long as existing parking capacity is maintained and adequate parking is provided for future uses. Additionally, they noted that any new development near the Metrolink line must consider safety at crossings and potential noise impacts for new nearby residents.

Stakeholders were generally skeptical that existing industrial uses on the east side of Milliken Avenue would transition to commercial or office uses in the near term. They were supportive of higher-density residential uses near the Metrolink station. Finally, they noted that the City envisions development in the station area to be urban in scale, including smaller parks, parklets, and nodes of activity as opposed to larger park and open space areas.

Market Analysis

4.0

Market Analysis

A market analysis was conducted to determine the supportable development at the existing Milliken Avenue station and the Haven Avenue site to inform the ideal mix of uses at each location.

Methodology

The methodology for the market analysis study involved data collection, including demographic data, household growth projections, employment projections, office market indicators, retail market indicators, and residential market indicators. In addition, the analysis was supplemented by a site visit to evaluate existing conditions, tour comparable and competitive sites, and meet with local real estate professionals in the area.

The market analysis investigated the potential opportunities for a variety of land uses at the existing Metrolink station and the Haven Avenue site. For the Milliken Avenue station area, mixed-use residential and retail land use were evaluated, while the office land use was evaluated at the Haven Avenue site. For each land use type, the analysis evaluated existing and estimated future demand in the primary and secondary markets, and identified the potential future development per land use type that could be captured by the subject sites. The findings of the market analysis are summarized here, and the complete analysis is included in Appendix D.

Residential Uses

The residential submarket, which spans roughly the entirety of the City of Rancho Cucamonga, consists of 51,987 units and makes up 39% of the larger Metro Area market (the tertiary market consisting of 17 submarkets as depicted in Appendix D). The submarkets were defined based on proximity to Metrolink stations. Rancho Cucamonga represents 27% of the inventory in the submarket, which also contains portions of San Bernardino, Fontana, North Ontario, and Upland (Figure 26).

Over the past few years, an average of 156 units have been positively absorbed (sold over a given time period) in the Rancho Cucamonga submarket per year (2010-2014). As of December 2015, net absorption (the change in occupied space) in Rancho Cucamonga has been higher than other markets (Figure 27). Additionally, through the first two quarters of 2015, over half of the newly developed units (completions) in the Metro Area were within the Rancho Cucamonga submarket; higher than the historical share in the area.

Vacancy rates below 5% in Rancho Cucamonga indicate an extremely strong market and have consistently outperformed the nearby submarkets in the recent past (Figure 28). Completions (the number

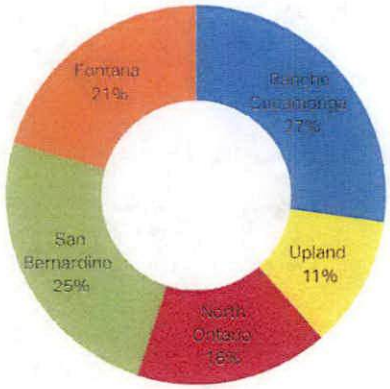


Figure 26: Residential Secondary Market Inventory

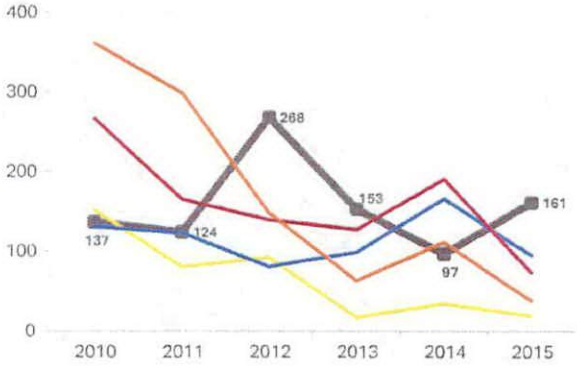


Figure 27: Residential Net Absorption

of units constructed) between 2010-2015 for these submarkets has totaled approximately 1,100 units, while net absorption over that time period has been 4,000 units. The majority of absorption has been due to falling vacancies, with some absorption due to new stock.

Rents in Rancho Cucamonga are significantly higher than rents in neighboring submarkets and the Metro Area as a whole (Figure 29). Rancho Cucamonga rents are 34% higher than the Metro Area and 77% higher than the San Bernardino Submarket, between $300 and $660 higher per unit than other submarkets. From 2010-2014, Rancho Cucamonga had a compounded annual growth rate of 3.2%, which was higher than other submarkets and the Metro Area. Rising rents and falling vacancies in Rancho Cucamonga indicate a strong market.

The historical household growth rate in the City of Rancho Cucamonga since 2000 has been 2.1% annually, which is significantly higher than the average annual growth rate for the County of San Bernardino, which historically was 1.1%. It is estimated that Rancho Cucamonga will continue to grow at a higher rate compared to the county; however the future growth will not match the rate of growth seen in the recent past. Household growth is expected to induce approximately 7,000 new units to be constructed over the next 10 years, with a significant portion of the demand met through the proposed development of the Empire Lakes, currently under review by the City.

The Milliken Avenue station site is constrained on three sides: to the north, the rail line is a barrier for pedestrian traffic, while land to the west and south is proposed for redevelopment by a private developer as part of the Empire Lakes project. The major road connection is the north-south corridor of Milliken Avenue, located to the east of the site.

The proposed Empire Lakes project is currently under review by the City, and is pending Planning Commission and City Council review and action. While the Milliken Avenue station area is generally industrial, the advantage of proximity to the Metrolink station and the changing character of the neighborhood due to the proposed Empire Lakes project are positive changes for the Milliken Avenue station site.

The residential analysis for the Milliken Avenue station site concluded that:

- There is a high demand for residential use in Rancho Cucamonga.
- The residential market exhibits strong growth, much higher rents relative to other areas in the market, and extremely low vacancy rates, indicating unmet demand.
- There is some residential development to the south of the site, but the area to the north is

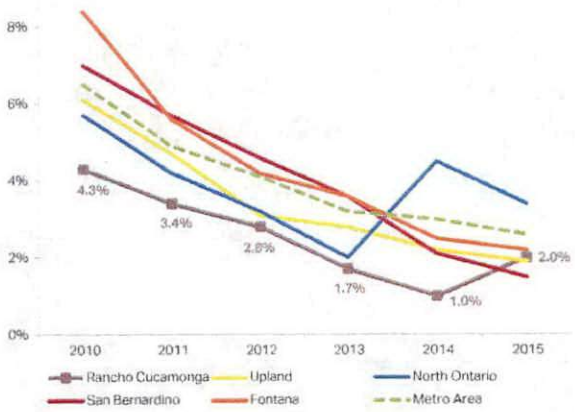


Figure 28: Residential Vacancy Rates

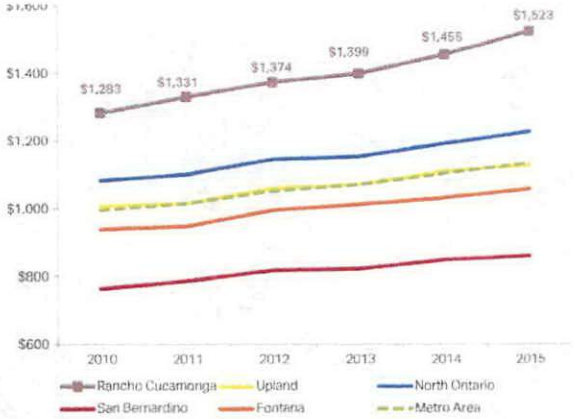


Figure 29: Residential Effective Rents

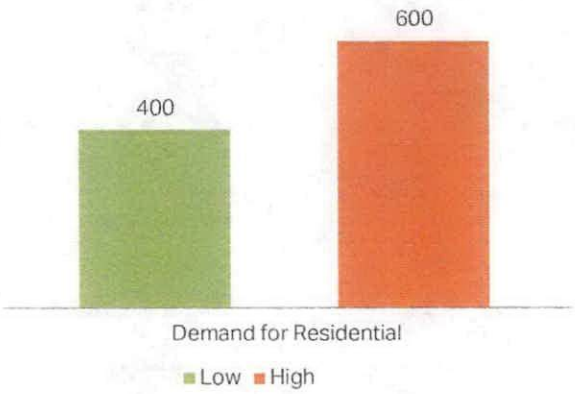


Figure 30: Residential Site Capture

heavily industrial, which may not be as compatible with residential uses.

- While there is significant demand, much of it could be absorbed by the proposed Empire Lakes development depending on the timing of that project. However, the proposed Empire Lakes project would also significantly help define the Milliken Avenue station area as a more residential area by increasing critical mass.
- There is demand for around 7,000 units in the City over the next ten years. How much of this demand is captured by the Milliken Avenue station site depends somewhat on the timing and proposed uses for the Empire Lakes project. Without the proposed Empire Lakes project, the Milliken Avenue station site could probably capture more demand over the next ten years. Unlike office demand, some of this may be realized sooner in the ten year time frame. The proposed Empire Lakes development could be catalytic in its impact on the Milliken Avenue station site, creating a greater critical mass of residential in this area, and could change the demand picture significantly, increasing overall demand, although it would also be a competitive project.
- The Milliken Avenue site could capture between 400 and 600 residential units, out of the total 7,000 projected units in the City between 2015 and 2025 (Figure 30).

Retail and Mixed-Uses

New construction and deliveries for retail uses in Rancho Cucamonga and the Inland Empire have been very low since the start of the Great Recession, below half a million square feet per year, compared to a high of three million square feet in 2007 (Figures 31 and 32). For retail analysis, the primary market was defined as the Ontario International Airport submarket while the secondary market was defined as the submarkets surrounding Metrolink stations.

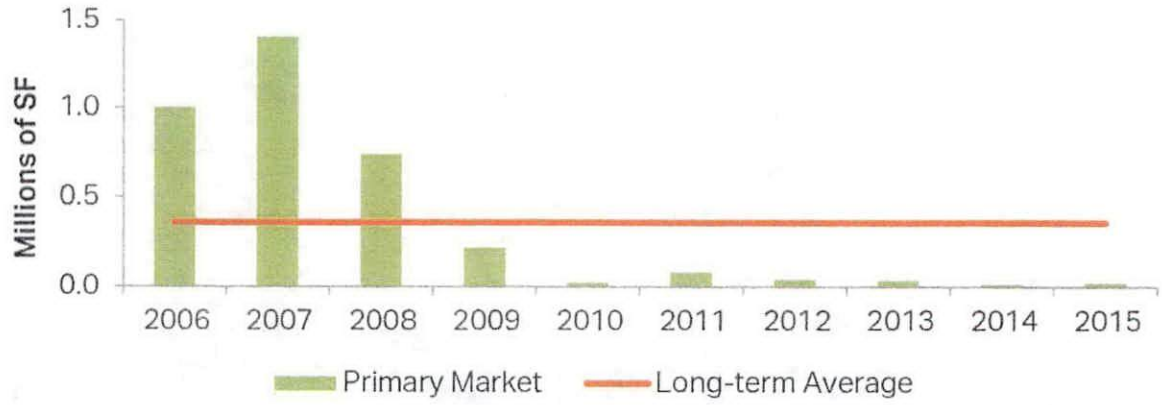


Figure 31: Annual Retail Deliveries in Primary Market

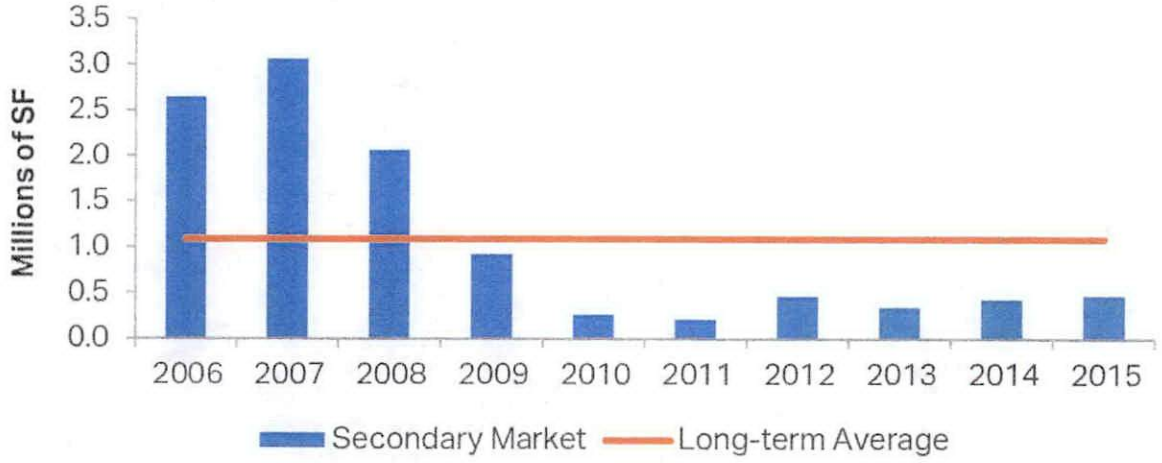


Figure 32: Annual Retail Deliveries in Secondary Market

Annual absorption for retail uses since 2010 has been significantly lower than the long-term absorption, indicating the market is still recovering.

Many retail categories show leakage in Rancho Cucamonga, indicating that the demand for retail in those categories outpaces the supply (Figure 33). Leakage analysis indicated that residents are traveling outside of Rancho Cucamonga to spend money on motor vehicle and parts dealers, electronics and appliances, building material/garden equipment/supply stores, foot and beverage stores, health and personal care stores, gasoline stations, miscelaneous retailers, and nonstore retailers. Furniture and home furnishing stores, clothing and clothing accessory stores, sporting goods, hobby, book, and music stores, general merchandise stores, and food service and drinking places had a surplus, indicating that demand supporting those categories include people traveling into Rancho Cucamonga to purchase those goods and services.

Retail demand is driven by income, population growth, and the presence of competing retailers. Incomes in Rancho Cucamonga are approximately 127% of the median income for California, indicating that residents are more affluent as a whole compared to the statewide population. High incomes also increase residents' spending potential. Increased household population also drives the future demand for retail. Due to anticipated population growth, Rancho Cucamonga is poised to grow its retail base.

Nearby regional retailers include Victoria Gardens, a successful lifestyle retailer that attracts upscale national tenants, and Ontario Mills, which attracts national retailers that are less high-end than Victoria Gardens, but is still a regional draw. Local retailers, such as neighborhood-serving retailers and mom-and-pop shops, are more likely to locate in a development outside of the established malls in the area.

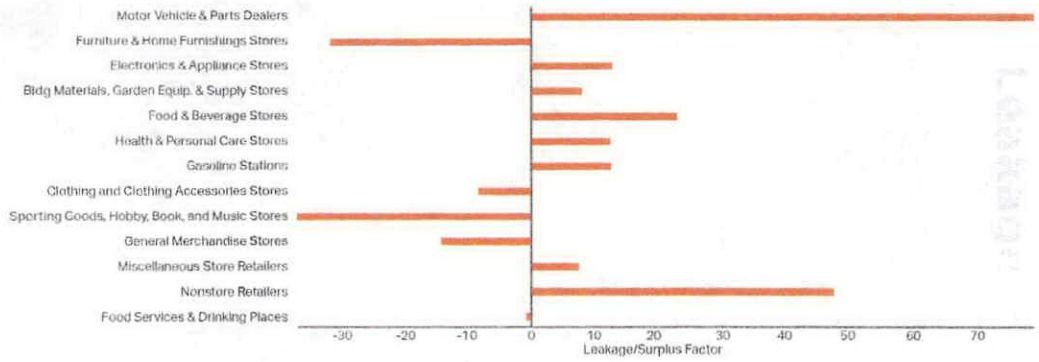


Figure 33: Leakage/Surplus Factor by Industry Subsector

Mixed-use development at the Milliken Avenue station site, consisting of residential with ground floor retail, would be a new land use for Rancho Cucamonga. Typical retail in this market requires retail pads. The Town Square development at the southwest corner of Haven and Foothill consists of apartments and retail space, however the retail space is not integrated within the apartment community. Due to the limited street visibility, as the retail is interior-facing, the retail component of this project has historically struggled. The market analysis found that the large communities in the vicinity of the study area - such as the 868-unit Homecoming at Terra Vista - do not demand supportive retail and this type of retail is unconventional in the market.

Demand for retail at the Milliken Avenue Metrolink station site would rely on the ridership from the Metrolink line as well as the nearby residential population and daytime employment. The development's residents would also contribute demand for this site. Because the access from the proposed Empire Lakes development is still under development, it is unclear if residents from that

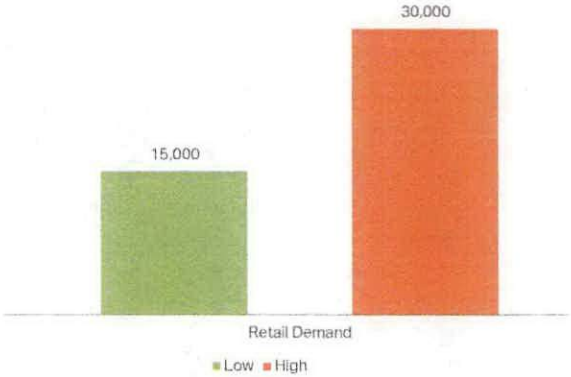


Figure 34: Retail Site Capture

project would contribute to demand at the Milliken Avenue Metrolink station site.

Due to the high income of Rancho Cucamonga compared to the State overall and the strong growth projections, there will be sizeable retail demand within the City. However, the Milliken Avenue station site is poorly positioned to capture significant demand. This is due to the market constraints resulting from the rail line, which prevents easy access for the population north of the site, as well as the lack of a market for retail in the immediate vicinity.

Any retail on the northern portion of the site would have virtually zero visibility from the street given the current site elevation, due to the underpass of Milliken Avenue below the rail line. Pad development on the southern portion of the site along Milliken Avenue would have greater visibility.

The retail analysis for the Milliken Avenue station site concluded that:

- The market has two existing major retail centers: Ontario Mills and Victoria Gardens; the Ontario Mills mall is less than one mile to the south of the site.
- While retail demand is strong in the area, any retail on this site should be oriented on the southern portion to increase visibility.
- Vertical mixed use retail development is not prevalent in the market and pad development is recommended.
- Retail demand may be heavily affected by the proposed development of Empire Lakes, currently under review by the City.
- If there was significant residential development including the proposed Empire Lakes development, as well as sufficient access, there likely would be enough critical mass to have some retail on the Milliken Avenue station site.
- Without this, there is probably only very limited retail opportunity from a traditional demand

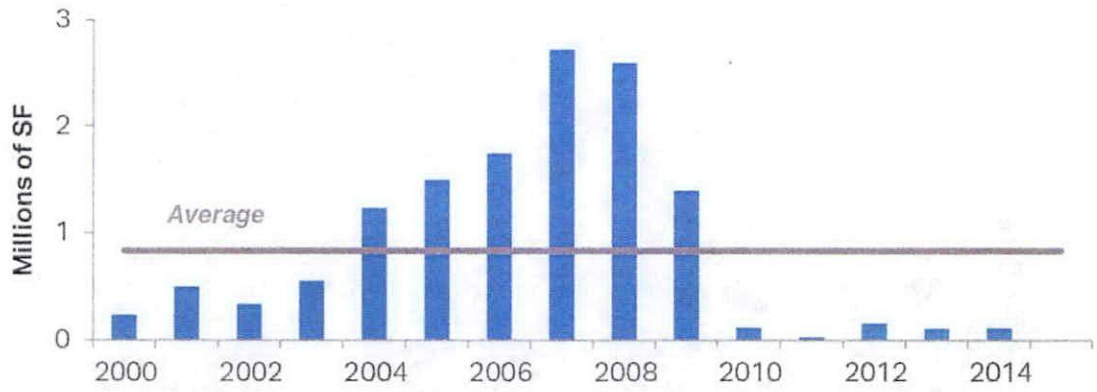


Figure 35: Annual Office Deliveries in Secondary Market

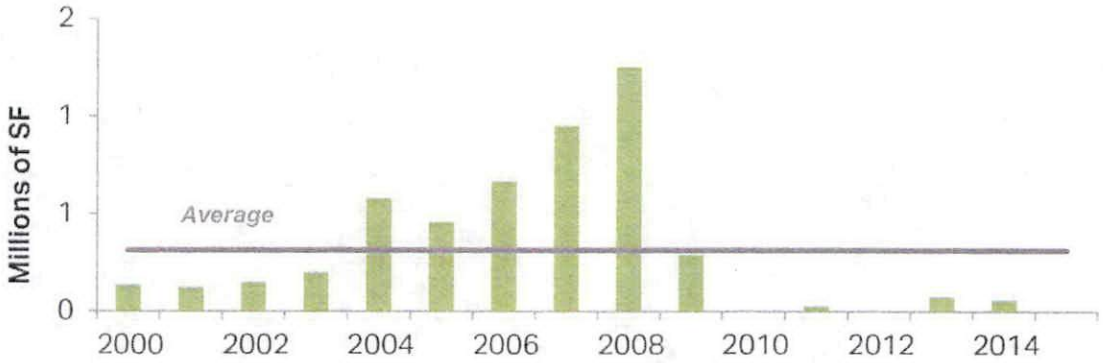


Figure 36: Annual Office Deliveries in Primary Market

perspective, perhaps a few food and beverage or convenience outlets to serve the residential base.

- The main customer base would be the local residents, local office workers, and to some degree commuters on Metrolink.
- A destination-type store or cluster of neighborhood-serving stores may attract residents of Rancho Cucamonga, as the current access restricts drive-through traffic.
- A convenience-oriented store, like a coffee shop, may attract commuters and building residents, however, may struggle to capture residents from around Rancho Cucamonga.
- If the development were very high-quality, there could be additional opportunity up to 30,000 SF in the medium term due to increased residential and employment in the area.
- Site capture for retail between 2015 and 2025 is estimated from a low of 15,000 square feet to a high of 30,000 square feet (Figure 34).

Office Uses

For office analysis, the primary market was defined as the Ontario International Airport submarket while the secondary market was defined as the submarkets surrounding Metrolink stations. Office deliveries in between 2004 and 2009 were higher than the long-term average (Figures 35 and 36). Within the Primary Market, inventory built between 2013 and 2015 makes up only 1% of total inventory. New construction and deliveries have virtually halted since the Great Recession. Future growth is also likely to be limited due to similar reasons. During the Great Recession, office vacancy rates spiked to over 25% in the submarket, and currently remain above 15%. Availability rates (the percent of space available for rent now or known in the future) continue to decrease, resulting in net positive absorption (Figures 37 and 38). The market appears to be stabilizing somewhat, with slowly increasing rents and decreasing availability rates. However, user-owners are also common in this market, and speculative development is typically reserved for when the market is very active.

The office analysis for the Haven Avenue site concluded that:

- The main office corridor in Rancho Cucamonga is Haven Avenue between Foothill Boulevard and Fourth Street.
- As of 2015, the subject site is poorly positioned to capture future office demand due to access issues. The lack of access from the nearby roadways, from the south and the east, is the most significant constraint of the site. Access from the south is constrained by the rail line, while access from the east is constrained due to the lack of connections south of 26th Street. Significant

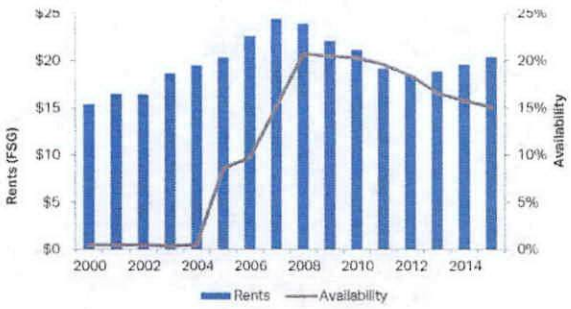


Figure 37: Office Secondary Market Rents and Availability

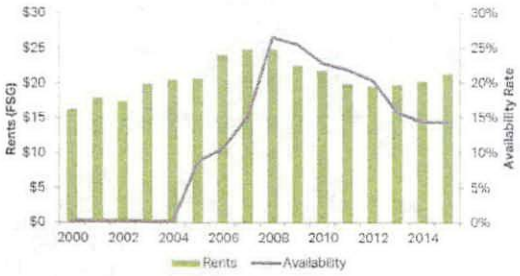


Figure 38: Office Primary Market Rents and Availability

Figure 39: Office Site Capture

access improvements would be required to support demand.

- The availability of land in the Airport Submarket is plentiful. The site directly to the north of the subject site as well as the vacant parcels to the north along Haven Avenue and along Arrow Boulevard are in a better position to capture office demand. Furthermore, sites to the south are also better positioned, as they are closer to the airport and freeway.
- While the City of Ontario is still working through their vision for the Piemonte at Ontario Center development, any future zoning for office uses may provide more competition for the subject site.
- Absorption has been very low in recent years, and combined with current and past vacancy rates, indicates fairly low demand in the broader submarket.
- The typical development pattern in this area is user-owner built office space; speculative office space is viewed as very risky and in this market only occurs in periods of great demand.
- Along the main office corridor on Haven Avenue between Foothill Boulevard and Fourth Street, there is vacant land that has better access than the Haven Avenue site, due to the location of the San Bernardino Metrolink line.
- The development economics of improving access to the Haven Avenue site would likely push developers to other sites first.
- Strong anticipated employment growth is the main driver for demand at this site, despite its current barriers to development.
- While possible total capture of between 40,000 and 70,000 square feet between 2015 and 2025 is estimated, due to the limitations above, most of this demand is more likely in the latter half of the ten year period (Figure 39). Road improvements are critical to realizing this demand.

Metrolink Feasibility and Transit-Oriented Development Alternatives Analysis

5.0

Metrolink Feasibility and Transit-Oriented Development Alternatives Analysis

Alternative scenarios are explored in this section to test a range of land uses, urban design approaches, and station access options, as well as determine feasibility for a potential second Metrolink station at Haven Avenue over the long-term (20 year) planning horizon.

Milliken Avenue Station

Three alternatives were developed to explore a range of options for TOD at the Milliken Avenue station:

- A: Transformational Approach. Transit has a maximal influence on the local economy and development patterns.
- B: Milliken-Focused Approach. Transit adjacency provides an opportunity to re-think Milliken Avenue as an active, complete street.
- C: Station-Centered Approach. Transit's ability to impact development is restricted to the immediate station area.

Each scenario's general principle, street and connectivity approach, transit and mobility components, public realm, and land uses are summarized and illustrated in this section.

Scenario A: Transformational Approach

The first scenario assumes that transit has a maximal influence on the local economy and development patterns.

The street and block network is aggressively reconfigured under Scenario A to support clustering of homes and jobs in close proximity to the station area (Figure 40). Pedestrian linkages and environment are prioritized, as existing super-blocks are sub-divided to create new blocks that are consistent with walkable, urban environments. Additionally, new rail crossings are introduced from the south to the north of the Metrolink line to create a cohesive, well-connected TOD neighborhood. Rail crossings would be designed with safety in mind and would be either grade separated through underpasses or overpasses, or would have controlled security gates and lighting. Finally, the Metrolink station platform is extended closer to Milliken Avenue to provide a more direct connection for pedestrians and cyclists.

Under this scenario, Milliken Avenue is reconfigured with uses that engage the street frontage and provide active ground level activity. Public realm improvements are made district-wide to provide legible connections to the station, including marked crosswalks and controlled intersections. Open space amenities are distributed district-wide to serve new

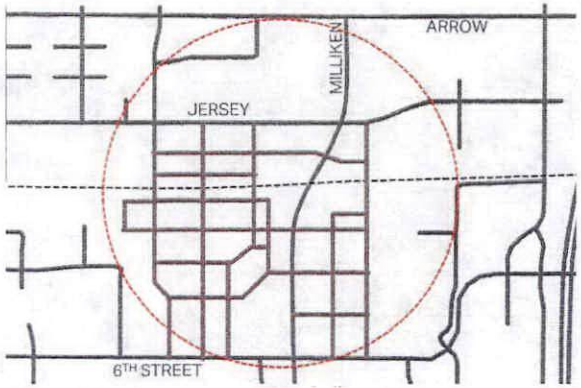


Figure 40: Scenario A Street Network
The street and block network is aggressively reconfigured to support clustering of homes and jobs.

Figure 41: Scenario A TOD Concept
Transit has a maxumal influence on the local economy and development patterns.

jobs and homes. Theater/destination retail/hotel uses are positioned along Milliken Avenue. The proposed Empire Lakes project is integrated into the TOD neighborhood (Figure 41).

Scenario B: Milliken-Focused Approach

The second scenario assumes that transit adjacency provides an opportunity to re-think Milliken Avenue as an active, complete street.

The street and block network on both sides of Milliken Avenue is reconfigured to support clustering of homes and jobs, however no new north-south connections are introduced accross the Metrolink line (Figure 42). Additionally, the existing Metrolink station platform is not altered under this scenario. Existing super-blocks are sub-divided to create new blocks that are consistent with a walkable, urban environment.

In this scenario, the district footprint is entirely south of the rail corridor and along Milliken Avenue. Jobs continue to be clustered north of the tracks, with homes on the south. A cluster of office space is retained south of the station, supplementing existing office with new developments. TOD is centered directly at the station platform, and a neighborhood-defining greenway connects the station area to new offices and residences to the south (Figure 43).

Under this scenario, Milliken Avenue is re-configured with uses that engage the street with frontage and active ground level activity. Bike lanes and other complete streets improvements are introduced along Milliken and a new open space amenity serves as a neighborhood-defining feature. Similar to scenario A, The proposed Empire Lakes project is integrated into the TOD neighborhood (Figures 44, 45, and 46).

Scenario C: Station-Centered Approach

The third scenario assumes that transit's ability to impact development is restricted to the immediate station area.

Under this scenario, the street and block are designed to accommodate mid-density residential (Figure 47). Existing super-blocks are sub-divided to create new blocks that are consistent with walkable, urban environments, however there are no new north-south connections introduced across the Metrolink line. Milliken Avenue is largely left untouched and unengaged. Additionally, the Metrolink platform remains in its existing location and configuration under this scenario.

The district footprint is contained entirely within the southwest quadrant of the station area and the TOD

Figure 42: Scenario B Street Network
The street and block network on both sides of Milliken is aggressively reconfigured, however no new north-south connections are introduced accross the Metrolink line.

Figure 43: Scenario B Land Use
TOD is concentrated near the station area with medium density housing, office, and a character-defining open-space feature to the south, southeast, and soutwest.

Figure 44: Scenario B TOD Concept
Transit adjacency provides an opportunity to re-think Milliken Avenue as an active, complete street.

Figure 45: Scenario B Existing Conditions
The existing Metrolink station and adjacent uses.

Figure 46: Scenario B TOD Concept
Development intensity rises with proximity to the Metrolink station. The district is connected through an open space spine. New uses engage Milliken Avenue.

district is composed of primarily, inward-looking residential uses (Figure 48).

Public realm improvements are recommended district-wide to provide legible connections to the station, including marked crosswalks and controlled intersections. Open space amenities are distributed district-wide to support new jobs and homes. The proposed Empire Lakes project is integrated into the TOD neighborhood (Figures 49, 50, and 51).

Table 2 summarizes the three scenarios for the Milliken Avenue station in terms of square footage by use, total square footage, maximum heights, and parking.

Table 2: Milliken Avenue TOD Concepts Comparison

Scenario	Office (sf)	Retail (sf)	Residential (sf / units)	Total Square Footage	Maximum Height
Scenario A	676,000	796,000	5,140,000/ 3,655	6,661,000	60 feet, 5 floors
Scenario B	644,000	815,000	4,270,000 / 2,990	6,261,000	60 feet, 5 floors
Scenario C	117,000	769,000	2,577,000 / 1,755	3,990,000	60 feet, 5 floors
TOD Site Alone (all scenarios)		150,000	650,000 / 450 (5-story residential over 1-story of retail)		

Notes: The following assumptions are made for residential development:
A: 3655 Apartment Units (~1406 sf/du)
B: 60 Townhomes (~2500 sf/du); 2930 Apartment Units (~1406 sf/du)
C: 100 Townhomes (~2500 sf/du); 1655 Apartment Units (~1406 sf/du)
Parking is provided on-site for each use per the City of Rancho Cucamonga Municipal Code. Parking for the TOD site alone includes 1,000 spaces dedicated for commuters and 500 spaces for TOD residents (assume 1 space/unit recognizing transit-adjacency).

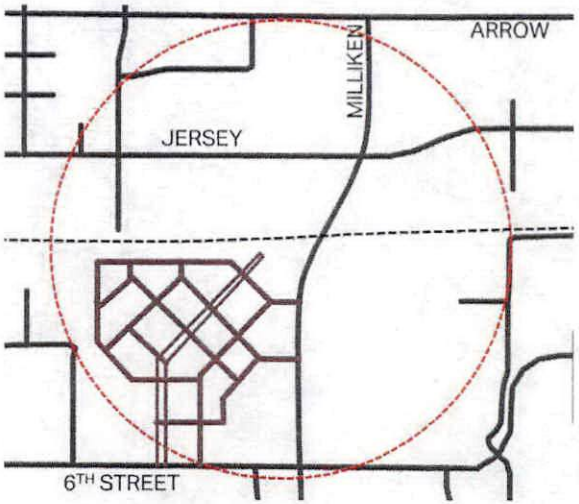


Figure 47: Scenario C Street Network
The street and block is designed to accommodate mid-density residents and create new blocks that are consistent with walkable, urban environments.

Figure 48: Scenario C Land Use
TOD is concentrated near the station area with medium density housing, office, and a central park.

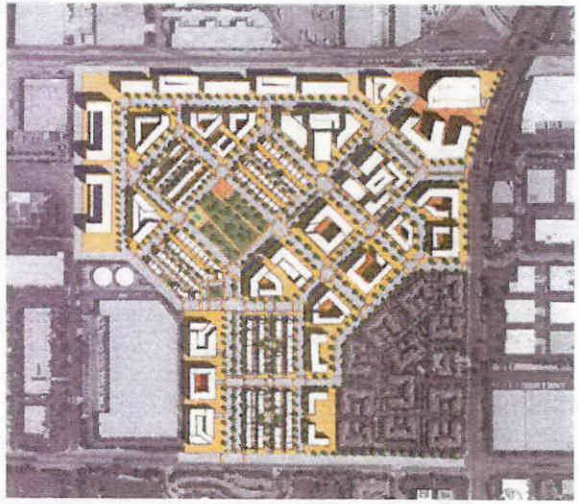


Figure 49: Scenario C TOD Concept
Transit's ability to impact development is restricted to the immediate station area.

Figure 50: Scenario C Existing Conditions
The existing Metrolink station and adjacent uses.

Figure 51: Scenario C TOD Concept
The district footprint is contained entirely within the southwest quadrant of the station area and the TOD district is composed of primarily, inward -looking residential uses.

Haven Avenue Site Feasibility

The Haven Avenue site is comprised of two parcels totalling approximately 14.51 acres and is located roughly a mile east of the existing station at Milliken Avenue. The feasibility of adding a second station at Haven Avenue was evaluated based on the required components and design criteria for new Metrolink stations and Omnitrans bus stops, as well as potential operational impacts, land use, and intermodal considerations. The feasibility analysis is conducted at a preliminary planning level based on the required sizes of various station components.

The requirements for a new station at Haven Avenue include:

- Parking: A minimum of 500 parking spaces. Parking spaces are assumed to be 350 square feet each (including aisles, exits and entrances, and landscaping). In order to evaluate a conservative scenario, surface parking is assumed.
- Metrolink Platform: Required to be 680 feet long, and 16 feet wide for a side platform and 680 feet long and 30 feet wide for a center platform. Platform edges should be 5 feet 5 inches from the centerline of the track. It is assumed that Metrolink platforms would be constructed in the existing land right-of-way and would not extend into the overpass area in order to avoid major structural work required to construct a platform on an overpass.
- Bus Station: Required to be 130 feet by 18 feet for Omnitrans bus rapid transit stations.
- Realigned track: Required to provide the minimum 18' centerline to centerline clearance for an intertrack fence for a station with two tracks present. Track realignment would be required for a split platform design to allow for the intertrack fence between the two platforms and 150' past

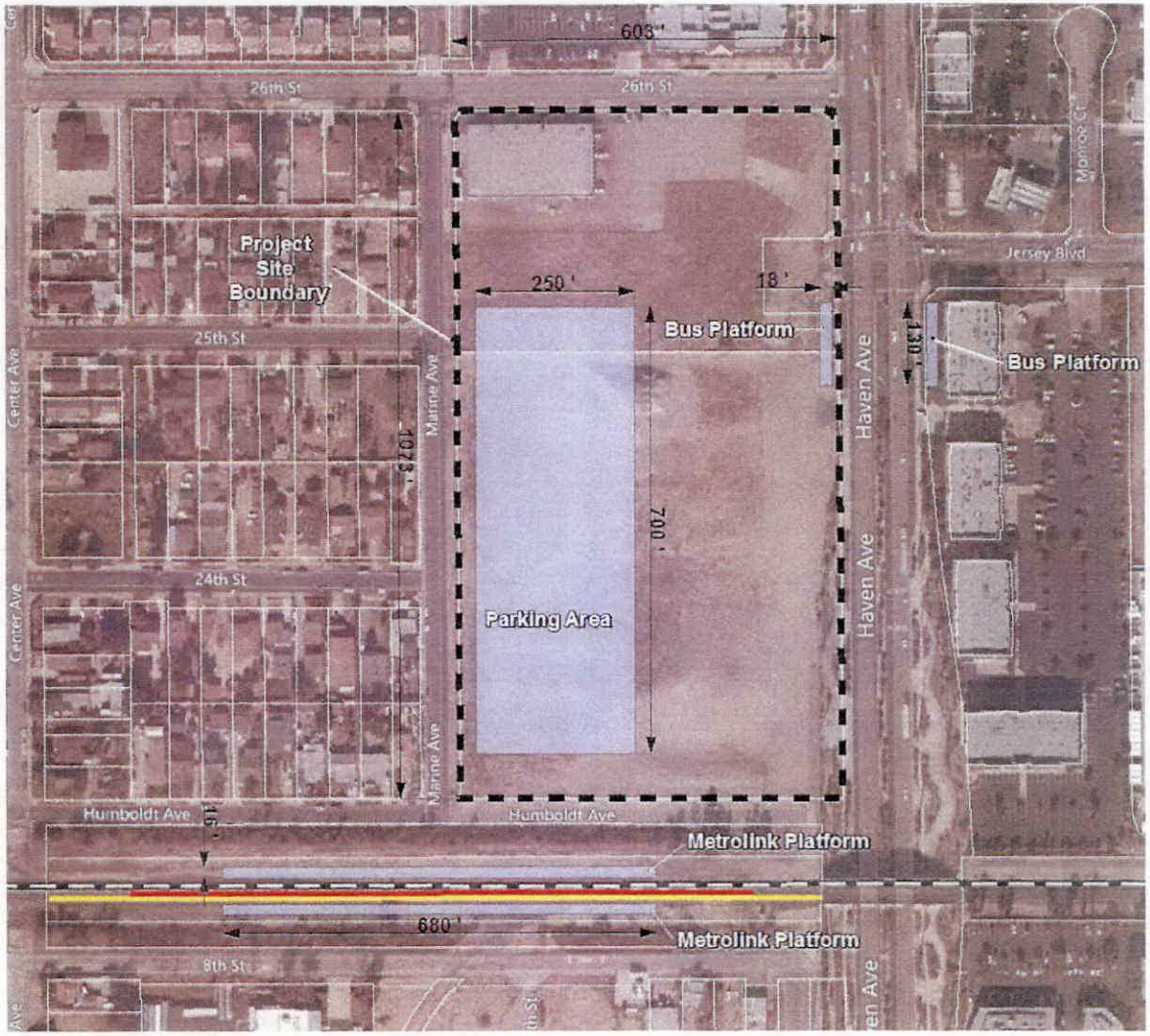


Figure 52: Haven Avenue Site Concept- Split Platform, Surface Parking

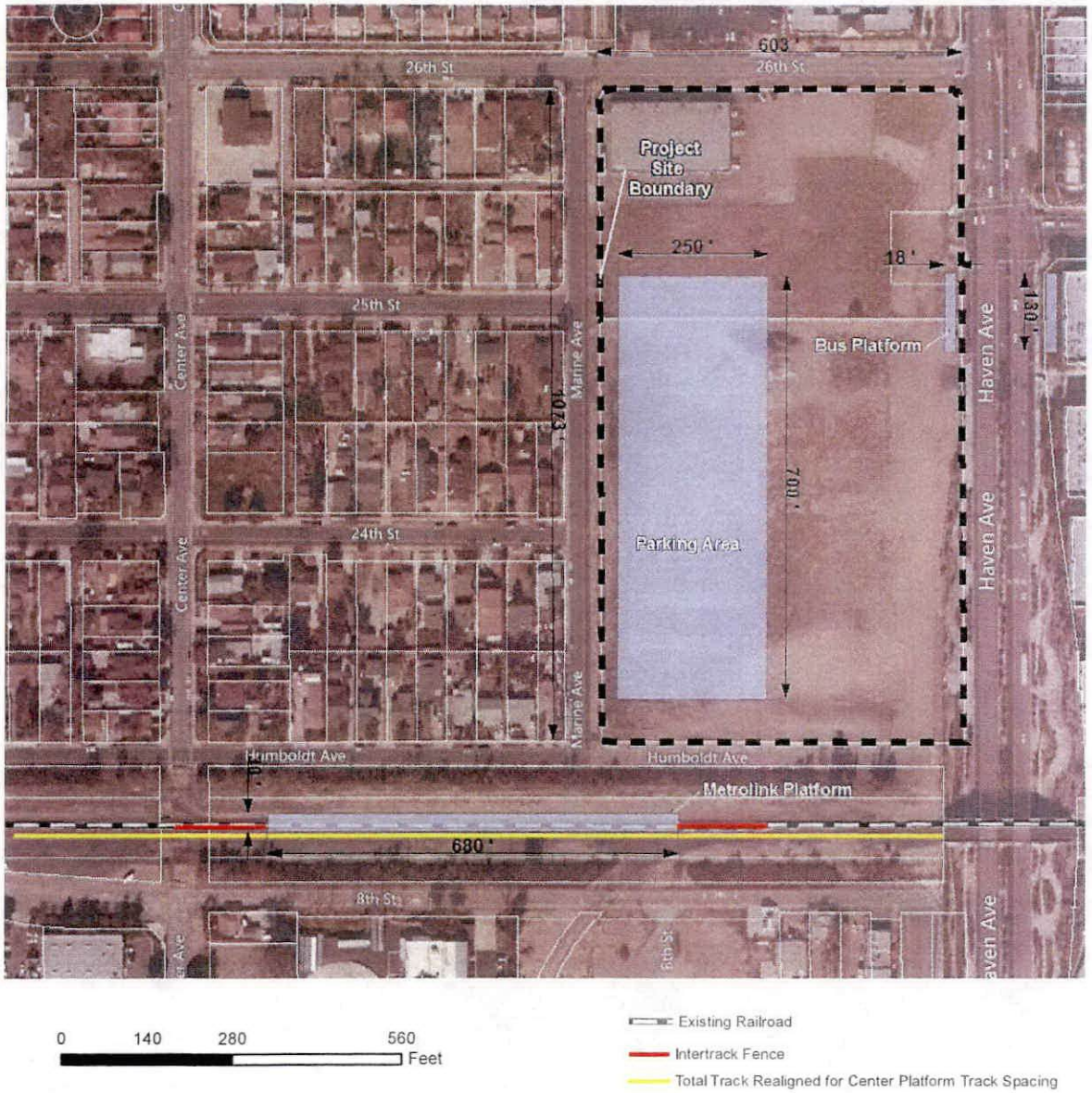


Figure 53: Haven Avenue Site Concept- Center Platform, Surface Parking

each end of the platform. Track realignment for a center platform design is required to fit the 30' wide platform in between the tracks.

- Intertrack Fence: Required to discourage track crossings at stations where two tracks are present.

Haven Avenue Site Constraints

In addition to the physical considerations for introducing a second Metrolink station at Haven Avenue, station spacing and operational impacts, land use opportunities and constraints, and intermodal connections are also taken into consideration.

Physical Constraints

Based on the evaluated components and required dimensions, a potential Metrolink station at Haven Avenue faces several constraints. For the split platform scenario, the track would need to be realigned to allow for the required 18' centerline to centerline spacing required to install an intertrack fence for safety at the station. Additionally, the platform on the south side of the tracks would conflict with the existing rail spur line that is used to access industrial businesses to the south, as there is not enough room to accommodate the 680-foot long platform between the eastern edge of the parcel to the south of the rail line and the existing spur line (Figure 52). In order to implement this option the rail spur line would either need to be closed or realigned to the west. A split-platform station would also require a means for pedestrians to access the platform on the south side of the tracks, either through a pedestrian underpass or security gates with lighting to provide for safe pedestrian crossings between tracks. Pedestrian access to the platform on the north side of the tracks could be provided directly from the Haven Avenue site parking and development

across Humbolt Avenue. Humbolt Avenue currently dead-ends at Haven Avenue and providing a crosswalk to connect the Haven Avenue site or closing Humbolt Avenue east of Marine Avenue would be unlikely to impact vehicular traffic.

A center platform option located north of the rail spur line could avoid the split platform's conflicts with the spur line, however it would require realignment of the tracks on the north side to accommodate the center platform and 150' long intertrack fence required at each end of the platform (Figure 53). A center platform would also require a pedestrian underpass or security gates and lighting to provide safe pedestrian access to the station platform from the Haven Avenue site to the north. As with the split-platform scenario, this could likely be accomplished with minimal impacts to traffic circulation with a crosswalk across or closure of Humbolt Avenue.

Due to Metrolink requirement for an intertrack fence wherever two tracks are present, minimum spacing between the center lines of tracks, and a minimum distance past the edge of the station platform that the wider center line spacing must extend, the potential new station could not be built directly south of the Haven Avenue site. Instead, under both the split and center platform options the track would be built at an offset to the west of the Haven Avenue site.

For both the split and center platform concepts, using the conservative assumption of all surface parking, the Haven Avenue site has adequate space to accommodate the required 500 parking spaces.

With both concepts, primary vehicular and pedestrian access to the site would be from a new signalized intersection at Haven Avenue and Jersey Street, with secondary access from 25th Street and 24th Street. Additionally, with both concepts new Omnitrans BRT bus stops could be provided along Haven Avenue near Jersey street and pedestrians could access the site via the new signalized intersection, which would be upgraded with high-visibility crosswalks. If the new BRT bus stops are located further south along Haven Avenue, closer to the Metrolink line, new pedestrian access could be provided by grading the existing sloped landscape area that seperates the site from Haven Avenue and providing an entranceway connecting Haven Avenue up to Humbolt Avenue and the potential Metrolink platform. This option would also require a new signalized intersection at the Metrolink line and Haven Avenue to provide a direct safe means of access for riders of northbound buses to transfer to the potential Metrolink station.

Station Spacing and Metrolink Operations

The average spacing between stations on the San Bernardino Metrolink Line is currently 4.7 miles, with a maximum station spacing of eight miles between the El Monte and Cal State Los Angeles stations, and a minimum spacing of 1.2 miles between the Montclair and Claremont stations. The current travel time between the Rancho Cucamonga station and Upland station is seven minutes. Additionally, Rancho Cucamonga is currently a stop on express service trains.

The potential second station at Haven Avenue would be approximately one mile east of the existing station, a much shorter distance than is typical on the San Bernardino Line. Introducing a second station in Rancho Cucamonga would result in longer travel times to stations located to the west, including Los Angeles Union Station, which is the main destination for riders currently boarding in Rancho Cucamonga. The second station would also degrade the level and frequency of service in Rancho Cucamonga, resulting in two stations with low service, rather than one station with higher quality service needed to support TOD.

In order to overcome the service impacts of introducing a second station at Haven Avenue, one concept would be to provide skip-stop service or peak hour service only at the new station. However, limiting service to only peak times would be counterproductive to the goal of having a new station, as TOD is best supported by frequent service. Additionally, peak-only service would impact the overall line operations, during the peak time period, when the strain on the schedule is heaviest.

Land Use

Although the Haven Avenue site presents a development opportunity with a relatively large, vacant parcel directly on the Metrolink line, the potential station is not ideally suited for mixed-use TOD. The elevation of the parcels relative to the street is substantial, constraining pedestrian access to the station area and limiting visibility that is key for new retail development. The Haven Avenue site area contains single-family residential neighborhoods to the west and northwest, which are unlikely to be redeveloped into higher-density, transit-oriented uses. The Haven Avenue site area also contains industrial and office areas to the south, southwest, and west. Newer office and industrial buildings are located on the east side of Haven Avenue, which are similarly unlikely to be redeveloped with higher-density, mixed-uses.

Unlike the Milliken Avenue station area, which contains medium-density housing and is currently being planned for a mixed-use community at the proposed Empire Lakes project, the Haven Avenue site is located along a corridor that the City's General Plan envisions as the City's premier office corridor and a large employment center. As discussed in Section 2.0, Metrolink is overwhelmingly used for trips into Los Angeles Union Station. Metrolink is currently not used by a substantial number of people to access jobs in Rancho Cucamonga. Furthermore, the home locations for people who currently work within a half-mile of the Haven Avenue site are mainly in locations that would be better accessed by bus, active modes,

or driving than by Metrolink (Rancho Cucamonga (9%), Fontana (6.5%), Ontario (6.5%), Los Angeles (4%), San Bernardino (3.5%), and Rialto (3.4%); followed by Upland, Pomona, and Jurupa Valley (less than 3% each); and all other locations (58%)).

Intermodal Connections

Omnitrans currently serves the Milliken Avenue Station and the Haven Avenue site. Diluting service between two stations would make it challenging to provide high frequency service at both locations and could be cost prohibitive to maintain existing service levels. As discussed in Section 2.0, Haven Avenue is identified as a potential future bus-rapid transit (BRT) corridor by Omnitrans. Having a new Metrolink station on the potential future BRT route would facilitate intermodal connections and first/last mile access to the potential new station. However, the development of mixed-use TOD is dependent on high-quality, high-frequency service. Even if BRT were to provide frequent service along Haven Avenue, the potential Metrolink station would operate as the San Bernardino Line currently does, with frequent service limited to the peak hour. The benefits of the intermodal connection would therefore be limited due to Metrolink's service patterns. Nevertheless, the introduction of BRT along Haven Avenue would be beneficial for the site in terms of connecting it to residents to the north in Rancho Cucamonga and business travelers to the Ontario International Airport to the south. There is therefore potential for the Haven Avenue site to serve as an employment hub along the BRT route.

Preferred Scenarios, Implementation, and Conclusion

6.0

Figure 58: Milliken Avenue Preferred Scenario Existing Conditions
The existing Metrolink station and adjacent uses.

Figure 59: Milliken Avenue Preferred Scenario Conditions
The district footprint is concentrated to the west of Milliken Avenue. Milliken Avenue is reconfigured as an active, complete street.

Figure 60: Milliken Avenue Preferred Scenario Existing Conditions
The existing station access conditions along Milliken Avenue.

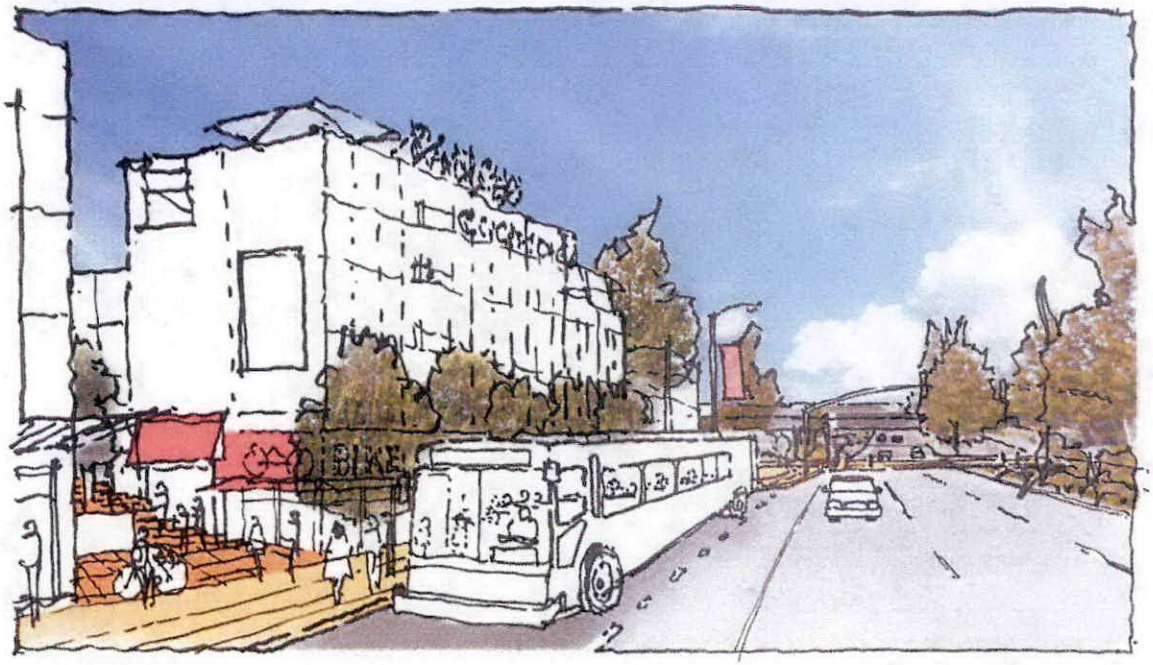


Figure 61: Milliken Avenue Preferred Scenario Conditions
The station area is directly accessible from Milliken Avenue, with new multi-modal connections for bus and bike located directly at the TOD area entrance.

Haven Avenue Site

Based on the analysis herein, the Haven Avenue Site Preferred Scenario does not include introduction of a new Metrolink station. Instead, Haven Avenue is enhanced with complete street elements, including high-visibility crosswalks, planned bicycle lanes, landscaping, and planned BRT. Although the Preferred Scenario does not recommend a new Metrolink station at Haven Avenue, it does recognize the Haven Avenue site's potential to serve as a major transportation stop along the City's employment corridor, with future enhanced transit connections to the Ontario International Airport and Chaffey College. The Preferred Scenario for Haven Avenue seeks to further the City's vision of a multi-modal, premier office corridor by introducing complete street elements, walkable blocks, and high-quality employment uses at the Haven Avenue site.

The street network at the Haven Avenue site is slightly reconfigured (Figure 58). Jersey Avenue is extended west past Haven Avenue to connect with 25th Street and residential areas to the west. A new north-south street is introduced to bisect the Haven Avenue site and create more walkable blocks. Finally, 24th Street is extended midway through the Haven Avenue site to connect with the new north-south street.

Land uses at the Haven Avenue site under the Preferred Scenario consist of bus transit-oriented office uses and local serving retail, consistent with the City's vision of an employment corridor (Figure 59). The site is envisioned to contain a cluster of buildings in a compact, campus-like environment. An open space at the corner of Haven Avenue and Jersey Street will serve as a gateway into the new employment area, with hardscaped open plazas and activity areas interspersed throughout. The new east-west connection along Jersey Street as well as the network of small plazas and activity spaces provide a direct connection from residences in the west to employment opportunities at the site and the Haven Avenue BRT corridor to the east.

Table 3 summarizes the Preferred Scenarios for the Milliken Avenue station and Haven Avenue site in terms of square footage by use, total square footage, and maximum heights.

Table 3: Milliken Avenue Station and Haven Avenue Site Preferred Scenario Summary

Scenario	Office (sf)	Retail (sf)	Residential (sf, units)	Total Square Footage	Maximum Height
Milliken Avenue Preferred Scenario	693,000	815,000	3,220,000, 2,240 units	4,728,000	60 feet (5 floors)
Haven Avenue Preferred Scenario	465,000	35,000	0	500,000	60 feet (5 floors)

Notes:
The Milliken Avenue Preferred Scenario Assumes: 60 Townhomes (~2500 sf/du); 2180 Apartment Units (~1406 sf/du).
Parking is provided on-site for each use per the City of Rancho Cucamonga Municipal Code.

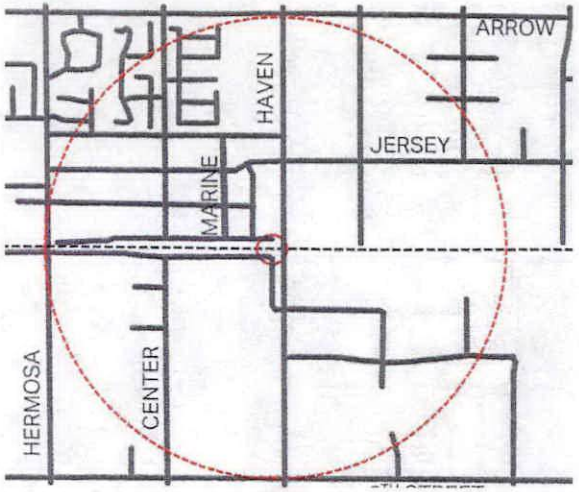


Figure 62: Haven Avenue Site Preferred Street Network
The Haven Avenue site is broken up into smaller, more walkable blocks.

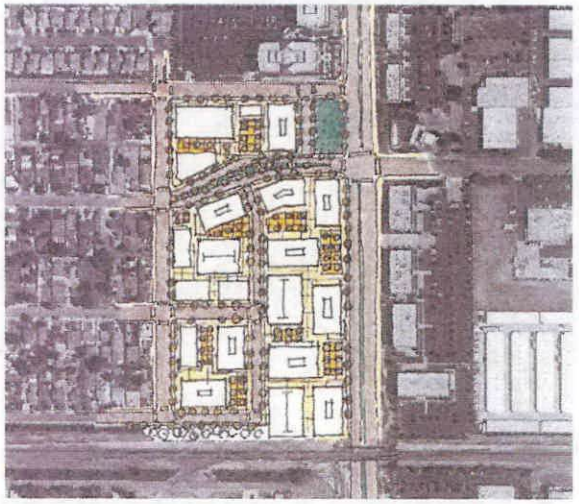


Figure 63: Haven Avenue Site Preferred Concept
Haven Avenue is enhanced with complete street treatments and the site is developed with office and local serving retail, configured in walkable blocks.

Implementation

Implementation of the major public improvements identified in this study is a critical element in realizing the desired vision for the Milliken Avenue station and Haven Avenue site. Key priorities have been identified as catalytic projects that can spur additional investment in TOD at the Milliken Avenue station and in bus transit-oriented office at the Haven Avenue site. The projects identified include new investments in the public realm needed to enhance visibility, access, and the attractiveness of the Milliken Avenue station and Haven Avenue site for private investment. Effective investment would be ideally supported by a partnership between the City, SANBAG, SCAG, Metrolink, and the private sector as new development occurs.

The major implementation components evaluated in the cost estimate and identified funding sources are:

- Public Realm Improvements
  - Undergrounding the parking at the existing Milliken Avenue Metrolink station.
  - Two new Omnitrans bus stops along Milliken Avenue. Buses would no longer need to divert into the station turnaround for passenger pick up and drop off.
  - New signalized pedestrian crossings at Milliken Avenue to provide a safe crossing from the new northbound bus stop to the Milliken Avenue station.
  - Extension of the Milliken Avenue station platform east to Milliken Avenue to provide a direct pedestrian connection from the sidewalk to the platform.
  - New direct pedestrian access from Milliken Avenue via a staircase/walkway up into the new TOD area and station platform.
  - For reference and informational purposes only, a new Metrolink station at Haven Avenue, including track realignment and a pedestrian bridge, and associated parking.
- Planning, Design, and Engineering
  - Planning required to permit and environmentally clear the public realm improvements.
  - Design and engineering associated with developing the public realm improvements.

Rough-order-of-magnitude cost estimates are provided for the major public improvement projects. Funding sources are identified for the public improvements, as well as additional planning and design work needed to support implementation of the Preferred Scenarios. Additionally, a cost estimate is included for the addition of a Metrolink station at Haven Avenue, for reference purposes only.

Cost Estimate

Based on the rough-order-of-magnitude cost estimate, the most costly scope item of the implementation components is to underground the parking at the Milliken Avenue Station. However, if it is assumed that the TOD will provide for its own parking in structures and only Metrolink parking will be provided underground, the cost for that scope item decreases substantially, as shown in line item eight (Table 4). The estimate detail is provided in Appendix E.

Table 4: Executive Summary Rough-Order-of-Magnitude Cost Estimate

	Quantity	Unit	$/Unit	Total Cost 2016$
1. Demolition & Temporary Facilities at Existing Metrolink Station	578,545	Square Feet	$10	$5,500,000
2. Subterranean Parking Structure	1,500	Spaces	$46,267	$69,400,000
3. New Omnitrans Bus Stops	2	Each	$350,000	$700,000
4. Signalized Pedestrian Crosswalks	1	Lump Sum	$800,000	$800,000
5 Extend Metrolink Station Platform	4,500	Square Feet	$267	$1,200,000
6. Direct Pedestrian Access from Milliken to Station Platform	1	Lump Sum	$5,900,000	$5,900,000
7. New At-Grade Metrolink Station at Humboldt / Haven	1	Each	$43,900,000	$43,900,000
ESTIMATED BUDGET FOR PROPOSED IMPROVEMENTS (CURRENT VALUE)				**$127,400,000**
See cost estimate detail for scope quantities, assumptions, and pricing				
8. Deductive Option: Providing only 1,000 parking spaces	1	Lump Sum	($31,000,000)	($31,000,000)
ESTIMATED BUDGET FOR PROPOSED IMPROVEMENTS WITH OPTIONS (CURRENT VALUE)	1			**$96,400,000**

Funding Sources

Several significant funding sources are potentially available at the federal, state, regional, county, and local levels for the City of Rancho Cucamonga to implement the projects identified in this study. This section includes a description of some of the applicable funding programs available, followed by Table 5, which identifies which funding sources could be used for each of the major implementation components identified herein.

Federal

MAP-21

This program has discretionary funds that are available through a grant process administered by the federal government through 2012 federal legislation. Federal and State statutes require the preparation of a Transportation Improvement Program (TIP) for Los Angeles County. The TIP process funding is allocated to all surface transportation modes based on requirements specified in the MAP-21 program and state requirements mandated by the California Transportation Commission.

The MAP-21 program places high priority on enhancing connections between highways, transit and pedestrian movement, and integrating these systems in the community. The program also provides financial support for surface transportation projects that enhance mobility or encourage quality of life in and around transportation facilities. These projects include pedestrian-and bicycle-oriented projects, historic highway programs, landscaping and other scenic beautification.

The Federal Transportation Administration (FTA) administers this financial assistance according to authorization under MAP-21, which authorizes specific dollar amounts for each program. Each year Congress provides an annual appropriation which funds the programs specified in the act.

Section 5337 State of Good Repairs Grant

This grant program provides funding for repairs and upgrades for both rail transit and high intensity motor bus systems in the U.S. These bus systems include BRT systems as well as buses using high-occupancy vehicle lanes.

Transportation Alternative

This grant may be used pedestrian, bicycle, and streetscape projects, including the construction, planning, and design of a range of bicycle and pedestrian infrastructure. Infrastructure can include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, and other safety related infrastructure, as well as infrastructure to achieve compliance with the ADA.

Section 53074 and 5340 Urbanized Area Formula Grants

This grant provides funding for transit capital and operating assistance in urbanized areas and for transportation related planning. Generally, an urbanized area has a population of 200,000 or more. Eligible activities include planning, engineering design, and evaluation of transit project and other transportation-related studies. For urbanized areas with populations less than 200,000, such as the City of Rancho Cucamonga, operating assistance is an eligible expense, and at least one percent of the apportioned funding must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

Bus and Bus Facilities Program

The Federal Transit Administration administers the Bus and Bus Facilities Program. This program provides provide funding for the purchasing of buses for fleet and service expansion, transportation centers, intermodal terminals, park-and-ride stations, and passenger amenities such as passenger shelters and bus stop signs.

TIGER Discretionary Grants

The US Department of Transportation administers the Transportation Investment Generating Economic Recovery (TIGER) discretionary grants. Five hundred million dollars has been made available to fund capital investments in surface transportation infrastructure. The TIGER grant program supports innovative projects that generate economic development, and projects that improve access to reliable, safe and affordable transportation for communities, including multi-modal and multi-jurisdictional projects.

Railway-Highways Crossing (Section 130) Program

The US Department of Transportation administers the Rail-Highways Crossing Program under the Fixing America's Surface Transportation Act (FAST Act). This program provides funds for the elimination of hazards at railway-highway crossings with 50 percent of a state's funds for the installation of protective devices at crossings.

State

Active Transportation Program

The California Department of Transportation (Caltrans) administers the Active Transportation Program, which consolidates existing transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into one program. The funds may be used for increasing

the safety and mobility for non-motorized users; advancing the active transportation efforts of regional agencies to meet GHG reduction goals; and funding projects that would benefit many types of active transportation users.

Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program

The Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program, administered by Caltrans, are funded by the California Air Resources Board's Cap-and-Trade Program. These programs fund projects that increase transit ridership and reduce greenhouse gas emissions. Projects must show that they will achieve a reduction in greenhouse gas emissions in order to be eligible, and must show benefits such as improved transit ridership, integration with other rail and transit systems, and improved rail safety.

Affordable Housing and Sustainable Communities Program

The California Department of Housing and Community Development administers the Affordable Housing and Sustainable Communities (AHSC) Program, which provides funds for sustainable transportation infrastructure, transportation-related amenities, and program costs, including active transportation, transit ridership or criteria air pollutant reduction programs. Transit Oriented Development (TOD) Project Areas and Integrated Connectivity Project (ICP) Project Areas are project areas that have been identified for this program.

Public Transportation Modernization, Improvement, and Service Enhancement Account Program

Caltrans administers the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) under Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Allocation of$3.6 billion is designated over a ten year period for public transportation projects that protect the environment and public health, conserve energy, reduce congestion, and increase mobility and access. PTMISEA funding is available for transit capital projects, including safety or modernization, capital service enhancement or expansion, new capital projects, and bus rapid transit improvements.

Regional/City

SCAG Sustainability Planning Grant

The Sustainability Planning Grant Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional Sustainable Communities Strategy. Grants are available for integrated land use planning, active transportation, and green region plans.

SANBAG Measure I

Measure I is a half-cent sales tax collected throughout San Bernardino County for transportation improvements, which are allocated based on the Strategic Plan. The City of Rancho Cucamonga is in the Valley subarea.

Valley Local Streets Program

This program funds eligible Local Street Projects and can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, transit, and other improvements/ programs to maximize use of transportation facilities.

Valley Express Bus/Bus Rapid Transit Program

This program allocates two percent of the revenue apportioned to the Valley subarea within the first ten years of the Measure (beginning in 2004) to the development, implementation, and operation of express bus and bus rapid transit. Funding for this program will increase to at least five percent after the first ten years.

Valley Metrolink and Passenger Rail Program

This program funds purchasing commuter rail passenger cars and locomotives for use on Metrolink lines serving San Bernardino County; construction of additional track capacity necessary to operate more Metrolink passenger trains; and construction of Metrolink station expansion parking.

City of Rancho Cucamonga Capital Improvement Program FY 2015-2016

The City of Rancho Cucamonga Capital Improvement Program for 2015-2016 includes beautification to the entrance to the Metrolink Station at Milliken Avenue.

Local Transportation Funds

Caltrans administers Local Transportation Funds provides funds under the Transportation Development Act in conjunction with local transit agencies. The Local Transportation Fund comes from a ¼ cent sales tax on retail sales statewide, which are returned to the county of generation, and used mostly for transit operations and transit capital expenses.

Landscape Maintenance Districts

The Landscaping and Lighting Act of 1972 allows the City of Rancho Cucamonga to levy an annual assessment for the maintenance of the community improvements, such as landscapes, sidewalks, and trees, based on special benefit directly or indirectly, to the property owners within a Landscape Maintenance District.

Table 5: Implementation Item Funding Source Matrix

Implementation Item:	Subterranean Parking Structure	New Omnitrans Bus Stops	Signalized Pedestrian Crosswalks	Metrolink Platform Extension	Direct Pedestrian Access to Station	Haven Metrolink Station	Planning Studies	Engineering and Design
FEDERAL FUNDING SOURCES								
FHWA MAP-21State of Good Repairs Grant Section 5337		X						
FHWA MAP-21 Transportation Alternative			X		X			
FHWA MAP-21 Urbanized Area Formula Grants – Section 53074 and 5340							X	X
FTA Bus and Bus Facilities Program	X	X						
"USDOT TIGER Discretionary Grants"		X				X		
USDOT Railway-Highways Crossing (Section 130) Program			X					
STATE FUNDING SOURCES								
Caltrans Active Transportation Program			X		X			
Caltrans PTMISEA	X	X	X	X	X	X		
CalSTA Cap & Trade TICRP		X				X		
Department of Housing and Community Development AHSD		X	X	X	X	X		
REGIONAL/CITY FUNDING SOURCES								
SCAG Sustainability Program							X	X
SANBAG Measure I Express Bus/Bus Rapid Transit Program		X		X				
SANBAG Measure I Valley Metrolink and Passenger Rail Program	X							
Caltrans/SANBAG Local Transportation Funds		X	X	X	X	X		

Table 5: Implementation Item Funding Source Matrix

Implementation Item:	Subterranean Parking Structure	New Omnitrans Bus Stops	Signalized Pedestrian Crosswalks	Metrolink Platform Extension	Direct Pedestrian Access to Station	Haven Metrolink Station	Planning Studies	Engineering and Design
City of Rancho Cucamonga Capital Improvement Program FY 2015-2016								X
SANBAG Measure I Local Streets		X	X	X	X	X		X
Landscape Maintenance Districts								X
Impact Fees and Developer Mitigation			X		X			X

Impact Fees and Developer Mitigation

Impact fees may be assessed on new development to pay for transportation projects. A developer may mitigate any impacts of the new development by paying for on- or off-site bikeway improvements that will encourage residents to bicycle rather than drive, and other active transportation amenities such as bicycle parking, wayfinding signage, and shaded rest areas.

Conclusion

Rancho Cucamonga is already one of the most desirable places to live in San Bernardino County. The presence of the Milliken Avenue Metrolink station in the City is a tremendous asset, providing an opportunity to create a mixed-use, multi-modal, transit-oriented district that can introduce a new model of housing in the City. The Milliken Avenue station is well-poised for this type of development, and the Preferred Scenario recommended herein identifies the main public improvements that can catalyze private development at the site.

In addition to the existing Milliken Avenue Metrolink station, vacant land currently exists along the San Bernardino Metrolink line and Haven Avenue. This study presents feasibility analysis and a rough-order-of-magnitude cost estimate for a Metrolink Station at Haven Avenue, in order to inform the City's future decisions. As evaluated in this study, a second Metrolink station is not a preferred option for the Haven Avenue site. Nevertheless, Haven Avenue is an important north-south corridor in the City, connecting the Ontario International Airport to Chaffey College via the City's planned premier office and employment spine. Haven Avenue is also planned to potentially receive enhanced transit in the form of BRT. BRT's high frequency service makes the Haven Avenue site ideal for an employment-focused, bus transit-oriented development. The Preferred Scenario for Haven Avenue builds upon the City's vision to introduce complete street elements, walkable blocks, and more urban-scale office uses along Haven Avenue.

Preferred Scenarios, Implementation, and Conclusion

The preferred scenarios seek to harness the benefits of integrating land use with rail and bus transit at both the Milliken Avenue station and Haven Avenue site.

Milliken Avenue Station

The Milliken Avenue Station Preferred Scenario assumes that transit adjacency provides an opportunity to re-think Milliken Avenue as an active, complete street.

The street and block network on the west side of Milliken Avenue is reconfigured to support clustering of homes and jobs, however existing street patterns and uses to the east of Milliken Avenue are assumed to remain (Figure 54). Existing super-blocks in the station area are sub-divided to create new blocks that are consistent with walkable, urban environments. Milliken Avenue is re-configured with uses that engage the street frontage and activate ground level activity.

The district footprint is south of the rail corridor and along the west side of Milliken Avenue. Under the Milliken Avenue Station Preferred Scenario, jobs are clustered in their existing locations north of the existing Metrolink tracks, while homes are concentrated to the south. Higher density TOD is located directly at the Metrolink station. A public space amenity serves as a neighborhood-defining

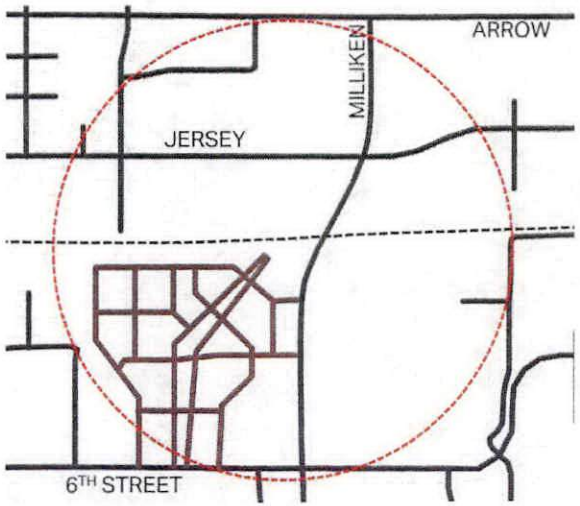


Figure 54: Milliken Avenue Station Preferred Scenario Street Network
The street and block is aggressively reconfigured on the west side of Milliken Avenue.

Figure 55: Milliken Avenue Preferred Scenario Land Uses
TOD is concentrated near the station area with housing, office, and a neighborhood-defining spine of active public space.

Figure 56: Milliken Avenue Preferred Scenario TOD Concept
Transit adjacency provides an opportunity to re-think Milliken Avenue as an active, complete street.

feature and is composed of a series of active plaza areas with retail kiosks and places to host farmers markets and other community events, in addition to smaller open space areas. The proposed Empire Lakes project is integrated into the TOD neighborhood (Figure 55).

Bike lanes and other complete streets improvements are made along Milliken Avenue. A direct pedestrian connection is provided from Milliken Avenue into the station area, with a multi-modal hub serving as a potential location for bike and ride share services along Milliken Avenue. The existing bus roundabout in the station area is moved onto Milliken Avenue with two new Omnitrans bus stops (one southbound and one northbound) at the new station entrance directly from Milliken Avenue. Parking is moved from the surface level of the station to underground, and is accessed directly off of Milliken Avenue, making use of the existing grade difference, where the TOD site sits about ten to 15 feet above Milliken Avenue. New high-visibility pedestrian crosswalks are added along Milliken Avenue in the station area (Figure 56).

Under the Preferred Scenario, there are no new streets or crossings introduced to connect the station area to areas located to the north of the Metrolink tracks and the station platform on the north side of the tracks remains as is. The station platform on the south side of the tracks is extended to Milliken Avenue to provide a more direct connection to pedestrians, cyclists, and those transferring from buses to Metrolink.

A new direct connection is established from Milliken Avenue into the station area, serving as a gateway to the TOD district and rail service (Figures 60, 61, 62, and 63).

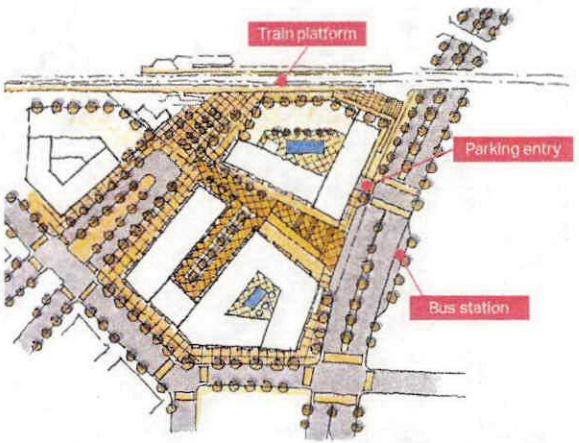


Figure 57: Milliken Avenue Preferred Scenario TOD Site Plan
The street and block is aggressively reconfigured on the west side of Milliken Avenue.

STAFF REPORT

PLANNING DEPARTMENT

RANCHO CUCAMONGA

DATE: March 23, 2016

TO: Chairman and Members of the Planning Commission

FROM: Candyce Burnett, Planning Director

BY: Dominick Perez, Associate Planner

SUBJECT: ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP SUBTT18908 – RICHLAND VENTURES, INC. – A proposed subdivision of approximately 10.6 acres into 30 single-family detached lots within the Low (L) Residential District in the Etiwanda North Specific Plan located at the northwest corner of East Avenue and Wilson Avenue – APN: 1087-081-25. Staff has prepared a Mitigated Negative Declaration of environmental impacts for consideration.

RECOMMENDATION: Staff recommends approval of Tentative Tract Map SUBTT18908 and adoption of the Mitigated Negative Declaration of environmental impacts by adoption of the attached Resolution of Approval with conditions.

PROJECT AND SITE DESCRIPTION:

A. Project Density: 2.83 dwelling units per acre.

B. Surrounding Land Use and Zoning:
North - Vacant; Low (L) Residential District, Etiwanda North Specific Plan (ENSP)
South - Vacant; Very Low (VL) Residential District, Etiwanda Specific Plan (ENSP)
East - Vacant; Very Low (VL) Residential District, Etiwanda North Specific Plan (ENSP)
West - Vacant; Low (L) Residential District, Etiwanda North Specific Plan (ENSP)

C. General Plan Designations:
Project Site - Low Residential
North - Low Residential
South - Very Low Residential
East - Very Low Residential
West - Low Residential

D. Site Characteristics: The project site consists of approximately 10.6 acres of undeveloped land located northwest of the intersection of East Avenue and Wilson Avenue. Both streets currently terminate at the intersection and do not continue northward (East Avenue) and westward (Wilson Avenue). The subject parcel has a linear dimension, from north to south, of approximately 659 feet and a linear dimension, from east to west of approximately 662 feet. With the exception of a residential subdivision to the southwest, the site is surrounded by vacant land in all directions. The zoning of the subject property and the properties to the north and west is Low (L) Residential District, while the zoning of the properties to the east and south is Very Low (VL) Residential District. The project site and all surrounding properties are within the Etiwanda North Specific Plan (ENSP).

ANALYSIS:

A. General: The applicant, Richland Ventures, Inc., is proposing to subdivide a property of approximately 10.6 acres into 30 lots for single-family residential development; the applicant does not intend to construct the homes at this time. The lots will be developed in accordance with the development standards that apply to single-family residential development within the Low (L) Residential District, Etiwanda North Specific Plan (ENSP) including density, lot width and depth, minimum and average lot area, street width, and wall design. For example, the proposed density for the project is 2.83 dwelling units per acre. The maximum density allowed is 4 dwelling units per acre. Individual lot areas will range between 7,451 square feet to 26,051 square feet; the average lot area is 10,007 square feet. The required minimum net average lot area is 10,000 square feet.

The conceptual grading plan indicates the highest pad elevation is 1,645 feet at the northwest corner of the site, and lowest pad elevation is 1,635 feet at the southwest corner of the site. There are 2:1 slopes along the northern and northwestern portion of the site within the rear yard area of Lots 1 thru 13, and at the south and east perimeters of the site along East Avenue and Wilson Avenue. The slopes along East Avenue and Wilson Avenue will be within a private landscape easement that will be maintained by a homeowners association created for this subdivision.

The subdivision will have two points of access, one along the future extension of Wilson Avenue and one along the future extension of East Avenue.

The design of the proposed subdivision is consistent with the surrounding residential subdivisions including the adjacent subdivision, of 358 lots on approximately 150.8 acres, located to the north and west of the subject property that was approved by the City Council on June 16, 2004 (related file: Tentative Tract Map SUBTT16072). The lots within Tract 16072 are similar in size and layout to the lots of the proposed project.

Per the ENSP, this site is located within the "Upper Etiwanda" neighborhood, which requires specific site design features. The Upper Etiwanda neighborhood entry monument will be installed at the northwest corner of Wilson Avenue and East Avenue in accordance with Exhibit 25(A) of the ENSP, which was included as an attachment to the Design Review Comments (Exhibit E). A stone wall 30 inches in height (maximum) with a concrete cap and low pilaster will be constructed. Also, per the ENSP, a theme wall is required along lots that abut Wilson Avenue and East Avenue. The theme wall will consist of a concrete block cap with a stucco color and finish that will match the existing walls in the surrounding area. The stone used in the monument entry and theme wall columns is Coronado stone.

B. Technical Review Committee: The project was reviewed by the Technical Review Committee (TRC) on September 15, 2015. Preliminary conditions were discussed. The Committee accepted the proposal and recommended approval. The Committee's conditions of approval, including dedication and construction of the northerly extension of East Avenue and westerly extension of Wilson Avenue, have been incorporated in the Resolution of Approval.

C. Design Review Committee: The project was reviewed by the Design Review Committee (DRC) on September 15, 2015. No major issues were discussed in the DRC Comments (Exhibit E). However, there were two secondary issues involving landscaping. To address these, the Committee added conditions of approval requiring a) the street trees for the project to be in accordance with the City's acceptable street tree list, and b) future development of this site to comply with the water efficient landscaping standards specified in Chapter 17.82 of the Development Code. The Committee recommended approval of the project to the Planning Commission.

D. Neighborhood Meeting: On October 26, 2015, a neighborhood meeting was conducted by the applicant at Summit Intermediate School located at 5959 East Avenue. The intent of this meeting was to invite property owners within a 660-foot radius of the project boundaries for input relating to the project. There were three attendees. During the meeting, the applicant presented the tentative tract map and conceptual grading plan for the proposed project. The attendees were generally curious about the project and, otherwise, did not identify any concerns or major issues with the application.

E. Assembly Bill 52: On November 9, 2015, per AB 52, the Soboba Band of Luiseño Indians and the San Manuel Band of Mission Indians were notified of the project. The purpose of that notice was to determine if either tribe desired consultation to discuss the proposal. Staff received a series of correspondences via letters and email from both Tribes. Per a letter dated December 7, 2015, the Soboba Band of Luiseno Indians indicated that the tribe *does not have any specific concerns regarding known cultural resources in the specific area that the project encompasses.* They also went on to request that *the approved Native American Monitors be present during any future ground disturbing proceedings, including survey and archaeological testing, associated with this project.* On November 17, 2015, staff received a response email from the San Manuel Band of Mission Indians, requesting to review a Cultural Resource Assessment (CRA) for the site. After reviewing the CRA, the San Manuel Band requested to know why the issue of potential for subsurface cultural deposits was not specifically addressed. According to the CRA and Paleontological Review conducted by FirstCarbon Solutions on September 5, 2014, no archaeological or historical cultural resources were found, and the proposed project is expected to have no impacts on any archaeological or historic resources. Per the Cultural Resources Assessment, the recommendations section addresses the potential for subsurface archaeological materials based on the results of the records searches (2 searches) and pedestrian survey. Based on the records searches and site surveys, FirstCarbon Solutions has determined the project to have a low potential for encountering buried prehistoric resources as none have been previously recorded within the project nor within a mile radius. The exact text from the study discussing this matter is as follows:

No historic or prehistoric resources were found during the course of the pedestrian survey. Ground visibility was approximately 75 percent, and the ground surfaces were exposed between natural vegetation cover. No resources have been recorded within the project area. FCS has assessed the effects of the proposed development on any local cultural resources. The results of the assessment indicate that the proposed project is expected to have no impacts on any archaeological or historic resources. Based on the results of the record searches and pedestrian survey, FCS considers the project area to have low sensitivity for prehistoric and historic resources, and archaeological monitoring is not recommended.

Although mitigation measures are included that require an archaeologist to be retained to monitor the initial grading in areas, it is not guaranteed that monitoring of the site will continue beyond the initial grading of the site. Therefore, in an effort to reduce the direct and indirect impacts that this project could have on Native American tribal cultural resources to a "less than significant" status, a mitigation measure is included that requires the applicant to contact the San Manuel Band of Mission Indians to discuss monitoring of the project to ensure that cultural resources that may be encountered during ground disturbances are protected and preserved for study. This mitigation requires the applicant to submit the results of this consultation to the City prior to issuance of permits for grading of the site.

The Initial Study for this project was circulated on February 18, 2016. The Planning Department received comments from the San Manuel Band of Mission Indians. The comments include revisions to the Cultural Resources mitigations numbers 2, 4 and 7 in the Initial Study Parts II and III. The comments received will not remove or change the intent of the previously proposed mitigations, but will ultimately make the mitigations stronger and more specific (Exhibit G). Staff has since updated the mitigations in the Cultural Resources section of the Resolution to reflect the comments received.

F. Environmental Assessment: Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City staff prepared an Initial Study of the potential environmental effects of the project. Based on the findings contained in that Initial Study, City staff determined that, with the imposition of mitigation measures related to air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and waste materials, hydrology and water quality, land use and planning and noise, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration. A Mitigation Monitoring Program has also been prepared to ensure implementation of, and compliance with, the mitigation measures for the project.

Based on comments received from the San Manuel Band of Mission Indians, mitigation measures relating to Cultural Resources were modified. Consistent with CEQA section 15074.1, City staff determined that the new measures are equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

CORRESPONDENCE: This item was advertised as a public hearing in the Inland Valley Daily Bulletin newspaper, the property was posted, and notices were mailed to all property owners within a 660-foot radius of the project site. No correspondence has been received in response to these notices.

Respectfully submitted,

Candyce Burnett
Planning Director

CB:DP/ls

Attachments: Exhibit A - Aerial Photo
Exhibit B - Site Utilization Plan
Exhibit C - Conceptual Grading Plan
Exhibit D - Tentative Tract Map
Exhibit E - Design Review Committee Action Agenda & Comments
Exhibit F - Initial Study (Parts I, II & III)
Exhibit G - Text changes for Cultural Resources Mitigations
Draft Resolution of Approval for Tentative Tract Map SUBTT18908

Tentative Tract Map SUBTT18908

Aerial Map

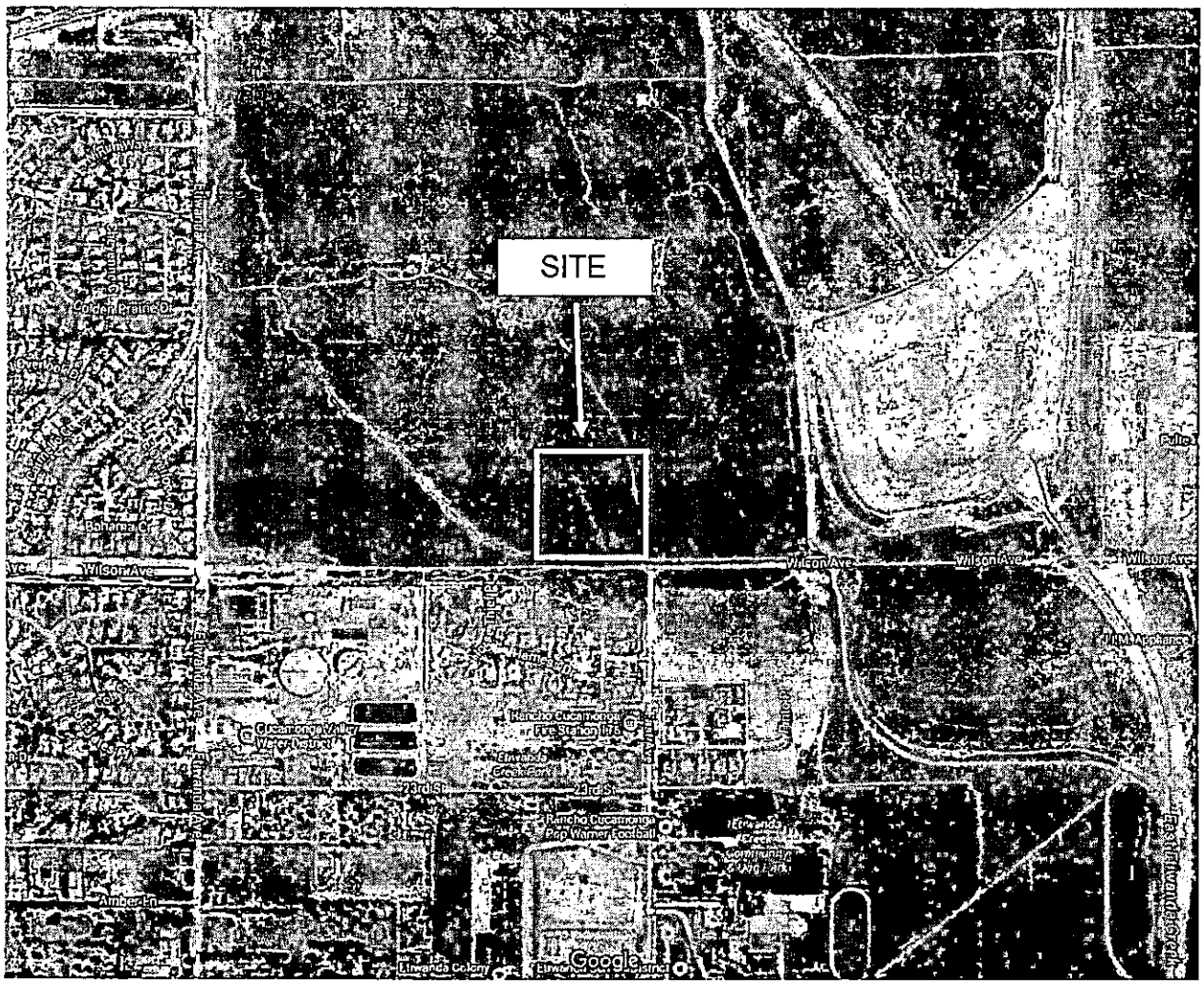
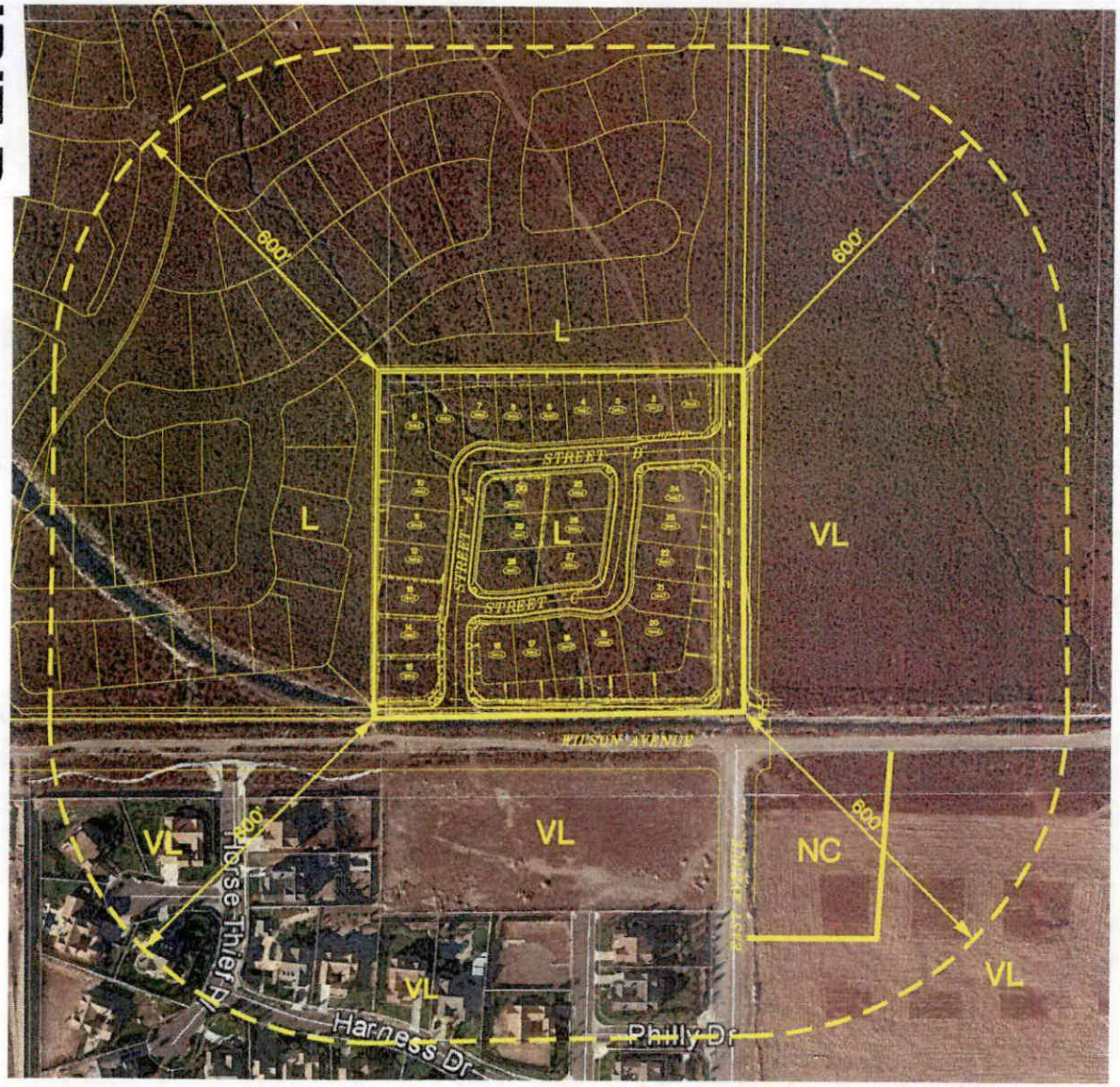


EXHIBIT A

EXHIBIT B



VICINITY MAP

SHEET INDEX:

1. SITE UTILIZATION
2. CONCEPTUAL GRADING PLAN
3. GRADING SECTIONS
4. WILSON AVENUE AND EAST AVENUE INTERSECTION DETAIL
5. TENTATIVE TRACT MAP COVER
6. TENTATIVE TRACT MAP
7. CUT/FILL MAP

LEGEND*

L	LOW DENSITY RESIDENTIAL
VL	VERY LOW DENSITY RESIDENTIAL
NC	NEIGHBORHOOD COMMERCIAL

* SOURCE :
ETIWANDA NORTH SPECIFIC PLAN
(CITY OF RANCHO CUCAMONGA
LAND USE PLAN)

PREPARED FOR:

Oakville Reserve, LTD
c/o RICHLAND VENTURES, INC
3161 MICHELSON DRIVE, SUITE 425
IRVINE, CA 92612
(949) 261-7010

PREPARED BY:

MDS CONSULTING
PLANNERS ENGINEERS SURVEYORS

TENTATIVE TRACT NO. 18908

RESIDENTIAL LOTS 1-30

SITE UTILIZATION SUBTT18908

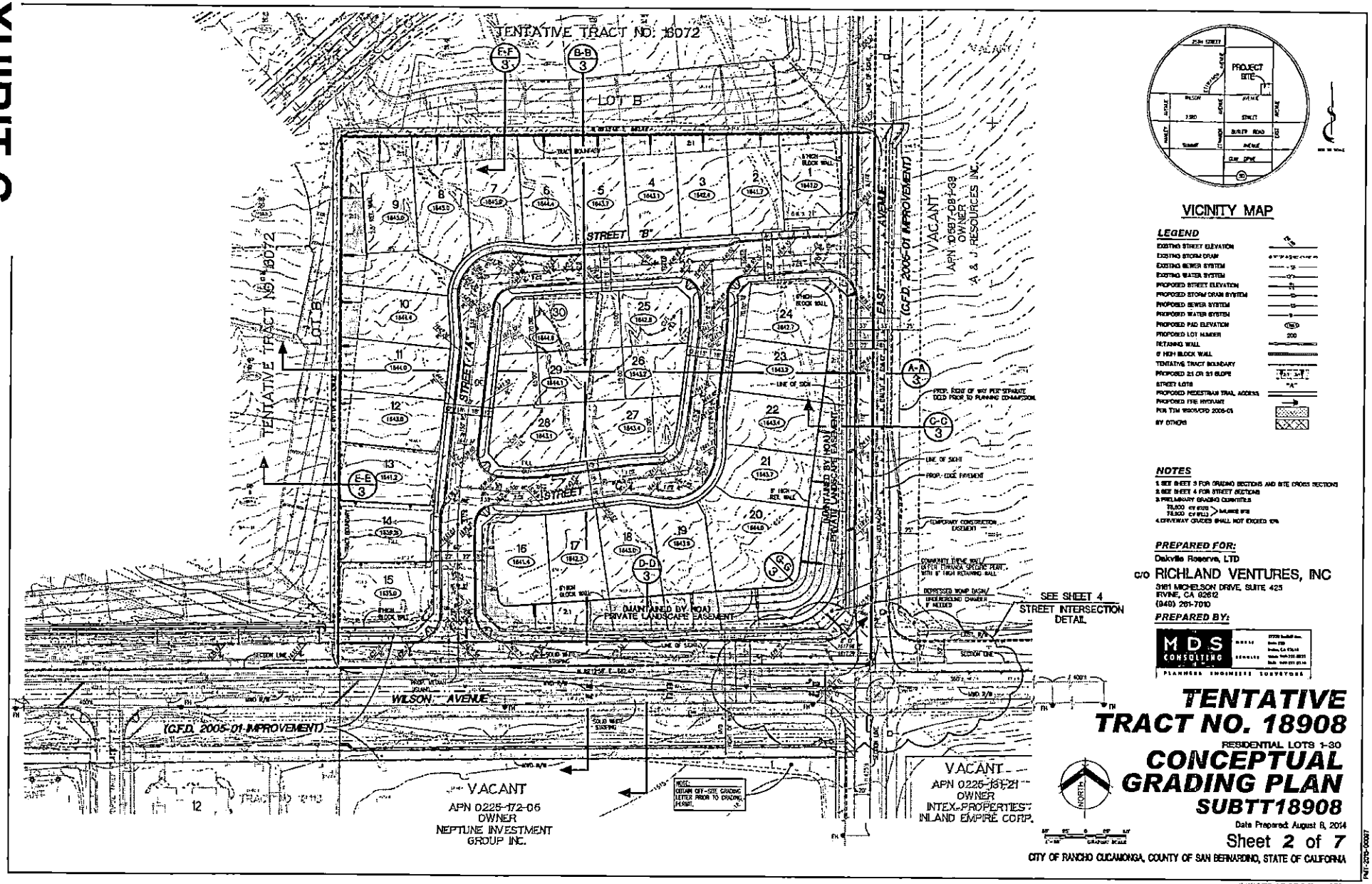
Date Prepared: August 8, 2014

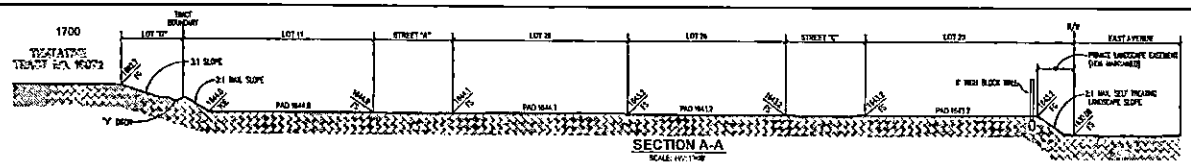
Sheet *1* of *7*

CITY OF RANCHO CUCAMONGA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

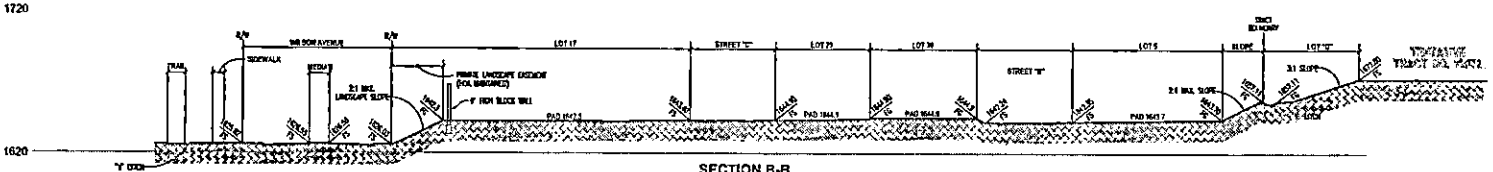
PM7-2015-00087

EXHIBIT C

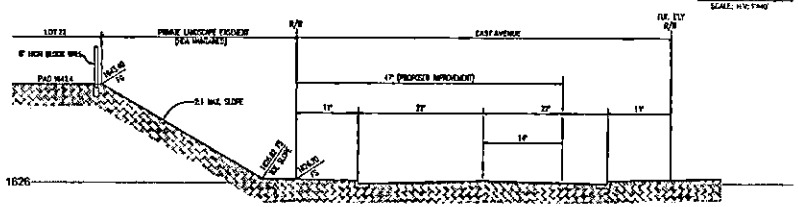

TENTATIVE TRACT NO. 18072
LOT B
STREET "B"
STREET "A"
EAST AVENUE
WILSON AVENUE
(C.F.D. 2005-01 IMPROVEMENT)
VACANT
APN 1087-08-39
OWNER
A & J RESOURCES INC.
VACANT
APN 0225-172-06
OWNER
NEPTUNE INVESTMENT GROUP INC.
VACANT
APN 0225-131-21
OWNER
INTEX PROPERTIES
INLAND EMPIRE CORP.
MAINTAINED BY HOA
PRIVATE LANDSCAPE EASEMENT
SEE SHEET 4
STREET INTERSECTION DETAIL
VICINITY MAP
PROJECT SITE
LEGEND
NOTES
PREPARED FOR:
Oakville Reserve, LTD
c/o RICHLAND VENTURES, INC
3161 MICHELSON DRIVE, SUITE 425
IRVINE, CA 92612
(949) 261-7010
PREPARED BY:
MDS CONSULTING
PLANNERS ENGINEERS SURVEYORS
TENTATIVE TRACT NO. 18908
RESIDENTIAL LOTS 1-30
CONCEPTUAL GRADING PLAN
SUBTT18908
Date Prepared: August 8, 2014
Sheet 2 of 7
CITY OF RANCHO CUCAMONGA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
NORTH



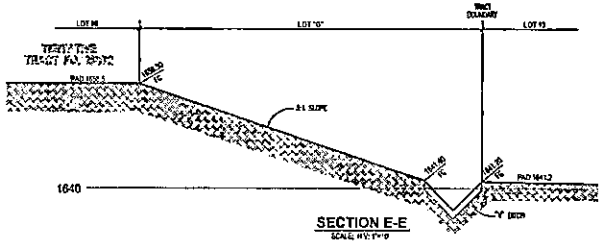
SECTION A-A



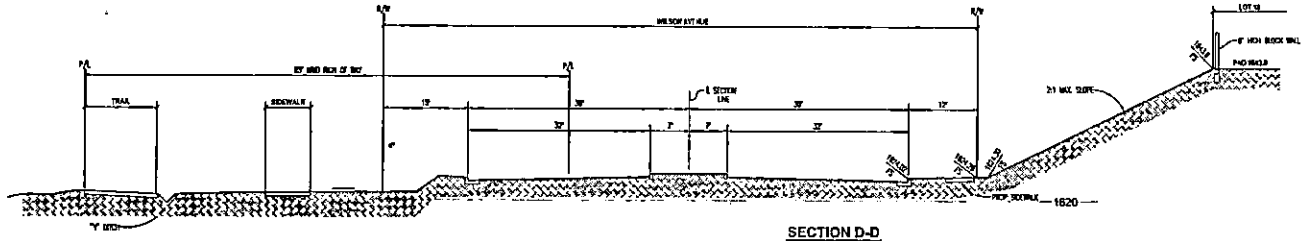
SECTION B-B



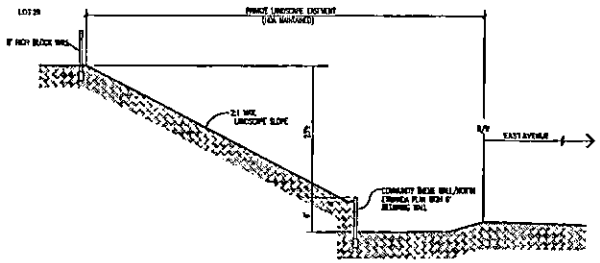
SECTION C-C



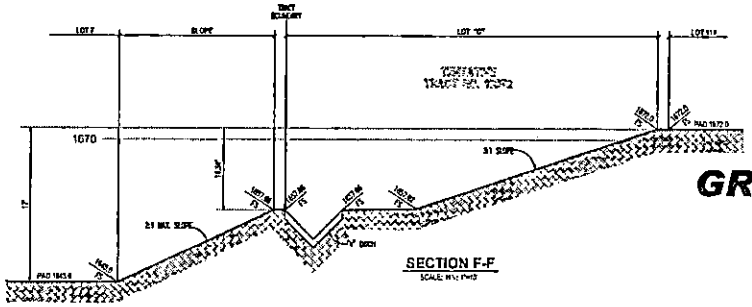
SECTION E-E



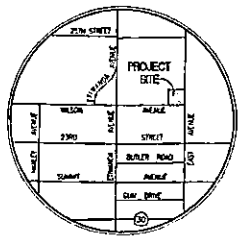
SECTION D-D



SECTION G-G



SECTION F-F



VICINITY MAP

PREPARED FOR:

Oakville Reserve, LTD
c/o RICHLAND VENTURES, INC
3161 MICHELSON DRIVE, SUITE 425
IRVINE, CA 92612
(949) 261-7010

PREPARED BY:

MDS CONSULTING
PLANNERS ENGINEERS SURVEYORS

TENTATIVE TRACT NO. 18908

RESIDENTIAL LOTS 1-30

GRADING SECTIONS SUBTT18908

Date Prepared: August 8, 2014

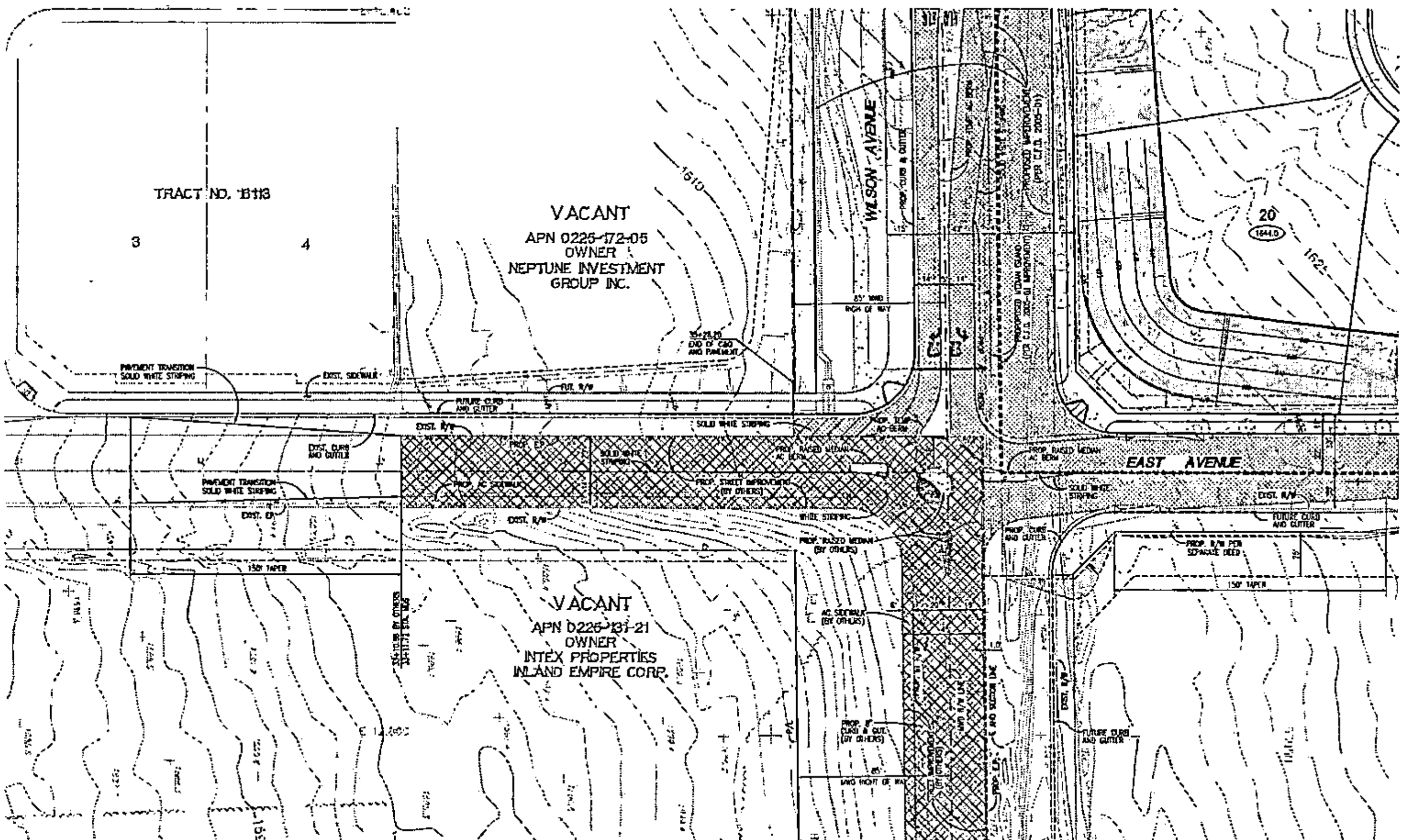
Sheet 3 of 7

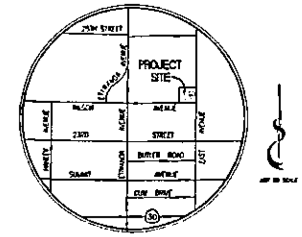
CITY OF RANCHO CUCAMONGA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

PMT-2016-00007

17,4255P,PRELIM,TEN,TEN1-03.dwg 3/17/15

Item D -10





VICINITY MAP

LEGEND

- EXISTING STREET ELEVATION
- EXISTING STORM DRAIN
- EXISTING SEWER SYSTEM
- EXISTING WATER SYSTEM
- PROPOSED STREET ELEVATION
- PROPOSED STORM DRAIN SYSTEM
- PROPOSED SEWER SYSTEM
- PROPOSED WATER SYSTEM
- PROPOSED PAD ELEVATION
- PROPOSED LOT NUMBER — 100
- RETAINING WALL
- 6' HIGH BLOCK WALL
- TENTATIVE TRACT BOUNDARY
- PROPOSED 2:1 OR 3:1 SLOPE
- STREET LOTS — "A"
- PROPOSED PEDESTRIAN TRAIL ACCESS
- PROPOSED FIRE HYDRANT
- PER TTM 16908/CFD 2005-01
- BY OTHERS

NOTES

1. SEE SHEET 3 FOR GRADING SECTIONS AND SITE CROSS SECTIONS
2. SEE SHEET 4 FOR STREET SECTIONS
3. PRELIMINARY GRADING QUANTITIES
   78,600 CY (CUT)
   78,600 CY (FILL) > BALANCE SITE
4. DRIVEWAY GRADES SHALL NOT EXCEED 10%

PREPARED FOR:

Oakville Reserve, LTD

c/o RICHLAND VENTURES, INC

3161 MICHELSON DRIVE, SUITE 425
IRVINE, CA 92612
(949) 261-7010

PREPARED BY:

MDS CONSULTING
PLANNERS ENGINEERS SURVEYORS

TENTATIVE TRACT NO. 18908

RESIDENTIAL LOTS 1-30

CONCEPTUAL GRADING PLAN

SUBTT18908

Date Prepared: August 8, 2014

Sheet 4 of 7

CITY OF RANCHO CUCAMONGA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

PMT-2016-00027

I:\4056\PRELIM\TENT\TENT-04.dwg 3/07/16

GENERAL INFORMATION

1. EXISTING GENERAL PLAN: L (LOW DENSITY RESIDENTIAL – ETIWANDA NORTH SPECIFIC PLAN)
2. EXISTING LAND USE: VACANT
3. EXISTING ZONING: L (LOW DENSITY RESIDENTIAL – ETIWANDA NORTH SPECIFIC PLAN)
4. PROPOSED GENERAL PLAN: L (LOW DENSITY RESIDENTIAL – ETIWANDA NORTH SPECIFIC PLAN)
5. PROPOSED LAND USE: SINGLE-FAMILY RESIDENTIAL
6. PROPOSED ZONING: L (LOW DENSITY – ETIWANDA NORTH SPECIFIC PLAN)
7. ADJACENT LAND USES: NORTH: VACANT
   SOUTH: VACANT (TTM 18072)
   EAST: VACANT
   WEST: VACANT (TTM 18072)
8. PARK REQUIREMENTS TO BE MET BY PARKLAND "IN-LIEU" FEES OR PARTICIPATION IN OFF-TRACT PARK CONSTRUCTION APN:1052-081-25
9. CABLE TELEVISION SERVICE PROVIDED BY:
10. SCHOOL DISTRICTS:
    ELEMENTARY: ETIWANDA SCHOOL DISTRICT
    HIGH SCHOOL: CHAFFEY SCHOOL DISTRICT
11. MULTIPLE FINAL MAPS MAY BE FILED PURSUANT TO SECTION 66456.1 OF THE CALIFORNIA GOVERNMENT CODE.
12. DEVELOPER RESERVES THE RIGHT TO MERGE LOTS ON THE FINAL MAP.
13. EXISTING TREES INSIDE THE TRACT BOUNDARY WILL BE REMOVED
14. THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.
15. ALL SLOPES WILL BE A MAXIMUM OF 2:1, UNLESS OTHERWISE SHOWN AND APPROVED, INCLUDING PRIVATE SIDE YARD SLOPES.
16. ASSESSOR'S PARCEL NUMBERS: 1087-081-25
17. ESTIMATED EARTHWORK QUANTITIES:
    CUT : 78,600 CY
    FILL : 78,600 CY
    BALANCE SITE
18. THE PRELIMINARY GEOTECHNICAL/ SOILS REPORT WAS PREPARED BY GEOSOILS.
19. THERE ARE NO EXISTING HABITABLE STRUCTURES WITHIN THE BOUNDARY OF THIS TENTATIVE TRACT MAP.
20. ALL STREETS WITHIN TENTATIVE TRACT LIMITS ARE PUBLIC.
22. FIRE PROTECTION SERVICES WILL BE PROVIDED BY THE RANCHO CUCAMONGA FIRE PROTECTION DISTRICT
23. ALL STORM DRAINAGE WILL BE IN ACCORDANCE WITH THE MASTER PLAN OF THE CITY OF RANCHO CUCAMONGA AS IMPLEMENTED BY ETIWANDA NORTH MASTER PLAN OF DRAINAGE, AND APPROVED DRAINAGE PLAN FOR TTM 18072 AND TTM 18908
24. PAD ELEVATIONS SHOWN HEREON MAY BE ADJUSTED PLUS OR MINUS 2 FEET
25. ALL IMPROVEMENTS REQUIRED BY THE CITY OF RANCHO CUCAMONGA SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY ENGINEER
27. VEHICLES CONSTRUCTED PER CITY OF RANCHO CUCAMONGA STANDARD PLAN 110

LEGAL DESCRIPTION

THE SOUTHEAST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SECTION 21, TOWNSHIP 1 NORTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF RANCHO CUCAMONGA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

EXCEPTING THEREFROM THE EAST 20 FEET PER DEED RECORDED AUGUST 30, 1933 IN BOOK 903, PAGE(S) 371 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THE SOUTH 30 FEET PER DEED RECORDED NOVEMBER 4, 1946 IN BOOK 231, PAGE(S) 265, OF OFFICIAL RECORDS.

INCORPORATION BY REFERENCE

THESE APPROVALS REFLECT THE PLANS, STANDARDS, AND POLICIES WHICH WERE IN EFFECT AT THE TIME OF ACCEPTANCE OF THIS SUBDIVISION APPLICATION. IT IS INTENDED THAT THE DEVELOPMENT AUTHORIZED BY THIS TENTATIVE TRACT MAP BE CARRIED OUT IN CONFORMANCE WITH THESE DISCRETIONARY APPROVALS, UNLESS AMENDED BY THE DEVELOPER.

APPLICANT AND DEVELOPER

Oakville Reserve, LTD

c/o RICHLAND COMMUNITIES

3161 MICHELSON DRIVE, SUITE 425
IRVINE, CA 92612
(949) 261-7010

CITY DEVIATIONS

NONE REQUESTED.

UTILITIES

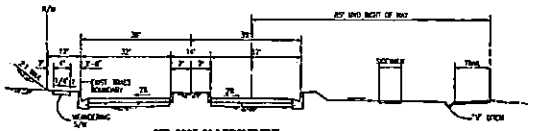
WATER/SEWER
CUCAMONGA VALLEY WATER DISTRICT
10440 ASHFORD STREET
P.O. BOX 638
RANCHO CUCAMONGA, CA 91730
(909) 987-2591

GAS
SOUTHERN CALIFORNIA GAS CO.
1981 W. LUGONIA AVENUE
REDLANDS, CA 92373
RANCHO CUCAMONGA, CA 91730
(909) 335-7715

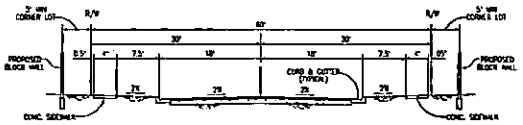
ELECTRIC
SOUTHERN CALIFORNIA EDISON CO.
7001 REDWOOD AVENUE
FONTANA, CA 92336
(909) 357-6301

TELEPHONE
GENERAL TELEPHONE CO.
1450 E. PHILLIPS BLVD.
POMONA, CA 91768
(909) 629-6340

TYPICAL STREET SECTIONS

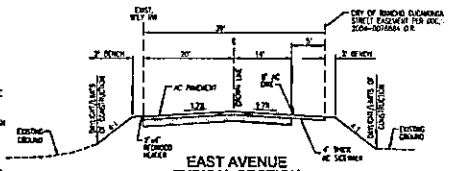


CFD 2005-01 IMPROVEMENT
WILSON AVENUE (24TH STREET)
N.T.S.
*WILSON AVENUE DEDICATION *2% TO 2' SLOPE

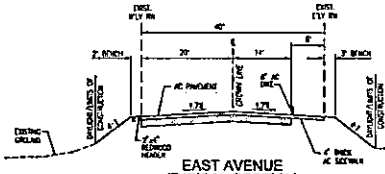


STREET "A", "B" & "C"
N.T.S.

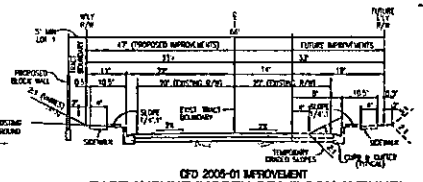
VICINITY MAP



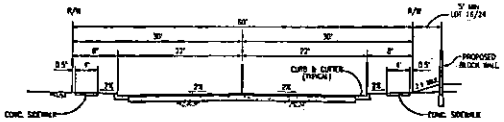
EAST AVENUE
TYPICAL SECTION
STA. 33+10.68 TO STA. 35+28.74
SOUTH OF WILSON
N.T.S.



EAST AVENUE
TYPICAL SECTION
STA. 35+28.74 TO STA. 35+59.14
SOUTH OF WILSON
N.T.S.



CFD 2005-01 IMPROVEMENT
EAST AVENUE (NORTH OF WILSON AVENUE)
N.T.S.
*EAST AVENUE DEDICATION



STREET "A"& "B" @ ENTRANCES
N.T.S.

LOT SUMMARY (SQUARE FEET)

LOT NO.	LOT AREA	PAD AREA
1	9,680	7,357
2	8,029	6,880
3	8,265	6,938
4	8,498	6,852
5	8,737	6,937
6	8,872	6,975
7	8,748	6,781
8	10,173	7,839
9	10,077	11,276
10	8,659	7,248
11	8,749	7,021
12	8,321	7,668
13	8,494	7,998
14	8,692	7,962
15	10,058	8,569
16	11,567	7,734
17	10,155	7,683
18	10,545	7,718
19	10,377	7,278
20	28,657	12,956
21	10,013	7,158
22	10,002	7,607
23	9,232	6,207
24	10,510	8,934
25	8,205	7,165
26	7,787	7,407
27	8,249	8,429
28	8,602	8,602
29	7,451	7,451
30	7,945	7,440

TOTAL LOT AREA: 300,323 SF
AVE. LOT AREA: 10,007 SF
TOTAL PAD AREA: 237,109 SF
AVE. PAD AREA: 7,904 SF
GROSS AREA = 13.00 AC
NET AREA = 8.87 AC.

PREPARED FOR:
Oakville Reserve, LTD
c/o RICHLAND VENTURES, INC
3161 MICHELSON DRIVE, SUITE 425
IRVINE, CA 92612
(949) 261-7010

PREPARED BY:
MDS CONSULTING
PLANNERS ENGINEERS SURVEYORS

TENTATIVE TRACT NO. 18908

RESIDENTIAL LOTS 1-30

TENTATIVE TRACT MAP SUBTT18908

Date Prepared: August 8, 2014

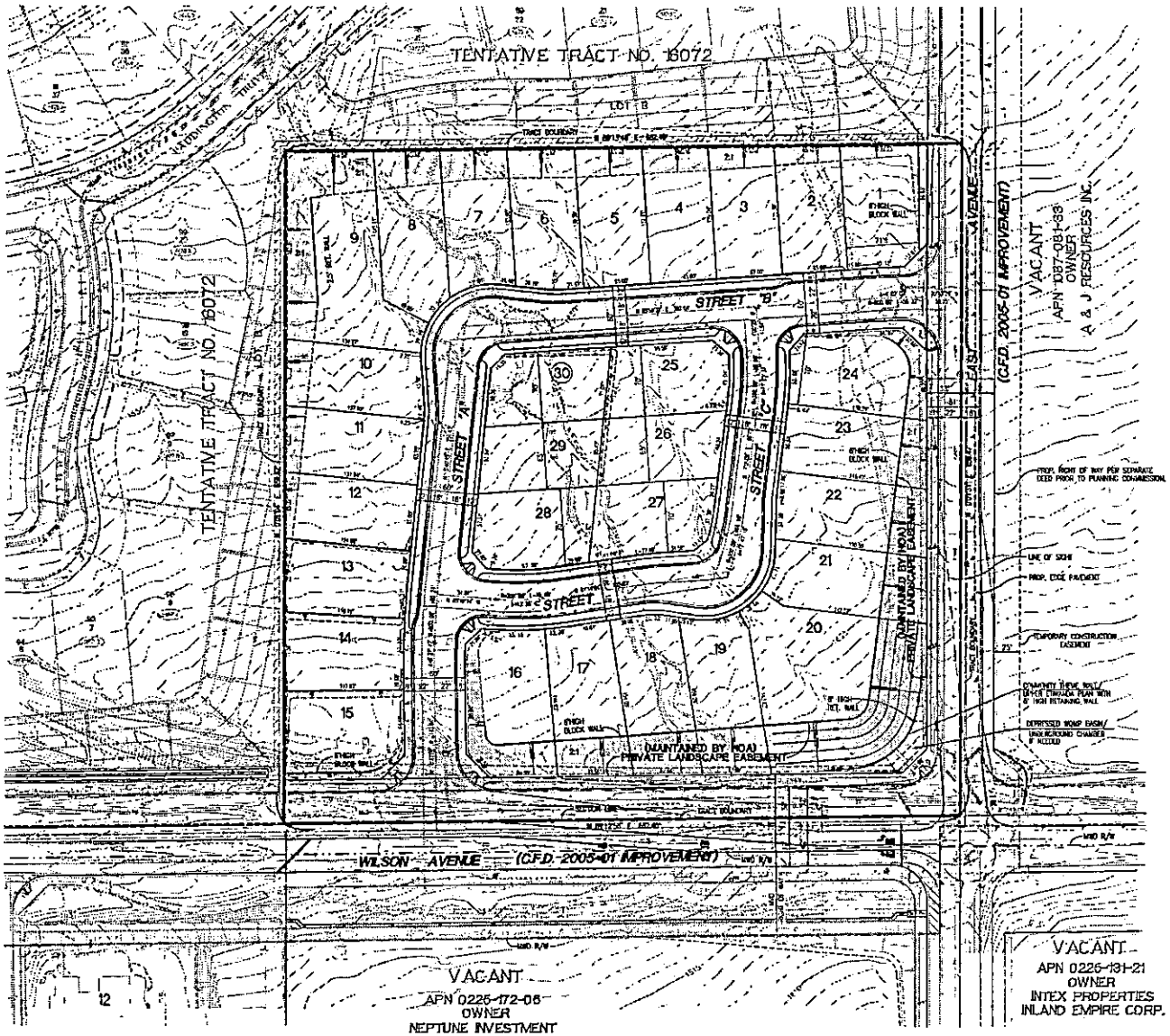
Sheet 5 of 7

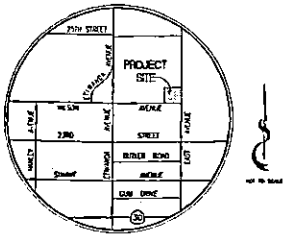
CITY OF RANCHO CUCAMONGA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

STANLEY C. MORSE DATE: SEPT. 30 2015

Item D - 11

EXHIBIT D





VICINITY MAP

LEGEND

- EXISTING STREET ELEVATION
- EXISTING STORM DRAIN
- EXISTING SEWER SYSTEM
- EXISTING WATER SYSTEM
- PROPOSED STREET ELEVATION
- PROPOSED STORM DRAIN SYSTEM
- PROPOSED SEWER SYSTEM
- PROPOSED WATER SYSTEM
- PROPOSED PAD ELEVATION
- PROPOSED LOT NUMBER
- RETAINING WALL
- 8' HIGH BLOCK WALL
- TENTATIVE TRACT BOUNDARY
- PROPOSED 2:1 OR 3:1 SLOPE
- STREET LOTS
- PROPOSED PEDESTRIAN TRAIL ACCESS
- PROPOSED FIRE HYDRANT
- FOR TTM 18908/CFD 2005-01
- BY OTHERS

NOTES

1. SEE SHEET 5 FOR GRADING SECTIONS AND SITE CROSS SECTIONS
2. SEE SHEET 4 FOR STREET SECTIONS
3. PRELIMINARY GRADING QUANTITIES
   - 78,000 CY (CUT) / 78,000 CY (FILL) > BALANCE SITE
4. DRIVEWAY GRADES SHALL NOT EXCEED 10%

PREPARED FOR:

Oakville Reserve, LTD
c/o RICHLAND VENTURES, INC
3161 MICHELSON DRIVE, SUITE 425
IRVINE, CA 92612
(949) 261-7010

PREPARED BY:

MDS CONSULTING
PLANNERS ENGINEERS SURVEYORS

TENTATIVE TRACT NO. 18908

RESIDENTIAL LOTS 1-30

TENTATIVE TRACT MAP SUBTT18908

Date Prepared: August 8, 2014

Sheet 6 of 7

CITY OF RANCHO CUCAMONGA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

THE CITY OF RANCHO CUCAMONGA

DESIGN REVIEW COMMITTEE
ACTION AGENDA

September 15, 2015 - 7:00 P.M.

Rancho Cucamonga Civic Center
Rains Room
10500 Civic Center Drive
Rancho Cucamonga, California

I. CALL TO ORDER

Roll Call

7:00 p.m.

Regular Members: Richard Fletcher _X_ Francisco Oaxaca _X_
Candyce Burnett _A_ Donald Granger _X_

Alternates: Ray Wimberly ___ Lou Munoz___
Rich Macias___

Additional Staff Present: Mayuko Nakamura, Assistant Planner; Tom Grahn, Assistant Planner

II. PROJECT REVIEW ITEMS

The following items will be presented by the applicant and/or their representatives. Each presentation and resulting period of Committee comment is limited to 20 minutes. Following each presentation, the Committee will address major issues and make recommendations with respect to the project proposal. The Design Review Committee acts as an advisory Committee to the Planning Commission. Their recommendations will be forwarded to the Planning Commission as applicable. The following items do not legally require any public testimony, although the Committee may open the meeting for public input.

A. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP SUBTT18908 – RICHLAND VENTURES - A proposed subdivision of approximately 10.6 acres into 30 single-family detached lots within the Low (L) R Residential District in the Etiwanda North Specific Plan located at the northwest corner of East Avenue and Wilson Avenue; APN: 1087-081-25.

A. SUBTT18908 - Committee recommended approval and forwarded project to PC for review and action.

EXHIBIT E

DESIGN REVIEW COMMITTEE AGENDA

September 15, 2015

B. ENVIRONMENTAL ASSESSMENT AND DESIGN REVIEW DRC2015-00165 - MERRILL GARDENS AT RANCHO CUCAMONGA - The proposed development of a 112-unit Residential Care Facility on 4.07 acres in the Low (L) Residential District, on the north side of Highland Avenue, between Archibald Avenue and Hermosa Avenue, located at 9944 Highland Avenue; APN: 0201-055-49. Related Files: Conditional Use Permit DRC2015-00166, Development Code Amendment DRC2015-00555, and Tentative Parcel Map SUBTPM19619.

C. ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT DRC2015-00166 - MERRILL GARDENS AT RANCHO CUCAMONGA - The proposed development of a 112-Residential Care Facility on 4.07 acres in the Low (L) Residential District, on the north side of Highland Avenue, between Archibald Avenue and Hermosa Avenue, located at 9944 Highland Avenue; APN: 0201-055-49. Related Files: Design Review DRC2015-00165, Development Code Amendment DRC2015-00555, and Tentative Parcel Map SUBTPM19619.

D. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP SUBTPM19619 - MERRILL GARDENS AT RANCHO CUCAMONGA - A request to subdivide a 9.55 acre parcel into two (2) lots in the Low (L) Residential District, on the north side of Highland Avenue, between Archibald Avenue and Hermosa Avenue, located at 9944 Highland Avenue; APN: 0201-055-49. Related Files: Design Review DRC2015-00165, Conditional Use Permit DRC2015-00166, and Development Code Amendment DRC2015-00555.

E. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT DRC2015-00555 - MERRILL GARDENS AT RANCHO CUCAMONGA – A request to amend the Development Code to conditionally permit Residential Care Facilities in the Low (L) and Low Medium (LM) Residential Districts for the proposed development of a 112-unit Residential Care Facility on 4.07 acres in the Low (L) Residential District, on the north side of Highland Avenue, between Archibald Avenue and Hermosa Avenue, located at 9944 Highland Avenue; APN: 0201-055-49. Related Files: Design Review DRC2015-00165, Conditional Use Permit DRC2015-00166, and Tentative Parcel Map SUBTPM19619.

B, C, D and E.
DRC2015-00165
DRC2015-00166
SUBTPM19619
DRC2015-00555
Committee recommended approval, subject to the following:
In keeping with the overall architectural theme, the applicant should evaluate the project design to determine where additional arch elements could be located.

DESIGN REVIEW COMMITTEE AGENDA

September 15, 2015

III. PUBLIC COMMENTS

This is the time and place for the general public to address the Committee. State law prohibits the Committee from addressing any issue not previously included on the Agenda. The Committee may receive testimony and set the matter for a subsequent meeting. Comments are limited to five minutes per individual.

IV. ADJOURNMENT

7:22 p.m.

The Design Review Committee has adopted Administrative Regulations that set an 11:00 p.m. adjournment time. If items go beyond that time, they shall be heard only with the consent of the Committee.

I, Jennifer Palacios, Office Specialist II with the Planning Department for the City of Rancho Cucamonga, hereby certify that a true, accurate copy of the foregoing agenda was posted on September 3, 2015, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 10500 Civic Center Drive, Rancho Cucamonga.

DESIGN REVIEW COMMENTS

7:00 p.m. Mayuko Nakajima September 15, 2015

ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP SUBTT18908 - RICHLAND VENTURES - A proposed subdivision of approximately 10.6 acres into 30 single-family detached lots within the Low (L) Residential District in the Etiwanda North Specific Plan (ENSP) located at the northwest corner of East Avenue and Wilson Avenue; APN: 1087-081-25.

Project Description, Background and Design: The applicant is proposing to subdivide a property of approximately 10.6 acres into 30 single-family detached lots within the Low (L) Residential District in the Etiwanda North Specific Plan (ENSP) located at the northwest corner of East Avenue and Wilson Avenue; APN: 1087-081-25. The project site consists of approximately 10.6 acres of undeveloped land in the northern portion of the City, located west of the northern terminus of East Avenue and north of Wilson Avenue. The project site lies within the historic East Etiwanda Creek alluvial fan at the base of the San Gabriel Mountains. The site is characterized by vacant land to the north, east, south, and west. The zoning of the property and the surrounding properties to the north and west is in the Low (L) Residential District, ENSP. The surrounding properties to the east and south is in the Very Low (VL) Residential District, ENSP.

The project is adjacent to an approved Tentative Tract Map 16072, which is consistent with the Low (L) Residential District. There is no house product proposed at this time. The average lot area is 10,007 square feet and the minimum net average for the Low (L) Residential District in the ENSP is 10,000 square feet. The site layout is consistent with the ENSP development standards such as street widths, landscape requirements, and wall designs. The slopes along East Avenue and Wilson Avenue will be a private landscape easement and will be maintained by an HOA.

The "Upper Etiwanda" neighborhood entry monument will be installed at the northwest corner of Wilson Avenue and East Avenue in accordance with the attached Exhibit 25(A) of the ENSP. A 30-inch max cut stone wall with a concrete cap and low pilaster shall be used consistent with the Exhibit. The material and color of the wall will match with what is existing at the intersection of Etiwanda Avenue and Wilson Avenue. The theme wall concrete block cap will be "natural gray," stucco color that will match with what is existing in the surrounding area; the stone used in the monument entry and theme wall columns is Coronado stone and the color is "chablis."

The landscape palette for trees, shrubs and groundcover is generally consistent with the ENSP landscape standards. The final landscape plan shall be fully consistent with, "Upper Etiwanda Neighborhood entry," Exhibits 25 (A) & (B) (pages III-78 & 79). The applicant shall work with the Engineering and Public Works Department at plan check for any minor revisions such as changing the Sophora japonica 'Regent' (Chinese Scholar Tree) to Magnolia grandiflora 'D.D. Blanchard', since the Sophora is not on the list of the City's acceptable street tree species. The final landscape and irrigation plan shall show the exact location of, and irrigation for trees, shrubs, and ground cover. The final landscape plan shall include, at a minimum, plant name, plant quantity, plant size, location of impervious surfaces, utilities and lighting, irrigation system, and plans for tree retention and removal where applicable. The final landscape plan should also include a water budget that includes the estimate water use (in gallons), the irrigated area (in square feet), precipitation rate, and flow rate (in gallons per minute), consistent with Chapter 17.82 Water Efficient Landscaping.

The highest pad elevation is at 1,645 feet and lowest elevation at 1,635 feet. There are 2:1 slopes along the northern and northwestern portion of the site and also within the landscape easement along East Avenue and Wilson Avenue. The project will be irrigated and landscaped with appropriate ground cover for erosion control. Slope planting required by the Development Code shall include a permanent irrigation system to be installed by the developer prior to occupancy.

Staff Comments: The following comments are intended to provide an outline for Committee discussion.

Major Issues: The following broad design issues will be the focus of Committee discussion regarding this project.

1. None.

Secondary Issues: Once all of the major issues have been addressed, and time permitting, the Committee will discuss the following secondary design issues.

1. The street trees along East Avenue need to be changed from Sophora japonica 'Regent' (Chinese Scholar Tree) to Magnolia grandiflora 'D.D. Blanchard'. The Sophora is not on the list of the City's acceptable street tree species.

2. Landscaping and irrigation shall be designed to conserve water through the principles of water efficient landscaping per Development Code Chapter 17.82.

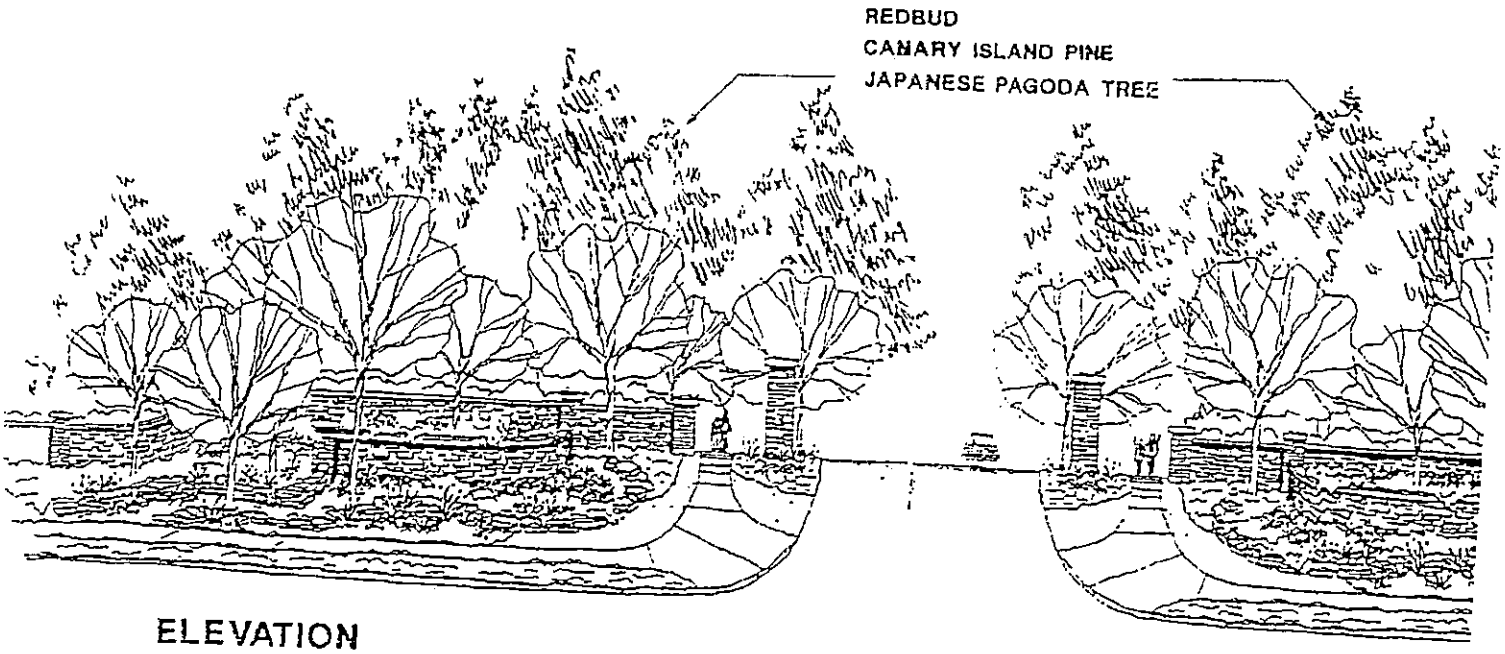
Policy Issues: The proposed plan is conceptually compliant with policy.

Staff Recommendation: Staff recommends that the Committee recommend approval and forward the project to the Planning Commission for review and action.

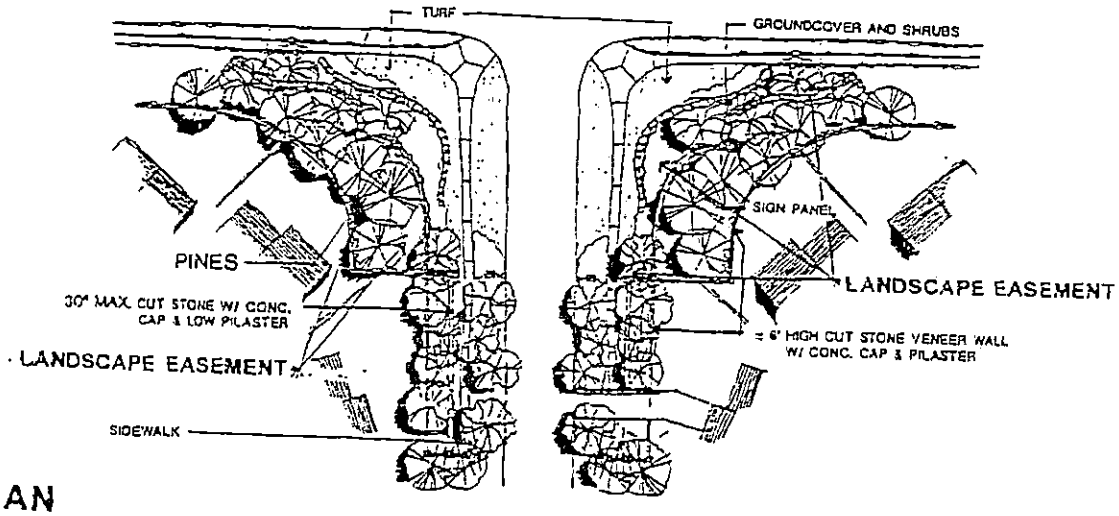
Design Review Committee Action:

Staff Planner: Mayuko Nakajima

Members Present: Fletcher, Oaxaca, Granger



ELEVATION



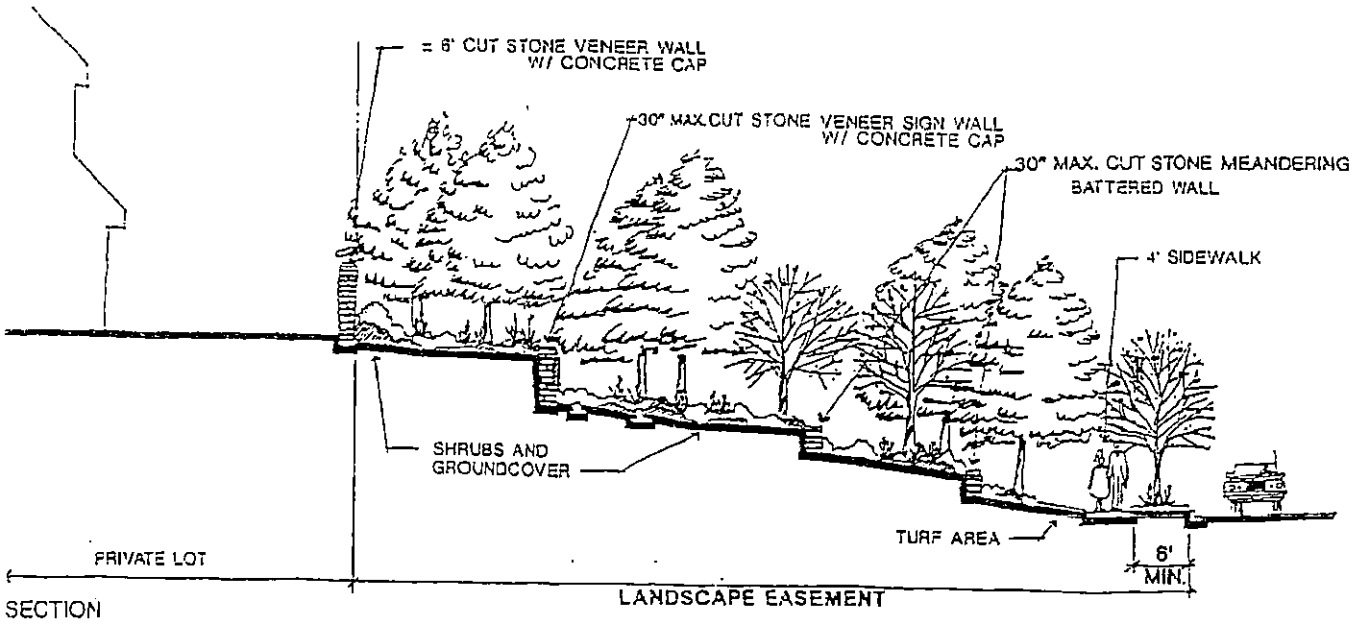
PLAN

UPPER ETIWANDA NEIGHBORHOOD ENTRY

EXHIBIT 25(A)

Etiwanda Nort. Specific Plan

City of



UPPER ETIWANDA NEIGHBORHOOD ENTRY SECTION

EXHIBIT 25(B)

Etiwanda North Specific Plan

City of Rancho Cucamonga

Print Form

RANCHO CUCAMONGA
Planning Department
(909) 477-2750

ENVIRONMENTAL INFORMATION FORM (Part I - Initial Study)

(Please type or print clearly using ink. Use the tab key to move from one line to the next line.)

The purpose of this form is to inform the City of the basic components of the proposed project so that the City may review the project pursuant to City Policies, Ordinances, and Guidelines; the California Environmental Quality Act; and the City's Rules and Procedures to Implement CEQA. It is important that the information requested in this application be provided in full.

Upon review of the completed Initial Study Part I and the development application, additional information such as, but not limited to, traffic, noise, biological, drainage, and geological reports may be required. The project application will not be deemed complete unless the identified special studies/reports are submitted for review and accepted as complete and adequate. The project application will not be scheduled for Committees' review unless all required reports are submitted and deemed complete for staff to prepare the Initial Study Part II as required by CEQA. In addition to the filing fee, the applicant will be responsible to pay or reimburse the City, its agents, officers, and/or consultants for all costs for the preparation, review, analysis, recommendations, mitigations, etc., of any special studies or reports.

GENERAL INFORMATION:

INCOMPLETE APPLICATIONS WILL NOT BE PROCESSED. Please note that it is the responsibility of the applicant to ensure that the application is complete at the time of submittal; City staff will not be available to perform work required to provide missing information.

Application Number for the project to which this form pertains: Tentative Tract Map No. 18908

Project Title: Tentative Tract Map No. 18908

Name & Address of project owner(s): Oakville Reserve, Ltd., a Florida limited partnership, c/o Richland Ventures, Inc.
3161 Michelson Drive, Suite 425
Irvine, CA 92612

Name & Address of developer or project sponsor: Richland Ventures, Inc.
3161 Michelson Drive, Suite 425
Irvine, CA 92612

EXHIBIT F

Contact Person & Address: John Schafer/ Craig Cristina, Richland Ventures, Inc.

3161 Michelson Drive, Suite 425

Irvine, CA 92612

Name & Address of person preparing this form (if different from above): Stan Morse, MDS Consulting

17320 Redhill Avenue, Suite 350

Irvine, CA 92614

Telephone Number: 949/251-8821

PROJECT INFORMATION & DESCRIPTION:

Information indicated by an asterisk (*) is not required of non-construction CUP's unless otherwise requested by staff.

**1) Provide a full scale (8-1/2 x 11) copy of the USGS Quadrant Sheet(s) which includes the project site, and indicate the site boundaries.*

2) Provide a set of color photographs that show representative views into the site from the north, south, east, and west; views into and from the site from the primary access points that serve the site; and representative views of significant features from the site. Include a map showing location of each photograph.

3) Project Location (describe): The project is a ten-acre parcel located at the northwest corner of East and Wilson Avenues. The parcel is covered with native vegetation except for the portion located within Wilson Ave.

4) Assessor's Parcel Numbers (attach additional sheet if necessary): 1087-081-25

**5) Gross Site Area (ac/sq. ft.):* 10.00 Acres; 435,600 Square Feet

**6) Net Site Area (total site size minus area of public streets & proposed dedications):* 8.87 Acres

7) Describe any proposed general plan amendment or zone change which would affect the project site (attach additional sheet if necessary):

None.

8) *Include a description of all permits which will be necessary from the City of Rancho Cucamonga and other governmental agencies in order to fully implement the project:*

City of Rancho Cucamonga - Grading and encroachment permit

State and Federal Agencies - Environmental permits

9) *Describe the physical setting of the site as it exists before the project including information on topography, soil stability, plants and animals, mature trees, trails and roads, drainage courses, and scenic aspects. Describe any existing structures on site (including age and condition) and the use of the structures. Attach photographs of significant features described. In addition, cite all sources of information (i.e., geological and/or hydrologic studies, biotic and archeological surveys, traffic studies):*

The parcel is in a natural undeveloped condition except for Wilson Avenue. There are no structures on the site. There are no mature trees, trails, roads, or scenic aspects. See environmental surveys and reports.

10) *Describe the known cultural and/or historical aspects of the site. Cite all sources of information (books, published reports and oral history):*

None.

11) *Describe any noise sources and their levels that now affect the site (aircraft, roadway noise, etc.) and how they will affect proposed uses:*

There are no noise sources currently. Future noise sources would include traffic noise from Wilson and East Avenues. See acoustical report.

12) *Describe the proposed project in detail. This should provide an adequate description of the site in terms of ultimate use that will result from the proposed project. Indicate if there are proposed phases for development, the extent of development to occur with each phase, and the anticipated completion of each increment. Attach additional sheet(s) if necessary:*

The project proposes to develop thirty single-family detached residential lots ranging in size from 7,511 SF to 25,341 SF, averaging 10,015 SF and will be constructed in one phase. Wilson and East Avenues will be constructed with CFD 2005-01 in conjunction with the development of the adjacent Tract 16072.

13) *Describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.) and scale of development (height, frontage, setback, rear yard, etc.):*

North and West: Tentative Tract No. 16072 (see studies presented during the EIR for TTM 16072)

East and South: Undeveloped land slated for SFD residential lots

14) *Will the proposed project change the pattern, scale, or character of the surrounding general area of the project?*

The proposed project will conform to proposed and future projects surrounding it.

15) *Indicate the type of short-term and long-term noise to be generated, including source and amount. How will these noise levels affect adjacent properties and on-site uses? What methods of soundproofing are proposed?*

Short term noise will be generated from normal land development construction activities. Long term noise will be generated from traffic entering and leaving the project.

*16) *Indicate proposed removals and/or replacements of mature or scenic trees:* None.

17) *Indicate any bodies of water (including domestic water supplies) into which the site drains:* None.

18) *Indicate expected amount of water usage. (See Attachment A for usage estimates). For further clarification, please contact the Cucamonga Valley Water District at (909) 987-2591.*

a. *Residential (gal/day)* 21,150 *Peak use (gal/Day)* 42,300

b. *Commercial/Ind. (gal/day/ac)* N/A *Peak use (gal/min/ac)* N/A

19) *Indicate proposed method of sewage disposal.* ☐ *Septic Tank* ☒ *Sewer.*

If septic tanks are proposed, attach percolation tests. If discharge to a sanitary sewage system is proposed indicate expected daily sewage generation: (See Attachment A for usage estimates). For further clarification, please contact the Cucamonga Valley Water District at (909) 987-2591.

a. *Residential (gal/day)* 8,100

b. *Commercial/Industrial (gal/day/ac)* N/A

RESIDENTIAL PROJECTS:

20) *Number of residential units:* 30

Detached (indicate range of parcel sizes, minimum lot size and maximum lot size:

Maximum: 25,341 SF

Minimum: 7,511 SF

Average: 10,015 SF

Attached (indicate whether units are rental or for sale units):

21) *Anticipated range of sale prices and/or rents:*

Sale Price(s) $N/A *to* $N/A

Rent (per month) $_____ *to* $_____

22) *Specify number of bedrooms by unit type:* Residential units are not proposed with this application.

23) *Indicate anticipated household size by unit type:* N/A

24) *Indicate the expected number of school children who will be residing within the project: Contact the appropriate School Districts as shown in Attachment B:*

a. *Elementary:* K-8=

b. *Junior High:* 20

c. *Senior High* 8

COMMERCIAL, INDUSTRIAL, AND INSTITUTIONAL PROJECTS

25) *Describe type of use(s) and major function(s) of commercial, industrial or institutional uses:* N/A

26) *Total floor area of commercial, industrial, or institutional uses by type:* _____

27) *Indicate hours of operation:* _____

28) *Number of employees:*

Total: _____

Maximum Shift: _____

Time of Maximum Shift: _____

29) *Provide breakdown of anticipated job classifications, including wage and salary ranges, as well as an indication of the rate of hire for each classification (attach additional sheet if necessary):*

30) *Estimation of the number of workers to be hired that currently reside in the City:* _____

*31) *For commercial and industrial uses only, indicate the source, type, and amount of air pollution emissions. (Data should be verified through the South Coast Air Quality Management District, at (818) 572-6283):*

ALL PROJECTS

32) *Have the water, sewer, fire, and flood control agencies serving the project been contacted to determine their ability to provide adequate service to the proposed project? If so, please indicate their response.*

Water and Sewer - CVWD has capacity

Fire - Plans submitted

Drainage - City - hydrology study submitted

Impact fees will be paid to the Flood Control District

33) *In the known history of this property, has there been any use, storage, or discharge of hazardous and/or toxic materials? Examples of hazardous and/or toxic materials include, but are not limited to PCB's; radioactive substances; pesticides and herbicides; fuels, oils, solvents, and other flammable liquids and gases. Also note underground storage of any of the above. Please list the materials and describe their use, storage, and/or discharge on the property, as well as the dates of use, if known.*

None.

34) *Will the proposed project involve the temporary or long-term use, storage, or discharge of hazardous and/or toxic materials, including but not limited to those examples listed above? If yes, provide an inventory of all such materials to be used and proposed method of disposal. The location of such uses, along with the storage and shipment areas, shall be shown and labeled on the application plans.*

No.

35) *The applicant shall be required to pay any applicable Fish and Game fee. The project planner will confirm which fees apply to this project. All checks are to be made payable to the Clerk of the Board Supervisors and submitted to the Planning Commission/Planning Director hearing:*

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for adequate evaluation of this project to the best of my ability, that the facts, statements, and information presented are true and correct tot he best of my knowledge and belief.. I further understand that additional information may be required to be submitted before an adequate evaluation can be made by the City of Rancho Cucamonga.

Date: 8-25-2014 *Signature:* Stanley Moser

Title: Principal, MDS Consulting

ATTACHMENT "A"

CITY OF RANCHO CUCAMONGA

ESTIMATED WATER USE AND SEWER FLOWS FOR NEW DEVELOPMENT
(Data Provided by Cucamonga Valley Water District February 2003)

Water Usage

Single-Family	705 gallons per EDU per day
Multi-Family	256 gallons per EDU per day
Neighborhood Commercial	1000 gal/day/unit (tenant)
General Commercial	4082 gal/day/unit (tenant)
Office Professional	973 gal/day/unit (tenant)
Institutional/Government	6412 gal/day/unit (tenant)
Industrial Park	1750 gal/day/unit (tenant)
Large General Industrial	2020 gal/day/unit (tenant)
Heavy Industrial (distribution)	1863 gal/day/unit (tenant)

Sewer Flows

Single-Family	270 gallons per EDU per day
Multi-Family	190 gallons per EDU per day
General Commercial	1900 gal/day/acre
Office Professional	1900 gal/day/acre Institutional/Government
Industrial Park	3000 gal/day/acre
Large General Industrial	2020 gal/day/acre
Heavy Industrial (distribution)	1863 gal/day/acre

Source: Cucamonga Valley Water District
Engineering & Water Resources Departments,
Urban Water Management Plan 2000

ATTACHMENT B

Contact the school district for your area for amount and payment of school fees:

Elementary School Districts

Alta Loma
9350 Base Line Road, Suite F
Rancho Cucamonga, CA 91730
(909) 987-0766

Central
10601 Church Street, Suite 112
Rancho Cucamonga, CA 91730
(909) 989-8541

Cucamonga
8776 Archibald Avenue
Rancho Cucamonga, CA 91730
(909) 987-8942

Etiwanda
6061 East Avenue
P.O. Box 248
Rancho Cucamonga, CA 91739
(909) 899-2451

High School

Chaffey High School
211 West 5th Street
Ontario, CA 91762
(909) 988-8511

City of Rancho Cucamonga

ENVIRONMENTAL CHECKLIST FORM
INITIAL STUDY PART II

BACKGROUND

1. **Project File:** Tentative Tract Map SUBTT18908

2. **Related Files:** N/A

3. **Description of Project:** ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP 18908 – RICHLAND VENTURES, INC. – The proposed project is a subdivision of a property of approximately 10.6 acres into 30 single-family detached lots for the future construction of 30 single-family residences within the Low (L) Residential District in the Etiwanda North Specific Plan located at the northwest corner of East Avenue and Wilson Avenue; APN: 1087-081-25.

4. **Project Sponsor's Name and Address:**
   John H. Schafer
   Richland Communities, Inc.
   3161 Michelson Drive, Suite 425
   Irvine, CA 92612

5. **General Plan Designation:** Low (L) Residential

6. **Zoning:** Low (L) Residential District, Etiwanda North Specific Plan

7. **Surrounding Land Uses and Setting:** The project site consists of approximately 10.6 acres of undeveloped land in the northern portion of the City of Rancho Cucamonga located west of the northern terminus of East Avenue and north of Wilson Avenue. The project site lies within the historic East Etiwanda Creek alluvial fan at the base of the San Gabriel Mountains. The site is characterized by vacant land to the north, east, south, and west. The zoning of the property and the surrounding properties to the north and west is in the Low (L) Residential District, Etiwanda North Specific Plan. The surrounding properties to the east and south is in the Very Low (VL) Residential District, Etiwanda North Specific Plan.

8. **Lead Agency Name and Address:**
   City of Rancho Cucamonga
   Planning Department
   10500 Civic Center Drive
   Rancho Cucamonga, CA 91730

9. **Contact Person and Phone Number:**
   Dominick Perez
   Associate Planner
   (909) 477-2750, ext. 4315

10. **Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** N/A

GLOSSARY – The following abbreviations are used in this report:

CALEEMOD – California Emissions Estimator Model
CVWD – Cucamonga Valley Water District
EIR – Environmental Impact Report

FEIR – Final Environmental Impact Report
FPEIR - Final Program Environmental Impact Report
NPDES – National Pollutant Discharge Elimination System
NOx – Nitrogen Oxides
ROG – Reactive Organic Gases
PM_{10} – Fine Particulate Matter
RWQCB – Regional Water Quality Control Board
SCAQMD – South Coast Air Quality Management District
SWPPP – Storm Water Pollution Prevention Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," "Potentially Significant Impact Unless Mitigation Incorporated," or "Less Than-Significant-Impact" as indicated by the checklist on the following pages.

(x) Aesthetics	(x) Agricultural Resources	(x) Air Quality
(x) Biological Resources	(x) Cultural Resources	(x) Geology & Soils
(x)Greenhouse Gas Emissions	(x) Hazards & Waste Materials	(x) Hydrology & Water Quality
(x) Land Use & Planning	( ) Mineral Resources	(x) Noise
( ) Population & Housing	( ) Public Services	( ) Recreation
( ) Transportation/Traffic	( ) Utilities & Service Systems	(x) Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

( ) I find that the proposed project COULD NOT have a significant effect on the environment. A NEGATIVE DECLARATION will be prepared.

(X) I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by, or agreed to, by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

( ) I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

( ) I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standard and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

( ) I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects 1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and 2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By: _____ Date: 2/18/16

Reviewed By: _____ for MKS Date: 2/18/16

Rev 4-7-15

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS. *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	( )	( )	(✓)	( )
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	( )	( )	( )	(✓)
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	( )	( )	( )	(✓)
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	( )	( )	(✓)	( )

Comments:

a) There are significant vistas within or adjacent to the project site. The site is within a view corridor according to General Plan Figure LU-6. However, there is an approved housing tract development just west and north of the project site. The project will be similar to previously approved projects in the area and will conform to all Development Code and Etiwanda North Specific Plan requirements such as grading, view fencing requirement, all walls to be built to city standards, and future development of housing will need to conform to all Development Code requirements. Therefore, the proposed project will have a less than significant impact.

b) The project site contains no scenic resources and no historic buildings within a State Scenic Highway. There are no State Scenic Highways within the City of Rancho Cucamonga. Therefore, the project will have no impact.

c) The site is located at the northwest corner of East Avenue and Wilson Avenue characterized by vacant land to the north, south, east and west. The visual quality of the area will not degrade as a result of this project because this project is consistent with the existing previously approved projects, including the single-family residences within the vicinity, south of Wilson Avenue and west of Etiwanda Avenue. Design review is required prior to approval of house products, consistent with the Development Code and Etiwanda North Specific Plan Design Guidelines. There is no product to review at this time. City standards require the developer to underground existing (if any) and new utility lines and facilities to minimize unsightly appearance of overhead utility lines and utility enclosures in accordance with Planning Commission Resolution No. 87-96, unless exempted by said Resolution. Therefore, the project will have no impact.

d) The project would increase the number of streetlights and security lighting used in the immediate vicinity. The design and placement of light fixtures will be shown on site plans which require review for consistency with City standards that require shielding, diffusing, or indirect lighting to avoid glare. Lighting will be selected and located to confine the area of illumination to within the project site. Therefore, the proposed project will have a less than significant impact.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURAL RESOURCES. *Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	( )	( )	(✓)	( )
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	( )	( )	( )	(✓)
c) Conflict with existing zoning for, or cause re-zoning of, forest land (as defined in Public Resources Code section 12220 (g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?	( )	( )	( )	(✓)
d) Result in the loss of forest land or conversion of forest land to non-forest use?	( )	( )	( )	(✓)
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	( )	( )	( )	(✓)

Comments:

a) The site is not designated as Prime Farmlands, Unique Farmland, or Farmland of Statewide Importance. The site is located on the northwest corner of East Avenue and Wilson Avenue and is characterized by vacant land to the north, south, east and west. There are approximately 209 acres of Farmland of Local Importance, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the City of Rancho Cucamonga according to the General Plan and the California Department of Conservation Farmland Map 2010. Concentrations of Important Farmland are sparsely located in the southern and eastern parts of the City that is characterized by existing and planned development. Farmland in the southern portion of the City is characterized by industrial, residential, and commercial land uses and Farmland in the eastern portion of the City is within the Etiwanda area and planned for development. Further, a large number of the designated farmland parcels are small, ranging from 3 acres to 30 acres, and their economic viability is doubtful; therefore, they were not retained as farmland in the 2010 General Plan Land Use Plan. The General Plan FPEIR identified the conversion of farmlands to urban uses as a significant unavoidable adverse impact for which a Statement of Overriding Considerations was ultimately adopted by the City Council. The proposed project is consistent with the General Plan for which the FPEIR was prepared and impacts evaluated. The project will have less than significant impacts.

b) There is no agriculturally zoned land within the City of Rancho Cucamonga. There are no Williamson Act contracts within the City. Therefore, the project will have no impact.

c) There are no lands within the City of Rancho Cucamonga that are zoned as forest land or timberland. Therefore no impacts would occur related to the conversion of forest land to non-forest use. Further, there are no areas within the City of Rancho Cucamonga that are zoned as forest land, timberland, or Timberland Production. No mitigation is required.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

d) There is no forest land or timberland within the City of Rancho Cucamonga. Therefore no impacts would occur related of the loss or conversion of forest land to non-forest use.

e) The site is located on the northwest corner of East Avenue and Wilson Avenue and is characterized by vacant land to the north, south, east and west with residential tracts in the larger vicinity. The nearest agricultural use is more than 2,000 feet southwest from the project site. Furthermore, there are no lands within the City of Rancho Cucamonga that qualify as forest land. Therefore, there is no potential for conversion of forest land to a non-forest use. Therefore, no adverse impacts are anticipated

3.	**AIR QUALITY.** *Would the project:*				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	( )	( )	( )	(✓)
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	( )	(✓)	( )	( )
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors?	( )	(✓)	( )	( )
d)	Expose sensitive receptors to substantial pollutant concentrations?	( )	(✓)	( )	( )
e)	Create objectionable odors affecting a substantial number of people?	( )	( )	( )	(✓)

Comments:

a) As discussed in subsection b, the project would not exceed any air quality standards and would not interfere with the region's ability to comply with Federal and State air quality standards for Criterion 1 Increase in the Frequency or Severity of Violations (local air quality impacts) or Criterion 2 Exceed Assumptions in the AQMP (consistency with the 2003 AQMP). Therefore the project is consistent with the 2003 AQMP and will have no impacts.

b) Both the State of California and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants. These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), coarse particulate matter with a diameter or 10 microns or less (PM_{10}), fine particulate matter less than 2.5 ($PM_{2.5}$) microns in diameter and lead. Among these pollutants, ozone and particulate matter (PM_{10} and $PM_{2.5}$) are considered regional pollutants while the others have more localized effects. In addition, the State of California has set standards for sulfates, hydrogen sulfide (H_2S), vinyl chloride and visibility reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

The City of Rancho Cucamonga area is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The California Clean Air Act (CCAA) provides the SCAQMD with the authority to manage transportation activities at indirect sources. Indirect sources of pollution are generated when minor sources collectively emit a substantial amount of pollution. Examples of this include motor vehicles at an intersection, a mall and on highways. SCAQMD also regulates stationary sources of pollution within a jurisdictional area. Direct emissions from motor vehicles are regulated by the Air Resources Board (ARB).

The combination of topography, low mixing height, abundant sunshine, and emissions from the second largest urban area in the United States gives the Basin the worst air pollution problem in the nation. The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude); this inversion (coupled with low wind speeds) limits the vertical dispersion of air contaminants, holding them relatively near the ground.

Pursuant to the Federal Clean Air Act (FCAA) of 1970, the EPA established national ambient air quality standards (NAAQS) for six major pollutants, termed criteria pollutants: ozone (O_3), coarse particulate matter with a diameter or 10 microns or less (PM_{10}), fine particulate matter less than 2.5 ($PM_{2.5}$) microns in diameter, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead.

Criteria pollutants are defined as those pollutants for which the Federal and State governments have established AAQS, or criteria, for outdoor concentrations in order to protect public health. Data collected at permanent monitoring stations are used by the EPA to classify regions as "attainment" or "non-attainment" depending on whether the regions met the requirements stated in the primary NAAQS. Nonattainment areas have additional restrictions as required by the EPA. The EPA has designated the Southern California Association of Governments (SCAG) as the Metropolitan Planning Organization (MPO) responsible for ensuring the Basin's compliance with the FCAA. The South Coast Air Basin is in Non-Attainment Status for Ozone, PM_{10} and $PM_{2.5}$.

Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in the SCAQMD's CEQA Air Quality Handbook. The criteria include daily emissions thresholds, compliance with State and national air quality standards, and consistency with the current AQMP. As prescribed by SCAQMD, an Air Quality Impact Analysis was prepared by RK Engineering Group, Inc. on June 25, 2014 that utilizes CalEEMod (Version 2013.2.2) to evaluate short-term construction emissions and short-term construction emissions for localized significant thresholds, long-term operational emissions, operation emissions for localized significant thresholds, and Greenhouse Gas Emissions.

Short Term (Construction): Project Emissions and Impacts

The project proposes to subdivide a property of approximately 10.6 acres into 30 single-family detached lots within the Low (L) Residential District in the Etiwanda North Specific Plan located at the northwest corner of East Avenue and Wilson Avenue; APN: 1087-081-25. The project site is currently undeveloped. The potential emissions associated with construction of the project are described in the following sections.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Summary of Peak Construction Emissions (Emissions Summary of Overall Construction with Best Available Control Measures)

Emissions Summary of Overall Construction (lbs./day) - Without BACMS						
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2015	5.34	56.99	43.9	0.04	21.35	12.8
2016	21.49	28.8	19.5	0.02	2.11	1.89
Maximum Daily Emissions	23.64	56.99	43.92	0.04	4.49	3.61
Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Substantial?	**No**	**No**	**No**	**No**	**No**	**No**

VOC = volatile organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM_{10} and $PM_{2.5}$ = particulate matter

Source: Air Quality Impact Analysis - (Table 14) (CalEEMod Output)
RK Engineering Group, Inc. - June 25, 2014

Construction activities associated with the project will result in emissions of CO, VOCs, NO_x, SO_x, PM_{10} and $PM_{2.5}$ and are expected from the following construction activities: site preparation, grading, building construction, painting (architectural coatings) paving (curb, gutter, flatwork, and parking lot), and construction worker commuting.

Localized Significance Summary (Construction Emissions with Best Available Control Measures)

Table 15 Construction Localized Significance				
LST Pollutants[1]	**CO** (lbs/day)	**NOx** (lbs/day)	**PM_{10}** (lbs/day)	**$SO_{2.5}$** (lbs/day)
On-site Emissions	43.92	56.99	4.49	3.61
SCAQMD Construction Threshold[2]	1,877	200	19	8
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Reference LST thresholds are from 2006-2008 SCAQMD Mass Rate Localized Significant Threshold for construction and operation Tables C-1 through C-6 for a disturbance area of 2 acres and at a receptor distance of 50 meters.
[2] Reference. Source Receptor Area 32 Thresholds.

Equipment Exhausts and Related Construction Activities

Construction activities produce combustion emissions from various sources such as site grading, utility engines, on-site heavy-duty construction vehicles, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from construction activities envisioned on site would vary daily as construction activity levels change. The use of construction equipment on site would result in localized exhaust emissions; however, as shown in the tables above, the amount will not exceed any threshold of significance.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Fugitive Dust

Fugitive dust emissions are generally emissions associated with land clearing and exposure of soils to the air and wind, and cut-and-fill grading operations. Dust generated during construction varies substantially on a project-by project basis, depending on the level of activity, the specific operation and weather conditions at the time of construction. Construction emissions can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions and other factors. The proposed project will be required to comply with SCAQMD Rules 402 and 403 to control fugitive dust.

Architectural Coatings

Architectural coatings contain VOCs that are similar to ROCs and are part of the O_3 precursors. Based on the proposed project, it is estimated that the proposed project will result in a maximum of approximately ***0.48 lbs of VOC per day*** (combined for all construction sources) during construction. Therefore, this VOC emission is the principal air emission and is less than the SCAQMD VOC threshold of 75 lbs/day.

Odors

Heavy-duty equipment in the project area during construction would emit odors. However, the construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project, and no mitigation measures are required. In compliance with SCAQMD Rule 402 the proposed uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project.

Naturally Occurring Asbestos

The proposed project is located in San Bernardino County and it is not among the counties that are found to have serpentine and ultramafic rock in their soils. In addition, there has been no serpentine or ultramafic rock found in the project area. Therefore, the potential risk for naturally occurring asbestos (NOA) during project construction is small and less than significant.

Table 15 illustrates the construction related LSTs for the project area. The emissions will be below the SCAQMD thresholds of significance for localized construction emissions. Therefore, the Project will not result in significant localized construction emissions.

Cumulative Impacts: Short-Term Construction Emissions

Continued development will contribute to the pollutant levels in the Rancho Cucamonga area, which already exceed Federal and State standards. During the construction phases of development, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use will generate emissions. In addition, fugitive dust would also be generated during grading and construction activities. While most of the dust would settle on or near the project site, smaller particles would remain in the atmosphere, increasing particle levels within the surrounding area. Construction is an on-going industry in the Rancho Cucamonga area. Construction workers and equipment work and

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

operate at one development site until their tasks are complete. Nevertheless, fugitive dust and equipment emissions are required to be assessed. The General Plan Final Program Environmental Impact Report (FPEIR) analyzed the impacts of Air Quality based on the future build out of the City. Based upon on the Urban Emissions Model (URBEMIS7G) estimates in Table 4.3-3 of the General Plan (FPEIR), Nitrogen Dioxide (NO_2), Ozone (O_3), and Particulate Matter ($PM_{2.5}$ and PM_{10}) would exceed SCAQMD thresholds for significance; therefore, they would all be cumulatively considerable if they cannot be mitigated on a project basis to a level less-than-significant. This city-wide increase in emissions was identified as a significant unavoidable adverse impact for which a Statement of Overriding Considerations was ultimately adopted by the City Council as noted in the Section 4.3 of the General Plan FPEIR.

With implementation of the following best practices and mitigation measures from the City's 2010 General Plan FPEIR that are designed to minimize short-term air quality impacts, the project's contribution to cumulative impacts will be less-than-significant:

1) **All construction equipment shall be maintained in good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is being properly serviced and maintained as per manufacturers' specifications. Maintenance records shall be available at the construction site for City verification.**

2) **Prior to the issuance of any grading permits, the developer shall submit construction plans to the City denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the South Coast Air Quality Management District (SCAQMD) as well as City Planning Staff.**

3) **The construction contractor shall utilize electric or clean alternative fuel powered equipment where feasible.**

4) **The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use.**

5) **All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.**

6) **All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high-volume, low-pressure spray.**

7) **All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions:**

   - **Reestablish ground cover on the construction site through seeding and watering.**
   - **Pave or apply gravel to any on-site haul roads.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- **Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.**
- **Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods.**
- **Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices.**
- **Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. Timing may vary depending upon the time of year of construction.**
- **Suspend grading operations during high winds (i.e., wind speeds exceeding 25mph) in accordance with Rule 403 requirements.**
- **Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means.**

8) **The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board (RWQCB)) daily to reduce PM_{10} emissions, in accordance with SCAQMD Rule 403.**

9) **Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.**

Project Long Term (Operational) Emissions and Impacts

Long-term air pollutant emissions are those associated with stationary sources and mobile sources involving any project-related changes. The proposed project would result in a net increase in the amount of development in the area; therefore, the proposed project would result in net increases in both stationary and mobile source emissions. The stationary source emissions would come from additional natural gas consumption for on-site buildings and electricity for the lighting in the buildings and at the parking area. As shown in the following tables, project implementation will not exceed any significance thresholds. No long-term, operational impacts will occur as a result of the project.

Summary of Peak Operational Emissions

Maximum Daily Emissions (lbs./day) – Summer (without Mitigation)						
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Area	1.26	0.029	2.5	1.3000e-004	0.01	0.01
Energy	0.029	0.2558	0.1	1.6300e-003	0.02	0.02
Mobile	1.16	3.36	13.79	0.03	2.24	0.63
Total	**2.45**	**3.64**	**13.79**	**0.034**	**2.27**	**0.66**
Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Significant Impact	**No**	**No**	**No**	**No**	**No**	**No**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Source: Air Quality and GHG Impact Study - (Table 2.2 (CalEEMod Output)
RK Engineering Group, Inc., June 25, 2014

Maximum Daily Emissions (lbs./day) – Winter (without Mitigation)						
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	1.26	0.029	2.509	1.3000e -004	0.013	0.013
Energy	0.029	0.255	0.108	1.6300e -003	0.020	0.020
Mobile	1.198	3.537	13.497	0.0311	2.240	0.630
Total	**2.492**	**3.822**	**16.116**	**0.032**	**2.274**	**0.664**
Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Significant Impact	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality and GHG Impact Study - (Table 2.2 (CalEEMod Output)
RK Engineering Group, Inc., September 11, 2015

Operational Activity	Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	0.45	3.31	0.1	0.07
SCAQMD Threshold	200	1,877	5	2
Threshold Exceeded?	No	No	No	No

Cumulative Impacts (Long Term/Operational Emissions)

The General Plan Final Program Environmental Impact Report (FPEIR) analyzed the potential impacts to air quality based on the future build out of the City. In the long-term, continued development would result in significant operational vehicle emissions based upon on the URBEMIS7G model estimates in Table 4.3-3 of the General Plan FPEIR; therefore, all developments would be cumulatively significant if they cannot be mitigated on a project basis to a less-than-significant level. This City-wide increase in emissions was identified as a significant unavoidable adverse impact for which a Statement of Overriding Considerations was ultimately adopted by the City Council as noted in the Section 4.3 of the General Plan FPEIR.

With implementation of the following mitigation measures from the City's 2010 General Plan FPEIR that are designed to minimize long-term, operational air quality impacts, the project's contribution to cumulative impacts will be less-than-significant:

10) **Landscape with native and/or drought-resistant species to reduce water consumption and to provide passive solar benefits.**

11) **Provide lighter color roofing and road materials and tree planting programs to comply with the AQMP Miscellaneous Sources MSC-01 measure.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

12) All residential and commercial structures shall be required to incorporate high-efficiency/low-polluting heating, air conditioning, appliances, and water heaters.

13) All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.

c) As noted in the General Plan FEIR (Section 4.3), continued development would contribute to the pollutant levels in the Rancho Cucamonga area, which already exceed Federal and State standards. The General Plan FPEIR identified the citywide increase in emissions as a significant and adverse impact for which a Statement of Overriding Considerations was ultimately adopted by the City Council.

With implementation of mitigation measures listed in subsection b) above from the City's 2010 General Plan FPEIR, which are designed to minimize long-term, operational air quality impacts, cumulative impacts will be less-than-significant.

d) Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. According to the SCAQMD, projects have the potential to create significant impacts if they are located within 1/4 mile of sensitive receptors and would emit toxic air contaminants identified in SCAQMD Rule 1401. The closest existing sensitive receptors are residences located approximately 165 feet to the south of the Project.

During construction, there is the possibility of fugitive dust to be generated from grading the site. The mitigation measures listed under subsection b above and the following mitigation measure will reduce any potential impact to less-than-significant levels.

14) All new development in the City of Rancho Cucamonga shall comply with South Coast Air Quality Management District's Rule 445, Wood Burning Devices. Rule 445 was adopted in March 2008 to reduce emissions of $PM_{2.5}$ and precludes the installation of indoor or outdoor wood burning devices (i.e. fireplaces/hearths) in new development on or after March 9, 2009.

e) Construction odors (Short-term) may include odors associated with equipment use including diesel exhaust or roofing, painting and paving. These odors are temporary and would dissipate rapidly. Operational odors (Long-term) are typically associated with the type of use. Odors from the proposed residential use would most likely be from activities such as cooking and gardening; however, these odors would be minimal and not considered to be significant. No adverse impacts are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	( )	(✓)	( )	( )
b) Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	( )	( )	( )	(✓)
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	( )	(✓)	( )	( )
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	( )	(✓)	( )	( )
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	( )	( )	( )	(✓)
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or State habitat conservation plan?	( )	( )	( )	(✓)

Comments:

a) The project site is located at the northwest corner of East Avenue and Wilson Avenue in an area that is vacant. The site has not been previously disrupted. According to the General Plan Figure RC-4, and Section 4.4 of the General Plan FPEIR, the project site is within an area of sensitive biological resources; therefore, development may adversely affect rare or endangered species of plants or animals. The project site is located in an area identified for Alluvial Fan Sage Scrub Habitat. Per the Biological Resources Assessment prepared by M.J. Klinefelter on August 14, 2014, no special status plant species were detected at the site. One sensitive natural community (recognized by CDFW) is present at the Site - White sage scrub (WSS). Construction of the project as proposed would result in the direct removal of approximately 9.13 acres of White sage scrub, a sensitive habitat identified as a high priority natural community by CDFW. City Policy RC-8.1 requires the City to implement actions that result in the preservation of the integrity of riparian habitat areas, creek corridors, Riversidean alluvial fan sage scrub, bogs, and sensitive wildlife habitat that supports biological resources. The City shall pursue these actions that provide appropriate long-term protection of areas within the City's sphere of influence (SOI) that contain sensitive habitat, and which are considered of unique value in enhancing the quality of the local environment (City of Rancho

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Cucamonga, 2010). WSS is sensitive habitat and the WSS at the Site represents one of the few remaining areas of WSS in the City.

A number of special status wildlife species have the potential to occur on-site. The property is located within U.S. Fish and Wildlife Service (USFWS) designated critical habitat for the San Bernardino Kangaroo Rat (SBKR), a federally endangered species. A small mammal live-trapping survey, employing USFWS survey protocol, was conducted by SJM Biological Consultants, Inc. (SJM) on August 19, 2014, in order to document the presence or absence of special status small mammal species at the Project Site. Although the subject property occurs within designated Critical habitat for the SBKR; however, no individuals of this species were captured on the property. Thus, no impacts to SBKR will result from development of this property. The trap results from this and previous adjacent field trapping surveys on Tract 14749 (adjacent tract above) indicate that this species of kangaroo rat presently occurs at very low densities or is absent in the general area of the subject property. In addition to SBKR (not detected), Coastal California Gnatcatcher (CAGN) (federally threatened) and Swainson's Hawk (state threatened) may occur on-site. These species were not detected during the MJK field investigation. USFWS-protocol focused surveys were conducted by Cereus Environmental (Cereus) on November 12, 2014, to document the presence or absence of CAGN onsite. No CAGN were observed within the study area during any of the focused surveys conducted. Potential indirect impacts to Swainson's Hawk through loss foraging habitat will be mitigated through mitigation described in Mitigation requirement number 2 below, through preservation of 9.13 acres of WSS. The Biological Resource Assessment prepared by M.J. Klinefelter also indicated that the site does not contain suitable habitat for Burrowing Owls due to the presence of relatively dense vegetation across the site. Although the site's vegetation density was observed during previous site visits and it was suggested that the site is not suitable for nesting habitat for the Burrowing Owl, mitigations are provided below that require proper surveys to be completed prior to ground disturbance regarding migratory birds and Burrowing Owls.

Six special status wildlife species were detected during the MJK field investigation, and one was trapped by SJM (Los Angeles Pocket Mouse, (LAPM); a Species of Special Concern in California). None of the species detected on-site are listed as endangered or threatened at the federal or state levels. Although the LAPM is not currently listed as threatened or endangered by either the CDFW or the USFWS, CEQA requirements may dictate some sort of mitigation action to offset the loss of the population of this species residing on the property. For example, CEQA Article 20 Section 15380 indicates that a species or subspecies may be considered threatened/endangered if certain conditions exist, even if it is not formally listed as threatened/endangered. To offset the potential loss of LAPM on the property from development, mitigation is described below.

Special status plant species have a low potential to occur on-site. Two plants, Nevin's barberry and slender-horned spineflower, are listed as endangered at the federal and state levels. Slender mariposa lily, Parry's spineflower, mesa horkelia, Robbin's nemacladus, and Brand's star phacelia are not listed but have a CRPR rank of 1.B, and white rabbit-tobacco and chaparral ragwort have a rank of 2. Removal of on-site vegetation would result in the loss of potential habitat for these species as well as others with a CRPR of 4 (plants of limited distribution). Standard Condition 4.4-1 in Section 4.4 (Biological Resources) of the City's 2010 EIR (City of Rancho Cucamonga, 2010) states:

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

"... Any CEQA project that involves the removal of habitat must consider if any special status species (e.g., Threatened or Endangered species, CNPS List 1B and 2 plants, or species protected under Section 15380 of CEQA) are potentially present on the project site and if the project impacts could be considered significant by the City. If potential habitat is present in an area, focused surveys shall be conducted prior to construction activities in order to document the presence or absence of a species on the project site. Botanical surveys shall be conducted during the appropriate blooming period for a species. If no special status species are found on the project site, no additional action is warranted. If special status species are found, appropriate mitigation would be required in coordination with the City as described below."

Cumulative impacts for biological resources were analyzed in the context of the area defined by the foothills of the San Gabriel Mountains from the San Gabriel River to the Cajon Wash/Lytle Creek confluence. The site is generally surrounded on three sides by urban development. Most of the properties in the immediate vicinity are already developed or zoned for future development, and development will likely occur at those parcels regardless of development of SUBTT18908. The project is an infill development and is typical of other activities in the region and is consistent with previously approved adjacent residential developments. Future conditions are expected to be similar. The goals of the project are in line with the guidance provided in the City's 2010 EIR (City of Rancho Cucamonga, 2010) as well as the San Bernardino County General Plan (San Bernardino, 2007) and the Etiwanda North Specific plan EIR (Rancho Cucamonga, 1992-b). Impacts related to buildout of the City and SOI are anticipated to be less than significant if projects comply with General Plan and Etiwanda North Specific Plan policies and standard conditions.

1) **If vegetation removal, soil disturbance, or any other construction related activity is to occur during the avian nesting season (February 1 through August 31), a preconstruction nesting survey shall be conducted and submitted to the Planning Department for review and acceptance prior to initiation of construction. If nests are discovered, they should be avoided through establishment of an appropriate buffer setback, as determined by a qualified wildlife biologist and consistent with CDFW protocols. The temporary "no construction" area would have to be maintained until the nest has completed its cycle, as determined by a qualified wildlife biologist. Once the nest cycle is complete and all nestlings have fledged and left the nest, then construction in the area could resume. A biologist should be present on-site to monitor vegetation removal activities to ensure that any nests not detected during the initial survey are not disturbed. If initial ground disturbing activities or site clearing is proposed to occur outside of the nesting season (September 1 through January 31), then a pre-construction survey would not be required and construction could commence unimpeded.**

2) **Mitigation for the removal of White sage scrub on-site is required - preservation of 9.13 acres of WSS habitat designated for conservation (a 1:1 mitigation ratio) or payment of in-lieu fees. If this mitigation measure is implemented, adverse effects to WSS would be less than significant. Prior to issuance of a grading permit, the applicant shall provide documentation to the Planning Department confirming the mitigation land is secured or the in lieu fees have been paid.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

3) Since there is habitat at the Site suitable to support special status plant species, including one endangered species and several CRPR 1B and 2 plants, focused surveys shall be conducted prior to issuance of a grading permit, during the appropriate blooming periods for the subject species, in order to document the presence or absence of those species at the Project Site. The survey shall be conducted by a qualified biologist using methodology based on the most current CDFW and CNPS rare plant survey protocols. The biologist shall identify all occurrences of sensitive species and shall consult with CDFW and USFWS, as appropriate depending on species status, to develop and execute a mitigation plan to relocate plants, gather seeds from the plants, and distribute to a suitable conserved habitat area.

4) To offset the loss of Los Angeles Pocket Mouse on the property from development, the following actions shall be carried out: Conduct a 5-night pre-construction intensive trapping effort across the property to remove and relocate (into nearby suitable habitats) as many LAPM individuals as possible from the site. Details of this trapping/relocation effort shall be developed and carried out by a biologist permitted by a CDFG MOU to trap and handle this species, in coordination with CDFG biologists. Prior to the issuance of a grading permit, this report shall be submitted to the City for review and acceptance.

5) The following measures are required to minimize indirect impacts to vegetation in the vicinity of the project site:

   • Dust control measures designed to minimize effects to vegetation in the vicinity should be implemented.

   • Native plants should be used to the greatest extent feasible in landscaped areas. Many invasive non-native horticultural species can spread readily into natural areas and the local watershed. Landscaping should not include invasive plants identified by the California Invasive Plant Council (Cal-IPC).

6) No SBKR were detected on-site. The loss of SBKR critical habitat is not expected to compromise the long-term survival of the species; therefore, no mitigation measures for impacts to SBKR critical habitat are proposed. However, since there are impacts proposed to on-site WOUS regulated under the jurisdiction of the Corps, it is expected that the Corps will be required to consult with USFWS under Section 7 of the FESA.

7) Ten days prior to ground clearing activities, a breeding bird survey that is in conformance with the Migratory Bird Act shall be required to determine whether nesting is occurring. Prior to issuance of a grading permit, this survey shall be submitted to the City for review and acceptance. Occupied nests shall not be disturbed unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying or incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival. If the biologist is unable to verify one of the above conditions, then no disturbance shall occur within 300 feet of non-raptor nests, and within 5,000 feet of raptor nests, during the breeding season to avoid abandonment of the young.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

If nests are discovered, they shall be avoided through the establishment of an appropriate buffer setback, as determined by a qualified wildlife biologist. The temporary "no construction" area shall be maintained until the nest has completed its cycle, as determined by a qualified wildlife biologist. Once the nest cycle is complete and all nestlings have fledged and have left the nest, construction in the area may resume.

8) **Prior to issuance of a grading permit, the applicant shall perform a Burrowing Owl Survey that is in conformance with the Department of Fish and Wildlife Staff Report on Burrowing Owl Mitigation and submit the written report outlining the findings to the California Department of Fish and Wildlife (CDFW) and the Planning Department within 30 days of groundbreaking activity. The survey shall include a habitat assessment, survey and impact analysis. The Burrowing Owl Survey shall follow the following protocol:**

- **Burrowing Owl Survey methodology shall be based on Appendix D (Breeding and Non-breeding Season Surveys and Reports) of the CDFW Staff Report. Results of the pre-construction survey shall be provided to CDFW and the City. If the pre-construction survey does not identify burrowing owls on the project site, then no further mitigation is required. If burrowing owls are found to be utilizing the project site during the pre-construction survey, measures shall be developed by the qualified biologist in coordination with CDFW to avoid impacting occupied burrows during the nesting period. These measures shall be based on the most current CDFW protocols and will at minimum include establishment of buffer setbacks from occupied burrows and owl monitoring. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed for owls.**

- **During the non-breeding season from September 1 through January 31, if burrows are occupied by migratory or non-migratory resident burrowing owls during a pre-construction survey, burrow exclusion and/or closure may be used to exclude owls from those burrows. Burrow exclusion and/or closure should only be conducted by a qualified wildlife biologist in coordination with CDFW using the most current CDFW guidelines.**

- **During the avian nesting season from February 1 through August 31, if nests are discovered, they shall be avoided through establishment of an appropriate buffer setback, as determined by a qualified wildlife biologist. The temporary "no construction" area would have to be maintained until the nest has completed its cycle, as determined by a qualified wildlife biologist. Once the nest cycle is complete and all nestlings have fledged and have left the nest, construction in the area may resume.**

b) According to the Biological Resources Assessment prepared by M.J. Klinefelter on August 14, 2014, there is no riparian habitat on-site, the proposed Project would not impact riparian resources. Therefore, there will be no impact.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

c) A separate jurisdictional delineation was prepared by M.J. Klinefelter on October 25, 2014. Based on the delineation, jurisdictional non-wetland waters of the U.S. (WOUS) and waters of the state are present at the Site. There is a small unnamed ephemeral drainage at the Site which meets jurisdictional criteria for non-wetland waters of the United States (Corps), waters of the State (RWQCB), and jurisdictional streambed (CDFW). There are no jurisdictional wetlands present at the Site. Since the Project proposes to develop the entire Site, the full extent of Drainage A within the Site boundaries would be impacted. Table 1 below summarizes and Figure 6 in Appendix A shows the proposed permanent impacts to on-site jurisdictional waters that would result from Project development.

Table 1. Proposed Permanent Impacts to On-site Jurisdictional Waters

Drainage ID	Non-wetland WOUS (linear feet/acres)	CDFW Jurisdictional Streambed (linear feet/acres)	Flow Classification (lbs/day)
Drainage A	831/0.113	831/0.216	Ephemeral
Total Impacts	831/0.113	831/0.216	Ephemeral

It should be noted that future flood control improvements in the area will continue to modify hydrologic inputs to the Site. Associated with development of the Tentative Tract 16072 project (SUBTT16072) located directly north and west of the Project Site (previously permitted by the Corps - File No. SPL-2005-00655-SJH), and as required by the City, is the extension of the 25th Street Drain. This interceptor channel is a City master planned facility and is designed to flood proof areas south of the drain. The drain would extend the existing 26th Street and 25th Street drains to the east to East Etiwanda Creek and collect channelized and sheet flows generated on the undeveloped lands north of Tract 16072. Flows from the existing 26th and 25th Street Drains currently discharge from developments to the northwest into a drainage/channel near the northwest corner of the Tract 16072 site northwest of the Project Site. Upon completion of the 25th Street Drain, these flows would be discharged eastward into the Etiwanda Creek Debris Basin, maintained by SBFCD. Thus, flows from the currently undeveloped areas upstream of the Site (SUBTT16072) will be rerouted into the Etiwanda Creek Debris Basin following extension of the 25th Street and 26th Street Drains, and future hydrologic inputs to the Site would be limited to direct on-site rainfall.

Since impacts to Drainage A are proposed, the Project will require the following mitigation measures to ensure a level less than significant to federally protected wetlands as defined by Section 404 of the Clean Water Act:

9) **Prior to approval by the City of any grading and/or construction permits, the Project applicant shall consult with the Corps to obtain a Jurisdictional Determination and, if necessary, acquire required permit authorizations from the regulatory agencies. These authorizations will include, but are not limited to, the following:**

- **CWA Section 404 Permit from the Corps (Nationwide Permit 29 for Residential Developments may be applicable)**
- **CWA Section 401 Water Quality Certification from RWQCB, and**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- **California Fish and Game Code Section 1602 Streambed Alteration Agreement from CDFW.**

Additionally, a FESA Section 7 Consultation between the Corps and USFWS will be required. Copies of any correspondence and/or permit authorizations received shall be submitted to the City for review and record.

d) Per the General Plan, the City is required to acquire and/or protect open space areas that provide strategic wildlife corridors to vital habitat areas. Based on the Biological Resources Assessment prepared for the project by M.J. Klinefelter on August 14, 2014, the following mitigations outlined in section a) are required to reduce the impacts to less than significant.

e) There are no heritage trees on the project site; therefore, the proposed project is not in conflict with any local ordinance.There will be no impact.

f) Neither the City nor the SOI are within an adopted HCP, NCCP, or other approved State Habitat Conservation Plan area. The project site is not located within a local conservation area according to the General Plan, Open Space and Conservation Plan, Figure RC-1. No conflicts with habitat conservation plans will occur. There will be no impact.

5. CULTURAL RESOURCES. *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	( )	( )	( )	(✓)
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?	( )	(✓)	( )	( )
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	( )	(✓)	( )	( )
d) Disturb any human remains, including those interred outside of formal cemeteries?	( )	( )	( )	(✓)
e) Directly or indirectly affect a Native American tribal cultural resource?	( )	(✓)	( )	( )

Comments:

a) The project site has not been identified as a "Historic Resource" per the standards of Rancho Cucamonga Municipal Code Section 17.18.020 (Historic Preservation - Designations. There will be no impact.

b) There are no known archaeological sites or resources recorded on the project site According to the CRA and Paleontological Review conducted by FirstCarbon Solutions on September 5, 2014, no archaeological or historical cultural resources were found, and the proposed project is expected to have no impacts on any archaeological or historic resources. Per the Cultural Resources Assessment, *"No historic or prehistoric resources were found during the course of the pedestrian survey. Ground visibility was approximately 75 percent, and the ground surfaces were exposed between natural vegetation cover. No resources have been recorded within the project area. FCS has*

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

assessed the effects of the proposed development on any local cultural resources. The results of the assessment indicate that the proposed project is expected to have no impacts on any archaeological or historic resources. Based on the results of the record searches and pedestrian survey, FCS considers the project area to have low sensitivity for prehistoric and historic resources, and archaeological monitoring is not recommended."

However, the Rancho Cucamonga area is known to have been inhabited by Native Americans according to the General Plan FPEIR (Section 4.6). Construction activity, particularly grading, soil excavation, and compaction, could adversely affect or eliminate existing and potential archaeological resources. The General Plan Final Program Environmental Impact Report (FPEIR) analyzed the impacts of Cultural Resources based on the future build out of the City. In order for the impacts to be less than significant, the following mitigation measures, some of which are identified in the FPEIR, shall be implemented:

1) **If any prehistoric archaeological resources are encountered before or during grading, the developer will retain a qualified archaeologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. With the assistance of the archaeologist, the City of Rancho Cucamonga will:**

   - **Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value.**
   - **Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.**
   - **Pursue educating the public about the archaeological heritage of the area.**
   - **Prepare a mitigation plan consistent with Section 21083.2 Archaeological resources of CEQA to eliminate adverse project effects on significant, important, and unique prehistoric resources, including but not limited to, avoiding archaeological sites, capping or covering sites with soil, planning the site as a park or green space or paying an in-kind mitigation fee.**
   - **Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving.**

2) **A RPA (Registry of Professional Archaeologists)-certified archaeologist shall be retained, at the expense of the future project developers, to monitor the initial grading in areas, sensitive for cultural resources, such as the mouths of the canyons and along the natural drainages. The frequency and duration of the monitoring shall be based on the professional judgment of the on-site archaeologist based on the materials being excavated. If significant cultural resources are uncovered, the archaeologist shall have the authority to stop or temporarily divert construction activities for a period of 48 hours to assess the significance of the finds.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

3) **In the event that significant archaeological remains are uncovered during excavation and/or grading, all work shall stop in that area of the site until an appropriate data recovery program can be developed and implemented. The cost of such a program shall be the responsibility of future developers.**

4) **All archaeological resources recovered during the project shall be donated to a local institution that has the proper facilities for curation, display, and use by qualified scholars and all tribal cultural resources that may be recovered during project development be returned to the San Manuel Band of Mission Indians. Costs for curation shall be covered by the project applicant.**

5) **The approved archaeological mitigation measures shall be affixed to all copies of the project grading plans.**

c) The General Plan FPEIR (Section 4.6) indicates that the Rancho Cucamonga area is on an alluvial fan. According to the research performed at the Natural History Museum of Los Angeles County and the San Bernardino County database, no paleontological sites or resources have been recorded within the City of Rancho Cucamonga or the Sphere-of-Influence, including the project site; however, the area has a high sensitivity rating for paleontological resources. The older alluvium, which would have been deposited during the wetter climate that prevailed 10,000-100,000 years ago during the Late Pleistocene epoch of the Quaternary period, when the last "Ice Age" and the appearance of modern man occurred, may contain significant vertebrate fossils. The project site is underlain by Quaternary alluvium per the Public Safety Element of the General Plan; therefore, in order to reduce the impacts to less than significant, the following mitigation measures shall be implemented:

6) **If any paleontological resources (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:**

- **Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.**
- **Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.**
- **Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., San Bernardino County Museum).**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- **Submit summary report to City of Rancho Cucamonga. Transfer collected specimens with a copy of the report to San Bernardino County Museum.**

d) The proposed project is in an area that has not been disturbed by development. No known religious or sacred sites exist within the project area. No evidence is in place to suggest the project site has been used for human burials. The California Health and Safety Code (Section 7050.5) states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As adherence to State regulations is required for all development, no mitigation is required in the unlikely event human remains are discovered on-site. No adverse impacts are anticipated.

e) The proposed project involves a subdivision of 10.6 acres of land into 30 lots for future single-family residential development. On November 9, 2015, per Assembly Bill AB52, the Soboba Band of Luiseno Indians and the San Manuel Band of Mission Indians were notified of the project. Staff received a series of correspondences via letters and emails from both Tribes. Per a letter dated December 7, 2015, the Soboba Band of Luiseno Indians indicated that the tribe *does not have any specific concerns regarding known cultural resources in the specific area that the project encompasses.* They also went on to request that *the approved Native American Monitors be present during any future ground disturbing proceedings, including survey and archaeological testing, associated with this project.* On November 17, 2015, staff received a response email from the San Manuel Band of Mission Indians, requesting to review a Cultural Resource Assessment (CRA) for the site. After reviewing the CRA, the San Manuel Band requested to know why the issue of potential for subsurface cultural deposits was not specifically addressed. According to the CRA and Paleontological Review conducted by FirstCarbon Solutions on September 5, 2014, no archaeological or historical cultural resources were found, and the proposed project is expected to have no impacts on any archaeological or historic resources. Per the Cultural Resources Assessment, the recommendations section addresses the potential for subsurface archaeological materials based on the results of the records searches (2 records searches) and pedestrian survey. Based on the records searches and site surveys, FirstCarbon Solutions has determined the project to have a low potential for encountering buried prehistoric resources as none have been previously recorded within the project nor within a mile radius. The exact text from the study discussing this matter is as follows:

"No historic or prehistoric resources were found during the course of the pedestrian survey. Ground visibility was approximately 75 percent, and the ground surfaces were exposed between natural vegetation cover. No resources have been recorded within the project area. FCS has assessed the effects of the proposed development on any local cultural resources. The results of the assessment indicate that the proposed project is expected to have no impacts on any archaeological or historic resources. Based on the results of the record searches and pedestrian survey, FCS considers the project area to have low sensitivity for prehistoric and historic resources, and archaeological monitoring is not recommended."

The proposed mitigation measures listed above in Sections B requires the developer to retain a SOPA-certified archaeologist shall be retained, at the expense of the future project developers, to monitor the initial grading in areas, sensitive for cultural resources, such as the mouths of the canyons and along the natural drainages. Mitigation measures in Section B and C above require a qualified paleontologist and/or archaeologist to be

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

retained for monitoring purposes, upon discovery of an archaeological or paleontological resource. However, because this does not guarantee monitoring of the site for cultural resources, the following mitigations are included to ensure that the project will not have a significant impact on cultural resources:

7) **Prior to issuance of any grading permit, the applicant/permitee shall contact the San Manuel Band of Mission Indians Cultural Resources Department to coordinate tribal participation in the archaeological monitoring of the project. Tribal participants shall coordinate with the Project Archaeologist to ensure that tribal cultural resources that may be encountered during ground disturbances are identified, assessed, and either protected in place or mitigated accordingly.**

6. **GEOLOGY AND SOILS.** *Would the project*:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	( )	( )	( )	(✓)
ii) Strong seismic ground shaking?	( )	( )	( )	(✓)
iii) Seismic-related ground failure, including liquefaction?	( )	( )	( )	(✓)
iv) Landslides?	( )	( )	( )	(✓)
b) Result in substantial soil erosion or the loss of topsoil?	( )	(✓)	( )	( )
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	( )	( )	( )	(✓)
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	( )	( )	( )	(✓)
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	( )	( )	( )	(✓)

Comments:

a) No known faults pass through the site and it is not in an Earthquake Fault Zone, nor is it in the Rancho Cucamonga City Special Study Zone along the Red Hill Fault, according to the General Plan Figure PS-2, and Section 4.7 of the General Plan FPEIR. The Etiwanda Avenue Fault Scarp, passes within approximately 339 feet north of the site, and the

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Cucamonga Fault Zone lies approximately 0.8 miles north of the site. These faults are both capable of producing M_w 6.0-7.0 earthquakes. Also, the San Jacinto fault, capable of producing up to M_w 7.5 earthquakes is 12 miles northeasterly of the site and the San Andreas, capable of up to M_w 8.2 earthquakes, is more than 14 miles northeasterly of the site. Each of these faults can produce strong ground shaking. Adhering to the Uniform Building Code and Standard Conditions will ensure that geologic impacts are less-than-significant.

b) The City of Rancho Cucamonga is within a designated Soil Erosion Control Area Exhibit 4.7-4 of the General Plan FPEIR. The proposed project will require the excavation, stockpiling, and/or movement of on-site soils. The Rancho Cucamonga area is subject to strong Santa Ana wind conditions during September to April, which generates blowing sand and dust, and creates erosion problems. Construction activities may temporarily exacerbate the impacts of windblown sand, resulting in temporary problems of dust control; however, development of this project under the General Plan would help to reduce windblown sand impacts in the area as pavement, roads, buildings, and landscaping are established. Therefore, the following fugitive dust mitigation measures shall be implemented to reduce impacts to less-than-significant levels:

1) **The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce PM_{10} emissions, in accordance with SCAQMD Rule 403 or re-planted with drought resistant landscaping as soon as possible.**

2) **Frontage public streets shall be swept according to a schedule established by the City to reduce PM_{10} emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon the time of year of construction.**

3) **Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM_{10} emissions from the site during such episodes.**

4) **Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.**

c) The General Plan FPEIR (Section 4.7) indicates that there is a potential for the hillside areas at the northern end of the City and in the SOI for slope failure, landslides, and/or erosion. Areas subject to slope instability contain slopes of 30 percent or greater. Landslides may be induced by seismic activity, rain, or construction. The City Hillside Development Regulations prohibits the development within slopes of 30 percent or greater and limit the number of units that could be constructed within the Hillside Residential and Very Low Density Residential designations in the Hillside areas. The site is not within an Earthquake hazard zone or other unstable geologic unit or soil type according to General Plan FPEIR Exhibit 4.7-2. Soil types on-site consist of Soboba Stony Loamy Sand (SpC, 2 to 9 percent slopes) Soil association according to General Plan FPEIR Exhibit 4.7-3. No adverse impacts are anticipated.

d) The majority of Rancho Cucamonga, including the project site, is located on alluvial soil deposits. These types of soils are not considered to be expansive. Soil types on-site consist of Soboba Stony Loamy Sand Soil association according to General Plan FPEIR

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Exhibit 4.7-3. These soils are typically not expansive. No adverse impacts are anticipated.

e) The project will connect to, and be served by, the existing local sewer system for wastewater disposal. No septic tanks or alternative wastewater disposal is proposed.

7. GREENHOUSE GAS EMISSIONS. *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	( )	(✓)	( )	( )
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	( )	( )	(✓)	( )

Comments:

a) Regulations and Significance – The Federal government began studying the phenomenon of global warming as early as 1979 with the National Climate Protection Act (92 Stat. 601). In June of 2005, Governor Schwarzenegger established California's Green House Gas (GHG) emissions reduction target in Executive Order (EO) S-3-05. The EO created goals to reduce GHG emissions for the State of California to 2000 levels by 2010; GHG emissions reduced to 1990 levels by 2020; and GHG emissions reduced to 80 percent below 1990 levels by 2050. Additionally, on December 7, 2009 the U.S. Environmental Protection Agency (USEPA) issued findings regarding GHGs under rule 202(a) of the Clean Air Act: (1) that GHGs endanger human health; and (2) that this will be the first steps to regulating GHGs through the Federal Clean Air Act. The USEPA defines 6 key GHGs (carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6)). The combined emissions of these well-mixed greenhouse gases from new motor vehicles and engines contribute to GHG pollution.

The western states, including Arizona, California, New Mexico, Oregon, Utah, and Washington, already experience hotter, drier climates. California is a substantial contributor of GHGs and is expected to see an increase of 3 to 4 degrees Fahrenheit (°F) over the next century.

Assembly Bill (AB) 32 requires that the California Air Resources Board (ARB), the lead agency for implementing AB 32, determine what the statewide GHG emission level was in 1990 and approve a statewide GHG emissions limit (427 million metric tons of CO_2 equivalent) to be achieved by 2020 and prepare a Scoping Plan to outline the main strategies for meeting the 2020 deadline. Significant progress can be made toward the 2020 goal through existing technologies and improving the efficiency of energy use. Other solutions would include improving the State's infrastructure, and transitioning to cleaner and more efficient sources of energy.

The ARB estimates that 38 percent of the State's GHG emissions in 2004 was from transportation sources followed by electricity generation (both in-State and out-of-State) at 28 percent and industrial at 20 percent. Residential and commercial activities account for 9 percent, agricultural uses at 6 percent, high global warming potential gases at 3 percent, and recycling and waste at 1 percent.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

It is not anticipated that any single development project would have a substantial effect on global climate change but that GHG emissions from the project would combine with emissions across California, the United States, and the world to cumulatively contribute to global climate change. Therefore, consistent with the ARB's Climate Change Scoping Plan, the proposed project was evaluated for consistency with the Early Action Measures (Scoping Plan is a recommendation until adopted through normal rulemaking). The proposed project is assessed by determining its consistency with the 37 Recommended Actions identified by ARB. In compliance with Senate Bill (SB) 97 and CEQA, the project has been analyzed based on a qualitative analysis (CEQA 15064.4). Additionally, the ARB was directed through SB 375 to develop regional GHG emission reduction targets to be achieved within the automobile and light truck sectors for 2020 and 2035.

SCAQMD and ARB maintain ambient air quality monitoring stations in the Basin. The stations closest to the project site are the Upland station and the Fontana-Arrow Highway station. The Upland station monitors all criteria pollutant except PM_{10}, $PM_{2.5}$, and SO_2 which are monitored at the Fontana-Arrow Highway station. The ambient air quality in the project area for CO, NO_2, and SO_2 are consistently below the relevant State and Federal standards (based on ARB and EPA from 2007, 2008, and 2009 readings). Ozone, PM_{10}, and $PM_{2.5}$ levels all exceed State and Federal standards regularly.

Project Related Sources of GHG's – Based on the *Guidelines for the Implementation of California Environmental Quality Act*, Appendix G, a project would normally be considered to have a significant effect on air quality if the project would violate any ambient air quality standards, contribute substantially to an existing air quality violation, expose sensitive receptors to substantial pollutant concentrations, or conflict with adopted environmental plans and goals of the community. However, neither the CEQA statutes, Office of Planning and Research (OPR) guidelines, nor the draft proposed changes to the CEQA Guidelines prescribe thresholds of significance or a particular methodology for performing an impact analysis. Significance criteria are left to the judgment and discretion of the Lead Agency.

The City of Rancho Cucamonga has not adopted a threshold of significance for GHG emissions. However, a screening threshold of 3,000 MTCO2e per year is based upon South Coast Air Quality Management District staff's proposed GHG screening threshold for stationary sources emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans.

Project related GHG's would include emissions from direct and indirect sources. Based on the Greenhouse Gas Analysis prepared by RK Engineering Group, Inc. on June 25, 2014, total project related emissions would be 596 $MTCO_2eq$/year, as shown in the following table:

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

TABLE 19
Project Greenhouse Gas Emissions During Operation

Emission Source	Emissions ($MTCO_2e$) with Regulation[1]
Area Source	1
Energy Source	121
Mobile Source	432
Waste	16
Water	14
Subtotal (Operation)	582
Subtotal Construction (averaged over 30 years)	14
Total Annual Emissions	**596**

[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents

TABLE 20
Significance of Greenhouse Gases

Item	Emissions With Regulation	Units
Total Annual Emissions[1]	596	$MTCO_2e$/year
SCAQMD Draft Tier 3 threshold	3,000	$MTCO_2e$/year
Exceed Tier 3 Threshold?	No	--
Significant impact?	No	--

[1] Refer to Table 19 for emissions

**Regulation - Rule 403 (Fugitive Dust) from SCAQMD. CalEEmod incorporates other regulations that are implemented at the state level. Section 2.2.3 of the report describes in detail.*

As shown in the table, direct and indirect operational emissions associated with the project as compared to the SCAQMD's interim threshold of significance of 3,000 MTCO2e per year would result in a less than significant impact with respect to GHG emissions.

<u>Cumulative Short Term (Construction) GHG Emissions</u> – The General Plan FPEIR (Section 4.5) indicates that GHG emissions result from construction activities associated with diesel-powered construction equipment and other combustion sources (i.e. Generators, workers vehicles, material delivery, etc.). The GHG emitted by construction equipment is primarily carbon dioxide (CO_2). The highest levels of construction related GHG's occur during site preparation including demolition, grading and excavation. Construction related GHG's are also emitted from off-site haul trucks and construction workers traveling to the job site. Exhaust emissions from construction activities would vary each day with the changes in construction activity on site. The combustion of fossil-

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

based fuels creates GHG's such as CO_2, Ch_4, and N_2O. CH_4 is emitted during the fueling of heavy equipment.

Based on the Greenhouse Gas Analysis prepared by RK Engineering Group, Inc. on June 25, 2014, no significant impacts to GHGs from short-term construction impacts would occur as a result of the project as shown in the table above. Because the project would result in minimal emissions that do not exceed the SCAQMD's interim threshold of significance, the project's contribution to cumulative impacts is also considered minimal. The proposed project would have less than a significant short-term cumulative impact with implementation of the following enforceable actions, which are included as mitigation measures in accordance with Mitigation Measure 4.5-1 of the 2010 General Plan Update FPEIR:

1) **The project must comply with all rules that assist in reducing short-term air pollutant emission in compliance with SCAQMD Rule 403 regarding fugitive dust including treating the site with water or other soil-stabilizing agent twice daily or replanting disturbed areas as quickly as possible.**

2) **The construction contractor shall select construction equipment based on low-emission factors and high energy efficiency and submit a statement on the grading plan that ensures all construction equipment will be tuned and maintained in accordance with the manufactures' specification.**

3) **Trucks shall not idle continuously for more than 5 minutes.**

4) **Alternative fuel powered equipment shall be utilized in lieu of gasoline- or diesel-powered engines where feasible.**

5) **Construction should be timed so as not to interfere with peak-hour traffic.**

6) **Ridesharing and transit incentives shall be supported and encouraged for the construction crew.**

Cumulative Long Term (Operational) GHG's Emissions – The primary source of GHG emissions generated by the proposed project would be from motor vehicles, combustion of natural gas for space and water heating, as well as off-site GHG emissions from generation of electricity consumed by the proposed land use development over a long term. CEQA requires the Lead Agency to review the project for "adequacy, completeness, and a good faith effort at full disclosure," to determine potential impacts of GHG's. Therefore the project has been analyzed based on methodologies and information available to the City at the time this document was prepared. Estimates are based on past performance and represent a scenario that is a worst case with the understanding that technology changes may reduce GHG emissions in the future. To date, there is no established quantified GHG emission threshold.

The project involves a subdivision of a property of approximately 10.6 acres into 30 single-family detached lots and therefore would result in an increase in the net increases of both stationary and mobile source emissions. The majority of energy consumption typically occurs during project operation (more than 80 percent and less than 20 percent during construction activities). The proposed project will incorporate several design features that are consistent with the California Office of the Attorney General's recommended measures

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

to reduce GHG emission including: water efficient landscaping, shade trees, and walkways that provide accessibility to public sidewalks.

The project is consistent with the California Environmental Protection Agency Climate Action Team proposed early action measures to mitigate climate change included in the CARB Scoping Plan mandated under AB 32. The proposed project will incorporate several design features including: water efficient landscaping, shade trees, and walkways that provide accessibility to public sidewalks. Additionally, the City is participating in the development of a Sustainable Communities Strategy (SCS) with SANBAG for the San Bernardino County area pursuant to Senate Bill (SB) 375.

Based on the Greenhouse Gas Analysis prepared by RK Engineering Group, Inc. on June 25, 2014, no significant impacts to GHGs from long-term, operational impacts would occur as a result of the project as shown in the table above. Because the project would result in minimal emissions that do not exceed the SCAQMD's interim threshold of significance, the project's contribution to cumulative impacts is also considered minimal. The proposed project would have less than a significant long-term operational impact with implementation of the following enforceable actions, which are included as mitigation measures in accordance with Mitigation Measure 4.5-1 of the 2010 General Plan Update FPEIR:

7) **Construction and Building materials shall be produced and/or manufactured locally. Use "Green Building Materials" such as materials that are resource efficient, recycled and manufactured in an environmentally friendly way including low-volatile-organic-compound (VOC) materials.**

8) **Design all buildings to exceed California Building Code Title 24 energy standard including but not limited to any combination of;**

   - **Increased insulation.**
   - **Limit air leakage through the structure.**
   - **Incorporate Energy Star or better rated windows, space heating and cooling equipment, light fixtures, and appliances.**
   - **Landscape and develop site utilizing shade, prevailing winds and landscaping.**
   - **Install efficient lighting and lighting control systems.**
   - **Install light colored "cool" roofs and cool pavements.**
   - **Install solar or light emitting diodes (LED's) for outdoor lighting.**

9) **Prepare a comprehensive water conservation strategy appropriate for the project and include the following;**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- **Install water efficient landscapes and irrigation systems and devices in compliance with the City of Rancho Cucamonga Water Efficient Landscape Ordinance.**

- **Use reclaimed water for landscaping within the project if available and/or install the infrastructure to deliver and use reclaimed water.**

- **Design building to be water efficient by installing water efficient fixtures and appliances including low flow faucets, dual flush toilets and waterless urinals/water heaters.**

- **Design irrigation to control runoff and to remove water to non-vegetated surfaces.**

10) Reuse and recycle construction and demolition waste. Provide interior and exterior storage areas for recyclables and green waste in public areas. Educate employees about reducing waste and about recycling.

b) The project involves a subdivision of a property of approximately 10.6 acres into 30 single-family detached lots within the Low (L) Residential District, which is consistent with the General Plan and the Etiwanda North Specific Plan.

No other applicable plans, policies, or regulations adopted for the purpose of reducing GHG emission apply to the project. The 2010 General Plan Update includes adopted policies and Standard Conditions that respond to the Attorney General and the California Air Pollution Control Officers Association (CAPCOA). The General Plan policies and Standard Conditions guide infill and sustainable development reliant on pedestrian connections, re-use and rehabilitation of existing structures, link transportation opportunities, promote development that is sensitive to natural resources and incentivizes denser mixed use projects that maximizes diverse opportunities. The proposed project includes water efficient landscaping, shade trees, and walkways that provide accessibility to public sidewalks and therefore is consistent with the sustainability and climate change policies of the General Plan. The General Plan Final Program Environmental Impact Report (FPEIR) analyzed the impacts of GHG's and determined that GHG emissions would be cumulatively considerable, which would be a significant, unavoidable adverse cumulative impact. A Statement of Overriding Considerations was ultimately adopted by the City Council. Based on the Greenhouse Gas Analysis prepared by RK Engineering Group, Inc. on June 25, 2014, no significant impacts to GHGs from short-term, construction impacts or long-term, operational impacts would occur as a result of the project. Because the project would result in minimal emissions that do not exceed the SCAQMD's interim threshold of significance, the project's contribution to GHGs from short-term construction and long-term operational cumulative impacts is also considered minimal. With implementation of the mitigation measures listed in subsection a), less than significant impacts would occur as a result of the project. In addition, the proposed project would not hinder the State's GHG reduction goals established by Assembly Bill (AB) 32 and therefore would be less than a significant impact.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND WASTE MATERIALS. *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	( )	( )	(✓)	( )
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	( )	( )	(✓)	( )
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	( )	( )	( )	(✓)
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	( )	( )	( )	(✓)
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	( )	( )	( )	(✓)
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	( )	( )	( )	(✓)
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	( )	( )	( )	(✓)
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	( )	(✓)	( )	( )

Comments:

a) Development within the City may utilize or generate hazardous materials or wastes. This is usually associated with individual households, small business operations, and maintenance activities like paints, cleaning solvents, fertilizers, and motor oil or through construction activities that would use paints, solvents, acids, curing compounds, grease, and oils. These materials would be stored and used at individual sites. The City participates in a countywide interagency coalition, which is considered a full service Hazardous Materials Division that is more comprehensive than any other in the State. The City has an Emergency Operations Plan that meets State and Federal requirements and is in the process of updating the approved 2005 Local Hazard Mitigation Plan. Compliance with Federal, State, and local regulations concerning the storage and handling of hazardous materials and/or waste will reduce the potential for significant impacts to a level less-than-significant.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

b) The proposed project does not include the use of hazardous materials or volatile fuels. The City participates in a countywide interagency coalition, which is considered a full service Hazardous Materials Division that is more comprehensive than any other in the State. The City has an Emergency Operations Plan that meets State and Federal requirements and is in the process of updating the approved 2005 Local Hazard Mitigation Plan. Compliance with Federal, State, and local regulations concerning the storage and handling of hazardous materials or volatile fuels will reduce the potential for significant impacts to a level less-than-significant.

c) There are no schools located within 1/4 mile of the project site. The project site is located within 0.48 miles of the nearest existing school, Etiwanda Colony Elementary School located at 13144 Banyan St, Rancho Cucamonga, CA 91739. Typically, the uses proposed do not create objectionable odors. No impacts are anticipated.

d) The proposed project is not listed as a hazardous waste or substance materials site. Recent site inspections did not reveal the presence of discarded drums or illegal dumping of hazardous materials. No impact is anticipated.

e) The site is not located within an airport land use plan according to the General Plan Figure PS-7 and General Plan FPEIR Exhibit 4.8-1 and is not within 2 miles of a public airport. The project site is located approximately 7.6 miles northeast of the Ontario Airport and is offset north of the flight path. No impact is anticipated.

f) There are no private airstrips within the City. The nearest private airstrip, Cable Airport, is located approximately 2 and 1/2 miles to the west of the City's westerly limits. No impact is anticipated.

g) The City has a developed roadway network that provides emergency access and evacuation routes to existing development. Access will be provided as part of the project approval. The City's Emergency Operation Plan, which is updated every three years, includes policies and procedures to be administered by the City of Rancho Cucamonga in the event of a disaster. Because the project includes at least two points of public street access and is required to comply with all applicable City codes, including local fire ordinances, no adverse impacts are anticipated.

h) Rancho Cucamonga faces the greatest ongoing threat from wind-driven fires in the Very High Fire Hazard Severity Zone found in the northern part of the City. The project is located within the Very High Fire Hazard Severity Zone according to General Plan Figure PS-1. The City recognizes the risk and has adopted policies and Standard Conditions that limit uses to Very Low density residential development and Hillside residential uses in these areas to limit property exposed to wildland fire hazards. Furthermore, the project has prepared a Fire Protection Plan to outline appropriate measures to address fire hazards. Therefore, the following wildland fire mitigation measure shall be implemented to reduce impacts to less-than-significant levels:

1) **The project shall comply with Chapter 7A of the California Building Code (CBC), which includes building standards for the Wildland-Urban Interface Fire Area. The standards call for the use of ignition-resistant materials and design to inhibit the intrusion of flame or burning embers projected by a vegetation fire and help reduce losses resulting from repeated cycles of interface fire disasters.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

2) **The project shall comply with the Fire Protection Plan dated January 5, 2015. The plan includes specific vegetation management zones, required landscaping requirements, and construction standards. The Fire Protection Plan has been approved by the RCFPD on April 13, 2015.**

9. HYDROLOGY AND WATER QUALITY. *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?	( )	(✓)	( )	( )
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	( )	( )	( )	(✓)
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	( )	( )	( )	(✓)
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	( )	( )	( )	(✓)
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	( )	( )	( )	(✓)
f) Otherwise substantially degrade water quality?	( )	( )	( )	(✓)
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	( )	( )	( )	(✓)
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	( )	( )	( )	(✓)
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	( )	( )	( )	(✓)
j) Inundation by seiche, tsunami, or mudflow?	( )	( )	( )	(✓)

Comments:

a) Water and sewer service is provided by the Cucamonga Valley Water District (CVWD). The project is designed to connect to existing water and sewer systems. The State of California is authorized to administer various aspects of the National Pollution Discharge Elimination System (NPDES) permit under Section 402 of the Clean Water Act. The

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

General Construction Permit treats any construction activity over 1 acre as an industrial activity, requiring a permit under the State's General NPDES permit. The State Water Resource Control Board (SWRCB), through the Regional Water Quality Control Board (RWQCB), Santa Ana Region, administers these permits.

Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity for new development or significant redevelopment. Prior to commencement of construction of a project, a discharger must submit a Notice of Intent (NOI) to obtain coverage under the General Permit. The General Permit requires all dischargers to comply with the following during construction activities, including site clearance and grading:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that would specify Best Management Practices (BMPs) to prevent construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off-site into receiving waters.

- Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the nation.

- Perform inspections of all BMPs.

Waste discharges include discharges of storm water and construction project discharges. A construction project for new development or significant redevelopment requires an NPDES permit. Construction project proponents are required to prepare an SWPPP. To comply with the NPDES, the project's construction contractor will be required to prepare an SWPPP during construction activities, and a Water Quality Management Plan (WQMP) for post-construction operational management of storm water runoff. The applicant has submitted a WQMP, prepared by MDS Consulting on August 22, 2014, which identifies BMPs to minimize the amount of pollutants, such as eroded soils, entering the drainage system after construction. Runoff from driveways, roads and other impermeable surfaces must be controlled through an on-site drainage system. BMPs include both structural and non-structural control methods. Structural controls used to manage storm water pollutant levels include detention basins, oil/grit separators, and porous pavement. Non-structural controls focus on controlling pollutants at the source, generally through implementing erosion and sediment control plans, and various Business Plans that must be developed by any businesses that store and use hazardous materials. Practices such as periodic parking lot sweeping can substantially reduce the amount of pollutants entering the storm drain system. With the following mitigation measures incorporated to control additional storm water effluent, impacts will be less than significant:

Construction Activities:

1) **Prior to issuance of grading permits, the permit applicant shall submit to the Building Official for approval, a Storm Water Pollution Prevention Plan (SWPPP) specifically identifying Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practical.**

2) **An Erosion Control Plan shall be prepared, included in the Grading Plan, and implemented for the proposed project that identifies specific measures to**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. This Erosion Control Plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California, and b) An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.

3) During construction, temporary berms such as sandbags or gravel dikes must be used to prevent discharge of debris or sediment from the site when there is rainfall or other runoff.

4) During construction, to remove pollutants, street cleaning will be performed prior to storm events and after the use of water trucks to control dust in order to prevent discharge of debris or sediment from the site.

5) Prior to issuance of grading or paving permits, the applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.

6) Education of Property Owners, Tenants and Occupants on Stormwater BMPs - Educational Materials will be available to homeowners thru HOA. HOA will periodically provide homeowners with environmental awareness education materials which may include use of household chemicals, discharges of wastes via hosing or other direct discharge to gutters, catch basins and storm drains. See attached Education Materials in section 6.4 of the WQMP report.

7) Activity Restrictions - Once an HOA is formed, certain restrictions may be enacted thru the formation of conditions, covenants and restrictions (CCRs) to protect surface water runoff.

8) Landscape Management BMPs - See attached CASQA SD-12 in section 6.4 of the WQMP Report.

9) BMP Maintenance – Maintenance of BMPs implemented at the project shall be performed at the frequency prescribed in this WQMP. Records of inspections and maintenance shall be maintained by the HOA and documented with the WQMP, and shall be available for review upon request.

10) Local Water Quality Ordinances - Available to the home upon request at the City of Ranch Cucamonga.

11) Litter/Debris Control Program - Litter collection and removal shall be conducted on a bi-weekly basis by the HOA.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

12) Catch Basin Inspection Program - Catch basins will be inspected by the HOA and cleaned as necessary on an annual basis. Catch basin labeling shall be checked for legibility, replaced as necessary.

13) Vacuum Sweeping of Private Streets and Parking Lots - The City of Rancho Cucamonga shall sweep all streets and drive aisles on a weekly basis.

14) Provide storm drain system stenciling and signage (CASQA New Development BMP Handbook SD-13) - See CASQA Detail SD-13 in Section 6.4 of WQMP.

15) Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control (Statewide Model Landscape Ordinance; CASQA New Development BMP Handbook SD-12) - See CASQA Detail SD-12 in Section 6.4 of WQMP.

16) Finish grade of landscaped areas at a minimum of 1-2 inches below top of curb, sidewalk, or pavement - Landscaped areas are proposed to promote self-retaining areas to aid in surface runoff water quality.

17) Protect slopes and channels and provide energy dissipation (CASQA New Development BMP Handbook SD-10) - See CASQA Detail SD-10 in Section 6.4 of WQMP.

Post- Construction Operational:

18) Prior to issuance of building permits, the applicant shall submit to the City Building Official for approval of a Water Quality Management Plan (WQMP), including a project description and identifying Best Management Practices (BMPs) that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures consistent with the Guidelines for New Development and Redevelopment adopted by the City of Rancho Cucamonga in June 2004.

19) Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Landscaped areas shall be monitored and maintained for at least two years to ensure adequate coverage and stable growth. Plans for these areas, including monitoring provisions for a minimum of two years, shall be submitted to the City for review and approval prior to the issuance of grading permits.

b) According to CVWD, approximately 35 percent of the City's water is currently provided from water supplies coming from the underlying Chino and Cucamonga Groundwater Basins. CVWD complies with its prescriptive water rights as managed by the Chino Basin Watermaster and will not deplete the local groundwater resource. The proposed project will not deplete groundwater supplies, nor will it interfere with recharge because it is not within an area designated as a recharge basin or spreading ground according to General Plan Figure RC-3. Development of the site will require the grading and excavation, but would not affect the existing aquifer, estimated to be about 300 to 470 feet below the ground surface. As noted in the General Plan FPEIR (Section 4.9), continued

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

development citywide will increase water needs but will not be a significant impact. CVWD has plans to meet this increased need to the year 2030. No impacts are anticipated.

c) The project will cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff because of the amount of new building and hardscape proposed on the site; however, the project will not alter the course of any stream or river. All runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. The project design includes landscaping of all non-hardscape areas to prevent erosion. A Grading and Drainage Plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. Therefore, the project will not result in substantial erosion or siltation on- or off-site. The impact is not considered significant.

d) The project will cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff because of the amount of new building and hardscape proposed on a site; however, the project will not alter the course of the ephemeral stream per the Biological Resources Assessment prepared by M.J. Klinefelter on August 14, 2014. All runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. A Grading and Drainage Plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. Therefore, increase in runoff from the site will not result in flooding on or off-site. No impacts are anticipated.

e) The project will cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff because of the amount of new building and hardscape proposed on a site; however, all runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. The project will not result in substantial additional sources of polluted runoff. A Grading and Drainage Plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. Therefore, increase in runoff from the site will not result in flooding on- or off-site. No impacts are anticipated.

f) Grading activities associated with the construction period could result in a temporary increase in the amount of suspended solids in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is for new development, therefore, is required to comply with the National Pollutant Discharge Elimination System (NPDES) to minimize water pollution. With implementation of the mitigation measures specified under subsection a), less than significant impacts are anticipated.

20) The developer shall implement the BMPs identified in the Water Quality Management Plan prepared by MDS Consulting on August 22, 2014 to reduce construction pollutants from entering the storm drain system to the maximum extent practical.

g) The project site is not located within a 100-year flood hazard area according to General Plan Figure PS-5. No impacts are anticipated.

h) The project site is not located within a 100-year flood hazard area according to General Plan Figure PS-5. No impacts are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

i) The Rancho Cucamonga area is flood protected by an extensive storm drain system designed to adequately convey floodwaters from a 100-year storm event. The system is substantially improved and provides an integrated approach for regional and local drainage flows. This existing system includes several debris dams and levees north of the City, spreading grounds, concrete-lined channels, and underground storm drains as shown in General Plan Figure PS-6. The project site is not located within a 100-year flood hazard area according to General Plan Figure PS-5. Therefore, there will be no impact.

j) There are no oceans, lakes, or reservoirs near the project site; therefore impacts from seiche and tsunami are not anticipated. The Rancho Cucamonga area sits at the base of the steep eastern San Gabriel Mountains whose deep canyons were cut by mountain streams. Numerous man-made controls have been constructed to reduce the mudflow impacts to the level of non-significance within the City. This existing system includes several debris dams and levees north of the City, and spreading grounds both within and north of the City. Therefore, there will be no impact.

10. LAND USE AND PLANNING. *Would the project:*				
a) Physically divide an established community?	( )	( )	( )	(✓)
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	( )	( )	( )	(✓)
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	( )	(✓)	( )	( )

Comments:

a) The site is located at the northwest corner of East Avenue and Wilson Avenue characterized by vacant land to the north, south, east and west. This project will be of similar design and size to surrounding residential development to the southwest, and pending residential development to the north and west. The project will become a part of the larger community. No adverse impacts are anticipated.

b) The project is a subdivision of a property of approximately 10.6 acres into 30 single-family detached lots. The project site land use designation is Low (L) Residential. The proposed project is consistent with the General Plan, the Etiwanda North Specific Plan and does not interfere with any policies for environmental protection, or SCAG's Regional Comprehensive Plan. The proposed project is consistent with the zoning designation, Low (L) Residential District, of the project site which permits residential development with a density of between 2 to 4 units per acre. The proposed project will be within the required density range of the zoning district. As such, no impacts are anticipated.[A5]

c) The project site is located within a habitat conservation or natural community plan area. According to General Plan Figure RC-4 and Section 4.10 of the General Plan FPEIR, the project site is within an area of sensitive biological resources; therefore, development will adversely affect rare or endangered species of plants or animals. With the mitigation requirements provided in subsection 4 of the Biological Resources section above, the impacts will be less than significant.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	( )	( )	( )	(✓)
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	( )	( )	( )	(✓)

Comments:

a) The site is not designated as a State Aggregate Resources Area according to the City General Plan, Figure RC-2 and Table RC-1; therefore, there is no impact.

b) The site is not designated by the General Plan, Figure RC-2 and Table RC-1, as a valuable mineral resource recovery site; therefore, there is no impact.

12. NOISE. *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	( )	( )	( )	(✓)
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	( )	( )	( )	(✓)
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	( )	(✓)	( )	( )
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	( )	(✓)	( )	( )
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	( )	( )	( )	(✓)
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	( )	( )	( )	(✓)

Comments:

a) The project site is not within an area of noise levels exceeding City standards according to General Plan Figure PS-9 at build-out. No adverse impacts expected

b) The proposed project is a single-family residential subdivision. The normal operating uses associated with this type of project normally do not induce ground borne vibrations. As there will be grading and construction, there will be a temporary increase in ground-borne vibration and noise. The mitigation measures listed below in 12.d will mitigate these short-term impacts to a level of less-than-significant.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

c) The primary source of ambient noise levels in Rancho Cucamonga is traffic. According to a Noise Impact Study prepared by RK Engineering Group, Inc. on June 25, 2014, the project site will experience exterior traffic noise levels that exceed the City's standard; therefore, the study recommends exterior noise barriers to shield traffic noise levels along the project site eastern and southern property lines. With incorporation of the following mitigation measures, the impacts will be less than significant.

1) **The recommended height of the noise barriers is 6 feet. Noise control barrier may be constructed by a block wall and will be required at plan check by the Planning Department.**

A noise barrier must present a solid face from top to bottom. Preventable openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking.

2) **The project site will require a "windows closed" condition. To ensure proper acoustical noise isolation the following are required at plan check and verified with the Building and Safety Department:**

• Upgraded windows and sliding glass doors for facades that face analyzed roadways. First row units directly facing East and Wilson Avenue:

1st floor: All windows and sliding glass doors directly facing East Avenue and Wilson Avenue will require a minimum STC rating of 25 or higher.

2nd floor: All windows and sliding glass doors directly facing East Avenue and Wilson Avenue will require a minimum STC rating of 28 or higher.

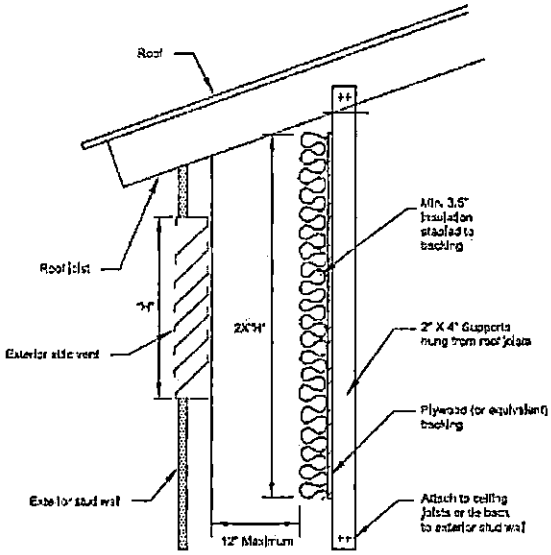
• Attic façade vents or roof vents that directly face the subject roadway, if applicable, should include an acoustical baffle to prevent vehicle noise intrusion. Exhibit D and E illustrates an example of an attic façade vent and roof vent acoustical baffles. The Contractor may install similar measures to provide noise reduction.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

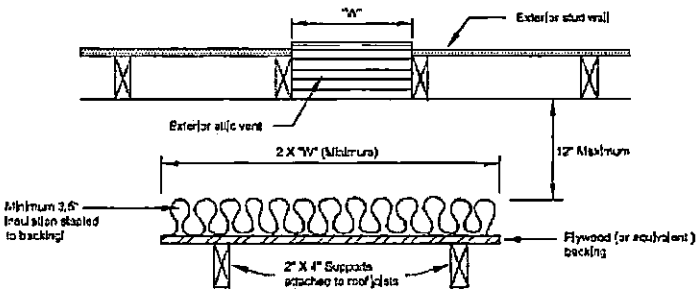
Exhibit D

Attic Facade Vent Acoustical Baffle Detail

SECTION

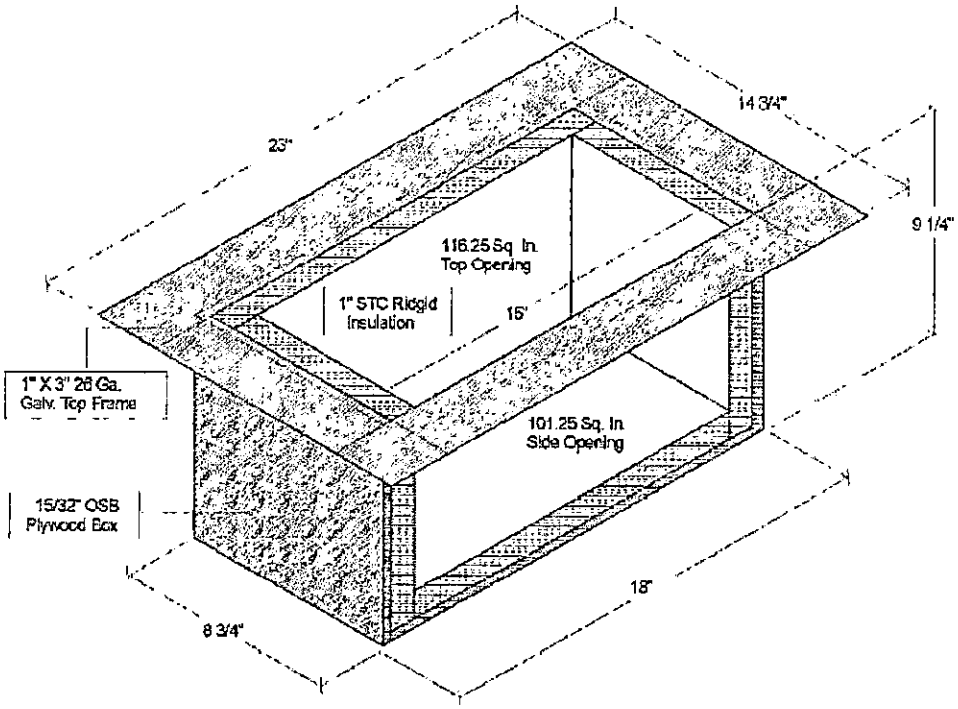


PLAN VIEW



Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Exhibit E
Roof Vent Acoustical Baffle Detail



• For proper acoustical performance, all exterior windows, doors, and sliding glass doors must have a positive seal and leaks/cracks must be kept to a minimum.

• Minimize cracks or leaks, any partition with a gap or hole will allow noise to flank and penetrate the partition.

d) The General Plan FPEIR (Section 4.12) indicates that during a construction phase, on-site stationary sources, heavy-duty construction vehicles, and construction equipment, will generate noise exceeding City standards. The following measures are provided to mitigate the short-term noise impacts to less than significant:

3) **Construction or grading shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

4) **Construction or grading noise levels shall not exceed the standards specified in Development Code Section 17.66.050, as measured at the property line. Developer shall hire a consultant to perform weekly noise level monitoring as specified in Development Code Section 17.66.050. Monitoring at other times may be required by the Building Official. Said consultant shall report their findings to the Building Official within 24 hours; however, if noise levels exceed the above standards, then the consultant shall immediately notify the Building Official. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with above noise standards or halted.**

5) **The perimeter block wall shall be constructed as early as possible in first phase.**

The preceding mitigation measures will reduce the disturbance created by on-site construction equipment but do not address the potential impacts because of the transport of construction materials and debris. The following mitigation measures shall then be required:

6) **Haul truck deliveries shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. Additionally, if heavy trucks used for hauling would exceed 100 daily trips (counting both to and from the construction site), then the developer shall prepare a noise mitigation plan denoting any construction traffic haul routes and include appropriate noise mitigation measures. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.**

7) **Prior to the issuance of any grading plans a construction-related noise mitigation plan shall be submitted to the City for review and approval. The Plan shall depict the location of the construction equipment and how the noise from this equipment would be mitigated during construction.**

8) **Stationary construction noise sources such as generators or pumps should be located as far away from sensitive land uses, as feasible.**

9) **Construction staging areas should be located as far from noise sensitive land uses as feasible.**

10) **During construction, the contactor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.**

11) **Idling equipment shall be turned off when not in use.**

12) **Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.**

e) The site is not located within an airport land use plan and is not within 2 miles of a public airport. The Project is located approximately 7.6 miles northeast of the Ontario Airport and is offset north of the flight path. No impact is anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

f) The nearest private airstrip, Cable Airport, is located approximately 2 1/2 miles to the west of the City's westerly limits. No impact is anticipated.

13. POPULATION AND HOUSING. *Would the project:*				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	( )	( )	( )	(✓)
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	( )	( )	( )	(✓)
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	( )	( )	( )	(✓)

Comments:

a) The project is located in a predominantly developed area and will not induce population growth. The project is located in a undeveloped area and will include the construction of 30 single-family homes. Although the project will increase the population growth in the area there will be a less than significant impact as the project is consistent with the underlying Zoning and General Plan Designation. The density was analyzed as part of the build out in the General Plan FPEIR. Construction activities at the site will be short-term and will not attract new employees to the area. No significant impacts are anticipated.

b) The project site is vacant. Because the property is vacant there will be no displacement of housing or people. Therefore no adverse impact is expected.

c) The project site is vacant. Because the property is vacant there will be no displacement of housing or people. Therefore no adverse impact is expected.

14. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	( )	( )	( )	(✓)
b) Police protection?	( )	( )	( )	(✓)
c) Schools?	( )	( )	( )	(✓)
d) Parks?	( )	( )	( )	(✓)
e) Other public facilities?	( )	( )	( )	(✓)

Comments:

a) The site, located at the northwest corner of East Avenue and Wilson Avenue would be served by a fire station #176 (5840 East Avenue) located approximately 0.18 miles from

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

the project site. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. Standard conditions of approval from the Uniform Building and Fire Codes will be placed on the project to lessen the future demand and impacts to fire services. No impacts are anticipated.

b) The increase in residential units may lead to an increase in calls for service. Although there may be an increase in calls, additional police protection is not required as the addition of the project will not change the pattern of uses within the surrounding area and will not have a substantial increase in property to be patrolled as the project site is within an area that is regularly patrolled.

c) The Etiwanda School District and the Chaffey Joint Union High School District serve the project area. Both school districts have been notified regarding the proposed development. A standard condition of approval will require the developer to pay the school impact fees. With this standard mitigation, impacts to the School Districts are not considered significant.

d) The site is in an undeveloped area, currently served by the City of Rancho Cucamonga. The nearest park (Etiwanda Creek Park – 5939 East Avenue) is located 0.26 miles from the project site. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. A standard condition of approval will require the developer to pay Park Development Fees. No impacts are anticipated.

e) The proposed project will utilize existing public facilities. The site is in a developed area, currently served by the City of Rancho Cucamonga. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. Cumulative development within Rancho Cucamonga will increase demand for library services. According to the General Plan FPEIR (Section 4.14), there will be a projected increase in library space demand but with the implementation of standard conditions the increase in Library Services would be mitigated to less than significant impact. Additionally, the Paul A. Biane Library has an additional 14,000 square foot shell of vacant library space that is planned for future Library use. The proposed project is consistent with the General Plan for which the FPEIR was prepared and impacts evaluated. Therefore no adverse impact is expected.

15. RECREATION. *Would the project:*				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	( )	( )	( )	(✓)
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	( )	( )	( )	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Comments:

a) The site is in an undeveloped area, currently served by the City of Rancho Cucamonga. The nearest park (Etiwanda Creek Park – 5939 East Avenue

b)) is located 0.26 miles from the project site. This project is not proposing any new housing or large employment generator that would cause an increase in the use of parks or other recreational facilities. A standard condition of approval will require the developer to pay Park Development Fees. No impacts are anticipated.

b) See a) response above.

16. TRANSPORTATION/TRAFFIC. *Would the project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	( )	( )	( )	(✓)
b) Conflict with an applicable congestion management program, including, but not limited to a level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	( )	( )	( )	(✓)
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	( )	( )	( )	(✓)
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	( )	( )	( )	(✓)
e) Result in inadequate emergency access?	( )	( )	( )	(✓)
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	( )	( )	( )	(✓)

Comments:

a) Implementation of the proposed project will generate 286 vehicle trips daily. The proposed project includes the development of 30 single-family lots for the future construction of 30 single-family residences. The Rancho Cucamonga Traffic Model estimates that each single-family detached residential will generate 9.57 trips daily. As noted in the General Plan FPEIR (Section 4.16), continued development will contribute to the traffic load in the Rancho Cucamonga area. The proposed project is consistent with the General Plan for which the FPEIR was prepared and impacts evaluated. The project is in an area that is mostly developed with street improvements existing or included in

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

project design. The project will not create a substantial increase in the number of vehicle trips, traffic volume, or congestion at intersections. The project site will be required to provide street improvements (curb, gutter and sidewalk) along the street frontage of the site per City roadway standards. In addition, the City has established a Transportation Development fee that must be paid by the applicant prior to issuance of building permits. Fees are used to fund roadway improvements necessary to support adequate traffic circulation. No impacts are anticipated.

b) The Rancho Cucamonga Traffic Model estimates that each single-family detached residential will generate 1.76 two-way peak hour trips daily. In November 2004, San Bernardino County voters passed the Measure I extension which requires local jurisdictions to impose appropriate fees on development for their fair share toward regional transportation improvement projects. On May 18, 2005, the City of Rancho Cucamonga adopted a Comprehensive Transportation Fee Schedule updating these development impact fees. As a result, the San Bernardino County Congestion Management Agency waived the Congestion Management Plan (CMP) Traffic Impact Analysis reporting requirement. This project will be required, as a condition of approval, to pay the adopted transportation development fee prior to issuance of building permit. The project is in an area that is mostly developed with all street improvements existing. The project will not negatively impact the level of service standards on adjacent arterials. The project will be required to provide street improvements (curb, gutter, and sidewalk) along the street frontage of the site. No impacts are anticipated.

c) The project site is located approximately 7.6 miles northeast of the Ontario Airport and is offset north of the flight path and will not change air traffic patterns. No impacts are anticipated.

d) The project is in an area that is mostly undeveloped. The project will be required to provide street improvements (curb, gutter, and sidewalk) along the street frontage of the site. The project design does not include any sharp curves or dangerous intersections or farming uses. The project will, therefore, not create a substantial increase in hazards because of a design feature. No impacts are anticipated.

e) The project will be designed to provide access for all emergency vehicles during construction and upon completion of the project and will therefore not create an inadequate emergency access. No impacts are anticipated.

f) The proposed project includes the development of 30 single-family lots for the future construction of 30 single-family residences. The project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. No impacts are anticipated.

17. UTILITIES AND SERVICE SYSTEMS. *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	( )	( )	( )	(✓)
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	( )	( )	( )	(✓)

Issues and Supporting Information Sources:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	( )	( )	( )	(✓)
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	( )	( )	( )	(✓)
e)	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	( )	( )	( )	(✓)
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	( )	( )	( )	(✓)
g)	Comply with Federal, State, and local statutes and regulations related to solid waste?	( )	( )	( )	(✓)

Comments:

a) The proposed project is served by the CVWD sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-1 and RP-4 treatment plants. The RP-1 capacity is sufficient to exceed the additional development within the western and southern areas of the City. The RP-4 treatment plant has a potential ultimate capacity of 28 mgd which is considered more than adequate to capacity to treat all increases in wastewater generation for buildout of the General Plan. The project is required to meet the requirements of the Santa Ana Regional Water Quality Control Board regarding wastewater. No impacts are anticipated.

b) The proposed project is served by the CVWD sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-4 treatment plant located within Rancho Cucamonga and RP-1 located within City of Ontario, neither of which is at capacity. The project is required to meet the requirements of the Santa Ana Regional Water Quality Control Board regarding wastewater. No impacts are anticipated.

c) All runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. A Grading and Drainage Plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. No impacts are anticipated.

d) The project is served by the CVWD water system. There is currently a sufficient water supply available to the City of Rancho Cucamonga to serve this project. No impacts are anticipated.

e) The proposed project is served by the CVWD sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-4 treatment plant located within Rancho Cucamonga and RP-1 located within City of Ontario, neither of which is at capacity. No impacts are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

f) Solid waste disposal will be provided by the current City contracted hauler who disposes the refuse at a permitted landfill with sufficient capacity to handle the City's solid waste disposal needs. No impacts are anticipated.

g) This project complies with Federal, State, and local statutes and regulations regarding solid waste. The City of Rancho Cucamonga continues to implement waste reduction procedures consistent with AB 939. Therefore, no impacts are anticipated.

18. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	( )	(✓)	( )	( )
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	( )	( )	( )	(✓)
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	( )	( )	( )	(✓)

Comments:

a) The project site is located at the northwest corner of East Avenue and Wilson Avenue in an area that is vacant. The site has not been previously disrupted. According to the General Plan Figure RC-4, and Section 4.4 of the General Plan FPEIR, the project site is within an area of sensitive biological resources; therefore, development may adversely affect rare or endangered species of plants or animals. The project site is located in an area identified for Alluvial Fan Sage Scrub Habitat. Per the Biological Resources Assessment prepared by M.J. Klinefelter on August 14, 2014, no special status plant species were detected at the site. One sensitive natural community (recognized by CDFW) is present at the Site, White Sage Scrub. Construction of the project as proposed would result in the direct removal of approximately 9.13 acres of White sage scrub, a sensitive habitat identified as a high priority natural community by CDFW. City Policy RC-8.1 requires the City to implement actions that result in the preservation of the integrity of riparian habitat areas, creek corridors, Riversidean alluvial fan sage scrub, bogs, and sensitive wildlife habitat that supports biological resources. The City shall pursue these actions that provide appropriate long-term protection of areas within the City's sphere of influence (SOI) that contain sensitive habitat, and which are considered of unique value in enhancing the quality of the local environment (City of Rancho Cucamonga, 2010). WSS is sensitive habitat and the WSS at the Site represents one of the few remaining areas of WSS in the City.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

A number of special status wildlife species have the potential to occur on-site. The property is located within U.S. Fish and Wildlife Service (USFWS) designated critical habitat for the San Bernardino Kangaroo Rat (SBKR), a federally endangered species. A small mammal live-trapping survey, employing USFWS survey protocol, was conducted by SJM Biological Consultants, Inc. (SJM) on August 19, 2014, in order to document the presence or absence of special status small mammal species at the Project Site. Although the subject property occurs within designated Critical habitat for the SBKR; however, no individuals of this species were captured on the property. Thus, no impacts to SBKR will result from development of this property. The trap results from this and previous adjacent field trapping surveys on Tract 14749 (adjacent tract above) indicate that this species of kangaroo rat presently occurs at very low densities or is absent in the general area of the subject property. In addition to SBKR (not detected), Coastal California Gnatcatcher (CAGN) (federally threatened) and Swainson's Hawk (state threatened) may occur on-site. These species were not detected during the MJK field investigation. USFWS-protocol focused surveys were conducted by Cereus Environmental (Cereus) on November 12, 2014, to document the presence or absence of CAGN on-site. No CAGN were observed within the study area during any of the focused surveys conducted. Potential indirect impacts to Swainson's Hawk through loss foraging habitat will be mitigated through mitigation described in Mitigation requirement number 2 below, through preservation of 9.13 acres of WSS.

Six special status wildlife species were detected during the MJK field investigation, and one was trapped by SJM (Los Angeles Pocket Mouse, LAPM; a Species of Special Concern in California). None of the species detected on-site are listed as endangered or threatened at the federal or state levels. Although the LAPM is not currently listed as threatened or endangered by either the CDFW or the USFWS, CEQA requirements may dictate some sort of mitigation action to offset the loss of the population of this species residing on the property. For example, CEQA Article 20 Section 15380 indicates that a species or subspecies may be considered threatened/endangered if certain conditions exist, even if it is not formally listed as threatened/endangered. To offset the potential loss of LAPM on the property from development, mitigation is described in Section 4 (Biological Resources) above.

Special status plant species have a low potential to occur on-site. Two plants, Nevin's barberry and slender-horned spineflower, are listed as endangered at the federal and state levels. Slender mariposa lily, Parry's spineflower, mesa horkelia, Robbin's nemacladus, and Brand's star phacelia are not listed but have a CRPR rank of 1.B, and white rabbit-tobacco and chaparral ragwort have a rank of 2. Removal of on-site vegetation would result in the loss of potential habitat for these species as well as others with a CRPR of 4 (plants of limited distribution). Standard Condition 4.4-1 in Section 4.4 (Biological Resources) of the City's 2010 EIR (City of Rancho Cucamonga, 2010) states:

... Any CEQA project that involves the removal of habitat must consider if any special status species (e.g., Threatened or Endangered species, CNPS List 1B and 2 plants, or species protected under Section 15380 of CEQA) are potentially present on the project site and if the project impacts could be considered significant by the City. If potential habitat is present in an area, focused surveys shall be conducted prior to construction activities in order to document the presence or absence of a species on the project site. Botanical surveys shall be conducted during the appropriate blooming period for a species. If no special status species are found on the project site, no additional action is

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

warranted. If special status species are found, appropriate mitigation would be required in coordination with the City as described in Section 4 (Biological Resources) above.

Cumulative impacts for biological resources were analyzed in the context of the area defined by the foothills of the San Gabriel Mountains from the San Gabriel River to the Cajon Wash/Lytle Creek confluence. The site is surrounded on three sides by urban development. Most of the properties in the immediate vicinity are already developed or zoned for future development, and development will likely occur at those parcels regardless of development of SUBTT18908. The project is an infill development and is typical of other activities in the region. Future conditions are expected to be similar. The goals of the project are in line with the guidance provided in the City's 2010 EIR (City of Rancho Cucamonga, 2010) as well as the San Bernardino County General Plan (San Bernardino, 2007) and the Etiwanda North Specific plan EIR (Rancho Cucamonga, 1992-b). Impacts related to buildout of the City and SOI are anticipated to be less than significant if projects comply with General Plan and Etiwanda North Specific Plan policies and standard conditions and mitigation measures listed in Section 4 (Biological Resources) above.

b) If the proposed project were approved, then the applicant would be required to develop the site in accordance with the City of Rancho Cucamonga General Plan. The 2010 General Plan was adopted along with the certification of a Program FEIR, Findings of Fact, and a Statement of Overriding Considerations for significant adverse environmental effects of build-out in the City and Sphere-of-Influence. The City made findings that adoption of the General Plan would result in significant adverse effects to Aesthetics, Agriculture and Forest Resources, Air Quality, Climate Change and Mineral Resources. Mitigation measures were adopted for each of these resources; however, they would not reduce impacts to less-than-significant levels. As such, the City adopted a Statement of Overriding Considerations balancing the benefits of development under the General Plan Update against the significant unavoidable adverse impacts (CEQA Guidelines Section 15092 and 15096(h)). These benefits include less overall traffic volumes by developing mixed-use projects that will be pedestrian friendly and conservation of valuable natural open space. With these findings and the Statement of Overriding Considerations, no further discussion or evaluation of cumulative impacts is required.

c) Development of the site under the proposed land use change would not cause substantial adverse effects on human beings, either directly or indirectly. The Initial Study identifies construction-related emissions of criteria pollutants as having a potentially significant impact. Proposed mitigation measures would further reduce emission levels. Additionally, impacts resulting from air quality would be short-term and would cease once construction activities were completed. The Initial Study identified potentially significant impacts associated with the exposure of people to increased noise levels. Mitigation measures contained in this Initial Study will ensure impacts are at less-than-significant levels.

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier PEIR or Negative Declaration per Section 15063(c)(3)(D). The effects identified above for this project were within the scope of and adequately analyzed in the following earlier document(s) pursuant to applicable legal standards, and such effects were addressed by mitigation measures based on the earlier analysis. The following earlier analyses

were utilized in completing this Initial Study and are available for review in the City of Rancho Cucamonga, Planning Division offices, 10500 Civic Center Drive (check all that apply):

(T) General Plan FPEIR
(SCH#2000061027, Certified May 19, 2010)

(T) General Plan FEIR
(SCH#2000061027, Certified October 17, 2001)

(T) Master Environmental Assessment for the 1989 General Plan Update
(SCH #88020115, certified January 4, 1989)

(T) Etiwanda North Specific Plan EIR
(SCH #89012314, certified April 1, 1992)

Biological Resource Assessment
M. J. Klinefelter August 14, 2014

Phase I Cultural Resources Assessment and Paleontological Review
FirstCarbon Solutions, September 5, 2014

Air Quality and Greenhouse Gas Impact Study
RK Engineering Group, Inc, June 25, 2014

Coastal California Gnatcatcher Survey Report
Cereus Environmental, November 12, 2014

Preliminary Geotechnical Investigation and Percolation/Infiltration Report
Geo Soils, Inc, August 25, 2014

Jurisdictional Delineation
M. J. Klinefelter, October 25, 2014

San Bernardino Kangaroo Rat Field Survey
SJM Biological Consultants, August 19, 2014

Traffic Analysis
RK Engineering Group, Inc, February 26, 2015

Preliminary Water Quality Management Plan
MDS Consulting, August 22, 2014

Noise Impact Study
RK Engineering Group, Inc, June 25, 2014

APPLICANT CERTIFICATION

I certify that I am the applicant for the project described in this Initial Study. I acknowledge that I have read this Initial Study and the proposed mitigation measures. Further, I have revised the project plans or proposals and/or hereby agree to the proposed mitigation measures to avoid the effects or mitigate the effects to a point where clearly no significant environmental effects would occur.

Applicant's Signature: _____ Date: February 17, 2016

Print Name and Title: John C. Troutman, Vice President of General Partner

Rev 4-7-15

MITIGATION MONITORING CHECKLIST (INITIAL STUDY PART III)

Project File No.: Tentative Tract Map SUBTT18908 **Applicant:** Richland Ventures, Inc.

Initial Study Prepared by: Dominick Perez **Date:** 2/18/2016

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Section 3 – Air Quality						
Short Term (Construction) Emissions						
1) All construction equipment shall be maintained in good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is being properly serviced and maintained as per manufacturers' specifications. Maintenance records shall be available at the construction site for City verification.	PD	C	Review of plans	A/C		2/4
2) Prior to the issuance of any grading permits, the developer shall submit construction plans to the City denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the South Coast Air Quality Management District (SCAQMD) as well as City Planning Staff.	PD/BO	C	Review of plans	C		2
3) The construction contractor shall utilize electric or clean alternative fuel-powered equipment where feasible.	BO	C	Review of plans	A/C		4
4) The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use.	BO	C	Review of plans	A/C		2/4
5) All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.	BO	B	Review of plans	A/C		2
6) All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high-volume, low-pressure spray.	PD	C	Review of plans	A/C		2/4
7) All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions:	BO	C	Review of plans	A/C		2/4
• Reestablish ground cover on the construction site through seeding and watering.	BO	C	Review of plans	A/C		2/4
• Pave or apply gravel to any on-site haul roads.	BO	C	Review of	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
			plans			
• Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.	BO	C	Review of plans	A/C		2/4
• Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods.	BO	C	Review of plans	A/C		2/4
• Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices.	BO	C	Review of plans	A		4
• Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. Timing may vary depending upon the time of year of construction.	BO	C	During construction	A		4
• Suspend grading operations during high winds (i.e., wind speeds exceeding 25 mph) in accordance with SCAQMD Rule 403 requirements.	BO	C	During construction	A		4
• Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means.	BO	C	During Construction	A		4
The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board [RWQCB]) daily to reduce Particulate Matter (PM_{10}) emissions, in accordance with SCAQMD Rule 403.	BO	C	During construction	A		4
9) Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.	BO	C	During construction	A		4
Long Term Emissions						
10) Landscape with native and/or drought-resistant species to reduce water consumption and to provide passive solar benefits.	BO	C	During Construction	A		4
11) Provide lighter color roofing and road materials and tree planting programs to comply with the AQMP Miscellaneous Sources MSC-01 measure.	BO	C	During Construction	A		4
12) All residential and commercial structures shall be required to incorporate high-efficiency/low-polluting heating, air conditioning, appliances, and water heaters.	BO	C/D	Review of plans	C		2/4
13) All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.	BO	C/D	Review of plans	C		2/4
14) All new development in the City of Rancho Cucamonga shall comply with South Coast Air Quality Management District's Rule 445, Wood Burning Devices. Rule 445 was adopted in March 2008 to reduce	BO	C/D	During Construction	C		4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
emissions of PM2.5 and precludes the installation of indoor or outdoor wood burning devices (i.e. fireplaces/hearths) in new development on or after March 9, 2009.						
Section 4 - Biological Resources						
1) If vegetation removal, soil disturbance, or any other construction related activity is to occur during the avian nesting season (February 1 through August 31), a preconstruction nesting survey shall be conducted and submitted to the Planning Department for review and acceptance prior to initiation of construction. If nests are discovered, they should be avoided through establishment of an appropriate buffer setback, as determined by a qualified wildlife biologist and consistent with CDFW protocols. The temporary "no construction" area would have to be maintained until the nest has completed its cycle, as determined by a qualified wildlife biologist. Once the nest cycle is complete and all nestlings have fledged and left the nest, then construction in the area could resume. A biologist should be present on-site to monitor vegetation removal activities to ensure that any nests not detected during the initial survey are not disturbed. If initial ground disturbing activities or site clearing is proposed to occur outside of the nesting season (September 1 through January 31), then a pre-construction survey would not be required and construction could commence unimpeded.	PD	B	Review of Report	A/D		2/4
2) Mitigation for the removal of White sage scrub on-site is required - preservation of 9.13 acres of WSS habitat designated for conservation (a 1:1 mitigation ratio) or payment of in-lieu fees. If this mitigation measure is implemented, adverse effects to WSS would be less than significant. Prior to issuance of a grading permit, the applicant shall provide documentation to the Planning Department confirming the mitigation land is secured or the in lieu fees have been paid.	PD	B	Review of Plans	B		2
3) Since there is habitat at the Site suitable to support special status plant species, including one endangered species and several CRPR 1B and 2 plants, focused surveys shall be conducted prior to issuance of a grading permit, during the appropriate blooming periods for the subject species, in order to document the presence or absence of those species at the Project Site. The survey shall be conducted by a qualified biologist using methodology based on the most current CDFW and CNPS rare plant survey protocols. The biologist shall identify all occurrences of sensitive species and shall consult with CDFW and USFWS, as appropriate depending on species status, to develop and	PD	B	Review of Report	D		2

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
execute a mitigation plan to relocate plants, gather seeds from the plants, and distribute to a suitable conserved habitat area.						
4) To offset the loss of Los Angeles Pocket Mouse on the property from development, the following actions shall be carried out: Conduct a 5-night pre-construction intensive trapping effort across the property to remove and relocate (into nearby suitable habitats) as many LAPM individuals as possible from the site. Details of this trapping/relocation effort shall be developed and carried out by a biologist permitted by a CDFG MOU to trap and handle this species, in coordination with CDFG biologists. Prior to the issuance of a grading permit, this report shall be submitted to the City for review and acceptance.	PD	B	Review of Report	D		2
5) The following measures are required to minimize indirect impacts to vegetation in the vicinity of the project site:	PD	C	Review of Plans	AC		2/4
• Dust control measures designed to minimize effects to vegetation in the vicinity should be implemented.						
• Native plants should be used to the greatest extent feasible in landscaped areas. Many invasive non-native horticultural species can spread readily into natural areas and the local watershed. Landscaping should not include invasive plants identified by the California Invasive Plant Council (Cal-IPC).						
No SBKR were detected on-site. The loss of SBKR critical habitat is not expected to compromise the long-term survival of the species; therefore, no mitigation measures for impacts to SBKR critical habitat are proposed. However, since there are impacts proposed to on-site WOUS regulated under the jurisdiction of the Corps, it is expected that the Corps will be required to consult with USFWS under Section 7 of the FESA.	PD	C	Review of Plans	AC		2/4
7) Ten days prior to ground clearing activities, a breeding bird survey that is in conformance with the Migratory Bird Act shall be required to determine whether nesting is occurring. Prior to issuance of a grading permit, this survey shall be submitted to the City for review and acceptance. Occupied nests shall not be disturbed unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying or incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival. If the biologist is unable to verify one of the above conditions, then no disturbance shall occur within 300 feet of non-raptor nests, and within 5,000 feet of raptor nests, during the breeding season to avoid abandonment of the young.	PD	C	Review of Plans	AC		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
If nests are discovered, they shall be avoided through the establishment of an appropriate buffer setback, as determined by a qualified wildlife biologist. The temporary "no construction" area shall be maintained until the nest has completed its cycle, as determined by a qualified wildlife biologist. Once the nest cycle is complete and all nestlings have fledged and have left the nest, construction in the area may resume.						
8) Prior to issuance of a grading permit, the applicant shall perform a Burrowing Owl Survey that is in conformance with the Department of Fish and Wildlife Staff Report on Burrowing Owl Mitigation and submit the written report outlining the findings to the California Department of Fish and Wildlife (CDFW) and the Planning Department within 30 days of groundbreaking activity. The survey shall include a habitat assessment, survey and impact analysis. The Burrowing Owl Survey shall follow the following protocol:	PD	C	Review of Plans	AC		2/4
• Burrowing Owl Survey methodology shall be based on Appendix D (Breeding and Non-breeding Season Surveys and Reports) of the CDFW Staff Report. Results of the pre-construction survey shall be provided to CDFW and the City. If the pre-construction survey does not identify burrowing owls on the project site, then no further mitigation is required. If burrowing owls are found to be utilizing the project site during the pre-construction survey, measures shall be developed by the qualified biologist in coordination with CDFW to avoid Impacting occupied burrows during the nesting period. These measures shall be based on the most current CDFW protocols and will at minimum include establishment of buffer setbacks from occupied burrows and owl monitoring. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed for owls.						
• During the non-breeding season from September 1 through January 31, if burrows are occupied by migratory or non-migratory resident burrowing owls during a pre-construction survey, burrow exclusion and/or closure may be used to exclude owls from those burrows. Burrow exclusion and/or closure should only be conducted by a qualified wildlife biologist in coordination with CDFW using the most current CDFW guidelines.						
• During the avian nesting season from February 1 through August 31, if nests are discovered, they shall be avoided through establishment of an appropriate buffer setback, as determined by a qualified wildlife biologist. The temporary "no construction" area						

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
would have to be maintained until the nest has completed its cycle, as determined by a qualified wildlife biologist. Once the nest cycle is complete and all nestlings have fledged and have left the nest, construction in the area may resume.						
9) Prior to approval by the City of any grading and/or construction permits, the Project applicant shall consult with the Corps to obtain a Jurisdictional Determination and, if necessary, acquire required permit authorizations from the regulatory agencies. These authorizations will include, but are not limited to, the following: • CWA Section 404 Permit from the Corps (Nationwide Permit 29 for Residential Developments may be applicable) • CWA Section 401 Water Quality Certification from RWQCB, and • California Fish and Game Code Section 1602 Streambed Alteration Agreement from CDFW. Additionally, a FESA Section 7 Consultation between the Corps and USFWS will be required. Copies of any correspondence and/or permit authorizations received shall be submitted to the City for review and record.	PD	B	Review of Plans	B		2
ction 5 – Cultural Resources						
If any prehistoric archaeological resources are encountered before or during grading, the developer will retain a qualified archaeologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. With the assistance of the archaeologist, the City of Rancho Cucamonga will:						
• Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value.	PD/BO	C	Review of report	A/D		3/4
• Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.	PD/BO	C	Review of report	A/D		3/4
• Pursue educating the public about the archaeological heritage of the area.	PD/BO	C	Review of report	A/D		3/4
• Prepare a mitigation plan consistent with Section 21083.2 Archeological resources of CEQA to eliminate adverse project effects on significant, important, and unique prehistoric resources, including but not limited to, avoiding archeological sites, capping or covering site with soil, planning the site as a park or green space	P/D	B/C	Review of Plans/Report During Construction	A/D		

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
or paying an in-kind mitigation fee.						
• Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report, with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving.	PD	C	Review of report	A/D		3/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
2) A RPA (Registry of Professional Archaeologists)-certified archaeologist shall be retained, at the expense of the future project developers, to monitor the initial grading in areas, sensitive for cultural resources, such as the mouths of the canyons and along the natural drainages. The frequency and duration of the monitoring shall be based on the professional judgment of the onsite archaeologist based on the materials being excavated. If significant cultural resources are uncovered, the archaeologist shall have the authority to stop or temporarily divert construction activities for a period of 48 hours to assess the significance of the finds.	PD	B	Review of report	A/D		4
3) In the event that significant archaeological remains are uncovered during excavation and/or grading, all work shall stop in that area of the site until an appropriate data recovery program can be developed and implemented. The cost of such a program shall be the responsibility of future developers.	BO/PD	C	During Construction	A		4
All archaeological resources recovered during the project shall be donated to a local institution that has the proper facilities for curation, display, and use by qualified scholars and all tribal cultural resources that may be recovered during project development be returned to the San Manuel Band of Mission Indians. Costs for curation shall be covered by the project applicant.	BO	B/C	Review of Report	A/D		4
5) The approved archaeological mitigation measures shall be affixed to all copies of the project grading plans.	PD	B	Review of Plans	C		2
6) If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:	PD	B	Review of Report	A/D		4
• Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.	PD	B	Review of Report	A/D		4
• Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery,	BO	B/C	Review of Report	A/D		4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
the grading contractor should immediately divert construction and notify the monitor of the find.						
• Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., San Bernardino County Museum).	PD	D	Review of Report	D		3
• Submit summary report to City of Rancho Cucamonga. Transfer collected specimens with a copy to the report to San Bernardino County Museum.	PD	D	Review of Report	D		3
7) Prior to issuance of any grading permit, the applicant/permitee shall contact the San Manuel Band of Mission Indians Cultural Resources Department to coordinate tribal participation in the archaeological monitoring of the project. Tribal participants shall coordinate with the Project Archaeologist to ensure that tribal cultural resources that may be encountered during ground disturbances are identified, assessed, and either protected in place or mitigated accordingly.	PD	B/C	Prior to Construction	D		2
ction 6 – Geology and Soils						
The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce PM_{10} emissions, in accordance with SCAQMD Rule 403 or re-planted with drought resistant landscaping as soon as possible.	BO	C	During construction	A		4
Frontage public streets shall be swept according to a schedule established by the City to reduce PM_{10} emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon the time of year of construction.	BO	C	During construction	A		4
3) Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM_{10} emissions from the site during such episodes.	BO	C	During construction	A		4
4) Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.	BO	C	During construction	A		4
Section 7 – Greenhouse Gas Emissions						
Short Term (Construction) GHG Emissions						
1) The project must comply with all rules that assist in reducing short-term air pollutant emission in compliance with SCAQMD Rule 403 regarding fugitive dust including treating the site with water or other soil-stabilizing agent twice daily or replanting disturbed areas as quickly as possible.	BO	C	During construction	A		4
2) The construction contactor shall select construction equipment based on low-emission factors and high energy efficiency and submit a	BO	C	During construction	A		4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
statement on the grading plan that ensures all construction equipment will be tuned and maintained in accordance with the manufactures' specification.						
3) Trucks shall not idle continuously for more than 5 minutes.	BO	C	During construction	A		4
4) Alternative fuel powered equipment shall be utilized in lieu of gasoline- or diesel-powered engines where feasible.	BO	C	During construction	A		4
5) Construction should be timed so as not to interfere with peak-hour traffic.	BO	C	During construction	A		4
6) Ridesharing and transit incentives shall be supported and encouraged for construction crew.	BO	C	During construction	A		4
Long Term (Operational) GHG Emissions						
7) Construction and Building materials shall be produced and/or manufactured locally. Use "Green Building Materials" such as materials that are resource efficient, recycled, and manufactured in an environmentally friendly way including low-volatile-organic-compound (VOC) materials.	BO	A	During Construction	C		2
Design all buildings to exceed California Building Code Title 24 energy standard including but not limited to any combination of: • Increased insulation • Limit air leakage through the structure • Incorporate Energy Star or better rated windows, space heating and cooling equipment, light fixtures, and appliances • Landscape and developed site utilizing shade, prevailing winds and landscaping • Install efficient lighting and lighting control systems • Install light colored "cool" roofs and cool pavements • Install solar or light emitting diodes (LED's) for outdoor lighting.	BO	A	During Construction	C		2
9) Prepare a comprehensive water conservation strategy appropriate for the project and include the following: • Install water efficient landscapes and irrigation systems and devices in compliance with the City of Rancho Cucamonga Water Efficient Landscape Ordinance.	PD/BO	A//B	Review of Plans	C/D		2

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
• Use reclaimed water for landscaping within the project if available or as required by the Cucamonga Valley Water District (CVWD). • Design building to be water efficient by installing water efficient fixtures and appliances including low flow faucets, dual flush toilets and waterless urinals/water heaters. • Design irrigation to control runoff and to remove water to non-vegetated surfaces.						
10) Reuse and recycle construction and demolition waste. Provide interior and exterior storage areas for recyclables and green waste in public areas. Educate employees about reducing waste and about recycling.	CE	A	Review of plans		C	2
Section 8 – Hazards and Waste Materials						
1) The project shall comply with Chapter 7A of the California Building Code (CBC), which includes building standards for the Wildland-Urban Interface Fire Area. The standards call for the use of ignition-resistant materials and design to inhibit the intrusion of flame or burning embers projected by a vegetation fire and help reduce losses resulting from repeated cycles of interface fire disasters.	BO/FC	C	Review of Plans	C		2
The project shall comply with the Fire Protection Plan dated January 5, 2015. The plan includes specific vegetation management zones, required landscaping requirements, and construction standards. The Fire Protection Plan has been approved by the RCFPD on April 13, 2015.	BO/FC	C	Review of Plans	C		2
Section 9 – Hydrology and Water Quality						
Construction Activities						
1) Prior to issuance of grading permits, the permit applicant shall submit to Building Official for approval, a Storm Water Pollution Prevention Plan (SWPPP) specifically identifying Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practical.	BO	B/C/D	Review of plans	A/C		2/4
2) An Erosion Control Plan shall be prepared, included in the Grading Plan, and implemented for the proposed project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. This Erosion Control Plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California, and b) An	BO	B/C/D	Review of plans	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.						
3) During construction, temporary berms such as sandbags or gravel dikes must be used to prevent discharge of debris or sediment from the site when there is rainfall or other runoff.	BO	B/C/D	Review of plans	A/C		2/4
4) During construction, to remove pollutants, street cleaning will be performed prior to storm events and after the use of water trucks to control dust in order to prevent discharge of debris or sediment from the site.	BO	B/C/D	Review of plans	A/C		2/4
5) Prior to issuance of grading or paving permits, the applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.	BO	B/C/D	Review of plans	A/C		2/4
Education of Property Owners, Tenants and Occupants on Stormwater BMPs - Educational Materials will be available to homeowners thru HOA. HOA will periodically provide homeowners with environmental awareness education materials which may include use of household chemicals, discharges of wastes via hosing or other direct discharge to gutters, catch basins and storm drains. See attached Education Materials in section 6.4 of the WQMP report.	PD	D	On Completion	A		3
7) Activity Restrictions - Once an HOA is formed, certain restrictions may be enacted thru the formation of conditions, covenants and restrictions (CCRs) to protect surface water runoff.	PD	D	On Completion	A		3
8) Landscape Management BMPs - See attached CASQA SD-12 in section 6.4 of the WQMP Report.	PD	D	On Completion	A		3
9) BMP Maintenance – Maintenance of BMPs implemented at the project shall be performed at the frequency prescribed in this WQMP. Records of inspections and maintenance shall be maintained by the HOA and documented with the WQMP, and shall be available for review upon request.	PD	D	On Completion	A		3
10) Local Water Quality Ordinances - Available to the home upon request at the City of Ranch Cucamonga.	PD	D	On Completion	A		3

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
11) Litter/Debris Control Program - Litter collection and removal shall be conducted on a bi-weekly basis by the HOA.	PD	D	On Completion	A		3
12) Catch Basin Inspection Program - Catch basins will be inspected by the HOA and cleaned as necessary on an annual basis. Catch basin labeling shall be checked for legibility, replaced as necessary.	PD/CE	D	On Completion	A		3
13) Vacuum Sweeping of Private Streets and Parking Lots - The City of Rancho Cucamonga shall sweep all streets and drive aisles on a weekly basis.	PD	D	On Completion	A		3
14) Provide storm drain system stencilling and signage (CASQA New Development BMP Handbook SD-13) - See CASQA Detail SD-13 in Section 6.4 of WQMP.	CE	B/C	Plan Check/ On Completion	A/C		2
15) Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control (Statewide Model Landscape Ordinance; CASQA New Development BMP Handbook SD-12) - See CASQA Detail SD-12 in Section 6.4 of WQMP.	PD	D	On Completion	A		3
) Finish grade of landscaped areas at a minimum of 1-2 inches below top of curb, sidewalk, or pavement - Landscaped areas are proposed to promote self-retaining areas to aid in surface runoff water quality.	PD	D	On Completion	A		3
) Protect slopes and channels and provide energy dissipation (CASQA New Development BMP Handbook SD-10) - See CASQA Detail SD-10 in Section 6.4 of WQMP.	PD	D	On Completion	A		3
Post-Construction Operational						
18) Prior to issuance of building permits, the applicant shall submit to the City Building Official for approval of a Water Quality Management Plan (WQMP), including a project description and identifying Best Management Practices (BMPs) that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures consistent with the Guidelines for New Development and Redevelopment adopted by the City of Rancho Cucamonga in June 2004.	BO/CE	B/C/D	Review of plans	A/C		2/4
19) Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Landscaped areas shall be monitored and maintained for at least two years to ensure adequate coverage and stable growth. Plans for these areas, including monitoring provisions for a minimum of two years, shall be submitted to the City for review and approval prior to the issuance of grading permits.	BO	B/C/D	Review of plans	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Grading Activities						
20) The developer shall implement the BMPs identified in the Water Quality Management Plan prepared by (name/date) to reduce construction pollutants from entering the storm drain system to the maximum extent practical.	BO	B/C/D	Review of plans	A/C		2/4
Section 12 – Noise						
Future Exterior						
1) The recommended height of the noise barriers is 6 feet. Noise control barrier may be constructed by a block wall and will be required at plan check by the Planning Department. A noise barrier must present a solid face from top to bottom. Preventable openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking.	BO/PD	B	Review of Plans	C		2
Future Interior						
The project site will require a "windows closed" condition. To ensure proper acoustical noise isolation the following are required at plan check and verified with the Building and Safety Department: • Upgraded windows and sliding glass doors for facades that face analyzed roadways. See Exhibit C in the Noise Impact Study prepared by RK Engineering Group, Inc. on June 25, 2014, for mitigation requirements. 1st floor: All windows and sliding glass doors directly facing East Avenue and Wilson Avenue will require a minimum STC rating of 25 or higher. 2nd floor: All windows and sliding glass doors directly facing East Avenue and Wilson Avenue will require a minimum STC rating of 28 or higher. • Attic facade vents or roof vents that directly face the subject roadway, if applicable, should include an acoustical baffle to prevent vehicle noise intrusion. Exhibit D and E illustrates an example of an attic facade vent and roof vent acoustical baffles. The Contractor may install similar measures to provide noise reduction. • Attic facade vents or roof vents that directly face the subject roadway, if applicable, should include an acoustical baffle to prevent vehicle noise intrusion. Exhibit D and E illustrates an example of an attic facade vent and roof vent acoustical	BO	B/C	Review of Plans	C		2

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
baffles. The Contractor may install similar measures to provide noise reduction. • For proper acoustical performance, all exterior windows, doors, and sliding glass doors must have a positive seal and leaks/cracks must be kept to a minimum. • Minimize cracks or leaks, any partition with a gap or hole will allow noise to flank and penetrate the partition.						
Construction						
3) Construction or grading shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday.	BO	C	During construction	A		4
4) Construction or grading noise levels shall not exceed the standards specified in Development Code Section 17.66.050, as measured at the property line. The developer shall hire a consultant to perform weekly noise level monitoring as specified in Development Code Section 17.66.050. Monitoring at other times may be required by the Building Official. Said consultant shall report their findings to the Building Official within 24 hours; however, if noise levels exceed the above standards, then the consultant shall immediately notify the Building Official. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with above noise standards or halted.	BO	C	During construction	A		4
5) The perimeter block wall shall be constructed as early as possible in the first phase.	PD	C	During construction	A		A
6) Haul truck deliveries shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. Additionally, if heavy trucks used for hauling would exceed 100 daily trips (counting both to and from the construction site), then the developer shall prepare a noise mitigation plan denoting any construction traffic haul routes. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.	PO/BO	C	During construction	A		4/7
7) Prior to the issuance of any grading plans a construction-related noise mitigation plan shall be submitted to the City for review and approval. The Plan shall depict the location of the construction equipment and how the noise from this equipment would be mitigated during construction.	BO	B/C/D	Review of plans	A/C		2/4
8) Stationary construction noise sources such as generators or pumps should be located as far away from sensitive land uses, as feasible.	PO/BO	C	During construction	A		4/7

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
9) Construction staging areas should be located as far from noise sensitive land uses as feasible.	PO/BO	C	During construction	A		4/7
10) During construction, the contactor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.	PO/BO	C	During construction	A		4/7
11) Idling equipment shall be turned off when not in use.	PO/BO	C	During construction	A		4/7
12) Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.	PO/BO	C	During construction	A		4/7

Key to Checklist Abbreviations

Responsible Person	Monitoring Frequency	Method of Verification	Sanctions
CDD - Community Development Director or designee	A - With Each New Development	A - On-site Inspection	1 - Withhold Recordation of Final Map
PD - Planning Director or designee	B - Prior To Construction	B - Other Agency Permit / Approval	2 - Withhold Grading or Building Permit
CE - City Engineer or designee	C - Throughout Construction	C - Plan Check	3 - Withhold Certificate of Occupancy
BO - Building Official or designee	D - On Completion	D - Separate Submittal (Reports/Studies/ Plans)	4 - Stop Work Order
PO - Police Captain or designee	E - Operating		5 - Retain Deposit or Bonds
FC - Fire Chief or designee			6 - Revoke CUP
			7 - Citation

9) Prior to approval by the City of any grading and/or construction permits, the Project applicant shall consult with the Corps to obtain a Jurisdictional Determination and, if necessary, acquire required permit authorizations from the regulatory agencies. These authorizations will include, but are not limited to, the following:

- CWA Section 404 Permit from the Corps (Nationwide Permit 29 for Residential Developments may be applicable)
- CWA Section 401 Water Quality Certification from RWQCB, and
- California Fish and Game Code Section 1602 Streambed Alteration Agreement from CDFW.

Additionally, a FESA Section 7 Consultation between the Corps and USFWS will be required. Copies of any correspondence and/or permit authorizations received shall be submitted to the City for review and record.

Cultural Resources

1) If any prehistoric archaeological resources are encountered before or during grading, the developer will retain a qualified archaeologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. With the assistance of the archaeologist, the City of Rancho Cucamonga will:

- Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value.
- Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.
- Pursue educating the public about the archaeological heritage of the area.
- Prepare a mitigation plan consistent with Section 21083.2 Archaeological resources of CEQA to eliminate adverse project effects on significant, important, and unique prehistoric resources, including but not limited to, avoiding archaeological sites, capping or covering sites with soil, planning the site as a park or green space or paying an in-kind mitigation fee.
- Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving.

2) A ~~SOPA~~ RPA (Registry of Professional Archaeologists)-certified archaeologist shall be retained, at the expense of the future project developers, to monitor the initial grading in areas, sensitive for cultural resources, such as the mouths of the canyons and along the natural drainages. The frequency and duration of the

monitoring shall be based on the professional judgment of the on-site archaeologist based on the materials being excavated. If significant cultural resources are uncovered, the archaeologist shall have the authority to stop or temporarily divert construction activities for a period of 48 hours to assess the significance of the finds.

3) In the event that significant archaeological remains are uncovered during excavation and/or grading, all work shall stop in that area of the site until an appropriate data recovery program can be developed and implemented. The cost of such a program shall be the responsibility of future developers.

4) All archaeological resources recovered during the project shall be donated to a local institution that has the proper facilities for curation, display, and use by qualified scholars and all tribal cultural resources that may be recovered during project development be returned to the San Manuel Band of Mission Indians. Costs for curation shall be covered by the project applicant.

5) The approved archaeological mitigation measures shall be affixed to all copies of the project grading plans.

6) If any paleontological resources (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:

- Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.
- Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.
- Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., San Bernardino County Museum).
- Submit summary report to City of Rancho Cucamonga. Transfer collected specimens with a copy of the report to San Bernardino County Museum.

7) ~~The applicant shall contact the San Manuel Band of Mission Indians to discuss monitoring of the project to ensure that cultural resources that may be encountered during ground disturbances are protected and preserved for study. The applicant shall submit the results of this consultation to the City prior to issuance of permits for grading of the site.~~ Prior to issuance of any grading permit, the applicant/permitee shall contact the San Manuel Band of Mission Indians Cultural Resources Department to coordinate tribal participation in the

archaeological monitoring of the project. Tribal participants shall coordinate with the Project Archaeologist to ensure that tribal cultural resources that may be encountered during ground disturbances are identified, assessed, and either protected in place or mitigated accordingly.

Geology and Soils

1) The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce PM_{10} emissions, in accordance with SCAQMD Rule 403 or re-planted with drought resistant landscaping as soon as possible.

2) Frontage public streets shall be swept according to a schedule established by the City to reduce PM_{10} emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon the time of year of construction.

3) Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM_{10} emissions from the site during such episodes.

4) Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.

Greenhouse Gas Emissions

1) The project must comply with all rules that assist in reducing short-term air pollutant emission in compliance with SCAQMD Rule 403 regarding fugitive dust including treating the site with water or other soil-stabilizing agent twice daily or replanting disturbed areas as quickly as possible.

2) The construction contractor shall select construction equipment based on low-emission factors and high energy efficiency and submit a statement on the grading plan that ensures all construction equipment will be tuned and maintained in accordance with the manufactures' specification.

3) Trucks shall not idle continuously for more than 5 minutes.

4) Alternative fuel powered equipment shall be utilized in lieu of gasoline- or diesel-powered engines where feasible.

5) Construction should be timed so as not to interfere with peak-hour traffic.

6) Ridesharing and transit incentives shall be supported and encouraged for the construction crew.

7) Construction and Building materials shall be produced and/or manufactured locally. Use "Green Building Materials" such as materials that are resource efficient, recycled and manufactured in an environmentally friendly way including low-volatile-organic-compound (VOC) materials.

RESOLUTION NO. 16-17

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING TENTATIVE TRACT MAP SUBTT18908, A SUBDIVISION OF APPROXIMATELY 10.6 ACRES INTO 30 SINGLE-FAMILY DETACHED LOTS WITHIN THE LOW (L) RESIDENTIAL DISTRICT IN THE ETIWANDA NORTH SPECIFIC PLAN LOCATED AT THE NORTHWEST CORNER OF EAST AVENUE AND WILSON AVENUE; AND MAKING FINDINGS IN SUPPORT THEREOF - APN: 1087-081-25.

A. Recitals.

1. Richland Ventures, Inc. filed an application for the approval of Tentative Tract Map SUBTT18908 as described in the title of this Resolution. Hereinafter in this Resolution, the subject Tentative Tract Map request is referred to as "the application."

2. On the 23rd day of March, 2016, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and concluded said hearing on that date.

3. All legal prerequisites prior to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Rancho Cucamonga as follows:

1. This Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing on March 23, 2016, including written and oral staff reports, together with public testimony, this Commission hereby specifically finds as follows:

a. The application applies to the property located at the northwest corner of East Avenue and Wilson Avenue with a linear dimension, from north to south, of approximately 659 feet and a linear dimension, from east to west of approximately 662 feet and is presently undeveloped; and

b. With the exception of a residential subdivision to the southwest, the site is surrounded by vacant land in all directions. The zoning of the subject property and the properties to the north and west is Low (L) Residential District, while the zoning of the properties to the east and south is Very Low (VL) Residential District. The project site and all surrounding properties are within the Etiwanda North Specific Plan (ENSP); and

c. The applicant, Richland Ventures, Inc., proposes to subdivide a property of approximately 10.6 acres into 30 single-family detached lots. The proposed density for the project is 2.83 dwelling units per acre. The maximum density allowed within the Low (L) Residential District,

ENSP, is 4 dwelling units per acre. The average lot area for the project is 10,007 square feet and the minimum net average for the Low (L) Residential District in the ENSP is 10,000 square feet. The site layout is consistent with the ENSP development standards such as lot width and depth, minimum and average lot area, street width, and wall design; and

d. The conceptual grading plan indicates the highest pad elevation is 1,645 feet at the northwest corner of the site, and lowest pad elevation is 1,635 feet at the southwest corner of the site. There are 2:1 slopes along the northern and northwestern portion of the site within the rear yard area of lots 1 thru 13, and at the south and east perimeters of the site along East Avenue and Wilson Avenue. The slopes along East Avenue and Wilson Avenue will be within a private landscape easement that will be maintained by a homeowners association created for this subdivision; and

e. The subdivision will have two points of access, one along the future extension of Wilson Avenue and one along the future extension of East Avenue. The Engineering Department has included conditions that require dedication and construction of perimeter streets, including East Avenue and Wilson Avenue; and

f. The design of the proposed subdivision is consistent with the surrounding residential subdivisions including the adjacent subdivision, of 358 lots on approximately 150.8 acres, located to the north and west of the subject property that was approved by the City Council on June 16, 2004 (related file: Tentative Tract Map SUBTT16072). The lots within Tract 16072 are similar in size and layout to the lots of the proposed project; and

g. Per the ENSP, this site is located within the "Upper Etiwanda" neighborhood, which requires specific site design features. The Upper Etiwanda neighborhood entry monument will be installed at the northwest corner of Wilson Avenue and East Avenue in accordance with Exhibit 25(A) of the ENSP, which was included as an attachment to the Design Review Comments (Exhibit E). A stone wall 30 inches in height (maximum) with a concrete cap and low pilaster will be constructed. Also, per the ENSP, a theme wall is required along lots that abut Wilson Avenue and East Avenue. The theme wall will consist of a concrete block cap with a stucco color and finish that will match the existing walls in the surrounding area. The stone used in the monument entry and theme wall columns is Coronado stone.

h. The project was reviewed by the Design Review Committee (DRC) on September 15, 2015. No major issues were discussed in the DRC Comments. However, there were two secondary issues involving landscaping. As a result, conditions are included in the attached Conditions of Approval that require street trees to be provided that are indicated on the City's acceptable street tree list, and that require future development of this site to comply with the water efficient landscaping standards specified in the Development Code Chapter 17.82. The Committee recommended approval of the project to the Planning Commission; and

i. The project was reviewed by the Technical Review Committee (TRC) on September 15, 2015. Preliminary conditions were discussed. The Committee accepted the proposal and recommended approval; and

j. The project was reviewed by the Design Review Committee (DRC) on September 15, 2015. No major issues were discussed in the DRC Comments (Exhibit E). However, there were two secondary issues involving landscaping. To address these, the Committee added conditions of approval requiring a) the street trees for the project to be in accordance with the City's acceptable

street tree list, and b) future development of this site to comply with the water efficient landscaping standards specified in Chapter 17.82 of the Development Code. The Committee recommended approval of the project to the Planning Commission; and

k. On November 9, 2016, per AB 52, the Soboba Band of Luiseño Indians and the San Manuel Band of Mission Indians were notified of the project. The purpose of that notice was to determine if either tribe desired consultation to discuss the proposal. Staff received a series of correspondences via letters and email from both Tribes. Per a letter dated December 7, 2015, the Soboba Band of Luiseno Indians indicated that the tribe *does not have any specific concerns regarding known cultural resources in the specific area that the project encompasses.* They also went on to request that *the approved Native American Monitors be present during any future ground disturbing proceedings, including survey and archaeological testing, associated with this project.* On November 17, 2015, staff received a response email from the San Manuel Band of Mission Indians, requesting to review a Cultural Resource Assessment (CRA) for the site. After reviewing the CRA, the San Manuel Band requested to know why the issue of potential for subsurface cultural deposits was not specifically addressed. According to the CRA and Paleontological Review conducted by FirstCarbon Solutions on September 5, 2014, no archaeological or historical cultural resources were found, and the proposed project is expected to have no impacts on any archaeological or historic resources. Per the Cultural Resources Assessment, the recommendations section addresses the potential for subsurface archaeological materials based on the results of the records search (2 records were searched) and pedestrian survey. Based on the records search and site surveys, FirstCarbon Solutions has determined the project to have a low potential for encountering buried prehistoric resources as none have been previously recorded within the project nor within a mile radius. The exact text from the study discussing this matter is as follows:

No historic or prehistoric resources were found during the course of the pedestrian survey. Ground visibility was approximately 75 percent, and the ground surfaces were exposed between natural vegetation cover. No resources have been recorded within the project area. FCS has assessed the effects of the proposed development on any local cultural resources. The results of the assessment indicate that the proposed project is expected to have no impacts on any archaeological or historic resources. Based on the results of the record searches and pedestrian survey, FCS considers the project area to have low sensitivity for prehistoric and historic resources, and archaeological monitoring is not recommended.

Although mitigation measures are included that require an archaeologist to be retained to monitor the initial grading in areas, it is not guaranteed that monitoring of the site will continue beyond the initial grading of the site. Therefore, in an effort to reduce the direct and indirect impacts that this project could have on Native American tribal cultural resources to a "less than significant" status, a mitigation measure is included that requires the applicant to contact the San Manuel Band of Mission Indians to discuss monitoring of the project to ensure that cultural resources that may be encountered during ground disturbances are protected and preserved for study. This mitigation requires the applicant to submit the results of this consultation to the City prior to issuance of permits for grading of the site.

The Initial Study for this project was circulated on February 18, 2016. The Planning Department received comments from the San Manuel Band of Mission Indians. The comments include revisions to the Cultural Resources mitigations numbers 2, 4 and 7 in the Initial Study Parts II and III. The comments received will not remove or change the intent of the previously proposed mitigations, but will ultimately make the mitigations stronger and more specific. Staff has since updated the

mitigations in the Cultural Resources section of the Initial Study Parts II and III and the Resolution to reflect the comments received; and

l. On October 26, 2016, a neighborhood meeting was conducted by the applicant at the nearby Summit Intermediate School. The intent of this meeting was to invite property owners within a 660 foot radius of the project boundaries for input relating to the project. There were a total of three attendees, in addition to the applicant, project Engineer, and Planning Department staff. During the meeting, the applicant presented the tentative tract map and conceptual grading plan for the proposed project. No concerns or major issues were brought up.

3. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing and upon the specific findings of facts set forth in paragraphs 1 and 2 above, this Commission hereby finds and concludes as follows:

a. That the tentative tract is consistent with the General Plan, Development Code, and Etiwanda North Specific Plan. The proposal involves a subdivision for residential development within the Low (L) Residential Zoning District of the ENSP and the Low Residential General Plan land use designation. The maximum density within this zone and General Plan land use designation is 4 dwelling units per acre. The proposed subdivision involves a density of 2.83 dwelling units per acre; and

b. The design or improvements of the tentative tract is consistent with the General Plan, Development Code, and Etiwanda North Specific Plan. The project involves a request to subdivide a 10.6 acre site into 30 lots for future residential development. The minimum lot size is 10,007 square feet and the minimum net average for the Low (L) Residential District in the ENSP is 10,000 square feet. The project site layout is also consistent with the ENSP development standards such as lot width and depth, street width, and wall design; and

c. The site is physically suitable for the type of development proposed. Currently the site is undeveloped. The project involves grading of the site to comply with the City requirements and to be consistent with previously approved tract maps within the vicinity of the subject property; and

d. The design of the subdivision is not likely to cause substantial environmental damage and avoidable injury to humans and wildlife or their habitat. An initial study was prepared for the project that includes mitigation measures to reduce any potential impacts to humans or wildlife to less than significant; and

e. The tentative tract is not likely to cause serious public health problems. The proposed project involves a residential subdivision. The included mitigation measures, along with the future single-family residential use, will not cause serious public health problems; and

f. The design of the tentative tract will not conflict with any easement acquired by the public at large, now of record, for access through or use of the property within the proposed subdivision. The project incorporates two points of access, one along Wilson Avenue and one along the future extension of East Avenue. East Avenue is currently not improved north of Wilson Avenue, along the east side of the project site. The Engineering Department has included conditions that require dedication and construction of perimeter streets, including East Avenue and Wilson Avenue.

4. Based upon the facts and information contained in the proposed Mitigated Negative Declaration, together with all written and oral reports included for the environmental assessment for the application, the Planning Commission finds that there is no substantial evidence that the project will have a significant effect upon the environment and adopts a Mitigated Negative Declaration and Monitoring Program attached hereto, and incorporated herein by this reference, based upon the findings as follows:

a. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City staff prepared an Initial Study of the potential environmental effects of the project. Based on the findings contained in that Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

b. The Planning Commission has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. The Planning Commission further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission. Based on these findings, the Planning Commission hereby adopts the Mitigated Negative Declaration.

c. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. The Planning Commission therefore adopts the Mitigation Monitoring Program for the project.

d. The custodian of records for the Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program and all other materials which constitute the record of proceedings upon which the Planning Commission's decision is based is the Planning Director of the City of Rancho Cucamonga. Those documents are available for public review in the Planning Department of the City of Rancho Cucamonga located at 10500 Civic Center Drive, Rancho Cucamonga, California 91730, telephone (909) 477-2750.

e. Based on comments received from the San Manuel Band of Mission Indians, mitigation measures relating to Cultural Resources were modified. Consistent with CEQA section 15074.1, City staff determined that the new measures are equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

5. Based upon the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby approves the application subject to each and every condition set forth in the attached Conditions of Approval and the Mitigation Measures listed below.

Environmental Mitigation

Air Quality

1) All construction equipment shall be maintained in good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is being properly serviced and maintained as per manufacturers' specifications. Maintenance records shall be available at the construction site for City verification.

2) Prior to the issuance of any grading permits, the developer shall submit construction plans to the City denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the South Coast Air Quality Management District (SCAQMD) as well as City Planning Staff.

3) The construction contractor shall utilize electric or clean alternative fuel powered equipment where feasible.

4) The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use.

5) All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.

6) All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high-volume, low-pressure spray.

7) All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions:

   - Reestablish ground cover on the construction site through seeding and watering.
   - Pave or apply gravel to any on-site haul roads.
   - Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.
   - Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods.
   - Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices.
   - Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. Timing may vary depending upon the time of year of construction.

- Suspend grading operations during high winds (i.e., wind speeds exceeding 25mph) in accordance with Rule 403 requirements.
- Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means.

8) The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board (RWQCB)) daily to reduce PM_{10} emissions, in accordance with SCAQMD Rule 403.

9) Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.

10) Landscape with native and/or drought-resistant species to reduce water consumption and to provide passive solar benefits.

11) Provide lighter color roofing and road materials and tree planting programs to comply with the AQMP Miscellaneous Sources MSC-01 measure.

12) All residential and commercial structures shall be required to incorporate high-efficiency/low-polluting heating, air conditioning, appliances, and water heaters.

13) All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.

14) All new development in the City of Rancho Cucamonga shall comply with South Coast Air Quality Management District's Rule 445, Wood Burning Devices. Rule 445 was adopted in March 2008 to reduce emissions of $PM_{2.5}$ and precludes the installation of indoor or outdoor wood burning devices (i.e. fireplaces/hearths) in new development on or after March 9, 2009.

Biological Resources

1) If vegetation removal, soil disturbance, or any other construction related activity is to occur during the avian nesting season (February 1 through August 31), a preconstruction nesting survey shall be conducted and submitted to the Planning Department for review and acceptance prior to initiation of construction. If nests are discovered, they should be avoided through establishment of an appropriate buffer setback, as determined by a qualified wildlife biologist and consistent with CDFW protocols. The temporary "no construction" area would have to be maintained until the nest has completed its cycle, as determined by a qualified wildlife biologist. Once the nest cycle is complete and all nestlings have fledged and left the nest, then construction in the area could resume. A biologist should be present on-site to monitor vegetation removal activities to ensure that any nests not detected during the initial survey are not disturbed. If initial ground disturbing activities or site clearing is proposed to occur outside of the nesting season (September 1 through January 31), then a pre-construction survey would not be required and construction could commence unimpeded.

2) Mitigation for the removal of White sage scrub on-site is required - preservation of 9.13 acres of WSS habitat designated for conservation (a 1:1 mitigation ratio) or payment of in-lieu fees. If this mitigation measure is implemented, adverse effects to WSS would be less than significant. Prior to issuance of a grading permit, the applicant shall provide documentation to the Planning Department confirming the mitigation land is secured or the in lieu fees have been paid.

3) Since there is habitat at the Site suitable to support special status plant species, including one endangered species and several CRPR 1B and 2 plants, focused surveys shall be conducted prior to issuance of a grading permit, during the appropriate blooming periods for the subject species, in order to document the presence or absence of those species at the Project Site. The survey shall be conducted by a qualified biologist using methodology based on the most current CDFW and CNPS rare plant survey protocols. The biologist shall identify all occurrences of sensitive species and shall consult with CDFW and USFWS, as appropriate depending on species status, to develop and execute a mitigation plan to relocate plants, gather seeds from the plants, and distribute to a suitable conserved habitat area.

4) To offset the loss of Los Angeles Pocket Mouse on the property from development, the following actions shall be carried out: Conduct a 5-night pre-construction intensive trapping effort across the property to remove and relocate (into nearby suitable habitats) as many LAPM individuals as possible from the site. Details of this trapping/relocation effort shall be developed and carried out by a biologist permitted by a CDFG MOU to trap and handle this species, in coordination with CDFG biologists. Prior to the issuance of a grading permit, this report shall be submitted to the City for review and acceptance.

5) The following measures are required to minimize indirect impacts to vegetation in the vicinity of the project site:

   - Dust control measures designed to minimize effects to vegetation in the vicinity should be implemented.

   - Native plants should be used to the greatest extent feasible in landscaped areas. Many invasive non-native horticultural species can spread readily into natural areas and the local watershed. Landscaping should not include invasive plants identified by the California Invasive Plant Council (Cal-IPC).

6) No SBKR were detected on-site. The loss of SBKR critical habitat is not expected to compromise the long-term survival of the species; therefore, no mitigation measures for impacts to SBKR critical habitat are proposed. However, since there are impacts proposed to on-site WOUS regulated under the jurisdiction of the Corps, it is expected that the Corps will be required to consult with USFWS under Section 7 of the FESA.

7) Ten days prior to ground clearing activities, a breeding bird survey that is in conformance with the Migratory Bird Act shall be required to determine whether nesting is occurring. Prior to issuance of a grading permit, this survey shall be submitted to the City for review and acceptance. Occupied nests shall not be disturbed unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying or incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable

of independent survival. If the biologist is unable to verify one of the above conditions, then no disturbance shall occur within 300 feet of non-raptor nests, and within 5,000 feet of raptor nests, during the breeding season to avoid abandonment of the young.

If nests are discovered, they shall be avoided through the establishment of an appropriate buffer setback, as determined by a qualified wildlife biologist. The temporary "no construction" area shall be maintained until the nest has completed its cycle, as determined by a qualified wildlife biologist. Once the nest cycle is complete and all nestlings have fledged and have left the nest, construction in the area may resume.

8) Prior to issuance of a grading permit, the applicant shall perform a Burrowing Owl Survey that is in conformance with the Department of Fish and Wildlife Staff Report on Burrowing Owl Mitigation and submit the written report outlining the findings to the California Department of Fish and Wildlife (CDFW) and the Planning Department within 30 days of groundbreaking activity. The survey shall include a habitat assessment, survey and impact analysis. The Burrowing Owl Survey shall follow the following protocol:

- Burrowing Owl Survey methodology shall be based on Appendix D (Breeding and Non-breeding Season Surveys and Reports) of the CDFW Staff Report. Results of the pre-construction survey shall be provided to CDFW and the City. If the pre-construction survey does not identify burrowing owls on the project site, then no further mitigation is required. If burrowing owls are found to be utilizing the project site during the pre-construction survey, measures shall be developed by the qualified biologist in coordination with CDFW to avoid Impacting occupied burrows during the nesting period. These measures shall be based on the most current CDFW protocols and will at minimum include establishment of buffer setbacks from occupied burrows and owl monitoring. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed for owls.

- During the non-breeding season from September 1 through January 31, if burrows are occupied by migratory or non-migratory resident burrowing owls during a pre-construction survey, burrow exclusion and/or closure may be used to exclude owls from those burrows. Burrow exclusion and/or closure should only be conducted by a qualified wildlife biologist in coordination with CDFW using the most current CDFW guidelines.

- During the avian nesting season from February 1 through August 31, if nests are discovered, they shall be avoided through establishment of an appropriate buffer setback, as determined by a qualified wildlife biologist. The temporary "no construction" area would have to be maintained until the nest has completed its cycle, as determined by a qualified wildlife biologist. Once the nest cycle is complete and all nestlings have fledged and have left the nest, construction in the area may resume.

9) Prior to approval by the City of any grading and/or construction permits, the Project applicant shall consult with the Corps to obtain a Jurisdictional

Determination and, if necessary, acquire required permit authorizations from the regulatory agencies. These authorizations will include, but are not limited to, the following:

- CWA Section 404 Permit from the Corps (Nationwide Permit 29 for Residential Developments may be applicable)
- CWA Section 401 Water Quality Certification from RWQCB, and
- California Fish and Game Code Section 1602 Streambed Alteration Agreement from CDFW.

Additionally, a FESA Section 7 Consultation between the Corps and USFWS will be required. Copies of any correspondence and/or permit authorizations received shall be submitted to the City for review and record.

Cultural Resources

1) If any prehistoric archaeological resources are encountered before or during grading, the developer will retain a qualified archaeologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. With the assistance of the archaeologist, the City of Rancho Cucamonga will:

   - Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value.
   - Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.
   - Pursue educating the public about the archaeological heritage of the area.
   - Prepare a mitigation plan consistent with Section 21083.2 Archaeological resources of CEQA to eliminate adverse project effects on significant, important, and unique prehistoric resources, including but not limited to, avoiding archaeological sites, capping or covering sites with soil, planning the site as a park or green space or paying an in-kind mitigation fee.
   - Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving.

2) A RPA (Registry of Professional Archaeologists)-certified archaeologist shall be retained, at the expense of the future project developers, to monitor the initial grading in areas, sensitive for cultural resources, such as the mouths of the canyons and along the natural drainages. The frequency and duration of the monitoring shall be based on the professional judgment of the on-site archaeologist based on the materials being excavated. If significant cultural

resources are uncovered, the archaeologist shall have the authority to stop or temporarily divert construction activities for a period of 48 hours to assess the significance of the finds.

3) In the event that significant archaeological remains are uncovered during excavation and/or grading, all work shall stop in that area of the site until an appropriate data recovery program can be developed and implemented. The cost of such a program shall be the responsibility of future developers.

4) All archaeological resources recovered during the project shall be donated to a local institution that has the proper facilities for curation, display, and use by qualified scholars and all tribal cultural resources that may be recovered during project development be returned to the San Manuel Band of Mission Indians. Costs for curation shall be covered by the project applicant.

5) The approved archaeological mitigation measures shall be affixed to all copies of the project grading plans.

6) If any paleontological resources (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:

   - Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.
   - Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.
   - Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., San Bernardino County Museum).
   - Submit summary report to City of Rancho Cucamonga. Transfer collected specimens with a copy of the report to San Bernardino County Museum.

7) Prior to issuance of any grading permit, the applicant/permitee shall contact the San Manuel Band of Mission Indians Cultural Resources Department to coordinate tribal participation in the archaeological monitoring of the project. Tribal participants shall coordinate with the Project Archaeologist to ensure that tribal cultural resources that may be encountered during ground disturbances are identified, assessed, and either protected in place or mitigated accordingly.

Geology and Soils

1) The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce PM_{10} emissions, in accordance with SCAQMD Rule 403 or re-planted with drought resistant landscaping as soon as possible.

2) Frontage public streets shall be swept according to a schedule established by the City to reduce PM_{10} emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon the time of year of construction.

3) Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM_{10} emissions from the site during such episodes.

4) Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.

Greenhouse Gas Emissions

1) The project must comply with all rules that assist in reducing short-term air pollutant emission in compliance with SCAQMD Rule 403 regarding fugitive dust including treating the site with water or other soil-stabilizing agent twice daily or replanting disturbed areas as quickly as possible.

2) The construction contractor shall select construction equipment based on low-emission factors and high energy efficiency and submit a statement on the grading plan that ensures all construction equipment will be tuned and maintained in accordance with the manufactures' specification.

3) Trucks shall not idle continuously for more than 5 minutes.

4) Alternative fuel powered equipment shall be utilized in lieu of gasoline- or diesel-powered engines where feasible.

5) Construction should be timed so as not to interfere with peak-hour traffic.

6) Ridesharing and transit incentives shall be supported and encouraged for the construction crew.

7) Construction and Building materials shall be produced and/or manufactured locally. Use "Green Building Materials" such as materials that are resource efficient, recycled and manufactured in an environmentally friendly way including low-volatile-organic-compound (VOC) materials.

8) Design all buildings to exceed California Building Code Title 24 energy standard including but not limited to any combination of;

   - Increased insulation.

   - Limit air leakage through the structure.

- Incorporate Energy Star or better rated windows, space heating and cooling equipment, light fixtures, and appliances.
- Landscape and develop site utilizing shade, prevailing winds and landscaping.
- Install efficient lighting and lighting control systems.
- Install light colored "cool" roofs and cool pavements.
- Install solar or light emitting diodes (LED's) for outdoor lighting.

9) Prepare a comprehensive water conservation strategy appropriate for the project and include the following;

- Install water efficient landscapes and irrigation systems and devices in compliance with the City of Rancho Cucamonga Water Efficient Landscape Ordinance.
- Use reclaimed water for landscaping within the project if available and/or install the infrastructure to deliver and use reclaimed water.
- Design building to be water efficient by installing water efficient fixtures and appliances including low flow faucets, dual flush toilets and waterless urinals/water heaters.
- Design irrigation to control runoff and to remove water to non-vegetated surfaces.

10) Reuse and recycle construction and demolition waste. Provide interior and exterior storage areas for recyclables and green waste in public areas. Educate employees about reducing waste and about recycling.

Hazards and Waste Materials

1) The project shall comply with Chapter 7A of the California Building Code (CBC), which includes building standards for the Wildland-Urban Interface Fire Area. The standards call for the use of ignition-resistant materials and design to inhibit the intrusion of flame or burning embers projected by a vegetation fire and help reduce losses resulting from repeated cycles of interface fire disasters.

2) The project shall comply with the Fire Protection Plan dated January 5, 2015. The plan includes specific vegetation management zones, required landscaping requirements, and construction standards. The Fire Protection Plan has been approved by the RCFPD on April 13, 2015.

Hydrology and Water Quality

1) Prior to issuance of grading permits, the permit applicant shall submit to the Building Official for approval, a Storm Water Pollution Prevention Plan (SWPPP) specifically identifying Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practical.

2) An Erosion Control Plan shall be prepared, included in the Grading Plan, and implemented for the proposed project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. This Erosion Control Plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in Southern California, and b) An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.

3) During construction, temporary berms such as sandbags or gravel dikes must be used to prevent discharge of debris or sediment from the site when there is rainfall or other runoff.

4) During construction, to remove pollutants, street cleaning will be performed prior to storm events and after the use of water trucks to control dust in order to prevent discharge of debris or sediment from the site.

5) Prior to issuance of grading or paving permits, the applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.

6) Education of Property Owners, Tenants and Occupants on Stormwater BMPs - Educational Materials will be available to homeowners thru HOA. HOA will periodically provide homeowners with environmental awareness education materials which may include use of household chemicals, discharges of wastes via hosing or other direct discharge to gutters, catch basins and storm drains. See attached Education Materials in section 6.4 of the WQMP report.

7) Activity Restrictions - Once an HOA is formed, certain restrictions may be enacted thru the formation of conditions, covenants and restrictions (CCRs) to protect surface water runoff.

8) Landscape Management BMPs - See attached CASQA SD-12 in section 6.4 of the WQMP Report.

9) BMP Maintenance – Maintenance of BMPs implemented at the project shall be performed at the frequency prescribed in this WQMP. Records of inspections and maintenance shall be maintained by the HOA and documented with the WQMP, and shall be available for review upon request.

10) Local Water Quality Ordinances - Available to the home upon request at the City of Ranch Cucamonga.

11) Litter/Debris Control Program - Litter collection and removal shall be conducted on a bi-weekly basis by the HOA.

12) Catch Basin Inspection Program - Catch basins will be inspected by the HOA and cleaned as necessary on an annual basis. Catch basin labeling shall be checked for legibility, replaced as necessary.

13) Vacuum Sweeping of Private Streets and Parking Lots - The City of Rancho Cucamonga shall sweep all streets and drive aisles on a weekly basis.

14) Provide storm drain system stenciling and signage (CASQA New Development BMP Handbook SD-13) - See CASQA Detail SD-13 in Section 6.4 of WQMP.

15) Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control (Statewide Model Landscape Ordinance; CASQA New Development BMP Handbook SD-12) - See CASQA Detail SD-12 in Section 6.4 of WQMP.

16) Finish grade of landscaped areas at a minimum of 1-2 inches below top of curb, sidewalk, or pavement - Landscaped areas are proposed to promote self-retaining areas to aid in surface runoff water quality.

17) Protect slopes and channels and provide energy dissipation (CASQA New Development BMP Handbook SD-10) - See CASQA Detail SD-10 in Section 6.4 of WQMP.

18) Prior to issuance of building permits, the applicant shall submit to the City Building Official for approval of a Water Quality Management Plan (WQMP), including a project description and identifying Best Management Practices (BMPs) that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures consistent with the Guidelines for New Development and Redevelopment adopted by the City of Rancho Cucamonga in June 2004.

19) Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Landscaped areas shall be monitored and maintained for at least two years to ensure adequate coverage and stable growth. Plans for these areas, including monitoring provisions for a minimum of two years, shall be submitted to the City for review and approval prior to the issuance of grading permits.

20) The developer shall implement the BMPs identified in the Water Quality Management Plan prepared by MDS Consulting on August 22, 2014 to reduce construction pollutants from entering the storm drain system to the maximum extent practical.

Noise

1) The recommended height of the noise barriers is 6 feet. Noise control barrier may be constructed by a block wall and will be required at plan check by the Planning Department.

   A noise barrier must present a solid face from top to bottom. Preventable openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking.

2) The project site will require a "windows closed" condition. To ensure proper acoustical noise isolation the following are required at plan check and verified with the Building and Safety Department:

   - Upgraded windows and sliding glass doors for facades that face analyzed roadways. First row units directly facing East and Wilson Avenue:

     1st floor: All windows and sliding glass doors directly facing East Avenue and Wilson Avenue will require a minimum STC rating of 25 or higher.

     2nd floor: All windows and sliding glass doors directly facing East Avenue and Wilson Avenue will require a minimum STC rating of 28 or higher.

   - Attic façade vents or roof vents that directly face the subject roadway, if applicable, should include an acoustical baffle to prevent vehicle noise intrusion. Exhibit D and E illustrates an example of an attic façade vent and roof vent acoustical baffles. The Contractor may install similar measures to provide noise reduction.

   - For proper acoustical performance, all exterior windows, doors, and sliding glass doors must have a positive seal and leaks/cracks must be kept to a minimum.

   - Minimize cracks or leaks, any partition with a gap or hole will allow noise to flank and penetrate the partition.

3) Construction or grading shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday.

4) Construction or grading noise levels shall not exceed the standards specified in Development Code Section 17.66.050, as measured at the property line. Developer shall hire a consultant to perform weekly noise level monitoring as specified in Development Code Section 17.66.050. Monitoring at other times may be required by the Building Official. Said consultant shall report their findings to the Building Official within 24 hours; however, if noise levels exceed

the above standards, then the consultant shall immediately notify the Building Official. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with above noise standards or halted.

5) The perimeter block wall shall be constructed as early as possible in first phase.

6) Haul truck deliveries shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. Additionally, if heavy trucks used for hauling would exceed 100 daily trips (counting both to and from the construction site), then the developer shall prepare a noise mitigation plan denoting any construction traffic haul routes and include appropriate noise mitigation measures. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

7) Prior to the issuance of any grading plans a construction-related noise mitigation plan shall be submitted to the City for review and approval. The Plan shall depict the location of the construction equipment and how the noise from this equipment would be mitigated during construction.

8) Stationary construction noise sources such as generators or pumps should be located as far away from sensitive land uses, as feasible.

9) Construction staging areas should be located as far from noise sensitive land uses as feasible.

10) During construction, the contactor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.

11) Idling equipment shall be turned off when not in use.

12) Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

5. The Secretary to this Commission shall certify to the adoption of this Resolution.

APPROVED AND ADOPTED THIS 23RD DAY OF MARCH 2016.

PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA

BY: _____
Ravenel Wimberly, Chairman

ATTEST:_____
Candyce Burnett, Secretary

I, Candyce Burnett, Secretary of the Planning Commission of the City of Rancho Cucamonga, do hereby certify that the foregoing Resolution was duly and regularly introduced, passed, and adopted by the Planning Commission of the City of Rancho Cucamonga, at a regular meeting of the Planning Commission held on the 23rd day of March 2016, by the following vote-to-wit:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

Conditions of Approval

RANCHO CUCAMONGA

Community Development Department

Project #:	SUBTT18908 CEQA2014-00019
Project Name:	NWC of East and Wilson Avenue
Location:	5650 EAST AVE - 108708125-0000
Project Type:	Tentative Tract Map CEQA Review

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Planning Department

Please be advised of the following Special Conditions

1. The "Upper Etiwanda" neighborhood entry monument shall be installed at the northwest corner of Wilson Avenue and East Avenue in accordance with Exhibit 25(A). 30" max cut stone wall with a concrete cap and low pilaster. Material and color shall match with what is existing at the intersection of Etiwanda Avenue and Wilson Avenue.
2. The street trees along East Avenue need to be changed from Sophora japonica 'Regent' (Chinese Scholar Tree) to Magnolia grandiflora 'D.D. Blanchard'. The Sophora is not on the list of the City's acceptable street tree species.
3. Approval is for the subdivision of approximately 10.6 acres into 30 single family detached lots within the Low (L) Residential District in the Etiwanda North Specific Plan located at the northwest corner of East Avenue and Wilson Avenue; APN: 1087-081-25.
4. This project is within subarea 2.2 of the Upper Etiwanda planning area per the Etiwanda North Specific Plan.
   a. The neighborhood theme wall shall be featured along the north side of Wilson Avenue and west side of East Avenue
   b. A neighborhood entry monument shall be installed at the northwest corner of Wilson Avenue and East Avenue
   c. The private landscape easement shall be consistent with "Upper Etiwanda Neighborhood entry" exhibits 25 A & B (page III-78 & 79).
5. Future house product for the subdivision shall adhere to the architectural requirements and guidelines of the Etiwanda North Specific Plan.
6. Future house product shall require approval of a Design Review by the Planning Commission.
7. If a Home Owners Association is created for the maintenance of an equestrian facility, then the tract (SUBTT18908) shall be required to annex into the HOA prior to recordation of the final map. If a Community Facilities District is created for the maintenance of an equestrian facility, then the tract (SUBTT18908) shall be required to annex into the Community Facilities District prior to recordation of the final map.

Standard Conditions of Approval

8. This tentative tract map shall expire, unless extended by the Planning Commission, unless a complete final map is filed with the Engineering Services Department within 3 years from the date of the approval. Therefore, the tentative tract map will expire on March 24, 2019.

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Planning Department

Standard Conditions of Approval

9. The applicant shall agree to defend at his sole expense any action brought against the City, its agents, officers, or employees, because of the issuance of such approval, or in the alternative, to relinquish such approval. The applicant shall reimburse the City, its agents, officers, or employees, for any Court costs and attorney's fees which the City, its agents, officers, or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his obligations under this condition.
10. Copies of the signed Planning Commission Resolution of Approval, Standard Conditions, and all environmental mitigations shall be included on the plans (full size). The sheet(s) are for information only to all parties involved in the construction/grading activities and are not required to be wet sealed/stamped by a licensed Engineer/Architect.
11. The applicant shall be required to pay California Department of Fish and Wildlife Notice of Exemption and Mitigated Negative Declaration fee in the amount of $2,260.00. All checks are to be made payable to the Clerk of the Board Supervisors and submitted to the Planning Commission Secretary prior to public hearing.
12. All parkways, open areas, and landscaping shall be permanently maintained by the property owner, homeowners' association, or other means acceptable to the City. Proof of this landscape maintenance shall be submitted for Planning Director and Engineering Services Department review and approved prior to the issuance of Building Permits.
13. All site, grading, landscape, irrigation, and street improvement plans shall be coordinated for consistency prior to issuance of any permits (such as grading, tree removal, encroachment, building, etc.) or prior to final map approval in the case of a custom lot subdivision, or approved use has commenced, whichever comes first.
14. Approval of this request shall not waive compliance with all sections of the Development Code, all other applicable City Ordinances, and applicable Community, Specific Plans and/or Master Plans in effect at the time of Building Permit issuance.
15. Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Director.
16. Street names shall be submitted for Planning Director review and approval in accordance with the adopted Street Naming Policy prior to approval of the final map
17. The Covenants, Conditions, and Restrictions (CC&Rs) and Articles of Incorporation of the Homeowners' Association are subject to the approval of the Planning and Engineering Services Department and the City Attorney. They shall be recorded concurrently with the Final Map or prior to the issuance of Building Permits, whichever occurs first. A recorded copy shall be provided to the City Engineer. The Homeowners' Association shall submit to the Planning Department a list of the name and address of their officers on or before January 1 of each and every year and whenever said information changes.

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Planning Department

Standard Conditions of Approval

18. The Covenants, Conditions, and Restrictions (CC&Rs) shall not prohibit the keeping the equine animals where zoning requirements for the keeping of said animals have been met. Individual lot owners in subdivisions shall have the option of keeping said animals without the necessity of appealing to boards of directors of homeowners' associations for amendments to the CC&Rs.
19. The site shall be developed and maintained in accordance with the approved plans which include the tentative tract map and conceptual grading plan and details on file in the Planning Department, the conditions contained herein, the Development Code regulations and the Etiwanda Specific Plan.
20. Access gates to the rear yards shall be constructed from a material more durable than wood gates. Acceptable materials include, but are not limited to, wrought iron and PVC.
21. For residential development, return walls and corner side walls shall be decorative masonry.
22. On corner side yards, provide minimum 5-foot setback between walls/fences and sidewalk. The 5-foot wall/fence setback and the parkway shall have landscape and irrigation in addition to the required street trees. Detailed landscape and irrigation plans shall be submitted for Planning Director review and approval prior to issuance of Building Permits. The parkway landscaping including trees, shrubs, ground covers and irrigation shall be maintained by the property owner. The developer shall provide each prospective buyer written notice of the parkway maintenance requirement, in a standard format as determined by the Planning Director, prior to accepting a cash deposit on any property.
23. Six-foot decorative block walls shall be constructed along the project perimeter. If a double wall condition would result, the developer shall make a good faith effort to work with the adjoining property owners to provide a single wall. Developer shall notify, by mail, all contiguous property owners at least 30 days prior to the removal of any existing walls/fences along the project perimeter.
24. Slope fencing along side property lines shall comply with the view fencing detail (Exhibit 25 C) provided in the Etiwanda North Specific Plan to maintain an open feeling and enhance views.
25. A detailed landscape and irrigation plan, including slope planting and model home landscaping in the case of residential development, shall be prepared by a licensed landscape architect and submitted for Planning Director review and approval prior to the issuance of Building Permits for the development or prior final map approval in the case of a custom lot subdivision. For development occurring in the Very High Fire Hazard Severity Zone, the landscape plans will also be reviewed by Fire Construction Services.
26. All private slopes in excess of 5 feet, but less than 8 feet in vertical height and of 2:1 or greater slope shall be landscaped and irrigated for erosion control and to soften their appearance as follows: one 15-gallon or larger size tree per each 150 sq. ft. of slope area, 1-gallon or larger size shrub per each 100 sq. ft. of slope area, and appropriate ground cover. In addition, slope banks in excess of 8 feet in vertical height and 2:1 or greater slope shall also include one 5-gallon or larger size tree per each 250 sq. ft. of slope area. Trees and shrubs shall be planted in staggered clusters to soften and vary slope plane. Slope planting required by this section shall include a permanent irrigation system to be installed by the developer prior to occupancy.

Project #:	SUBTT18908 CEQA2014-00019
Project Name:	NWC of East and Wilson Avenue
Location:	5650 EAST AVE - 108708125-0000
Project Type:	Tentative Tract Map CEQA Review

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Planning Department

Standard Conditions of Approval

27. All private slopes of 5 feet or more in vertical height and of 5:1 or greater slope, but less than 2:1 slope, shall be, at minimum, irrigated and landscaped with appropriate ground cover for erosion control. Slope planting required by this section shall include a permanent irrigation system to be installed by the developer prior to occupancy.
28. All walls shall be provided with decorative treatment. If located in public maintenance areas, the design shall be coordinated with the Engineering Services Department.
29. Landscaping and irrigation systems required to be installed within the public right-of-way on the perimeter of this project area shall be continuously maintained by the developer.
30. The final design of the perimeter parkways, walls, landscaping, and sidewalks shall be included in the required landscape plans and shall be subject to Planning Director review and approval and coordinated for consistency with any parkway landscaping plan which may be required by the Engineering Services Department.
31. Mitigation measures are required for the project. The applicant is responsible for the cost of implementing said measures, including monitoring and reporting. Applicant shall be required to post cash, letter of credit, or other forms of guarantee acceptable to the Planning Director in the amount of $744 prior to the issuance of Building Permits, guaranteeing satisfactory performance and completion of all mitigation measures. These funds may be used by the City to retain consultants and/or pay for City staff time to monitor and report on the mitigation measures. Failure to complete all actions required by the approved environmental documents shall be considered grounds for forfeit.
32. Landscaping and irrigation shall be designed to conserve water through the principles of water efficient landscaping per Development Code Chapter 17.82.

Engineering Services Department

Please be advised of the following Special Conditions

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Engineering Services Department

Please be advised of the following Special Conditions

1. Wilson Avenue improvements shall be installed in accordance with Etiwanda North Specific Plan "Special Divided Secondary Arterial" standards as follows:

   a. Construct north half of the street along the project frontage, including curb and gutter, asphalt pavement, curvilinear sidewalk, 9500 Lumen HPSV-equivalent streetlights, street trees and R26(s) "No Stopping" signs.

   b. On the south side, construct a paved 2-lane road for two way traffic from East Avenue to Etiwanda Avenue consistent with the design criteria used for Wilson Avenue east of East Avenue. Provide off site transitions to the satisfaction of the Traffic Engineer.

   c. The developer shall receive credit against, and reimbursement of costs in excess of, the Transportation Development Fee for ultimate permanent improvements, including the middle 38 feet of pavement, in conformance with City policy. The developer may request a reimbursement agreement to recover the cost of other permanent off-site improvements from future development of the adjacent property. If the developer fails to submit for said reimbursement agreement within 6 months of the public improvements being accepted by the City, all rights of the developer to reimbursement shall terminate.

   d. The City will share a portion of collected contributions in lieu of construction paid by the developer of Tract 16113.

   e. A contribution in lieu of construction shall be paid for half of the future median including landscaping.

   f. Interim roundabout at intersection with East Avenue to be in accordance with FHWA guidelines and CAMUTCD standards. If analysis reveals that the level of service for a roundabout is unacceptable, a traffic signal shall be installed.

   g. Provide a traffic signing and striping plan.

   h. When Tract 16072 completes Wilson Avenue, there will be no median breaks except at the entry to Tract 16072 midway between Etiwanda and East Avenues.

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Engineering Services Department

Please be advised of the following Special Conditions

2. East Avenue improvements shall be installed in accordance with Etiwanda North Specific Plan "Collector" standards as follows:

   a. Construct west half of the street along the project frontage plus 18 feet of pavement east of the centerline, for a total width of 40 feet, along with a 2-foot wide graded shoulder.

   b. Frontage improvements will include curb and gutter, asphalt pavement, property line adjacent sidewalk, 5800 Lumen HPSV-equivalent LED streetlights, street trees and R26(s) "No Stopping" signs. Install an asphalt berm along the east side of East Avenue.

   c. The developer may request a reimbursement agreement to recover the cost of permanent off-site improvements east of the centerline from future development of the adjacent property. If the developer fails to submit for said reimbursement agreement within 6 months of the public improvements being accepted by the City, all rights of the developer to reimbursement shall terminate.

   d. South of Wilson Avenue, East Avenue should be constructed 38 feet wide to northerly boundary of Tract 16113. The developer shall receive credit against, and reimbursement costs in excess of the Transportation Development Fee for these improvements, in conformance with City Policy.

   e. Dedication shall be made, a total of 33 feet on East Avenue (measured from street centerline).

   f. Provide a signing and striping plan.

   g.Offsite easements for improvements on east of East Avenue, including catch basins, shall be obtained prior to approval of final map or issuance of building permits, whichever comes first.

3. Interior street frontage improvements to be in accordance with City "Local" standards as required and including:

   a. Provide curb and gutter, property line adjacent sidewalk and street trees.

   b. Proposed drive approaches to be in accordance with City Driveway Policy.

   c. Provide 5800 Lumen HPSV-equivalent LED street lights, as required.

   d. Provide traffic signing and striping, as required.

   e. Access to Wilson Avenue shall be in accordance with City "Collector" pavement widths and can taper down to City "Local" pavement widths.

4. A Homeowners Association (HOA) shall be created for the maintenance of the proposed landscaped areas on East and Wilson Avenues. Development shall also join appropriate public maintenance district(s), prior to map recordation.

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Engineering Services Department

Please be advised of the following Special Conditions

5. Install local storm drains to convey development drainage to the existing Master Plan Storm Drain in Wilson Avenue. Extend the local the local storm drain as far on-site as needed to contain Q100 within rights-of-way and provide a 10-foot dry lane in Q10. The cost of local storm drains shall be borne by this development with no fee credit.
6. The project applicant shall demonstrate they have received written approval from Metropolitan Water District for any proposed activities within Metropolitan fee property prior to proceeding with the proposed improvements to Wilson Avenue or proceeding with any other activity that may infringe upon or impact rights-of-way. Coordination with Metropolitan and submittal of design plans should be in accordance with the "Guidelines for Developments in the Area of Facilities, Fee Properties and/or easements of the Metropolitan Water District of Southern California".
7. Dedicate 51 feet of right-of-way for Wilson Avenue, measured from the ultimate centerline.
8. Rights-of-way shall be obtained from Metropolitan Water District (MWD) for improvements south of the Wilson Avenue centerline, as well as a permit.
9. Provide design of roundabout for East/Wilson intersection in ultimate condition that is in accordance with FHWA guidelines and CAMUTCD standards.
10. If this tract is constructed prior to Tract 16072 installs their north property line channel, this developer shall demonstrate they are protected from off-site flows along north and west perimeter walls.
11. Equestrian Impact Fees in the amount of $1,000.00, per the Etiwanda North Specific Plan, shall be paid upon issuance of a Single Family Residential building permit.

Standard Conditions of Approval

12. Corner property line cutoffs shall be dedicated per City Standards.
13. A signed consent and waiver form to join and/or form the appropriate Landscape and Lighting Districts shall be filed with the Engineering Services Department prior to final map approval or issuance of Building Permits whichever occurs first. Formation costs shall be borne by the developer.
14. A non-refundable deposit shall be paid to the City, covering the estimated operating costs for all new streetlights for the first six months of operation, prior to final map approval or prior to Building Permit issuance if no map is involved.

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Engineering Services Department

Standard Conditions of Approval

15. Prior to the issuance of building permits, a Diversion Deposit and related administrative fees shall be paid for the Construction and Demolition Diversion Program. The deposit is fully refundable if at least 50% of all wastes generated during construction and demolition are diverted from landfills, and appropriate documentation is provided to the City. Permits issued on or after June 2, 2014, must complete the reimbursement process through the City's Accelerate online portal within 60 days following the completion of the construction and/or demolition project or the deposit will be forfeited. Permits issued before June 2, 2014, require the following when applying for a deposit reimbursement: a completed CD-2 form, a copy of the cashier's receipt showing the deposit amount, and all weight tickets. Instructions and forms are available at the City's web site, www.CityofRC.us, under City Hall; Engineering; Environmental Programs.
16. A separate set of landscape and irrigation plans per Engineering Public Works Standards shall be submitted to the Engineering Services Department for review and approval prior to final map approval or issuance of Building Permits, whichever occurs first. The following landscaped parkways, medians, paseos, easements, trails or other areas shall be annexed into the Landscape Maintenance District::
    Wilson Avenue median and south side parkway on Wilson Avenue
17. Public landscape areas are required to incorporate substantial areas (40 percent) of mortared cobble or other acceptable non-irrigated surfaces.
18. All required public landscaping and irrigation systems shall be continuously maintained by the developer until accepted by the City.
19. Dedication shall be made of the following rights-of-way on the perimeter streets (measured from street centerline):

    51 total feet on Wilson Avenue
    33 total feet on East Avenue
20. All existing easements lying within future rights-of-way shall be quit-claimed or delineated on the final map.
21. Pursuant to Municipal Code Section 16.37.010, no person shall make connections from a source of energy, fuel or power to any building or structure which is regulated by technical codes and for which a permit is required unless, in addition to any and all other codes, regulations and ordinances, all improvements required by these conditions of development approval have been completed and accepted by the City Council, except: that in developments containing more than one building, structure or unit, the development may have energy connections made in equal proportion to the percentage of completion of all improvements required by these conditions of development approval, as determined by the City Engineer, provided that reasonable, safe and maintainable access to the property exists. In no case shall more than 95 percent of the buildings, structures or units be connected to energy sources prior to completion and acceptance of all improvements required by these conditions of development approval.

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Engineering Services Department

Standard Conditions of Approval

22. Construct the following perimeter street improvements including, but not limited to:

    Wilson Avenue
    Curb & Gutter
    A.C. Pavement
    Sidewalk
    Street Lights
    Street Trees
    Median Island

    Notes: (a) Median island includes landscaping and irrigation on meter.

23. Construct the following perimeter street improvements including, but not limited to:

    East Avenue
    Curb & Gutter
    A.C. Pavement
    Sidewalk
    Street Lights
    Street Trees

24. Construct the following perimeter street improvements including, but not limited to:

    Interior Streets
    Curb & Gutter
    A.C. Pavement
    Sidewalk
    Drive Approach
    Street Lights
    Street Trees

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Engineering Services Department

Standard Conditions of Approval

25. Improvement Plans and Construction:

a. Street improvement plans, including street trees, street lights, and intersection safety lights on future signal poles, and traffic signal plans shall be prepared by a registered Civil Engineer and shall be submitted to and approved by the City Engineer. Security shall be posted and an agreement executed to the satisfaction of the City Engineer and the City Attorney guaranteeing completion of the public and/or private street improvements, prior to final map approval or the issuance of Building Permits, whichever occurs first.

b. Prior to any work being performed in public right-of-way, fees shall be paid and a construction permit shall be obtained from the Engineering Services Department in addition to any other permits required.

c. Pavement striping, marking, traffic signing, street name signing, traffic signal conduit, and interconnect conduit shall be installed to the satisfaction of the City Engineer.

d. Signal conduit with pull boxes shall be installed with any new construction or reconstruction project along major or secondary streets and at intersections for future traffic signals and interconnect wiring. Pull boxes shall be placed on both sides of the street at 3 feet outside of BCR, ECR, or any other locations approved by the City Engineer.

Notes:

1) Pull boxes shall be No. 6 at intersections and No. 5 along streets, a maximum of 200 feet apart, unless otherwise specified by the City Engineer.

2) Conduit shall be 3-inch galvanized steel with pull rope or as specified.

e. Access ramps for the disabled shall be installed on all corners of intersections per City Standards or as directed by the City Engineer.

f. Existing City roads requiring construction shall remain open to traffic at all times with adequate detours during construction. Street or lane closure permits are required. A cash deposit shall be provided to cover the cost of grading and paving, which shall be refunded upon completion of the construction to the satisfaction of the City Engineer.

g. Concentrated drainage flows shall not cross sidewalks. Under sidewalk drains shall be installed to City Standards, except for single-family residential lots.

h. Street names shall be approved by the Planning Manager prior to submittal for first plan check.

26. Street trees, a minimum of 15-gallon size or larger, shall be installed per City Standards in accordance with the City's street tree program.

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Engineering Services Department

Standard Conditions of Approval

27. Install street trees per City street tree design guidelines and standards as follows. The completed legend (box below) and construction notes shall appear on the title page of the street improvement plans. Street improvement plans shall include a line item within the construction legend stating: "Street trees shall be installed per the notes and legend on Sheet ___ (typically Sheet 1)." Where public landscape plans are required, tree installation in those areas shall be per the public landscape improvement plans.

    Wilson Avenue
    Botanical Name - Lagerstroemia hybrid "Tuscarora"
    Common Name - Pink-Red Crape Myrtle
    Min. Grow Space - 2'
    Spacing - 35' O.C.
    Size - 15 gallon

    Construction Notes for Street Trees:
    1) All street trees are to be planted in accordance with City standard plans.
    2) Prior to the commencement of any planting, an agronomic soils report shall be furnished to the City inspector. Any unusual toxicities or nutrient deficiencies may require backfill soil amendments, as determined by the City inspector.
    3) All street trees are subject to inspection and acceptance by the Engineering Services Department.
    4) Street trees are to be planted per public improvement plans only.

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Engineering Services Department

Standard Conditions of Approval

28. Install street trees per City street tree design guidelines and standards as follows. The completed legend (box below) and construction notes shall appear on the title page of the street improvement plans. Street improvement plans shall include a line item within the construction legend stating: "Street trees shall be installed per the notes and legend on Sheet ___ (typically Sheet 1)." Where public landscape plans are required, tree installation in those areas shall be per the public landscape improvement plans.

    East Avenue
    Botanical Name - Magnolia grandiflora "D.D.. Blanchard"
    Common Name - NCN
    Min. Grow Space - 6'
    Spacing - 55'
    Size - 15 gallon

    Construction Notes for Street Trees:
    1) All street trees are to be planted in accordance with City standard plans.
    2) Prior to the commencement of any planting, an agronomic soils report shall be furnished to the City inspector. Any unusual toxicities or nutrient deficiencies may require backfill soil amendments, as determined by the City inspector.
    3) All street trees are subject to inspection and acceptance by the Engineering Services Department.
    4) Street trees are to be planted per public improvement plans only.

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Engineering Services Department

Standard Conditions of Approval

29. Install street trees per City street tree design guidelines and standards as follows. The completed legend (box below) and construction notes shall appear on the title page of the street improvement plans. Street improvement plans shall include a line item within the construction legend stating: "Street trees shall be installed per the notes and legend on Sheet ___ (typically Sheet 1)." Where public landscape plans are required, tree installation in those areas shall be per the public landscape improvement plans.

    Interior Streets East and West
    Botanical Name - Prunus blireiana
    Common Name - NCN
    Min. Grow Space - 3'
    Spacing - 40' O.C.
    Size - 15 gallon
    Qty.

    Construction Notes for Street Trees:
    1) All street trees are to be planted in accordance with City standard plans.
    2) Prior to the commencement of any planting, an agronomic soils report shall be furnished to the City inspector. Any unusual toxicities or nutrient deficiencies may require backfill soil amendments, as determined by the City inspector.
    3) All street trees are subject to inspection and acceptance by the Engineering Services Department.
    4) Street trees are to be planted per public improvement plans only.

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Engineering Services Department

Standard Conditions of Approval

30. Install street trees per City street tree design guidelines and standards as follows. The completed legend (box below) and construction notes shall appear on the title page of the street improvement plans. Street improvement plans shall include a line item within the construction legend stating: "Street trees shall be installed per the notes and legend on Sheet ___ (typically Sheet 1)." Where public landscape plans are required, tree installation in those areas shall be per the public landscape improvement plans.

    Interior Streets North & SOuth
    Botanical Name - Podocarpus macrophyllus
    Common Name - Yew Pine
    Min. Grow Space - 3'
    Spacing - 40' O.C.
    Size - 15 gallon

    Construction Notes for Street Trees:
    1) All street trees are to be planted in accordance with City standard plans.
    2) Prior to the commencement of any planting, an agronomic soils report shall be furnished to the City inspector. Any unusual toxicities or nutrient deficiencies may require backfill soil amendments, as determined by the City inspector.
    3) All street trees are subject to inspection and acceptance by the Engineering Services Department.
    4) Street trees are to be planted per public improvement plans only.
31. Provide separate utility services to each parcel including sanitary sewerage system, water, gas, electric power, telephone, and cable TV (all underground) in accordance with the Utility Standards. Easements shall be provided as required.
32. The developer shall be responsible for the relocation of existing utilities as necessary.
33. Water and sewer plans shall be designed and constructed to meet the requirements of the Cucamonga Valley Water District (CVWD), Rancho Cucamonga Fire Protection District, and the Environmental Health Department of the County of San Bernardino. A letter of compliance from the CVWD is required prior to final map approval or issuance of permits, whichever occurs first. Such letter must have been issued by the water district within 90 days prior to final map approval in the case of subdivision or prior to the issuance of permits in the case of all other residential projects.
34. Approvals have not been secured from all utilities and other interested agencies involved. Approval of the final parcel map will be subject to any requirements that may be received from them.
35. Permits shall be obtained from the following agencies for work within their right of way: Metropolitan Water District

Grading Section

Standard Conditions of Approval

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Grading Section

Standard Conditions of Approval

1. Grading of the subject property shall be in accordance with current adopted California Building Code, City Grading Standards, and accepted grading practices. The Grading and Drainage Plan(s) shall be in substantial conformance with the approved conceptual Grading and Drainage Plan.
2. A soils report shall be prepared by a qualified Engineer licensed by the State of California to perform such work. Two copies will be provided at grading and drainage plan submittal for review. Plans shall implement design recommendations per said report.
3. A geologic report shall be prepared by a qualified Engineer or Engineering Geologist and submitted at the time of application for Grading and Drainage Plan review.
4. The final Grading and Drainage Plan, appropriate certifications and compaction reports shall be completed, submitted, and approved by the Building and Safety Official prior to the issuance of building permits.
5. A separate Grading and Drainage Plan check submittal is required for all new construction projects and for existing buildings where improvements being proposed will generate 50 cubic yards or more of combined cut and fill. The Grading and Drainage Plan shall be prepared, stamped, and wet signed by a California licensed Civil Engineer.
6. The applicant shall comply with the City of Rancho Cucamonga Dust Control Measures and place a dust control sign on the project site prior to the issuance of a grading permit.
7. If a Rough Grading and Drainage Plan/Permit are submitted to the Building and Safety Official for review, that plan shall be a separate plan/permit from Precise Grading and Drainage Plan/Permit.
8. A drainage study showing a 100-year, AMC 3 design storm event for on-site drainage shall be prepared and submitted to the Building and Safety Official for review and approval for on-site storm water drainage prior to issuance of a grading permit. All reports shall be wet signed and sealed by the Engineer of Record.
9. It shall be the responsibility of the applicant to acquire any required off-site drainage easements prior to the issuance of a grading permit.
10. It shall be the responsibility of the applicant to obtain written permission from the adjacent property owner(s) to construct wall on property line or provide a detail(s) showing the perimeter wall(s) to be constructed offset from the property line.
11. All slopes shall be a minimum 2-foot offset from the public right of way or adjacent private property.
12. Private sewer, water, and storm drain improvements will be designed per the, latest adopted California Plumbing Code.
13. The applicant shall provide a grading agreement and grading bond for all cut and fill combined exceeding 5,000 cubic yards prior to issuance of a grading permit. The grading agreement and bond shall be approved by the Building and Safety Official.
14. The precise grading and drainage plan shall follow the format provided in the City of Rancho Cucamonga handout "Information for Grading Plans and Permit".

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Grading Section

Standard Conditions of Approval

15. Grading Inspections: a) Prior to the start of grading operations the owner and grading contractor shall request a pre-grading meeting. The meeting shall be attended by the project owner/representative, the grading contractor and the Building Inspector to discuss about grading requirements and preventive measures, etc. If a pre-grading meeting is not held within 24 hours from the start of grading operations, the grading permit may be subject to suspension by the Building Inspector; b) The grading contractor shall call into the City of Rancho Cucamonga Building and Safety Department at least 1 working day in advance to request the following grading inspections prior to continuing grading operations: i) The bottom of the over-excavation; ii) Completion of Rough Grading, prior to issuance of the building permit; iii) At the completion of Rough Grading, the grading contractor or owner shall submit to the Permit Technicians (Building and Safety Front Counter) an original and a copy of the Pad Certifications to be prepared by and properly wet signed and sealed by the Civil Engineer and Soils Engineer of Record; iv) The rough grading certificates and the compaction reports will be reviewed by the Associate Engineer or a designated person and approved prior to the issuance of a building permit.
16. Prior to the issuance of the Certificate of Occupancy the engineer of record shall certify the functionality of the storm water quality management plan (WQMP) best management practices (BMP) devices.
17. The Water Quality Management Plan (WQMP) shall include a copy of the project Conditions of Approval.
18. The Preliminary Water Quality Management Plan (WQMP) has been deemed "Acceptable". Prior to the issuance of a grading permit a final project-specific Water Quality Management Plan shall be submitted for review and approval by the Building Official.
19. Prior to the issuance of a Grading Permit the City of Rancho Cucamonga's "Memorandum of Agreement of Storm Water Quality Management Plan" shall be submitted for review and approval by the Building Official and recorded with the County Recorder's Office.
20. Prior to issuance of a Grading Permit the applicant shall obtain a Waste Discharge Identification Number (WDID).
21. If the depths of the infiltration pits is 10-feet or greater below grade the applicant shall provide a copy of EPA Form 7520-16 (Inventory of Injection Wells) with the Facility ID Number assigned to the Building and Safety Services Department Official prior to issuance of the Grading Permit.
22. If the depths of the infiltration pits is 10-feet or greater below grade the land owner shall provide an inspection report by a qualified person/company on a biennial basis for the underground infiltration pits to the City of Rancho Cucamonga Environmental Program Manager. The land owner shall maintain on a regular basis all best management practices (BMP"s) as described in the Storm Water Quality Management Plan prepared for the subject project. All costs associated with the underground infiltration chamber are the responsibility of the land owner.
23. Prior to issuance of a wall permit, on engineered combination garden/retaining walls along the property boundary the structural calculations for the wall shall assume a level toe/heel at the adjacent off-site property (i.e. a manufactured slope is not present).

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT:

Grading Section

Standard Conditions of Approval

24. Prior to issuance of a wall permit, a copy of the Grading Special Conditions of Approval shall be included within the engineered wall plans and calculations.
25. Flow lines steeper than 6 percent could be erosive. The applicant shall provide hard lined gutters and swales where concentrated flows exceed 3fps, and anywhere that flow lines exceed 10 percent
26. This tract requires a connection to a public sewer system. Prior to the issuance of a grading permit, the applicant shall provide evidence from Cucamonga Valley Water Distruct that the proposed public sewer plans have been deemed 90% complete by Cucamonga Valley Water District.
27. This project has been conditioned by the Engineering Services Department for certain off-site improvements, such as Wilson Avenue, which are not shown on the Preliminary Water Quality Management Plan, deemed "Preliminary Only", by the City of Rancho Cucamonga on January 20, 2015. Prior to the issuance of any grading permit the applicant shall provide to the Building Official, or his designee, a final project specific water quality management plan for all proposed impervious areas associated with the proposed project. Prior to the issuance of grading permits the final water quality management plan shall be approved by the City and recorded with the County Recorder's office. The proposed storm water quality treatment devices shall have an approved funding mechanism(s) in place, i.e. a community facilities district, prior to the recordation of the project-specific water quality management plan.

STAFF REPORT

PLANNING DEPARTMENT

RANCHO CUCAMONGA

DATE: March 23, 2016

TO: Chairman and Members of the Planning Commission

FROM: Candyce Burnett, Planning Director

BY: Tom Grahn, Associate Planner

SUBJECT: TIME EXTENSION DRC2015-01110 - PACIFIC SUMMIT-FOOTHILL, LLC - A request to allow for a one (1) year time extension of a previously approved 8-lot Tentative Tract Map (SUBTT16605) residential subdivision for condominium purposes on 21 acres of land in the Mixed Use (MU) District, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and the Pacific Electric Trail – APN: 0207-101-13. On April 12, 2006, a Mitigated Negative Declaration of environmental impacts was adopted by the Planning Commission for Tentative Tract 16605. Per CEQA Guidelines Section 15162, no further environmental review or Negative Declaration is required for subsequent projects or minor revisions to projects within the scope of the previously adopted Mitigated Negative Declaration.

RECOMMENDATION: Staff recommends approval of Time Extension DRC2015-01110 through adoption of the attached Resolution of Approval with conditions.

PROJECT AND SITE DESCRIPTION:

A. Surrounding Land Use and Zoning:
- North - Condominiums and single-family homes; Medium (M) Residential District (8-14 dwelling units per acre) and Low (L) Residential District (2-4 dwelling units per acre)
- South - Office, commercial, and condominiums; Mixed Use (MU) District and Medium (M) Residential District (8-14 dwelling units per acre)
- East - Route 66 Trailhead and condominiums; Medium (M) Residential District (8-14 dwelling units per acre)
- West - Sycamore Inn Restaurant and commercial; Mixed Use (MU) District

B. General Plan Designations:
- Project Site - Mixed Use
- North - Medium Residential (8-14 dwelling units per acre) and Low Residential (2-4 dwelling units per acre)
- South - Mixed Use and Medium Residential (8-14 dwelling units per acre)
- East - Medium Residential (8-14 dwelling units per acre)
- West - Mixed Use

C. Site Characteristics: The project site is approximately 21.0 acres in size and is generally irregular in configuration situated to the north and east of the Sycamore Inn Restaurant. Slopes of varying gradients cover a large portion of the project area, with 32 percent of the site having slopes of 30 percent and greater. The majority of the site has been disturbed and replanted with non-native species; numerous mature trees are located in the northwestern portion of the site. Significant visual features that frame the site are the historic Sycamore Inn on the west, the Red Hill Bluff to the north, and Foothill Boulevard and the Pacific Electric Trail to the south and east.

ANALYSIS:

A. Background: On April 12, 2006 the Planning Commission took the following actions:

- Recommended to the City Council approval of the following applications related to the project site:
  - General Plan Amendment DRC2004-00339 – A request to amend the General Plan to allow the development of land that contains a 30 percent slope.
  - Development Code Amendment DRC2004-00352 – A request to amend the Development Code to allow the development of land that has slope conditions of 30 percent or greater when located south of Banyan Street and satisfies additional conditions.
- Approved the following applications contingent upon City Council approval of the above applications:
  - Tentative Tract 16605 – A residential subdivision of 8 lots for condominium purposes (206 units) on 21 acres of land.
  - Design Review DRC2003-00637 – The design review of building elevations and detailed site plan for 206 condominiums on 21 acres of land.
  - Variance DRC2005-01061 – A request to reduce the parking lot setback from 45 feet minimum to 10 feet to allow improvements to an existing parking lot for the Sycamore Inn Restaurant.
  - Minor Development Review DRC2004-00826 – Parking lot, loading area modifications and covered patio area at the Historic Sycamore Inn Restaurant.

On June 21, 2006, the City Council subsequently approved the General Plan and Development Code Amendment applications. Development Code Amendment DRC2004-00352 was incorporated into Development Code Section 17.52.020(E) thereby providing an exception to the prohibition of development on slopes 30 percent and over, provided the property is located south of Banyan Street and certain conditions are satisfied. In 2010 the General Plan was updated and at that time the General Plan Amendment (DRC2004-00339) was not incorporated into the update. Future development of the site will require a new General Plan Amendment to be submitted and approved prior to approval of development of the site.

The entitlement applications related to the Tentative Tract (i.e., Design Review DRC2003-00637, Variance DRC2005-01061, and Minor Development Review DRC2004-00826) expired on April 6, 2011. No time extensions for these applications were requested or granted.

B. General: This application involves a request to extend the approval period of Tentative Tract Map SUBTT16605 for one (1) additional year. Upon the initial approval of SUBTT16605 on April 12, 2006, the approval period was for a duration of 3 years and was

set to expire on April 12, 2009. However, since the tract was approved, the State Legislature passed a series of Assembly/Senate Bills automatically extending the approval period of various active tentative maps throughout the State. Based on these legislative actions, SB 1185 extended the approval period 1-year to April 12, 2010, AB 333 extended the approval period 2-years to April 12, 2012, AB 208 extended the approval period 2-years to April 12, 2014, and AB 116 extended the approval period 2-years to April 12, 2016. Based upon these automatic extensions, the current expiration date of SUBTT16605 is April 12, 2016.

Tentative Tract Map SUBTT16605 is a valid subdivision map approval and no changes have occurred to the project site from what was previously approved and there are no changed circumstances related to its subdivision, so a Time Extension of the subdivision map can be approved. The related entitlement applications (i.e., GPA, DR, VAR, MDR, etc.) have expired and are no longer viable development opportunities. Although SUBTT16605 conforms to all minimum development standards for the Mixed Use (MU) District, it only allows for the subdivision of the project site. All future development of the site will require the review and approval of a General Plan Amendment to allow the development of land that contains a 30 percent slope, and any related entitlement application (i.e., Design Review, Conditional Use Permit, etc.) will be subject to Planning Commission and/or City Council review and approval. The applicant has acquired 3 additional acres west of the Sycamore Inn and submitted Tentative Tract Map SUBTT16605 Modification and Design Review DRC2012-00672 applications to allow for the subdivision and future development of the project site. These applications will be considered at a future advertised public hearing before the Planning Commission. Approving the Time Extension request will allow the applicant to record the original subdivision map should the Planning Commission and City Council not approve the revised applications.

C. Environmental Assessment: Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City adopted a Mitigated Negative Declaration in April 16, 2006 in connection with the City's approval of Tentative Tract Map SUBTT16605. Pursuant to CEQA Guidelines Section 15162, no subsequent or supplemental EIR or Negative Declaration is required in connection with subsequent discretionary approvals of the same project unless: (i) substantial changes are proposed to the project that indicate new or more severe impacts on the environment; (ii) substantial changes have occurred in the circumstances under which the project was previously reviewed that indicates new or more severe environmental impacts; or (iii) new important information shows the project will have new or more severe impacts than previously considered; or (iv) additional mitigation measures are now feasible to reduce impacts or different mitigation measures can be imposed to substantially reduce impacts. The previous project contemplated the subdivision of the project site into 8 lots for the development of a 206-unit condominium project and the Time Extension for Tentative Tract Map SUBTT16605 is consistent with that approval. Staff further finds that the project will not have one or more significant effects not discussed in the previous Mitigated Negative Declaration, will not have more severe effects than previously analyzed, and that additional or different mitigation measures are not required to reduce the impacts of the project to a level of less than significant. There are no new effects from the subdivision of the property that were not discussed or analyzed or evaluated in the previous Mitigated Negative Declaration.

CORRESPONDENCE: This item was advertised as a public hearing in the Inland Valley Daily Bulletin newspaper, the property was posted, and notices were mailed to all property owners within a 660-foot radius of the project site. No comments have been received in response to these notifications.

Respectfully submitted,

Candyce Burnett
Planning Director

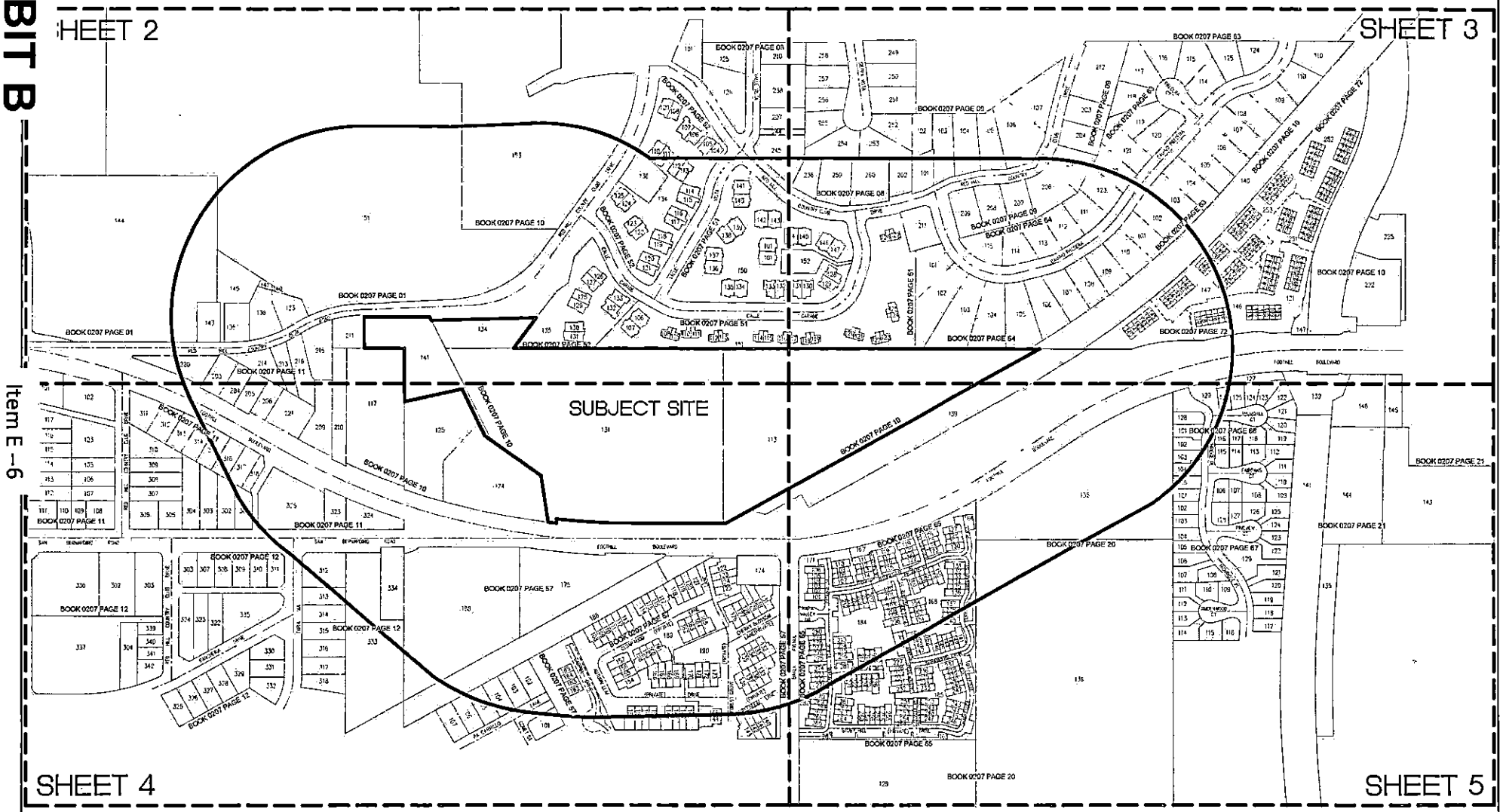
CB:TG/ls

Attachments: Exhibit A - Aerial Photo
Exhibit B - Site Utilization Map
Exhibit C - Tentative Tract Map SUBTT16605 Planning Commission Staff Report (April 12, 2006)
Exhibit D - Planning Commission Resolution of Approval No. 06-38 for SUBTT16605 (April 12, 2006)
Resolution of Approval for Time Extension DRC2015-01110

EXHIBIT A

Item E –5

EXHIBIT B



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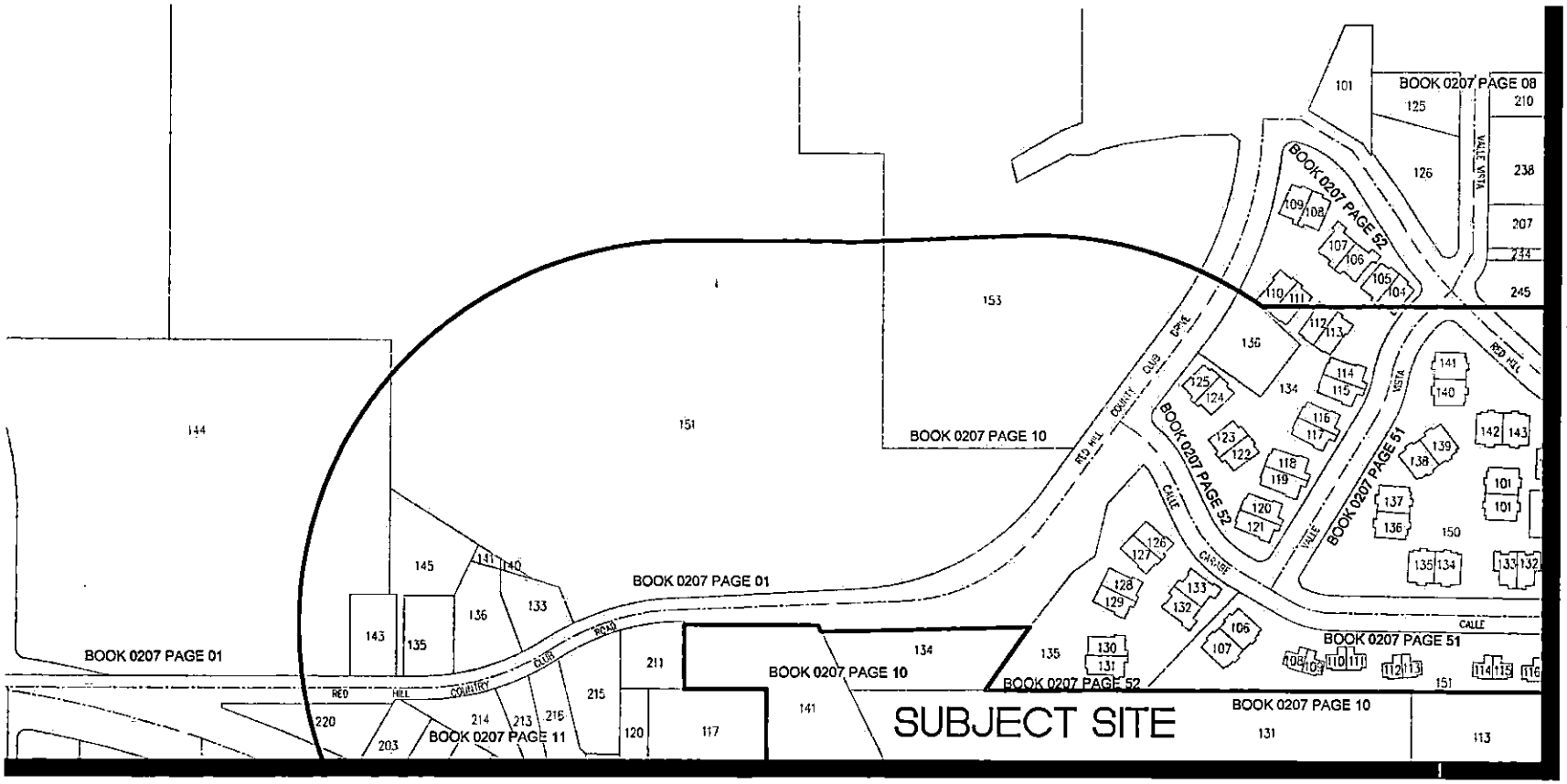
COUNTY OF SAN BERNARDINO
RADIUS MAP
TENTATIVE TRACT MAP 16605
RANCHO CUCAMONGA, CA

DATE: 11/18/15
SHT NO.: 1 OF 5



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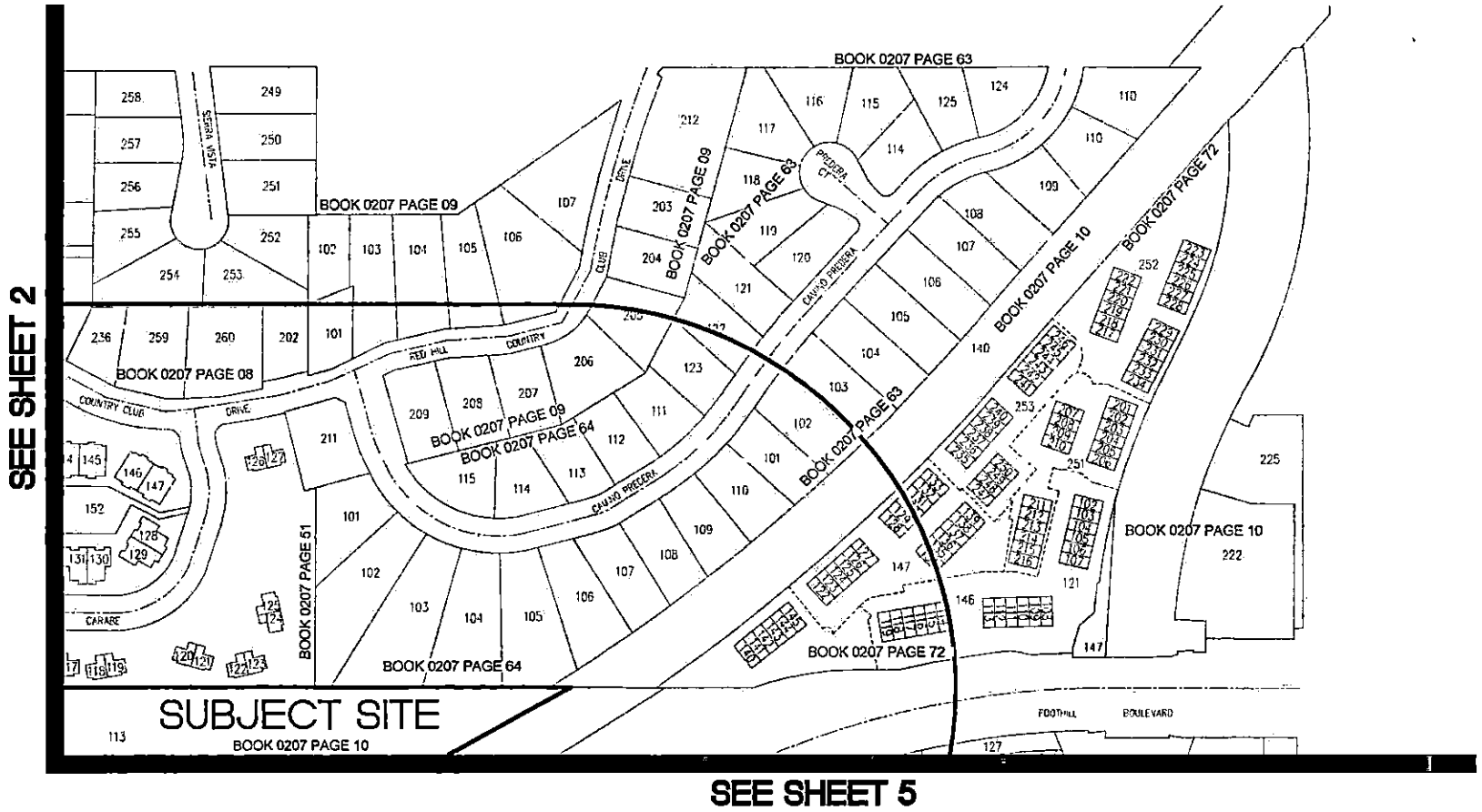
COUNTY OF SAN BERNARDINO
RADIUS MAP
TENTATIVE TRACT MAP 16605
RANCHO CUCAMONGA, CA

DATE: 11/18/15
SHT NO.: 2 OF 5



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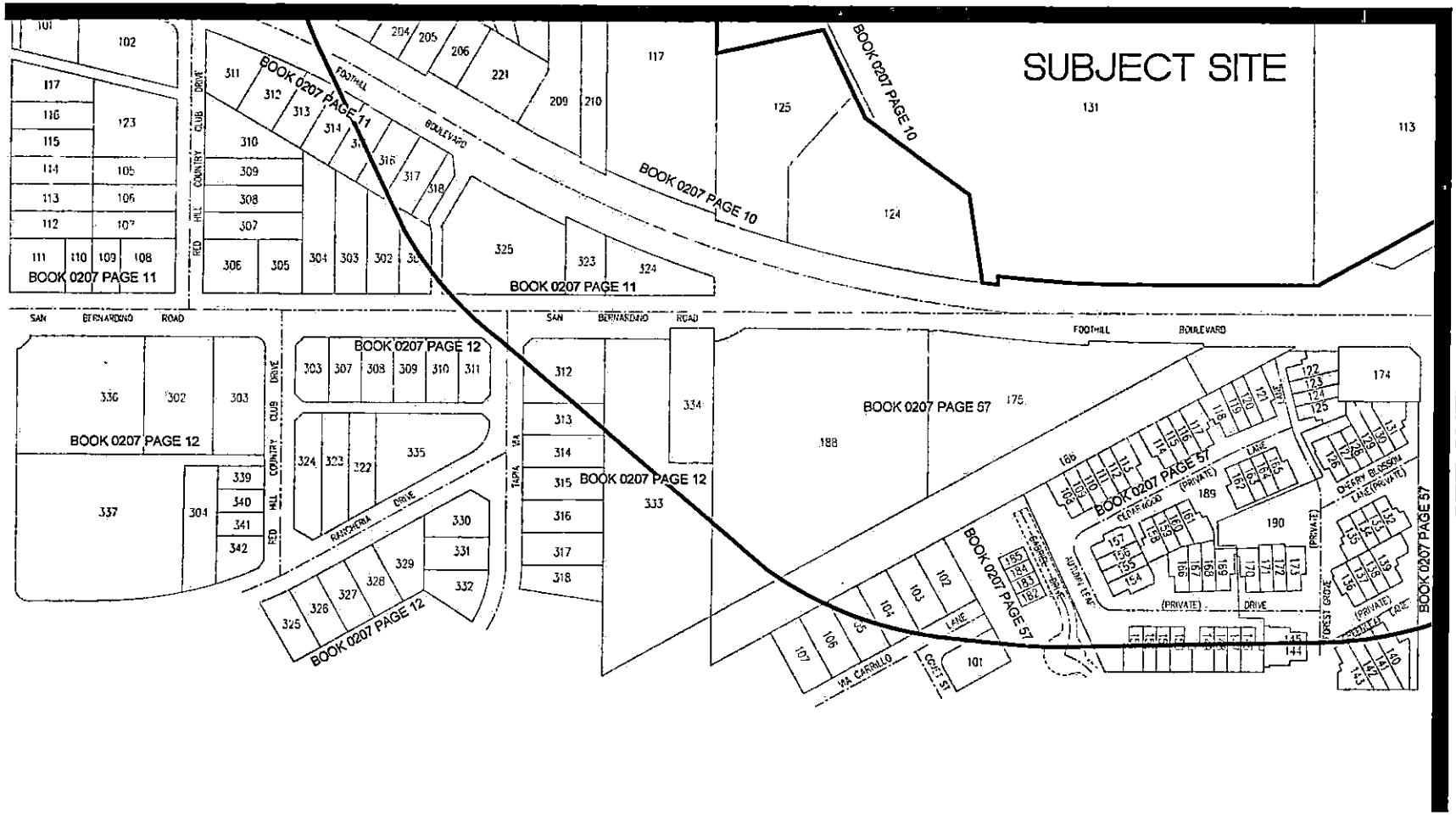
COUNTY OF SAN BERNARDINO
RADIUS MAP
TENTATIVE TRACT MAP 16605
RANCHO CUCAMONGA, CA

DATE: 11/18/15
SHT NO.: 3 OF 5

SEE SHEET 2



SEE SHEET 5

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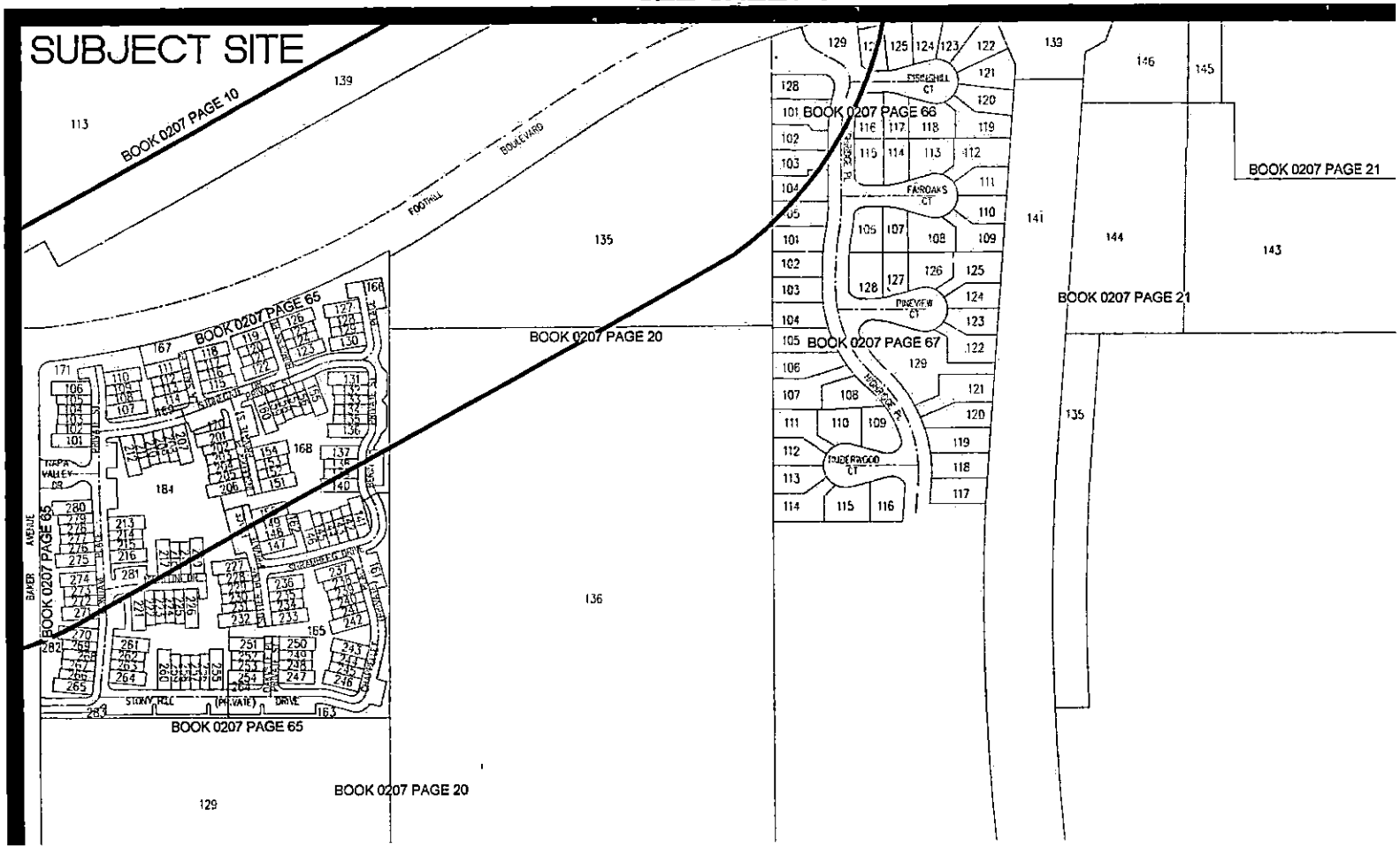
COUNTY OF SAN BERNARDINO
RADIUS MAP
TENTATIVE TRACT MAP 16605
RANCHO CUCAMONGA, CA

DATE: 11/18/15
SHT NO.: 4 OF 5

SEE SHEET 3

SEE SHEET 4



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COUNTY OF SAN BERNARDINO
RADIUS MAP
TENTATIVE TRACT MAP 16605
RANCHO CUCAMONGA, CA

DATE: 11/18/15
SHT NO.: 5 OF 5

THE CITY OF
RANCHO CUCAMONGA

Staff Report

DATE: April 12, 2006

TO: Chairman and Members of the Planning Commission

FROM: Dan Coleman, Acting City Planner

BY: Larry Henderson AICP, Principal Planner

SUBJECT: ENVIRONMENTAL ASSESSMENT AND GENERAL PLAN AMENDMENT DRC2004-00339 - CHARLES JOSEPH ASSOCIATES - An application to amend the General Plan to allow the development of land that contains a 30 percent slope within a mixed use area within Subarea 1 of the Foothill Districts, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and Southern Pacific Road Right-of-Way - APN: 0207-101-13, 01 and 34. Related Files: Development Code Amendment DRC2004-00352, Tentative Tract SUBTT16605, Development Review DRC2003-00637, Variance DRC2005-01061, Minor Development Review DRC2004-00826, and Tree Removal Permit DRC2004-00082. Staff has prepared a Mitigated Negative Declaration of environmental impacts for consideration. This action will be forwarded to the City Council for final action and the date of the Public Hearing before City Council will be separately noticed.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT DRC2004-00352 - CHARLES JOSEPH ASSOCIATES - An application to amend the Development Code to allow the development of the land that contains a 30 percent slope within a mixed-use area within Subarea 1 of the Foothill Districts, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and the Southern Pacific Rail Road Right-of-Way - APN: 0207-101-13, 01 and 34. Related Files: General Plan Amendment DRC2004-00339, Tentative Tract SUBTT16605, Development Review DRC2003-00637, Variance DRC2005-01061, Minor Development Review DRC2004-00826, and Tree Removal Permit DRC2004-00082. Staff has prepared a Mitigated Negative Declaration of environmental impacts for consideration. This action will be forwarded to the City Council for final action and the date of the Public Hearing before City Council will be separately noticed

ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT SUBTT16605 - CHARLES JOSEPH ASSOCIATES- A residential subdivision of 8 lots for condominium purposes on 21 acres of land in the western Foothill Corridor Mixed Use area within Subarea 1 of the Foothill Districts, located on the north side of

EXHIBIT C

Foothill Boulevard, between Red Hill Country Club Drive and the Southern Pacific Rail Road Right-of-Way - APN: 0207-101-13, 01 and 34. Related Files: Development Code Amendment DRC2004-00352, General Plan Amendment DRC2004-00339, Development Review DRC2003-00637, Variance DRC2005-01061, Minor Development Review DRC2004-00826, and Tree Removal Permit DRC2004-00082. Staff has prepared a Mitigated Negative Declaration of environmental impacts for consideration.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT REVIEW DRC2003-00637 - CHARLES JOSEPH ASSOCIATES - The design review of building elevations and detailed site plan for 206 condominiums on 21 acres of land in the western Foothill Boulevard Mixed Use Corridor area within Sub area 1 of the Foothill Districts, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and Southern Pacific Rail Road Right-of-Way – APN: 0207-101-13, 31 and 34. Related Files: General Plan Amendment DRC2004-00339, Development Code Amendment DRC2004-00352, Tentative Tract SUBTT16605, Variance DRC2005-01061, and Minor Development Review DRC2004-00826.

VARIANCE DRC2005-01061 - CHARLES JOSEPH ASSOCIATES - A request to reduce the parking lot setback from 45 feet minimum to 10 feet to allow improvements to an existing parking lot for the Sycamore Inn Restaurant on property located on the north side of Foothill Boulevard at the intersection of San Bernardino Road - APN: 0207-101-24. Related Files: Development Review DRC2003-00637, Tentative Tract SUBTT16605 and Minor Development Review DRC2004-00826.

MINOR DEVELOPMENT REVIEW DRC2004-00826 - CHARLES JOSEPH ASSOCIATES - Parking lot, loading area modifications and covered patio area at the Historic Sycamore Inn Restaurant, located at 8318 Foothill Boulevard - APN: 0207-101-24. Related Files: Development Review DRC2003-00637, Variance DRC2005-01061, and Tentative Tract SUBTT16605.

PROJECT AND SITE DESCRIPTION:

A. Project Density: 9.8 Dwelling Units per acre.

B. Surrounding Land Use and Zoning:

North - Condominiums and single-family homes designated Medium Residential (8-14 dwelling units per acre) and Low Residential (2-4 dwelling units per acre), respectively

South - Across Foothill Boulevard is developed with office and commercial uses designated Mixed Used

East - Abandoned Southern Pacific Rail Road (future Regional Trail and possible future rail) and is designated Mixed Use

West - Sycamore Inn Restaurant and is designated Mixed Use. Other properties to the west are Mixed Use land use and Office/Commercial to the southwest. The Red Hill Golf course is located northwest of the project site adjacent to the Medium Density residential development

C. General Plan Designations:
Project Site - Mixed Use
North - Medium Residential (8-14 dwelling units per acre) and Low Residential (2-4 dwelling units per acre)
South - Mixed Use
East - Open Space
West - Mixed Use, Medium Density Residential, and Open Space

D. Site Characteristics: Slopes are a major feature of the site with over 34 percent of the site having slopes of 30 percent or greater. A majority of the site is disturbed, and replanted with non-native species; however, there are numerous mature trees. Site features include a large, concrete drainage facility (abandoned reservoir) that has the remains of spray cans, graffiti, and dumping and the pad area for a demolished water tank. Evidence of squatters' campsites, and trash dumping is present in canyon areas. Significant visual features that frame the site are the historic Sycamore Inn on the west, the Red Hill Bluff to the north, and the abandoned Southern Pacific Railroad embankment to the east. Mature heritage trees are existing on- and off-site and are discussed in a revised Arborist Study dated February 2005, by David Evans and Associates.

E. Parking Calculations:

Type of Use	Square Footage	Parking Ratio	Number of Spaces Required	Number of Spaces Provided
2 bedroom condo	1,104 to 1,256	1.8/unit	206 covered 165 open 52 guests	214 covered 157 open 52 guests 82 covered tandems
Existing Restaurant	11,000	1/100 sq. ft.	110	167
TOTAL			**533**	**672**

F. Pre-Application Review: Staff referred the project to the Planning Commission on August 13, 2003, because of the scope of the project, historic sensitivity of the Sycamore Inn restaurant, and potential public controversy (Exhibit K).

ANALYSIS:

A. General: The project site land use designation is Mixed Use. The proposed project is the request to construct 206 condominiums on 21 acres. The developer is proposing to construct the development on land with up to 30 percent slopes, which requires a Development Code and a General Plan Amendment. The development is anticipated to generate a ratio of 2.6 persons per unit or approximately 585 additional residents. However, growth was anticipated and is designed in accordance with the City of Rancho Cucamonga Development Code, Chapter 17.32, Foothill Boulevard Districts guidelines for development of Subarea 1.

The project site has not been identified as an "Historic Resource" per the standards of Rancho Cucamonga Municipal Code Section 2.24 (Historic Preservation). An Historical Assessment of the project site was conducted by Stephen R. Van Wormer in May 1990, and revealed the following: four historic resources were identified as a result of research and field survey and include: 1) the Cucamonga Stage station site, 2) the Sycamore Inn, 3) the Red Chief Motel (now demolished), and 4) the San Bernardino Museum. Archaeological Information has noted the presence of two previously recorded historic bridges (CHS-1786-1 and CHS-1786-6) as well as the old Los Angeles to San Bernardino Road route (PS-BR-3-H) adjacent to the project boundaries. These resources are outside the project area and will not be impacted. It is noted that the Sycamore Inn site is affected from a site-specific impact, since the main access to the residential project is through the parking lot. Careful attention to the current restaurant needs of the Inn was considered with the residential design so that the economic viability of this unique historical resource is not adversely affected. The most significant change was a shifting of the main driveway entrance on Foothill Boulevard further west in order to better align the intersection with San Bernardino Road and eliminate most of the pedestrian vehicular traffic conflict with a majority of the Sycamore Inn parking spaces.

Linocut Law & Greenspan Engineers conducted a Traffic Impact Study in July 2003. The study focused on seven intersections to determine the potential traffic impacts during the morning and evening commute peak hours (between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m. on a typical weekday). The study concluded that the project would generate on a typical weekday approximately 1,283 daily two-way trips, with 96 trips (15 inbound, 81 outbound) produced in the AM peak hour and 118 trips (79 inbound, 39 outbound) produced in the PM peak hour. The results of the traffic analysis indicated that the proposed project will not adversely impact any of the seven key study intersections when compared to City of Rancho Cucamonga, City of Upland, and San Bernardino County Congestion Management Plan (CMP) Level of Service standards and significance traffic impact criteria. The seven key study intersections currently operate, and are projected to operate with the inclusion of project traffic, at an acceptable service level during AM and PM peak commuter hours.

B. General Plan and Development Code Amendment: The Mixed Use Designation in the General Plan is neither a residential nor commercial category of the General Plan Land Use Map. In recognition of its unique classification, it is a separate category. This is obvious since the density is not assigned per parcel but on an area wide basis subject to design and land use review. Therefore, the Hillside Development criteria of the General Plan and Development Code, such as prohibiting development where slope is greater than 30 percent, were never intended to apply as uniformly as with a residentially designated parcel from a slope density calculation stand point. The intent of the Hillside density restrictions was to address natural slopes; in this case we have a 20 acre fractured site surrounded by developed land. In fact, the case can be made the site has been so altered (Foothill Boulevard., R.R. Line, a water reservoir, and a water tank) with graded access roads that the site is not natural as to not even being within the intent of the Hillside density requirement of the Development Code. Also, the natural drainage courses have been subject to urban runoff for years from the developed Red Hill neighborhood to the north and therefore do not qualify as intended by the General Plan or the zoning requirements. To clarify the intent of the Hillside Requirements, text amendments to the General Plan and Development Code are contained in the attached Resolutions.

C. Tract Map and Development Review: Based on Design Review Committee input, the project was re-designed to reduce the height of the buildings adjacent to Foothill Boulevard by changing from three-story to two-story, and re-oriented those structures 90 degrees. The design changes have resulted in a lower visual profile when viewed from Foothill Boulevard. This profile, combined with approximately 900 trees being planted throughout the project will substantially soften the visual impact along the Foothill Boulevard corridor. In addition, the remaining structures and pads were lowered several feet into the site topography to further reduce visual profile from the properties to the north. Photo exhibits have been provided that demonstrate the results of these design features. The project uses a craftsman architecture theme with gable style roofs, and cornices, consistent with the historic nature (Sycamore Inn) of the area. The retaining walls for the shared access and Sycamore Inn parking areas utilize river rock, which are materials that will carry this theme and visual connection with the historic Sycamore Inn. The shared entryway for the Sycamore Inn and condominium project branches off in a smooth natural transition of the area to the grand entry for the clubhouse. The secondary point of access to the west of the project will be for emergency vehicles only, but provides for a nice connection to the on-site pocket park.

The site has many amenities including pool and overhead shade trellis with seating located in the recreation area, recreation center with teaching kitchen, billiard and exercise area, recreational trails with benches, spa, and built-in gas barbecues throughout the site. A shade structure gazebo is also located on the west end of the site. There is a tot lot park near the center of the proposed condominiums. The site contains trails and pedestrian connections throughout and the buildings are literally tucked into the hillside providing for a blending of the existing contours of the site.

D. Variance and Minor Development Review: Parking lot, loading area modifications, and covered patio area at the Historic Sycamore Inn Restaurant, and the Variance request to reduce the parking lot setback from 45 feet minimum to 10 feet to allow improvements to the existing parking lot, are necessary to develop a shared access connection for the condominiums and the restaurant. Although the revised parking layout setback is less than the Code allows, there will be far more landscape setback area provided than currently exists on the site. In addition, the improvements will result in a complete upgrade of the landscaping and hardscape surfaces for the historic restaurant while protecting the historical resources (building and mature sycamore trees).

E. Tree Removal Permit: The site contains 71 heritage trees, including Oak, Sycamore, Pepper, Elm, and a few Eucalyptus, according to the arborist report. Although the applicant proposes to remove many of the trees, hundreds of new trees will be planted as mitigation. Out of 71 heritage trees, 44 of them are located in the northwest corner of the site, and the Site Plan has been revised to minimize disturbance in this area.

F. Design Review Committee: The Committee reviewed the project on August 17, 2004, and requested extensive design changes. The Committee reviewed revised plans on January 31, 2006, and unanimously recommended approval of the design plans.

G. Technical Review Committee: The Committee reviewed and unanimously recommended approval of the design plans on January 31, 2006. Recommended conditions are contained in the appropriate attached resolutions.

H. Environmental Assessment: Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by, or agreed to, by the project proponent. A Mitigated Negative Declaration was prepared and is recommended for certification.

FACTS FOR FINDING:

General Plan Amendment and Development Code Amendment:

The application applies to approximately 21 acres of land, basically an irregular configuration, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and Southern Pacific Road Right-of-Way, and is presently vacant. Said property is currently designated as Mixed Use; and

Properties to the north are developed with condominiums and single-family homes designated Medium Residential (8-14 dwelling units per acre) and Low Residential (2-4 dwelling units per acre), respectively. South of Foothill Boulevard is designated Mixed Used and is developed with office and commercial uses. East of the site is the abandoned Southern Pacific Rail Road (future Regional Trail and possible future rail) and is designated Open Space. To the west is the Sycamore Inn Restaurant and is designated Mixed Use. Other properties to the west are Mixed Use land use and Office/Commercial to the southwest. The Red Hill Golf course is located northwest of the project site adjacent to the Medium Density residential development.

Hillside Development criteria of the General Plan and Development Code were never intended to apply as uniformly as with a residential designated parcel from a slope density calculation stand point. The intent of the Hillside density restrictions was to address natural slopes; in this case we have a 20 acre fractured site surrounded by developed land. In fact, the site has been so altered (Foothill Boulevard, R.R. Line, a water reservoir, and a water tank) with graded access roads that the site is not natural as to not even being within the intent of the Hillside density requirement of the Development Code. Therefore, this amendment does not conflict with the Land Use Policies of the General Plan and will provide for development within the district in a manner consistent with the General Plan and with related development; and

This amendment promotes the goals and objectives of the Land Use Element by allowing for the implementation of the Mixed Use designation in this area; and

In as much as an Office Commercial use allowed under the Mixed Use Designation would not be subject to the Hillside Density provisions of the General Plan and Development Code, but would allow a non-residential project of the same or more intense building mass, this amendment would not be materially injurious or detrimental to the adjacent properties and would not have a significant impact on the environment nor the surrounding properties.

Tentative Tract Map:

The tentative tract map is designed in conformance with the Mixed Use Designation, and Hillside Development Regulations, as recommended for amendment; therefore, the tentative tract is consistent with the General Plan, Development Code, and any applicable specific plans; and

The tentative tract map design and conditions of approval for improvements of the tentative tract is consistent with the General Plan, Development Code, and any applicable specific plans; and

The tentative tract map and special studies included within the Initial Study demonstrate that the site is physically suitable for the type of development proposed; and

The tentative tract map and special studies included within the Initial Study support that the design of the subdivision and demonstrate it is not likely to cause substantial environmental damage and avoidable injury to humans and wildlife or their habitat; and

The tentative tract map is not likely to cause serious public health problems as demonstrated by the information contained within the Initial Study; and

The design of the tentative tract will not conflict with any easement acquired by the public at large, now of record, for access through or use of the property within the proposed subdivision.

Development Review:

Subject to the amendment of the Hillside Provisions of the General Plan, the Mixed Use designated project has demonstrated through the plans, Initial Study, and Conditions of Approval that the proposed project is consistent with the objectives of the General Plan; and

Subject to the amendment of the Hillside Provisions of the Development Code Mixed Use designated Project has demonstrated through the plans, Initial Study, and conditions of Approval that the proposed design is in accord with the objectives of the Development Code and the purposes of the district in which the site is located; and

That the proposed design is in compliance with each of the applicable provisions of the Mixed Use designation and Hillside Regulations as recommended for amendment in the Development Code; and

The Mixed Use designed project has demonstrated through the plans, Initial Study, and conditions of approval that the proposed design, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity.

Variance:

Although the revised parking layout setback is less than the Code allows, there will be far more landscape setback area provided than currently exists on the site. In addition, the deficient setback is a common characteristic of the existing development in this section of Foothill Boulevard, therefore, the strict or literal interpretation and enforcement of the specified regulations would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of the Development Code.

There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property that do not apply generally to other properties in the same district since the deficient setback is a common characteristic of the existing development in this section of Foothill Boulevard.

That strict or literal interpretation and enforcement of the specified regulation would not deprive the applicant of privileges enjoyed by the owners of other properties in the same district since the deficient setback is a common characteristic of the existing development in this section of Foothill Boulevard.

That the granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the same district since the deficient setback is a common characteristic of the existing development in this section of Foothill Boulevard.

That the granting of the Variance will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity since there will be far more landscape setback area provided than currently exists on the site. In addition the improvements will result in a complete upgrade of the landscaping and hardscape surfaces for the Historic Restaurant while protecting the historical resources (Building and mature sycamore trees).

NEIGHBORHOOD MEETING: A neighborhood meeting was conducted by the applicant on January 18, 2006 (Exhibit O), and previously on February 24, 2005 (no minutes available), and on August 10, 2004 (no minutes available).

CORRESPONDENCE: This item was advertised as a public hearing in the Inland Valley Daily Bulletin newspaper, the property was posted, and notices were mailed to all property owners within a 500-foot radius of the project site. Staff has received 12 letters from neighbors opposed to the project (Exhibit N), dating from January 30, 2004, through April 4, 2006.

RECOMMENDATION: Staff recommends that the Planning Commission recommend approval to the City Council for General Plan Amendment DRC2004-00339 and Development Code Amendment DRC2004-00352; and approval of Tentative Tract Map SUBTT16605, Development Review DRC2003-00637, Variance DRC2005-01061, and Minor Development Review DRC2004-00826 by the adoption of the attached Resolutions of Approval with Conditions.

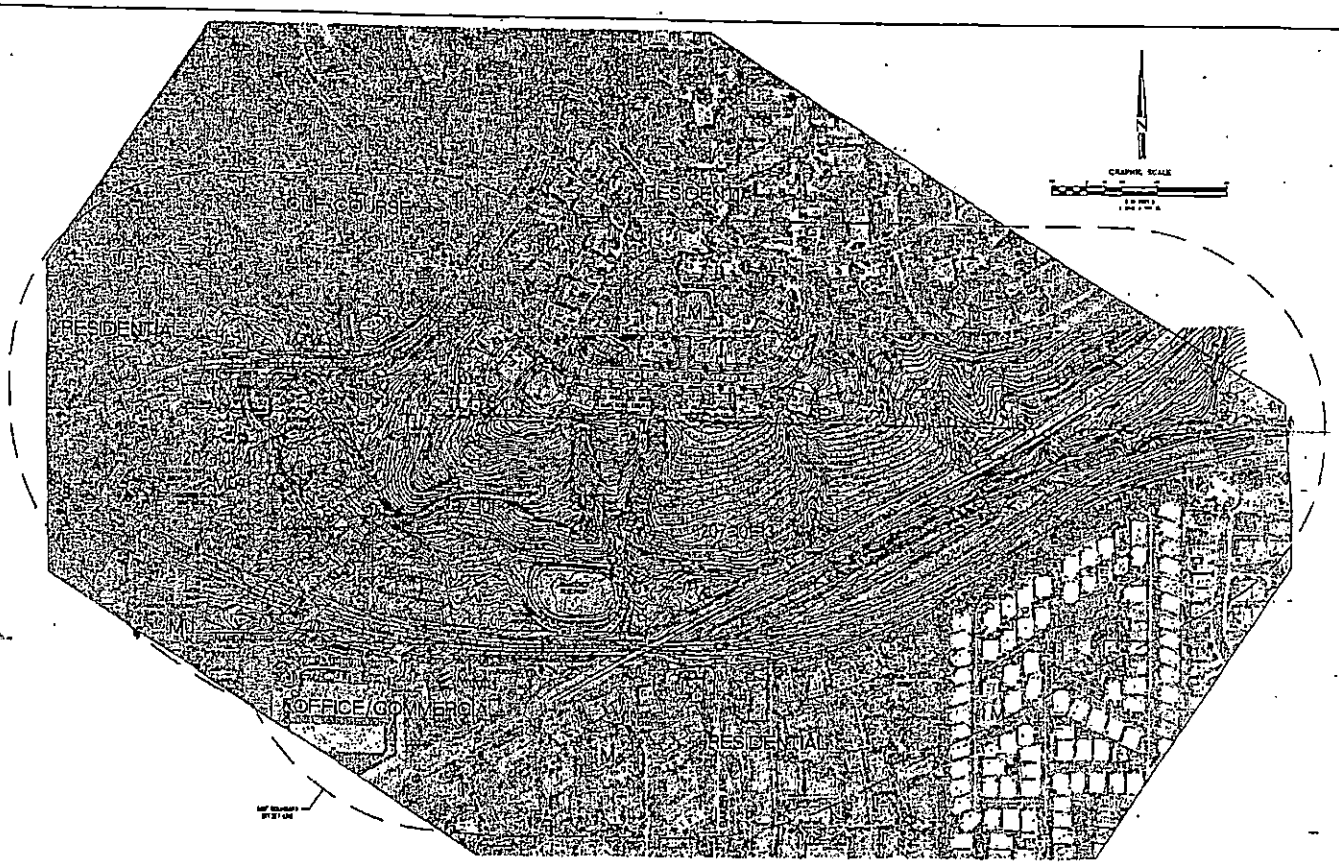
Respectfully submitted,

Dan Coleman
Acting City Planner

DC:LJH\ma

Attachments: Exhibit A - Site Utilization Map
Exhibit B - Conceptual Landscape Plans
Exhibit C - Fire Access Plan
Exhibit D - Parking Lot Demolition (Minor Development Review)
Exhibit E - Precise Grading Plan (Minor Development Review)
Exhibit F - Parking Lot Entrance Plan (Minor Development Review)
Exhibit G - Tentative Tract Map 16605
Exhibit H - Cross Sections (SUBTT16605 and DRC2004-00826
Exhibit I - Conceptual Grading/Drainage (SUBTT16605 & DRC2004-00826)
Exhibit J - Building Elevations and Floor Plans
Exhibit K - Pre-Application Review Comments dated August 13, 2003
Exhibit L - Design Review.Comments dated August 17, 2004
Exhibit M - Design Review Comments dated January 31, 2005
Exhibit N - Residents Letters dated January 30, 2004, through April 4, 2006
Exhibit O - Neighborhood Meeting Information and Meeting Minutes
Exhibit P - Applicant's Response to Letters dated April 5, 2006
Exhibit Q - Initial Study Parts I and II
Draft Resolution Recommending Approval of General Plan Amendment DRC2004-00339
Draft Resolution Approving General Plan Amendment DRC2004-00339
Draft Resolution Recommending Approval of Development Code Amendment DRC2004-00352
Draft Ordinance Approving Development Code Amendment DRC2004-00352
Draft Resolution Approving Tentative Tract Map SUBTT16605
Draft Resolution Approving Development Review DRC2003-00637
Draft Resolution Approving Variance DRC2005-01061
Draft Resolution Approving Minor Development Review DRC2004-00826

EXHIBIT A



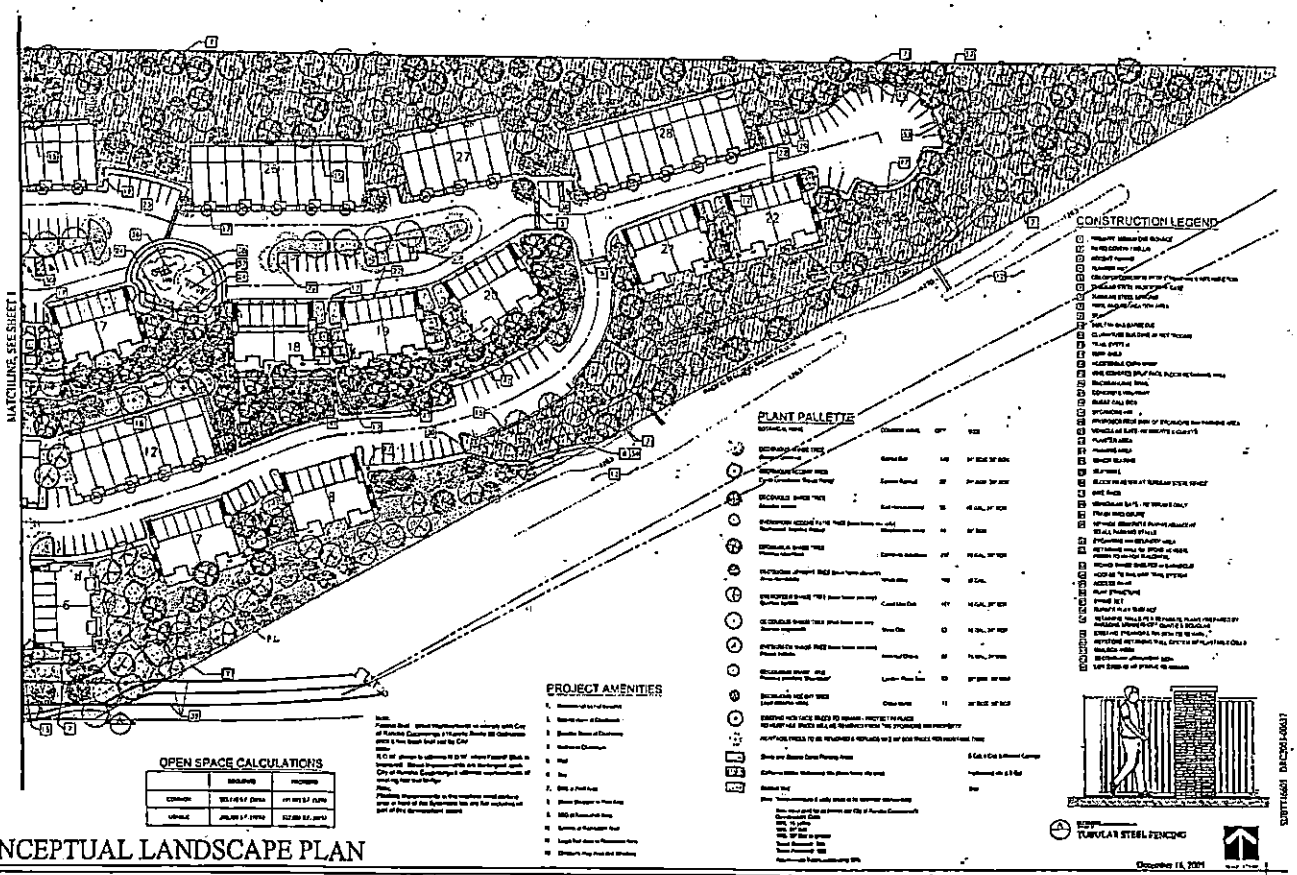
PREPARED FOR: CAMEO HOMES

PREPARED BY: Hall & Foreman, Inc.

SITE UTILIZATION + FEATURES PLAN
PROPOSED 225 UNITS IN THE CITY OF RANCHO CUCAMONGA SUBTT 16605 + DRC 2004-00828
SUBTT16605 AND DRC2004-00828

C-1

EXHIBIT B-1



CONCEPTUAL LANDSCAPE PLAN

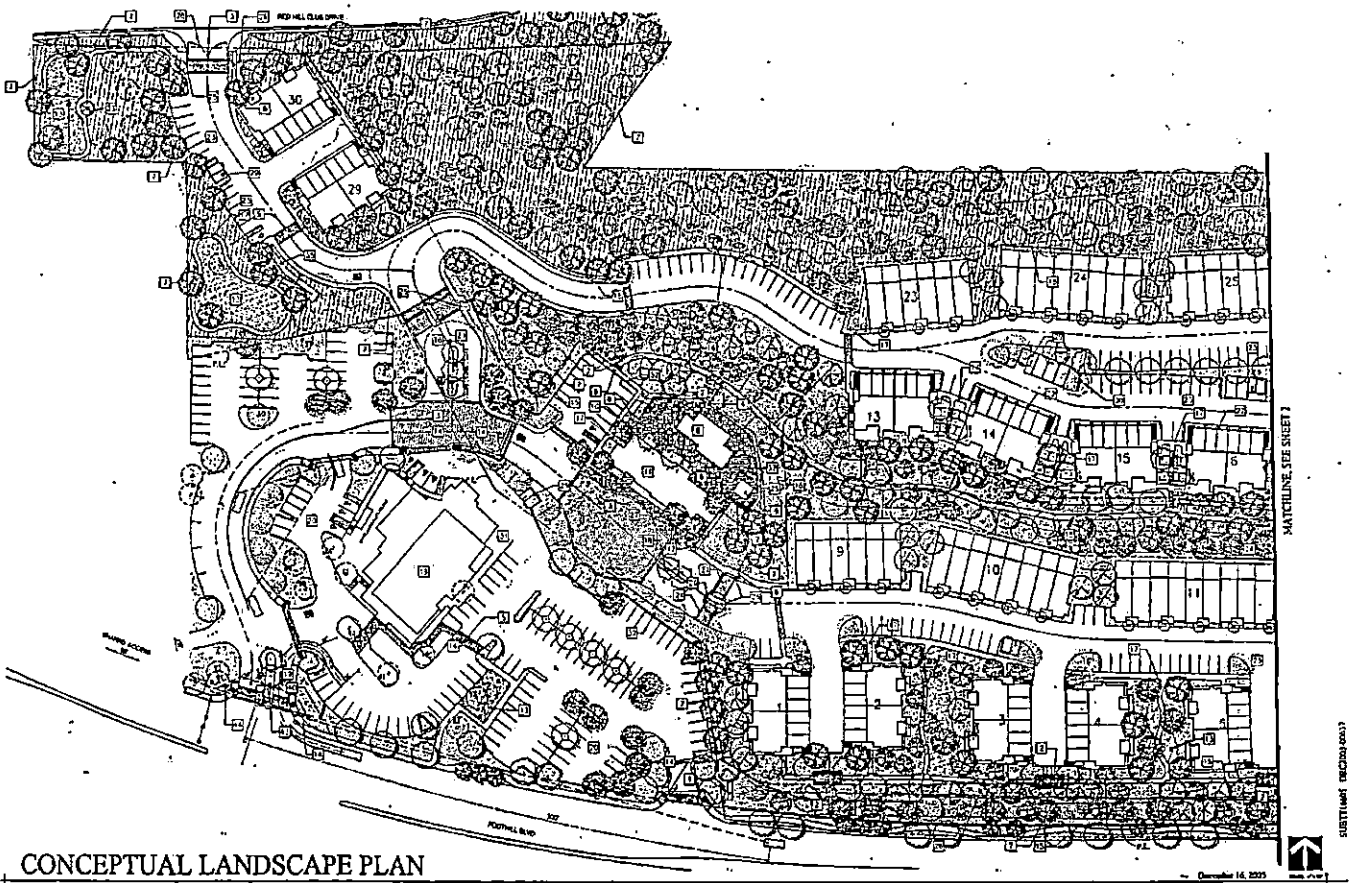
SYCAMORE VILLAS

CITY OF RANCHO CUCAMONGA

DAVID EVANS AND ASSOCIATES INC.

1.2

EXHIBIT B-2



CONCEPTUAL LANDSCAPE PLAN

SYCAMORE VILLAS

CITY OF RANCHO CUCAMONGA

DAVID EVANS AND ASSOCIATES INC.

1.1

EXHIBIT C-1

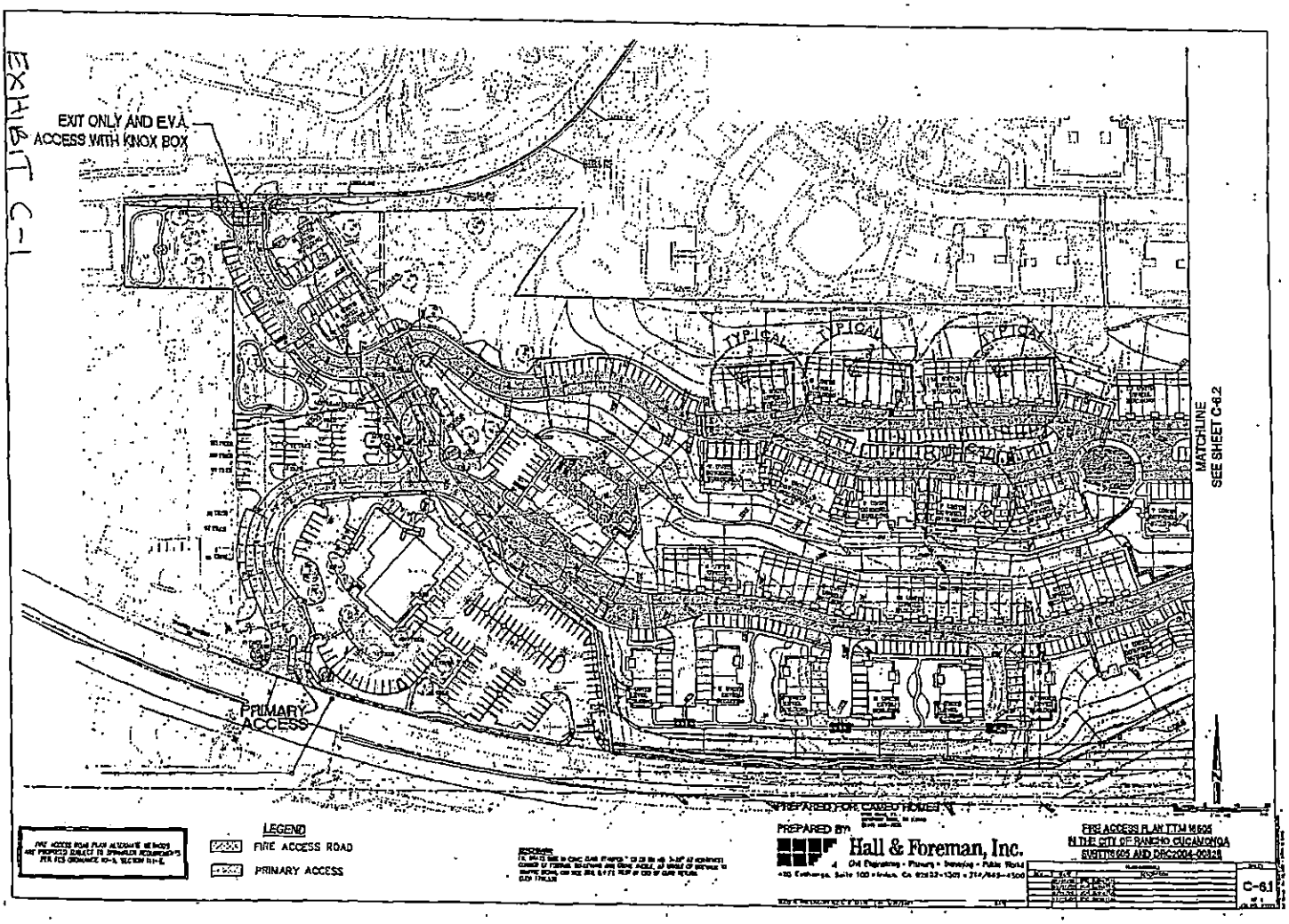
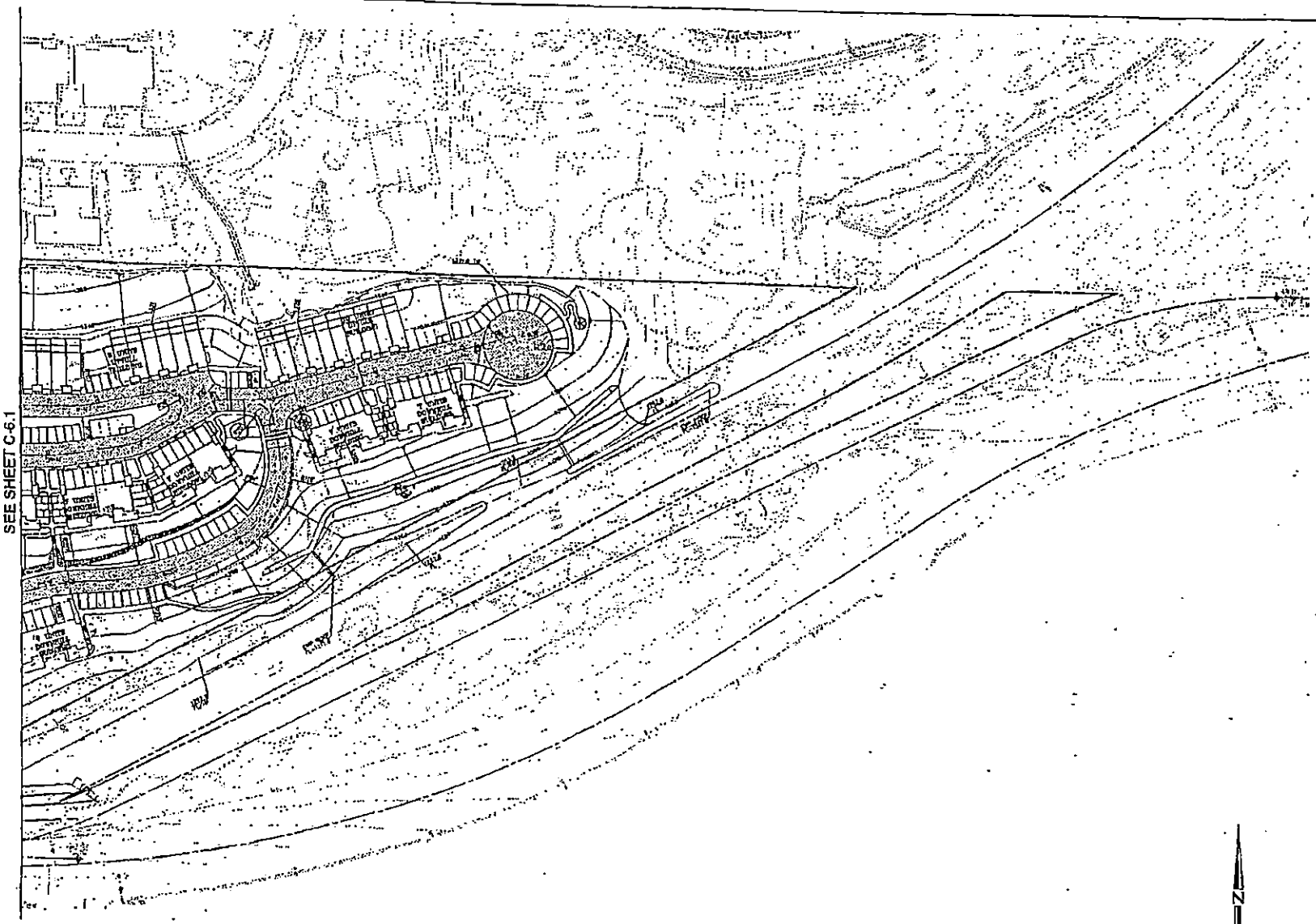

EXIT ONLY AND E.V.A. ACCESS WITH KNOX BOX
PRIMARY ACCESS
TYPICAL
TYPICAL
TYPICAL
TYPICAL
MATCHLINE SEE SHEET C-6.2
LEGEND
FIRE ACCESS ROAD
PRIMARY ACCESS
PREPARED BY
Hall & Foreman, Inc.
FIRE ACCESS PLAN TTM 16605
IN THE CITY OF RANCHO CUCAMONGA
SVBTTM 605 AND DRC2004-00328
C-6.1

EXHIBIT C-2



FIRE ACCESS ROAD PLAN ALTERNATE METHODS ARE PROPOSED SUBJECT TO SPRINKLER REQUIREMENTS PER FCS ORDINANCE 10-8, SECTION 111-E

LEGEND

FIRE ACCESS ROAD

PRIMARY ACCESS

PREPARED FOR: CAMEO HOMES

PREPARED BY:

Hall & Foreman, Inc.

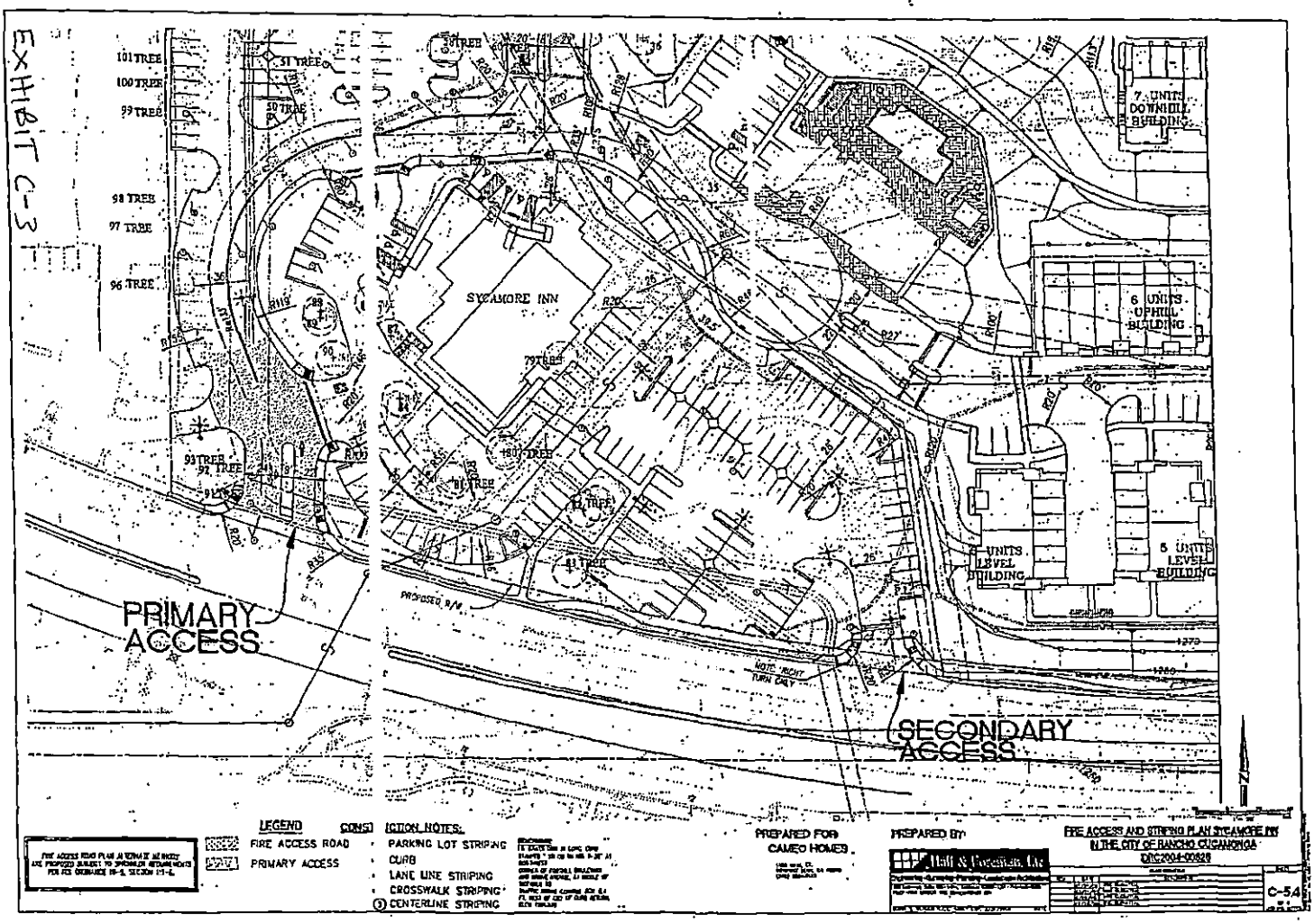
Civil Engineering • Planning • Surveying • Public Works

420 Exchange, Suite 100 • Irvine, CA 92602-1301 • 714/665-4500

FIRE ACCESS PLAN T.T.M 16605
IN THE CITY OF RANCHO CUCAMONGA
SUBTT16605 AND DRC2004-00826

C-6.2

EXHIBIT C-3


SYCAMORE INN
PRIMARY ACCESS
SECONDARY ACCESS
7 UNITS DOWNHILL BUILDING
6 UNITS UPHILL BUILDING
UNITS LEVEL BUILDING
5 UNITS LEVEL BUILDING
PROPOSED R/W
NOTE: RIGHT TURN ONLY
LEGEND
FIRE ACCESS ROAD
PRIMARY ACCESS
CONSTRUCTION NOTES:
PARKING LOT STRIPING
CURB
LANE LINE STRIPING
CROSSWALK STRIPING
CENTERLINE STRIPING
PREPARED FOR
CAMEO HOMES
PREPARED BY:
Hall & Foreman, Inc.
FIRE ACCESS AND STRIPING PLAN SYCAMORE INN
IN THE CITY OF RANCHO CUCAMONGA
C-5A

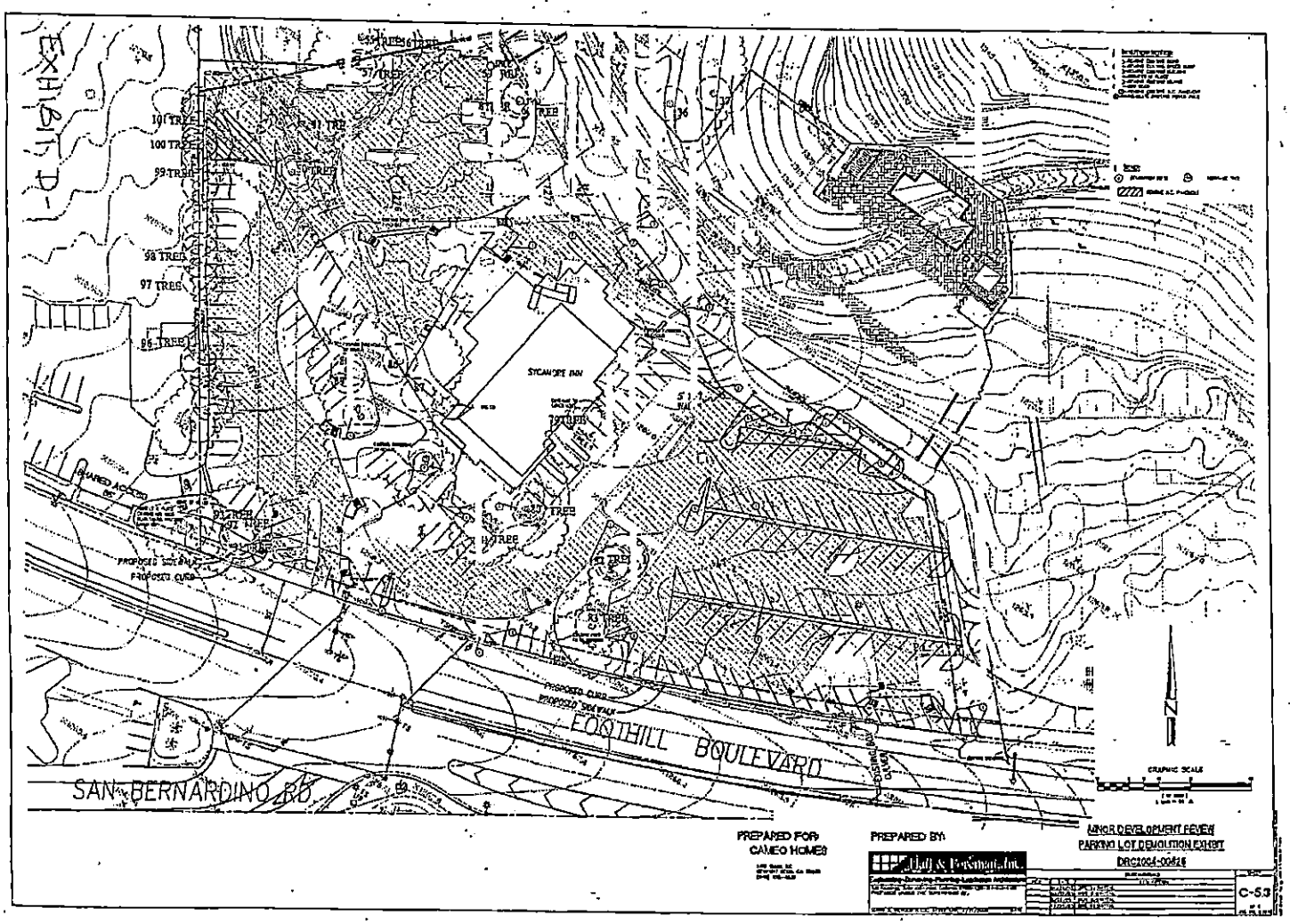


EXHIBIT D-1
SYCAMORE INN
FOOTHILL BOULEVARD
SAN BERNARDINO RD.
PROPOSED SIDEWALK
PROPOSED CURB
GRAPHIC SCALE
PREPARED FOR:
CAMEO HOMES
PREPARED BY:
MINOR DEVELOPMENT REVIEW
PARKING LOT DEMOLITION EXHIBIT
C-5.3

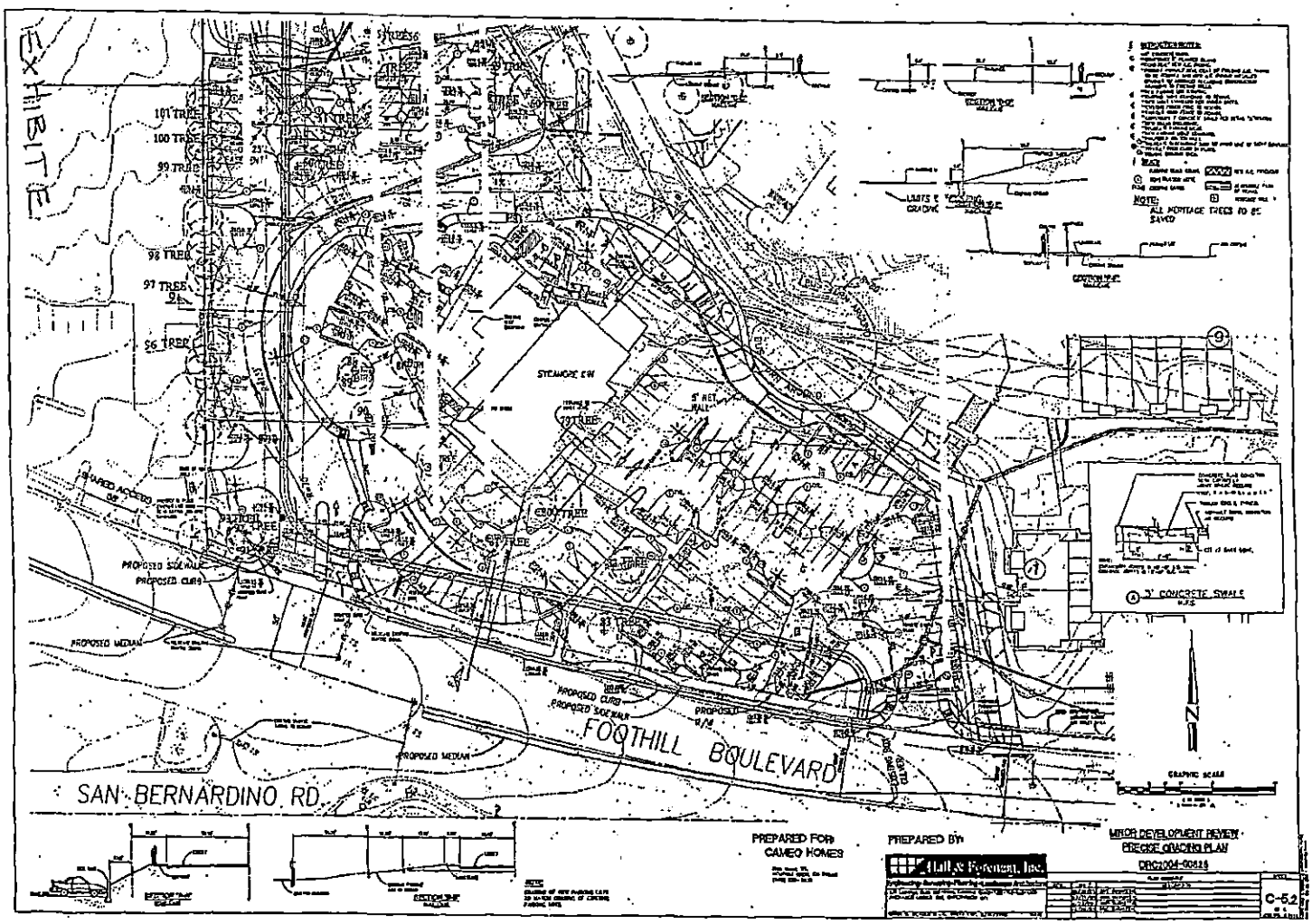


EXHIBIT E
101 TREE
100 TREE
99 TREE
98 TREE
97 TREE
96 TREE
STEAMGRE EW
PROPOSED SIDEWALK
PROPOSED CURB
PROPOSED MEDIAN
FOOTHILL BOULEVARD
SAN BERNARDINO RD
NOTE:
ALL HERITAGE TREES TO BE SAVED
3' CONCRETE SWALE
GRAPHIC SCALE
PREPARED FOR
CAMEO HOMES
PREPARED BY
Hall & Foreman, Inc.
MINOR DEVELOPMENT REVIEW
PRECISE GRADING PLAN
C-5.2

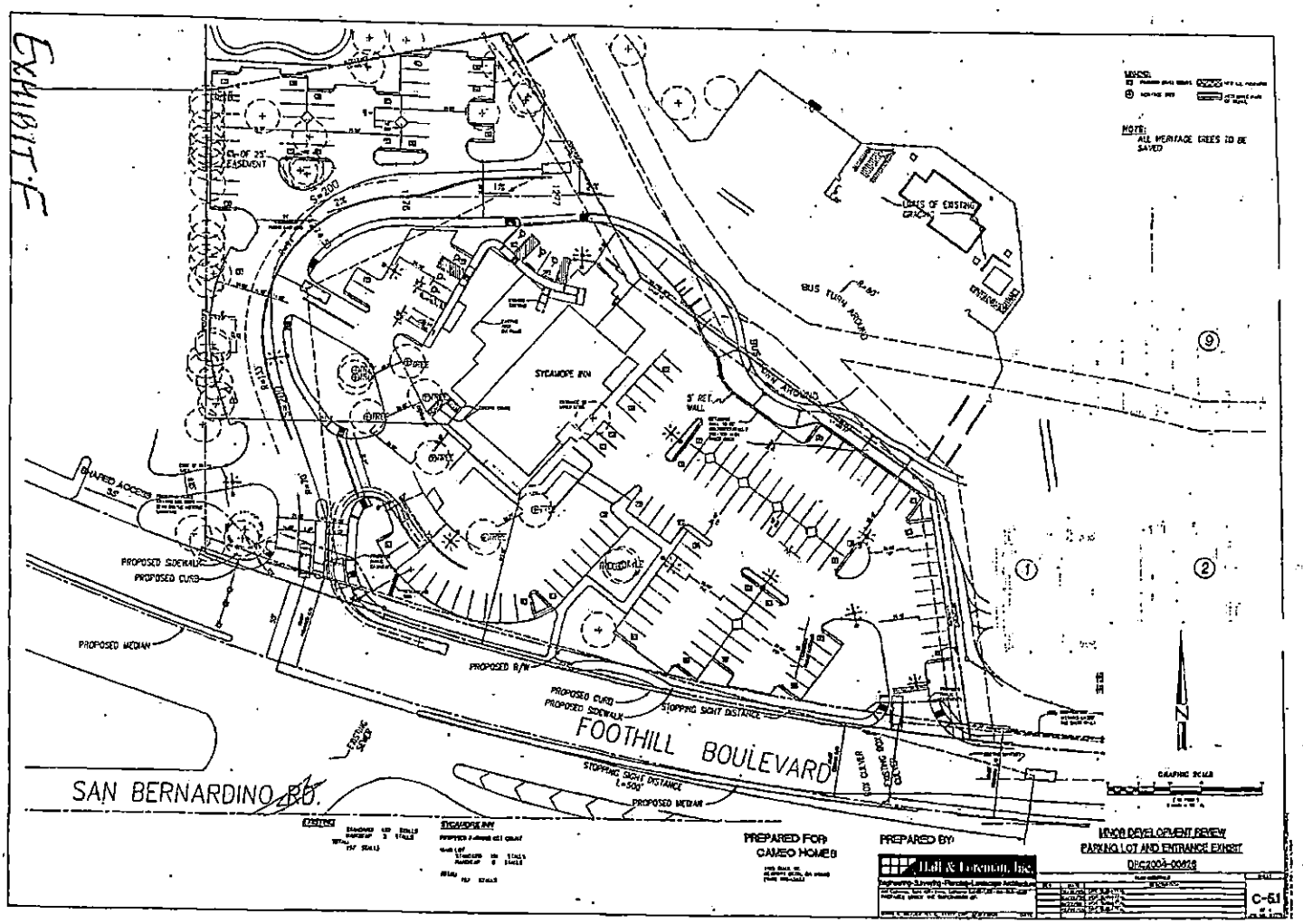


EXHIBIT F
SYCAMORE INN
BUS TURN AROUND
5' RET. WALL
PROPOSED SIDEWALK
PROPOSED CURB
PROPOSED MEDIAN
PROPOSED B/W
STOPPING SIGHT DISTANCE
FOOTHILL BOULEVARD
SAN BERNARDINO RD.
NOTE:
ALL HERITAGE TREES TO BE SAVED
PREPARED FOR
CAMEO HOMES
PREPARED BY:
Hall & Foreman, Inc.
MINOR DEVELOPMENT REVIEW
PARKING LOT AND ENTRANCE EXHIBIT
C-51

EXHIBIT G-1

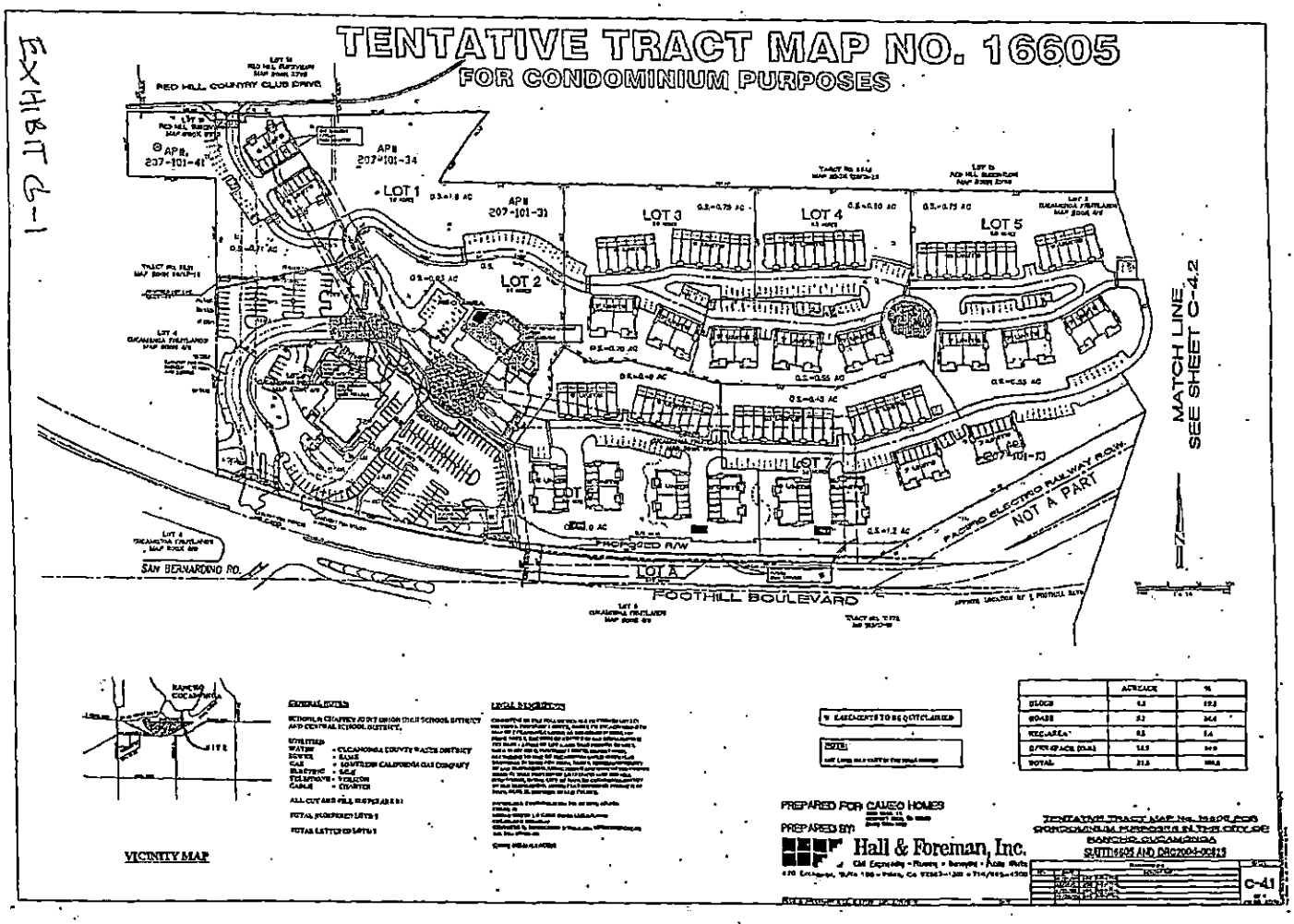
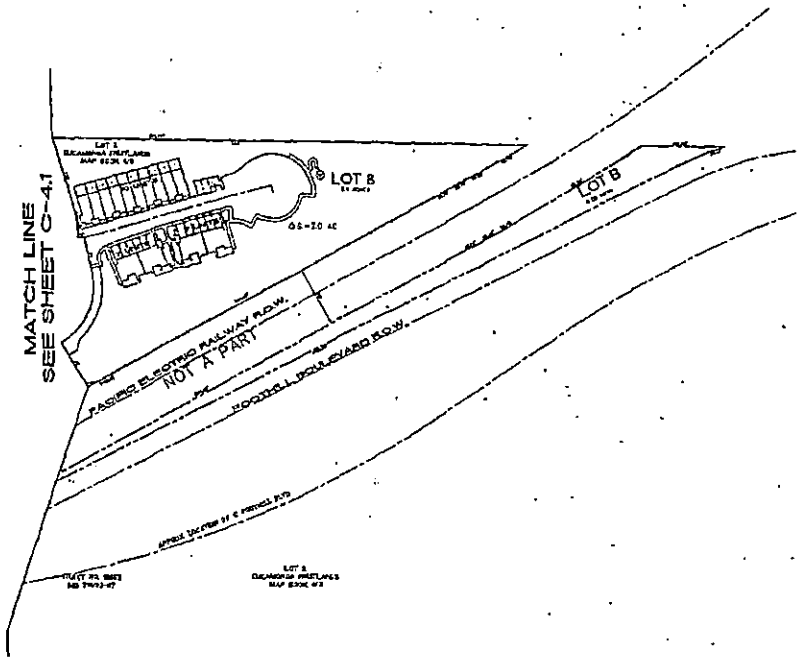

TENTATIVE TRACT MAP NO. 16605
FOR CONDOMINIUM PURPOSES
RED HILL COUNTRY CLUB DRIVE
APN 207-101-41
APN 207-101-34
APN 207-101-31
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 7
LOT A
PROPOSED R/W
SAN BERNARDINO RD.
FOOTHILL BOULEVARD
PACIFIC ELECTRIC RAILWAY R.O.W.
NOT A PART
MATCH LINE
SEE SHEET C-4.2
VICINITY MAP
PREPARED FOR CAMEO HOMES
PREPARED BY:
Hall & Foreman, Inc.
C-4.1

EXHIBIT A-2

TENTATIVE TRACT MAP NO. 16605
FOR CONDOMINIUM PURPOSES



PREPARED FOR: CAMEO HOMES

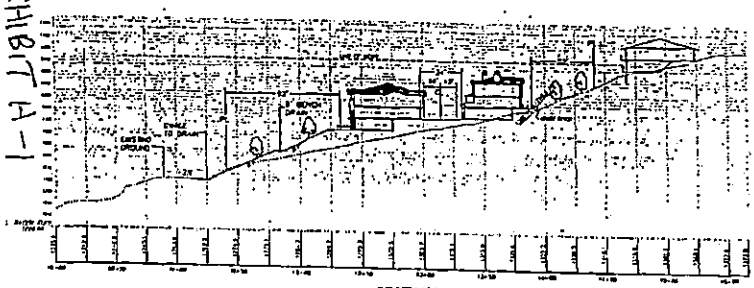
PREPARED BY: Hall & Foreman, Inc.

TENTATIVE TRACT MAP NO. 16605 FOR CONDOMINIUM PURPOSES IN THE CITY OF RANCHO CUCAMONGA

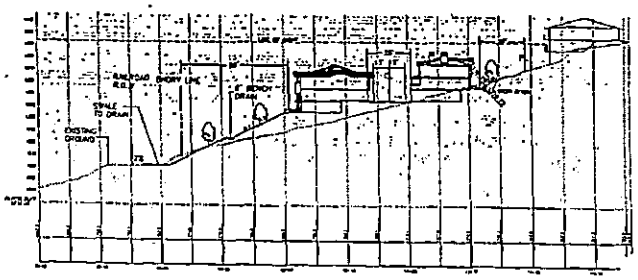
TT16605 AND DRC2004-00828

C-4.2

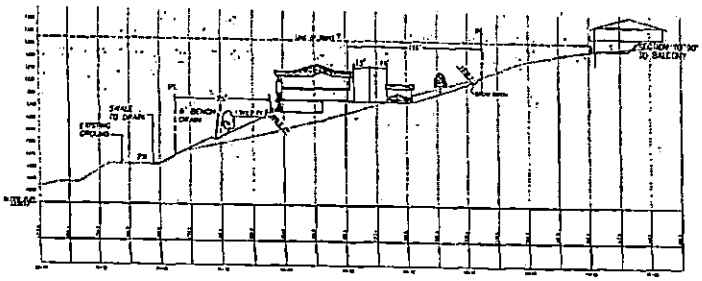
EXHIBIT A-1



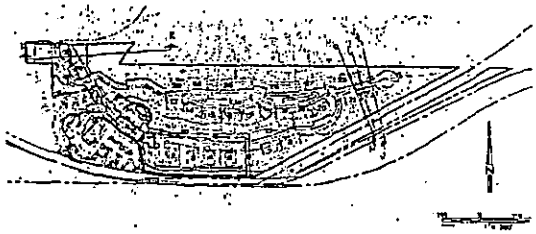
SECTION "H-H"



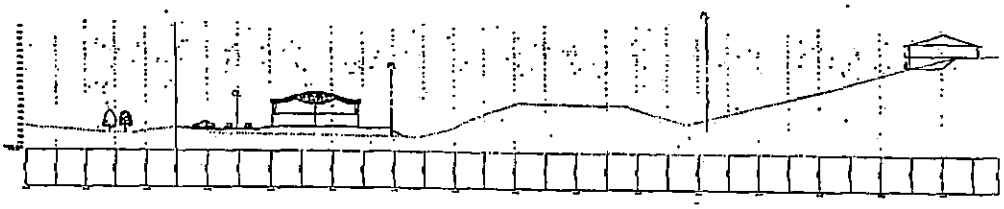
SECTION "I-I"



SECTION "J-J"



* 4' FIRE ACCESS PATH
** PATIO



SECTION "K-K"

PREPARED FOR CAMEO HOMES

PREPARED BY

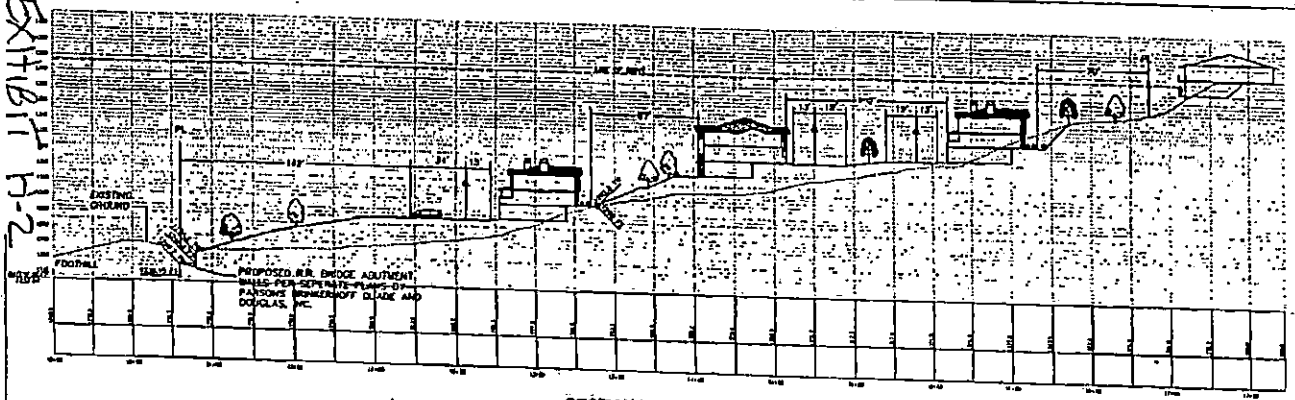
Hall & Foreman, Inc.

Civil Engineering • Planning • Surveying • Public Works

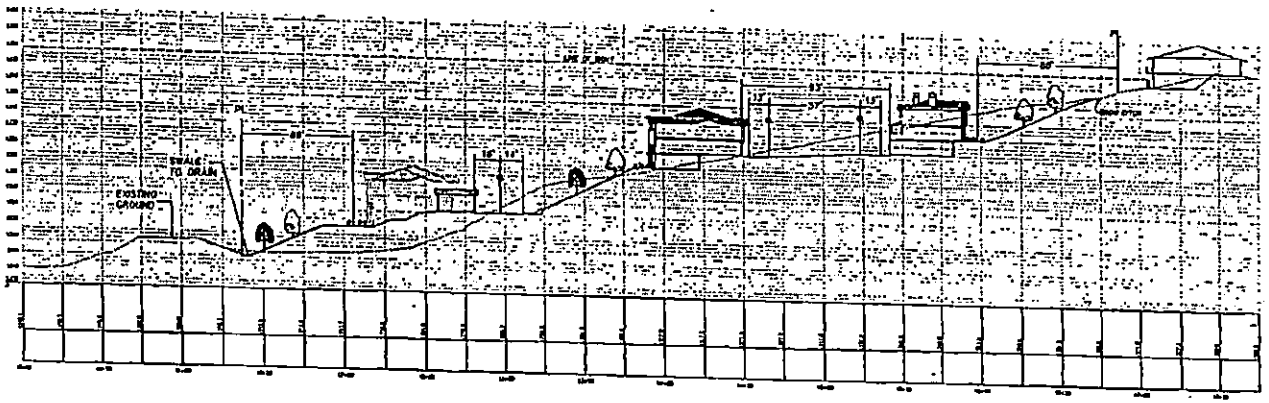
CROSS SECTIONS
SUBTTN5505 AND DRC 2004-00026

C-3.3

EXHIBIT H-2



SECTION 'D-D'



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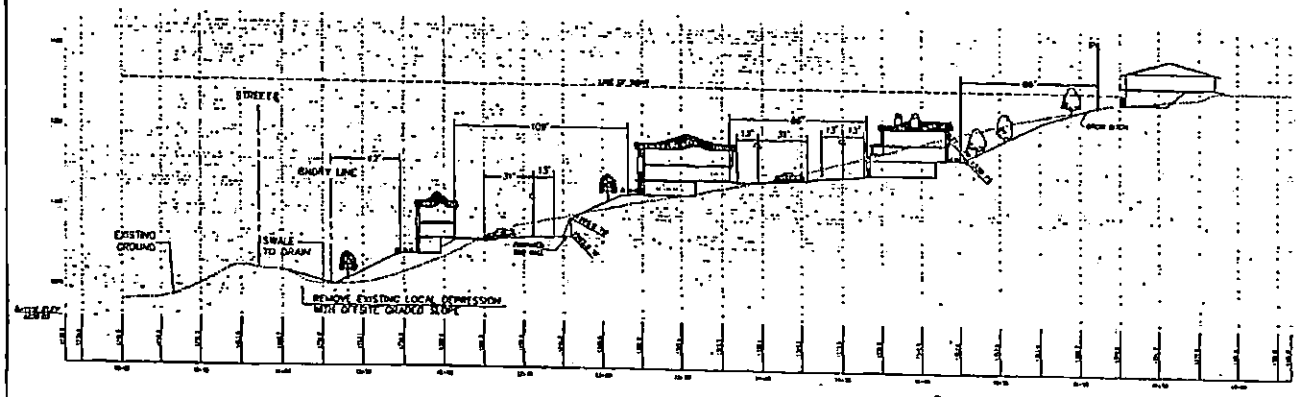

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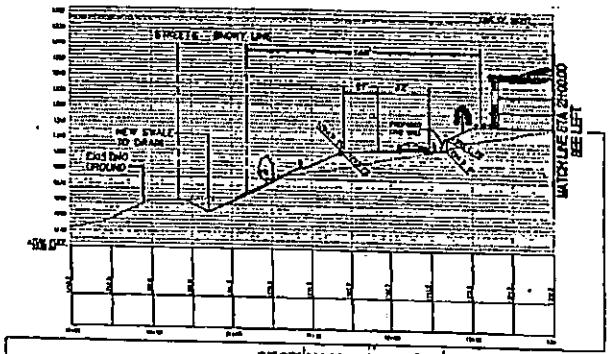
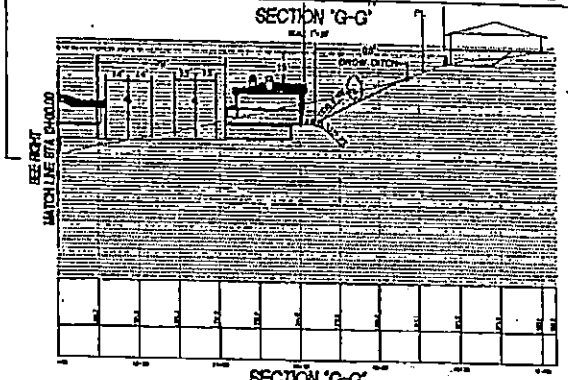
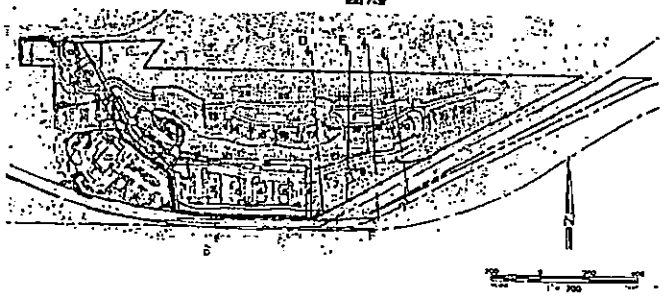


SECTION 'G-G'



SECTION 'G-G'



* 4' FIRE ACCESS PATH
** PATIO

PREPARED FOR: CAMEO HOMES

PREPARED BY:

Hall & Foreman, Inc.
Civil Engineering - Planning - Surveying - Public Works
420 Exchange, Suite 100 • Irvine, CA 92602-1301 • 714/685-4500

CROSS SECTIONS
SUBTT16605 AND DRC 2004-00826

REV.	DATE	DRAWN	PLAN REVISIONS	SHEET
	01/29/03	DRC		C-3.2
	02/21/03	DRC		
	03/20/03	DRC		
	11/20/03	DRC		

Item E -32

Exhibit H-3

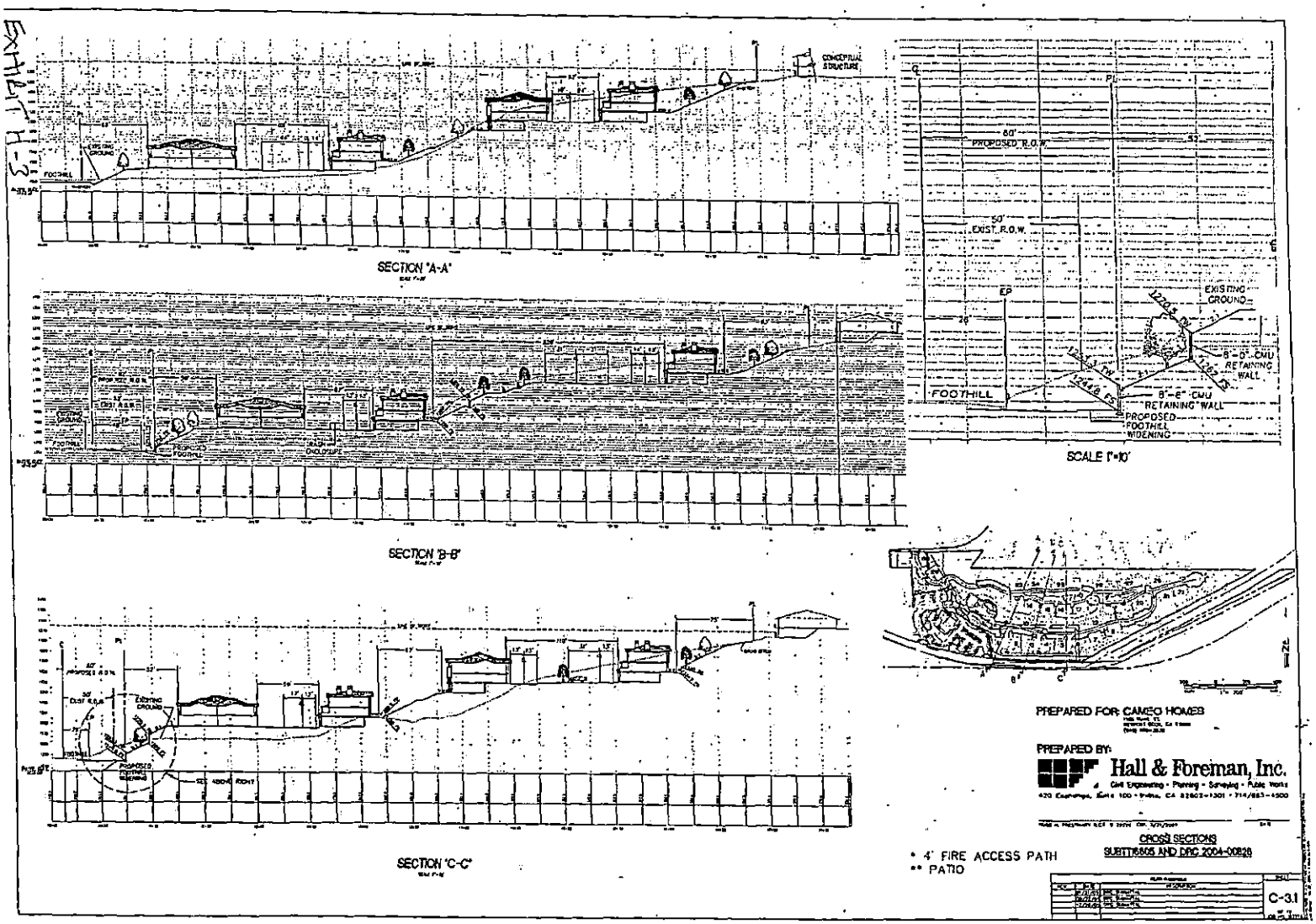
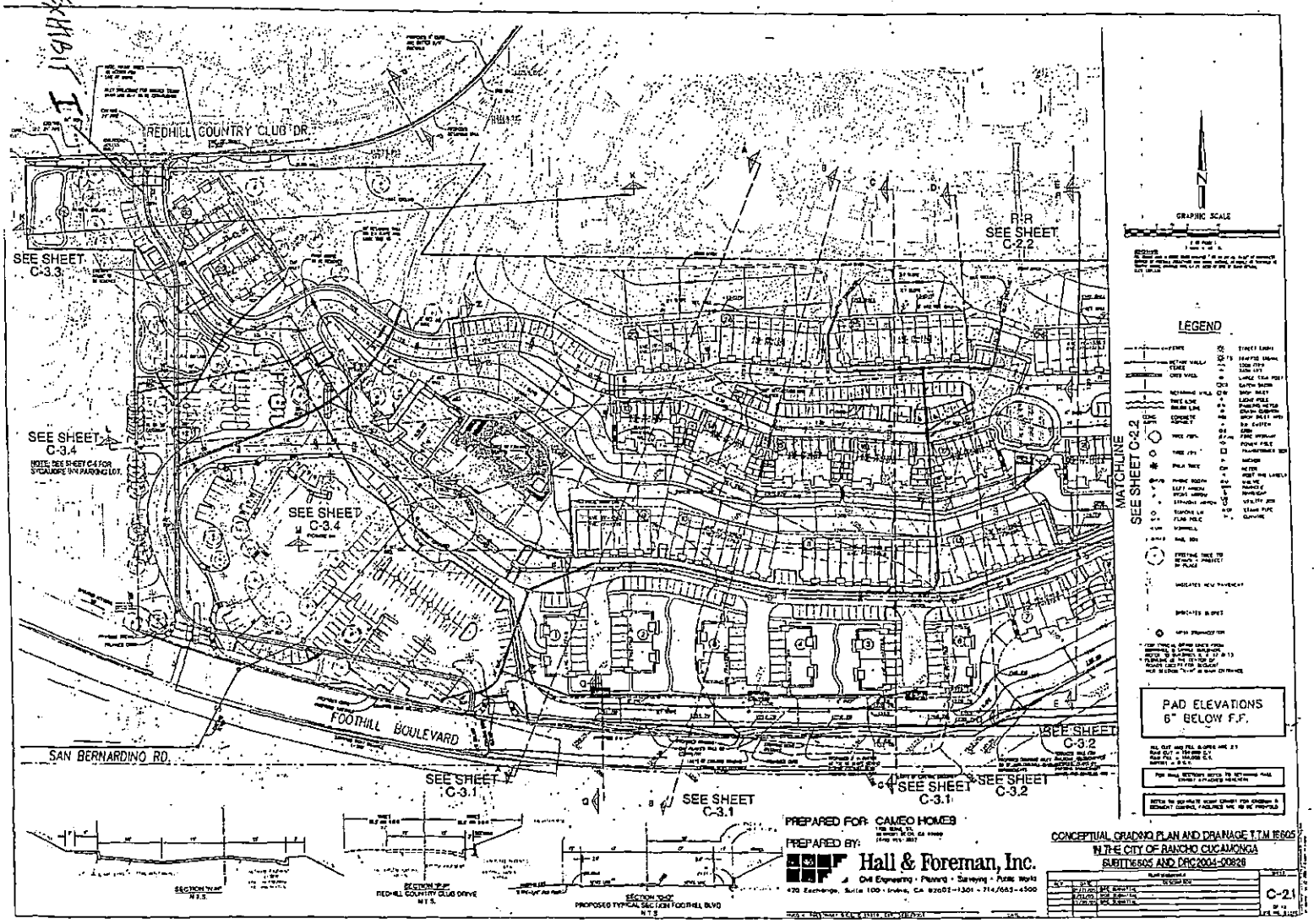

SECTION "A-A"
SECTION "B-B"
SECTION "C-C"
CONCEPTUAL STRUCTURE
60' PROPOSED R.O.W.
50' EXIST. R.O.W.
EXISTING GROUND
FOOTHILL
8'-0" CMU RETAINING WALL
8'-6" CMU RETAINING WALL
PROPOSED FOOTHILL WIDENING
SCALE 1"=10'
PREPARED FOR: CAMCO HOMES
PREPARED BY:
Hall & Foreman, Inc.
CROSS SECTIONS
SUBTT16805 AND DRC 2004-00828
* 4' FIRE ACCESS PATH
** PATIO
C-3.1

EXHIBIT I


REDHILL COUNTRY CLUB DR.
SEE SHEET C-3.3
SEE SHEET C-3.4
SEE SHEET C-3.4
SEE SHEET C-2.2
FOOTHILL BOULEVARD
SAN BERNARDINO RD.
SEE SHEET C-3.1
SEE SHEET C-3.1
SEE SHEET C-3.1
SEE SHEET C-3.2
SEE SHEET C-3.2
MATCHLINE SEE SHEET C-2.2
GRAPHIC SCALE
LEGEND
PAD ELEVATIONS 6" BELOW F.F.
PREPARED FOR: CAMEO HOMES
PREPARED BY:
Hall & Foreman, Inc.
Civil Engineering • Planning • Surveying • Public Works
CONCEPTUAL GRADING PLAN AND DRAINAGE T.T.M 16605
IN THE CITY OF RANCHO CUCAMONGA
SUBTT16605 AND DRC2004-00828
C-2.1

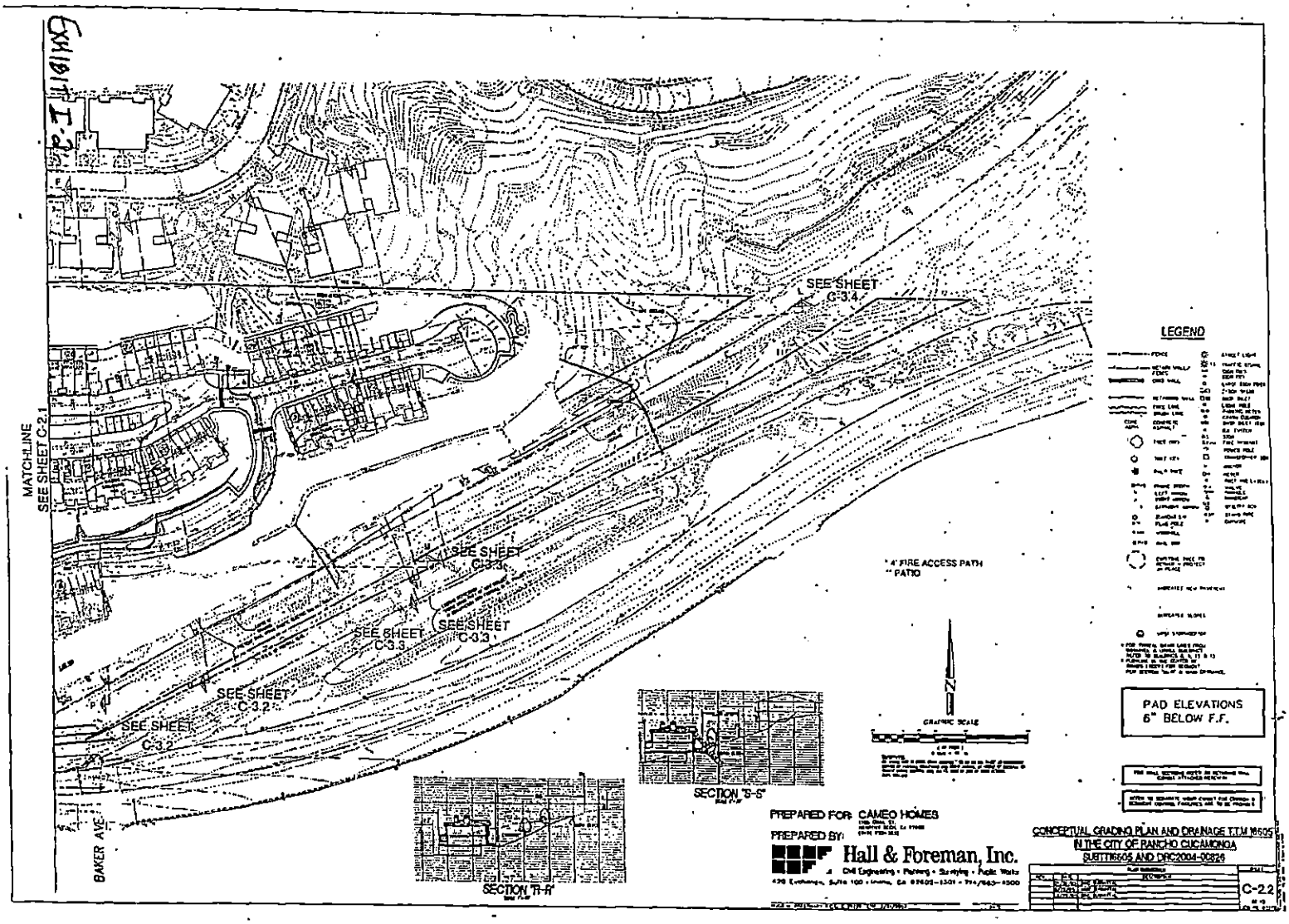
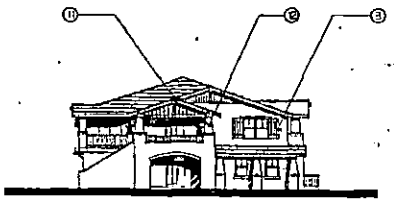

SEE SHEET C-3.4
MATCHLINE
SEE SHEET C-2.1
SEE SHEET C-3.3c
SEE SHEET C-3.3
SEE SHEET C-3.3
SEE SHEET C-3.2
SEE SHEET C-3.2
BAKER AVE.
* 4' FIRE ACCESS PATH
** PATIO
LEGEND
PAD ELEVATIONS
6" BELOW F.F.
SECTION "S-S"
SECTION "R-R"
PREPARED FOR: CAMEO HOMES
PREPARED BY:
Hall & Foreman, Inc.
CONCEPTUAL GRADING PLAN AND DRAINAGE T.T.M 16605
IN THE CITY OF RANCHO CUCAMONGA
SUBTT16605 AND DRC2004-00824
C-2.2

EXHIBIT J1



NORTH ELEVATION

NOTE: FOR ARCHITECTURAL DIVERSITY BETWEEN ADJACENT BUILDINGS, STONE IS NOT PROPOSED ON THE NORTH ELEVATION

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: 1X2 or 1X4 VINYL PICKETS + PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: 2X RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALLS: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-3
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE RICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR

EAST ELEVATION

BLDG "A" EXTERIOR ELEVATIONS
SYCAMORE VILLAS

Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

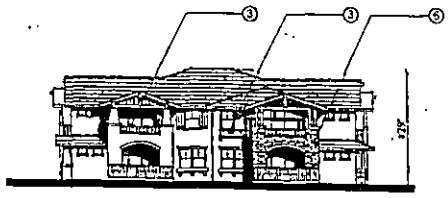
CAMEO HOMES
1015 Quail Street
Newport Beach, CA 92660
TEL: (949) 955-1832
FAX: (949) 253-4574

KTGY NO. [illegible]

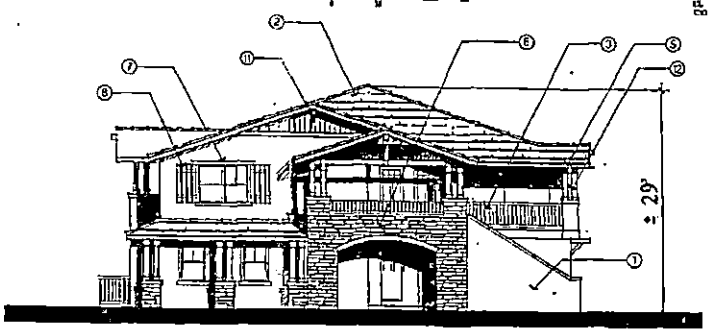
KTGY GROUP

SHEET A-1

EXHIBIT 52



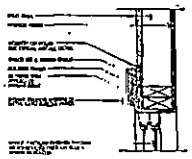
WEST ELEVATION



SOUTH ELEVATION
(VIEW FROM FOOTHILL)

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: 2X2 or 1X4 VINYL PICKETS & PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVES: 2X RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALLS: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-7
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE KICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR



TYPICAL DECORATIVE TRIM DETAIL

BLDG "A" EXTERIOR ELEVATIONS
SYCAMORE VILLAS

Rancho Cucamonga, California

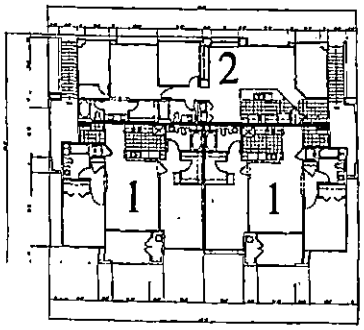
SUBTT16605
DRC# 2003-00637

CAMBO HOMES
[illegible]
Newport Beach, CA [illegible]
TEL: (949) [illegible]
FAX: (949) [illegible]

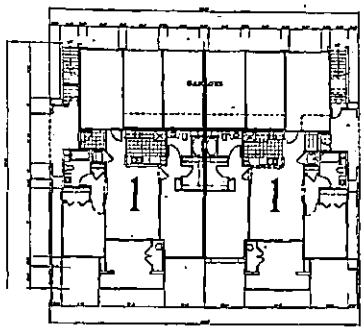
KTGY GROUP

SHEET A-1

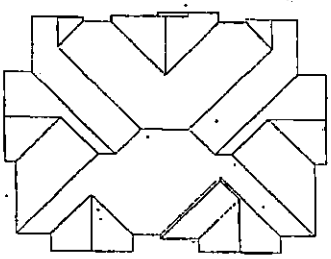
EXHIBIT J3



2ND FLOOR



1ST FLOOR



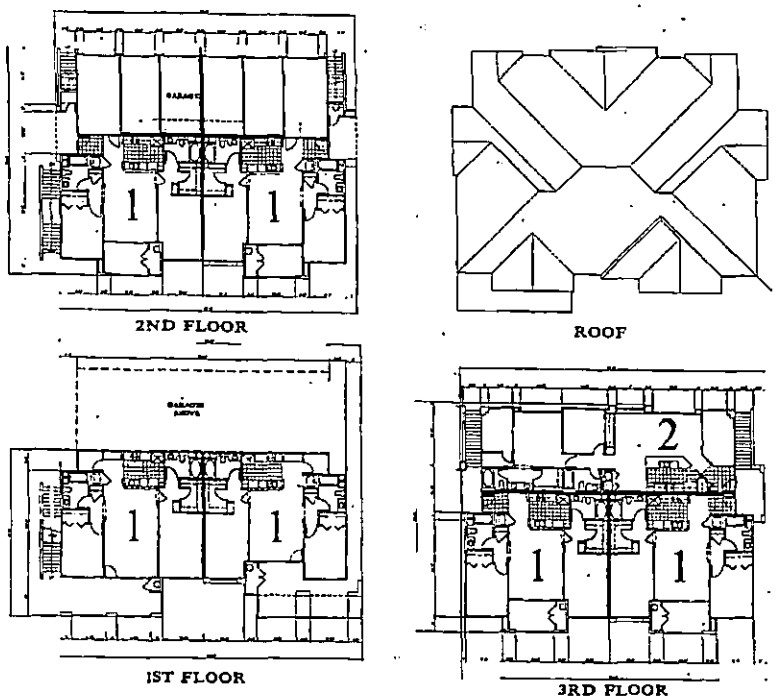
ROOF

BLDG "A" COMPOSITE PLANS
SYCAMORE VILLAS
Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

KTGY GROUP

EXHIBIT J 4



BLDG "B" COMPOSITE PLANS
SYCAMORE VILLAS
Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

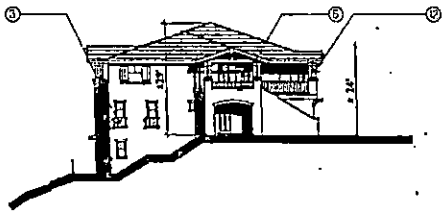
CAMEO HOMES
1103 Quail Street
Newport Beach, CA 92660
TEL: (949) 833-3633
FAX: (949) 833-4374

KTGY NO. [illegible]

KTGY GROUP, Inc.

SHEET A-4

EXHIBIT J5



EAST ELEVATION

SOUTH ELEVATION
(VIEW FROM FOOTHILL)

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: 1X2 or 1X4 VINYL PICKETS @ PATIOS, BALCONIES AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: 2X RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALL: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-3
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE KICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR

BLDG "B" EXTERIOR ELEVATIONS
SYCAMORE VILLAS

Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

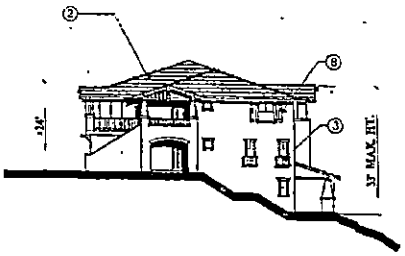
CAMEO HOMES
[illegible]
Newport Beach, CA [illegible]
TEL: [illegible]
FAX: [illegible]

KTGY NO. [illegible]

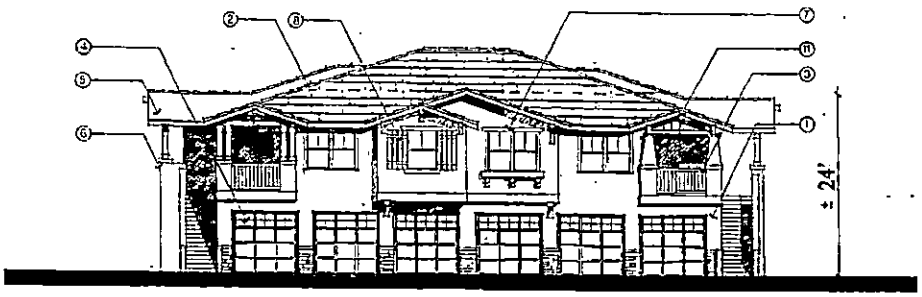
KTGY GROUP

SHEET A-6

EXHIBIT J 6



WEST ELEVATION



NORTH ELEVATION

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: DC3 or DC4 VINYL PICKETS + PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: 2X RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALL: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-2
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE RICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR

BLDG "B" EXTERIOR ELEVATIONS
SYCAMORE VILLAS

Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

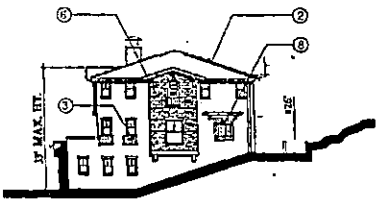
CAMBO HOMES
1105 Quail Street
Newport Beach, CA 92660
TEL: (949) 925-3832
FAX: (949) 250-6574

KTGY NO. 2003043

KTGY GROUP

SHEET A-4

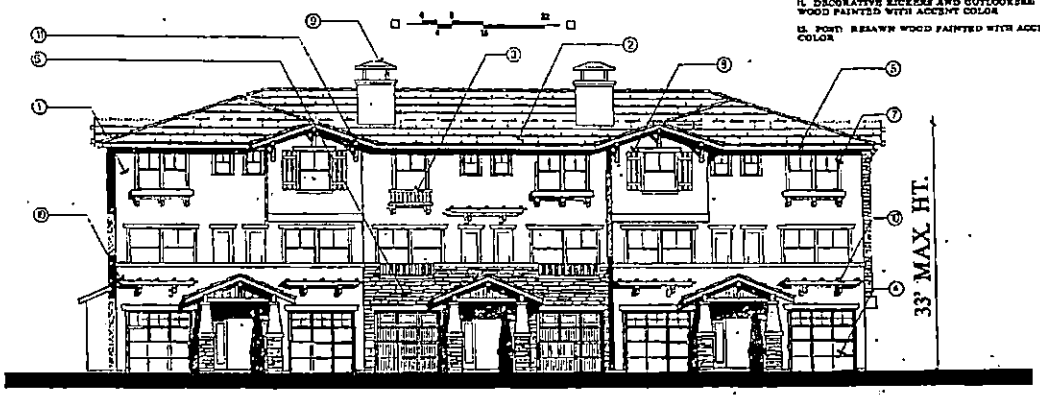
EXHIBIT J7



EAST ELEVATION

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: 2X3 or 2X4 VINYL PICKETS @ PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: 2X RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALLS: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-2
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE BRACKETS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR



SOUTH ELEVATION
(VIEW FROM FOOTHILL)

BLDG "C" EXTERIOR ELEVATIONS
SYCAMORE VILLAS

Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

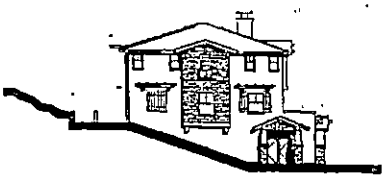
CAMEO HOMES
[illegible] Quail Street
Newport Beach, CA 92660
TEL: (949) 833-1873
FAX: (949) 833-8574

KTGY GROUP

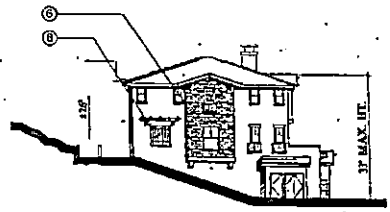
KTGY NO. [illegible]

SHEET A-4
[illegible]

EXHIBIT J8



WEST ELEVATION
(@ ENTRY ADJACENT TO REC BLDG)



WEST ELEVATION

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: 1X2 or 1X4 VINYL PICKETS @ PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: EX RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALL: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-2
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE RICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR

NORTH ELEVATION

BLDG "C" EXTERIOR ELEVATIONS
SYCAMORE VILLAS

Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

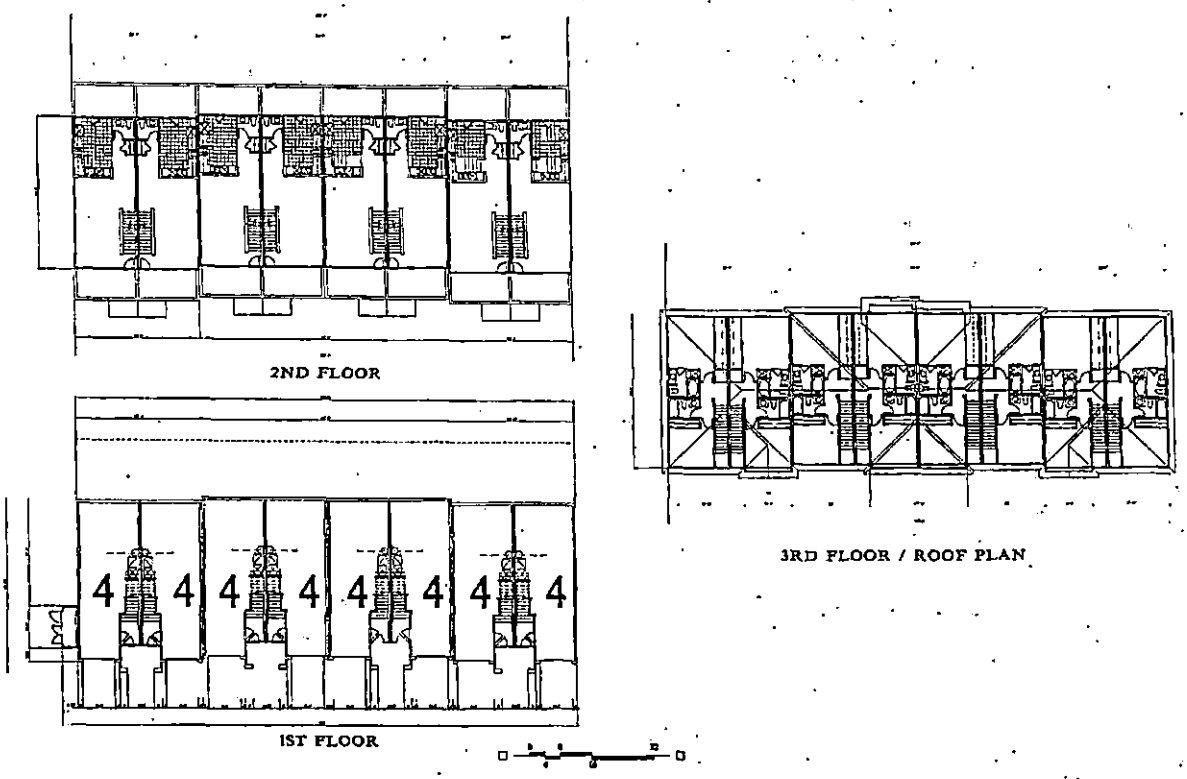
CAMEO HOMES
1125 Quail Street
Newport Beach, CA 92660
TEL: (949) 253-5223
FAX: (949) 253-2274

KTGY NO. 1003043

KTGY GROUP

SHEET A-9

EXHIBIT J9



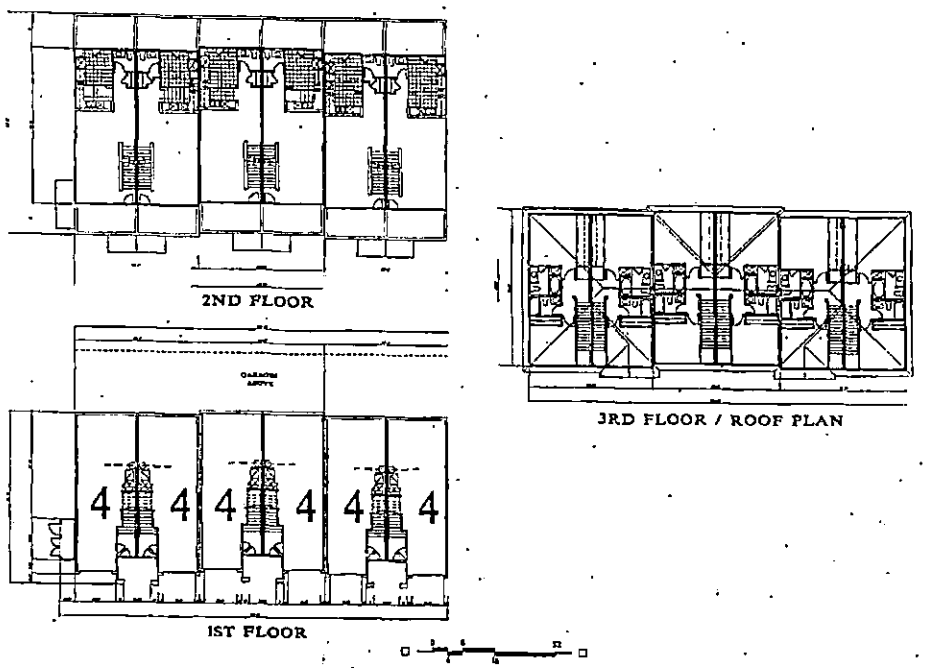
BLDG "D" COMPOSITE PLANS
SYCAMORE VILLAS
Rancho Cucamonga, California

CAMEO HOMES

SUBTT16605
DRC# 2003-00637

KTGY GROUP

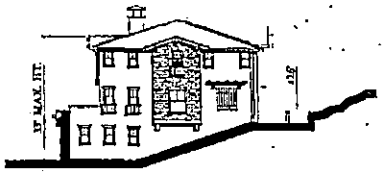
EXHIBIT J10



BLDG "C" COMPOSITE PLANS
SYCAMORE VILLAS
Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

EXHIBIT J11



EAST ELEVATION

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: 1X2 or 1X4 VINYL PICKETS @ PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: 2X RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALL: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-1
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE KICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR

SOUTH ELEVATION
(VIEW FROM FOOTHILL)

BLDG "D" EXTERIOR ELEVATIONS
SYCAMORE VILLAS

Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

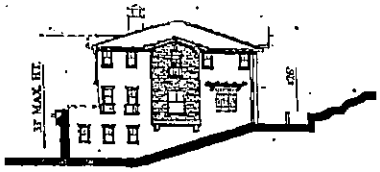
CAMBO HOMES
1103 Quail Street
Newport Beach, CA 92660
TEL: (949) 955-1833
FAX: (949) 253-8374

KTGY NO. 2003042

KTGY GROUP

SHEET A-11

EXHIBIT J12



EAST ELEVATION

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: 1X2 or 1X4 VINYL PICKETS - PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: 2X RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALL: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-2
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE KICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR

SOUTH ELEVATION
(VIEW FROM FOOTHILL)

BLDG "D" EXTERIOR ELEVATIONS
SYCAMORE VILLAS

Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

CAMBO HOMES
1025 Quail Street
Newport Beach, CA 92660
TEL: (949) 975-1833
FAX: (949) 250-8576

KTGY NO. 2003042

KTGY GROUP, INC.

SHEET A-11

EXHIBIT J 13

WEST ELEVATION

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: 1X3 or 1X4 VINYL PICKETS @ PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: EX RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALL: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-3
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE RICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR

NORTH ELEVATION
(VIEW FROM FOOTHILL)

BLDG "D" EXTERIOR ELEVATIONS
SYCAMORE VILLAS

Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

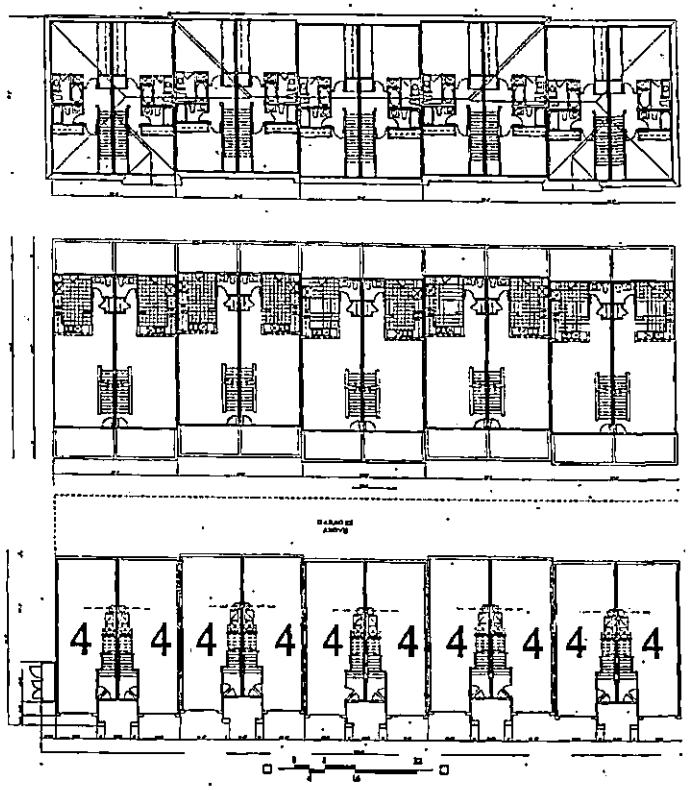
CAMEO HOMES
1101 Quail Street
Newport Beach, CA 92660
TEL: (949) 955-3333
FAX: (949) 258-8574

KTGY NO. 1003042

KTGY GROUP, Inc.

SHEET A-13

EXHIBIT J14



3RD FLOOR / ROOF PLAN

2ND FLOOR

1ST FLOOR

BLDG "E" COMPOSITE PLANS
SYCAMORE VILLAS
Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

CAMEO HOMES
[illegible] Quail Street
Newport Beach, CA [illegible]
TEL: [illegible]
FAX: [illegible]

KTGY GROUP

KTGY NO. [illegible]

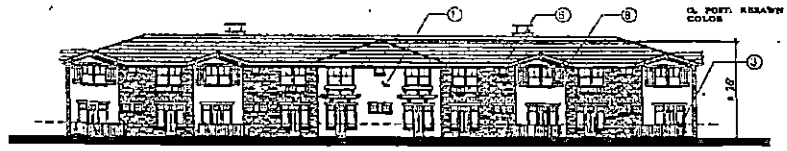
EXHIBIT J15

WEST ELEVATION

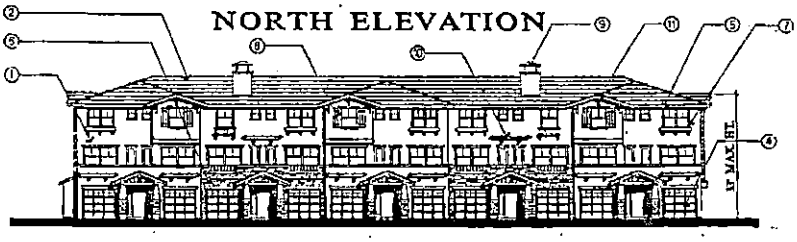
EAST ELEVATION

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: 1X2 or 1X4 VINYL PICKETS + PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: 2X RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALL: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-2
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE KICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR



NORTH ELEVATION



SOUTH ELEVATION
(VIEW FROM FOOTHILL)

BLDG "E" EXTERIOR ELEVATIONS
SYCAMORE VILLAS
Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

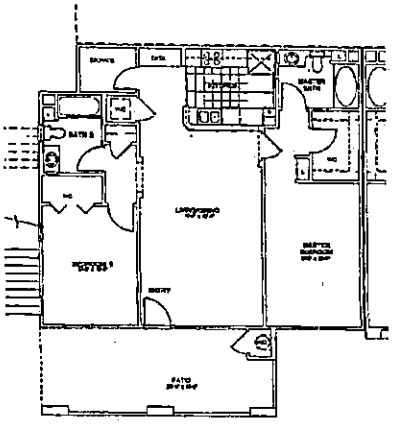
CAMEO HOMES
1103 Quail Street
Newport Beach, CA 92660
TEL: (949) 833-1033
FAX: (949) 253-1574

KTGY NO. 2003-[illegible]

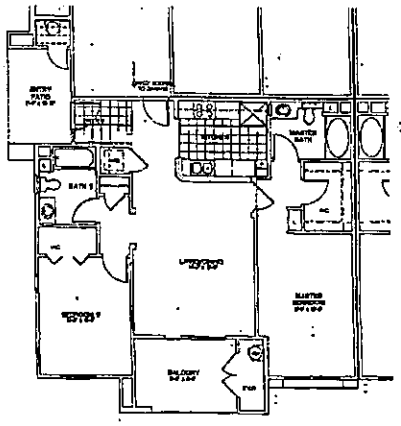
KTGY GROUP

SHEET A-M
[illegible]

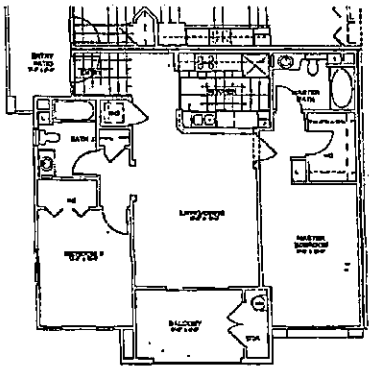
EXHIBIT J16



PLAN 1 - 2 BR / 2BA
1179 S.F. (@ 1ST FLOOR)
PRIVATE OPEN SPACE: 230 S.F.
STORAGE: 240 C.F.



PLAN 1 - 2 BR / 2BA
1104 S.F. (@ 2ND FLOOR)
PRIVATE OPEN SPACE: 178 S.F.
ADDITIONAL STOR. IN GARAGE: 200 C.F.



PLAN 1 - 2 BR / 2BA
1104 S.F. (@ 3RD FLOOR)
PRIVATE OPEN SPACE: 153 S.F.
ADDITIONAL STOR. IN GARAGE: 230 C.F.

UNIT PLANS
SYCAMORE VILLAS
Rancho Cucamonga, California

CAMEO HOMES
1135 Quail Street
Newport Beach, CA 92660
TEL: (949) 955-1821
FAX: (949) 250-8374

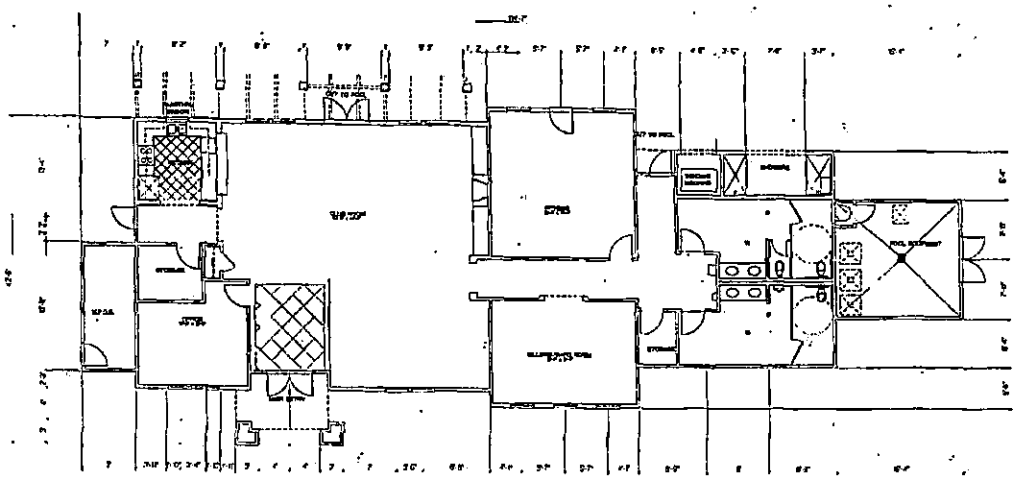
KTGY NO. 1203842

SUBTT16605
DRC# 2003-00637

KTGY GROUP

FREET A-13

EXHIBIT J 17



2968 S.F.

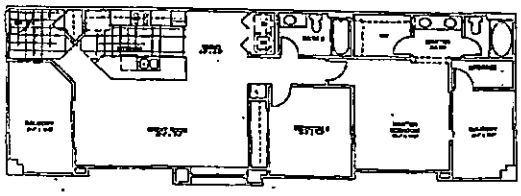
REC BLDG PLAN
SYCAMORE VILLAS
Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

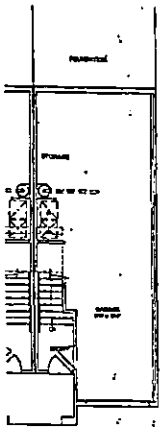
CAMEO HOMES

KTGY GROUP

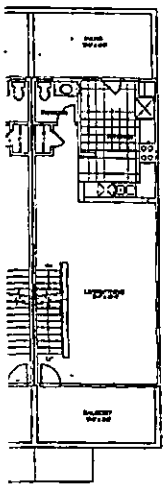
EXHIBIT J18



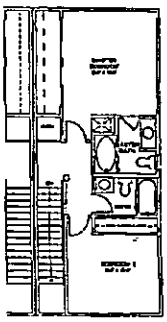
PLAN 2 - 2 BR / 2BA
1143 S.F.
PRIVATE OPEN SPACE: 245 S.F.



1ST FLOOR



2ND FLOOR



3RD FLOOR

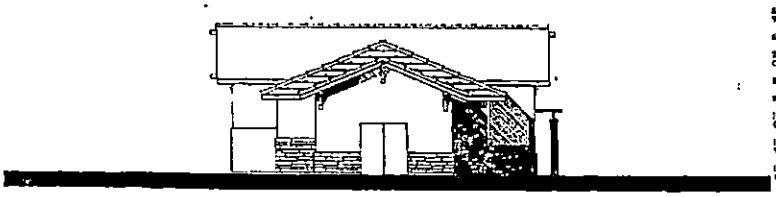
PLAN 3 - 2 BR / 2BA TOWN
1256 S.F.
PRIVATE OPEN SPACE: 235 S.F.

UNIT PLANS
SYCAMORE VILLAS

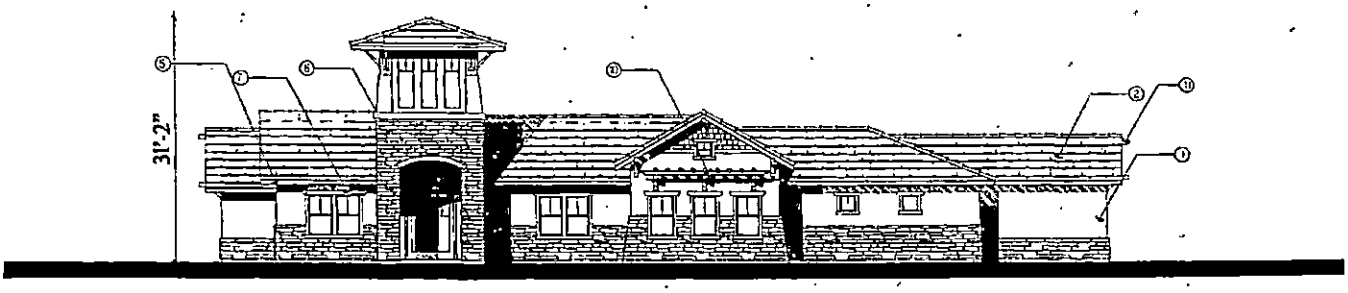
Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

EXHIBIT J19



EAST ELEVATION



SOUTH ELEVATION

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: D13 or D24 VINYL PICKETS + PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: 2X RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALL: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM + REFER TO DETAIL ON SHEET A-1
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE KICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR

REC BLDG EXTERIOR ELEVATIONS
SYCAMORE VILLAS

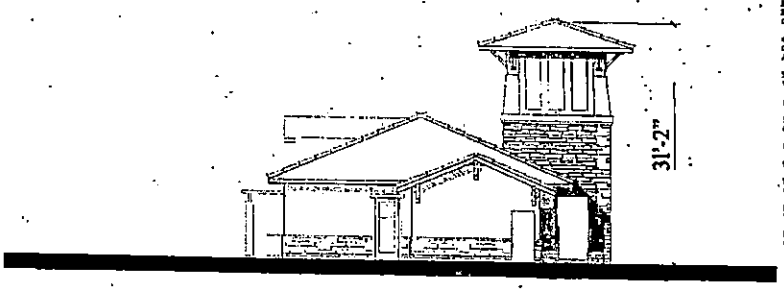
Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

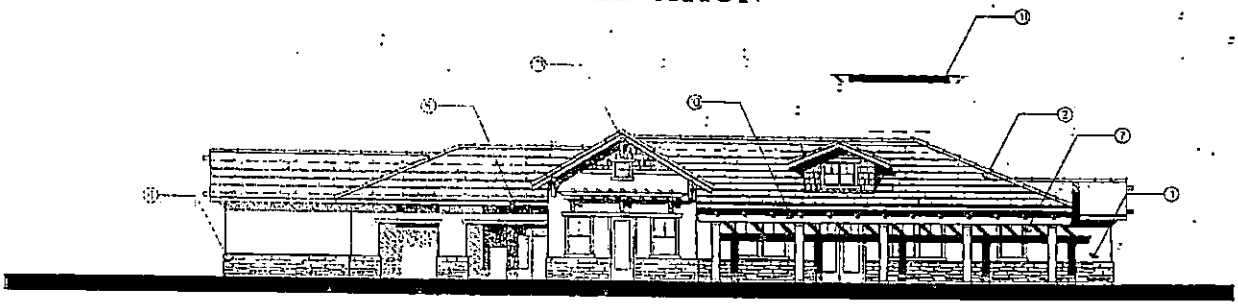
CAMBO HOMES
[illegible] Street
Newport Beach, CA [illegible]
TEL: [illegible]
FAX: [illegible]

KTGY GROUP

EXHIBIT J20



WEST ELEVATION



NORTH ELEVATION

EXTERIOR MATERIALS:

1. WALLS: COLOR-COATED STUCCO
2. ROOF: BLENDED CONCRETE TILES
3. RAILINGS: 1X2 or 1X4 VINYL PICKETS @ PATIOS, BALCONIES, AND POTSHELVES PAINTED WITH ACCENT COLOR
4. GARAGE DOORS: WOOD GRAIN TEXTURED OVERHEAD STEEL SECTIONAL DOORS PAINTED WITH ACCENT COLOR
5. ROOF EAVE: 2X RESAWN WOOD FASCIA PAINTED WITH ACCENT COLOR
6. WALL: STACKSTONE
7. DECORATIVE TRIM: STUCCO WITH ACCENT COLOR OVER FOAM - REFER TO DETAIL ON SHEET A-2
8. SHUTTERS: VINYL PAINTED WITH ACCENT COLOR
9. CHIMNEY ELEMENT: EXTERIOR PLASTER
10. TRELLIS: VINYL MEMBERS PAINTED WITH ACCENT COLOR
11. DECORATIVE KICKERS AND OUTLOOKERS: RESAWN WOOD PAINTED WITH ACCENT COLOR
12. POST: RESAWN WOOD PAINTED WITH ACCENT COLOR

REC BLDG EXTERIOR ELEVATIONS
SYCAMORE VILLAS

Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

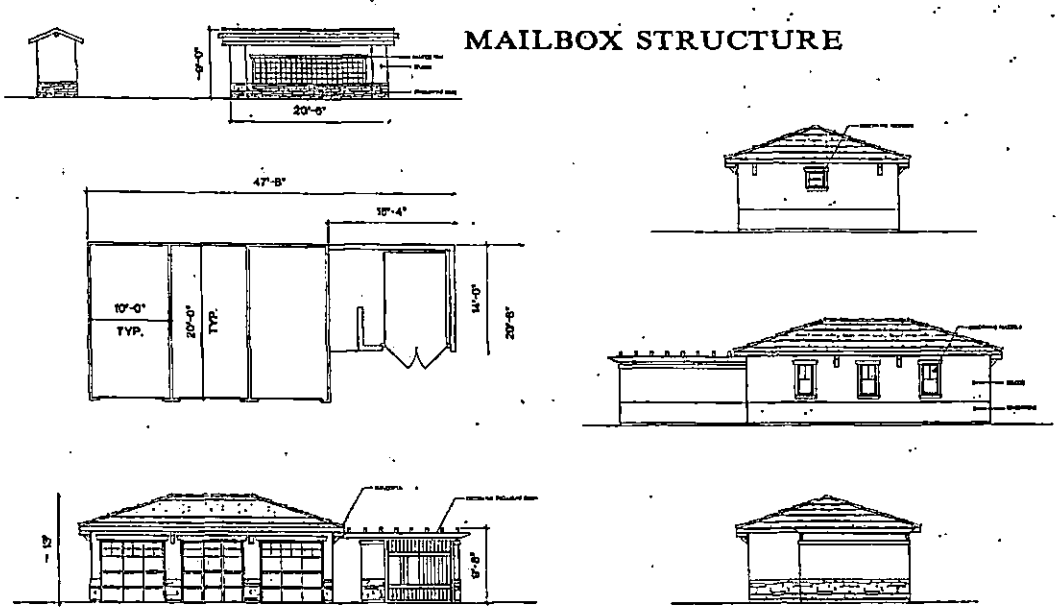
CAMEO HOMES
1105 Quail Street
Newport Beach, CA 92660
TEL: (949) 253-3312
FAX: (949) 250-8374

KTGY NO. 2003063

KTGY GROUP

SHEET A-19

EXHIBIT J21



REMOTE GARAGES /
TRASH ENCLOSURES

AUXILIARY STRUCTURES
SYCAMORE VILLAS
Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

housing portion along San Bernardino Road. With either plan, she felt the architecture needs to be superior.

Commissioner Stewart said that she did not care for either design as presented because they both look over built. While she commented that she did not care for auto-courts, she added that she could support an auto-court plan that has an appropriate amount of open space. She believed that a tot lot is needed. She proposed that some bungalows along Foothill Boulevard might enhance a "Route 66" streetscape. She felt high quality landscaping is needed along the Foothill Boulevard frontage.

Chairman Macias agreed with Commissioner Stewart that he was not fond of the auto court concept; however, he preferred the auto-court plan between the two designs submitted. He added that Commissioner Stewart's suggestion regarding bungalows along Foothill Boulevard had merit within the "Route 66" context. He also believed that both plans appear too dense and that a reduction in units might be warranted. He concluded by saying that any plan needs to be pedestrian friendly and a tot lot is a must for the complex.

Brad Buller, City Planner, summarized the comments of the Commission. He stated that the plans conform to the area's multiple family density range. Further he added that single story bungalow type elements would be appropriate along Foothill Boulevard and that such features might provide a less dense appearance from the major street frontage. He advised the applicants that they could move forward with submittal of a Design Review application for either type of project.

* * * * *

NEW BUSINESS

B. PRE-APPLICATION REVIEW TENTATIVE TRACT MAP SUBTT16605 AND DEVELOPMENT REVIEW DRC2003-00637 - SYCAMORE TOWN HOMES - CHARLES JOSEPH ASSOCIATES - A Pre-Application Review to consider a conceptual design concept for the proposed development of 86 town homes and 133 flats on 20.00 acres of land in the Western Foothill Boulevard Mixed Use Corridor area within Subarea 1 of the Foothill Districts, located on the north side of Foothill Boulevard, between San Bernardino Road and Baker Avenue - APN: 0207-101-31 and 34.

Brad Buller, City Planner, introduced the item and gave an overview of the Pre-Application Review process. He emphasized that the purpose of the workshop was to look at the proposed project design overall and its relationship to the surrounding area.

Chuck Buquet, Charles Joseph Associates, introduced the development team and gave an overview of the project. He indicated that the project is currently going through the development process with the City, and added that there have been some revisions to the project layout that were not reflected on the plans the Commissioners received for the workshop. However, he thought the Commissioners and staff would like the new changes. He indicated that someone has done a lot of grading on the property and flattened out an area; however, they have not been able to discover who did it.

Victor Mahony, Chief Financial Officer for Cameo Homes, discussed the proposed project in detail. Using photo simulations of the site for reference, he explained the project layout. He also noted that the adjacent property owner, Sycamore Inn, is in support of the project.

Chris Giannini, Associate Landscape Architect, added that the applicant's intention is to save as many trees on-site as possible.

EXHIBIT K

Commissioner Fletcher asked the developer if the project was a gated community. The developer indicted it would be.

Warren Morelion, Assistant Planner, pointed out the following four key items for the Planning Commissioners to consider: 1) Development on hillside slopes 30 percent or greater; 2) Building heights exceeding 30 feet in the Hillside Overlay; 3) Architecture of the buildings; and 4) Layout of private open space and entrances.

Mr. Buller, stated his concern with the proposed project as it relates to the Hillside Ordinance. He indicated that the project, as proposed, does not meet the Hillside Ordinance. He also stated his concern with the photo simulations the applicant presented to the Commissioners because they did not appear to accurately depict the proposed development on the hillside. He noted that the existing Sycamore Inn parking lot on the east side of the restaurant would be separated from the restaurant by the development of the Foothill Boulevard entrance to the project, but felt comfortable that pedestrian access from the parking lot to the restaurant crossing over the project entrance can be worked out. He questioned whether it was possible to save trees with the proposed grading scheme that will mass grade the site and fill in the natural ravines. He indicated that in his conversations with the owner of the Sycamore Inn, their support for project was very conditional. He stated that cross sections and sight line analysis from the Red Hill town homes is important.

Mr. Buquet said that they will submit a section through every unit on Red Hill.

Mr. Giannini clarified that the only trees that the developer could possibly save were on the perimeter of the project because of the project's mass grading concept.

Commissioner Stewart stated she likes the project location next to the Sycamore Inn restaurant and wants it to move forward. She also indicated that she would like the site to be designed with a village feel that included wood motif street signs and other elements.

Commissioner Fletcher stated he liked the overall concept of the project; however, was concerned the misleading depiction of the project on the photo simulations. He asked the applicant to revise the simulations to be more reflective of the actual project proposed.

Commissioner Macias echoed Commissioner Stewart and Fletcher's feelings for the project. He indicated that the project was unique. He stated, that although there could be issues with the project, he thought they could be worked out. He also thought it was important for the applicant to submit realistic photo simulations of the project so the Commissioners could get a true picture of the proposed project. He then directed the applicant to work future issues out with staff and the Sycamore Inn.

Mr. Buller summarized the comments of the Commission and directed the applicant to move forward with the development process.

* * * *

C. PRE-APPLICATION REVIEW DRC2003-00733 - HOGLE IRELAND, INC. – A review of conceptual design concept for the proposed development of 10 duplexes consisting of 20 units and 5 single-family homes on 4.20 acres of land in the Low-Medium Residential District (4-8 dwelling units per acre) of the Foothill Districts (Subarea 3), located south of Foothill Boulevard, at the terminus of Hampshire and Devon Streets - APN: 0208-331-18.

This item was continued to August 27, 2003, at the request of the applicant.

* * * * *

DESIGN REVIEW COMMENTS

7:20 p.m. Larry Henderson August 17, 2004

ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT SUBTT16605 - CHARLES JOSEPH ASSOCIATES - A residential subdivision of 7 lots for condominium purposes on 21 acres of land in the Western Foothill Corridor Mixed Use area of the Foothill Districts (Subarea 1), located on the north side of Foothill Boulevard, between San Bernardino Road and Baker Avenue - APN: 0207-101-13, 31, and 34. Related files: Development Review DRC2003-00637, Minor Exception DRC2003-01082, and Tree Removal Permit DRC2004-00082.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT REVIEW DRC2003-00637 - CHARLES JOSEPH ASSOCIATES - The design review of building elevations and detailed site plan for 225 condominiums on 21 acres of land in the Western Foothill Boulevard Mixed Use Corridor area of the Foothill Districts (Subarea 1), located on the north side of Foothill Boulevard, between San Bernardino Road and Baker Avenue - APN: 0207-101-13, 31, and 34. Related files: Tentative Tract SUBTT16605, Minor Exception DRC2003-01082, and Tree Removal Permit DRC2004-00082.

Design Parameters: The site is located in a hillside area on the southerly flank of Red Hill surrounding the historic Sycamore Inn Restaurant. The site contains 71 heritage trees. To the north are the Red Hill Condominiums (Medium Residential 8-14 dwelling unit per acre). To the west is the Sycamore Inn, vacant land, and single-family homes. To the east is the elevated and abandoned Pacific Electric Railway corridor. To the south is Foothill Boulevard, and further south, Knocker's bar, and an automotive repair shop. The properties to the west are Mixed-Use (MU) land use, and Office/Commercial to the southwest. The Red Hill Golf course is located northwest of the project site adjacent to the medium density residential development.

The most significant design challenge is the steep topography, in which 34 percent of the site is greater than 30 percent slope. Development on land with over 30 percent slopes requires both Development Code and General Plan Amendments. The proposed project must also be designed in accordance with the City of Rancho Cucamonga Development Code, Chapter 17.32, Foothill Boulevard Districts, Guidelines for Development of Subarea 1.

The project site has not been identified as a "Historic Resource" per the standards of Rancho Cucamonga Municipal Code Section 2.24 (Historic Preservation). An Historical Assessment of the project site was conducted by Stephen R. Van wormer in May 1990, and revealed the following: four historic resources were identified as a result of research and field survey and include: 1) the Cucamonga Stage station site, 2) the Sycamore Inn, 3) the Red Chief Motel (recently demolished), and 4) the San Bernardino Museum Archaeological Information has noted the presence of two previously recorded historic bridges (CHS-1786-1 and CHS-1786-6) as well as the old Los Angeles to San Bernardino road route (PS-BR-3-H) adjacent to the project boundaries. These resources are outside the project area and will not be impacted. It is noted that the Sycamore Inn site is affected from a site-specific impact, since the main access to the residential project is through the parking lot. Careful attention to the current restaurant needs of the Inn must be considered with the residential design so that the economic viability of this unique historical resource is not adversely affected.

Pre-Application Review: The Planning Commission conducted a workshop on August 13, 2003 (see attached minutes). Staff identified four major issues: 1) development on hillside slopes 30 percent or greater contrary to the Hillside Development Ordinance, 2) building heights exceeding 30 feet maximum allowed in Hillside areas, 3) architecture, and 4) private open spaces and entrances. The Commissioners (Macias, Fletcher, Stewart) liked the overall concept and provided direction to applicant.

EXHIBIT L

Staff Comments: The following comments are intended to provide an outline for Committee discussion.

Major Issues: The following broad design issues will be the focus of Committee discussion regarding this project:

1. View Protection – As an infill, hillside site, consideration and sensitivity to protection of neighbors' views is critical. The applicant has provided sight-line sections through each adjoining Red Hill Condominium unit. The developer was asked to conduct a neighborhood meeting to obtain community input prior to this meeting.

2. Architecture - The Community Recreation Building is well articulated with a high degree of materials and definite 360-degree architecture policy compliance. However, the multi-family buildings are not on the same level of architectural development and lack sufficient articulation of the building planes for the ends and rear. Because of the relative large massing of the residential structures, additional movement of the building planes is recommended. In addition, the stacked stone should be an element that is utilized on all sides of the proposed residential architecture.

3. Building Height – On the downhill side, the buildings are 3-story, which exceeds the 30-foot hillside building envelope. The Ordinance encourages stepping building. The applicant is requesting a Development Code Amendment to resolve this issue; however, the Committee should still discuss whether the upper floors should be stepped back more than the 2 to 3 feet proposed to soften the height impact.

4. Tree Preservation - The site contains 71 heritage trees on-site, including Oak, Sycamore, Pepper, Elm, and a few Eucalyptus trees. The City tree ordinance, which states, "The Eucalyptus, Palm, Oak, Sycamore, Pine, and other trees growing within the City of Rancho Cucamonga are a natural aesthetic resource which helps define the character of the city. Such trees are worthy of protection in order to preserve the scenic beauty, prevent soil erosion, provide shade, wind protection, screening and counteract air pollution." An Arborist Report (David Evans and Associates, September 2003) identified the existing conditions of the trees and reported on their type and general health (predominately focusing on Sycamores, Oaks, and Ornamentals). Pertaining to sycamore trees, if drainage is altered, it may affect the amount of water that the sycamores receive. The trees could be adversely effected if they were to receive significantly less water than they have received historically. Should this be, the developer should be required to replace the lost water with an irrigation system. In addition, it is recommended that grading be prohibited with the drip line of trees, which are to be protected in place. Also, it is recommended that the drainage source or proposed irrigation be designed in such a manner that additional moisture is not encouraged at the base of a tree trunk or allowed to collect immediately adjacent to the tree truck, as this can cause rot. There are 44 heritage trees are located in the northwest corner of the site. This is an area that has been revised by the applicant, since the Pre-Application Review, to reduce the number of buildings from three to two and shifted the on-site driveway to the west. The arborist recommended preservation of 35 on-site trees. The developer is proposing to save 25 on-site trees; however, 10 of these are not those recommended by arborist. Preservation of all 35 trees recommended by arborist would require major site plan revisions. Further, based upon the Arborist Report, staff believes that the proposed improvements would cause the demise of four trees the developer has proposed to save: Tree #s 39, 43, 45, and 59. The Tree Preservation Ordinance establishes the following priorities: 1) preserve-in-place healthy trees, 2) if trees cannot be preserved-in-place, then transplant elsewhere on-site, and as a last resort, 3) remove and replace with largest nursery grown stock available. The developer is proposing to plant hundreds of new trees, ranging from 15-gallon up to 36-inch box.

Secondary Issues: Once all of the major issues have been addressed, and time permitting, the Committee will discuss the following secondary design issues:

1. Recreation Amenities – The project requires a minimum of five amenities; however, only three qualifying amenities have been provided. Most of the items proposed do not qualify under Rancho Cucamonga Municipal Code Section 17.08.040.H: gazebos, trellis, and individual rooms within the Recreation Building (kitchen, billiards, exercise). Only one BBQ facility at the pool is shown; hence, does not meet the requirement for more than one. Also, staff recommends that a tot lot be provided for children (to qualify, multiple tot lots are required).

2. Architecture - The remote garages and trash enclosures are plain in comparison to all the other buildings, with stucco being the sole wall surface material. The incorporation of the stacked stone would create an integrated appearance to the overall project.

3. Architecture – Vary garage door designs.

4. Grading – In at least three locations near on-site driveways or parking lot, 5-foot retaining walls are proposed which exceeds the 3.5 feet (downslope) and 4 feet (upslope) allowed under Hillside Development Ordinance. The applicant is requesting a Development Code Amendment to resolve this issue.

5. Grading - "Brow ditches," "bench drains," and cross and down drains are a prominent feature of this project. The Hillside Development Ordinance requires special "naturalized appearance" with river rock as a liner or within a closed drainage pipe.

6. A mailbox center should be incorporated into the recreation building or designed as a stand alone structure designed in keeping with the architectural style and materials of the complex.

Staff Recommendation: Staff recommends that the applicant re-design and re-submit the project based on staff and Committee comments as appropriate.

Design Review Committee Action:

Members Present: Fletcher, Fong, Stewart

Staff Planner: Larry Henderson

The Committee directed the applicant to work with staff to resolve the following critical design areas and return to the Committee for further review of the revised plans:

1. The height and mass of the buildings needs to be reduced. Increasing the height of retaining walls and greater variation in building and roof planes is required.

2. The amenities package is not adequate and a tot lot needs to be added as well as spreading out the amenities to a greater level and making the main recreation area more centralized to all the units.

3. The Sycamore Inn entry area is not acceptable and must be safe as well as workable for the operation of the Inn.

4. Greater definition and planning for Heritage Tree preservation needs to be addressed.

DESIGN REVIEW COMMENTS

8:10 p.m. Larry Henderson January 31, 2006

ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT SUBTT16605 - CHARLES JOSEPH ASSOCIATES - A residential subdivision of 8 lots for condominium purposes on 21 acres of land in the western Foothill Corridor Mixed Use area within the Foothill districts (Subarea 1), located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and Southern Pacific Road Right Way - APN: 0207-101-13, 01 and 34. Related files: Development Review DRC2003-00637, Development Code Amendment DRC2004-00352, General Plan Amendment DRC2004-00339, and Tree Removal Permit DRC2004-00082.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT REVIEW DRC2003-00637 - CHARLES JOSEPH ASSOCIATES - The design review of building elevations and detailed site plan for 206 condominiums on 21 acres of land in the western Foothill Boulevard Mixed Use Corridor area within the Foothill Districts (Subarea 1), located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and Southern Pacific Road Right Way - APN: 0207-101-13, 31 and 34. Related files: Tentative Tract SUBTT16605, Development Code Amendment DRC2004-00352, General Plan Amendment DRC2004-00339, and Tree Removal Permit DRC2004-00082.

MINOR DEVELOPMENT REVIEW DRC2004-00826 - CHARLES JOSEPH ASSOCIATES - Parking lot, loading area modifications, and covered patio area at the Historic Sycamore Inn Restaurant, located at 8318 Foothill Boulevard - APN: 0207-101-24. Related files: Variance DRC2005-01061, Tentative Tract SUBTT16605, and Development Review DRC2003-00637.

Variance DRC2005-01061 – CHARLES JOSEPH ASSOCIATES - Variance request to reduce the parking lot setback from 45 feet minimum to 10 feet to allow improvements to an existing parking lot for the Sycamore Inn Restaurant on property located on the north side of Foothill Boulevard at the intersection of San Bernardino Road – APN: 0207-101-24. Related files: Minor Development Review DRC2004-00826.

Design Parameters: The site is located in a hillside area on the southerly flank of Red Hill surrounding the historic Sycamore Inn Restaurant. The site contains 71 heritage trees. To the north is Medium Residential (8-14 dwelling units per acre) and is developed with the Red Hill Condominiums; to the west is the Sycamore Inn, vacant land, and single-family homes; to the east is the elevated and abandoned Pacific Electric Railway corridor; and to the south is Foothill Boulevard, and further south, Knocker's bar and an automotive repair shop. The properties to the west are Mixed-Use (MU) land use, with Office/Commercial to the southwest. Red Hill Country Club Drive, and beyond the Red Hill Golf course, is located northwest of the project site, adjacent to the medium density residential development.

The most significant design challenge is the steep topography, of which 34 percent of the site is greater than 30 percent slope. Development on land with over 30 percent slopes requires both Development Code and General Plan Amendments. The proposed project must also be designed in accordance with the City of Rancho Cucamonga Development Code, Chapter 17.32, Foothill Boulevard Districts, Guidelines for Development of Subarea 1.

EXHIBIT M

The project site has not been identified as a "Historic Resource" per the standards of Rancho Cucamonga Municipal Code Section 2.24 (Historic Preservation). An Historical Assessment of the project site was conducted by Stephen R. Van Wormer in May 1990, and revealed that four historic resources were identified as a result of research and field survey and include: 1) the Cucamonga Stage station site, 2) the Sycamore Inn, 3) the Red Chief Motel (recently demolished), and 4) the presence of two previously recorded historic bridges (CHS-1786-1 and CHS-1786-6), as noted by the San Bernardino Museum Archaeological Information, as well as the old Los Angeles to San Bernardino Road route (PS-BR-3-H) adjacent to the project boundaries. These resources are outside the project area and will not be impacted. It is noted that the Sycamore Inn site is affected from a site-specific impact, since the main access to the residential project is through the parking lot. Careful attention to the current restaurant needs of the Inn must be considered with the residential design so that the economic viability of this unique historical resource is not adversely affected.

Pre-Application Review: The Planning Commission conducted a workshop on August 13, 2003 (see attached minutes). Staff identified four major issues: 1) development on hillside slopes 30 percent or greater is contrary to the Hillside Development Ordinance, 2) building heights exceeding 30 feet maximum allowed in Hillside areas, 3) architecture, and 4) private open spaces and entrances. The Commissioners (Macias, Fletcher, Stewart) liked the overall concept and provided direction to the applicant.

Design Review Committee: The Committee reviewed the project on August 17, 2004, (Fletcher, Stewart, Fong). See attached minutes.

Staff Comments: Staff has met with the applicant on many occasions since the previous meeting and the following changes have been made:

1. The project was re-designed to reduce the height of the buildings adjacent to Foothill Boulevard by changing from three-story to two-story, and reoriented those structures 90 degrees. In addition, the remaining structures and pads were lowered several feet into the site topography to further reduce visual impacts. The changes also resulted in reducing the number of units from to 225 to 206.

2. The project has added a tot lot and barbeque area to the center and east end of the project, respectively, in order to address the amenities package the Committee recommendation. The applicant respectfully declined to move the main recreation area to a more central location.

3. The Sycamore Inn entry area concerns have been addressed through revisions to the related Minor Development Review DRC2004-00826. The historic Sycamore Inn parking lot has been included as part of the project application package and a Variance Application has also been filed as required as part of the MDR for less than the required street setback.

4. The applicant has submitted a revised Tree Study from David Evans and Associates, Inc., dated February 2005 (included with plans). As indicated by the submitted Landscape Plan (see Sheets L-1 and L-2) the changes to the Condominium and Restaurant Site Plans have further reduced the number of heritage trees that are affected (to be removed).

Staff Recommendation: Staff recommends approval subject to Committee comments as appropriate.

Attachments

Design Review Committee Action:

Members Present: Fletcher, Stewart, Coleman

Staff Planner: Larry Henderson

The applicant presented colored plans and a written statement responding to all staff comments. The Committee recommended approval of the project.

CITY OF RANCHO CUCAMONGA

FEB 04 2004

RECEIVED - PLANNING

CITY OF RANCHO CUCAMONGA
ADMINISTRATION

FEB 02 2004

7,8,9,10,11,12,1,2,3,4,5,6

January 30, 2004

Rancho Cucamonga City Council
10500 Civic Center Drive
Rancho Cucamonga, CA 91729

Dear City Council:

There are signs posted on Red Hill Country Drive across from the golf course and I believe on Foothill around the Sycamore Inn regarding Notice of Filing. We are very much against the condos and homes.

The City has already taken Foothill and made it a very unfriendly highway by making it a divided highway. When driving eastbound, it is almost impossible to turn into a business on the north side without traveling a long distance to a signal and then waiting forever to make a U-turn and, of course, the same is true when traveling westbound and wanting to shop at business on the south side.

The area in question is the north side of Foothill, west of the Cucamonga Channel. There are already signals at Grove, San Bernardino Road at Sycamore Inn, Baker, for the new residential area on the south side of Foothill, and at Vineyard. More housing on the north side will create more traffic problems because there will be vehicles coming from both the north and south sides of Foothill. Because of the congestion on Foothill between Grove and Vineyard, people are already traveling over Red Hill to avoid the traffic. Citizens have called the police to have them monitor the traffic on Red Hill, but nothing has been done.

City is allowing a new multi-dwelling on the west side of Vineyard, south of Foothill and a shopping center. The Albertson shopping center has already created traffic problems in the area and now you want to create more traffic problems around the corner.

The City has also allowed more housing on the west side of Carnelian, north of Red Hill Country Club Drive. This is already a very dangerous area and has caused yet another signal to be installed—creating three signals between Foothill and Baseline. Because of the opening of the 210 Freeway, we have a lot more industrial trucks traveling up and down Carnelian which the street does not seem to be built to handle the excessive weight of these trucks.

We hope the Council will not allow the development. This is such a historic area it should be left alone.

Sincerely,

Charles + Lynda Teenor

Charles and Lynda Teenor
8731 Red Hill Country Club Drive
Cucamonga, CA 91730

EXHIBIT N

Dale & Barbara Price
8066 Calle Carabe Place
Rancho Cucamonga, Ca. 91730

August 27, 2004

The City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, Ca. 91730

Attn: Mr. Brad Buller

Ref: Cameo Homes Proposed Sycamore Villas

The above proposed development has made a lot of people extremely unhappy. The residents of Red Hill On-The-Green as well as the residents of Red Hill proper have chosen to live in that area precisely because of the location: the serenity of the area, the abundance of critters and the ambiance of a generation long-forgotten.

The proposed project will negatively impact both Red Hill and the adjacent Rancho Cucamonga areas in numerous ways:

- → Create traffic problems - on Red Hill Country Club Dr as well as on Foothill Blvd.
- → Land movement - potential storm drainage problems, land slide and fire hazards
- → Development has inadequate parking/garage - vehicles most likely left on the street
- → Pool/Rec Room (for 200+ units and families) is located directly below Red-Hill-On-The-Green which translates into an unbearable noise traveling "upwind". The sheriff's department might as well rent a unit on site.
- → Project will negatively impact the value of the surrounding area.
- → Overcrowd existing schools

Purchasing a home is probably the single largest financial decision that many of us will make. Most of us, at least partly, base this decision on the rural character of the area. We have been residents in Rancho Cucamonga for over twenty-five years. While it would be naive to think that the area would never be developed, we certainly hoped the city would preserve the existing character and not compromise the integrity of the history of our city.

In 2001 the City of Rancho Cucamonga Planning Department posted their General Plan. This Plan was based on a long-term vision of the community, identifying values and qualities that will guide the evolution over the next 20 years. These values and qualities included the following:

> A belief in our families and the need to promote their well-being; An abiding respect for the heritage we share.
>
> An unusually strong dedication to community planning.

It is in the spirit of the City's intent that we strongly oppose the proposed Sycamore Villa Development.

Sincerely,

Dale & Barbara Price

bep

City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA., 91730

CITY OF RANCHO CUCAMONGA

MAR 01 2005

RECEIVED - PLANNING

Attn: Planning Dept

Re: Sycamore Villas

Gentlemen,

I can't believe this ill conceived project has surfaced once again. I can't think of a single advantage of having such a project in Rancho Cucamonga. I'd like to list a few key objections:

1) Extremely high density as compared to any nearby projects. This can only reduce property values.
2) Insufficient parking. Our condominium homes (Red Hill) have two and three car garages. This project will create widespread parking problems and blocked access roads.
3) Twohundredsix (206) units with one swimming pool! This is going to create a health hazard of untold proportions.
4) "Young Professionals?" This project looks like entry level housing to me and will lead to slum or ghetto conditions in a short time.
5) Just recently we experienced severe mud-slide situations all over Southern California. Any heavy dirt movement is sure to cause some real problems to the existing homes as well as any new buildings.
6) The developers call this a high-end project, yet most of the units are under 1,000 square feet of living space. This isn't even apartment sized.
7) The increased traffic dumped onto Foothill Blvd will cause even more gridlock
8) The emergency entry/exit on Red Hill Country Club right in the middle of a curve is extremely dangerous.
9) Overall this project degrades what our city is all about.

I sincerely hope that our city planners come to their senses and remove this project for the books.

Sincerely,

Burt Court
Nancy Court

Burt & Nancy Court
8485 Red Hill Country Club Dr.
Rancho Cucamonga

CITY OF RANCHO CUCAMONGA

MAR 01 2005

RECEIVED - PLANNING

8082 Calle Carabe Place
Rancho Cucamonga, CA 91730
February 28, 2005

City of Rancho Cucamonga
Planning Department
Attention: Mr. Larry Henderson
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

RE: Proposed Sycamore Villas Project

Dear Mr. Henderson and Members of the Rancho Cucamonga Planning Department:

We attended the recent meeting regarding The Sycamore Villas and have some very serious issues which need to be resolved. Therefore, we were very disappointed to discover, by Mr. Buquet losing his temper, that the property is theirs already and they can do as they want as long as codes are followed. Frankly, they must be very confident that this project will be approved by Rancho Cucamonga's Planning Department. That's a red flag in our book!

The Police have been called out numerous times in our area due to the noise and music at the "Strawberry Patch." It is located quite a bit farther away than the proposed Recreation Room and Pool Area. The high density will produce a lot of noise at all hours which will travel up the Gulch and hill and affect nearly everyone in our Red Hill Green Association. It definately will be considered a nuisance call which will keep our Police from more important duties.

We felt we were not told all the truth about the so-called emergency entrance/exit on Red Hill Dr. People exiting or entering from this road will create even more hazardous conditions on Red Hill Dr. and the other roads on this hill. At first we were told that only emergency vehicles would use this road but at this meeting Mr. Buquet said that maybe just for the first year that would be the case. Another red flag is up!

As far as we can tell, the builder and people associated with this group are in for the money and then they will move on and we are left with the noise, view changes in some instances, and traffic affecting our so-far wonderful quality of life.

The city of Rancho Cucamonga must be diligent in order to insure quality of life to all of it's citizens and voters. We urge you to address these issues before approving any of this project.

Sincerely,

Mr. & Mrs. Ken Brown

Ken and Helen Brown

cc: Brad Buller, City Planner
cc: Rancho Cucamonga Sheriff Station
cc: Charles Joseph Associates

CITY OF RANCHO CUCAMONGA

MAR 01 2005

RECEIVED - PLANNING

Dear Sirs,

The peace, safety, and value of our homes will be significantly threatened by the proposed Cameo Homes "Sycamore Villas" project – a 206 unit project located on 20 acres at the NWC of baker and Foothill Blvd. In Rancho Cucamonga.

These very high-density apartment-like structures will degrade the value of our homes on the hill above the proposed site. The grading required to develop this site may create serious instability of our hillside. The many rodents that now inhabit the proposed site when they are forced to migrate up the hill will infest our homes. The construction will produce a high-decibel noise from 6:30 AM to 8:00 PM, six days a week for a period of one to two years. The possibility of egress on to Red Hill C.C. Drive will create unreasonable traffic congestion.

Respectfully,

Robert Fromer

Dale & Barbara Price
8066 Calle Carabe Place
Rancho Cucamonga, Ca. 91730

CITY OF RANCHO CUCAMONGA

MAR 01 2005

RECEIVED - PLANNING

February 28, 2005

The City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, Ca. 91730

Attention: Mr. Brad Muller

Reference: Proposed Sycamore Villa Project / Cameo Homes

Gentlemen:

Attached is a copy of our original letter to you dated 8/27/04 in which we vehemently objected and opposed the above proposed project. Progress, growth and prosperity seeming to be the city's main priorities – it appears this development is "moving forward".

We were told there would be an "emergency exit" directly onto Red Hill Country Club Drive – now we understand this has now been designated as one of the complex's main entrance and exits. This is not only *impossible* - for a rural two-lane road to accommodate what will be approximately 400 vehicles intersecting with an already busy, noisy road – ***it is dangerous!!*** **(And what other surprises do the builder and the city have in store for us?)**

You have received letters of opposition from numerous existing homeowners in the Red Hill area opposing, complaining and imploring the city to reconsider this project. Does the community have a voice? Is anyone listening???

The City of Rancho Cucamonga is renowned for their stringent building codes and the high standards that must be met before permits are issued. How is it possible that something like this is even being considered? How can the city compromise everything that has made Rancho Cucamonga so unique?

This project will lower existing property values, agitate existing homeowners (and current tax-payers) and destroy the beauty of an historical area. It will be like living in Fontana or San Bernardino – which should make anyone wince. ***PLEASE – do something to stop this development!!***

Sincerely,

Dale and Barbara Price

Dale and Barbara Price

Bep.

CITY OF RANCHO CUCAMONGA

MAR 01 2005

RECEIVED - PLANNING

Melvin H. Dieterich
8525 Calle Carabe
Rancho Cucamonga, CA 71730
February 28, 2005

The City of Rancho Cucamonga
10500 Civic Center Drive
P. O. Box 807
Rancho Cucamonga, CA 91729

Red Hill area residents recently attended a second Community Meeting held by the promoters of the "Sycamore Villas" Condominium Project. We wish to have our concerns voiced at the Design Review Committee meeting to be held on March 1, 2005.

Although the builders have modified plans to somewhat address our concerns, it has done nothing to alleviate the major problems the residents and the city will face if this project is allowed to proceed as currently designed. The Planning Commission has received dozens of letters protesting this project with legitimate concerns and yet we feel our voices have fallen on deaf ears. It hardly seems unreasonable to expect our city officials to have a dialogue with affected residents.

The "Sycamore Villas" project calls for 206 units of two and three story buildings on approximately 20 or so acres. Although the density may well be within the requirements for such a project, that doesn't make it right or good for this area.

I am on the Board of Directors at the Red Hill Green Condominiums and am well acquainted with problems facing complexes such as this. The promoters stated that studies and their "demographics" have indicated that this project would be geared to attract "young professionals." That may be well and good, but the fact remains that anyone that comes in with money will not be turned away, and that means investors will look at this as an attractive buy for income property. I have been an investor in real estate for over twenty years and I speak from experience. We at Red Hill Green are also faced with this problem within our own complex and it is of great concern to us. The Board cannot dictate to an owner to whom he may sell his property.

The proposed price range of the "Sycamore Villas" puts it pretty much at the entry level housing market and that's exactly what the buildings resemble. This will definitely not benefit the property values in the Red Hill area.

The promoters have insisted that this is a "high-end" complex and we take serious issue with that. Units start at less than 1000 square feet. The largest unit at the "Sycamore Villas" comes in less than that of the SMALLEST unit at Red Hill Green. These are not condominiums - they are apartments.

One swimming pool is proposed for "Sycamore Villas" with 206 units which is, frankly, a joke. Red Hill Green has two swimming pools for only 74 units and I can assure you that two pools is not sufficient. And our residents are made up mostly of retirees - not "youhg professionals." How could one pool possibly serve 206 units?

The number of units proposed with its single point of entry would further add to the congestion on Foothill Boulevard. With 206 units, we believe that an additional 400 vehicles will be added to that congestion. The promoters dispute that. It's a fact that two and three car families are the norm - not the exception. If your project supposedly caters to "young professionals," then young professional couples have a car each. You cannot have the argument both ways. Additional projects currently under way all along Foothill Boulevard add to the traffic problem. Has any impact study been performed to assess this?

The proposed emergency ingress/egress planned for Red Hill Country Club Drive is nothing but a disaster waiting to happen. The street is already an extremely dangerous area. Why would we want to make this situation worse?

This "high-end" project shows units with one car garages and remote garages with insufficient additional parking. (EVERYONE at Red Hill Green has a THREE car garage and most have driveways.) The units at the complex at the southeast corner of Foothill and Baker, "Vintage Townhomes," have one car garages. Talking to residents there, I learned that garages are used mostly for storage and cars are left outside. Parking is grossly inadequate and visitors often have to park outside on public streets. Is not the same problem going to occur at the "Sycamore Villas?"

What these issues boil down to is quality of life issues. We don't need additional congestion, noise, declining property values or our safety compromised. The promoters have pretty much managed to gloss over these problems. We feel that the Planning Commission should be more concerned with the quality of life of everyone concerned, not just those of us who live here now, but those who might wish to make Rancho Cucamonga their home.

Red Hill has long been a desirable and unique area. We would be much more inclined to accept a project of really high end single family homes. The attendant problems and strain on city services would be considerably reduced with such a project as opposed to the "Sycamore Villas." We urge the Planning Commission to reject the "Sycamore Villas" project outright, or, for now, at least, postpone approval until consideration of this alternative be addressed along with an in depth study of the concerns herein put forth.

Thank you.

Melvin H. Dieterich

Melvin H. Dieterich

Feb 28, 2005

CITY OF RANCHO CUCAMONGA

MAR 01 2005

RECEIVED - PLANNING

To Whom it may concern;

These are our concerns about the proposed 206 unit Condominium Cameo homes "Sycamore Villas" at the NWC of Baker and Foothill Blvd. in Rancho Cucamonga.

1. Traffic pattern and safety. Access is only across one end of the project. If there were a fire on that on the one and only road, which connects from Foothill to Red Hill Country Club Road—**the residents would be trapped!**

2. Public services for police, fire department, mail services, and trash services would be increased
3. There will be a need for new schools/class room space — children are allowed, & they have the right to a decent public school system.
4. Dust during construction (some local people have asthma).
5. Noise
6. Increase in consumption of scarce and/or costly resources such as water, electricity, and gas
7. Strain on sewer system and probable need for more treatment plants

All of the above items affect the quality of life and health! We strongly object to the size and plan of the condominium project

Annette Davidson
Annette Davidson

Richard A Davidson
Richard Davidson

8077 Calle Carabe Place
Rancho Cucamonga

LARRY

March 7, 2005

CITY OF RANCHO CUCAMONGA

MAR 17 2005

RECEIVED - PLANNING

City of Rancho Cucamonga
Planning Department
P.O. Box 807
Rancho Cucamonga, CA 91729

Attn: Mr. Brad Buller

Dear Mr. Buller,

As a Red Hill resident, I am most concerned about the Cameo Homes Development. I attended the February 25th meeting at the Sycamore Inn, but the discussion there did not satisfactorily address these considerations:

Safety: The 200+ homes will add traffic that will severely impact our area. The elementary school children in these homes are within walking distance of Valle Vista School, but there is no safe walking route. The only access road from Foothill Boulevard, Red Hill Country Club Drive, is a two lane road, no sidewalks and has two blind curves. In fact, all of the roads in our community are two lane, narrow and the only ones with sidewalks are in the Red Hill Greens project and the area just below Valle Vista School.

Traffic: Red Hill is a golf-oriented area and golf carts are legal on many roads. The addition of extra cars, narrow roads, and alternate driving patterns would create additional hazards. Also, the traffic impact on Foothill Boulevard is a concern. Camelian/Vineyard Avenue is a direct route linking the 210 and 10 freeways and San Antonio Community Hospital is two miles away. We live above the exact area of the development, Vineyard to Baker to Grove, and nightly we observe accidents requiring police cards, fire trucks and ambulances.

Flood Control: Cameo Homes proposes to move existing flood drainage servicing the Red Hill Greens area and remove existing watershed. In the wake of recent flood damage in surrounding areas, it seems an imprudent plan that would open the city to lawsuits, should problems occur.

To allow a development of this magnitude to continue could be a blueprint for disaster, not just creating safety hazards for the residents of the surrounding area, but also causing a multitude of problems for the new, and often unaware, homebuyers. We urge the Planning Commission to seriously consider our concerns before granting permission for this project as it is currently designed.

Sincerely,

Donn M O'Morrow
Shirley O'Morrow

Donn and Shirley O'Morrow

March 18, 2005

CITY OF RANCHO CUCAMONGA
MAR 22 2005
RECEIVED PLANNING

City of Rancho Cucamonga
Planning Commission

Subject: Cameo Homes Project – Sycamore Villas
NWC of Baker & Foothill

As owner and occupant of a townhouse at the southeast corner of Baker and Foothill, I wish to express my opposition to subject project.

My principle objection is the high density of this project, which I understand will accommodate 206 one and two bedroom units in an area of rough terrain. I also understand that the buildings housing these units will be two and three stories and that many of the units will have remote uncovered parking accommodations.

The parking situation in my complex, Vintage Townhomes, is bad enough. With insufficient attached covered parking we have the continued problem of space availability for visitors. I feel that the proposed project only increases the problems of insufficient attached parking garages, including the increase in the density of the units.

I appreciate the right of a property owner to develop his property but this right must be balanced by the rights of others to enjoy the use of their properties without the traffic and other problems created by high density developments.

Thank you for your consieration of these comments.

Sincerely,

Donald M Stevenson
8284 Chappellet Place
Rancho Cucamonga, CA 91730

CITY OF RANCHO CUCAMONGA

MAR 20 2006

RECEIVED - PLANNING

City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA., 91730

Attn: Planning Commission

Re: Charles Joseph Associates Project

Gentlemen,

As residents of Red Hill Country Club Green for 31 years, we are concerned about the proposed project below our property. Over the years there have been serious problems with flooding waters running off our property to the slopes below and onto Foothill Boulevard. The cutting and removal of any earth in this location will cause irreparable damage to the slopes and will surely undermine the foundations of the condo's above, which could cause severe damage not only to the units but risk injury or death to the homeowners.

We strongly hope the City Planning Commission will reject this poorly conceived project.

Sincerely,

Burt Court

Burt Court

Nancy Court

Nancy Court

8485 Red Hill Country Club Drive
Rancho Cucamonga, CA., 91730

8500 CALLE CARABE
RANCHO CUCAMONGA, CA 91730
(909) 931-0855
APRIL 4, 2006

PLANNING DIVISION
CITY OF RANCHO CUCAMONGA

CITY OF RANCHO CUCAMONGA
APR 04 2006
RECEIVED - PLANNING

RE: PROPOSED SYCAMORE VILLAS DEVELOPMENT

GENTLEMEN:

AS A HOMEOWNER WHOSE PROPERTY ABUTS THE PROPOSED DEVELOPMENT, I HAVE SEVERAL MAJOR CONCERNS ABOUT THIS PROJECT WHICH ARE HIGHLIGHTED IN THE FOLLOWING PARAGRAPHS.

GENERAL PLAN AMENDMENT DRC 2004-00339
DEVELOPMENT CODE AMENDMENT DRC 2004-00352

HOW CAN THE CITY OF RANCHO CUCAMONGA EVEN SERIOUSLY CONSIDER ALLOWING A HIGH-DENSITY (206 UNITS ON 21 ACRES), MULTIPLE-STORY DEVELOPMENT ON LAND WHICH CONTAINS A 30 PERCENT SLOPE? WE HAVE HAD SEVERAL INSTANCES OF SLOPES GIVING WAY IN OUR OWN DEVELOPMENT ADJACENT TO THE SUBJECT PROPERTY. THIS PROJECT HAS THE POTENTIAL FOR DE-STABILIZING THE WHOLE HILLSIDE. I AM NOT AT ALL COMFORTED BY THE ASSURANCES WE HAVE RECEIVED THAT THIS LAND CAN BE DEVELOPED SAFELY. I AM CERTAIN THAT PEOPLE IN PLACES LIKE LAGUNA HILLS AND LAUREL CANYON WHERE HILLSIDE DISASTERS HAVE OCCURRED RECEIVED THESE SAME ASSURANCES WHEN PROJECTS WERE BUILT ON SLOPES WHICH SHOULD HAVE NEVER BEEN DEVELOPED.

ALSO, RUNOFF FROM THE TOP OF THE HILL FLOWS THROUGH THIS PROPERTY IN SEVERAL PLACES AND THERE ARE GREAT ACCUMULATIONS OF WATER AT THE BOTTOM OF THE SLOPE AFTER EVERY STORM. THE PLANS I HAVE SEEN DO NOT SEEM TO ADEQUATELY ADDRESS DRAINAGE ISSUES.

MITIGATED NEGAT E DECLARATION OF ENVIRONMENTAL IMPACTS

HOW CAN THE NEGATIVE IMPACT OF SEVERAL HUNDRED ADDITIONAL VEHICLES PORING ONTO FOOTHILL BOULEVARD EACH DAY POSSIBLY BE MITIGATED? THE FOOTHILL CORRIDOR IS ALREADY HEAVILY CONGESTED, AND THE PORTION BETWEEN VINEYARD AND GROVE IS ONE OF THE WORST STRETCHES. THE ROADWAY UNDER THE RAILROAD OVERPASS IS BARELY 4 LANES WIDE (WITH NO SHOULDERS) AND THE UNCONTROLLED INTERSECTION AT FOOTHILL AND RED HILL COUNTRY CLUB DRIVE (SCENE OF MANY ACCIDENTS) IS EXTREMELY HAZARDOUS. THIS DEVELOPMENT WILL ONLY MAKE MATTERS WORSE. IT SHOULD ALSO BE NOTED THAT NARROW, WINDING RED HILL COUNTRY CLUB DRIVE WILL ALSO BE HEAVILY IMPACTED.

THE SPECIFIC PROBLEMS I HAVE MENTIONED ABOVE, COUPLED WITH THE AIR AND NOISE POLLUTION CREATED BY THIS HIGH-DENSITY DEVELOPMENT, WILL GREATLY DEGRADE THE QUALITY OF LIFE FOR THOSE OF US LIVING IN THE SURROUNDING AREA.

I URGE THE PLANNING COMMISSION TO DENY THE REQUESTED GENERAL PLAN AND DEVELOPMENT CODE AMENDMENTS, AS WELL AS THE NEGATIVE DECLARATIONS, NECESSARY TO ALLOW THIS PROPOSED DEVELOPMENT TO MOVE FORWARD.

THANK YOU FOR YOUR TIME AND ATTENTION.

SINCERELY,

Henry L. Stoy

HENRY L. "HANK" STOY

CC: MAYOR BILL ALEXANDER
MAYOR PRO TEM DIANE WILLIAMS
COUNCILMEMBER REX GUTIERREZ
COUNCILMEMBER DENNIS MICHAEL
COUNCILMEMBER SAM SPAGNOLO

Charles Joseph Associates

PUBLIC/PRIVATE SECTOR MANAGEMENT SERVICES

Cameo Homes Neighborhood Meeting Minutes
Meeting Date: August 10th, 2004 6pm to 8pm

1. Presentation included the project elevations, color landscape plan with proposed upgrade to parking lot entrance in front of Sycamore Inn that will provide access to the property.

2. Presentation of hillside ordinance and request for variance as to hillside cuts. Concerns raised that this would not hold and should not be allowed. Client explained that this portion of property had been adversely eroded by the years of neglect and poor drainage from the Red Hill Condos. It was discussed that the property owners have the right to develop the land and fix the erosion from the properties to the north.

3. Concerns about traffic created along Red Hill Country Club; client response was to create this secondary point of access as emergency purposes only.

4. Questions were raised about the mass of buildings along foothill and the property and blocking of views, concerns about trees blocking the views. Presentation of cross sections were provided and discussed that showed buildings were not being blocked. Client offered to prepare photo exhibits for another neighborhood meeting and to look at adjusting the screening of the buildings along Foothill.

5. Questions regarding interaction between homeowners on the north property line as it relates to types of trees blocking view. Landscape architect informed the neighbors that smaller trees that do not grow that high would be installed and view preservation was primary component with tree selection.

6. Conversations regarding view preservations and a house sales and anticipated sales. Response was that cannot anticipate selling price but informed that new product is comparable sales at a per square foot basis.

7. Concerns about existing traffic on the Red Hill country club road realignment. Neighbors were informed that this would be a City Project that is not part of the Cameo project scope. Concerns about homeless people on site. Client response was that they would follow up with police action to remove the trespassers.

Office 909•481•1822 800•240•1822 Fax 909•481•1824
City Center • 10681 Foothill Blvd., Suite 395 • Rancho Cucamonga, CA • 91730
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EXHIBIT O

8. Concerns about the existing trees, vegetation and integrity of the hill. Client response was that they would be looking at removing some of the buildings at the North west end of the project and preserving more trees.

Charles Joseph Associates

PUBLIC/PRIVATE SECTOR MANAGEMENT SERVICES

August 2, 2004

Re: August 9th, 2004 Community Meeting
Cameo Homes Project located
at the NWC of Baker and Foothill Blvd., in Rancho Cucamonga

Dear Property Owner:

This letter is to invite you to a Community Meeting concerning the Cameo Homes "Sycamore Villas" a 211 Unit Condominium project located at the NWC of Baker and Foothill Blvd., in Rancho Cucamonga.

This meeting will give us the opportunity to share with you our plans for this high quality Condominium Development project that we believe will be a positive addition to your neighborhood, and the opportunity to discuss the specifics of this project and to answer any questions that you may have with regard to this project. All proposed condominium buildings have been designed to preserve existing Red Hill views.

We appreciate you taking time out of your busy schedule to join us on Tuesday, August 10th, 2004 at 6:00 P.M. The meeting will be held at The Sycamore Inn, located at 8318 Foothill Blvd., Rancho Cucamonga. The meeting will be held downstairs, in the Grove Room and the project team will be available to answer any questions or concerns that you may have at this meeting. Light refreshments will be served.

We are looking forward to meeting with you. Should you have any questions or need any additional information in advance of this meeting, please feel free to give me a call at your earliest opportunity.

Sincerely,

Charles J. Eluquet
Charles Joseph Associates

Enclosure

cc: Larry Henderson, City Planning

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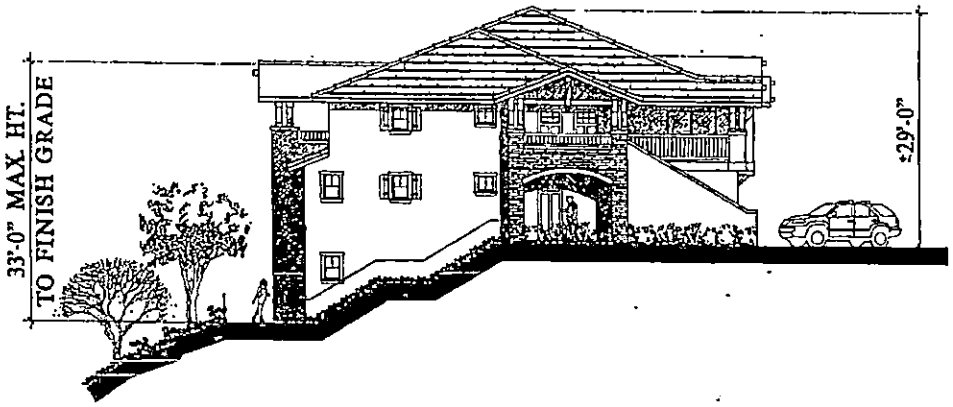

EAST ELEVATION

BLDG "A1" EXTERIOR ELEVATIONS

SYCAMORE VILLAS

Rancho Cucamonga, California

SUBTT16605
DRC# 2003-00637

Charles Joseph Associates

PUBLIC/PRIVATE SECTOR MANAGEMENT SERVICES

Cameo Homes Neighborhood Meeting Minutes
Meeting Date: February 24, 2005 530 pm to 7pm

1. Presentation of the revised project elevations, color landscape plan with proposed upgrade to parking lot entrance in front of Sycamore Inn that will provide access to the property. Client informed neighbors that the Foothill Elevations were reduced to 2 story elements from feedback by City staff and turned sideways.

2. Concerns were raised about the lack of amenities; and neighbors were informed since our last meeting additional amenities; including a tot lot per City requirements. Concerns raised about tot lot and not wanting residents to have children. Client explained this was not legal to exclude children and a tot lot is required for multifamily development with the only exception being senior housing.

3. Presentation of hillside ordinance and request for general plan amendment as to hillside cuts. Client explained that this portion of property had been adversely eroded by the years of neglect and poor drainage from the Red Hill Condos and the previous variance determination. The proposed development will improve the poor drainage at the sites.

4. Concerns about traffic created along Red Hill Country Club for student trip generation; client response was to this secondary point of access as emergency purposes only and a study was prepared to demonstrate student traffic along Red Hill.

5. Presentation of cross sections and preservation of existing views being preserved.

6. Questions regarding interaction between homeowners on the north property line as it relates to types of trees blocking view. Landscape architect informed the neighbors that smaller trees that do not grow that high would be installed and view preservation was primary component with tree selection.

7. Conversations regarding home sales and anticipated sales. Response was that cannot anticipate selling price but informed that new product is comparable sales at a per square foot basis.

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8. Concerns about existing traffic on the Red Hill country club road realignment. Neighbors were informed that this would be a City Project that is not part of the Cameo project scope. Concerns about homeless people on site. Client response was that they have been arresting and prosecuting these offenders, and that if the development is approved this would not be an issue.

Cameo Homes 2/24/05 Community Meeting Sign In Sheet

	Name	Address	Phone #
1	Edward T. Roche	8020 Calle Carabe Ct	
2	Catherine M. Roche	8020 Calle Carabe Ct.	
3	Edward L. Roche	8020 Calle Carabe Court	
4	[illegible]	8427 CALLE CARABE ST.	
5	Georgia / Herman Kuettle	8068 Valle Vista Dr	
6	Karen Ocker	WARD & WARD Realtors	
7	HANK STOY	8509 CALLE CARABE	
8	Kathleen Hadmidt	8490 Calle Carabe	
9	Joy & Jim Haynes	8459 Calle Carabe	
10	Matthew Haynes	8459 Calle Carabe	
11	KEN LANDKAMMER	8535 RED HILL C.C. DR.	
12	DEBBIE BROWNE	WARD & WARD REALTORS	
13	Ken & Arden Brown	8082 Calle Carabe PL	
14	Donna & Shirley [illegible]	8547 Calle Carabe	
15	Albert McCarthy	8486 Red Hill C.C. Drive.	
16	[illegible]	8543 BERER ST	
17	Tom Nuss	8055 Calle Carabe Ct	
18	Will Dale	8465 Red Hill CC	
19	CAL-EU BENSEMA	8650 CALLE QUEBRADA	
20	Lynn & Renee Massey	8088 Camino Predera RC.	
21	Tom Reyes	8072 CAMINO Predera, RC.	
22	Don Stevenson	8284 Chappell Pl. R.C	
23	MEL & DIANE DIETERICH	8525 CALLE CARABE	
24	Noelle Reitz	8578 Schramsberg Dr	

Cameo Homes 2/24/05 Community Meeting Sign In Sheet

	Name	Address	Phone #
1	Paul Gomez	8545 Calle Carabe, RC	985-294
2	Barry & Theresa St. Peter	8525 Calle Conejo RC	Builder
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Carneo Homes 2/24/05 Community Meeting Sign In Sheet

	Name	Address	Phone #
1	Annette Dowdon	8077 Calle Carabe PL	949 9734
2	Larry Henderson	10506 Civic Center Dr.	477-2750
3	Mike Ramos	8529 Red Hill CC Dr. RC 91730 CA	946-8467
4	Mary Ellen Woodruff	8235 Inglenook, RC	931-0844
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Charles Joseph Associates

PUBLIC/PRIVATE SECTOR MANAGEMENT SERVICES

Sycamore Inn MDR Neighborhood Meeting Minutes
Meeting Date: January 19th, 2006, 5pm to 7pm

1. Presentation included the revised parking lot layout and traffic signal relocation. This was the primary goal of this meeting. We provided confirmation that the Red Hill Country Club rear access will be for emergency purposes only and that the Sycamore Inn access and business operations will not be adversely effected by the shared driveway approach.

2. Questions were raised regarding the types of trees to be removed and installed on the site; there will be over 300 trees for the MDR application and nearly 900 (actual 1100) trees for the condo project. Several questions as to the types of trees and size of trees and landscape architect addressed landscape issues.

3. Questions regarding interaction between homeowners on the north property line as it relates to types of trees blocking view. Landscape architect informed the neighbors that smaller trees that do not grow that high would be installed and view preservation was primary component with tree selection.

4. Conversations regarding view preservations and a house sales and anticipated sales. The subject of this meeting was to discuss the Sycamore Inn parking lot, but we cannot anticipate selling price but informed that new product is comparable sales at a per square foot basis.

5. Concerns about existing traffic on the Red Hill country club road realignment. Neighbors were reminded that this would be a City Project that is not part of the cameo project scope. Concerns about homeless people on site and peeping toms. Informed neighbors that the police have been actively arresting the homeless people and that when development occurs this will no longer be an issue.

6. Comments from homeowners wanting to know when the project was going to be approved and construction timelines. Timelines regarding plan check and construction discussed and offer extended to homeowners to participate in communication with the City for support for the project.

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Charles Joseph Associates

PUBLIC/PRIVATE SECTOR MANAGEMENT SERVICES

Cameo Homes Neighborhood Meeting Minutes
Meeting Date: January ~~18th~~ 19th, 2006, 5pm to 7pm

1. Presentation included the revised parking lot layout and traffic signal relocation. Confirmation that the Red Hill Country Club rear access will be for emergency purposes only.

2. Questions were raised regarding the types of trees to be removed and installed on the site; there will be over 300 trees for the MDR application and nearly 900 (actual 1100) trees for the condo project. Several questions as to the types of trees and size of trees and landscape architect addressed landscape issues.

3. Questions regarding interaction between homeowners on the north property line as it relates to types of trees blocking view. Landscape architect informed the neighbors that smaller trees that do not grow that high would be installed and view preservation was primary component with tree selection.

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6. Comments from homeowners wanting to know when the project was going to be approved and construction timelines. Timelines regarding plan check and construction discussed and offer extended to homeowners to participate in communication with the City for support for the project.

Office 909•481•1822 800•240•1822 Fax 909•481•1824
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Cameo Homes 1/19/2006 Community Meeting

	Name	Address	Phone #
1	Herman Kuettle	8068 Valle Vista Dr	
2	Georgia Kuettle	" " "	
3	Kathleen Lanalkamme	8535 Red Hill Country Cl6 Dr	
4	KENNETH "	" " " "	
5	MEL DIETERICH	8525 CALLE CARABE	
6	DIANE DIETERICH	" " "	
7	JOY HAERENS	8459 CALLE CARABE	
8	BARRY ST. PETER	8527-CALLE CARABE	981-6085
9	TIMOTHY HAERENS	8459 CALLE CARABE ST.	
10	HANK STOY	8509 CALLE CARABE	
11	LARRY HENDERSON	10500 CIVIC CENTER DR	477-2750 EXT. 4303
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Cameo Homes 1/19/2006 Community Meeting

	Name	Address	Phone #
1	LAVON URBONAS	8427 CALLE CARABE ST R.C. 91730	
2	Delores Fox	8433 Cedarwood Ln. 91730	—
3	Roger Rapp	8546 Red Hill C.C. Drive 91730	YES
4	Hilde Lisinsky	8550 Red Hill C.C. Dr. 91730	
5	Peter Bachmann / Tom Ham	Foothill & Grove	
6	Tom Nuss	8055 CALLE CARABE CT RANCHO CUCAMONGA	
7	Nice & Mona Velasco	8022 VILLA VISTA	(901) 920-4034
8	Alan Inglis	8483 Calle Carabe	
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Cameo Homes 1/19/2006 Community Meeting

	Name	Address	Phone #
1	Mike Fournier	8393 Foothill Blvd	981-4622
2	Albert McCarthy	8486 Red Hill Ct	920-0891
3	Terry Fugh	8486 Red Hill Ct	920-0891
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Charles Joseph Associates

PUBLIC/PRIVATE SECTOR MANAGEMENT SERVICES

CITY OF RANCHO CUCAMONGA

JAN 09 2006

RECEIVED - PLANNING

January 6th, 2006

Re: Community Meeting
Cameo Homes Project located
at the NWC of Baker and Foothill Blvd., in Rancho Cucamonga

Dear Property Owner:

This letter is to invite you to a Community Meeting concerning the Cameo Homes "Sycamore Villas" a 206 Unit Condominium project located at the NWC of Baker and Foothill Blvd., in Rancho Cucamonga.

This meeting will give us the opportunity to share with you our plan revisions for this high quality Condominium Development project that we believe will be a positive addition to your neighborhood, and the opportunity to discuss the specifics of this project and to answer any questions that you may have with regard to this project. All proposed condominium buildings have been designed to preserve existing Red Hill views.

We appreciate you taking time out of your busy schedule to join us at 5:00 PM on January 19th, 2006. The meeting will be held at The Sycamore Inn, located at 8318 Foothill Blvd., Rancho Cucamonga. The meeting will be held downstairs, in the Grove Room and the project team will be available to answer any questions or concerns that you may have at this meeting. Light refreshments will be served.

We are looking forward to meeting with you. Should you have any questions or need any additional information in advance of this meeting, please feel free to give me a call at your earliest opportunity.

Sincerely,

Charles J. Buquet
Charles Joseph Associates

Enclosure

cc: Larry Henderson, City Planning
cc: Dan Coleman, City Planner

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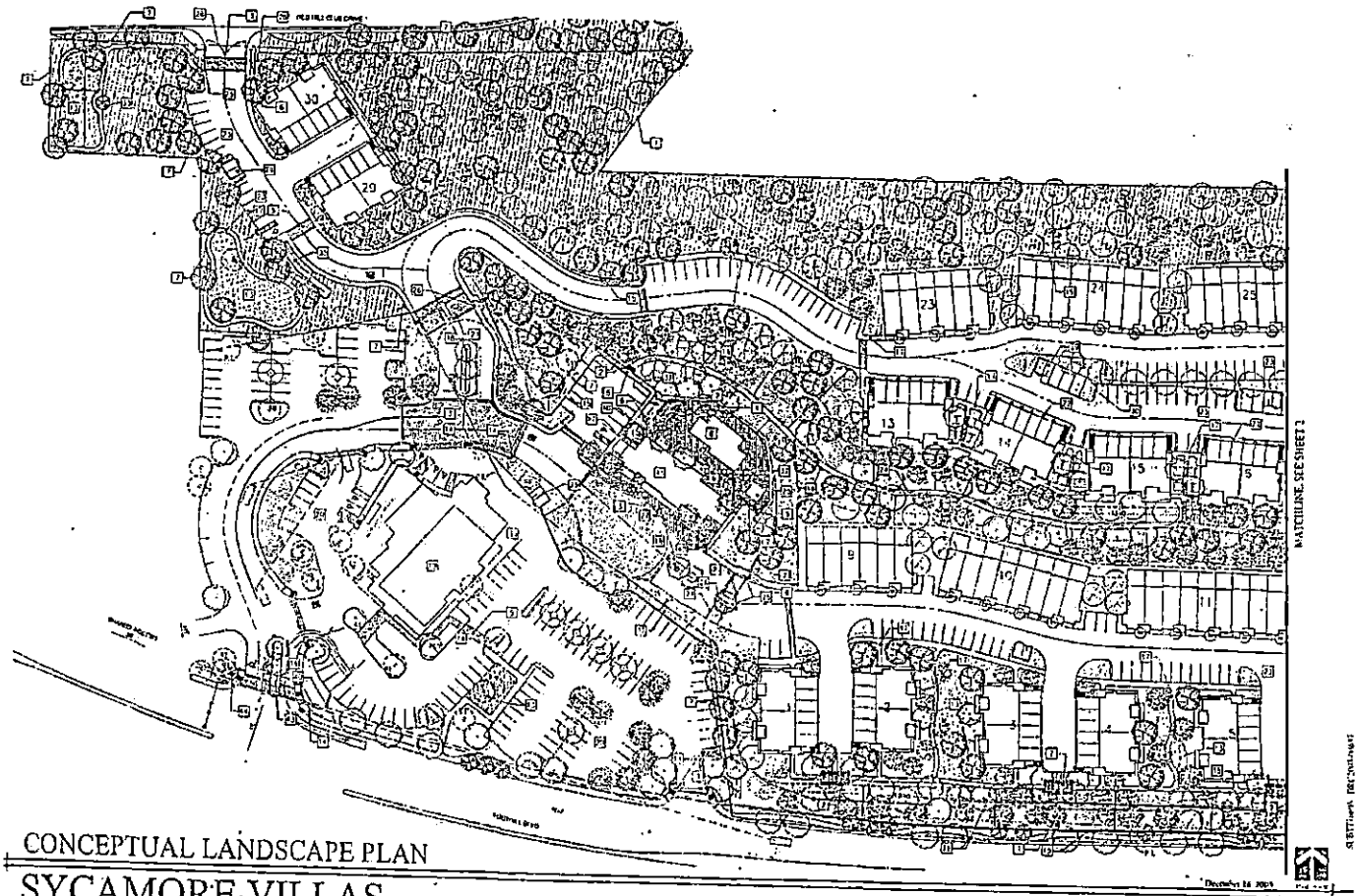

CONCEPTUAL LANDSCAPE PLAN

SYCAMORE VILLAS

CITY OF RANCHO CUCAMONGA

DAVID EVANS AND ASSOCIATES INC.

1.1

Charles Joseph Associates
PUBLIC/PRIVATE SECTOR MANAGEMENT SERVICES

CITY OF RANCHO CUCAMONGA
APR 05 2006
RECEIVED - PLANNING

Neighborhood Letter Summary

We have complied responses to the issues raised by the neighbors during the Neighborhood meeting and letters received by the City of Rancho Cucamonga, which was then in turn provided to us. Below is a summary of each letter and discussion of items addressed. Copies of these letters are in the staff report.

Ken and Helen Brown

Mr. and Mrs. Brown are concerned about the following issues regarding the proposed Sycamore Villas Project: noise levels, view changes, and traffic. ***Response: View impacts been mitigated by lowering the profile of the building, a photo survey was conducted to demonstrate the ultimate Roof Condition south of the property. The traffic issues raised in this letter have been addressed by the traffic study that will not create adverse impacts for traveling to the elementary school as there will be a low student trip generation.***

Noise.– already present from Farm, more from Recreation/Pool-Complaints about what was verbally described during the neighborhood meeting as "migrant music" coming from the strawberry patch farm workers. ***Response; We can not control the noise levels generated from the workers at the strawberry patch as it is not subject to the application. We can not control the type of music desired by the residents of a project. The complaints are coming from a property that is approximately a ¼ mile, or 1200 linear feet from the subject property.***

Emergency entrance/exit hazardous. ***The northerly exit is for Fire Ingress/Egress only and has been designed as such.***

There's a perception of developers greed. ***The developer will be responsible for paying over 4 million dollars in associated "impact fee" costs to the community. This fee was something that was not required for the existing condo project to the north.***

Annette and Richard Davidson

Project's one access would be hazardous in case of emergency, i.e. fire. ***The northerly exit is for Fire Ingress/Egress only and has been designed as such.***
Public services would be increased. ***The developer will be responsible for paying over 4 million dollars in associated "impact fee" costs to the***

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EXHIBIT P

community. This fee was something that was not required for the existing condo project to the north. The project will be paying to mitigate future services with an estimate of approximately $ 753,548 for Traffic, $721,000 for park fees, $1,772,218 for school fees, $361,000 for storm drain fees and construction of master planned storm drain improvements that will benefit the existing condo project, $1,669,218 for water fees. All fees totaling an estimate of $3,681,984 dollars in impact fees as well as over a million dollars in street improvements as currently conditioned.
New schools and classroom needed. ***See relative to school fees.***
Construction dust will affect local people with asthma. ***Project will comply with necessary air quality management during construction for dust control.***
Noise ***Project will comply with noise standards and have an HOA in place for control of noise standards on site; same as the condo to the north.***
Increase in consumption of scarce and/or costly resources, ie. Water, electricity and gas. ***Project will be paying almost 2 million dollars in water fees, which is something that was not paid for by the Condo's to the north.***
Strain on sewer system. ***See above response, project will be paying millions of dollars in infrastructure fees, something the condo project to the north was not required to do. In fact, Red hill condos existing drainage creates more of a safety hazard on the area than the proposed project because of the lack of storm drain improvements and drainage that was allowed to sheet flow from the existing condo project, which as part of this development will be fixed beyond the property line.***

Dale and Barbara Price

Traffic problems on Red Hill and Foothill, ***The northerly exit is for Fire Ingress/Egress only and has been designed as such. Traffic increases have been anticipated as part of the General Plan and appropriate street widening plans have been approved and are moving forward to accommodate all growth of Rancho Cucamonga along this corridor.***

Potential storm drainage problems, land slides and fire hazards
Insufficient parking/garages ***The project site will be over parked and includes 82 extra tandem spaces as part of the overall approval and are in addition to City required parking. The parking will not affect the property to the north.***
Unbearable upward traveling noise from Pool/Rec Room. ***As part of the CC&R's noise levels will need to be controlled by the property management which have more control than say a single family development.***
Devaluation of surrounding area and rural quality of area. ***Brand new development tends to increase the price per square foot, the price per square foot for the proposed development is higher than the existing condos.***

Overcrowding of existing schools ***This 2 bedroom type product does not generate high numbers of students and nationally have been negligible, however the developer will be contributing $1,772,218 for school fees.***

Charles and Lynda Teenor

Entry point into site will create traffic problems. ***The traffic signal entrance has been designed to meet all applicable City Traffic Engineering requirements. This particular resident lives approximately 1 mile from the project development, near the Vineyard traffic signal.***

Melvin Dieterich

Please note that Mr. & Mrs. Dieterich have sold their condo and moved.

Devaluation of surrounding area due to the fact that project buildings resemble an entry level housing market and not a high end complex. ***Brand new development tends to increase the price per square foot; the price per square foot for the proposed development is higher than the existing condos.***

Traffic/congestion problems escalated by single entry into project site. ***Since Mel reviewed the plans, the traffic signal entrance has been revised as outlined above, and project will also be paying City Transportation fees.***

Insufficient parking. ***The project site will be over parked and includes 82 extra tandem spaces as part of the overall approval. The parking will not effect the property to the north.***

One pool insufficient ***The project will have other amenities provided such as a clubhouse, pocket park and tot lot and not just 2 pools similar to what was provided for the condo project.***

Dale and Barbara Price

Emergency exit, designated as a main entrance and exit, is impossible, noisy, and dangerous. ***The northerly exit is for Fire Ingress/Egress only and has been designed as such and will not be dangerous since residents will not use that ingress/egress.***

Devaluation of property values, agitation of homeowners and destruction of historical area. ***Brand new development tends to increase the price per square foot; the price per square foot for the proposed development is higher than the existing condos.***

Rancho Cucamonga will become into Fontana. ***We are not sure how to respond to this comment.***

Burt and Nancy Court

Our firm spoke at Great length with Mrs. Court regarding the development Friday March 31st. The same issues raised were conveyed regarding the responses with an additional response to the drainage issues. The decay of the soil for the existing condos can not be mitigated by our development, we will provide for an appropriate drainage acceptance of the condo project. The existing drainage problems of the condos is not for our client to solve. The condos could decide to generate funds to address the storm drain issues, and we are happy to provide copies of the drainage study to an engineer to evaluate the existing drainage flows.

High density will reduce property values.
Insufficient parking/garages
Health hazard as result of insufficient swimming pools
Entry-level housing units will become ghetto.
Dirt movement will cause damage to existing homes.
Increased traffic along Foothill
Emergency entry/exit dangerous
Degrades city
Earth removal will cause damage to slopes and undermine the foundation of the condo's above. Sever damage will be caused to units and lead to injury or death of homeowners.

Robert Fromer
Our firm spoke at Great length with Mr. Fromer regarding the development Friday March 31st. It appeared his primary concern was noise and he mentioned that he could not hear the construction noise for the Red Hill Country Club construction, and therefore would not likely hear the noise from the Cameo project during construction. Hillside stability will need to be addressed by the Civil Engineer of record, but we were told that the buildings and proposed development would actually serve to help hold the hillside intact and property accept and control drainage/run off from the existing condo project.
Devaluation of surrounding property
Hillside instability will be created by grading
Rodents will migrate to surrounding homes.

Noise issue
Traffic congestion as result of exit onto Red Hill

Thank you for the opportunity to provide responses to the letters on file at the City.

Sincerely,

Charles Buquet
Charles Joseph Associates

City of Rancho Cucamonga
Planning Division
(909) 477-2750

ENVIRONMENTAL INFORMATION FORM (Part I - Initial Study)

(Please type or print clearly using ink. Use the tab key to move from one line to the next line.)

The purpose of this form is to inform the City of the basic components of the proposed project so that the City may review the project pursuant to City Policies, Ordinances, and Guidelines; the California Environmental Quality Act; and the City's Rules and Procedures to Implement CEQA. It is important that the information requested in this application be provided in full.

GENERAL INFORMATION:

INCOMPLETE APPLICATIONS WILL NOT BE PROCESSED. Please note that it is the responsibility of the applicant to ensure that the application is complete at the time of submittal; City staff will not be available to perform work required to provide missing information.

Application Number for the project to which this form pertains: DRC 2003-00637

Project Title: Sycamore Villas

Name & Address of project owner(s):

Nicholas Coussoulis IRA No. 61133912, McNay Group I, LLC

Name & Address of developer or project sponsor:

Kim Berry, Cameo Homes -1105 Quail Street Newport Beach, CA 92660-2705

Contact Person & Address:

Chuck Buquet - Charles Joseph Associates, 16081 Foothill Blvd Suite 395 Rancho Cucamonga, CA 91730

Name & Address of person preparing this form (if different from above):

Chuck Buquet - Charles Joseph Associates, 16081 Foothill Blvd Suite 395 Rancho Cucamonga, CA 91730

Telephone Number: 909-481-1822

PROJECT INFORMATION & DESCRIPTION:

Information indicated by an asterisk (*) is not required of non-construction CUP's unless otherwise requested by staff.

*1) *Provide a full scale (8-1/2 x 11) copy of the USGS Quadrant Sheet(s) which includes the project site, and indicate the site boundaries.*

2) *Provide a set of color photographs that show representative views into the site from the north, south, east and west; views into and from the site from the primary access points that serve the site; and representative views of significant features from the site. Include a map showing location of each photograph.*

3) *Project Location (describe):* Project is located north of Foothill, north & east of Sycamore Inn, west of the Railroad overpass on Foothill. The northern boundary is just south of the Red Hill condominium project.

4) *Assessor's Parcel Numbers (attach additional sheet if necessary):* 0207-101-34-0-000,0207-101-31

*5) *Gross Site Area (ac/sq. ft.):* 21.00

*6) *Net Site Area (total site size minus area of public streets & proposed dedications):* 19.75

7) *Describe any proposed general plan amendment or zone change which would affect the project site (attach additional sheet if necessary):*

None.

8) *Include a description of all permits which will be necessary from the City of Rancho Cucamonga and other governmental agencies in order to fully implement the project:*

Grading & Building permits

9) *Describe the physical setting of the site as it exists before the project including information on topography, soil stability, plants and animals, mature trees, trails and roads, drainage courses, and scenic aspects. Describe any existing structures on site (including age and condition) and the use of the structures. Attach photographs of significant features described. In addition, cite all sources of information (i.e., geological and/or hydrologic studies, biotic and archeological surveys, traffic studies):*

Site is sloped North from Foothill with various plants and trees. There is an abandoned water basin on the east portion of the site adjacent to the "rails on trails" proposed by the City of Rancho Cucamonga.

10) *Describe the known cultural and/or historical aspects of the site. Cite all sources of information (books, published reports and oral history):*

Project site is north of Route 66 and nearby City Landmark Sycamore Inn dating back as a Stagecoach Trading Depot during agricultural development of Rancho Cucamonga.

11) *Describe any noise sources and their levels that now affect the site (aircraft, roadway noise, etc.) and how they will affect proposed uses:*

Foothill Blvd (Route 66) traffic noice that will be addressed in accordance to city specifications.

12) *Describe the proposed project in detail. This should provide an adequate description of the site in terms of ultimate use that will result from the proposed project. Indicate if there are proposed phases for development, the extent of development to occur with each phase, and the anticipated completion of each increment. Attach additional sheet(s) if necessary:*

The project is 225 attached for-sale residential unit community designed for a hillside site. Because of its highly visible location, the project intends to be a "gateway" into Rancho Cucamonga. It utilizes split level buildings of townhomes and stacked flat product type in an effort to mitigate the hillside terrain. It will have a variety of 2 bedroom plans with the majority of the units having an individual garage in the same buidling. A few remote garage structures will be in close proximity to the units as well as uncovered parking.

spaces located among lush landscaping. Because of its close proximity to the Sycamore Inn, the project

will share the same entry as well as similar craftsman style of architecture to compliment the existing structure. Amenities such as a pool, spa, fitness room, among others, will cater to the residents. A system of landscaped walking paths traverse through the site and will connect to the future City Rails to Trails.

13) *Describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.) and scale of development (height, frontage, setback, rear yard, etc.):*

North of the site is the Red Hill Condo Community & County club. East is a future site of community trail. East of the trail crossing is a vacant property zoned Multi Family. South of the site is Foothill Blvd., with resturants on the south side of Blvd. West of the site is vacant property and the Sycamore Inn.

14) *Will the proposed project change the pattern, scale or character of the surrounding general area of the project?*

The proposed project will not change the pattern scale or character of the area. The proposed project is generally consistent with the spirt and intent of the Sycamore Inn specific plan.

15) *Indicate the type of short-term and long-term noise to be generated, including source and amount. How will these noise levels affect adjacent properties and on-site uses. What methods of soundproofing are proposed?*

Short term construction noise only, no long term impacts. Residential project will comply with applicable City noise standards.

*16) *Indicate proposed removals and/or replacements of mature or scenic trees:*

Any tree removal determined as necessary during City review/approval process will be subject to City tree removal permit requirements.

17) *Indicate any bodies of water (including domestic water supplies) into which the site drains:*

None.

18) *Indicate expected amount of water usage. (See Attachment A for usage estimates). For further clarification, please contact the Cucamonga County Water District at 987-2591.*

a. *Residential (gal/day)* 87,600.00 *Peak use (gal/Day)* 175,200.00

b. *Commercial/Ind. (gal/day/ac)* 0.00 *Peak use (gal/min/ac)* 0.00

19) *Indicate proposed method of sewage disposal.* ☐ *Septic Tank* ☒ *Sewer.*

If septic tanks are proposed, attach percolation tests. If discharge to a sanitary sewage system is proposed indicate expected daily sewage generation: (See Attachment A for usage estimates). For further clarification, please contact the Cucamonga County Water District at 987-2591.

a. *Residential (gal/day)* 43,800.00

b. *Commercial/Industrial (gal/day/ac)* 0.00

RESIDENTIAL PROJECTS:

20) *Number of residential units:* 225

Detached (indicate range of parcel sizes, minimum lot size and maximum lot size:

N/A

Attached (indicate whether units are rental or for sale units):

For sale units, see below.

21) *Anticipated range of sale prices and/or rents:*

Sale Price(s) $230,000.00 *to* $275,000.00

Rent (per month) $0.00 *to* $0.00

22) *Specify number of bedrooms by unit type:*

Building Type 1; 1,116 sq. ft. total of 119 units

Building Type 2; 1,143 sq. ft. total of 21 units

Building Type 3; 1,231 sq.ft. total of 86 units

23) *Indicate anticipated household size by unit type:*

All 2 bedroom units 2.6 per unit

24) *Indicate the expected number of school children who will be residing within the project: Contact the appropriate School Districts as shown in Attachment B:*

a. *Elementary:* 37

b. *Junior High:* 15

c. *Senior High* 53

COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL PROJECTS

25) *Describe type of use(s) and major function(s) of commercial, industrial or institutional uses:* N/A

26) *Total floor area of commercial, industrial, or institutional uses by type:* N/A

27) *Indicate hours of operation:* N/A

28) *Number of employees:*

Total: 0

Maximum Shift:

Time of Maximum Shift:

29) *Provide breakdown of anticipated job classifications, including wage and salary ranges, as well as an indication of the rate of hire for each classification (attach additional sheet if necessary):*

N/A

30) *Estimation of the number of workers to be hired that currently reside in the City:* 0

*31) *For commercial and industrial uses only, indicate the source, type and amount of air pollution emissions. (Data should be verified through the South Coast Air Quality Management District, at (818) 572-6283):*

N/A

ALL PROJECTS

32) *Have the water, sewer, fire, and flood control agencies serving the project been contacted to determine their ability to provide adequate service to the proposed project? If so, please indicate their response.*

All agencies have indicated their ability to provide adequate service to the project site.

33) *In the known history of this property, has there been any use, storage, or discharge of hazardous and/or toxic materials? Examples of hazardous and/or toxic materials include, but are not limited to PCB's; radioactive substances; pesticides and herbicides; fuels, oils, solvents, and other flammable liquids and gases. Also note underground storage of any of the above. Please list the materials and describe their use, storage, and/or discharge on the property, as well as the dates of use, if known.*

None.

34) *Will the proposed project involve the temporary or long-term use, storage or discharge of hazardous and/or toxic materials, including but not limited to those examples listed above? If yes, provide an inventory of all such materials to be used and proposed method of disposal. The location of such uses, along with the storage and shipment areas, shall be shown and labeled on the application plans.*

No.

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for adequate evaluation of this project to the best of my ability, that the facts, statements, and information presented are true and correct tot he best of my knowledge and belief. I further understand that additional information may be required to be submitted before an adequate evaluation can be made by the City of Rancho Cucamonga.

Date: 1/28/04 *Signature:*

Title: Chuck Buquet, President, Charles Joseph Associates

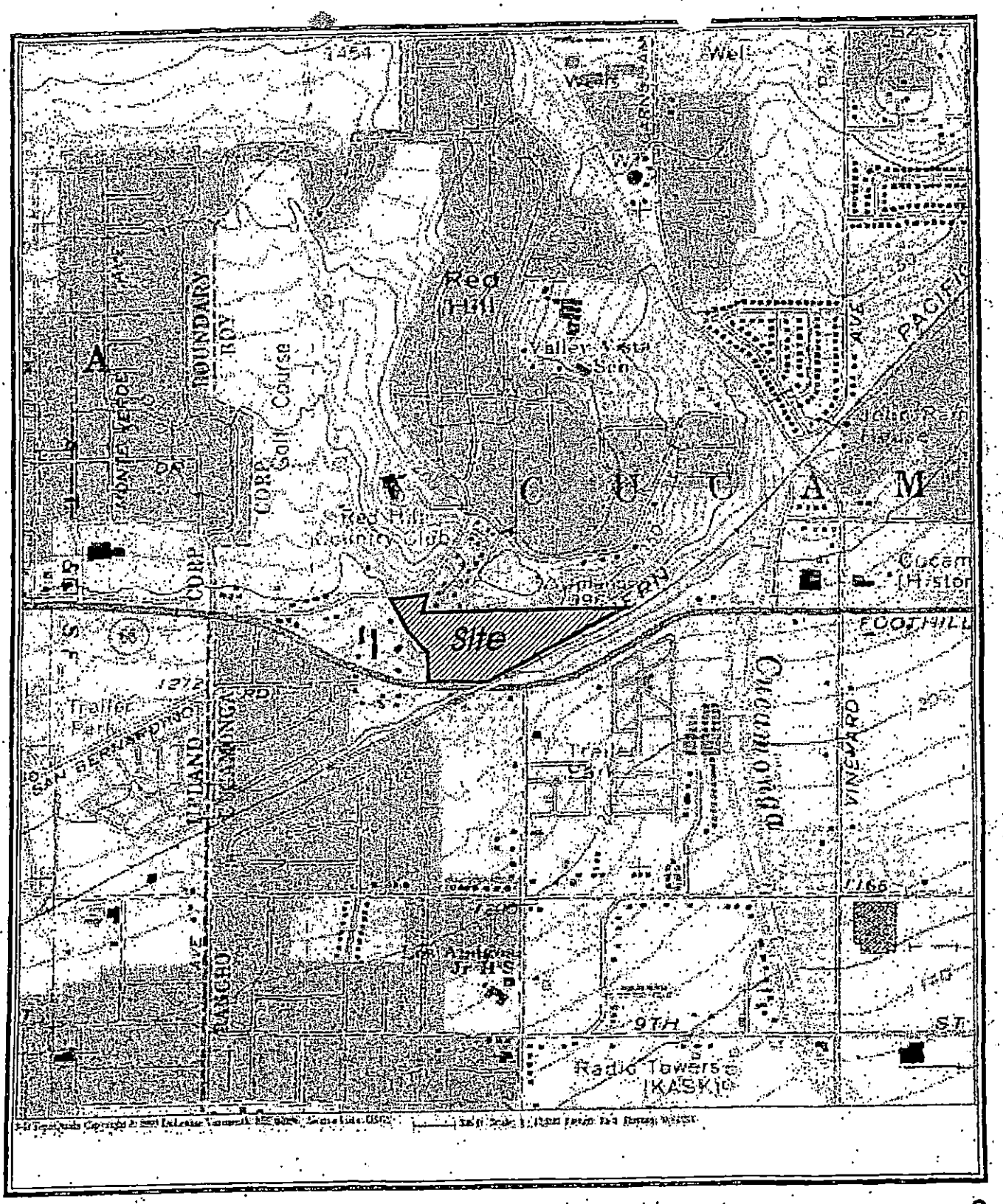

plate 2

Site Vicinity

Charles Joseph Associates

ECOLOGICAL SCIENCES

July 2003

City of Rancho Cucamonga

ENVIRONMENTAL CHECKLIST FORM
INITIAL STUDY PART II

BACKGROUND

1. **Project File:** General Plan Amendment DRC2004-00339, Development Code Amendment DRC2004-00352, Tentative Tract Map SUBTT16605, Development Review DRC2003-00637, Variance DRC2005-01061, and Minor Development Review DRC2004-00826.

2. **Related Files:** Tree Removal Permit DRC2004-00082

3. **Description of Project:** ENVIRONMENTAL ASSESSMENT AND GENERAL PLAN AMENDMENT DRC2004-00339 - CHARLES JOSEPH ASSOCIATES - An application to amend the General Plan to allow the development of land that contains a 30 percent slope within a mixed use area within Subarea 1 of the Foothill Districts, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and Southern Pacific Road Right-of-Way - APN: 0207-101-13, 31 and 34. Related Files: Development Code Amendment DRC2004-00352, Tentative Tract SUBTT16605, Development Review DRC2003-00637, Variance DRC2005-01061, and Tree Removal Permit DRC2004-00082.

   ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT DRC2004-00352 - CHARLES JOSEPH ASSOCIATES - An application to amend the Development Code to allow the development of the land that contains a 30 percent slope within a mixed-use area within Subarea 1 of the Foothill Districts, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and the Southern Pacific Rail Road Right-of-Way - APN: 0207-101-13, 31 and 34. Related Files: General Plan Amendment DRC2004-00339, Tentative Tract SUBTT16605, Development Review DRC2003-00637, Variance DRC2005-01061, Minor Development Review DRC2004-00826, and Tree Removal Permit DRC2004-00082.

   ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT SUBTT16605- CHARLES JOSEPH ASSOCIATES- A residential subdivision of 8 lots for condominium purposes on 21 acres of land in the western Foothill Corridor Mixed Use area within Subarea 1 of the Foothill Districts, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and the Southern Pacific Rail Road Right-of-Way - APN: 0207-101-13, 31 and 34. Related Files: Development Code Amendment DRC2004-00352, General Plan Amendment DRC2004-00339, Development Review DRC2003-00637, Variance DRC2003-00637, Minor Development Review DRC2004-00826, DRC2005-01061, and Tree Removal Permit DRC2004-00082.

   ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT REVIEW DRC2003-00637 - CHARLES JOSEPH ASSOCIATES - The design review of building elevations and detailed site plan for 206 condominiums on 21 acres of land in the western Foothill Boulevard Mixed Use Corridor area within Subarea 1 of the Foothill Districts, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and Southern Pacific Rail Road Right-of-Way - APN: 0207-101-13, 31 and 34. Related Files: General Plan Amendment DRC2004-00339, Development Code Amendment DRC2004-00352, Tentative Tract SUBTT16605, Minor Development Review, DRC2004-00826, Variance DRC2005-01061, and Tree Removal Permit DRC2004-00082.

   VARIANCE DRC2005-01061 - CHARLES JOSEPH ASSOCIATES - A request to reduce the parking lot setback from 45 feet minimum to 10 feet to allow improvements to an existing parking lot for the Sycamore Inn Restaurant on property located on the north side of Foothill Boulevard at the intersection of San Bernardino Road - APN: 0207-101-24. Related File: Development Review DRC2003-00637, Tentative Tract SUBTT16605 and Minor Development Review DRC2004-00826

   MINOR DEVELOPMENT REVIEW DRC2004-00826 - CHARLES JOSEPH ASSOCIATES - Parking lot, loading area modifications and covered patio area at the Historic Sycamore Inn Restaurant, located at 8318 Foothill Boulevard - APN: 0207-101-24. Related Files: Development Review DRC2003-00637, Variance DRC2005-01061, and Tentative Tract SUBTT16605.

4. **Project Sponsor's Name and Address:**
Charles Joseph Associates
16081 Foothill Boulevard, Suite 395
Rancho Cucamonga, CA 91730

5. **General Plan Designation:** Mixed Use

6. **Zoning:** Foothill Boulevard District (Subarea 1)

7. **Surrounding Land Uses and Setting:** The site is located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and the Southern Pacific Rail Road right-of-way. Properties to the north are developed with condominiums and single-family homes designated Medium Residential (8-14 dwelling units per acre) and Low Residential (2-4 dwelling units per acre), respectively. South of Foothill Boulevard is designated Mixed Used and is developed with office and commercial uses. East of the site is the abandoned Southern Pacific Rail Road (future Regional Trail and possible future rail) and is designated Open Space. To the west is the Sycamore Inn Restaurant and is designated 'Mixed Use. Other properties to the west are Mixed-Use land use and Office/Commercial to the southwest. The Red Hill Golf course is located northwest of the project site adjacent to the Medium Density residential development.

8. **Lead Agency Name and Address:**
City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

9. **Contact Person and Phone Number:**
Larry Henderson, Principal Planner
(909) 477-2750

10. **Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** None

GLOSSARY – The following abbreviations are used in this report:

CVWD – Cucamonga Valley Water District
EIR – Environmental Impact Report
FEIR – Final Environmental Impact Report
NPDES – National Pollutant Discharge Elimination System
NOx – Nitrogen Oxides
ROG – Reactive Organic Gases
PM_{10} – Fine Particulate Matter
RWQCB – Regional Water Quality Control Board
SCAQMD – South Coast Air Quality Management District
SWPPP – Storm Water Pollution Prevention Plan
URBEMIS7G – Urban Emissions Model 7G

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," "Potentially Significant Impact Unless Mitigation Incorporated," or "Less-than-significant Impact" as indicated by the checklist on the following pages.

(✓) Aesthetics	(✓) Agricultural Resources	(✓) Air Quality
(✓) Biological Resources	(✓) Cultural Resources	(✓) Geology & Soils
( ) Hazards & Waste Materials	(✓) Hydrology & Water Quality	( ) Land Use & Planning
( ) Mineral Resources	(✓) Noise	( ) Population & Housing
(✓) Public Services	( ) Recreation	(✓) Transportation/Traffic
( ) Utilities & Service Systems	(✓) Mandatory Findings of Significance	

DETERMINATION

On the basis of this initial evaluation:

( ) I find that the proposed project COULD NOT have a significant effect on the environment. A NEGATIVE DECLARATION will be prepared.

(✓) I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by, or agreed to, by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

( ) I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

( ) I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standard and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

( ) I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects 1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and 2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By: _____ Date: 3/2/06

Reviewed By: _____ Date: 3/8/06

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

EVALUATION OF ENVIRONMENTAL IMPACTS

1. **AESTHETICS.** *Would the project:* a) Have a substantial affect a scenic vista?	( )	( )	( )	(✓)
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	( )	( )	( )	(✓)
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	( )	( )	( )	(✓)
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	( )	( )	(✓)	( )

Comments:

a/b) There are significant vistas within or adjacent to the project site. However, the site is not within a view corridor according to General Plan Exhibit III-15. It is the City's desire to have permanent locations within the City where scenic vistas of the foothills, in particular, can be leisurely enjoyed. Turnouts at the northern terminus of certain roadways (Haven, Archibald, Milliken, Etiwanda Avenues, as well as the Day Creek Channel) provide an unsurpassed opportunity to create these vista points. Views of existing condominium residents on Red Hill to the north have been reasonably preserved by the design of the proposed project. The proposed project is surrounded by development. Attached condominiums occupy the properties north of the project site, which are within the Red Hill area. Slopes are a major feature of the site, with a majority of the site disturbed, and replanted with non-native species. Site features include a large, concrete drainage facility (abandoned reservoir) that has the remains of spray cans, graffiti, and dumping and the pad area for a demolished water tank. Evidence of squatters homes, camp sites, and trash dumping is present in canyon areas. Significant visual features that frame the site are the historic Sycamore Inn on the west, the Red Hill Bluff to the north, and the abandoned Southern Pacific Railroad embankment to the east. Mature heritage trees are existing on- and off-site and are discussed in a revised Arborist Study dated February 2005, by David Evans and Associates.

c) The site is located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and Southern Pacific Rail road-right-of-way and is zoned Foothill Boulevard District (Subarea 1), Mixed-Use. The visual quality of the area will not degrade as a result of this project. Design review is required prior to approval. City standards require the developer to underground existing and new utility lines and facilities to minimize unsightly appearance of overhead utility lines and utility enclosures in accordance with Planning Commission Resolution No. 87-96, unless exempted by said Resolution.

d) The project will create new light and glare because the site is currently vacant. The design and placement of light fixtures will be shown on site plans which require review for consistency with City standards that requires shielding, diffusing, or indirect lighting to avoid glare. Lighting will be selected and located to confine the area of illumination to within the project site. The impact is not considered significant.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURAL RESOURCES. *Would the project:* a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	( )	( )	(✓)	( )
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	( )	( )	( )	(✓)
c) Involve other changes in the existing environment, which, because of their location or nature, could result in conversion of Farmland, to non-agricultural use?	( )	( )	( )	(✓)

Comments:

a) The site is not designated as *Prime Farmlands, Unique Farmland*, or Farmland of Statewide Importance. The site is located on the north side of Foothill Boulevard between San Bernardino Road and Baker Avenue and is zoned Foothill Boulevard District (Subarea 1), Mixed-Use, and is characterized by developments to the north, south, east, and west. There are approximately 1,300 acres of Prime Farmlands, Unique Farmland, or Farmland of Statewide Importance within the City of Rancho Cucamonga, of which about one-third is either developed or committed to development according to General Plan Table IV-2. The major concentrations of designated farmlands are located in the southern and eastern portions of our City that is *characterized by existing* and planned development. Further, two-thirds of the designated farmlands parcels are small, ranging from 3 acres to 30 acres, and their economic viability is doubtful; therefore, they are not intended to be retained as farmland in the General Plan Land Use Plan. The General Plan Final Environmental Impact Report (FEIR) identified the conversion of farmlands to urban uses as a significant unavoidable adverse impact for which a Statement of Overriding Considerations was ultimately adopted by the City Council. The proposed project is consistent with the General Plan for which the FEIR was prepared and impacts evaluated.

b) There is no agriculturally zoned land within the City of Rancho Cucamonga. There are no Williamson Act contracts within the City.

c) The site is located on the north side of Foothill Boulevard between San Bernardino Road and Baker Avenue and is zoned Foothill Boulevard District (Subarea 1), Mixed-Use and is characterized by existing developments to the north, south, east and west. The nearest agricultural use is more north of Arrow Route (marginal grape production) from the project site. *Therefore, no adverse* impacts are anticipated.

3. AIR QUALITY. Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan?	( )	( )	( )	(✓)
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	( )	(✓)	( )	( )

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors?	( )	( )	( )	(✓)
d) Expose sensitive receptors to substantial pollutant concentrations?	( )	(✓)	( )	( )
e) Create objectionable odors affecting a substantial number of people?	( )	( )	( )	(✓)

Comments:

a) As noted in the General Plan FEIR (Section 5.6), continued development will contribute to the pollutant levels in the Rancho Cucamonga area, which already exceed Federal and State standards. The General Plan FEIR identified the citywide increase in emissions as a significant unavoidable adverse impact for which a Statement of Overriding Considerations was ultimately adopted by the City Council. The proposed project is consistent with the General Plan for which the FEIR was prepared and impacts evaluated.

b) During the construction phases of development, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use will generate emissions. In addition, fugitive dust would also be generated during grading and construction activities. While most of the dust would settle on or near the project site, smaller particles would remain in the atmosphere, increasing particle levels within the surrounding area. Construction is an on-going industry in the Rancho Cucamonga area. Construction workers and equipment work and operate at one development site until their tasks are complete. They then transfer to a different site where the process begins again. Therefore, the emissions associated with construction activities are not new to the Rancho Cucamonga area and they would not violate an air quality standard or worsen the existing air quality in the region. Nevertheless, fugitive dust and equipment emissions are required to be assessed by the South Coast Air Quality Management District (SCAQMD) on a project-specific basis. Therefore, the following mitigation measures shall be implemented to reduce impacts to less-than-significant levels:

1) **All construction equipment shall be maintained in good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is being properly serviced and maintained as per manufacturers" specifications. Maintenance records shall be available at the construction site for City verification.**

2) **Prior to the issuance of any grading permits, the developer shall submit construction plans to the City denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low-emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the South Coast Air Quality Management District (SCAQMD), as well as City Planning staff.**

3) **All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high-volume, low-pressure spray.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

4) All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.

5) All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions:

- Reestablish ground cover on the construction site through seeding and watering.
- Pave or apply gravel to any on-site haul roads.
- Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.
- Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods.
- Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices.
- Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. Timing may vary depending upon the time of year of construction.
- Suspend grading operations during high winds (i.e., wind speeds exceeding 25 mph) in accordance with Rule 403 requirements.
- Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means.

6) The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board [RWQCB]) daily to reduce Fine Particulate Matter (PM_{10}) emissions, in accordance with SCAQMD Rule 403.

7) Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.

8) The construction contractor shall utilize electric or clean alternative fuel-powered equipment where feasible.

9) The construction contractor shall ensure that construction grading plans include a statement that work crews will shut off equipment when not in use.

The proposed project was screened using the Urban Emission Model 2002 (URBEMIS2002) prepared by Jones & Stokes under the guidance of the San Joaquin Valley Unified Air Pollution Control District, the Ventura County Air Pollution Control District, and the SCAQMD. The program generates emissions estimates for land use development projects. Though not required, construction emissions are screened and quantified to document the effectiveness of control measures. Tables 1 and 1A show construction emission results.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 1
URBEMIS2002 Site Grading Emissions Summary
(Pounds per Day)

Source	**ROG**	**NO_X**	**CO**	**PM_{10}**
	Mit.	Mit.	Mit.	Mit.
Demolition	-	-	-	-
Site Grading	**ROG**	**NO_X**	**CO**	**PM_{10}**
Fugitive Dust	-	-	-	20.00
Off-Road Diesel	17.23	144.19	118.01	6.72
Worker Trips	0.19	0.37	3.93	0.02
Total	17.42	144.56	121.94	26.74
SCAQMD Thres.	**75**	**100**	**550**	**150**
Significance	No	Yes	No	No

Table 1A
URBEMIS2002 Construction Emissions Summary
(Pounds per Day)

Source	**ROG**	**NO_X**	**CO**	**PM_{10}**
	Mit.	Mit.	Mit.	Mit.
Bldg Const	26.15	212.09	184.33	9.76
Worker Trips	2.60	5.64	57.13	0.27
Arch Coating	434.22	--	--	--
Asphalt	0.83	3.15	0.59	0.04
Total	463.80	220.88	242.05	10.07
SCAQMD Thres	**75**	**100**	**550**	**150**
Significance	Yes	Yes	No	No

As indicated in Table 1, grading emissions exceed the SCAQMD threshold for Nitrogen Oxides (NO_X) and Table 1A the construction emissions exceed the SCAQMD thresholds for two of the four criteria air pollutants, Reactive Organic Gases (ROG) and NO_X. The grading and construction of a development this size is anticipated to exceed thresholds levels. However, the construction emissions are short-term (approximately twelve months) and are not considered significant. Once construction is complete, the operational levels are well below SCAQMD thresholds as indicated in Table 2.

Operational Emissions: The site is located within the Foothill Boulevard District (Subarea 1), Mixed-Use, and the project would remain consistent with the designated land use, with the approval of a Minor Exception. Residential developments currently surround the project site. The majority of the emissions impacts associated with the project would result from vehicles traveling to and from the site.

Mobile source emissions were calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (6th edition) values programmed into the URBEMIS 2002 model. In order to reflect the nature of the proposed project, the default value of 5.76 per dwelling unit was used to reflect the vehicle trips that would most likely be associated with the proposed project. Emissions associated with these vehicle trips are listed in Table 2.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 2
URBEMIS 2002 Operations Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	PM_{10}
	Mit.	Mit.	Mit.	Mit.
Area Source	11.22	1.70	1.31	0.00
Mobile Source	15.87	15.43	172.15	13.17
Totals	27.10	17.13	173.46	13.18
SCAQMD Thres.	**55**	**55**	**550**	**150**
Significance	No	No	No	No

After implementation of the preceding mitigation measures, short-term construction air quality emissions would remain significant as noted in the General Plan FEIR (Section 5.6). Based upon the Urban Emissions Model 7G URBEMIS7G model estimates in Table 5.6-4 of the General Plan FEIR, NO_x, ROG, and Fine Particulate Matter (PM_{10}) would exceed SCAQMD thresholds for significance; therefore, would all be cumulatively significant if they cannot be mitigated on a project basis to a level less-than-significant. The General Plan FEIR identified the citywide increase in emissions as a significant unavoidable adverse impact for which a Statement of Overriding Considerations was ultimately adopted by the City Council.

In the long-term, development consistent with the General Plan would result in significant operational vehicle emissions based upon the URBEMIS7G model estimates in Table 5.6-4 of the General Plan FEIR; therefore, would all be cumulatively significant if they cannot be mitigated on a project basis to a level less-than-significant. The following mitigation measures shall be implemented:

10) **All residential and commercial structures shall be required to incorporate high-efficiency/low-polluting heating, air conditioning, appliances, and water heaters.**

11) **All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.**

After implementation of the preceding mitigation measures, the General Plan FEIR identified the citywide increase in operational emissions as a significant unavoidable adverse impact for which a Statement of Overriding Considerations was ultimately adopted by the City Council.

c) As noted in the General Plan FEIR (Section 5.6) continued development would contribute to the pollutant levels in the Rancho Cucamonga area, which already exceed Federal and State standards. The General Plan FEIR identified the citywide increase in emissions as a significant and adverse impact for which a Statement of Overriding Considerations was ultimately adopted by the City Council. The project proposed is consistent with the General Plan for which the FEIR was prepared and impacts evaluated.

d) Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. According to the SCAQMD, projects have the potential to create significant impacts if they

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

are located within 1/4 mile of sensitive receptors and would emit toxic air contaminants identified in SCAQMD Rule 1401. The project site is adjoining the nearest sensitive receptor (existing residences). Therefore, adverse impacts are anticipated. Potential impacts to air quality are consistent with the Public Health and Safety Super-Element within the Rancho Cucamonga General Plan. During construction, there is the possibility of fugitive dust to be generated from grading the site. The mitigation measures listed under b) above will reduce impact to less-than-significant levels.

e) Typically, the uses proposed do not create objectionable odors. No adverse impacts are anticipated.

4. BIOLOGICAL RESOURCES. *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	( )	(✓)	( )	( )
b) Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	( )	( )	( )	(✓)
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	( )	( )	( )	(✓)
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	( )	( )	( )	(✓)
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	( )	(✓)	( )	( )
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or State habitat conservation plan?	( )	( )	( )	(✓)

Comments:

a/b) In July 2003, Ecological Sciences conducted a Habitat Suitability Evaluation on the project site. The level of constraint a sensitive biological resource would pose to potential developments typically depends on the following criteria:

- The relative value of that resource
- The amount or degree of impact to the resource

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- Whether or not impacts to the resource would be in violation of State and/or federal regulations or laws
- Whether or not impacts to the resource would require permitting by resources agencies
- The degree to which impacts on the resource would otherwise be considered "significant" under CEQA

Based on an evaluation using these criteria, existing disturbed/disced areas were considered of a relatively low biological constraint and value given the context in which they occur. This designation is because of the high level of disturbance that has resulted in low biological diversity, absence of special-status species to utilize or reside within these areas. Because no threatened or endangered species are likely to occur in disturbed areas because of the highly disturbed conditions present in a predominantly degraded environment, construction activities in these areas would not likely jeopardize the continued existence of listed species, nor would construction adversely impact designated critical habitat. Impacts to disturbed areas would also not be expected to substantially affect special-status resources or cause a population of plant or wildlife species to drop below self-sustaining levels, nor would impacts be expected to substantially alter diversity of wildlife in the area because of the current degraded habitat conditions.

The project site is located in an area developed with mixed uses. The site has been previously disrupted during construction of infrastructure and surrounding developments/annual discing for weed abatement. According to the General Plan Exhibit IV-3, and Section 5.3 of the General Plan FEIR, the project site is not within an area of sensitive biological resources; therefore, development will not adversely affect rare or endangered species of plants or animals because of the fact that the project is surrounded by urbanized land uses and is consistent with the General Plan Land Use Plan.

c) No wetland habitat is present on-site. As a result, project implementation would have no impact on these resources.

d) The majority of the surrounding area has been or is being developed, thereby, disrupting any wildlife corridors that may have existed. No adverse impacts are anticipated.

e) The City of Rancho Cucamonga has adopted a tree ordinance, which states, "The Eucalyptus, Palm, Oak, Sycamore, Pine, and other trees growing within the City of Rancho Cucamonga are a natural aesthetic resource which helps define the character of the City. Such trees are worthy of protection in order to preserve the scenic beauty, prevent soil erosion, provide shade, wind protection, screening, and counteract air pollution." David Evans and Associates Incorporated conducted an Arborist Report and Tree Inventory analysis in September 2003 and revised it in February 2005. They identified the existing conditions of the trees and reported on their type and general health (predominately focusing on Sycamores, Oaks, and Ornamentals). Pertaining to Sycamore trees, if drainage is altered, it may affect the amount of water that the Sycamores receive. The trees could be adversely effected if they were to receive significantly less water than they have received historically. Should this be, the developer would be advised to replace the lost water with another source, namely irrigation.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

f) An area northwest of the project site is identified as a conservation area according to the General Plan, Open Space and Conservation Plan, Exhibit IV-4. The Red Hill Golf Course occupies the adjacent area identified. No conflicts with habitat conservation plans will occur.

1) **In accordance with the Tree Preservation Ordinance, a tree preservation and replacement program based on the following priorities will be submitted and approved by the City Planner prior to the issuance of grading permits: 1) preserve-in-place healthy trees, 2) if trees cannot be preserved-in-place, then transplant elsewhere on-site, and as a last resort, 3) remove and replace with largest nursery grown stock available.**

5. **CULTURAL RESOURCES.** *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	( )	( )	( )	(✓)
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?	( )	(✓)	( )	( )
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	( )	(✓)	( )	( )
d) Disturb any human remains, including those interred outside of formal cemeteries?	( )	( )	( )	(✓)

Comments:

a) The project site has not been identified as a "Historic Resource" per the standards of Rancho Cucamonga Municipal Code Section 2.24 (Historic Preservation). An Historical Assessment of the project site was conducted by Stephen R. Van wormer in May 1990 and revealed the following: Four historic resources were identified as a result of research and field survey and include: 1) the Cucamonga Stage station site, 2) the Sycamore Inn, 3) the Red Chief Motel, and 4) the San Bernardino Museum Archaeological Information has noted the presence of two previously recorded historic bridges (CHS-1786-1 and CHS-1786-6) as well as the old Los Angeles to San Bernardino road route (PS-BR-3-H) adjacent to the project boundaries. These resources are outside the project area and will not be impacted. However, the Sycamore Inn site is being used as access to the project. The use of a portion of the Sycamore Inn site has required some realignment of the parking layout and drive aisles but the impact is not significant.

b) An Archaeological Assessment was prepared in May 1990 by Kathleen C. Del Chario for the project site. The assessment concluded that all exposed ground surfaces within the project area were examined and neither artifacts nor any indication of a subsurface deposit, or midden, was encountered. Because of this, no further prehistoric archaeological investigations are recommended. However, since a prehistoric scatter was previously recorded in this location, and because of the intense prehistoric activities in the local area, the following mitigation measures shall be implemented:

1) **If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:

- Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value.
- Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.
- Pursue educating the public about the area's archaeological heritage.
- Propose mitigation measures and recommend conditions of approval to eliminate adverse project effects on significant, important, and unique prehistoric resources, following appropriate CEQA guidelines.
- Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report, with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving.

c) The General Plan FEIR (Section 5.11) indicates that the Rancho Cucamonga area is on an alluvial fan. According to the San Bernardino County database, no paleontological sites or resources have been recorded within the City of Rancho Cucamonga or the sphere-of-influence, including the project site; however, the area has a high sensitivity rating for paleontological resources. The older alluvium, which would have been deposited during the wetter climate that prevailed 10,000-100,000 years ago during the Late Pleistocene epoch of the Quaternary period, when the last "Ice Age" and the appearance of modern man occurred, may contain significant vertebrate fossils. The project site is underlain by Quaternary alluvium per General Plan Exhibit V-2; therefore, the following mitigation measures shall be implemented:

2) **If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:**

- Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.
- Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., San Bernardino County Museum).

d) The proposed project is in an area that has already been disturbed by development. The project site has already been disrupted by construction of infrastructure and surrounding developments/annual discing for weed abatement. No known religious or sacred sites exist within the project area. No evidence is in place to suggest the project site has been used for human burials. The California Health and Safety Code (Section 7050.5) states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As adherence to State regulations is required for all development, no mitigation is required in the unlikely event human remains are discovered on-site. No adverse impacts are anticipated.

6. **GEOLOGY AND SOILS.** *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	( )	( )	( )	(✓)
ii) Strong seismic ground shaking?	( )	( )	(✓)	( )
iii) Seismic-related ground failure, including liquefaction?	( )	( )	( )	(✓)
iv) Landslides?	( )	( )	( )	(✓)
b) Result in substantial soil erosion or the loss of topsoil?	( )	(✓)	( )	( )
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	( )	( )	( )	(✓)
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	( )	(✓)	( )	( )
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	( )	( )	( )	(✓)

Comments:

a) *Eberhart Consultants*, Inc prepared a Geotechnical Investigation and Fault Study. The investigation concluded the following: No known active faults pass through the site and the subject property has experienced strong groundshaking from earthquakes that have occurred

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

in the southern California region and will likely experience strong ground shaking in the future. The largest estimated median and 84th percentile PHGA are 0.473g and 0.753g, respectively associated with a 7.0Mw earthquake on the Cucamonga Fault. The potential for on-site liquefaction is considered low. No known landsliding exists on the subject property. However, approximately the eastern third of the site is within an Earthquake Fault Zone, along the Red Hill Fault, in the Rancho Cucamonga City Special Study Zone, according to the General Plan Exhibit V-1, and Section 5.1 of the General Plan FEIR. The Red Hill Fault, passes within 1/4 mile of the site, and the Cucamonga Fault Zone lies approximately 4.5 miles north. These faults are both capable of producing Mw 6.0-7.0 earthquakes. Also, the San Jacinto fault, capable of producing up to Mw 7.5 earthquakes, is 1.5 miles northeasterly of the site and the San Andreas Fault, capable of up to Mw 8.2 earthquakes, is 15 mile northeasterly of the site. Each of these faults can produce strong groundshaking. Adhering to the Uniform Building Code will ensure that geologic impacts are less-than-significant.

b) The Rancho Cucamonga area is subject to strong Santa Ana wind conditions during September to April, which generates blowing sand and dust, and creates erosion problems. Construction activities may temporarily exacerbate the impacts of windblown sand, resulting in temporary problems of dust control; however, development of this project under the General Plan would help to reduce windblown sand impacts in the area as pavement, roads, buildings, and landscaping are established. Therefore, the following fugitive dust mitigation measures shall be implemented to reduce impacts to less-than-significant levels:

1) **The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce Fine Particulate Matter (PM_{10}) emissions, in accordance with SCAQMD Rule 403, or replanted with drought resistant landscaping as soon as possible.**

2) **Frontage public streets shall be swept according to a schedule established by the City to reduce PM_{10} emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon the time of year of construction.**

3) **Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM_{10} emissions from the site during such episodes.**

4) **Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.**

c) The General Plan FEIR (Section 5.1) indicates that subsidence is generally associated with large decreases or withdrawals of water from the aquifer. Widespread subsidence, on the order of 1 to 2 feet, because of groundwater withdrawal has been predicted for the southern part of the City. The project site is located in the southern portion of the City and it could be subject to subsidence. However, there are no known indications that this is occurring. The project would not withdraw water from the existing aquifer. The site is not within a geotechnical hazardous area or other unstable geologic unit or soil type according to General Plan FEIR Figure 5.1-2. Soil types on-site consist of Soboba Gravelly Loamy (0-9 percent slopes), Saugus Sandy Loam (30-50 percent slopes), and Ramona Sandy Loam (9-15 percent slopes) Soil association according to General Plan FEIR Exhibit 5.1-3. No adverse impacts are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

d) The majority of Rancho Cucamonga, including the project site, is located on alluvial soil deposits. These types of soils are not considered to be expansive. Soil types on-site consist of Saugus Soil, and Ramona Sandy Loam (9-15 percent slopes) associations, according to General Plan Exhibit V-3 and General Plan FEIR Exhibit 5.1-3: These soils are typically well-drained, steep soils. Slopes are 30 to 50 percent and elevation is approximately 1,200 to 2,500 feet.

Several recommendations for the design and construction of manufactured slopes were identified in the Geotechnical Investigation and Fault Study prepared by Eberhart Consultants.

5) **Fill slopes 30 feet or less in height should have a keyway toe (a special backfilled excavation, which is constructed beneath the toe area of a planned fill slope on sloping ground to improve the stability of the slope). Fill slopes greater than 30 feet in height should have a keyway width equal to one-half the slope height with a depth of 5 feet at the keyway toe. All keyways should be tilted a minimum of 2 percent towards the back of the keyway.**

6) **Backcuts for stabilized slopes 30 feet or less in height should be excavated at a 2:1 gradient. Backcuts for stabilized slopes greater than 30 feet in height can be excavated at gradients up to 1.5:1 provided the fill at the top of these slopes is at least 15 feet thick. All stabilized slopes should be constructed and drained in accordance with the specifications and details in Appendix H of the Geotechnical Investigation and Fault Study (specifications 5.50 thru 5.57). Adherence to these design specifications would ensure stable construction slopes.**

7) **For residences, setbacks from bottom outer edges of foundations, walls, etc. adjacent a top-of-slope should be setback from the slope face a horizontal distance of one-third the slope height under consideration in accordance with the 1997 Uniform Building Code. The horizontal distance should not be less than 5 feet.**

8) **Buildings adjacent the toe of a slope should be set back a horizontal distance equal to one-half the vertical height of the slope in accordance with the 1997 Uniform Building Code with minimum and maximum setbacks of 3 feet and 15 feet, respectively.**

In addition the following recommendations should be included in the CC&R's for the homeowners association. To ensure proper maintenance of the slopes:

9) **All slopes should be landscaped with drought resistant vegetation. A landscape architect should be consulted for recommendations on appropriate plant types and planting configuration.**

10) **Interim measures should be considered to protect the slopes prior to the establishment of landscaping. These measures may include the utilization of geotechnical erosion fabrics or acceptable alternatives.**

11) **Drainage devices should be inspected and maintained at regular intervals and should not be obstructed.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

12) The slopes should be periodically inspected for the presence of burrowing rodents. If an infestation of burrowing rodents is confirmed, they should be eliminated from the slopes.

13) Provisions should be made to interrupt automatic timing devices of irrigation systems during the *rainy seasons*.

e) The project will connect to, and be served by, the existing local sewer system for wastewater disposal. No septic tanks or alternative wastewater disposal is proposed.

7. HAZARDS AND WASTE MATERIALS. *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	( )	( )	( )	(✓)
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	( )	( )	( )	(✓)
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	( )	( )	( )	(✓)
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	( )	( )	( )	(✓)
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	( )	( )	( )	(✓)
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	( )	( )	( )	(✓)
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	( )	( )	( )	(✓)
h) Expose people or structures to a *significant risk of loss*, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	( )	( )	( )	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Comments:

a) The project will not involve the transport, use, or disposal of hazardous materials. The City participates in a countywide interagency coalition that is considered a full service Hazardous Materials Division that is more comprehensive that any other in the state. The City has adopted a Standardized Emergency Management System Multi-Hazard Functional Plan to respond to chemical emergencies. In addition, PIC Environmental Services completed a Phase I Environmental Site Assessment report in June 2003 and concluded that based upon the results of the Phase I assessment, and the research of available records, there was no evidence that environmental impairments exist at the subject property. Compliance with Federal, State, and local regulations concerning the storage and handling of hazardous materials and/or waste will reduce the potential for significant impacts to a level less-than-significant. No adverse impacts are expected.

b) The proposed project does not include the use of hazardous materials or volatile fuels. The City participates in a countywide interagency coalition that is considered a full service Hazardous Materials Division that is more comprehensive than any other in the state. The City has adopted a Standardized Emergency Management System Multi-Hazard Functional Plan to respond to chemical emergencies. Compliance with Federal, State, and local regulations concerning the storage and handling of hazardous materials or volatile fuels will reduce the potential for significant impacts to a level less-than-significant. No adverse impacts are anticipated.

c) There are no schools located within 1/4 mile of the project site. The nearest existing schools are located .41 mile to the northeast (Valley Vista Elementary), to the south (Los Amigos Elementary), and to the southeast (Bear Gulch Elementary). Typically, the uses proposed do not create objectionable odors. No adverse impacts are anticipated.

d) The proposed project is not listed as a hazardous waste or substance materials site. The Phase I site inspection did not reveal the presence of discarded drums or illegal dumping of hazardous materials. No impact is anticipated.

e) The site is not located within an Airport Land Use Plan and is not within 2 miles of a public airport. The project site is located approximately 3 miles northerly of the Ontario Airport and is offset north of the flight path. No impact is anticipated.

f) The nearest private airstrip, Cable Airport, is located approximately 2 1/2 miles to the west of the City's westerly limits. No impact is anticipated.

g) The City's Multi-Hazard Disaster Plan, which is updated every two years, includes policies and procedures to be administered by the Rancho Cucamonga Fire District in the event of a disaster. Because the project includes at least two points of public street access and is required to comply with all applicable City codes, including local fire ordinances, no adverse impacts are anticipated.

h) Rancho Cucamonga faces the greatest ongoing threat from a wind-driven fire in the Urban Wildland Interface area found in the northern part of the City according to the Fire District Strategic Plan 2000-2005; however, the proposed project site is not located within a high fire hazard area according to General Plan Exhibit V-7.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HYDROLOGY AND WATER QUALITY. *Would the project:* a) Violate any water quality standards or waste discharge requirements?	( )	( )	( )	(✓)
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	( )	(✓)	( )	(✓)
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	( )	( )	(✓)	( )
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	( )	( )	( )	(✓)
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	( )	( )	( )	(✓)
f) Otherwise substantially degrade water quality?	( )	(✓)	( )	( )
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	( )	(✓)	( )	( )
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	( )	(✓)	( )	( )
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	( )	(✓)	( )	( )
j) Inundation by seiche, tsunami, or mudflow?	( )	( )	( )	(✓)

Comments:

a) Water and sewer service is to be provided by the Cucamonga Valley Water District (CVWD). The project is designed to connect to existing water and sewer systems. The State of California is authorized to administer various aspects of the National Pollution Discharge Elimination System (NPDES) permit under *Section 402 of the Clean Water Act*. The General Construction Permit treats any construction activity over 1 acre as an industrial activity, requiring a permit under the State's General NPDES permit. The State Water Resource Control Board (SWRCB) through the Regional Water Quality Control Board (RWQCB), Santa Ana Region, administers these permits.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity for new development or significant redevelopment. Prior to commencement of construction of a project, a discharger must submit a Notice of Intent (NOI) to obtain coverage under the General Construction Permit. The General Construction Permit requires all dischargers to comply with the following during construction activities, including site clearance and grading:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that would specify Best Management Practices (BMPs) that would prevent construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off-site into receiving waters.

- Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the nation.

- Perform inspections of all BMPs.

Waste discharges include discharges of storm water and construction project discharges. A construction project for new development or significant redevelopment requires an NPDES permit. Construction project proponents are required to prepare a SWPPP. To comply with the NPDES, the construction contractor of the project will be required to prepare a SWPPP during construction activities, and a Water Quality Management Plan (WQMP) for post-construction operational management of storm water runoff. The applicant has submitted a WQMP, prepared by Hall and Foreman, Inc. dated May 2004, that identifies BMPs to minimize the amount of pollutants, such as eroded soils, entering the drainage system after construction. Runoff from driveways, roads, and other impermeable surfaces must be controlled through an on-site drainage system. BMPs include both structural and non-structural control methods. Structural controls used to manage storm water pollutant levels include detention basins, oil/grit separators, and porous pavement. Non-structural controls focus on controlling pollutants at the source, generally through implementing erosion and sediment control plans, and various business plans that must be developed by any businesses that store and use hazardous materials. Practices, such as periodic parking lot sweeping, can substantially reduce the amount of pollutants entering the storm drain system. The following mitigation measures would be required to control additional storm water effluent:

Construction Activities:

1) **Prior to issuance of grading permits, the permit applicant shall submit to Building Official for approval a Storm Water Pollution Prevention Plan (SWPPP) specifically identifying Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practical.**

2) **An Erosion Control Plan shall be prepared, included in the Grading Plan, and implemented for the proposed project that identifies specific measures to control on-site and off-site erosion from the time of ground disturbing activities are initiated through completion of grading. This Erosion Control Plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in southern California, and b) An inspection and maintenance program shall be included to**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.

3) **During construction, temporary berms such as sandbags or gravel dikes must be used to prevent discharge of debris or sediment from the site when there is rainfall or other runoff.**

4) **During construction, to remove pollutants, street cleaning will be performed prior to storm events and after the use of water trucks to control dust in order to prevent discharge of debris or sediment from the site.**

5) **It shall be the hired contractor's responsibility to inspect and maintain all BMPs in good working order. Inspection and maintenance responsibility shall remain for the duration of the project.**

Post-Construction Operational:

6) **The developer shall implement the BMPs identified in the Water Quality Management Plan (WQMP) prepared by Hall and Foreman, Inc. dated May 2004 to reduce pollutants after construction entering the storm drain system to the maximum extent practical.**

7) **Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Landscaped areas shall be monitored and maintained for at least two years to ensure adequate coverage and stable growth. Plans for these areas, including monitoring provisions for a minimum of two years, shall be submitted to the City for review and approval prior to the issuance of grading permits.**

b) According to CVWD, 43 percent of the City's water is currently provided from groundwater in the Cucamonga and Chino Basins. CVWD has adopted a Master Plan that estimates demand needs until the year 2030. The proposed project will not deplete groundwater supplies, nor will it interfere with recharge because it is not within an area designated as a recharge basin or spreading ground according to General Plan Exhibit IV-2. The development of the site will require the grading of the site and excavation; however, would not affect the existing aquifer, estimated to be about 288 to 470 feet below the ground surface. As noted in the General Plan FEIR (Section 5.9), continued development citywide will increase water needs and is a significant impact; however, CVWD has plans to meet this increased need through the construction of future water facilities.

c) The project will cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff because of the amount of new building and hardscape proposed on a site; however, the project will not alter the course of any stream or river. All runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. The project design includes landscaping of all non-hardscape areas to prevent erosion. A Grading and Drainage Plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. Therefore, an increase in runoff from the site will not result in substantial erosion or siltation on- or off-site. The impact is not considered significant.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

d) The project will cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff because of the amount of new building and hardscape proposed on a site; however, the project will not alter the course of any stream or river. All runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. A Grading and Drainage Plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. Therefore, an increase in runoff from the site will not result in flooding on- or off-site. No impacts are anticipated.

e) The project will cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff because of the amount of new building and hardscape proposed on a site; however, all runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. The project will not result in substantial additional sources of polluted runoff. A Grading and Drainage Plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. Therefore, an increase in runoff from the site will not result in flooding on- or off-site. No impacts are anticipated.

f) Grading activities associated with the construction period could result in a temporary increase in the amount of suspended solids in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is for new development or significant redevelopment; therefore, is required to comply with the NPDES to minimize water pollution. The following mitigation measures shall be implemented:

8) **Prior to issuance of building permits, the applicant shall submit to the City Engineer for approval a WQMP, including a project description and identifying BMPs that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures consistent with the Guidelines for New Development and Redevelopment adopted by the City of Rancho Cucamonga in June 2004.**

9) **Prior to issuance of grading or paving permits, the applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the NPDES General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.**

g/h) The project site is not located within a 100-year flood hazard area according to General Plan Exhibit V-5. No adverse impacts are expected.

i) The Rancho Cucamonga area is flood protected by an extensive storm drain system designed to convey a 100-year storm event. The system is substantially improved and provides an integrated approach for regional and local drainage flows. This existing system includes several debris dams and levees north of the City, spreading grounds, concrete-lined channels, and underground storm drains as shown in General Plan Exhibit V-6. The project site is not located within a 100-year flood hazard area according to General Plan Exhibit V-5. No adverse impacts are expected.

j) There are no oceans, lakes, or reservoirs near the project site; therefore impacts from seiche and tsunami are not anticipated. The Rancho Cucamonga area sits at the base of the steep eastern San Gabriel Mountains whose deep canyons were cut by mountain streams.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Numerous man-made controls have been constructed to reduce the mudflow impacts to the level of non-significance within the City. This existing system includes several debris dams and levees north of the City, and spreading grounds both within and north of the City.

9. LAND USE AND PLANNING. *Would the project:* a) Physically divide an established community?	( )	( )	( )	(✓)
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	( )	( )	( )	(✓)
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	( )	( )	( )	(✓)

Comments:

a) The site is located within the Foothill Corridor Mixed Use area within Subarea 1 of the Foothill Districts and is characterized by mixed commercial and residential developments to the north, south, east, and west. The project includes the development of 21 acres into 206 condominiums. The project would not conflict with any environmental plans or policies upon approval of the proposed General Plan and Development District Code Amendments. The project will become a part of the larger community. No adverse impacts are anticipated.

b) The project site land use designation is Mixed Use. The proposed project is the request to construct 206 condominiums on 21 acres. The developer is proposing to construct the development on land with up to 30 percent slopes, which requires a Development Code and a General Plan Amendment. See Section 6 of the General Plan FEIR for a discussion of geotechnical requirements to ensure that the project can be developed under these conditions. The proposed project is consistent with the General Plan with the proposed amendment and does not interfere with any policies for environmental protection. As such, no impacts are anticipated.

c) The project site is not located within any habitat conservation or natural community plan area. According to the General Plan Exhibit IV-3, and Section 5.3 of the General Plan FEIR, the project site is not within an area of sensitive biological resources; therefore, development will not adversely affect rare or endangered species of plants or animals because of the fact that the project is surrounded by urbanized land uses and is consistent with the General Plan Land Use Plan.

10. MINERAL RESOURCES. *Would the project:* a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	( )	( )	( )	(✓)
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	( )	( )	( )	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Comments:

a) The site is not designated as a State Aggregate Resources Area according to the City General Plan, Figure IV-1 and Table IV-1; therefore, there is no impact.

b) The site is not designated by the General Plan, Figure IV-1 and Table IV-1, as a valuable mineral resource recovery site; therefore, there is no impact.

11. NOISE. *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	( )	(✓)	( )	( )
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	( )	( )	( )	(✓)
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	( )	( )	( )	(✓)
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	( )	(.)	( )	(✓)
e) For a project located within an airport land use plan or, *where such a plan has not been adopted*, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	( )	( )	( )	(✓)
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	( )	( )	( )	(✓)

Comments:

a) The project site is within an area of noise levels exceeding City standards according to *General Plan Exhibit V-13 at build-out. BridgeNet International conducted an Exterior Noise* Analysis in September 2003. The total noise exposure level will consist of the sum of the traffic noise combined on an energy basis. The traffic noise exposure will be dominated by the noise generated from traffic on Foothill Boulevard at the southern portion of the project site. The total unmitigated noise exposure level at the condominiums closest to Foothill Boulevard will be as high as 68.3 dB CNEL. The General Plan FEIR (Section 5.7) indicates that during a construction phase, on-site stationary sources, heavy-duty construction vehicles, and construction equipment, will generate noise exceeding City standards. The following measures are provided to mitigate the short-term noise impacts:

1) **Construction or grading shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday.**

2) **Construction or grading noise levels shall not exceed the standards specified in Development Code Section 17.02.120-D, as measured at the property line.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Developer shall hire a consultant to perform weekly noise level monitoring as specified in Development Code Section 17.02.120. Monitoring at other times may be required by the Planning Department. Said consultant shall report their findings to the Planning Department within 24 hours; however, if noise levels exceed the above standards, then the consultant shall immediately notify the Planning Department. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with above noise standards or halted.

3) **The perimeter block wall shall be constructed as early as possible in the first phase.**

b) The uses associated with this type of project normally do not induce ground borne vibrations. As such, no impacts are anticipated.

c) The project site is located within the Foothill Corridor Mixed Use area within Subarea 1 of the Foothill Districts. The project includes the development of 21 acres into 206 condominiums. The primary source of ambient noise levels in Rancho Cucamonga is traffic. The proposed activities will not significantly increase traffic; hence, are not anticipated to increase the ambient noise levels within the vicinity of the project.

d) The General Plan FEIR (Section 5.7) indicates that during a construction phase, on-site stationary sources, heavy-duty construction vehicles, and construction equipment, will generate noise exceeding City standards. The following measures are provided to mitigate the short-term noise impacts:

4) **Haul truck deliveries shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. Additionally, if heavy trucks used for hauling would exceed 100 daily trips (counting both to and from the construction site), then the developer shall prepare a Noise Mitigation Plan denoting any construction traffic haul routes. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.**

The preceding mitigation measures will reduce the disturbance created by on-site construction equipment; however, do not address the potential impacts because of the transport of construction materials and debris. The following mitigation measures shall then be required:

5) **Once building plans are submitted for permits, an interior noise analysis shall be done for buildings in this project to determine the type of building materials to be used to ensure that buildings meet interior noise standards of 45dB CNEL.**

6) **Noise barriers should be constructed around the patios and balconies of the buildings along the southern portion of the project site, adjacent to Foothill Boulevard. The first floor patio barriers shall be 5 1/2 feet in height and the second and third floor balcony barriers shall be 5.0 feet in height.**

e) *The site is not located within an Airport Land Use Plan and is not within 2 miles of a public* airport. The site is located approximately 3 miles northerly of the Ontario Airport and is offset north of the flight path. No impact is anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

f) The nearest private airstrip, Cable Airport, is located approximately 2 1/2 miles to the west of the City's westerly limits. No impact is anticipated.

12. POPULATION AND HOUSING. *Would the project:* a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	( )	( )	( )	(✓)
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	( )	( )	( )	(✓)
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	( )	( )	( )	(✓)

Comments:

a) The project is located in a predominantly developed area and will not induce population growth. Construction activities at the site will be short-term and will not attract new employees to the area. The project includes the development of 21 acres into 206 condominiums. The development is anticipated to generate a ratio of 2.6 persons per unit or approximately 585 additional residents. . However, growth is anticipated and is designed in accordance with the City of Rancho Cucamonga Development Code, Chapter 17.32, Foothill Boulevard Districts guidelines for development of Subarea 1. No impacts are anticipated.

b) The project site contains no existing housing units. No adverse impact expected.

c) The project site is vacant land. No impacts are anticipated.

13. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:* a) Fire protection?	( )	( )	(✓)	( )
b) Police protection?	( )	( )	(✓)	( )
c) Schools?	( )	( )	(✓)	( )
d) Parks?	( )	( )	(✓)	( )
e) Other public facilities?	( )	( )	(✓)	( )

Comments:

a) Fire Protection - The Insurance Services Office, Inc. (ISO) collects information on a community's public fire protection and analyzes the data using their Fire Suppression Rating Schedule (FSRS). They then assign a Public Protection Classification (PPC) on a scale from one to ten. Class one represents the best public protection, and Class ten indicates less than

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

the minimum recognized protection. Each Fire District is evaluated every five years and is reported to insurance companies as a factor in setting the premiums they charge for property insurance; the better the community's PPC grade, the lower the premiums for property insurance. According to the City of Rancho Cucamonga Fire Construction Services, the City is rated a Class Three. According to the ISO, a class three rating in California is in the upper 15 percent of the entire state. The site would be served by a fire station located approximately 2 miles from the project site. This site, designated Mixed-Use, is intended for the development of 206 condominiums. The proposed development would generate approximately 585 residents. The City of Rancho Cucamonga Fire Protection District indicates that for every 1,000 citizens, an average of 0.27 firefighter is on-duty (based on conversation with John Thomas, City of Rancho Cucamonga Fire Construction Services/Plan Check Manager, January 2003). Under existing considerations, the Fire Protection District would be able to provide adequate fire protection for the proposed condominium development and the impact would be less-than-significant. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. Standard conditions of approval from the Uniform Building and Fire Codes will be placed on the project so no impacts to fire services will occur. No impacts are anticipated.

b) Police protection – The City of Rancho Cucamonga contracts with the San Bernardino County Sheriff's Department (SBSD) and currently has 96 uniformed officers assigned to the City. With an estimated population of 154,780 people, the ratio of officers to citizens is approximately 0.62 per 1,000 residents (based on conversation with Dan Waters, Crime Analyst assigned to the City of Rancho Cucamonga, January 2003). The average response time to an emergency call for service is approximately four minutes; response times are evaluated on a monthly basis. The Sheriff's Department reviews response times annually, and the ratio of officers to the City's population to determine if more officers are needed to keep the response time below five minutes. The proposed project would generate approximately 585 people. This would result in a demand for less than a one percent increase in officers to maintain the City's current level of service. The impact is considered less-than-significant. Additional police protection is not required as the addition of the project will not change the pattern of uses within the surrounding area and will not have a substantial increase in property to be patrolled as the project site is within an area that is regularly patrolled.

c) Schools - Rancho Cucamonga is divided into four different elementary and intermediate school districts: Alta Loma, Central, Cucamonga, and Etiwanda. A total of twenty-one elementary schools and seven middle schools currently exist within the City of Rancho Cucamonga. This site is served by the Central School District. The Central School District serves the western portion of Rancho Cucamonga and includes five elementary schools and two junior-high schools with a capacity of 5,885 students.

Portable classrooms are used to alleviate overcrowding problems. Funding is the deterrent to facility expansion and the City and school districts are addressing the problem by requesting State and Federal funding. The City also meets the needs for schools by collecting developer school impact fees. The fees currently are $1.93 per square foot for residential construction and $.31 per square foot for commercial and industrial developments. The elementary and the high school districts share revenues generated by the school impact fees. The proposed project is anticipated to generate approximately 105 students (37 Elementary students, 15 Middle School students and 53 High School students). The

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

developer will be required to pay the appropriate schools fees prior to occupancy. Therefore, this impact is considered less-than-significant.

In addition to the primary and intermediate schools, the City of Rancho Cucamonga includes four high schools within the Chaffey Joint Unified School District. The Central School District and the Chaffey Joint Union High School District serve the project area. Both school districts have been notified regarding the proposed development. A standard condition of approval will require the developer to pay the school impact fees. With this standard mitigation, impacts to the school districts are not considered significant. No impacts are anticipated.

d) The site is in a developed area, currently served by the City of Rancho Cucamonga. The nearest parks are located .8 mile northeast (Red Hill Community Park) and southeast (Bear Gulch Neighborhood Park) from the project site. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. A standard condition of approval will require the developer to pay park development fees. No impacts are anticipated.

e) The proposed project will utilize existing public facilities. The site is in a developed area, currently served by the City of Rancho Cucamonga. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. Cumulative development within Rancho Cucamonga will increase demand for library services. According to the General Plan FEIR (Section 5.9.9), the projected increase in library space under the General Plan will not meet the projected demand. The General Plan FEIR identified the cumulative impact on library services as a significant unavoidable adverse impact for which a Statement of Overriding Considerations was ultimately adopted by the City Council. The proposed project is consistent with the General Plan for which the EIR was prepared and impacts evaluated. Since the adoption of the General Plan, the City has planned a new library within the Victoria Gardens regional shopping center of approximately 22,000 square feet, which is in excess of the projected need of 15,500 square feet at build-out of the City.

14. RECREATION. *Would the project:*				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	( )	( )	( )	(✓)
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	( )	( )	( )	(✓)

Comments:

a) The site is in a developed area, currently served by the City of Rancho Cucamonga. The nearest park is located 3/4 mile from the project site. Various recreational facilities are available within the City. According to the General Plan EIR, the City has approximately 261 acres of developed parks (excluding trails). Neighborhood parks range in size from .5 to 10 acres, while community parks generally range from 12 to 44 acres in size. The regional and community trail system within the City includes an additional 248 acres of

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

recreational lands. Approximately 150 acres of proposed recreational lands exist within the City that has not yet been developed. Residents within the City also have limited use of school facilities for various recreational activities and sports leagues through agreements between the certain school districts and surrounding communities

The City's current goal regarding parks involves designating 5 acres of parkland for every 1,000 residents. Based on this goal, the City is currently experiencing a deficiency of approximately 118.9 acres of developed parkland. The City currently collects 3 acres of parkland or in-lieu fees for every residential subdivision of 1,000 residences. Some additional sources of funding for parklands include general fund revenues, developer impact fees, State and Federal grants, user group contributions, school district joint use contributions, concessions, and encouraging large residential projects to incorporate private recreational facilities beyond the City's requirements.

The General Plan EIR indicates the City estimates development of approximately 232 acres of recreational facilities (parks, special use facilities) by 2020, in addition to the currently designated 150 acres of designated area intended for recreational purposes, but not yet developed. These areas, when combined with the existing recreational facilities within the City, would total 891 acres. Based on the General Plan population projections for 2020, the City would require a total of 781 acres of parkland to meet the City's parkland goal. The proposed project would generate approximately 585 people and a standard condition of approval will require the developer to pay park development fees and/or designate area for parklands. With the projection of the General Plan for the availability of parklands exceeding demand, the project would not significantly impact recreational facilities within the City.

b) See a) response above.

15. TRANSPORTATION/TRAFFIC. *Would the project:* a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	( )	( )	( )	(✓)
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	( )	( )	( )	(✓)
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	( )	( )	( )	(✓)
d) Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	( )	( )	( )	(✓)
e) Result in inadequate emergency access?	( )	( )	( )	(✓)
f) Result in inadequate parking capacity?	( )	( )	( )	(✓)
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	( )	( )	(✓)	( )

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Comments:

a) Linocut Law & Greenspan Engineers conducted a Traffic Impact Study in July 2003. The study focused on seven intersections to determine the potential traffic impacts during the morning and evening commute peak hours (between 7:00 and 9:00 a.m. and 4:00 and 6:00 p.m. on a typical weekday. The study concluded that the project would generate on a typical weekday approximately 1,283 daily two-way trips, with 96 trips (15 inbound, 81 outbound) produced in the AM peak hour and 118 trips (79 inbound, 39 outbound) produced in the PM peak hour. The results of the traffic analysis indicated that the proposed project will not adversely impact any of the seven key study intersections when compared to City of Rancho Cucamonga, City of Upland, and San Bernardino County Congestion Management Plan (CMP) Level of Service standards and significance traffic impact criteria. The seven key study intersections currently operate, and are projected to operate with the inclusion of project traffic, at an acceptable service level during AM and PM peak commuter hours.

As noted in the General Plan FEIR (Section 5.5), continued development will contribute to the traffic load, in the Rancho Cucamonga area. The proposed project is consistent with the General Plan for which the FEIR was prepared and impacts evaluated. The project is in an area that is mostly developed with street improvements existing or included in project design. The project will not create a substantial increase in the number of vehicle trips, traffic volume or congestion at intersections. The project site will be required to provide street improvements (curb, gutter, and sidewalk) along the street frontage of the site per City roadway standards. In addition, the City has established a transportation development fee that must be paid by the applicant prior to issuance of building permits. Fees are used to fund roadway improvements necessary to support adequate traffic circulation. No impacts are anticipated.

b) The project will generate 1,283 two-way peak hour trips, which is less than 250 two-way peak hour trips for non-retail land use; therefore, is below the threshold of the San Bernardino CMP criteria for requiring a traffic impact analysis. The project is in an area that is mostly developed with all street improvements existing. The project will not negatively impact the level of service standards on adjacent arterials. The project will be required to provide street improvements (curb, gutter, and sidewalk) along the street frontage of the site. No impacts are anticipated.

c) Located approximately 3 miles northerly of the Ontario Airport, the site is offset north of the flight path and will not change air traffic patterns. No impacts are anticipated.

d) The project is in an area that is mostly developed. The project will be required to provide street improvements (curb, gutter, and sidewalk) along the street frontage of the site. Access to the site is from Foothill Boulevard and Red Hill Country Club Drive. The project design does not include any sharp curves or dangerous intersections or farming uses. The project will, therefore, not create a substantial increase in hazards because of a design feature. No impacts are anticipated.

e) The project will be designed to provide access for all emergency vehicles and will, therefore, not create an inadequate emergency access. No impacts are anticipated.

f) The project design has adequate parking in compliance with standards of the Rancho Cucamonga Development Code and will therefore not create an inadequate parking capacity. According to the City of Rancho Cucamonga Development Code, parking associated with the

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

project should be approximately 405 spaces; the project developer has provided a sufficient number of spaces. No impacts are anticipated.

g) The project site is within the Foothill Corridor Mixed Use area within Subarea 1 of the Foothill Districts. According to the Rancho Cucamonga Draft General Plan Exhibit III-13 "Hiking and Riding Trails Master Plan," the southeast portion of the site adjoins the abandoned Southern Pacific Rail Road – Proposed Multi-Purpose Regional Trail. The regional Multi-Purpose Trail serves as the backbone of the public trails system; covering long distances and connecting to regional parks, open space preserves, national forests, and other regional trails leading beyond the community. This trail should provide for equestrian, pedestrian, and bicycle use. The right-of-way standard for regional trails is 30 feet minimum width. The Planning Commission, based on physical constraints, may grant an exception to the standard. Additionally, according to Exhibit III-7 "General Bikeway Plan," the site also adjoins a Class I (southeast portion of the site abandoned Southern Pacific Rail Road – Proposed Multi-Purpose Regional Trail) and Class II (Foothill Boulevard) Bikeway Plan. Class I consists of bicycle trails that are essentially "off-street" and separated from motor vehicles. They are a minimum of 8 feet in width for two-way travel and include bike lane signage and designating street crossing where needed. A Class I bike path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel. Class II bikeways are located next to the curb or edge of paved roadway and are a minimum of 5 feet in width. They include bike lane signage, special lane lines, and other pavement markings. Adherence to the City of Rancho Cucamonga "Hiking and Riding Trails Master Plan," and "General Bikeway Plan," this impact is considered less-than-significant.

The project design includes, or the project will be conditioned to provide, features supporting transportation and vehicle trip reduction (e.g., bus bays, bicycle racks, carpool parking, etc.).

16. UTILITIES AND SERVICE SYSTEMS. *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	( )	( )	( )	(✓)
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	( )	( )	(✓)	( )
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	( )	( )	(✓)	( )
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	( )	( )	( )	(✓)
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	( )	( )	( )	(✓)
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	( )	( )	( )	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	( )	( )	( )	(✓)

Comments:

a) The proposed project is served by the CVWD sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-4 treatment plant located within Rancho Cucamonga and RP-1 located within the City of Ontario, neither of which are at capacity. The project is required to meet the requirements of the Santa Ana RWQCB regarding wastewater. No impacts are anticipated.

b/e) The proposed project is served by the CVWD sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-4 treatment plant located within Rancho Cucamonga and RP-1 located within City of Ontario, neither of which are at capacity. The project is required to meet the requirements of the Santa Ana RWQCB regarding wastewater. CVWD is an independent special district that provides sewer collection, water treatment and distribution services to 152,000 customers in the City of Rancho Cucamonga, portions of the cities of Ontario, Fontana, and Upland, and a portion of the unincorporated area of the County. Annually, the CVWD adopts a five-year CIP for infrastructure improvements and new projects. Every five years, the CVWD completes a Water and Sewer Master Plan Study, which was most recently updated in 2000 (Cucamonga County Water District LAFCO Sphere/Service Review Report, September, 2002).

The CVWD water sources include groundwater, surface ("Canyon") water, and imported water. There are currently a total of 23 groundwater wells (17 in the Cucamonga Basin and 6 in the Chino Basin). The CVWD total capacity of pumped groundwater production from both basins is 32,121 gallons per minute (gpm) (approximately 51,800 acre-feet/year). Capital improvement funds are budgeted annually to recondition and rehabilitate wells as needed. Three water treatment facilities treat local surface water and imported water. The total treatment capacity of all three plants is 57.5 million gallons per day (mgd) with an additional 18 mgd expected to be on-line in mid-2003. These plants currently provide treatment for an average of 32 mgd. The distribution system has approximately 230 miles of primary distribution lines. Pipelines include cement mortar lined and wrapped steel pipe and cement mortar coated steel pipe (Cucamonga County Water District LAFCO Sphere/Service Review Report, September, 2002).

The CVWD funds water and sewer system capital improvements, primarily through developer fees ("Development Capacity Charges") for the right to connect to CVWD systems. The amount of the charge is based on the size of a meter installed for a new customer (Cucamonga County Water District LAFCO Sphere/Service Review Report, September, 2002). The project developer will be required to pay fees for service to the CVWD. The impact to the District's water treatment and distribution system is determined to be less-than-significant.

c) All runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. The project would increase demand upon storm drain systems because of the increased runoff from new hardscape and rooftops proposed. A Final Drainage Report would address projected storm flows. A Grading and Drainage Plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. The impact is less-than-significant.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

d) The project is served by the CVWD water system. There is currently a sufficient water supply available to the City of Rancho Cucamonga to serve this project. No impacts are anticipated.

f/g) Solid waste disposal will be provided by the current City contracted hauler who disposes the refuse at a permitted landfill with sufficient capacity to handle the City's solid waste disposal needs. Solid waste collection and disposal services are currently supplied by the City's contracted hauler and transported to the Mid-Valley Sanitary Landfill in the City of Rialto or other County landfills in the Valley. San Bernardino County of Public Works, Solid Waste Management Department (SWMD) operates the landfills. According to the General Plan EIR, the City generates approximately 270 tons of solid waste per day. The EIR indicates that the City would generate an increase of approximately 236 tons per day by 2020, which accounts for an 87 percent increase over the existing generated solid waste.

The current permitted capacity of the Mid-Valley Landfill is estimated to the year 2035. SWMD does not foresee any significant impacts resulting from projected growth and solid waste generation since the countywide waste management system is planned for expansions to meet the growing demands within the County's service area. This project complies with Federal, State, and local statutes and regulations regarding solid waste. The City of Rancho Cucamonga continues to implement waste reduction procedures consistent with AB 939. Therefore, no impacts are anticipated.

17. MANDATORY FINDINGS OF SIGNIFICANCE a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	( )	( )	(✓)	( )
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	( )	( )	(✓)	( )
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	( )	( )	(✓)	( )

Comments:

a) The site is not located in an area of sensitive biological resources as identified on the City of Rancho Cucamonga General Plan Exhibit IV-3. Additionally, the area surrounding the site is developed. Based on previous development and street improvements, it is unlikely that any endangered or rare species would inhabit the site.

However, portions of the site support remnants of native scrub habitat of varying quality and composition. The occurrence potential for most special-status species associated with this habitat type would generally be considered low because of the fragmented (e.g., from various

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

anthropogenic disturbances) and often degraded conditions (e.g., from invasive vegetation) of scrub habitats present, relatively small habitat patch sizes, and surrounding land uses that have isolated the site from larger contiguous habitats. Nonetheless, the potential presence of several special-status species associated with scrub habitats (e.g., gnatcatcher, rufous-crowned sparrow, and sage sparrow) may impose some degree of constraint to development. Depending upon the particular species, as well as the nature, extent, and seasonal timing of proposed construction activities, special mitigation measures to avoid or reduce potential project-related impacts to these sensitive biological resources (if present) may be required pursuant to CEQA. The mitigation measures recommended under Section 4, Biological Resources, has addressed this concern.

b) If the proposed project were approved, then the applicant would be required to develop the site in accordance with the City of Rancho Cucamonga General Plan. The proposed project is consistent with the City of Rancho Cucamonga General Plan as proposed to be amended. The 2001 General Plan was adopted along with the certification of a Program FEIR, Findings of Fact, and a Statement of Overriding Considerations for significant adverse environmental effects of build-out in the City and Sphere of Influence. The City made findings that adoption of the General Plan would result in significant adverse effects to aggregate resources, prime farmland, air quality, the acoustical environment, library services, and aesthetics and visual resources. Mitigation measures were adopted for each of these resources; however, they would not reduce impacts to less-than-significant levels. As such, the City adopted a Statement of Overriding Considerations balancing the benefits of development under the General Plan Update against the significant unavoidable adverse impacts (CEQA Guidelines Section 15092 and 15096(h)). These benefits include less overall traffic volumes by developing mixed-use projects that will be pedestrian friendly and conservation of valuable natural open space. With these findings and the Statement of Overriding Considerations, no further discussion or evaluation of cumulative impacts is required.

c) Development of the site under the proposed land use change would not cause substantial adverse effects on human beings, either directly or indirectly. Adding pollutants to an area where air quality is a problem will have an affect on achieving goals, however, all pollutant levels area at a point below thresholds set to avoid adverse health effects associated with the pollutants. The Initial Study identifies construction-related emissions of criteria pollutants as having a potentially significant impact. Proposed mitigation measures would further reduce emission levels. Additionally, impacts resulting from air quality would be short-term and would cease once construction activities were completed. The Initial Study identified potentially significant impacts associated with the exposure of people to increased noise levels. Mitigation measures contained in this Initial Study will ensure impacts are at less-than-significant levels.

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration per Section 15063(c)(3)(D). The effects identified above for this project were within the scope of and adequately analyzed in the following earlier document(s) pursuant to applicable legal standards, and such effects were addressed by mitigation measures based on the earlier analysis. The following earlier analyses were utilized in completing this Initial Study and are available for review in the City of Rancho Cucamonga, Planning Division offices, 10500 Civic Center Drive (check all that apply):

(✓) General Plan FEIR
(SCH#2000061027, Certified October 17, 2001)

(✓) Master Environmental Assessment for the 1989 General Plan Update
(SCH #88020115, certified January 4, 1989)

(✓) Foothill Boulevard Specific Plan EIR
(SCH #87021615, certified September 16, 1987)

(✓) Cameo Homes Arborist Report and Tree Inventory, prepared by David Evans and Associates Revised February 2005.

(✓) Eberhart Consultants, Inc, Geotechnical Investigation and Fault Study

(✓) Ecological Sciences, Habitat Suitability Evaluation, July 2003

(✓) BridgeNet International, Exterior Noise Analysis, September, 2003

(✓) Linocut Law & Greenspan Engineers, Traffic Impact Study, July 2003

APPLICANT CERTIFICATION

I certify that I am the applicant for the project described in this Initial Study. I acknowledge that I have read this Initial Study and the proposed mitigation measures. Further, I have revised the project plans or proposals and/or hereby agree to the proposed mitigation measures to avoid the effects or mitigate the effects to a point where clearly no significant environmental effects would occur.

Signature: _____ Date: 3-8-06

Print Name and Title: Charles Joseph Associates, Associates

RESOLUTION NO. 06-38

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING TENTATIVE TRACT MAP SUBTT16605, A RESIDENTIAL SUBDIVISION OF 8 LOTS FOR 206 CONDOMINIUM UNITS ON 21 ACRES OF LAND IN THE WESTERN FOOTHILL CORRIDOR MIXED USE AREA WITHIN SUBAREA 1 OF THE FOOTHILL DISTRICTS, LOCATED ON THE NORTH SIDE OF FOOTHILL BOULEVARD, BETWEEN RED HILL COUNTRY CLUB DRIVE AND THE SOUTHERN PACIFIC RAIL ROAD RIGHT-OF-WAY; AND MAKING FINDINGS IN SUPPORT THEREOF - APN: 0207-101-13, 01 AND 34.

A. Recitals.

1. Charles Joseph Associates filed an application for the approval of Tentative Tract Map SUBTT16605, as described in the title of this Resolution. Hereinafter in this Resolution, the subject Tentative Tract Map request is referred to as "the application."

2. On the 12th day of April 2006, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and concluded said hearing on that date.

3. All legal prerequisites prior to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Rancho Cucamonga as follows:

1. This Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing on April 12, 2006, including written and oral staff reports, together with public testimony, this Commission hereby specifically finds as follows:

a. The application applies to the property located on north side of Foothill Boulevard, between Red Hill Country Club Drive and the Southern Pacific Rail Road Right-of-Way, with a street frontage of 560 feet and lot depth of 620 feet, and is presently improved with an abandoned water reservoir; and

b. Properties to the north are developed with condominiums and single-family homes designated Medium Residential (8-14 dwelling units per acre) and Low Residential (2-4 dwelling units per acre), respectively. South of Foothill Boulevard is designated Mixed Used and is developed with office and commercial uses. East of the site is the abandoned Southern Pacific Rail Road (future Regional Trail and possible future rail) and is designated Open Space. To the west is the Sycamore Inn Restaurant and is designated Mixed Use. Other properties to the west are Mixed Use land use and Office/Commercial to the southwest. The Red Hill Golf course is located northwest of the project site adjacent to the Medium Density residential development.

3. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing and upon the specific findings of facts set forth in Paragraphs 1 and 2 above, this Commission hereby finds and concludes as follows:

EXHIBIT D

a. The tentative tract map is designed in conformance with the Mixed Use Designation and Hillside Development Regulations as recommended for amendment, therefore, the tentative tract is consistent with the General Plan, Development Code, and any applicable specific plans; and

b. The tentative tract map design and conditions of approval for improvements of the tentative tract is consistent with the General Plan, Development Code, and any applicable specific plans; and

c. The tentative tract map and special studies included within the Initial Study demonstrate, the site is physically suitable for the type of development proposed; and

d. The tentative tract map and special studies included within the Initial Study support the design of the subdivision and demonstrate it is not likely to cause substantial environmental damage and avoidable injury to humans and wildlife or their habitat; and

e. The tentative tract map is not likely to cause serious public health problems as demonstrated by the information contained within the Initial Study; and

f. The design of the tentative tract map will not conflict with any easement acquired by the public at large, now of record, for access through or use of the property within the proposed subdivision.

4. Based upon the facts and information contained in the proposed Mitigated Negative Declaration, together with all written and oral reports included for the environmental assessment for the application, the Planning Commission finds that there is no substantial evidence that the project will have a significant effect upon the environment and adopts a Mitigated Negative Declaration and Monitoring Program attached hereto, and incorporated herein by this reference, based upon the findings as follows:

a. That the Mitigated Negative Declaration has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the State CEQA guidelines promulgated thereunder; that said Mitigated Negative Declaration and the Initial Study prepared therefore reflect the independent judgment of the Planning Commission; and, further, this Commission has reviewed and considered the information contained in said Mitigated Negative Declaration with regard to the application.

b. Although the Mitigated Negative Declaration identifies certain significant environmental effects that will result if the project is approved, all significant effects have been reduced to an acceptable level by imposition of mitigation measures on the project which are listed below as conditions of approval.

c. Pursuant to the provisions of Section 753.5(c) of Title 14 of the California Code of Regulations, the Planning Commission finds as follows: In considering the record as a whole, the Initial Study and Mitigated Negative Declaration for the project, there is no evidence that the proposed project will have potential for an adverse impact upon wildlife resources or the habitat upon which wildlife depends. Further, based upon the substantial evidence contained in the Mitigated Negative Declaration, the staff reports and exhibits, and the information provided to the Planning Commission during the public hearing, the Planning Commission hereby rebuts the presumption of adverse effect as set forth in Section 753.5(c-1-d) of Title 14 of the California Code of Regulations.

5. Based upon the findings and conclusions set forth in Paragraphs 1, 2, 3, and 4 above, this Commission hereby approves the application subject to each and every condition set forth below and in the Standard Conditions, attached hereto and incorporated herein by this reference.

Planning Department

1) Approval of Tentative Tract SUBTT16605 is granted contingent upon approval of General Plan Amendment DRC2004-00339 and Development Code Amendment DRC2004-00352.

2) Subject to the approval by the Planning Commission of Development Review DRC2003-00637 and all applicable conditions thereto.

Engineering Department

1) Dedicate Lot B to the City.

2) Extend Master Plan Storm Drain Line III-1 from its current terminus south of Foothill Boulevard (south of the Pacific Electric RR trail) to Red Hill Country Club Drive, to the satisfaction of the City Engineer. Standard drainage fees for the site shall be credited to the cost of permanent master plan facilities, in accordance with City policy. The developer may request a reimbursement agreement to recover oversizing costs, in excess of fees, from future development within the same tributary area. If the developer fails to submit for said reimbursement agreement within six months of the public improvements being accepted by the City, all rights of the developer to reimbursement shall terminate.

   a) Construct private, on-site storm drains to collect all project runoff and discharges from adjacent properties and convey to the Master Plan Storm Drain. "Adjacent properties" include the redeveloped Sycamore Inn parking lot and other properties.

   b) Final drainage study shall also determine the need for local storm drain facilities in Foothill Boulevard to maintain Q_{10} 10-foot dry lanes, Q_{25} under top-of-curb, and Q_{100} within right-of-way.

   c) The Master Plan Storm Drain shall allow for City access to manholes. Provide manholes at public-private junctions.

3) Proposed driveway entrance (street type) on Foothill Boulevard shall align with San Bernardino Road on the south side.

4) Provide a driveway aisle from Foothill Boulevard to the condo project with three lanes: one entry lane, 14 feet wide continuing to the condo project, and two outbound lanes, one 14-foot right-turn and one 11-foot for through/left-turn lane and to extend from the condo project to Foothill Boulevard.

5) Record an access easement across the Sycamore Inn property, from the signalized drive approach to the project entry, prior to final map approval. If not successful, re-design the project to take right-turn-only access to Foothill from its own frontage (no median break).

6) Driveway accent paving shall be located outside the ultimate rights-of-way.

7) Coordinate installation of Foothill Boulevard frontage improvements with the City project.

8) Modify the existing traffic signal at Foothill Boulevard and San Bernardino Road, as needed.

9) Foothill Boulevard Parkway improvements, including special streetlights, street trees, sidewalk, and median, shall conform to the Foothill Boulevard Districts guidelines outlined in the Development Code and the Route 66/Foothill Boulevard Visual Improvement Plan.

10) Make a contribution in-lieu of construction for the prorated share of the project for a future landscaped median on Foothill Boulevard.

11) On the Red Hill Country Club Drive frontage, install street improvements per the attached Standard Conditions, and per City standards, to the satisfaction of the City Engineer. Improvements shall extend from the project site north to join those south of Calle Carabe for pedestrian traffic.

    a) Vehicle access on Red Hill Country Club Drive shall be emergency access only (not an "Exit Only" access.) Drive approach shall be installed per Standard Drawing 105-C, with thicker concrete or reinforced sidewalk to meet Fire District standards.

    b) The curb-adjacent sidewalk shall have a minimum 6-foot width, per City standards. Install retaining walls as required.

    c) Provide 5,800 lumen streetlights along the frontage.

12) Parkways shall slope at 2 percent from 1 foot behind the sidewalk to the top of the curb, along all street frontages.

13) On-site terminus to drive aisle that ends at emergency access to Red Hill Country Club Drive shall be approved by the City Traffic Engineer.

14) Process a Lot Line Adjustment on the lot lines shared with the Sycamore Inn property so that they correspond with the proposed improvements and in particular, so that lot lines are at tops of slopes.

15) Draining onto the Pacific Electric RR trail and the public right-of-way fronting Foothill Boulevard is not approved. Provide private drainage facilities to direct flows to the Master Plan Storm Drain, including concrete ditch at the toe of the 2:1 slope along the property line.

16) The existing overhead utilities (telecommunications and electrical) from the project site to the south side of Foothill Boulevard and the overhead utilities from the project site to the pole 120 feet north of the site shall be undergrounded, prior to public improvement acceptance or occupancy, whichever occurs first. The developer may request a reimbursement agreement to recover one-half the City adopted cost for undergrounding from future development (or redevelopment) as it occurs on the opposite side of the street. If the developer fails to submit for said reimbursement agreement within six months of the public improvements being accepted by the City, all rights of the developer to reimbursement shall terminate.

17) The Water Quality Management Plan (WQMP) dated June 17, 2005, has been conceptually reviewed and the following items need to be completed:

    a) Section 1.2 - Provide permit numbers [List Tract, PMT# and WDID#]

    b) Section 2.1 - Provide source for Mill Creek (Hydrologic Unit No. 801.24)

    c) Section 3.2 - Check Section numbers for Section 3.2, 3.3, and 3.4.

    d) Section 3.2 - The City of Rancho Cucamonga Catch Basin Labeling Standard is: "Keep Gutters Clean For Those Down Stream."

    e) Section 3.2 - Roof Runoff Controls (SD-11): Provide source for comment that "Infiltration practices are not recommended in San Bernardino County due to potential impact to groundwater resources."

    f) Section 3.3 - Bacteria and Viruses should be a "yes" since they are expected/potential pollutants of concern.

    g) Section 4 - The City of Rancho Cucamonga Catch Basin Labeling Standard is: "Keep Gutters Clean For Those Down Stream."

    h) Section 6 - Notarize and record the City's "Memorandum of Agreement of Storm Water Quality Management Plan" (Copies are available at Engineering's front counter).

i) Plan Review - Locate proposed Best Management Practices (BMPs) on the Grading Plan.

18) Maintenance of BMPs identified in the WQMP shall be addressed in the project Covenants, Conditions, and Restriction (CC&Rs).

Environmental Mitigation

Air Quality

1) All construction equipment shall be maintained in good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is being properly serviced and maintained as per manufacturers" specifications. Maintenance records shall be available at the construction site for City verification.

2) Prior to the issuance of any grading permits, the developer shall submit construction plans to the City denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low-emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the South Coast Air Quality Management District (SCAQMD), as well as City Planning staff.

3) All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high-volume, low-pressure spray.

4) All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.

5) All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions:

- Reestablish ground cover on the construction site through seeding and watering.
- Pave or apply gravel to any on-site haul roads.
- Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.
- Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods.
- Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices.

- Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. Timing may vary depending upon the time of year of construction.
- Suspend grading operations during high winds (i.e., wind speeds exceeding 25 mph) in accordance with Rule 403 requirements.
- Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means.

6) The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board [RWQCB]) daily to reduce Fine Particulate Matter (PM_{10}) emissions, in accordance with SCAQMD Rule 403.

7) Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.

8) The construction contractor shall utilize electric or clean alternative fuel-powered equipment where feasible.

9) The construction contractor shall ensure that construction grading plans include a statement that work crews will shut off equipment when not in use.

10) All residential and commercial structures shall be required to incorporate high-efficiency/low-polluting heating, air conditioning, appliances, and water heaters.

11) All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.

Biological Resources

1) In accordance with the Tree Preservation Ordinance, a tree preservation and replacement program based on the following priorities will be submitted and approved by the City Planner prior to the issuance of grading permits: 1) preserve-in-place healthy trees, 2) if trees cannot be preserved-in-place, then transplant elsewhere on-site, and as a last resort, 3) remove and replace with largest nursery grown stock available.

Cultural Resources

1) If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e.,

paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:

- Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value.
- Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.
- Pursue educating the public about the area's archaeological heritage.
- Propose mitigation measures and recommend conditions of approval to eliminate adverse project effects on significant, important, and unique prehistoric resources, following appropriate CEQA guidelines.
- Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report, with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving.

2) If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:

- Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.
- Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.
- Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., San Bernardino County Museum).

Geology and Soils

1) The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce (PM_{10}) emissions, in accordance with SCAQMD Rule 403, or replanted with drought resistant landscaping as soon as possible.

2) Frontage public streets shall be swept according to a schedule established by the City to reduce PM_{10} emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon the time of year of construction.

3) Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM_{10} emissions from the site during such episodes.

4) Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.

5) Fill slopes 30 feet or less in height should have a keyway toe (a special backfilled excavation, which is constructed beneath the toe area of a planned fill slope on sloping ground to improve the stability of the slope). Fill slopes greater than 30 feet in height should have a keyway width equal to one-half the slope height with a depth of 5 feet at the keyway toe. All keyways should be tilted a minimum of 2 percent towards the back of the keyway.

6) Backcuts for stabilized slopes 30 feet or less in height should be excavated at a 2:1 gradient. Backcuts for stabilized slopes greater than 30 feet in height can be excavated at gradients up to 1.5:1 provided the fill at the top of these slopes is at least 15 feet thick. All stabilized slopes should be constructed and drained in accordance with the specifications and details in Appendix H of the Geotechnical Investigation and Fault Study (specifications 5.50 thru 5.57). Adherence to these design specifications would ensure stable construction slopes.

7) For residences, setbacks from bottom outer edges of foundations, walls, etc. adjacent a top-of-slope should be setback from the slope face a horizontal distance of one-third the slope height under consideration in accordance with the 1997 Uniform Building Code. The horizontal distance should not be less than 5 feet.

8) Buildings adjacent the toe of a slope should be set back a horizontal distance equal to one-half the vertical height of the slope in accordance with the 1997 Uniform Building Code with minimum and maximum setbacks of 3 feet and 15 feet, respectively.

9) All slopes should be landscaped with drought resistant vegetation. A landscape architect should be consulted for recommendations on appropriate plant types and planting configuration.

10) Interim measures should be considered to protect the slopes prior to the establishment of landscaping. These measures may include the utilization of geotechnical erosion fabrics or acceptable alternatives.

11) Drainage devices should be inspected and maintained at regular intervals and should not be obstructed.

12) The slopes should be periodically inspected for the presence of burrowing rodents. If an infestation of burrowing rodents is confirmed, they should be eliminated from the slopes.

13) Provisions should be made to interrupt automatic timing devices of irrigation systems during the rainy seasons.

Hydrology and Water Quality

Construction Activities:

1) Prior to issuance of grading permits, the permit applicant shall submit to Building Official for approval a Storm Water Pollution Prevention Plan (SWPPP) specifically identifying Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practical.

2) An Erosion Control Plan shall be prepared, included in the Grading Plan, and implemented for the proposed project that identifies specific measures to control on-site and off-site erosion from the time of ground disturbing activities are initiated through completion of grading. This Erosion Control Plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in southern California, and b) An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.

3) During construction, temporary berms such as sandbags or gravel dikes must be used to prevent discharge of debris or sediment from the site when there is rainfall or other runoff.

4) During construction, to remove pollutants, street cleaning will be performed prior to storm events and after the use of water trucks to control dust in order to prevent discharge of debris or sediment from the site.

5) It shall be the hired contractor's responsibility to inspect and maintain all BMPs in good working order. Inspection and maintenance responsibility shall remain for the duration of the project.

Post-Construction Operational:

6) The developer shall implement the BMPs identified in the Water Quality Management Plan (WQMP) prepared by Hall and Foreman, Inc. dated May 2004 to reduce pollutants after construction entering the storm drain system to the maximum extent practical.

7) Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Landscaped areas shall be monitored and maintained for at least two years to ensure adequate coverage and stable growth. Plans for these areas, including monitoring provisions for a minimum of two years, shall be submitted to the City for review and approval prior to the issuance of grading permits.

8) Prior to issuance of building permits, the applicant shall submit to the City Engineer for approval a WQMP, including a project description and identifying BMPs that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures consistent with the Guidelines for New Development and Redevelopment adopted by the City of Rancho Cucamonga in June 2004.

9) Prior to issuance of grading or paving permits, the applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the NPDES General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.

Noise

1) Construction or grading shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday.

2) Construction or grading noise levels shall not exceed the standards specified in Development Code Section 17.02.120-D, as measured at the property line. Developer shall hire a consultant to perform weekly noise level monitoring as specified in Development Code Section 17.02.120. Monitoring at other times may be required by the Planning Department. Said consultant shall report their findings to the Planning Department within 24 hours; however, if noise levels exceed the above standards, then the consultant shall immediately notify the Planning

Department. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with above noise standards or halted.

3) The perimeter block wall shall be constructed as early as possible in the first phase.

4) Haul truck deliveries shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. Additionally, if heavy trucks used for hauling would exceed 100 daily trips (counting both to and from the construction site), then the developer shall prepare a Noise Mitigation Plan denoting any construction traffic haul routes. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

5) Once building plans are submitted for permits, an interior noise analysis shall be done for buildings in this project to determine the type of building materials to be used to ensure that buildings meet interior noise standards of 45dB CNEL.

6) Noise barriers should be constructed around the patios and balconies of the buildings along the southern portion of the project site, adjacent to Foothill Boulevard. The first floor patio barriers shall be 5 1/2 feet in height and the second and third floor balcony barriers shall be 5.0 feet in height.

6. The Secretary to this Commission shall certify to the adoption of this Resolution.

APPROVED AND ADOPTED THIS 12TH DAY OF APRIL 2006.

PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA

BY: _____
Pam Stewart, Chairman

ATTEST: _____
Dan Coleman, Acting Secretary

I, Dan Coleman, Acting Secretary of the Planning Commission of the City of Rancho Cucamonga, do hereby certify that the foregoing Resolution was duly and regularly introduced, passed, and adopted by the Planning Commission of the City of Rancho Cucamonga, at a regular meeting of the Planning Commission held on the 12th day of April 2006, by the following vote-to-wit:

AYES: COMMISSIONERS: FLETCHER, MACIAS, MUNOZ, STEWART

NOES: COMMISSIONERS: NONE

ABSENT: COMMISSIONERS: NONE

ABSTAIN: COMMISSIONERS: McPHAIL

City of Rancho Cucamonga

MITIGATION MONITORING PROGRAM

Project File No.: General Plan Amendment DRC2004-00339, Development Code Amendment DRC2004-00352, Tentative Tract Map SUBTT16605, Development Review DRC2003-00637, Variance DRC2005-01061, and Minor Development Review DRC2004-00826.

This Mitigation Monitoring Program (MMP) has been prepared for use in implementing the mitigation measures identified in the Mitigated Negative Declaration for the above-listed project. This program has been prepared in compliance with State law to ensure that adopted mitigation measures are implemented (Section 21081.6 of the Public Resources Code).

Program Components - This MMP contains the following elements:

Conditions of approval that act as impact mitigation measures are recorded with the action and the procedure necessary to ensure compliance. The mitigation measure conditions of approval are contained in the adopted Resolution of Approval for the project.

1. A procedure of compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.

2. The MMP has been designed to provide focused, yet flexible guidelines. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program.

Program Management - The MMP will be in place through all phases of the project. The project planner, assigned by the City Planner, shall coordinate enforcement of the MMP. The project planner oversees the MMP and reviews the Reporting Forms to ensure they are filled out correctly and proper action is taken on each mitigation. Each City department shall ensure compliance of the conditions (mitigation) that relate to that department.

Procedures - The following steps will be followed by the City of Rancho Cucamonga.

A fee covering all costs and expenses, including any consultants' fees, incurred by the City in performing monitoring or reporting programs shall be charged to the applicant.

1. A MMP Reporting Form will be prepared for each potentially significant impact and its corresponding mitigation measure identified in the Mitigation Monitoring Checklist, attached hereto. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported. All monitoring and reporting documentation will be kept in the project file with the department having the original authority for processing the project. Reports will be available from the City upon request at the following address:

City of Rancho Cucamonga

MITIGATION MONITORING PROGRAM

Project File No.: General Plan Amendment DRC2004-00339, Development Code Amendment DRC2004-00352, Tentative Tract Map SUBTT16605, Development Review DRC2003-00637, Variance DRC2005-01061, and Minor Development Review DRC2004-00826.

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City of Rancho Cucamonga - Lead Agency
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

2. Appropriate specialists will be retained if technical expertise beyond the City staff's is needed, as determined by the project planner or responsible City department, to monitor specific mitigation activities and provide appropriate written approvals to the project planner.

3. The project planner or responsible City department will approve, by signature and date, the completion of each action item that was identified on the MMP Reporting Form. After each measure is verified for compliance, no further action is required for the specific phase of development.

4. All MMP Reporting Forms for an impact issue requiring no further monitoring will be signed off as completed by the project planner or responsible City department at the bottom of the MMP Reporting Form.

5. Unanticipated circumstances may arise requiring the refinement or addition of mitigation measures. The project planner is responsible for approving any such refinements or additions. An MMP Reporting Form will be completed by the project planner or responsible City department and a copy provided to the appropriate design, construction, or operational personnel.

6. The project planner or responsible City department has the authority to stop the work of construction contractors if compliance with any aspects of the MMP is not occurring after written notification has been issued. The project planner or responsible City department also has the authority to hold certificates of occupancies if compliance with a mitigation measure attached hereto is not occurring. The project planner or responsible City department has the authority to hold issuance of a business license until all mitigation measures are implemented.

7. Any conditions (mitigation) that require monitoring after project completion shall be the responsibility of the City of Rancho Cucamonga Planning Division. The Division shall require the applicant to post any necessary funds (or other forms of guarantee) with the City. These funds shall be used by the City to retain consultants and/or pay for City staff time to monitor and report on the mitigation measure for the required period of time.

8. In those instances requiring long-term project monitoring, the applicant shall provide the City with a plan for monitoring the mitigation activities at the project site and reporting the monitoring results to the City. Said plan shall identify the reporter as an individual qualified to know whether the particular mitigation measure has been implemented. The monitoring/reporting plan shall conform to the City's MMP and shall be approved by the Community Development Director or City Planner prior to the issuance of building permits.

MITIGATION MONITORING CHECKLIST (INITIAL STUDY PART III)

Project File No.: GENERAL PLAN AMENDMENT DRC2004-00339, DEVELOPMENT CODE AMENDMENT DRC2004-00352, TENTATIVE TRACT SUBTT16605, DEVELOPMENT REVIEW DRC2003-00637, VARIANCE DRC2005-01061, MINOR DEVELOPMENT REVIEW DRC2004-00826 **Applicant:** CHARLES JOSEPH ASSOCIATES

Initial Study Prepared by: Larry Henderson **Date:** March 8, 2006

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Air Quality						
All construction equipment shall be maintained in good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is being properly serviced and maintained as per manufacturers' specifications. Maintenance records shall be available at the construction site for City verification.	CP	C	Review of plans	A/C		2/4
Prior to the issuance of any grading permits, the developer shall submit construction plans to the City denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low-emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the South Coast Air Quality Management District (SCAQMD), as well as City Planning staff.	CP/BO	C	Review of plans	C		2
All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high-volume, low-pressure spray.	CP	C	Review of plans	A/C		2/4
All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.	BO	B	Review of plans	A/C		2
All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions:	BO	C	Review of plans	A/C		2/4
Reestablish ground cover on the construction site through seeding and watering.	BO	C	Review of plans	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Pave or apply gravel to any on-site haul roads.	BO	C	Review of plans	A/C		2/4
Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.	BO	C	Review of plans	A/C		2/4
Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods.	BO	C	Review of plans	A/C		2/4
Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices.	BO	C	Review of plans	A		4
Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. Timing may vary depending upon the time of year of construction.	BO	C	During construction	A		4
Suspend grading operations during high winds (i.e., wind speeds exceeding 25 mph) in accordance with Rule 403 requirements.	BO	C	During construction	A		4
Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means.	BO	C	During Construction	A		4
The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board [RWQCB]) daily to reduce Fine Particulate Matter (PM_{10}) emissions, in accordance with SCAQMD Rule 403.	BO	C	During construction	A		4
Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.	BO	C	During construction	A		4
The construction contractor shall utilize electric or clean alternative fuel-powered equipment where feasible.	BO	C	Review of plans	A/C		4
The construction contractor shall ensure that construction grading plans include a statement that work crews will shut off equipment when not in use.	BO	C	Review of plans	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters.	BO	C/D	Review of plans	C		2/4
All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.	BO	C/D	Review of plans	C		2/4
Biological Resources						
In accordance with the Tree Preservation Ordinance, a tree preservation and replacement program based on the following priorities will be submitted and approved by the City Planner prior to the issuance of grading permits: 1) preserve-in-place healthy trees, 2) if trees cannot be preserved-in-place, then transplant elsewhere on-site, and as a last resort, 3) remove and replace with largest nursery grown stock available.	CP	B/C	A/C/D	A/C		2/4
Cultural Resources						
If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:						
Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value.	CP/BO	C	Review of report	A/D		3/4
Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.	CP/BO	C	Review of report	A/D		3/4
Pursue educating the public about the area's archaeological heritage.	CP/BO	C	Review of report	A/D		3/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Propose mitigation measures and recommend conditions of approval to eliminate adverse project effects on significant, important, and unique prehistoric resources, following appropriate CEQA guidelines.	CP/BO	C	Review of report	A/D		3/4
Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report, with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving.	CP	C	Review of report	A/D		3/4
If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:	CP	B	Review of report	A/D		4
Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.	CP	B	Review of report	A/D		4
Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.	BO	B/C	Review of report	A/D		4
Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., San Bernardino County Museum).	CP	D	Review of report	D		3

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Geology and Soils						
The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce Fine Particulate Matter (PM_{10}) emissions, in accordance with SCAQMD Rule 403, or replanted with drought resistant landscaping as soon as possible.	BO	C	During construction	A		4
Frontage public streets shall be swept according to a schedule established by the City to reduce PM_{10} emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon the time of year of construction.	BO	C	During construction	A		4
Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM_{10} emissions from the site during such episodes.	BO	C	During construction	A		4
Chemical soil-stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM_{10} emissions.	BO	C	During construction	A		4
Fill slopes 30 feet or less in height should have a keyway toe (a special backfilled excavation, which is constructed beneath the toe area of a planned fill slope on sloping ground to improve the stability of the slope). Fill slopes greater than 30 feet in height should have a keyway width equal to one-half the slope height with a depth of 5 feet at the keyway toe. All keyways should be tilted a minimum of 2 percent towards the back of the keyway.	BO	C	During construction	A		4
Backcuts for stabilized slopes 30 feet or less in height should be excavated at a 2:1 gradient. Backcuts for stabilized slopes greater than 30 feet in height can be excavated at gradients up to 1.5:1 provided the fill at the top of these slopes is at least 15 feet thick. All stabilized slopes should be constructed and drained in accordance with the specifications and details in Appendix H of the Geotechnical Investigation and Fault Study (specifications 5.50 thru 5.57). Adherence to these design specifications would ensure stable construction slopes.	BO	C	During construction	A		4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
For residences, setbacks from bottom outer edges of foundations, walls, etc. adjacent a top-of-slope should be setback from the slope face a horizontal distance of one-third the slope height under consideration in accordance with the 1997 Uniform Building Code. The horizontal distance should not be less than 5 feet.	BO	C	During construction	A		4
Buildings adjacent the toe of a slope should be set back a horizontal distance equal to one-half the vertical height of the slope in accordance with the 1997 Uniform Building Code with minimum and maximum setbacks of 3 feet and 15 feet, respectively.	BO	C	During construction	A		4
All slopes should be landscaped with drought resistant vegetation. A landscape architect should be consulted for recommendations on appropriate plant types and planting configuration.	BO/CP	B	Plan Check and During construction	A/C		2/3
Interim measures should be considered to protect the slopes prior to the establishment of landscaping. These measures may include the utilization of geotechnical erosion fabrics or acceptable alternatives.	BO/CP	B/C	Plan Check and During construction	A/C		2/3
Drainage devices should be inspected and maintained at regular intervals and should not be obstructed.	BO	C	On-going	A		3/4
The slopes should be periodically inspected for the presence of burrowing rodents. If an infestation of burrowing rodents is confirmed, they should be eliminated from the slopes.	BO	C	On-going	A		5
Provisions should be made to interrupt automatic timing devices of irrigation systems during the rainy seasons.	BO	B	C	A		3
Hydrology and Water Quality						
Prior to issuance of grading permits, the permit applicant shall submit to Building Official for approval a Storm Water Pollution Prevention Plan (SWPPP) specifically identifying Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practical.	BO	B/C/D	Review of plans	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
An Erosion Control Plan shall be prepared, included in the Grading Plan, and implemented for the proposed project that identifies specific measures to control on-site and off-site erosion from the time of ground disturbing activities are initiated through completion of grading. This Erosion Control Plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in southern California, and b) An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.	BO	B/C/D	Review of plans	A/C		2/4
During construction, temporary berms such as sandbags or gravel dikes must be used to prevent discharge of debris or sediment from the site when there is rainfall or other runoff.	BO	B/C/D	Review of plans	A/C		2/4
During construction, to remove pollutants, street cleaning will be performed prior to storm events and after the use of water trucks to control dust in order to prevent discharge of debris or sediment from the site.	BO	B/C/D	Review of plans	A/C		2/4
It shall be the hired contractor's responsibility to inspect and maintain all BMPs in good working order. Inspection and maintenance responsibility shall remain for the duration of the project.	CE	B/C/D	Review of plans	A/C		2/4
The developer shall implement the BMPs identified in the Water Quality Management Plan (WQMP) prepared by Hall and Foreman, Inc. dated May 2004 to reduce pollutants after construction entering the storm drain system to the maximum extent practical.	CE	B/C/D	Review of plans	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Landscaped areas shall be monitored and maintained for at least two years to ensure adequate coverage and stable growth. Plans for these areas, including monitoring provisions for a minimum of two years, shall be submitted to the City for review and approval prior to the issuance of grading permits.	BO	B/C/D	Review of plans	A/C		2/4
Prior to issuance of building permits, the applicant shall submit to the City Engineer for approval a WQMP, including a project description and identifying BMPs that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures consistent with the Guidelines for New Development and Redevelopment adopted by the City of Rancho Cucamonga in June 2004.	CE	B/C/D	Review of plans	A/C		2/4
Prior to issuance of grading or paving permits, the applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the NPDES General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.	BO	B/C/D	Review of plans	A/C		2/4
Noise						
Construction or grading shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday.	BO	C	During construction	A		4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
Construction or grading noise levels shall not exceed the standards specified in Development Code Section 17.02.120-D, as measured at the property line. Developer shall hire a consultant to perform weekly noise level monitoring as specified in Development Code Section 17.02.120. Monitoring at other times may be required by the Planning Department. Said consultant shall report their findings to the Planning Department within 24 hours; however, if noise levels exceed the above standards, then the consultant shall immediately notify the Planning Department. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with above noise standards or halted.	BO	C	During construction	A		4
The perimeter block wall shall be constructed as early as possible in the first phase.	CP	C	During construction	A		A
Haul truck deliveries shall not take place between the hours of 8:00 p.m. and 6:30 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. Additionally, if heavy trucks used for hauling would exceed 100 daily trips (counting both to and from the construction site), then the developer shall prepare a Noise Mitigation Plan denoting any construction traffic haul routes. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.	PO/BO	C	During construction	A		4/7
Once building plans are submitted for permits, an interior noise analysis shall be done for buildings in this project to determine the type of building materials to be used to ensure that buildings meet interior noise standards of 45dB CNEL.	CP	B	Plan check	C		2
Noise barriers should be constructed around the patios and balconies of the buildings along the southern portion of the project site, adjacent to Foothill Boulevard. The first floor patio barriers shall be 5 1/2 feet in height and the second and third floor balcony barriers shall be 5.0 feet in height.	CP	B/D	Plan check and Final inspection	A/C		2/3

Key to Checklist Abbreviations

Responsible Person	Monitoring Frequency	Method of Verification	Sanctions
CDD - Community Development Director or designee	A - With Each New Development	A - On-site Inspection	1 - Withhold Recordation of Final Map
CP - City Planner or designee	B - Prior To Construction	B - Other Agency Permit / Approval	2 - Withhold Grading or Building Permit
CE - City Engineer or designee	C - Throughout Construction	C - Plan Check	3 - Withhold Certificate of Occupancy
BO - Building Official or designee	D - On Completion	D - Separate Submittal (Reports/Studies/ Plans)	4 - Stop Work Order
PO - Police Captain or designee	E - Operating		5 - Retain Deposit or Bonds
FC - Fire Chief or designee			6 - Revoke CUP
			7 - Citation

RESOLUTION NO. 16-16

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING TIME EXTENSION DRC2015-01110 – A REQUEST TO ALLOW FOR A ONE (1) YEAR TIME EXTENSION OF A PREVIOUSLY APPROVED 8-LOT TENTATIVE TRACT MAP (SUBTT16605) RESIDENTIAL SUBDIVISION FOR CONDOMINIUM PURPOSES (206 UNITS) ON 21 ACRES OF LAND IN THE MIXED USE (MU) DISTRICT, LOCATED ON THE NORTH SIDE OF FOOTHILL BOULEVARD, BETWEEN RED HILL COUNTRY CLUB DRIVE AND PACIFIC ELECTRIC TRAIL AND MAKING FINDINGS IN SUPPORT THEREOF - APN: 020710113.

A. Recitals.

1. Pacific Summit-Foothill, LLC, filed an application for the extension of the approval of Tentative Tract Map No. 16605, as described in the title of this Resolution. Hereinafter in this Resolution, the subject Tentative Tract Map Time Extension request is referred to as "the application."

2. On April 12, 2006, this Commission adopted Resolution No. 06-38, thereby approving the application subject to specific conditions and time limits.

3. A State allowed extension (per SB 1185) extended the approval period 1-year to April 12, 2010.

4. A State allowed extension (per AB 333) extended the approval period 2-years to April 12, 2012.

5. A State allowed extension (per AB 208) extended the approval period 2-years to April 12, 2014.

6. A State allowed extension (per AB 116) extended the approval period 2-years to April 12, 2016;

7. On March 23, 2016, the Planning Commission of the City of Rancho Cucamonga conducted a noticed public hearing on the application and concluded said hearing on that date.

8. All legal prerequisites prior to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Rancho Cucamonga as follows:

1. This Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. Based upon substantial evidence presented to this Commission during the above-referenced public hearing on March 23, 2016, including written and oral staff reports, together with public testimony, this Commission hereby specifically finds as follows:

a. The project site contains approximately 21.0 acres of a generally irregular configuration having a topography with a 30 percent or greater slope, located on the north side of Foothill Boulevard, between Red Hill Country Club Drive and the Pacific Electric Trail, and is presently vacant; andThe project site is located in the Mixed Use (MU) District; and

b. The property to the north contains Condominiums and single-family homes in the Medium (M) Residential District (8-14 dwelling units per acre) and Low (L) Residential District (2-4 dwelling units per acre), the property to the south contains office, commercial, and condominiums uses in the Mixed Use (MU) District and Medium (M) Residential District (8-14 dwelling units per acre), the property to the east contains Route 66 Trailhead and condominiums in the Medium (M) Residential District (8-14 dwelling units per acre), and the property to the west contains the Sycamore Inn Restaurant and other commercial land uses in the Mixed Use (MU) District; and

c. The application contemplates the subdivision of the subject parcel into eight (8) lots for condominium purposes (206 units). The applicant does not intend to construct the homes at this time; and

d. The subdivision of the project site conforms to all applicable development standards applicable to property in the Mixed Use (MU) District. The Development Code does not identify minimum lot area, minimum lot width, or minimum lot depth requirements; and

e. The subdivision of the project site for residential condominium purposes (and its eventual development) does not conflict with the Land Use policies of the General Plan, and will provide for development within the Mixed Use (MU) District in a manner consistent with the General Plan. All future development of the site will require the review and approval of various entitlement applications (i.e., Design Review, Conditional Use Permit, etc.), and will be subject to Planning Commission and/or City Council review and approval. Further, Hillside Development criteria of the General Plan and Development Code were not intended to apply as uniformly as with a residential designated parcel from a slope density calculation stand point. The intent of the Hillside Development density restrictions was to address natural slopes, particularly those located north of Banyan Street. The project site contains a 21.0 acre fractured site surrounded by developed land, which is located approximately 2.5 miles south of Banyan Street. The project site has been significantly altered over time through the development of surrounding properties (Foothill Boulevard, Pacific Electric Trail, water reservoir, and water tank with graded access roads) that the site is no longer in a natural condition; and

f. The General Plan Amendment associated with this original approval (DRC2004-00339) to allow the development of land that contains a 30 percent slope was not incorporated into the 2010 General Plan Update; and

g. The Development Code Amendment associated with this original approval (DRC2004-00352) to Section 17.52.020(E) of the Development Code to allow the development of the land that contains a 30 percent slope provided certain conditions are met; and

h. The applications related to the approval of Tentative Tract (i.e., Design Review DRC2003-00637, Variance DRC2005-01061, and Minor Development Review DRC2004-00826) expired on April 6, 2011, and no time extensions for these applications were requested or granted; and

i. This application is a request to extend the approval period of Tentative Tract Map SUBTT16605 for one (1) additional year. Upon the initial approval of SUBTT16605 on April 12, 2006, the approval period was for a duration of 3 years and was set to expire on April 12, 2009. Since SUBTT16605 was approved, the State Legislature passed a series of Assembly/Senate Bills automatically extending the approval period of various active tentative maps throughout the State. Based on these legislative actions, SB 1185 extended the approval period 1-year to April 12, 2010, AB 333 extended the approval period 2-years to April 12, 2012, AB 208 extended the approval period 2-years to April 12, 2014, and AB 116 extended the approval period 2-years to April 12, 2016; and

j. The applicant has submitted a revised Tentative Tract Map SUBTT16605 Modification, Design Review DRC2012-00672 to allow for the subdivision and future development of the project site; these applications will be considered at a future advertised public hearing before the Planning Commission; and

k. All lots will have access to a public right-of-way. Access to the project site will be via Foothill Boulevard and will include all public right-of-way improvements including pavement, sidewalk, curb, and gutter on the north side of Foothill Boulevard as well as all rights-of-way improvements on interior streets.

3. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing and upon the specific findings of facts set forth in Paragraphs 1 and 2 above, this Commission hereby finds and concludes as follows:

a. The previously approved Tentative Tract Map for residential condominium purposes and the associated Time Extension for the Tentative Tract Map is consistent with the City's current General Plan, specific plans, ordinances, plans, codes, and policies since all future development of the site will require the review and approval of various entitlement applications (i.e., Design Review, Conditional Use Permit, etc.), and will be subject to Planning Commission and/or City Council review and approval. The proposed Time Extension for the Tentative Tract Map to subdivide the property into eight (8) parcels and is consistent with the development district of the project site; and

b. The site is physically suitable for the type and density of the proposed subdivision. The surrounding property to the north is developed with condominiums and single-family homes, the property to the south contains office, commercial, and condominiums uses, the property to the east contains Route 66 Trailhead and condominiums, and the property to the west contains the Sycamore Inn Restaurant and other commercial land uses; and

c. The proposed subdivision, together with the conditions applicable thereto, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity. The proposed project is to subdivide the property into eight (8) parcels – no development of the site is proposed; and

d. The proposed subdivision complies with each of the applicable provisions of the Development Code. The proposed subdivision meets all standards outlined in the Development Code and the design and development standards and policies of the Planning Commission and the City; and

e. The extension is within the time limits established by State law and local ordinance. State law allows for one (1) year time extensions.

4. Based upon the facts and information contained in the application, together with all written and oral reports included for the environmental assessment for the application, the Planning Commission finds that no subsequent or supplemental environmental document is required pursuant to the California Environmental Quality Act (CEQA) in connection with the review and approval of this application based upon the following findings and determinations:

a. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City adopted a Mitigated Negative Declaration in April 12, 2006 in connection with the City's approval of Tentative Tract Map SUBTT16605. Pursuant to CEQA Guidelines Section 15162, no subsequent or supplemental EIR or Negative Declaration is required in connection with subsequent discretionary approvals of the same project unless: (i) substantial changes are proposed to the project that indicate new or more severe impacts on the environment; (ii) substantial changes have occurred in the circumstances under which the project was previously reviewed that indicates new or more severe environmental impacts; or (iii) new important information shows the project will have new or more severe impacts than previously considered; or (iv) additional mitigation measures are now feasible to reduce impacts or different mitigation measures can be imposed to substantially reduce impacts; and

b. The Planning Commission finds, in connection with the DRC2015-01110, that substantial changes to the project or the circumstances surrounding the project have not occurred which would create new or more severe impacts than those evaluated in the previous Mitigated Negative Declaration. The previous project contemplated the subdivision of the project site for the development of a 206-unit condominium project and the Time Extension for Tentative Tract Map SUBTT16605 is consistent with that approval. Staff further finds that the project will not have one or more significant effects not discussed in the previous Mitigated Negative Declaration, not have more severe effects than previously analyzed, and that additional or different mitigation measures are not required to reduce the impacts of the project to a level of less than significant. There are no new effects from the subdivision of the property that were not discussed or analyzed or evaluated in the previous Mitigated Negative Declaration; and

c. Based on these findings and all evidence in the record, the Planning Commission concurs with the staff determination that no additional environmental review is required pursuant to CEQA in connection with the City's consideration of Time Extension DRC2015-01110.

5. Based upon the findings and conclusions set forth in Paragraphs 1, 2, 3 and 4 above, this Commission hereby grants a time extension for:

Tentative Map	Applicant	Expiration
SUBTT16605	Pacific Summit-Foothill	April 12, 2017

6. All applicable Conditions of Approval in Resolution No. 06-38 for SUBTT16605 shall apply to Time Extension DRC2015-01110.

7. The Secretary to this Commission shall certify to the adoption of this Resolution.

APPROVED AND ADOPTED THIS 23RD DAY OF MARCH 2016.

PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA

BY: _____
Ravenel Wimberly, Chairman

ATTEST:_____
Candyce Burnett, Secretary

I, Candyce Burnett, Secretary of the Planning Commission of the City of Rancho Cucamonga, do hereby certify that the foregoing Resolution was duly and regularly introduced, passed, and adopted by the Planning Commission of the City of Rancho Cucamonga, at a regular meeting of the Planning Commission held on the 23rd day of March 2016, by the following vote-to-wit:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

COMMUNITY DEVELOPMENT DEPARTMENT

STANDARD CONDITIONS

PROJECT #: TENTATIVE TRACT MAP SUBTT16605

SUBJECT: SYCAMORE VILLAS

APPLICANT: CHARLES JOSEPH ASSOCIATES

LOCATION: NORTHSIDE OF FOOTHILL BOULEVARD BETWEEN RED HILL COUNTRY CLUB DRIVE AND SAN BERNARDINO ROAD

ALL OF THE FOLLOWING CONDITIONS APPLY TO YOUR PROJECT.

APPLICANT SHALL CONTACT THE PLANNING DEPARTMENT, (909) 477-2750, FOR COMPLIANCE WITH THE FOLLOWING CONDITIONS:

	Completion Date
A. General Requirements	
1. The applicant shall agree to defend at his sole expense any action brought against the City, its agents, officers, or employees, because of the issuance of such approval, or in the alternative, to relinquish such approval. The applicant shall reimburse the City, its agents, officers, or employees, for any Court costs and attorney's fees which the City, its agents, officers, or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his obligations under this condition.	___/___/___
B. Time Limits	
1. This tentative tract map or tentative parcel map shall expire, unless extended by the Planning Commission, unless a complete final map is filed with the City Engineer within 3 years from the date of the approval.	___/___/___
C. Site Development	
1. All site, grading, landscape, irrigation, and street improvement plans shall be coordinated for consistency prior to issuance of any permits (such as grading, tree removal, encroachment, building, etc.) or prior to final map approval in the case of a custom lot subdivision, or approved use has commenced, whichever comes first.	___/___/___
2. Approval of this request shall not waive compliance with all sections of the Development Code, all other applicable City Ordinances, and applicable Community or Specific Plans in effect at the time of building permit issuance.	___/___/___
3. Street names shall be submitted for City Planner review and approval in accordance with the adopted Street Naming Policy prior to approval of the final map.	___/___/___

Completion Date

4. The Covenants, Conditions, and Restrictions (CC&Rs) and Articles of Incorporation of the Homeowners' Association are subject to the approval of the Planning and Engineering Departments and the City Attorney. They shall be recorded concurrently with the Final Map or prior to the issuance of building permits, whichever occurs first. A recorded copy shall be provided to the City Engineer. The Homeowners' Association shall submit to the Planning Department a list of the name and address of their officers on or before January 1 of each and every year and whenever said information changes. ___/___/___

5. All parkways, open areas, and landscaping shall be permanently maintained by the property owner, homeowners' association, or other means acceptable to the City. Proof of this landscape maintenance shall be submitted for City Planner and City Engineer review and approved prior to the issuance of building permits. ___/___/___

6. The developer shall submit a construction access plan and schedule for the development of all lots for City Planner and City Engineer approval; including, but not limited to, public notice requirements, special street posting, phone listing for community concerns, hours of construction activity, dust control measures, and security fencing. ___/___/___

D. Parking and Vehicular Access (indicate details on building plans)

1. The Covenants, Conditions and Restrictions shall restrict the storage of recreational vehicles on this site unless they are the principal source of transportation for the owner and prohibit parking on interior circulation aisles other than in designated visitor parking areas. ___/___/___

E. Environmental

1. Mitigation measures are required for the project. The applicant is responsible for the cost of implementing said measures, including monitoring and reporting. Applicant shall be required to post cash, letter of credit, or other forms of guarantee acceptable to the City Planner in the amount of $475.00 prior to the issuance of building permits, guaranteeing satisfactory performance and completion of all mitigation measures. These funds may be used by the City to retain consultants and/or pay for City staff time to monitor and report on the mitigation measures. Failure to complete all actions required by the approved environmental documents shall be considered grounds for forfeit. ___/___/___

APPLICANT SHALL CONTACT THE ENGINEERING DEPARTMENT, (909) 477-2740, FOR COMPLIANCE WITH THE FOLLOWING CONDITIONS:

F. Dedication and Vehicular Access

1. Rights-of-way and easements shall be dedicated to the City for all interior public streets, community trails, public paseos, public landscape areas, street trees, traffic signal encroachment and maintenance, and public drainage facilities as shown on the plans and/or tentative map. Private easements for non-public facilities (cross-lot drainage, local feeder trails, etc.) shall be reserved as shown on the plans and/or tentative map. ___/___/___

2. Dedication shall be made of the following rights-of-way on the perimeter streets (measured from street centerline): ___/___/___

   60 total feet on Foothill Boulevard, project site and Sycamore Inn Frontage. ___/___/___

   30 total feet on Red Hill Country Club Drive. ___/___/___

3. Vehicular access rights shall be dedicated to the City for the following streets, except for approved openings: Red Hill Country Club Drive. ___/___/___

4. Reciprocal access easements shall be provided ensuring access to all parcels by CC&Rs or by deeds and shall be recorded concurrently with the map or prior to the issuance of building permits, where no map is involved. ___/___/___

Completion Date

5. Reciprocal parking agreements for all parcels and maintenance agreements ensuring joint maintenance of all common roads, drives, or parking areas shall be provided by CC & R's or deeds and shall be recorded prior to, or concurrent with, the final parcel map. ___/___/___

6. All existing easements lying within future rights-of-way shall be quit-claimed or delineated on the final map. ___/___/___

7. Easements for public sidewalks trees placed outside the public right-of-way shall be dedicated to the City. ___/___/___

8. The developer shall make a good faith effort to acquire the required off-site property interests necessary to construct the required public improvements, and if he/she should fail to do so, the developer shall, at least 120 days prior to submittal of the final map for approval, enter into an agreement to complete the improvements pursuant to Government Code Sections 66462 and 66462.5 at such time as the City decides to acquire the property interests required for the improvements. Such agreement shall provide for payment by the developer of all costs incurred by the City if the City decides to acquire the off-site property interests required in connection with the subdivision. Security for a portion of these costs shall be in the form of a cash deposit in the amount given in an appraisal report obtained by the City, at developer's cost. The appraiser shall have been approved by the City prior to commencement of the appraisal. This condition applies in particular, but not limited to: Master Plan Storm Drain south of Foothill Boulevard.. ___/___/___

G. Street Improvements

1. All public improvements (interior streets, drainage facilities, community trails, paseos, landscaped areas, etc.) shown on the plans and/or tentative map shall be constructed to City Standards. Interior street improvements shall include, but are not limited to, curb and gutter, AC pavement, drive approaches, sidewalks, street lights, and street trees. ___/___/___

2. Pursuant to City Council Resolution No. 88-557, no person shall make connections from a source of energy, fuel or power to any building service equipment which is regulated by technical codes and for which a permit is required unless, in addition to any and all other codes, regulations and ordinances, all improvements required by these conditions of development approval have been completed and accepted by the City Council, except: that in developments containing more than one building or unit, the development may have energy connections made to a percentage of those buildings, or units proportionate to the completion of improvements as required by conditions of approval of development. In no case shall more than 95 percent of the buildings or units be connected to energy prior to completion and acceptance of **all** improvements required by these conditions of approval of development. ___/___/___

3. Construct the following perimeter street improvements including, but not limited to: ___/___/___

Street Name	Curb & Gutter	A.C. Pvmt	Side-walk	Drive Appr.	Street Lights	Street Trees	Comm Trail	Median Island	Bike Trail	Other
Foothill Boulevard, project site and Sycamore Inn frontage	X	X	(c)	(e)	X	X		(d)		(f) (g) (h) (i)
Red Hill Country Club Drive	X	X	X	X	X	X				(g)

Notes: (a) Median island includes landscaping and irrigation on meter. (b) Pavement reconstruction and overlays will be determined during plan check. (c) If so marked, sidewalk shall be curvilinear per Standard 114. (d) If so marked, an in-lieu of construction fee shall be provided for this item. (e) Street type (f) ADA access ramps. (g) Necessary drainage facilities. (h) Depending on school district requirements, provide a bus bay Westbound Foothill Boulevard east of drive entrance; dedicated additional right-of-way as necessary. (i) Modify traffic signal at Foothill Boulevard and San Bernardino Road.

4. Improvement Plans and Construction:

		Completion Date
a.	Street improvement plans, including street trees, street lights, and intersection safety lights on future signal poles, and traffic signal plans shall be prepared by a registered Civil Engineer and shall be submitted to and approved by the City Engineer. Security shall be posted and an agreement executed to the satisfaction of the City Engineer and the City Attorney guaranteeing completion of the public and/or private street improvements, prior to final map approval or the issuance of building permits, whichever occurs first.	___/___/___
b.	Prior to any work being performed in public right-of-way, fees shall be paid and a construction permit shall be obtained from the City Engineer's Office in addition to any other permits required.	___/___/___
c.	Pavement striping, marking, traffic signing, street name signing, traffic signal conduit, and interconnect conduit shall be installed to the satisfaction of the City Engineer.	___/___/___
d.	Signal conduit with pull boxes shall be installed with any new construction or reconstruction project along major or secondary streets and at intersections for future traffic signals and interconnect wiring. Pull boxes shall be placed on both sides of the street at 3 feet outside of BCR, ECR, or any other locations approved by the City Engineer Notes: 1) Pull boxes shall be No. 6 at intersections and No. 5 along streets, a maximum of 200 feet apart, unless otherwise specified by the City Engineer. 2) Conduit shall be 3-inch galvanized steel with pull rope or as specified.	___/___/___
e.	Handicapped access ramps shall be installed on all corners of intersections per City Standards or as directed by the City Engineer.	___/___/___
f.	Existing City roads requiring construction shall remain open to traffic at all times with adequate detours during construction. Street or lane closure permits are required. A cash deposit shall be provided to cover the cost of grading and paving, which shall be refunded upon completion of the construction to the satisfaction of the City Engineer.	___/___/___
g.	Concentrated drainage flows shall not cross sidewalks. Under sidewalk drains shall be installed to City Standards, except for single family residential lots.	___/___/___
h.	Street names shall be approved by the City Planner prior to submittal for first plan check.	___/___/___
5.	Street trees, a minimum of 15-gallon size or larger, shall be installed per City Standards in accordance with the City's street tree program.	___/___/___

6. Install street trees per City street tree design guidelines and standards as follows. The completed legend (box below) and construction notes shall appear on the title page of the street improvement plans. Street improvement plans shall include a line item within the construction legend stating: "Street trees shall be installed per the notes and legend on sheet___(typically sheet 1)." Where public landscape plans are required, tree installation in those areas shall be per the public landscape improvement plans. ___/___/___

The City Engineer reserves the right to adjust tree species based upon field conditions and other variables. For additional information, contact the Project Engineer.

Street Name	Botanical Name	Common Name	Min. Grow Space	Spacing	Size	Qty.
Foothill Boulevard in R.O.W. and Median	Prunus X Blireiana	N.C.N.	3 ft.	20' O.C. informal groupings not more than 25% of total frontage trees.	15 gal.	Fill in
Foothill Boulevard on-site	Platanus acerifolia	London Plane Tree	8 ft.	Space per on-site plans-30' O.C. suggested	15 gal.	
Foothill Country Club Drive	Platanus acerifolia	London Plane Tree	8 ft.	30' O.C.	15 gal.	

Construction Notes for Street Trees:

1) All street trees are to be planted in accordance with City standard plans.
2) Prior to the commencement of any planting, an agronomic soils report shall be furnished to the City inspector. Any unusual toxicities or nutrient deficiencies may require backfill soil amendments, as determined by the City inspector.
3) All street trees are subject to inspection and acceptance by the Engineering Department.
4) Street trees are to be planted per public improvement plans only.

7. Intersection line of sight designs shall be reviewed by the City Engineer for conformance with adopted policy. On collector or larger streets, lines of sight shall be plotted for all project intersections, including driveways. Local residential street intersections and commercial or industrial driveways may have lines of sight plotted as required. ___/___/___

H. Public Maintenance Areas

1. A signed consent and waiver form to join and/or form the appropriate Landscape and Lighting Districts shall be filed with the City Engineer prior to final map approval or issuance of building permits whichever occurs first. Formation costs shall be borne by the developer. ___/___/___

2. Parkway landscaping on the following street(s) shall conform to the results of the respective Beautification Master Plan: Foothill Boulevard ___/___/___

I. Drainage and Flood Control

1. The project (or portions thereof) is located within a Flood Hazard Zone; therefore, flood protection measures shall be provided as certified by a registered Civil Engineer and approved by the City Engineer. ___/___/___

2. It shall be the developer's responsibility to have the current FIRM Zone A designation removed from the project area. The developer shall provide drainage and/or flood protection facilities sufficient to obtain an unshaded "X" designation. The developer's engineer shall prepare all necessary reports, plans, and hydrologic/hydraulic calculations. A Conditional Letter of Map Revision (CLOMR) shall be obtained from FEMA prior to final map approval or issuance of building permits, whichever occurs first. A Letter of Map Revision (LOMR) shall be issued by FEMA prior to occupancy or improvement acceptance, whichever occurs first. ___/___/___

3. A final drainage study shall be submitted to and approved by the City Engineer prior to final map approval or the issuance of building permits, whichever occurs first. All drainage facilities shall be installed as required by the City Engineer. ___/___/___

Completion Date

4. Adequate provisions shall be made for acceptance and disposal of surface drainage entering the property from adjacent areas. ___/___/___

5. Trees are prohibited within 5 feet of the outside diameter of any public storm drain pipe measured from the outer edge of a mature tree trunk. ___/___/___

J. Utilities

1. The developer shall be responsible for the relocation of existing utilities as necessary. ___/___/___

2. Water and sewer plans shall be designed and constructed to meet the requirements of the Cucamonga Valley Water District (CVWD), Rancho Cucamonga Fire Protection District, and the Environmental Health Department of the County of San Bernardino. A letter of compliance from the CVWD is required prior to final map approval or issuance of permits, whichever occurs first. Such letter must have been issued by the water district within 90 days prior to final map approval in the case of subdivision or prior to the issuance of permits in the case of all other residential projects. ___/___/___

3. Approvals have not been secured from all utilities and other interested agencies involved. Approval of the final parcel map will be subject to any requirements that may be received from them. ___/___/___

K. General Requirements and Approvals

1. The separate parcels contained within the project boundaries shall be legally combined into one parcel prior to issuance of building permits. ___/___/___

2. An easement for a joint use driveway shall be provided prior to final map approval or issuance of building permits, whichever occurs first, for : ___/___/___

3. Permits shall be obtained from the following agencies for work within their right of-way: San Bernardino Area Government. ___/___/___

4. A non-refundable deposit shall be paid to the City, covering the estimated operating costs for all new streetlights for the first six months of operation, prior to final map approval or prior to building permit issuance if no map is involved. ___/___/___

5. Prior to the issuance of building permits, a Diversion Deposit and related administrative fees shall be paid for the Construction and Demolition Diversion Program. The deposit is fully refundable if at least 50% of all wastes generated during construction and demolition are diverted from landfills, and appropriate documentation is provided to the City. Form CD-1 shall be submitted to the Engineering Department when the first building permit application is submitted to Building and Safety. Form CD-2 shall be submitted to the Engineering Department within 60 days following the completion of the construction and/or demolition project. ___/___/___

APPLICANT SHALL CONTACT THE FIRE SAFETY DEPARTMENT, FIRE PROTECTION PLANNING SERVICES AT, (909) 477-2770, FOR COMPLIANCE WITH THE FOLLOWING CONDITIONS:

SEE ATTACHED

RANCHO CUCAMONGA FIRE DISTRICT

STANDARD CONDITIONS

July 14, 2004
Charles Joseph & Associates
Cameo/Sycamore Town Homes
N/S foothill Blvd between San Bernardino & Baker
DRC2003-00637 & SUBTT16605
MFR complex

THE FOLLOWING STANDARD CONDITIONS APPLY TO THIS PROJECT.

The public water supply must be tested by CVWD at the point of connection. The test must be conducted prior to the issuance of permits for the Commercial or Condominium buildings in the development. The water supply must meet or exceed the minimum fire flow requirement for the most demanding building.

All Structures must be equipped with automatic fire sprinklers "thought-out" in accordance to NFPA 13.

FSC-1 Public and Private Water Supply

1. Design guidelines for Fire Hydrants: The following provides design guidelines for the spacing and location of fire hydrants:

    a. The maximum distance between fire hydrants in commercial/industrial projects is 300-feet. No portion of the exterior wall shall be located more than 150-feet from an approved fire hydrant. For cul-de-sacs, the distance shall not exceed 100-feet.

    b. The maximum distance between fire hydrants in multi-family residential projects is 400-feet. No portion of the exterior wall shall be located more than 200-feet from an approved fire hydrant. For cul-de-sacs, the distance shall not exceed 150-feet.

    c. Fire hydrants are to be located. The preferred locations for fire hydrants are:

        i. At the entrance(s) to a commercial, industrial or residential project from the public roadways.

        ii. At intersections.

        iii. On the right side of the street, whenever practical and possible.

        iv. As required by the Fire Safety Division to meet operational needs of the Fire District.

        v. A minimum of forty-feet (40') from any building.

d. If any portion of a facility or building is located more than 150-feet from a public fire hydrant measured on an approved route around the exterior of the facility or building, additional private or public fire hydrants and mains capable of supplying the required fire flow shall be provided.

e. Provide one fire hydrant for each 1000 gpm of required fire flow or fraction thereof.

FSC-2 Fire Flow

1. The required minimum fire flow for this project, when automatic fire sprinklers are installed is 1500 gallons per minute at a minimum residual pressure of 20-pounds per square inch. This flow reflects a 50-percent reduction for the installation of an approved automatic fire sprinkler system in accordance with NFPA 13 with central station monitoring. This requirement is made in accordance with the California Fire Code Appendix III-A, as adopted by the Fire District Ordinances.

2. Public fire hydrants located within a 500-foot radius of the proposed project may be used to provide the required fire flow subject to Fire District review and approval. Private fire hydrants on adjacent property shall not be used to provide required fire flow.

3. Fire protection water plans are required for all projects that must extend the existing water supply to or onto the site. Building **permits will not be issued until fire protection water plans are approved.**

4. On all site plans to be submitted for review, show all fire hydrants located within 600-feet of the proposed project site.

FSC-3 Prerequisite for submittal of Overhead Automatic Fire Sprinkler Systems

Prior to submitting plans for an overhead automatic fire sprinkler system, the applicant shall submit plans, specifications and calculations for the fire sprinkler system underground supply piping. Approval of the underground supply piping system must be obtained prior to submitting the overhead fire sprinkler system plans.

FSC-4 Requirement for an Automatic Fire Sprinkler Systems

1. Rancho Cucamonga Fire District Ordinance 15, the 2001 California Fire Code and the approved RCFPD alternative method require that all structures in this development be equipped with automatic fire sprinklers in accordance to NFPA 13 "Fully Sprinklered".

FSC-5 Fire Alarm System

1. Per the approved alternative method all sprinkler systems in this development must be monitored by a listed central station fire alarm system. Refer to RCFPD Ordinances 15 and 39, the California Building Code, RCFPD Fire Alarm Standard #10-6 and/or the California Fire Code.

2. Prior to the installation of the fire alarm system, Fire Construction Services' approval and a building permit must be obtained. Plans and specifications shall be submitted to Fire Construction Services in accordance with RCFPD Fire Alarm Standard #10-6.

FSC-6 Fire District Site Access

Fire District access roadways include public roads, streets and highways, as well as private roads, streets drive aisles and/or designated fire lanes. Please reference the RCFPD Fire Department Access – Fire Lanes Standard 9-7.

1. **Location of Access:** All portions of the structures 1st story exterior wall shall be located within 150-feet of Fire District vehicle access, measure on an approved route around the exterior of the building. Landscaped areas, unpaved changes in elevation, gates and fences are deemed obstructions.

2. **Specifications for private Fire District access roadways per the RCFPD Standards are:**

   a. The minimum unobstructed width is 26-feet.

   b. The maximum inside turn radius shall be 24-feet.

   c. The minimum outside turn radius shall be 50-feet.

   d. The minimum radius for cul-de-sacs is 45-feet.

   e. The minimum vertical clearance is 14-feet, 6-inches.

   f. At any private entry median, the minimum width of traffic lanes shall be 20-feet on each side.

   g. The angle of departure and approach shall not exceed 9-degrees or 20 percent.

   h. The maximum grade of the driving surface shall not exceed 12%.

   i. Support a minimum load of 70,000 pounds gross vehicle weight (GVW).

   j. Trees and shrubs planted adjacent to the fire lane shall be kept trimmed to a minimum of 14-feet, 6-inches from the ground up. Vegetation shall not be allowed to obstruct Fire Department apparatus.

3. **Access Doorways:** Approved doorways, accessible without the use of a ladder, shall be provided in accordance with the 2001 California Building Code, Fire and/or any other applicable standards.

4. **Access Walkways:** Hardscape access walkways shall be provided from the fire apparatus access road to all required building exterior openings.

5. **Residential gates** installed across Fire District access roads shall be installed in accordance with RCFPD Residential Gate Standard #9-1. The following design requirements apply:

   a. All automatic gates shall be provided with a Fire District approved, compatible traffic pre-emption device. The devices shall be digital. Analog devices are not acceptable. Devices shall be installed in accordance with the manufacturer's instructions and specifications.

   b. Vehicle access gates shall be provided with an approved Fire District Knox Key Switch.

   c. The key switch shall be located outside and immediately adjacent to the gate for use in the event that the traffic pre-emption device fails to operate.

d. A traffic loop device must be installed to allow exiting from the complex.

e. The gate shall remain in the open position for not less than 20-minutes and shall automatically reset.

6. **Fire Lane Identification:** Red curbing and/or signage shall identify the fire lanes. A site plan illustrating the proposed delineation that meets the minimum Fire District standards shall be included in the architectural plans submitted to B&S for approval.

7. **Approved Fire Department Access:** The approved mitigation measures must be clearly noted on the site plan. A copy of the approved Alternative Method application must be reproduced on the architectural plans submitted to B&S for plan review.

FSC-10 Occupancy and Hazard Control Permits

Listed are those Fire Code permits commonly associated with the business operations and/or building construction. Plan check submittal is required with the permit application for approval of the permit; field inspection is required prior to permit issuance. General Use Permit shall be required for any activity or operation not specifically described below, which in the judgment of the Fire Chief is likely to produce conditions that may be hazardous to life or property.

- Public Assembly, LPG or Gas Fuel Vehicles in Assembly Buildings
- Tents, Canopies and/or Air Supported Structures, Liquefied Petroleum Gases

FSC-13 Alternate Method Application

Fire Construction Services staff and the Fire Marshal will review all requests for alternate method, when submitted. The request must be submitted on the Fire District "Application for Alternate Method" form along with supporting documents and payment of the $92 review fee.

FCS-14 Map Recordation

1. **Reciprocal Access Agreement:** The plan as submitted indicate that the required Fire Department access:

   a. Is located on property which is not under the control of the applicant; or

   b. Crosses a property line; or

   c. Is shared by multiple owners; or

   d. Is located on common space under the control of an owner's association

   Please provide a permanent access agreement granting irrevocable use of the property to the Fire District. The agreement shall include a statement that no obstruction, gate, fence, building or other structure shall be placed within the dedicated access without Fire District approval. The recorded agreement shall include a copy of the site plan. The agreement shall be presented to Fire Construction Services for review and approval, prior to recordation. The agreement shall be recorded with the Recorder's Office, County of San Bernardino.

   To assist Fire Construction Services in reviewing the agreement the following shall be included in the submittal:

a. The current title reports to provide a legal description and proof of ownership for all properties included in the agreement.

b. The assessor's parcel numbers of each parcel subject to the agreement.

c. A scaled site plan showing the path of the Fire District access, the width, turn radii and slope of roadway surface shall be provided. The access roadway shall comply with the requirements of the RCFPD Fire Lane Standard #9-7.

2. **Reciprocal Water Covenant and Agreement:** The plans as submitted indicate that a required private fire mains or appurtenances

a. Pass through or are located on property not under the control of the applicant; or

b. Crosses a property line; or

c. Provide service to adjacent properties; or

d. Is located on common space under the control of an owner's association; or

e. Is shared by multiple owners.

Please provide a permanent maintenance and service agreement between the owner for the private water mains, fire hydrants and fire protection equipment essential to the water supply. The agreement shall meet the form and content approved by the Rancho Cucamonga Fire District. The agreement shall be submitted to Fire Construction Services for review and approval, prior to recordation. The agreement shall be recorded within the Recorder's Office, County of San Bernardino.

Chronological Summary of RCFPD Standard Conditions

PRIOR TO ISSUANCE OF BUILDING PERMITS – Please complete the following prior to the issuance of any building permits:

1. **Private Water Supply (Fire) Systems:** The applicant shall submit construction plans, specifications, flow test data and calculations for the private water main system for review and approval by the Fire District. Plans and installation shall comply with Fire District Standards. Approval of the on-site (private) fire underground and water plans is required prior to any building permit issuance for any structure on the site. Private on-site combination domestic and fire supply system must be designed in accordance with RCFPD Standards # 9-4, #10-2 and #10-4. The Building & Safety Division and Fire Construction Services will perform plan checks and inspections.

All private on-site fire hydrants shall be installed, flushed and operable prior to delivering any combustible framing materials to the site. Fire construction Services will inspect the installation, witness hydrant flushing and grant a clearance before lumber is dropped.

2. **Public Water Supply (Domestic/Fire) Systems:** The applicant shall submit a plan showing the locations of all new public fire hydrants for the review and approval by the Fire District and CCWD. On the plan, show all existing fire hydrants within a 600-foot radius of the project. All required public fire hydrants shall be installed, flushed and operable prior to delivering any combustible framing materials to the site. CCWD personnel shall inspect the installation and

witness the hydrant flushing. Fire Construction Services shall inspect the site after acceptance of the public water system by CCWD. Fire Construction Services must grant a clearance before lumber is dropped.

3. **Construction Access:** The access roads must be paved in accordance with all the requirements of the RCFPD Fire Lane Standard #9-7. All temporary utilities over access roads must be installed at least 14' 6" above the finished surface of the road.

4. **Fire Flow:** A current fire flow letter from CCWD must be received. The applicant is responsible for obtaining the fire flow information from CCWD and submitting the letter to Fire Construction Services.

5. **Easements and Reciprocal Agreements:** All easements and agreements must be recorded with the County of San Bernardino.

PRIOR TO THE RELEASE OF TEMPORARY POWER

The building construction must be substantially completed in accordance with Fire Construction Services' "Temporary Power Release Checklist and Procedures".

PRIOR TO OCCUPANCY OR FINAL INSPECTION – Please complete the following:

1. **Hydrant Markers:** All fire hydrants shall have a blue reflective pavement marker indicating the fire hydrant location on the street or driveway in accordance with the City of Rancho Cucamonga Engineering Standard Plan 134, "Installation of Reflective Hydrant Markers". On private property, the markers shall be installed at the centerline of the fire access road, at each hydrant location.

2. **Private Fire Hydrants:** For the purpose of final acceptance, a licensed sprinkler contractor, in the presence of Fire Construction Services, shall conduct a test of the most hydraulically remote on-site fire hydrants. The underground fire line contractor, developer and/or owner are responsible for hiring the company to perform the test. A final test report shall be submitted to Fire Construction Services verifying the fire flow available. The fire flow available must meet or exceed the required fire flow in accordance with the California Fire Code.

3. **Fire Sprinkler System:** Prior to the issuance of a Certificate of Occupancy, the fire sprinkler system(s) shall be tested and accepted by Fire Construction Services.

4. **Fire Sprinkler Monitoring:** Prior to the issuance of a Certificate of Occupancy, the fire sprinkler monitoring system must be tested and accepted by Fire Construction Services. The fire sprinkler monitoring system shall be installed, tested and operational immediately following the completion of the fire sprinkler system (subject to the release of power).

5. **Fire Suppression Systems** and/or other special hazard protection systems shall be inspected, tested and accepted by Fire Construction Services before occupancy is granted and/or equipment is placed in service.

6. **Fire Alarm System:** Prior to the issuance of a Certificate of Occupancy, the fire alarm system shall be installed, inspected, tested and accepted by Fire Construction Services.

7. **Access Control Gates:** Prior to the issuance of a Certificate of Occupancy, vehicular gates must be inspected, tested and accepted in accordance with RCFPD Standards #9-1 or #9-2 by Fire Construction Services.

8. **Fire Access Roadways:** Prior to the issuance of any Certificate of Occupancy, the fire access roadways must be installed in accordance with the approved plans and acceptable to Fire Construction Services.

   The CC&R's, the reciprocal agreement and/or other approved documents shall be recorded and contain an approved fire access roadway map with provisions that prohibit parking, specify the method of enforcement and identifies who is responsible for the required annual inspections and the maintenance of all required fire access roadways.

9. **Address:** Prior to the granting of occupancy, single-family dwellings shall post the address with minimum 4-inch numbers on a contrasting background. The numbers shall be internally or externally illuminated during periods of darkness. The numbers shall be visible from the street. When building setback from the public roadway exceeds 100-feet, additional 4-inch numbers shall be displayed at the property entry.

10. **Address:** Prior to the issuance of a Certificate of Occupancy, commercial/industrial and multi-family buildings shall post the address with minimum 8-inch numbers on contrasting background, visible from the street and electrically illuminated during periods of darkness. When the building setback exceeds 200 feet from the public street, an additional non-illuminated 6-inch minimum number address shall be provided at the property entrance. Larger address numbers will be required on buildings located on wide streets or built with large setbacks in multi-tenant commercial and industrial buildings. The suite designation numbers and/or letters shall be provided on the front and back of all suites.

11. **Confidential Business Occupancy Information:** The applicant shall complete the Rancho Cucamonga Fire District "Confidential Business Occupancy Information" form. This form provides contact information for Fire District use in the event of an emergency at the subject building or property. This form must be presented to the Fire Construction Services Inspector.

12. **Mapping Site Plan:** Prior to the issuance of a Certificate of Occupancy, a 8 ½" x 11" or 11" x 17" site plan of the site in accordance with RCFPD Standard #13-1 shall be revised by the applicant to reflect the actual location of all devices and building features as required in the standard. The site plan must be reviewed and accepted by the Fire Inspector.