

Planning Area I

RANCHO CUCAMONGA IASP SUB-AREA 18 SPECIFIC PLAN



Section 7

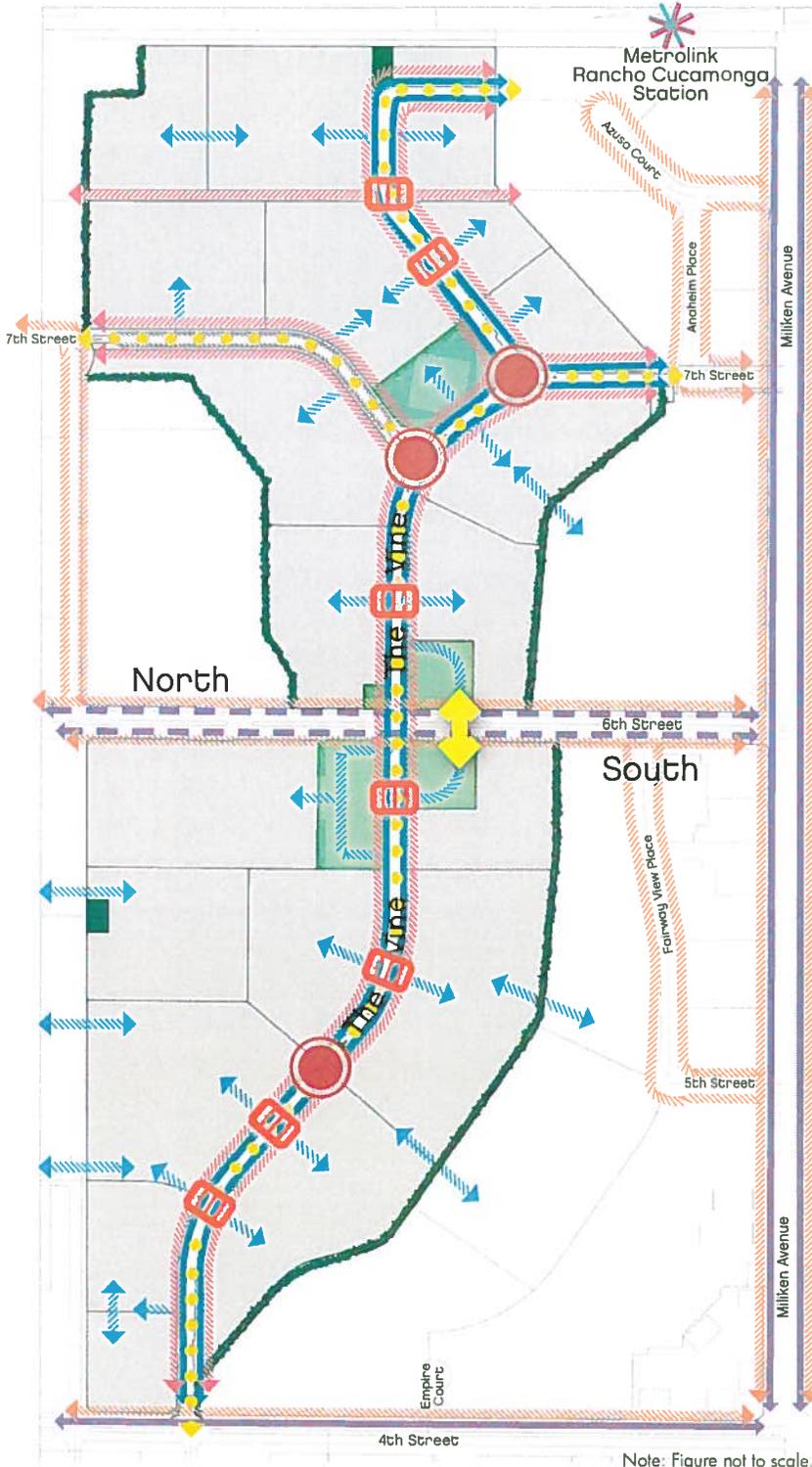
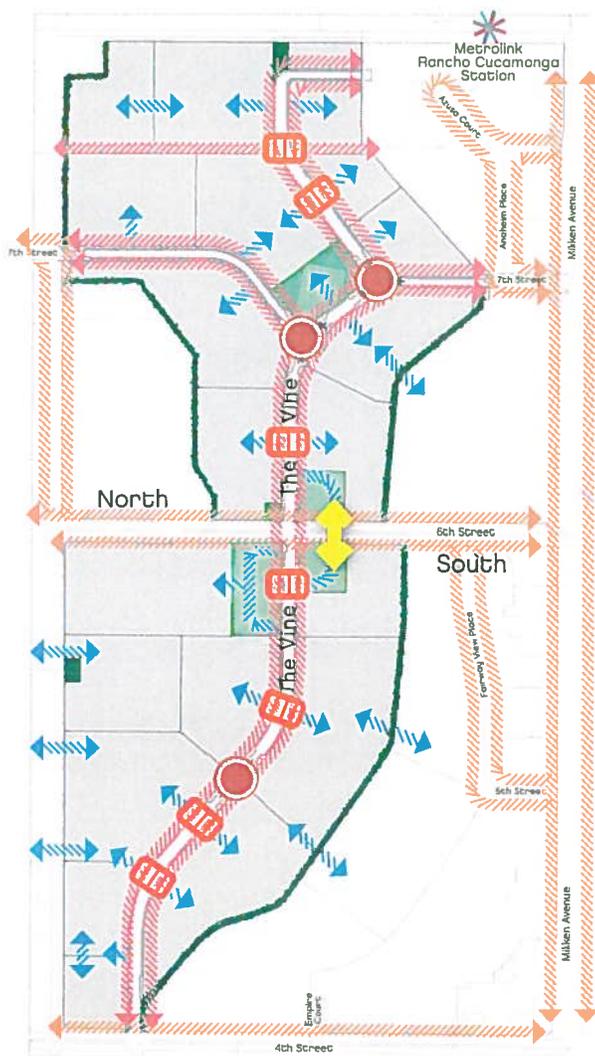


Figure 7.22: Overall Circulation Diagram

- Legend**
- ● ● Vehicle Circulation
 - Roundabout locations subject to Engineering Department approval
 - Bicycle Circulation
 - Existing City Class II Bike Lane
 - Proposed City Cycle Track
 - Pedestrian Circulation
 - Potential Pedestrian Circulation*
 - Existing Pedestrian Circulation
 - ↔ The Ion
 - ☐ Conceptual Table Top Pedestrian Crossing Location
- *Pedestrian connections (on-street or pedestrian only) shall occur at no more than about 400 feet or less apart.

INSERT # 1



Note: Figure not to scale.

Legend

-  Roundabout locations subject to Engineering Department approval
-  Pedestrian Circulation
-  Potential Pedestrian Circulation
-  Existing Pedestrian Circulation
-  The Ion
-  Conceptual Table Top Pedestrian Crossing Location

Figure 7.24: Pedestrian Circulation Diagram

Interior circulation corridors are a major setting for daily living within the community. These spaces provide a comfortable pedestrian atmosphere and activate pedestrian and urban spaces. Pedestrian and circulation routes shall be:

- Intuitive.
- Well-defined.
- Easily discernible for appropriate and functional maneuverability and activity levels.
- Facilitate convenient pedestrian access, with building breaks and pathways, to all primary and secondary elevations.
- At no more than about 400 feet or less intervals (except for 500 feet north of 4th Street and north of the north roundabout) subject to Planning and Engineering Department approval. This may be accomplished by providing street connections, building breaks, or pathways through the building to provide pedestrian connectivity to the Vine.
- Direct pathways to transit facilities for all transit-adjacent parcels.
- Clear pathways between 3rd place spaces, the Vine, or public sidewalks.
- Identified with route signage (for basic navigation and public safety) and contain pedestrian-level lighting, trash receptacles, and bicycle storage racks where appropriate.

Connections may be formal pathways or paseos, a street connection with sidewalks, or may be informal spaces such as building breaks, 3rd Place spaces, walkways, or similar design features. They should:

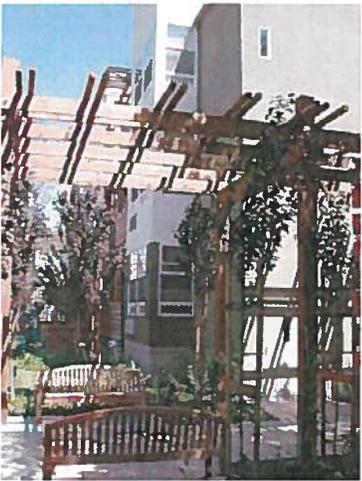
- Provide pedestrian connections from the public sidewalk to key areas within or adjacent to the site.
- Encourage interconnecting walkways between buildings.

Mid-block street crossings shall be provided for every block along the Vine subject to Engineering Department approval. Pedestrian crossings include crosswalks at intersections, crosswalks with center islands, and Table Top crossings. Pedestrian crossing intervals are affected by site configurations, visibility and safety concerns.





Building design and location create a strong urban presence with clear pedestrian access points



Interior pedestrian circulation created with plazas and paseos, connecting units to broader multi-modal opportunities

Active Architecture

The variation of building form, wall movement, detailing, entry location or window placement provide human scale and interest along an elevation.

7.41 Site Planning Criteria

The following site planning criteria should be treated as design guidelines for parcel site planning and community placemaking.

A. Planning For Active Spaces

- Building massing, design, and setbacks shall reinforce a pedestrian-scale for the street scene without generating unusable pockets or dead spaces.
- Buildings are encouraged to be built to the minimum setback line to create a continuous street edge.
- Buildings should be oriented toward streets, pedestrian pathways and/or active spaces; rear elevations shall not face the Vine, 4th, 6th or 7th Streets. See Figure 7.44: Urban Framework Diagram for example building orientations.
- Where building design undulates, spaces along the pedestrian realm should be large enough to foster visual interest, but not too deep to disrupt the continuity of the street.
- Effectively address neighborhood corners to enhance accessibility to the Vine.
- Buildings should be arranged to create a variety of outdoor spaces including intimate courtyards, urban plazas, community squares, 3rd Place gathering spaces, pedestrian arcades, and/or private and common open spaces.
- Connected pedestrian circulation systems and accompanying plaza and patios, should be an integral part of a unified site design.
- Provide connections at no more than about 400 feet or less intervals or at least one pedestrian connection per block.
 - Front entries should face or be accessible from these spaces, where feasible.
- If non-residential uses are developed under Mixed Use Overlay, enhance the retail experience by introducing architectural elements that create an inviting pedestrian experience such as outdoor dining, public art and/or outdoor retail display.
- Coordination between parcels is encouraged for building scale, massing, architecture, and pedestrian amenities.
- Incorporation of appropriate Crime Prevention Through Environmental Design (CPTED) features in the design of spaces such as territorial reinforcement, strategic natural surveillance, well-lit spaces, and appropriate maintenance.





7.8 Glossary

3rd Place Spaces

3rd Place spaces are transitional social spaces that link people, neighborhoods, and lifestyles. A 3rd Place isn't a singular place or large venue, but rather a collection of smaller more intimate spaces designed to be unique and quirky and encourage people-gathering. Beyond work, school, and home, these 3rd Place spaces are memorable and unique spaces that people adopt and craft into something remarkable and define the character of the surrounding neighborhood. As part of the healthy, active community goals, a network of 3rd Place spaces will be integrated within and between neighborhoods to foster a dynamic setting for active and social living.

Active Architecture

The variation of building form, wall movement, detailing, entry location, or window placement provide human scale and interest along an elevation.

Color Blocking

Utilization of color on elevations to visually enhance specific areas of a building mass.

Common Open Space

May include but is not limited to: verandas, plazas, courtyards, roof top decks, programmed or natural outdoor space, tot lots, dog parks, paseos and pathways, sitting areas, 3rd Place spaces, and similar spaces open for use by a group of homes, all homes, or the public.

Pedestrian Crossings

Pedestrian crossings include crosswalks at intersections, crosswalks with center islands, and Table Top crossings.

Pedestrian Realm

The pedestrian realm extends from the curb edge to the building frontage. This pedestrian-dominated space is an integral part of the streetscape, necessary to balance the use of the streets for vehicle movement and pedestrian access. Amenities that contribute to a comfortable and inviting pedestrian realm may include hardscape, planting, seating, dining or patio areas, and bicycle parking.

The dimensions and details of each street type, and major intersection or circulation features, are identified in Figure 7.25: Conceptual Ion Sections through Figure 7.43: Alley Section.

C. Bicycle Circulation

Bike Lane Standards

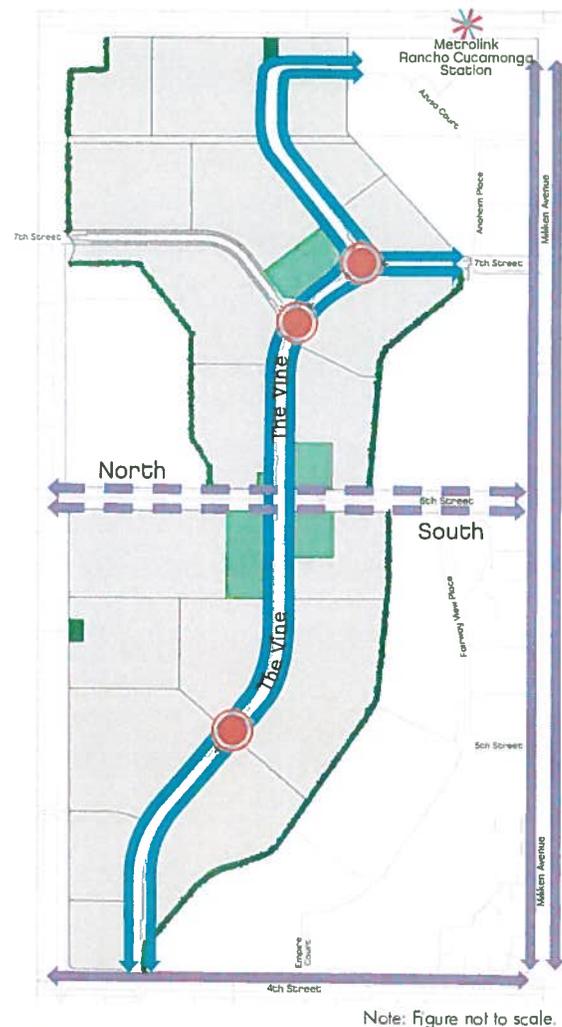
There is an existing City Class II Bike Lane located on 4th Street. There is a proposed City cycle track on 6th Street; the portion along the Empire Lakes frontage will be installed at the time of development. The Vine will provide buffered bicycle lanes allowing connection between 6th Street and the secondary entry road at the Metrolink station. Refer to Figure 7.33: 6th Street and Figure 7.35: 4th Street.

D. Pedestrian Circulation

Walkability and pedestrian access are prioritized by the PAI development pattern. Design of streets, the pedestrian realm, and the built environment will provide an engaging and direct means of walking through the community. Each parcel will provide for pedestrian pathways and connections to adjacent parcels and the Vine to facilitate effective multi-modal connectivity to Mixed Use and transit services. See Figure 7.24: Pedestrian Circulation Diagram.

Currently there are sidewalks on 4th and 6th Streets with a parkway on 6th Street. Crosswalks are provided where pedestrian crossings are allowed.

The PAI primary pedestrian circulation feature is the 16-foot pedestrian realm provided on each side of the Vine that links with 4th Street and the Metrolink Station. This space will provide strong north/south connectivity throughout. The pedestrian realm will be designed with vegetation and hardscape elements to promote visual interest and active use across the Vine. See figures in Section 7.5.1.C. 3rd Place Spaces for detailed plans of pedestrian circulation features such as Grand Paseos, pedestrian connectors, gathering spaces, bark parks and pathways).



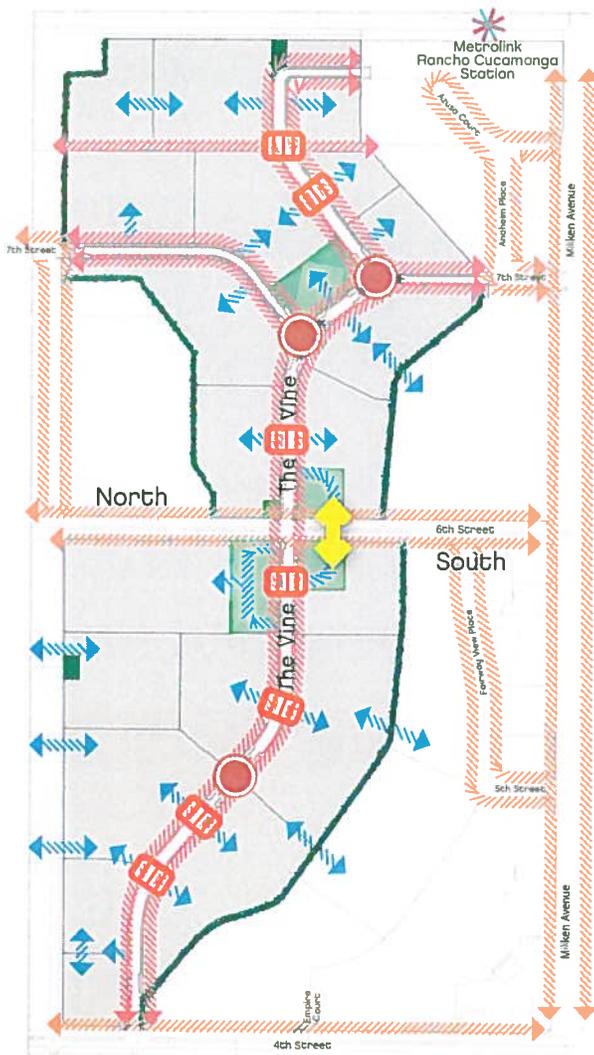
Note: Figure not to scale.

Legend

-  Roundabout locations subject to Engineering Department approval
-  Bicycle Circulation
-  Existing City Class II Bike Lane
-  Proposed City Cycle Track

Figure 7.23: Bicycle Circulation Diagram

INSERT # 2



Legend

-  Roundabout locations subject to Engineering Department approval
-  Pedestrian Circulation
-  Potential Pedestrian Circulation
-  Existing Pedestrian Circulation
-  The Ion
-  Conceptual Table Top Pedestrian Crossing Location

Note: Figure not to scale.

Figure 7.24: Pedestrian Circulation Diagram

Interior circulation corridors are a major setting for daily living within the community. These spaces provide a comfortable pedestrian atmosphere and activate pedestrian and urban spaces. Pedestrian and circulation routes shall be:

- Intuitive.
- Well-defined.
- Easily discernible for appropriate and functional maneuverability and activity levels.
- Facilitate convenient pedestrian access, with building breaks and pathways, to all primary and secondary elevations.
- At no more than about 400 feet or less intervals (except for 500 feet north of 4th Street and north of the north roundabout) subject to Planning and Engineering Department approval. This may be accomplished by providing street connections, building breaks, or pathways through the building to provide pedestrian connectivity to the Vine.
- Direct pathways to transit facilities for all transit-adjacent parcels.
- Clear pathways between 3rd place spaces, the Vine, or public sidewalks.
- Identified with route signage (for basic navigation and public safety) and contain pedestrian-level lighting, trash receptacles, and bicycle storage racks where appropriate.

Connections may be formal pathways or paseos, a street connection with sidewalks, or may be informal spaces such as building breaks, 3rd Place spaces, walkways, or similar design features. They should:

- Provide pedestrian connections from the public sidewalk to key areas within or adjacent to the site.
- Encourage interconnecting walkways between buildings.

Mid-block street crossings shall be provided for every block along the Vine subject to Engineering Department approval. Pedestrian crossings include crosswalks at intersections, crosswalks with center islands, and Table Top crossings. Pedestrian crossing intervals are affected by site configurations, visibility and safety concerns.



7.5.3 Community Walls and Fencing

Walls and fences can be used as integral community features that enhance landscape design, privacy, and reinforce thematic design appropriate to maintain pedestrian connectivity.

Walls or fences that adjoin a PAI boundary or 4th or 6th Streets, identified in Figure 7.17: Setback Locations, shall be deemed “community walls.” Other walls and fencing are known as “product walls” and “view fences.”

- Community wall and fence designs, materials, colors, and finishes shall complement adjacent architecture while keeping the community design theme cohesive.
 - Incorporate the use of complementary pilasters or other design elements to help break up long stretches of walls and provide interest and rhythm.
- View fences or view walls along community open spaces are encouraged wherever privacy or screening is not necessary.
- Product walls and fences shall complement building design within commercial areas and be constructed of community-appropriate materials, colors, and textures.
- Openings or pedestrian connections will be provided at appropriate intervals.
- Vehicular gates and view fences should not be visible from the Vine unless allowed by the next bullet.
- Gates and view fences or walls shall be permitted where required by Building Code and/or to secure private spaces, parking, and amenities with due regard for resident safety. To facilitate and encourage walking and bicycle use through the community and adjoining properties, pathways will be established from pedestrian connections to adjacent property. Refer to Figure 7.52: Pedestrian Connection to Adjacent Property for an example of these connections.



Integrated use of architecture, decorative wall, and landscape





- Walls or fences may also be used to screen service areas, utilities, and trash areas.
- Precise locations of walls, fences, and gates will be determined on a case by case basis, at DRC, as project plans are submitted and reviewed.

A.. Parcel and Retaining Walls

- Product walls include: side yard wall returns, side yard privacy walls along corner lots, and rear yard privacy walls along neighborhood streets.
- Where two product walls meet at adjoining parcels, walls shall match in color and finish, or have a unifying transitional element such as a pilaster at the connection point.
- Retaining walls may be combined with a product or community wall.
- All retaining walls must be damp-proofed. Walls must also be adequately drained, if required, on the surcharge side.

Graffiti-resistant aesthetic surface shall be applied consistent with Graffiti Resistance standard of the City's Development Code.

**Staff Recommendations to the City Council
Text Revisions in the Proposed Amended Specific Plan**

Joint Use Public Facility (insert text as follows):

A “Joint Use Public Facility” (alternately referred to as a “Municipal Joint Use Facility”) of up to 25,000 square feet in floor area is required as a mitigation of impacts to public facilities. In furtherance of this mitigation, the applicant shall:

- a) Dedicate 1.75 acres (net) of land for the location of the “Joint Use Public Facility” to address the increase in demand for public facilities to support police, library, and community services. This land shall be generally located at the intersection of The Vine and 7th Street. The dedication shall occur after the completion by the applicant of full public improvements and include all utilities stubbed to the property line.
- b) Pay an initial deposit amount equal to the greater of \$11,000,000 or the alternate specific Development Impact Fees (DIF) impact fees, to the City (or fund through a similar financial mechanism acceptable to the City) upon issuance of the first building permit for the construction of this facility. Development Impact Fees (DIF) collected for police, library, and community and recreation center impact fees shall be credited to the applicant as an offset to the \$11,000,000 deposit. The final contribution shall include an annual, compounded, 3 percent cost inflation escalator up to the start of construction of the facility. Alternatively the applicant may choose, up until the time the first building permit is issued, to seek reimbursement from DIF fee’s collected for police, library, and community and recreation center impact fees collected for all construction within one (1) mile radius of the boundary of Planning Area 1 (PA1), for a period not to exceed 10 years from the issuance of the first building permit. Once a decision is made, it is irrevocable.

Construction of this facility shall be required to commence by the time of the issuance of the building permit for the 2,000th residential dwelling unit. The final size, site layout, operational requirements, and design features of the facility will be subject to the City’s review and approval.

INSERT #3

Planning Area I

RANCHO CUCAMONGA IASP SUB-AREA 18 SPECIFIC PLAN



Section 7

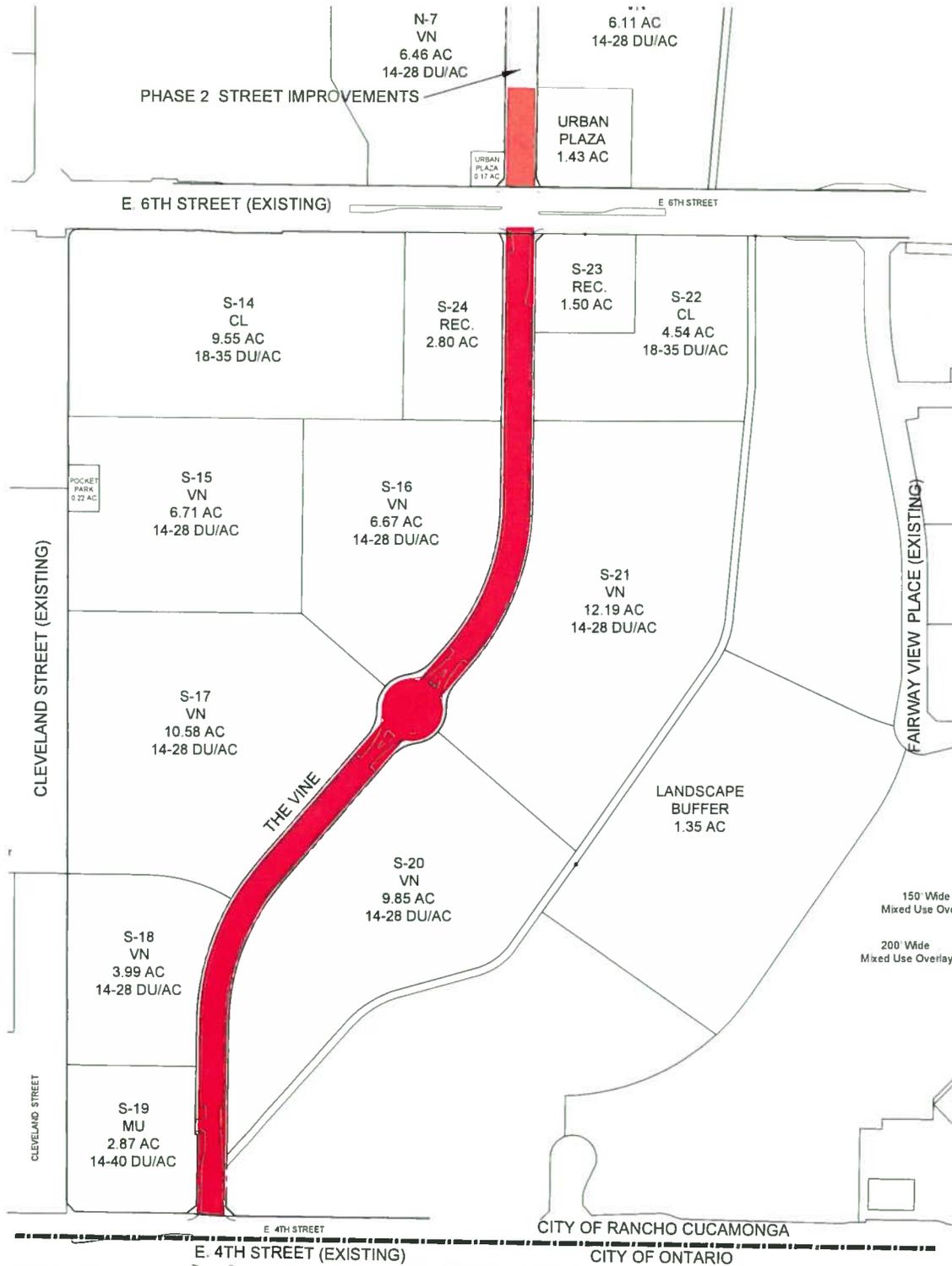


Figure A-21: Conceptual Phase 1 Street Improvement Facilities Plan

LEGEND:

PROPOSED STREET IMPROVEMENT

Note: Figure not to scale.



INSERT # 4

Note: Figure not to scale.

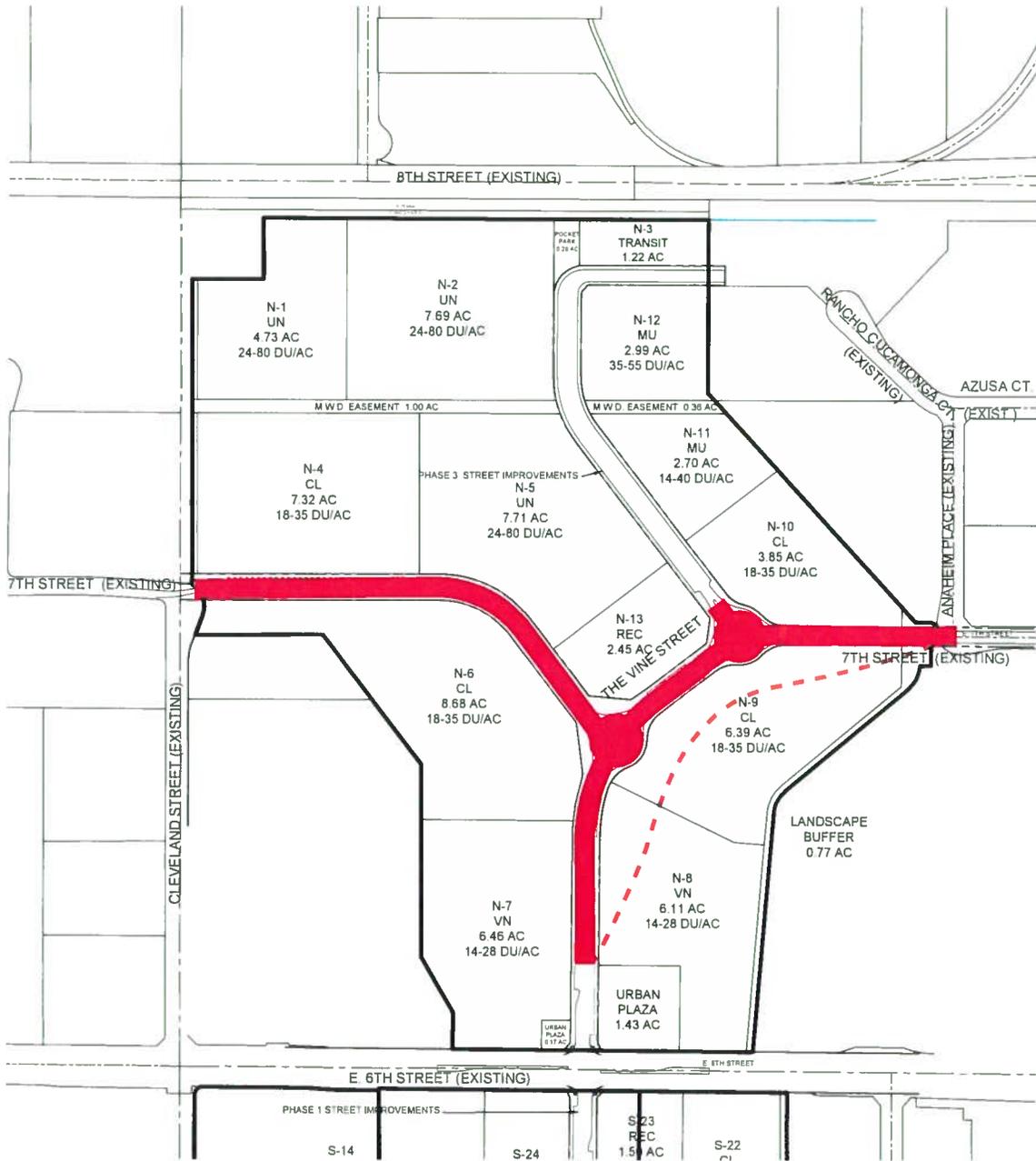


Figure A-22: Conceptual Phase 2 Street Improvement Facilities Plan

Note: Figure not to scale.

LEGEND:

- PROPOSED STREET IMPROVEMENT
- INTERIM ACCESS CONNECTION



Planning Area I

RANCHO CUCAMONGA IASP SUB-AREA 18 SPECIFIC PLAN



Section 7

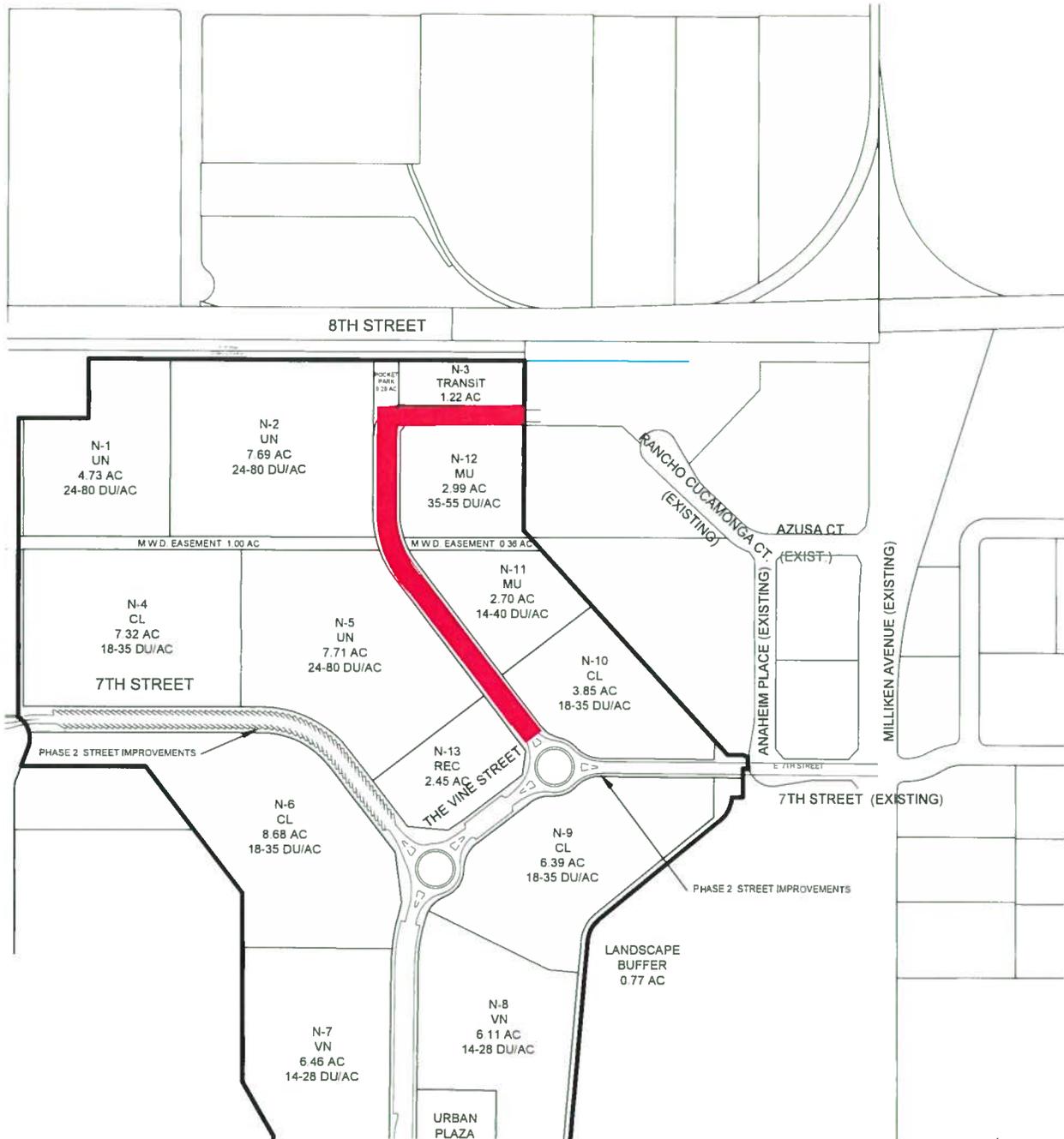


Figure A-23: Conceptual Phase 3 Street Improvement Facilities Plan

LEGEND:

 PROPOSED STREET IMPROVEMENT

Note: Figure not to scale.



7.0 Street Improvement

Development of PAI will include street improvements to 4th Street and 6th Street, as well as the construction of the Vine and other Secondary roads. The street improvements will be constructed in three (3) phases. Phase 1 will include the following:

- Reconstruction of 4th Street median to provide for left turn movements into the Vine and the construction of the new intersection at the Vine;
- Construction of the Vine, full width, between 4th Street and 6th Street; and
- Reconstruction of 6th Street median to allow for left turn movements into the Vine and the construction of the new intersection at the Vine.

Phase 2 will include the following:

- Full width construction of the Vine between 6th Street and 7th Street East; and
- Construction of 7th Street East and West, including the reconstruction of existing knuckle designs at 7th Street and Cleveland Avenue and 7th Street and Anaheim Place.

It should be noted that additional right-of-way will be required from APN 0209-272-17 to extend 7th Street from Anaheim Place to the project boundary.

Phase 3 will include the following:

- Extension of the Vine northerly from 7th Street East to Planning Area N-3; and
- The Secondary road along the frontage of Planning Area N-3.

All Phases of the project should have connectivity to the Metrolink station in order to fulfill the intent of the project. To ensure access to the station from Phase 1 (while either Phases 2 and 3 are being graded and/or under construction, or are dormant due to market conditions) the construction of an access connection between 4th Street and the existing intersection of Anaheim Place and 7th Street near the Metrolink station, shall be completed prior to the 400th certificate of occupancy in Phase 1 to the satisfaction of the City.

This requirement may be satisfied north of 6th street with a temporary road condition with the following minimum features: 26-foot wide roadway with 3-inch AC over compacted native soil, asphalt curb and gutter, a 6.5-foot wide asphalt sidewalk on one side, temporary street lights (i.e. non City standard),



and no landscaping in the alignment, all generally depicted on the Figure A-22: Conceptual Phase 2 Street Improvement Facilities Plan "Interim Access Connection." The access connection shall have chain link fencing on both sides to protect against trespassing and vandalism on the adjacent property. The City shall accept a temporary easement and be responsible for liability. The Applicant shall be responsible for the ongoing operation and maintenance of the pavement and street lights. The City, to the extent allowed by law, shall restrict vehicles over 3-tons along the temporary access.

It is acknowledged by the City that the access connection may not be available during periods of construction of the permanent segments of the Vine and 7th Street, grading operations, and maintenance and repair of the access connector. Applicant and City will coordinate traffic control functions to insure delays are minimized. No additional alternative access facility will be required of Applicant during these down times. Traffic Control signs will direct traffic via detours to the next shortest available route off-site between Phase 1 (South of 6th) and the Rancho Cucamonga Metrolink Station.

8.0 Dry Utilities

PAI is within the service areas of the following utility purveyors:

Electricity: Rancho Cucamonga Municipal Utility (RCMU) will be the primary electric service provider.

Natural Gas: Southern California Gas Company

Telephone: Verizon

Cable Television: Charter Communications

Southern California Edison, Southern California Gas, Verizon, and Charter Communications have indicated that they have sufficient backbone facilities in place to provide for the phased and ultimate utility service demands of the project. Minor to moderate main line facility extensions will be required by the utility purveyors to ensure adequate service.

Charter Communications has a duct bank system along the south side of East 6th Street that has capacity to serve the development.

In addition, high-speed internet services may be available from RCMU.





The circulation network includes on-street parking and sustainable features.

B. Vehicle Network

From a transportation point of view, the main objective of PAI is to establish an in-fill mixed use community that will improve transportation efficiencies and ultimately reduce the number of vehicle trips.

The street network is designed to provide low speed circulation and efficient movement throughout the community. Traffic calming measures such as roundabouts, traffic circles, bulb-outs, chicanes, mid-block pedestrian crossings and Table Top pedestrian crossing may be used.

The main vehicular access to the site is from 4th and 6th streets. Secondary access is from 7th Street and a planned Secondary Entry road to the Metrolink station. The Vine provides the main north/south circulation within PAI.

PAI is served internally by a bent grid network of residential collector roadways and private drive aisles designed with on-street parking, urban street frontages, shaded pedestrian links, and open spaces.

All streets shown on Figure 7.6: Conceptual Development Plan by Placetype shall be public streets.

Site planning of parcels should create a high level of pedestrian access throughout and maintain efficient vehicular circulation.

- All roadways within parcels shall be designed as a "grid" or "bent-grid," to the greatest extent feasible.
- At least two points of vehicular access will be provided for each development. Interconnections with adjoining planning areas/developments may be provided where necessary to achieve the required access.
- Use of cul-de-sacs shall be limited to necessary site plan/parcel conditions where fire access or street maintenance turn around is required, subject to the review and approval of the Planning Director.

INSERT # 5

