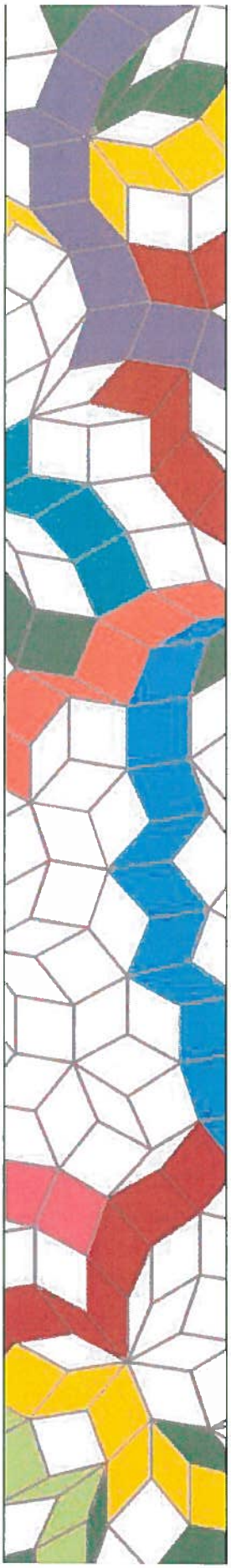

Planning Area I
Mixed Use Infill Area

IASP Sub-Area 18: Section 7

April 2016

EXHIBIT G

PC 4-13-16

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Summary of Revisions

(between the Proposed Amended Specific Plan prepared for the Draft EIR and the Proposed Amended Specific Plan prepared for the Planning Commission)

1. Page 7-5: Design Concept exhibit: Adjusted the location of the Grand Paseo (north of 6th Street), Pedestrian Pathways (north & south of 6th Street) and 3rd Place Nodes (north of 6th Street). Added 5 Table Top Pedestrian Crossings, 2 Roundabouts and a notation for the Municipal Joint Use Facility.

2. Page 7-6: Regional Activity Context exhibit: Corrected spelling of "Milliken Park."

3. Page 7-11: Conceptual Vine exhibit: Adjusted text justification for readability. No changes to content.

4. Page 7-12: Edited 7th bullet point text to account for the addition of 2 roundabouts. Text now reads: "Use of roundabouts..."; Deleted "Potential" from 9th bullet point text to read "Use of..."

5. Page 7-16: Conceptual Development Plan by Placetype exhibit: Increased the size of the NE Urban Plaza and assigned both Urban Plazas north of 6th Street new parcel number designations (N-14 and N-15). Added 2 roundabouts. The above changes affected all land plans exhibits. While all the little location maps changed to show the roundabouts and the larger Urban Plaza, the location of the exhibits did not change.

6. Page 7-17: Revised PAI Development Program table: Committed to a minimum required non-residential square footage in the MU Overlay of 50,000SF with at least 20,000SF north and south of 6th. Since the NE Urban Plaza increased in size and since we have updated the CAD base, there were minor acreage changes which reduced the overall theoretical minimum and maximum units; however the minimum and maximum numbers remained the same.

7. Page 7-18: First paragraph and first sentence: Deleted "urban" to read "...mixed use community."; Last Paragraph and first sentence: Revised sentence to read, "To maintain flexibility for responding to changing community needs and market conditions over the build-out, intensity may be transferred between parcels consistent with the Placetype intensity, provided the minimum required units are achieved."; Last paragraph and second sentence: Deleted the following: "and Placetype conversions occur."

8. Pages 7-21, 7-23, 7-25, 7-27, 7-29, 7-31, 7-33: Added conceptual plans from new illustrative and sections for each of the Placetypes.

9. Page 7-24: Added "stacked flats and row townhomes" to section 7.3.2.C.

10. Page 7-32: Revised MU Overlay Standards table to include new (N-14 and N-15) parcels numbers.

11. Page 7-36: Revised Development Standards table: Updated Minimum Dwelling Unit Size standards for "Three or more bedrooms." Added standards for "Two Bedrooms."

12. Page 7-40: Revised Setback Locations exhibit to include new (N-14 and N-15) parcels numbers, 2 Roundabouts, the larger NE Urban Plaza and

31. Page 7-70: Revised Secondary Entry Road 'A' section exhibit: Enlarged callout font sizes for readability. No changes to content.

32. Page 7-71: Revised Secondary Entry Road 'B' section exhibit: Enlarged callout font sizes for readability. Corrected spelling of Drive "Aisle."

33. Page 7-72: Revised Secondary Entry Road 'C' section exhibit: Enlarged callout font sizes for readability. No changes to content.

34. Page 7-73: Revised Collector Road section exhibit: Enlarged callout font sizes for readability. Added leader line clarifying where the "0' Building Setback Permitted" is located.

35. Page 7-74: Revised Private Drive Aisle section exhibit: Enlarged callout font sizes for readability. No changes to content.

36. Page 7-75: Revised Private Drive Aisle at PAI Boundary section exhibit: Enlarged callout font sizes for readability. No changes to content.

37. Page 7-92: First paragraph, First sentence: Added a "," after "color" to read: "The plotting of elevations, color, ..."

38. Pages 7-97, 7-99, 7-101, 7-103, 7-105, 7-107, 7-109, 7-111, 7-113, 7-115: Added roof pitches to the style requirements and changed 2 photos on page 7-97 and 7-99.

39. Page 7-118: Added "of" in 3rd bullet point sentence to read: "A variety of ..."

40. Page 7-118: New Conceptual Vine 3rd Place Space Plaza Rendering exhibit.

41. Page 7-119: Conceptual Vine exhibit: Adjusted text justification for readability. No changes to content.

42. Page 7.120: Revised Conceptual 6th Street East Urban Plaza exhibit with new illustrative. The corner water features were removed and striping has been corrected.

43. Page 7-121: Replaced image of Conceptual Urban Plaza entry.

44. Page 7-122: Pluralized the word "space" in 3rd and 4th bullets to read: "spaces."

45. Page 7-123: Revised Conceptual Grand Paseo exhibit: Enlarged callout font sizes for readability. No changes to content.

46. Page 7-124: Revised Pathway Diagram exhibit: Enlarged callout font sizes for readability. No changes to content.

47. Page 7.125: Revised Pedestrian Connection to Adjacent Property exhibit with new illustrative.

48. Page 7-126: Revised Conceptual Gathering Space exhibit: Enlarged callout font sizes for readability. No changes to content.

49. Page 7-147: Revised Intensity Monitoring Program table.

13. Page 7-40: Revised Perimeter Setbacks table to include new (N-14 and N-15) parcels numbers.

14. Page 7-46: Cleaned up graphic appearance of Parking Standards table. No changes to content.

15. Page 7-46: Section 7.3.5.B: Added the following sentence to the end of the first paragraph, "Non-residential development is subject to Table 17.64.050-1 of the City's Development Code."

16. Page 7-53: Revised Overall Circulation Diagram exhibit: Added 5 Table Top Pedestrian Crossings, 2 Roundabouts, and the larger NE Urban Plaza. Added additional "Potential Pedestrian Connections" connecting to the 5 new "Conceptual Table Top Pedestrian Crossing Locations."

17. Page 7-55: Revised Bicycle Circulation Diagram exhibit: Added 2 Roundabouts, and the larger NE Urban Plaza.

18. Page 7-56: Revised Pedestrian Circulation Diagram exhibit: Added 5 Table Top Pedestrian Crossings, 2 Roundabouts, and the larger NE Urban Plaza. Added additional "Potential Pedestrian Connections" connecting to the 5 new "Conceptual Table Top Pedestrian Crossing Locations."

19. Page 7-56: Deleted the word "reasonable" from the 5th bullet from the top of page.

20. Page 7-58: Revised Ion Sections.

21. Page 7-59: Revised Ion Plan with new illustrative.

22. Page 7-60: New Conceptual Table Top Pedestrian Crossing Rendering exhibit.

23. Page 7-62: Revised Vehicular Circulation Diagram exhibit: Added 5 Table Top Pedestrian Crossings, 2 Roundabouts, and the larger NE Urban Plaza.

24. Page 7-63: New Conceptual Vine Rendering exhibit.

25. Page 7-64: Revised The Vine section exhibit: Enlarged callout font sizes for readability. Deleted two " 5' " callouts that were mistakenly positioned on the page.

26. Page 7-65: Revised Typical Roundabout Plan exhibit with new illustrative.

27. Page 7-66: Revised 6th Street section exhibit: Enlarged callout font sizes for readability. No changes to content.

28. Page 7-67 Revised 6th Street Intersection exhibit with new illustrative. The corner water features were removed and striping has been corrected.

29. Page 7-68: Revised 4th Street section exhibit: Enlarged callout font sizes for readability. No changes to content.

30. Page 7-69 Revised 4th Street Intersection exhibit with new illustrative. The corner water features were removed and striping has been corrected.

50. Pages A-1, A-2, A-3, A-4, A-5, A-6, A-7, A-8, A-9, A-10: New Phasing, Cut/Fill, and Storm Drain exhibits.

51. Page A-2, A-3: Revised "1.0 Grading" text.

52. Page A-10: Revised "2.0 Storm Drain" text.

53. Pages A-12, A-13, A-14, A-15, A-16, A-17, A-18, A-19, A-20, A-21, A-22, A-23: New Sanitary Sewer, Domestic Water Facilities, Recycled Water Facilities, and Street Improvement Facilities exhibits.

54. Page A-15, A-16: Revised "3.0 Storm Water Quality" text.

55. Page A-17: Revised "4.0 Sanitary Sewer" text.

56. Page A-22, A-23: Revised "Section 5.0 Domestic Water" text.

57. Page A-28: Revised "Section 6.0 Recycled Water" text.

58. Page A-32: New "Section 7.0 Street Improvement" text.

59. Page A-36: Revised RCMU wording as the City requested.

60. Page A-79: Revised Allowed Land Uses and Permit Requirements by Placetype table:

    - In the MU Overlay column, revised rows for "School, College/University (Private)" and "School, College/University (Public)" to "P";
    - In the MU column, revised row for "Community center/civic use" to "P";
    - In the MU column and MU Overlay column, revised row for "Furniture, furnishing, and appliance store" to "P";
    - In the "Garden center/plant nursery" row, revised all Placetypes to "C";
    - Revised footnote for "Tutoring center - large" to 12 to match City table;
    - Added a footnote of 13 for both "Art, antique, collectable shop" row and "Artisan shop" row to match City table.
    - In the legend, added "***" to the end of the "LWC" use;
    - Changed table notes legend "*" footnote to "***";
    - Added new "*" and "**" footnotes to the Table notes legend;
    - Added two footnotes (12 and 13) in the Legend to match City table.

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7.1 Introduction

This section consolidates all land use and development plan details for Planning Areas IA, IB, and portions of Planning Area III and VI, into a single "Planning Area I (PAI)", representing the entire 160.4 acres of the existing golf course; refer to Figure 7.1: Planning Area I. This new PAI has been revised from the 1994 Rancho Cucamonga Industrial Area Specific Plan (IASP) Sub-Area 18 Specific Plan (Specific Plan) to establish a Mixed Use Infill Area on the golf course property. The goal of PAI is to support smart growth in the City by locating urban housing in proximity to transit, employment, and regional entertainment; see Figure 7.4: Regional Activity Context. All maps, development standards, and guidelines related to PAI are located in this section. The project applicant controls all of PAI.

All references to "Mixed Use Infill Area," "PAI," and Section 7 in the first six sections of the Specific Plan refer to this section.

This section also provides a unifying vision with standards and guidelines that continue the objectives of the IASP. PAI is designed to foster an integrated environment that responds to evolving market conditions, and combines progressive development patterns with environmental stewardship to create active residential neighborhoods designed at a human scale.

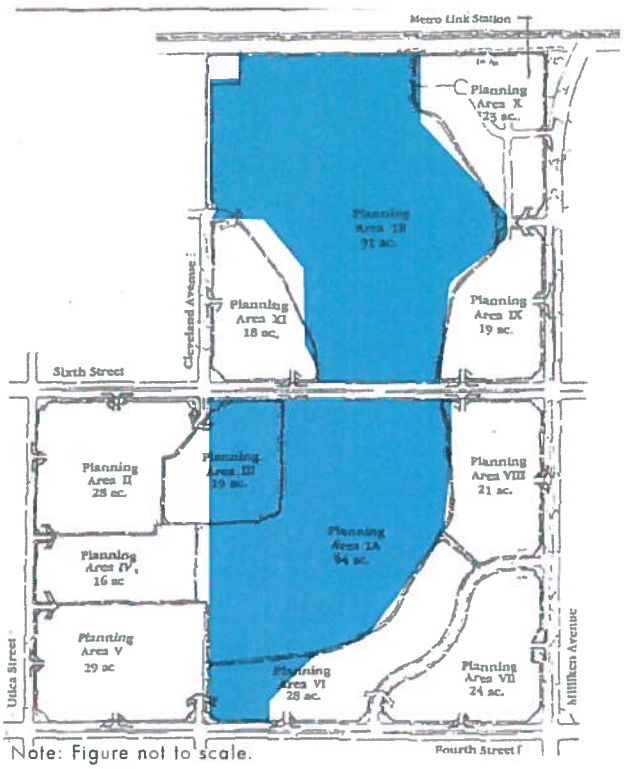


Figure 7.1: Planning Area I

7.1.1 Specific Plan Context

The Specific Plan was originally adopted in January 1994 to regulate the redevelopment of the General Dynamics property. Since adoption, the Specific Plan was developed with office, medium-density residential, and golf course uses. The Specific Plan has been amended five times in 2000, 2001, 2002, 2003, and 2012, to facilitate property build-out responsive to market conditions. See Section 1.2 for background of the site and original Specific Plan adoption.

The golf course site is surrounded by well-planned and built-out properties with a mix of residential, office, commercial, and entertainment uses all within proximity to freeways and transit services. This prime location paired with changing market conditions has led to a reconsideration of best and highest use for the golf course property. Consistent with the vision and goals of the IASP, this section provides a Mixed Use Infill Area development plan and guidelines for PAI to leverage its location and access to existing transit services and commercial areas.

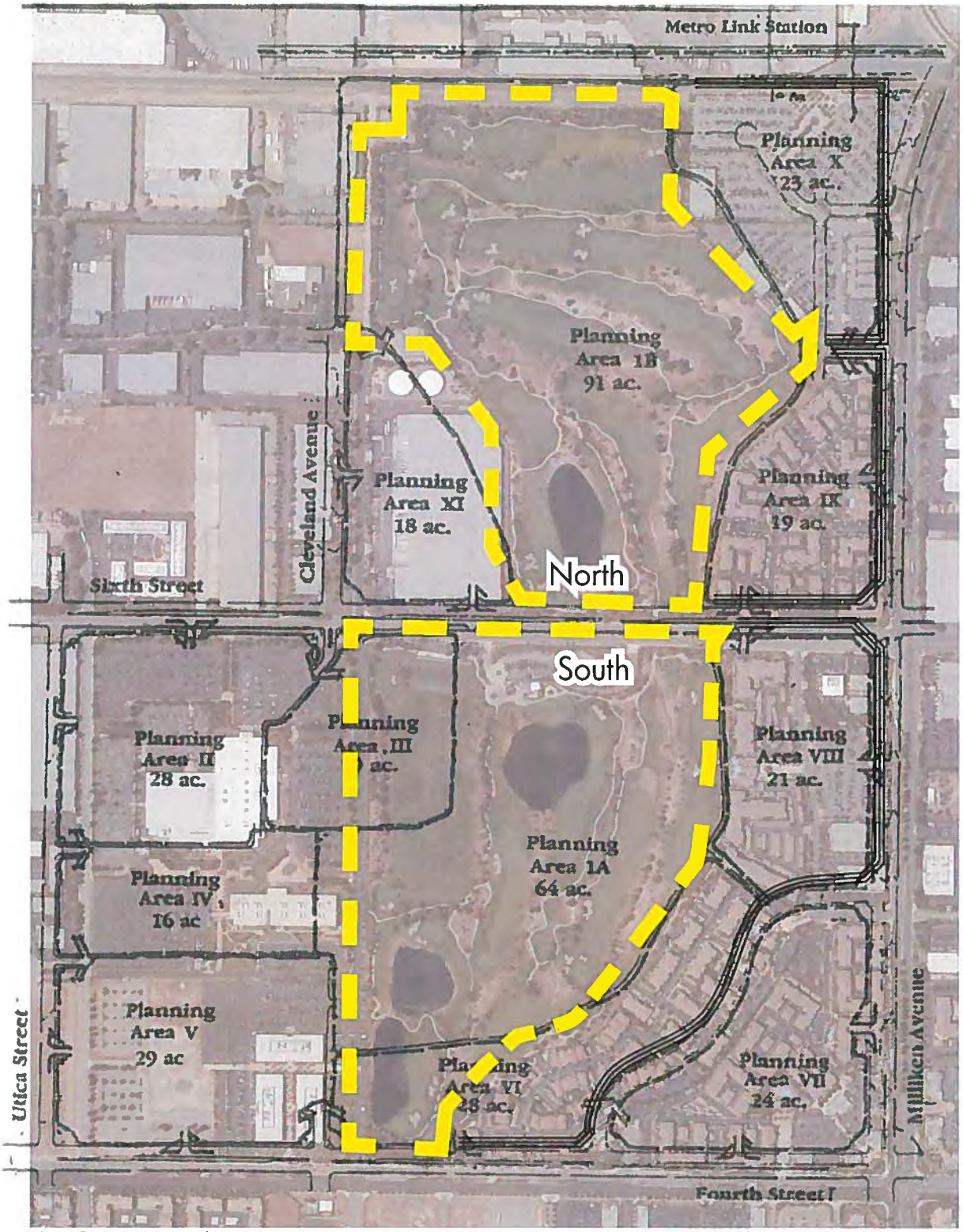
A. Proposed Amendment

The adoption of this Specific Plan amendment by ordinance will establish the "Mixed Use" general plan designation and govern the future development of PAI.

This amendment also streamlines the review process for projects within PAI using City of Rancho Cucamonga Planning Department procedures, which minimizes additional processing review steps. The first six sections of the Specific Plan are modified as part of this amendment to:

- Modify the definition of Planning Area I to include Planning Areas IA, IB, and portions of Planning Area III and VI.
- Delete all references to the golf course and Planning Areas IA, IB, and III.
- Add references to Section 7 for all PAI development plan details and guidelines.

The IASP as amended, modifies the land use designation of the amendment area internal to the Specific Plan; thus the zoning map does not change. However, a zoning amendment is required to update text related to the Empire Lakes property.



Note: Figure not to scale.

Figure 7.2: PAI Context

7.2 Community Vision

PAI is envisioned as a walkable mixed use community in close proximity to the Metrolink Rancho Cucamonga Station (Metrolink station). The plan provides daily lifestyle elements in a setting where the spaces for living and playing are intimate, personal, and connected. High-density homes will be within walking or biking distance to transit, existing local job centers, mixed use areas, commercial services, and recreation amenities through a comprehensive connective 3rd Place network. Community programming will generate a dynamic built environment with people-places, fostering an active lifestyle, and providing access to transportation solutions. See Figure 7.3: Design Concept for design concepts.

7.2.1 Design Goals

The following are the fundamental goals for community design:

Incorporate Placetype concepts in a dynamic urban setting in the City of Rancho Cucamonga.

PAI is planned as a mixed use village, providing a range of opportunities for a variety of living, recreational, and working settings. This village is surrounded by regional shopping, medium- to high-density residential, a range of large-format commercial and industrial employers, and various community services and amenities. Repurposing the existing golf course into a mixed use village within this highly active regional area will provide a range of living options near existing employment, transit, and entertainment as shown on Figure 7.4: Regional Activity Context.

Placetypes

Placetypes are a progressive means of regulating the built environment. Placetypes integrate development principles, built form guidelines, and design criteria to create holistic people-centric places instead of using traditional land use-centric regulations.

The development plan for PAI uses a Placetype-based regulating plan to establish the minimum design parameters and land use options.

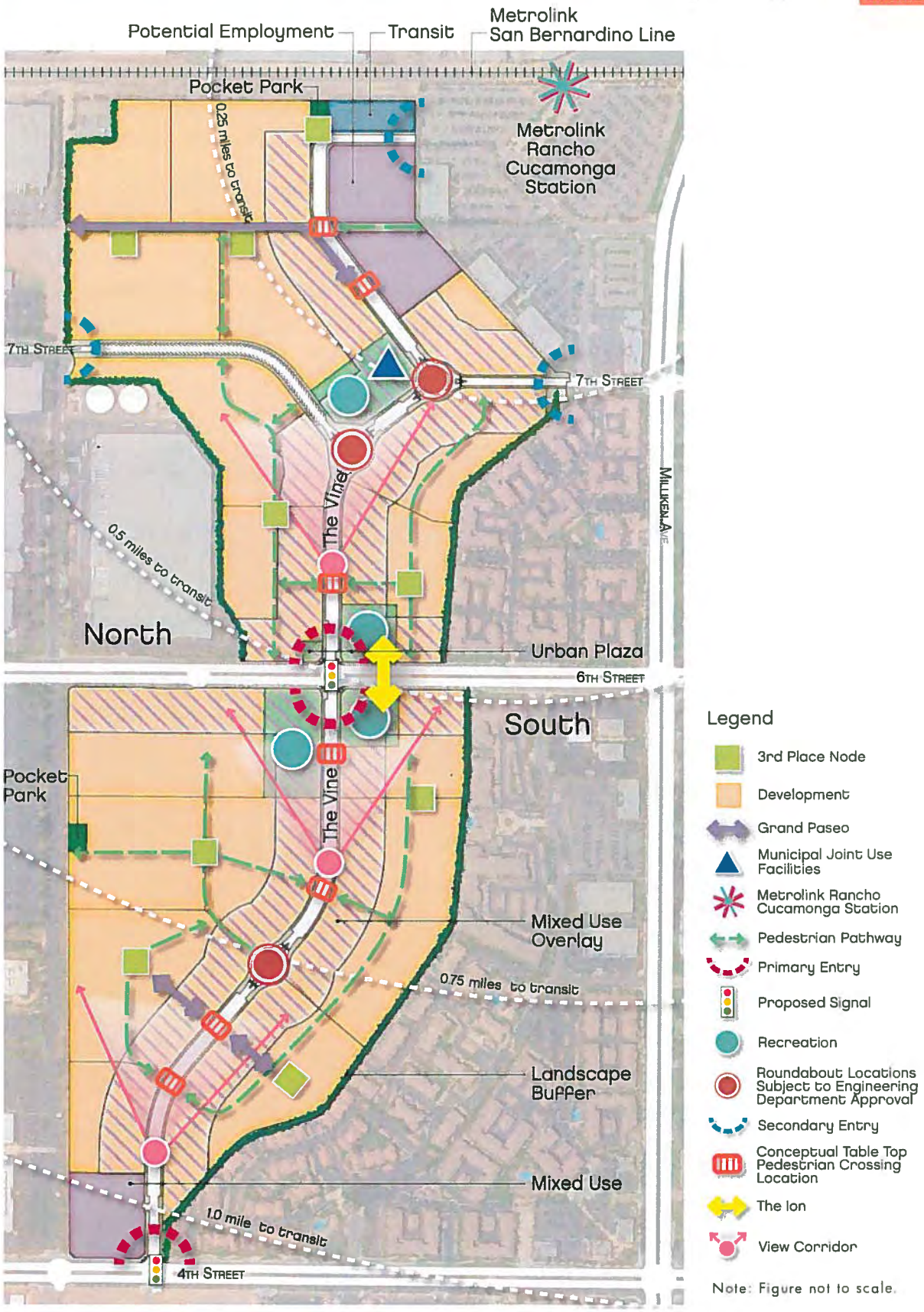


Figure 7.3: Design Concept

The distinctly urban setting is defined by higher densities; a variety of development configurations, building types, and mixed intensities; and walkable pedestrian realm interfaces. Additional neighborhood and community amenities in close proximity to PAI include:

- Adult Sports Park, approximately 2.3 miles away.
- Milliken Park and Ralph M. Lewis Park, approximately 2.5 miles away.
- Central Park community center, approximately 3.5 miles away.
- Fire Station 174 at the corner of Milliken and Jersey Boulevard.
- Cucamonga Elementary School.
- Rancho Cucamonga Middle School.

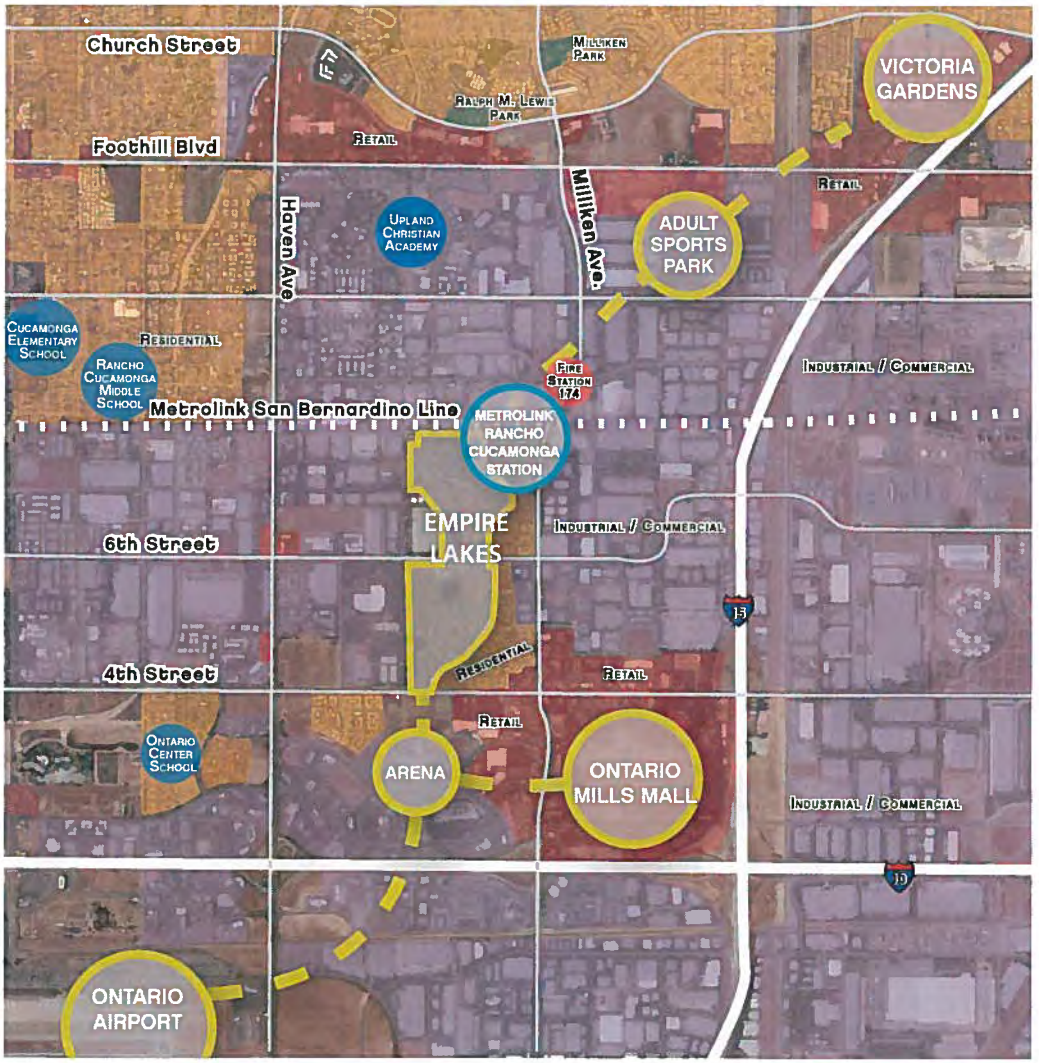


Figure 7.4: Regional Activity Context

Note: Figure not to scale.

Connect the community visually and physically with pedestrian pathways that lead to a variety of services and destinations.

A well-connected community encourages residents to use multiple modes of transportation in the course of their daily activities, promotes easy access to the Metrolink station for increased transit usage, and leads to a reduction in the number and length of vehicle trips - minimizing greenhouse gas impacts and conserving energy.

The Vine, the multi-modal backbone of the community, is designed to provide the backbone of multi-modal connectivity from 4th Street to the Metrolink station, connecting all neighborhoods in-between.

The entire community is located within one mile of the Metrolink station. The Ion, the existing 6th Street underpass, enables a continuous north/south connection for pedestrians that ties into the Vine, reducing reliance on automobiles as a primary means of travel throughout the community. The circulation framework reinforces the goal of creating a pedestrian friendly environment. This focus on pedestrian circulation is supported by 3rd Place spaces including Grand Paseos, gathering spaces, and pathways.

3rd Places are designed to encourage a dynamic living environment with integrated open spaces that link people with jobs and community activities with the surrounding venues. Figure 7.3: Design Concept identifies conceptual pedestrian-oriented design features.

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.

Examples of sustainable landscape

Configure a community that is built on the fundamentals of smart growth and environmental responsibility.

Sustainability is an integral design feature related to urban infill development adjacent to a transit station. The adjacency of higher density residential uses, retail services, and additional job opportunities, near transit facilities reduces vehicle miles traveled (VMTs) and is a central feature of the Sustainable Communities requirements. All homes will be within a 20-minute walk of the Metrolink station via the Vine and 3rd Place network. Storm water quality best management practices (BMPs) will capture the targeted high frequency, low flow storm water through infiltration, and recharge the below ground aquifers. The landscape design will utilize Southern California appropriate vegetation reducing water use (a valuable resource) and the energy use required for pumping and distributing irrigation water. Climate appropriate plant materials and non-invasive ornamental landscape materials will be utilized as the primary plant materials.

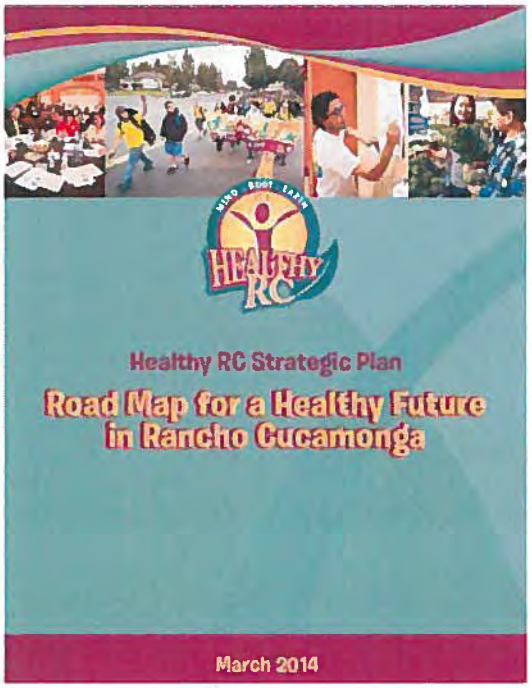
Other sustainable features include:

- Minimizing the amount of paved area of roadways, sidewalks, driveways, and parking areas to the extent feasible.
- Breaking up of large areas of impervious surface areas and directing stormwater flows away from these areas.
- Providing runoff storage dispersed though the site through bioretention facilities and landscape buffer areas.
- Limiting turf grass to active use areas only.
- Using pervious surfaces within landscaped areas where feasible.
- Providing shade opportunities in public areas such as parkways, medians, and public parks for naturally cool public spaces.
- Using reclaimed water to irrigate public parks, neighborhood edges, and other common landscape areas.
- Reducing energy demands for heating and cooling using the latest Title 24 requirements and incorporating green building design practices wherever feasible.

Implement the goals of Healthy RC through design and space programming.

A key component for a successful community will be the blending of the fundamental components of the Healthy Rancho Cucamonga, Healthy RC program. Lifestyle programming will be developed that improves urban patterns that support healthy environments. A "Full Cycle" approach of zoning and soft programming will help shape development. Elements of connected neighborhoods, exercise, arts and culture, education, food, and entertainment will be thoughtfully incorporated into 3rd Place spaces and adjacent to the Vine, going beyond a singular dimensional community. Residents will have multiple levels of experiences at the individual and the community level.

The Vine provides an organizational and experiential link for the entire community. Along this corridor will be a series of 3rd Place spaces providing major and minor activity zones. Each 3rd Place will be an individual social space that may be a Grand Paseo, bark park, pocket park, or pathway that progressively builds on each other with complementary uses, experiences, and enables pedestrian mobility. These social spaces will incorporate active uses such as walking, running, play features, and biking to promote an outdoor lifestyle and healthy activities.



Healthy RC Strategic Plan

7.2.2 Community Framework

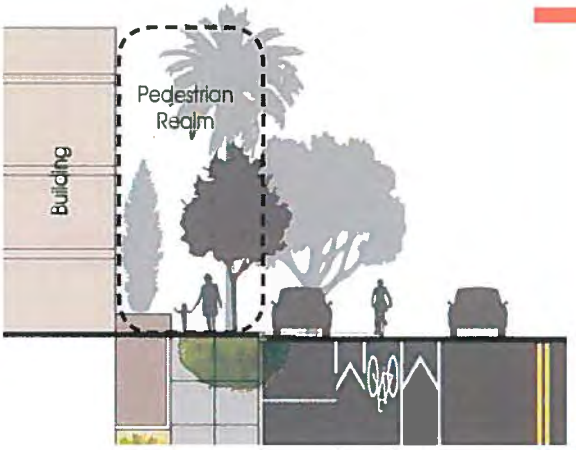
A. The Vine

As described earlier, the Vine is the backbone for multi-modal circulation. This serves as the spine road and major vehicular connector. This pedestrian-scaled roadway includes vehicular lanes, bike lanes with buffer striping, on-street parking, and a generous 16-foot pedestrian realm on each side for pedestrian activity; all features that promote an enjoyable circulation experience through the community. The pedestrian realm is designed for pedestrian engagement, incorporating street trees, seating, plazas, activity spaces, and connections to neighborhood pathways and 3rd Place spaces. The combination of these features effectively serve vehicular, bicycle, and pedestrian traffic, minimizing conflicts with a continuous north/south multi-modal spine.

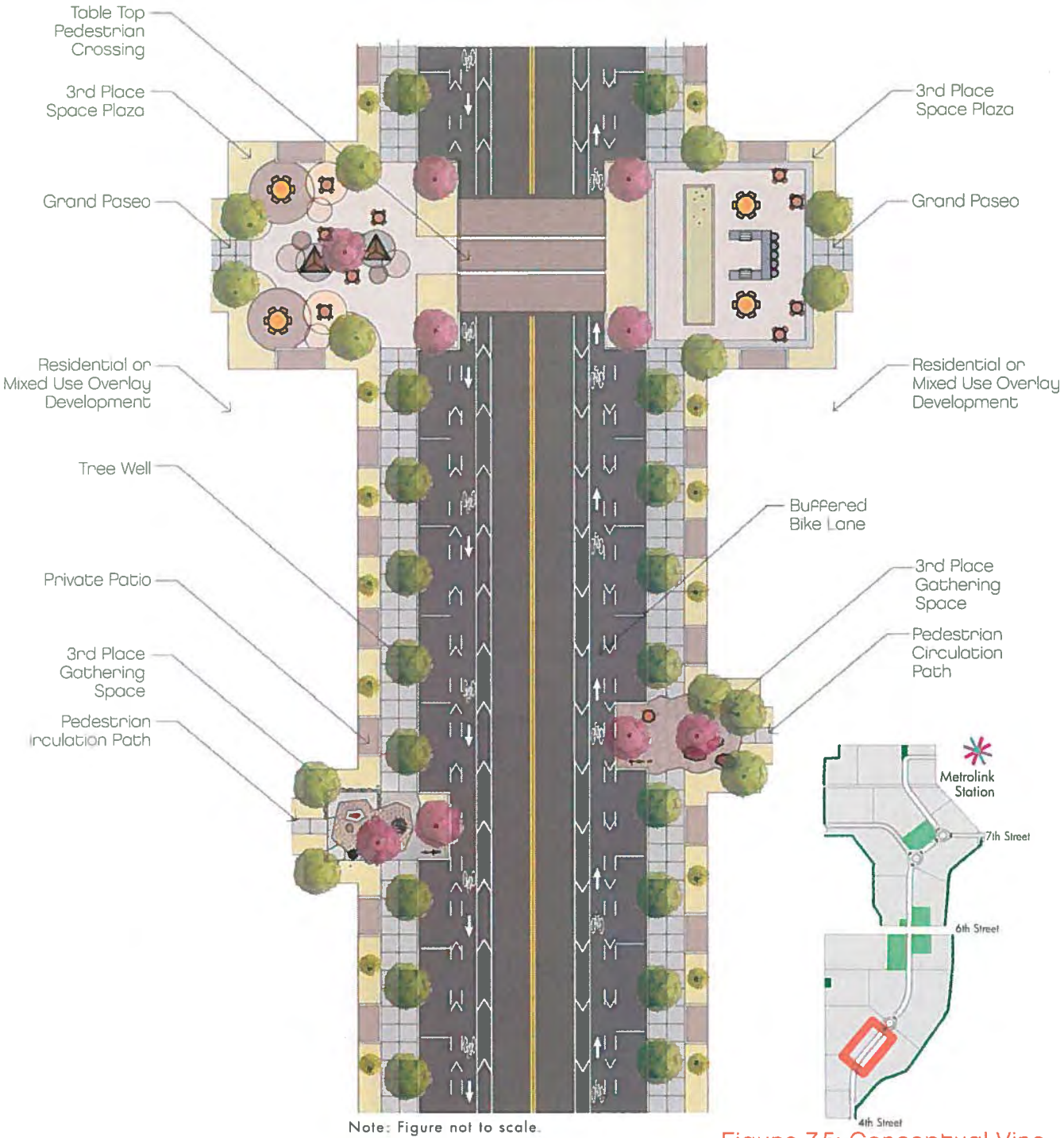
The Vine is the central pedestrian and activity spine, providing social stopping points and urban activity venues at intervals through the mixed use village. Design features will incorporate climate-appropriate landscape and hardscape elements that provide shade, a cooling effect, and unique gathering spaces. This robust pedestrian realm is layered with connective 3rd Place spaces that will meld each neighborhood to the Vine and to each other. Pathways and 3rd Place Spaces within the mixed use parcels will connect neighborhoods to the Vine, providing a high level of pedestrian access throughout. See Figure 7.5: Conceptual Vine for more details.

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. A quality pedestrian realm will connect the different functions and public spaces of the community and invite people to walk, cycle, and use public transit.



Note: Figure not to scale.



Note: Figure not to scale.

Figure 7.5: Conceptual Vine

Design of streets and pathways plus building massing will create active and intimate urban spaces.

The following design features reinforce a cohesive pedestrian-friendly environment:

- A continuous community spine connecting 4th Street to the Metrolink station via the Vine.
- Seamless pedestrian connections via the Ion (the 6th Street underpass) without crossing a major arterial.
- Local streets designed to serve vehicular and pedestrian circulation equally with narrower or compact design solutions suitable for a pedestrian-friendly environment.
- Streets designed to balance pedestrian, bicycle, and vehicular mobility to link neighborhoods to each other, recreational amenities, and mixed use destinations.

Traffic calming elements integrated into the design of the circulation system include:

- A bent grid street system for simple, direct, and understandable circulation.
- Tapered streets that narrow street widths at intersections to provide for shorter and safer pedestrian crossings and encourage drivers to slow down. See Figure 7.28: Table Top Pedestrian Crossing/Tapered Street for a taper example.
- Use of roundabouts along the Vine to slow traffic and incorporate community design features.
- Provision of on-street parking wherever feasible.
- Use of Table Top pedestrian crossings, subject to City approval, for convenient and visible pedestrian circulation.

Table Top Pedestrian Crossing

A Table Top Pedestrian Crossing is a traffic calming device that raises the entire wheelbase of a vehicle to reduce its traffic speed and increase the aesthetic and safety of the pedestrian crossing. It includes a flat section in the middle with ramps leading up-to and down-from the pedestrian crossing; sometimes it is constructed with textured materials or color designs on the flat section. Vehicle operating speeds for streets with Table Top crossings are higher than standard speed humps and range from 25–45 mph, depending on the spacing. See Section 7.3.6.D. Pedestrian Circulation for more details.

B The Ion

Pedestrian-activity is largely based on how effectively destinations are connected. The Ion (the existing 6th Street underpass) will enable seamless pedestrian connectivity along the length of the village, eliminating the need to cross a major arterial from 4th Street to the Metrolink station. The Ion underpass is an aesthetically redesigned feature incorporating light-based design features to enhance the experience with accessible entrances north and south of 6th Street. Recreation amenities and public plazas will be located in conjunction with the Vine on each side of the Ion enhancing the pedestrian experience. The visual light-based design of the Ion makes this a destination and photo opportunity highlight of the community. See Figure 7.25: Conceptual Ion Sections and Figure 7.26: Conceptual Ion Plan for more details.

Conceptual rendering of the lighting design for the Ion underpass.

C 3rd Place Spaces

3rd Place spaces form a connective network of pedestrian amenities that tie neighborhoods together by creating unique spaces throughout the community. 3rd Places include three types of unique connective spaces:

- Grand Paseos
- Pathways
- Gathering spaces

There will be four east/west Grand Paseos linking existing adjacent open space areas to the Vine; these may be enhanced by a bark park, gathering places, and Table Top pedestrian crossings. See Section 7.5.1.C. 3rd Place Spaces for more details.

Inspirational imagery for creating memorable 3rd Place spaces.

Example of articulated massing

Example of a mixed use building type and integrated 3rd Place spaces

D. Mixed use Architecture and Site Planning

A contemporary architectural vocabulary with adaptations of traditional vernaculars will be combined with comprehensive site planning to produce a mixed use village that provides a strong sense of place for residents. The following design elements achieve this:

- A broad architectural vocabulary focused on massing, articulation, and the creation of dynamic indoor and outdoor living environments.
- A composition of varied building types, forms, and intensities that create a visually interesting and dynamic place.
- Building patterns that create distinct open spaces for social interaction within each neighborhood.
- A framework of pathways and 3rd Place Spaces inviting to the pedestrian experience.
- Site planning that located large parking fields behind the pedestrian realm.
- Opportunities for horizontal and vertical mixed use areas.
- Site planning that allows for integrated living, working, recreation, and commercial areas.

7.3 Urban Design Standards

The conceptual development plan strategically locates a range of Placetypes. This approach encourages variety within the built environment by addressing the relationship of the built form to people places rather than the strict relationship of uses to each other.

Figure 7.6: Conceptual Development Plan by Placetype achieves the following:

- A human scale of development oriented to pedestrian activities with connectivity provided through the network of the Vine and 3rd Place spaces.
- Provision of a broad range of densities with attached and detached homes addressing a variety of lifestyle and economic segments.
- An integrated Recreation (REC) Placetype in close proximity to neighborhoods and the Vine.
- Residential neighborhoods designed with multi-modal connections to transit.
- Opportunities for integration of non-residential and service elements within neighborhoods under the Mixed Use (MU) Placetype and the Mixed Use Overlay.

7.3.1 Development Potential

The minimum and maximum amount of development permitted within PAI is specified in Table 7.1: PAI Development Program. The development program includes minimum and maximum thresholds to facilitate an urban community within the constraints of the vehicular environment.

A. Maximum Development

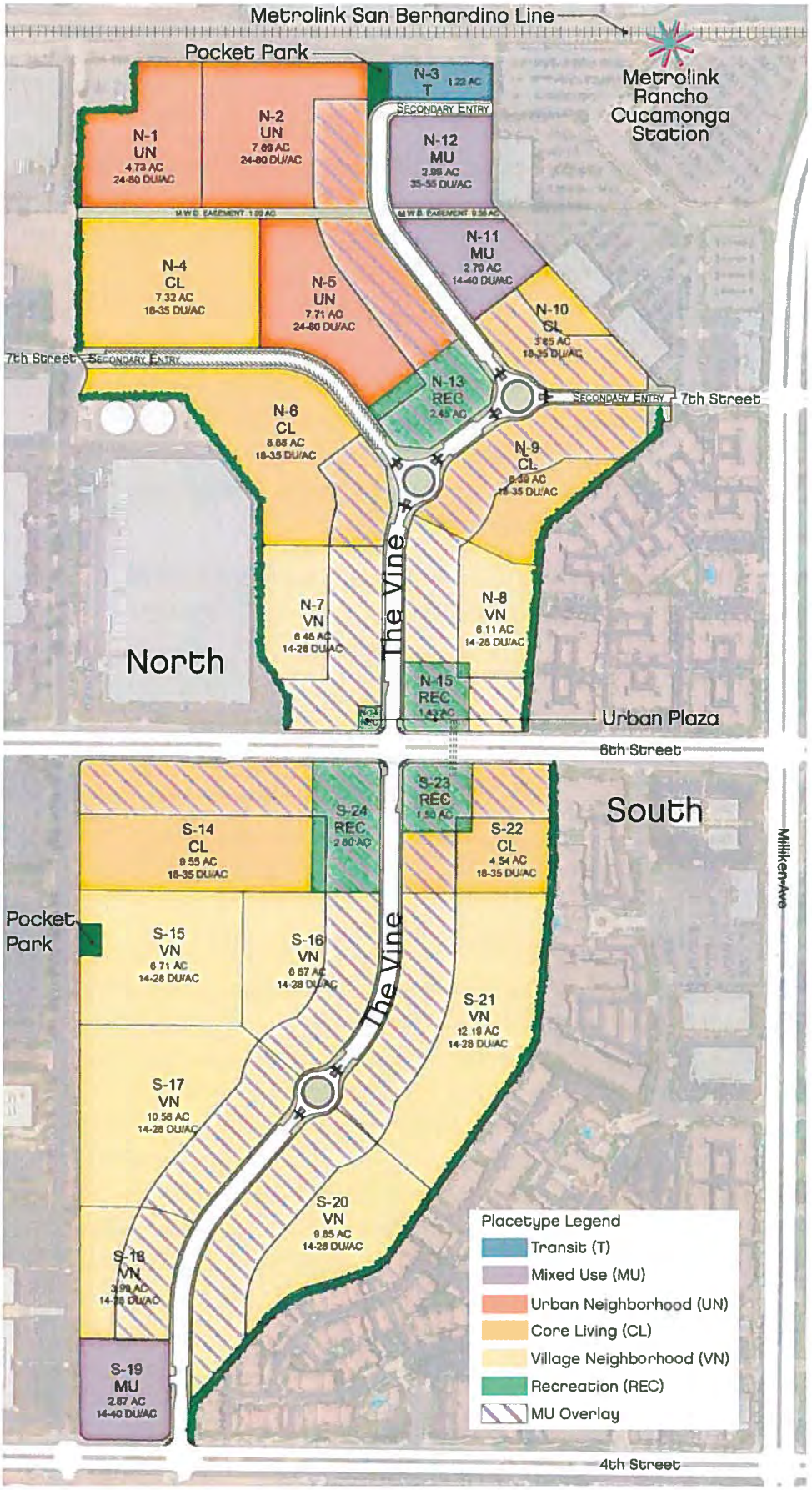
A "Maximum Permitted" unit count and non-residential square footage have been established by Table 7.1: PAI Development Program. The "Minimum Required" unit count guarantees a higher-density development, while the maximum permitted unit count manages that density within appropriate thresholds based on traffic study constraints.

The "Non-Residential Maximum Square Footage" identified in Table 7.1: PAI Development Program shall be considered the maximum allowed within PAI; this potential square footage may be developed within either the Transit or Mixed Use Placetypes or under the Mixed Use Overlay.

Note: Development occurring within PAI is in addition to the maximum development potential established by Table 1-1, Summary Land Use Development Program on page 1-5 of this Specific Plan. For Placetype descriptions see Section 7.3.4 Development Standards; See Section 7.3.3 Land Use for permitted uses.

B. Mixed Use Development

The Specific Plan provides for a more urban development pattern with a mix of higher density residential and non-residential in a pedestrian-friendly setting that has great access to transit. The plan is intended to provide unique and engaging experience that offers convenient access to activities, public spaces and services. Up to 3,450 residences and 220,000-square-feet of non-residential uses will be located within 0.5 mile of the Metrolink station. The residential development will be characterized by a combination of attached and detached medium to high density homes. Within the Mixed Use Placetype and under the MU Overlay, development may occur as single-use or mixed-use consistent with Table 17.38.070-1: Allowed Land Uses and Permit Requirements by Placetype.



Note: Figure not to scale.

Figure 7.6: Conceptual Development Plan by Placetype

Table 7.1: PAI Development Program

North of 6th Street					
Placetypes	Acres[1]	Non-Residential Max SF	Residential		
			Permitted Density Range[2]	Minimum Permitted Units[2]	Maximum Permitted Units[2]
Transit (T)	1.2	25,000[3]	-	-	-
Mixed Use (MU)	2.7	75,000 combined	14-40	0	108
	3.0		35-55	0	164
Urban Neighborhood (UN)	20.1	-	24-80	483	1,611
Core Living (CL)	26.2	-	18-35	472	918
Village Neighborhood (VN)	12.6	-	16-28	201	352
Potential Subtotal	65.9	100,000	17.6 - 47.9	1,157	3,153
Net Developable Minimum Required[1]/ Maximum Permitted	**65.9**	**100,000**	**24.2 - 30.4**	**1,594**	**2,000**
Non-Developable					
Recreation (REC) including Urban Plazas	3.9	(4)	-	-	-
MWD Easement OS	1.4	-	-	-	-
Roads/Misc. OS	12.1	-	-	-	-
Non-Developable Subtotal	16.2	(4)	-	-	-
Gross Developable Minimum Required[1]/ Maximum Permitted	**82.0**	**100,000**	**19.4 - 24.4**	**1,594**	**2,000**

South of 6th Street					
Placetypes	Acres[1]	Non-Residential Max SF	Residential		
			Permitted Density Range[2]	Minimum Permitted Units[2]	Maximum Permitted Units[2]
Mixed Use (MU)	2.9	35,000	14-40	0	115
Core Living (CL)	14.1	-	18-35	254	493
Village Neighborhood (VN)	50.0	-	16-28	800	1,400
Potential Subtotal	67.0	35,000	15.7 - 30.0	1,053	2,008
Net Developable Minimum Required[1]/ Maximum Permitted	**67.0**	**35,000**	**15.8 - 21.7**	**1,056**	**1,450**
Non-Developable					
Recreation (REC)	4.3	(4)	-	-	-
Roads/Misc. OS	7.1	-	-	-	-
Non-Developable Subtotal	11.4	(4)	-	-	-
Gross Developable Minimum Required[1]/ Maximum Permitted	**78.4**	**35,000**	**13.5 - 18.5**	**1,056**	**1,450**

PAI Total Mixed-Use Overlay	Acres[1]	Non-Residential Max SF	Residential		
			Permitted Density Range[2]	Minimum Permitted Units[2]	Maximum Permitted Units[2]
Minimum Required SF North of 6th Street		20,000[5]			
Minimum Required SF South of 6th Street	-	20,000[5]	Consistent with underlying Placetype		
Maximum Mixed Use (MU) Permitted		85,000[5]			

PAI Total	Acres[1]	Non-Residential Max SF (3)(4) (5)(6)	Residential		
			Permitted Density Range[2]	Minimum Required Units[2]	Maximum Permitted Units[2]
Net Developable Minimum Required[1]/ Net Development Total Maximum	**132.8**	**220,000**	**20.0 - 26.0**	**2,650**	**3,450**
Gross Developable Minimum Required[1]/ Gross PAI Total	**160.4**	**220,000**	**16.5 - 21.5**	**2,650**	**3,450**

Table notes:

(1) Exact acreage, configuration, and boundary lines subject to final design. Minimum required units regulated by target units on a per parcel basis. See 7.7 Implementation for parcel target units, tracking, and density transfers.

(2) Development of each parcel may occur at any density within the established range; however, in no case shall the total number of dwelling units developed exceed the Gross PAI Total of 3,450 dwelling units.

(3) Development SF in the T Placetype was not included in the EIR analysis because it is adjacent to a Transit Station and provides Transit supportive uses. Therefore the 220,000 SF maximum is equivalent to the 195,000 SF in the EIR.

(4) Development square footage within the REC Placetype is for private use by residents of PAI, not contributing to trip generation of the site, and is therefore not subject to the square footage maximum established by this table or the applicable EIR traffic study. Any non-residential use developed for public access within the REC Placetype shall be subject to the 220,000 SF maximum. The City of Rancho Cucamonga may include up to 25,000 SF and up to 1.75 acres of Planning Area N-13 for Municipal Joint Use Facilities.

(5) A minimum of 50,000 SF of non-residential development in the Overlay is required; if only 20,000 SF is developed south of 6th Street, 30,000 SF of non-residential use is required north of 6th.

(6) Aggregate of all PAI non-residential development, (excluding recreation area development within the REC Placetype), shall not exceed the 220,000 SF maximum.

7.3.2 Placetype Descriptions

Six Placetype designations have been established to create a vibrant built environment that integrates residential and services in a mixed use community. The Placetype designations are:

- Transit.
- Mixed Use.
- Urban Neighborhood.
- Core Living.
- Village Neighborhood.
- Recreation.

All Placetypes may be developed as for-sale or for-rent neighborhoods. Within each Placetype, Grand Paseos and/or connecting pathway 3rd Place spaces promote pedestrian circulation.

A Mixed Use Overlay designation, see Figure 7.6: Conceptual Development Plan by Placetype, allows for flexible development at key locations. The Mixed Use Overlay represents possible locations for commercial or horizontal/vertical mixed use developments based on market conditions. Mixed use development can include combination of residential and non-residential uses, as well as the combination of different residential densities within a single development. In no case shall the development of non-residential square footage exceed the maximum established by Table 7.1: PAI Development Program.

To maintain flexibility for responding to changing community needs and market conditions over the build-out, intensity may be transferred between parcels consistent with the Placetype intensity, provided the minimum required units are achieved. Where density transfers between parcels, in no case shall development exceed the net development total (residential and non-residential) established by Table 7.1: PAI Development Program. See Table 17.38.070-1: Allowed Land Uses and Permit Requirements by Placetype for permitted land uses by placetype.

Source: Designlens.com

A Transit (T) Placetype

Density: Residential not permitted

Permitted Square Footage: 25,000 SF

Primary Land Use: Transit-oriented services

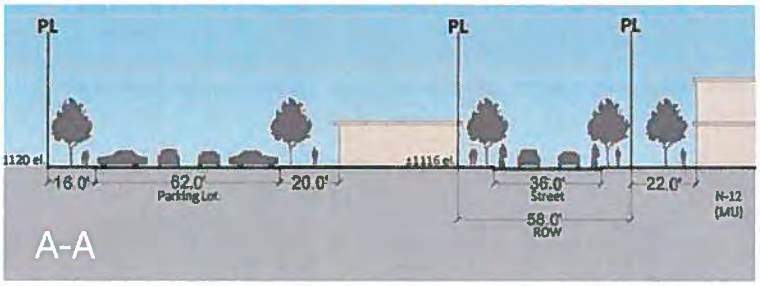
The T Placetype anchors PAI to the adjacent Metrolink station. This Placetype should be designed for easy pedestrian and bicycle access through the site. It should also provide support to transit and multi-modal users with commercial, retail, and services.

Transit-supportive uses may include, but are not limited to:

- Transit services: car-share facilities, bike-share stations, transit pass kiosks, or concierge services.
- Convenience services: day-care, cafe, bakery, or personal services.
- Small-format daily commercial: grocery, specialty food stores, or pharmacy.

Transit Placetype inspirational images

Note: Plotting may vary; figure not to scale.



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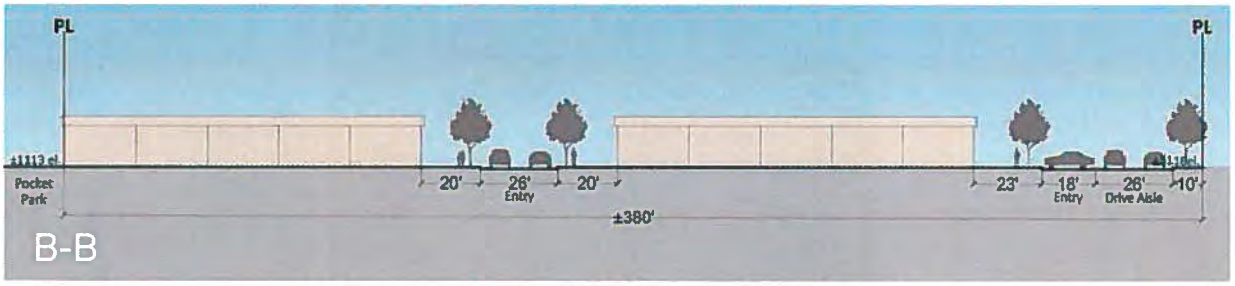


Note: Figure not to scale.

Figure 7.7: Conceptual Transit Placetype Plan & Sections

B. Mixed Use (MU) Placetype

Density: 14-55 DU/acre (based on specific parcel density)

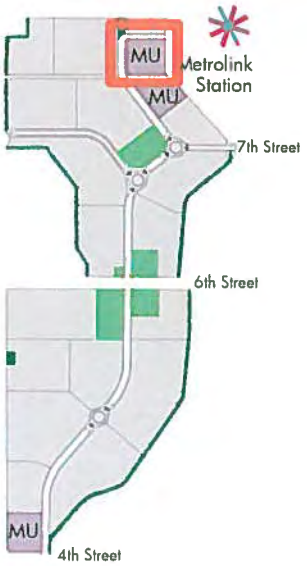
Permitted Square Footage: 110,000 SF

(N-11/N-12: 75,000 SF; S-19: 35,000 SF)

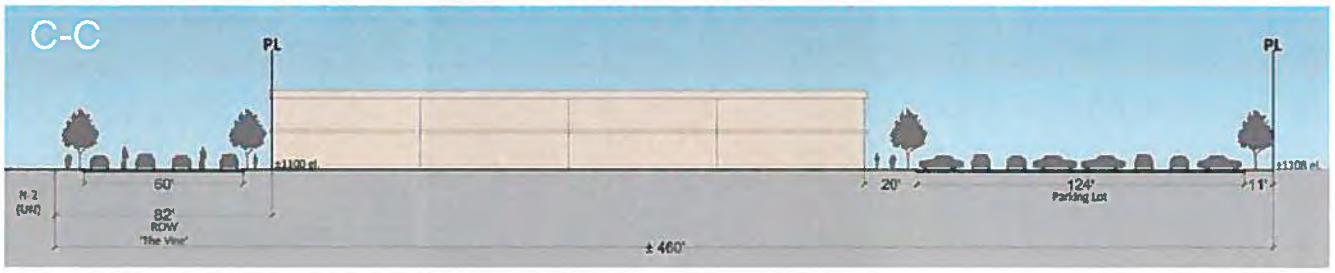
Primary Land Use: Mixed Medium-High Density Residential and Non-Residential Uses

The MU Placetype is intended to contribute to the employment/housing balance and reduce the carbon footprint of the community by allowing the location of jobs and services in close proximity to transit and high-density residential. This Placetype promotes horizontal and vertical mixed use configurations that form an active setting along the Vine and the pedestrian access to the Metrolink station. A range of blended land uses may provide community-oriented retail, business services, child care, and housing. Buildings are encouraged to provide active, articulated facades close to the minimum setback line along the Vine.

Live/work, retail, and horizontal mixed use setting inspirational images



Note: Plotting may vary; figure not to scale.



Note: Figure not to scale.

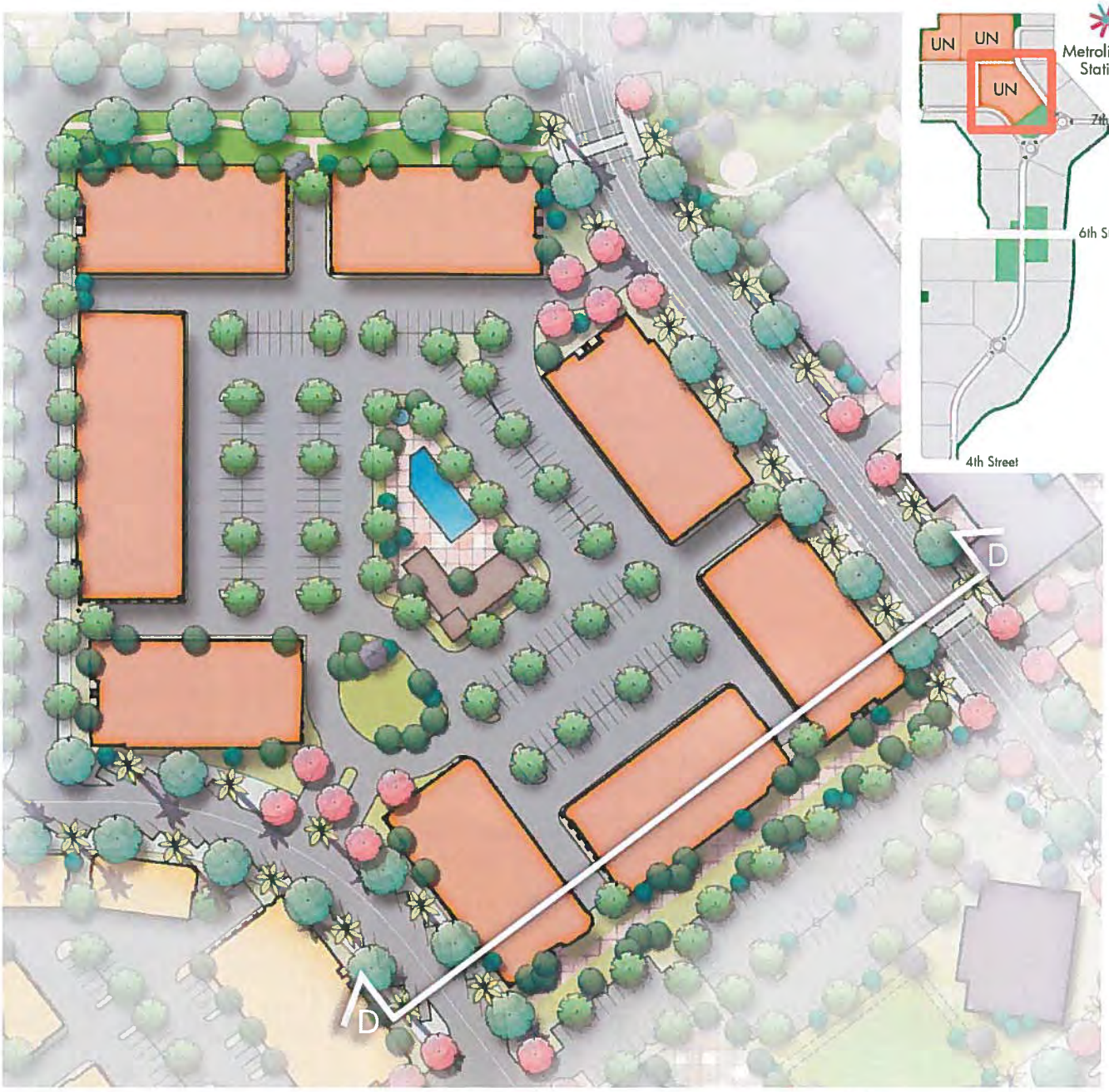
Figure 7.8: Conceptual Mixed Use Placetype Plan & Section

C Urban Neighborhood (UN) Placetype

Density: 24-80 DU/acre

Primary Land Use: High-Density Residential

The UN Placetype locates high intensity urban residential housing less than a quarter mile from the Metrolink station, MU and REC Placetype parcels. Live/Work and Shopkeeper units are permitted and, if developed, are encouraged to have prime street or plaza frontage to support small business development. High-density residential may be configured in a variety of ways, including but not limited to, wrap and podium buildings, stacked flats and row townhomes. Neighborhood design is encouraged to provide pedestrian-scaled streetscenes and balance vehicular and pedestrian access for efficiency. Particular attention should be paid to creating a strong relationship to the street and 3rd Place spaces.



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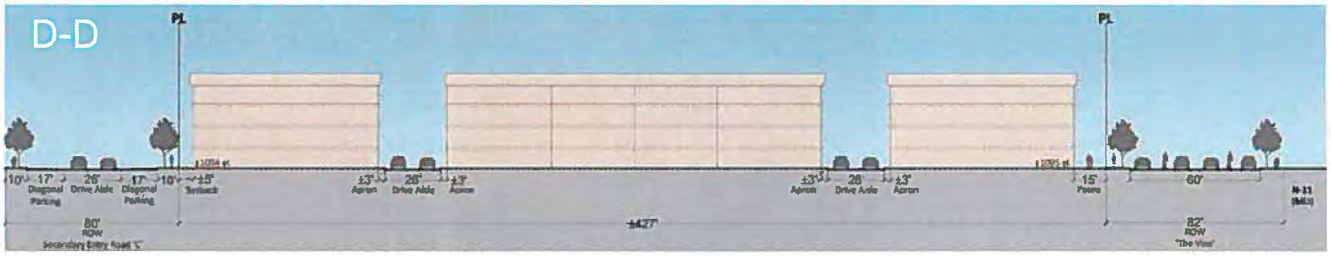


Note: Figure not to scale.

Figure 7.9: Conceptual Urban Neighborhood Placetype Plan & Section

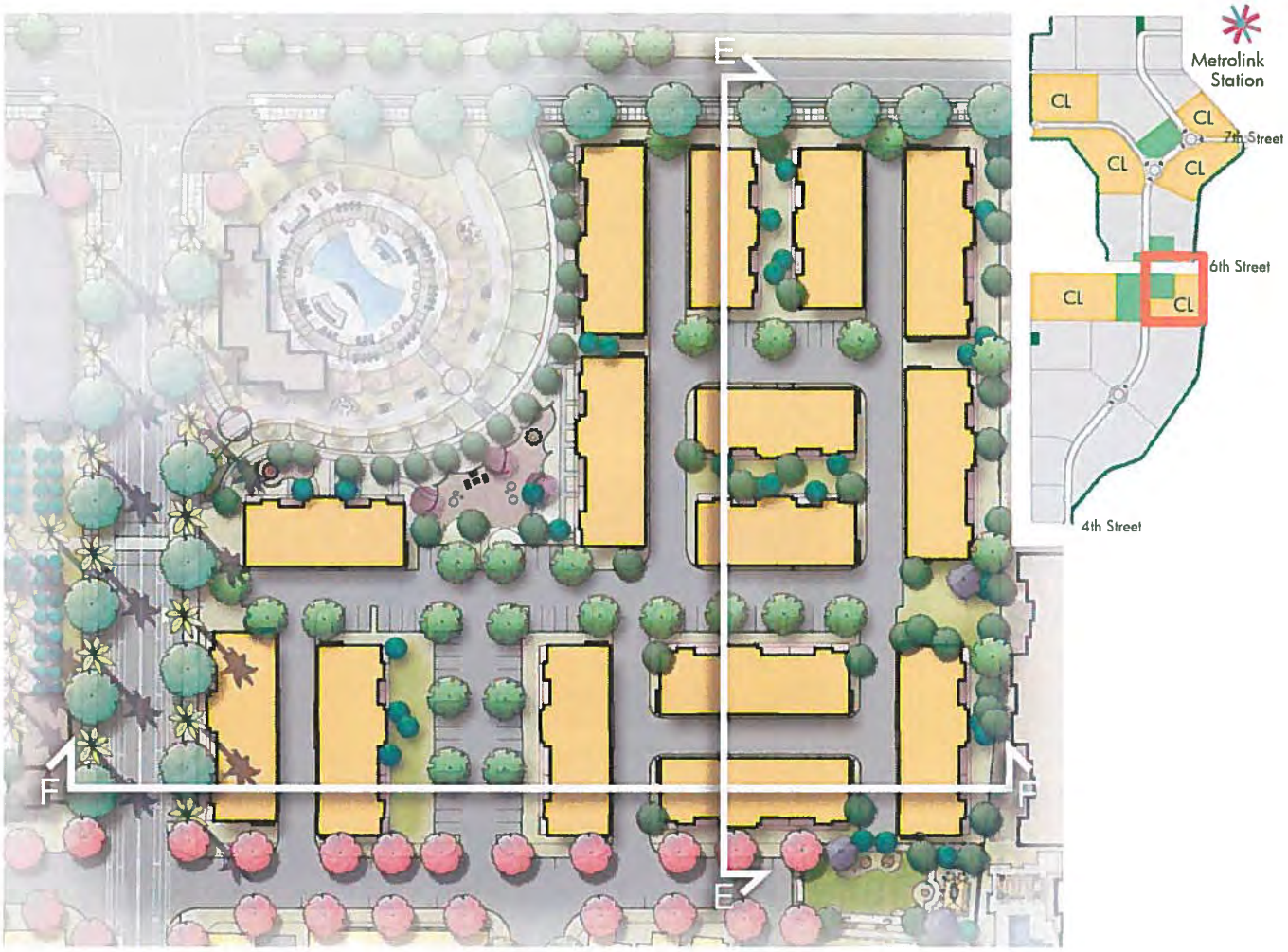
D. Core Living (CL) Placetype

Density: 18-35 DU/acre

Primary Land Use: Medium-High Density Residential

The CL Placetype is a residential designation that may include a broad range of attached and/or small lot detached neighborhoods. Parcels designated as CL should have pedestrian pathways within neighborhoods, and connections to community destinations. Building forms should include architecturally appropriate massing with elevations facing the street, 3rd Place spaces, and the Vine as applicable.

High-density inspirational images



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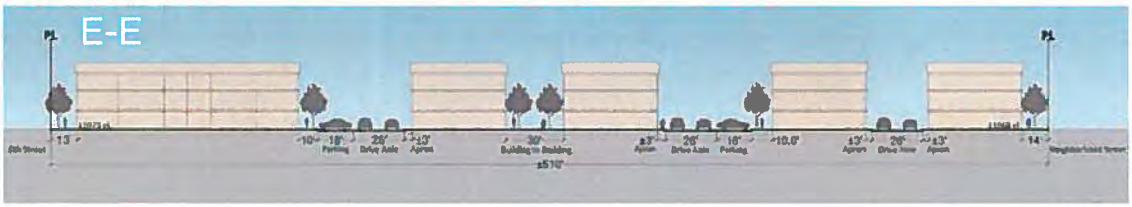

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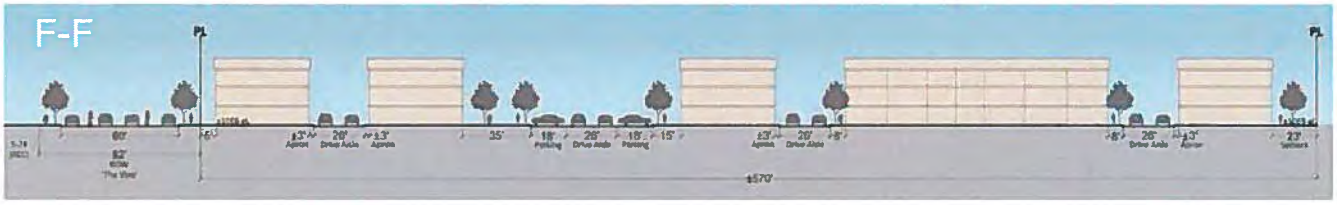


Note: Figure not to scale.

Figure 7.10: Conceptual Core Living Placetype Plan & Sections

E Village Neighborhood (VN) Placetype

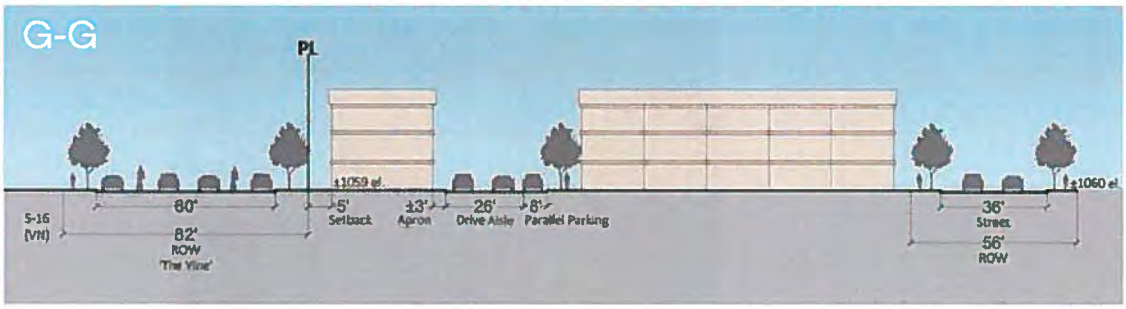
Density: 16-28 DU/acre

Primary Land Use: Medium Density Residential

The VN Placetype is residentially focused and intended for various forms of detached and attached configurations. Housing types could range from small lot detached single-family to attached configurations. Layout, design, block length, and parking should be suitable for this setting with elevations facing the street, 3rd Place spaces, and the Vine as applicable. Homes should be designed with private open space, and neighborhoods planned with 3rd Place transitional spaces connecting to adjacent neighborhoods.

Attached and detached medium density inspirational images

Note: Plotting may vary; figure not to scale.



Note: Figure not to scale.

Figure 7.11: Conceptual Village Neighborhood Placetype Plan & Section

F. Recreation (REC) Placetype

Density: Residential not permitted

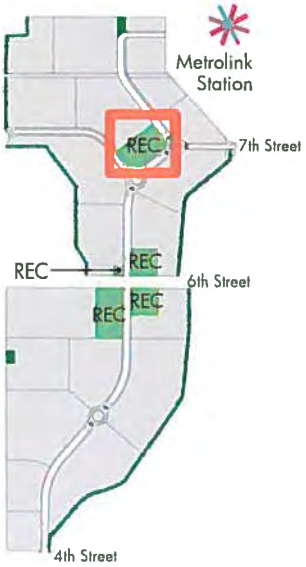
Primary Land Use: Common Private & Public Recreation Amenities

The REC Placetype is featured at five central parcels to provide a variety of resident-friendly elements that will build a vibrant community dynamic. The REC areas are sited for prime exposure, access to surrounding neighborhoods, and potential for retail components under the Mixed Use Overlay. The clubhouse and recreational facilities will act as a "center" for the community and exhibit a high level of quality design and attention to detail.

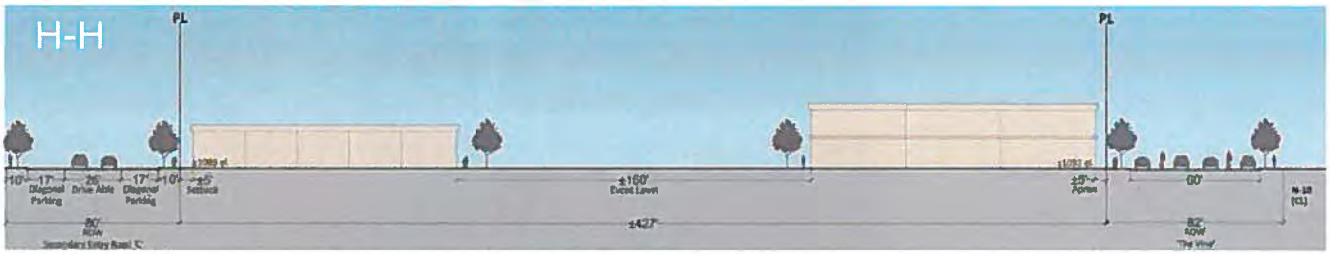
The community REC areas may include the following types of amenities:

- Plaza space that ties into the Urban Plaza and lon pedestrian connection.
- Fitness area.
- Pool and spa.
- Community meeting rooms.
- Management offices.
- Non-residential services and retail.
- Public and Joint Use Facilities for Public Safety, Community Services, and Library Services.

Recreation inspirational images



Note: Plotting may vary; figure not to scale.



Note: Figure not to scale.

Figure 7.12: Conceptual Recreation Placetype Plan & Section

G Mixed Use Overlay

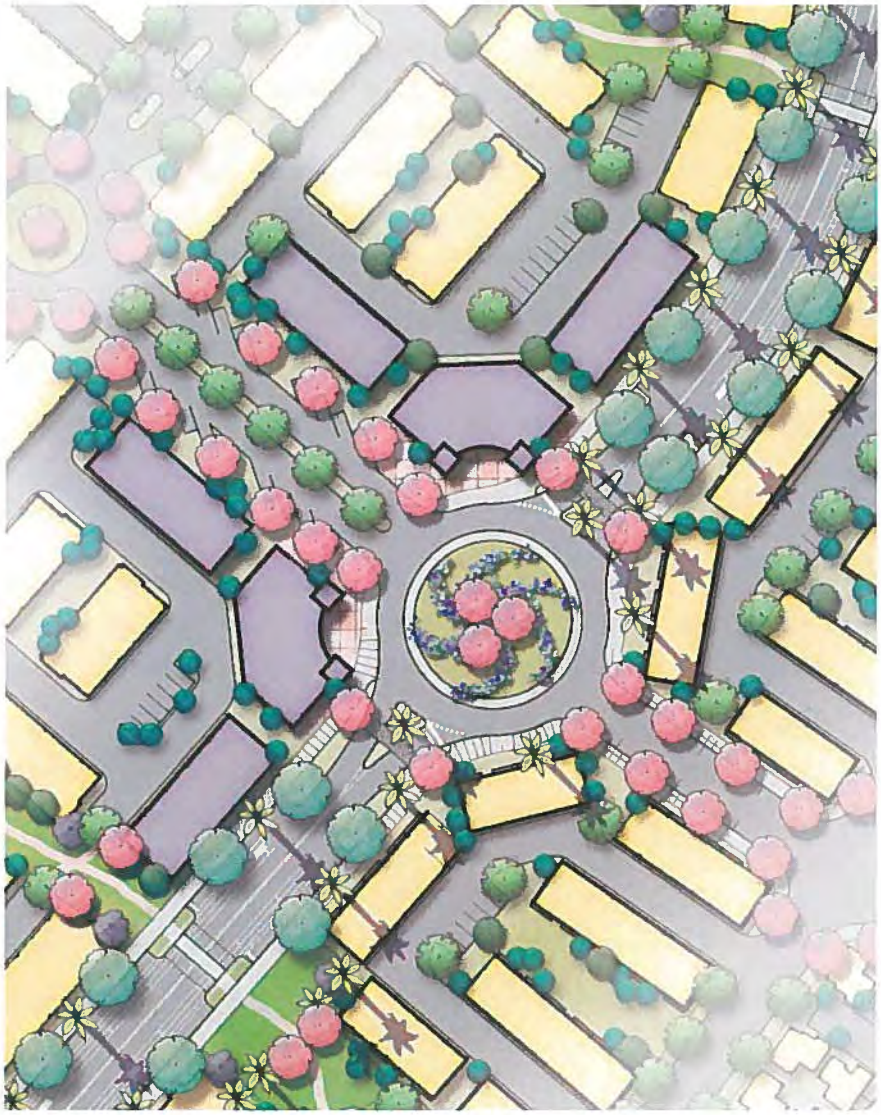
The Mixed Use Overlay, as identified in Figure 7.6: Conceptual Development Plan by Placetype, may be applied voluntarily to a parcel, or portion of a parcel. The Mixed Use Overlay provides market flexibility and added placemaking opportunities.

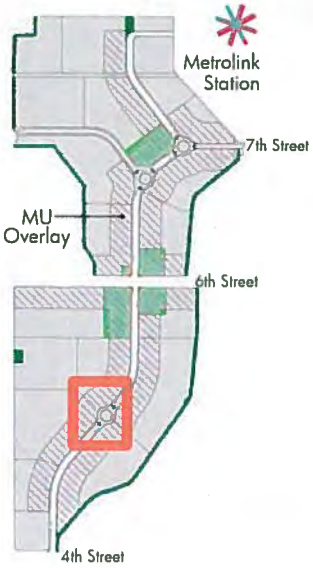
The Overlay allows a combination of residential and non-residential horizontal or vertical mixed use along the prime vehicular and pedestrian connections to add commercial and service elements. Where the Mixed Use Overlay is exercised, the non-residential uses should be carefully designed to provide an engaging interface.

Development occurring under the Mixed Use Overlay is subject to the standards and guidelines of the MU Placetype; all non-residential square footage shall count toward the total gross square footage allowed in Table 7.1: PAI Development Program.

Table 7.2: MU Overlay Standards

	Standard
Applicable Parcels	N-2, N-5, N-6, N-7, N-8, N-9, N-10, N-13, N-14, N-15 S-14, S-16, S-17, S-18, S-20, S-21, S-22, S-23, S-24
Applicable Location	Allowed within 200 feet measured from applicable ROW: the Vine, 6th Street and 7th Street
Maximum Development	Residential: Consistent with underlying Placetype; Non-Residential: Not to exceed 85,000 SF





Note: Plotting may vary; figure not to scale.

Figure 7.13: Conceptual Mixed Use Overlay Placetype Plan

Development standards are design to maximize creativity and flexibility in design to create active people places.

7.3.3 Land Use

Section 17.38.070 of the City's Development Code regulates the land use for PAI. Land Use Table 17.38.070-1: Allowed Land Uses and Permit Requirements by Placetype identifies the allowed land uses and permit requirements by Placetype. Land use permission for each Placetype have generally been aligned with the City of Rancho Cucamonga zoning districts for ease of implementation.

Land use classifications/categories, descriptions, and entitlement/permit requirements are per the City's Development Code.

For more information please refer to Appendix E Zoning Code Amendment.

7.3.4 Development Standards

Table 7.3: Development Standards establishes the development standards by Placetype. Table 7.5: Perimeter Setbacks establishes minimum setbacks from the PAI boundary property line and key edge conditions.

PAI development standards are intended to facilitate creative architectural design through minimal internal regulations, thus allowing the boundaries of building configurations to be set by the adopted building code. This will allow for flexibility of building patterns, progressive development of new product types and configurations that meet the intent of the Specific Plan, and the greatest adaptability to market changes.

The correlation between parcel location, Placetype, and building configuration should consider the three dimensional nature of the entire development, including height, massing, siting, and orientation. These characteristics must relate to the surrounding built form, respecting the overall neighborhood character.

How to Use These Development Standards

Each development project should focus on the relationship between the built form and the public environment, with emphasis on building siting and orientation, height and massing, articulation of facades and entry ways, building fenestration, pedestrian circulation, type and placement of street trees, landscaping and transitional spaces, and location of driveways and garages.

These development standards should be used in conjunction with the architecture design guidelines in Section 7.4 Architectural Guidelines and landscape design guidelines in Section 7.5 Landscape Design.

Site plans and building design are encouraged to locate buildings and entries at or close to the minimum setback line, as feasible.

All setbacks established by this section are minimum requirements subject to encroachments permitted by Table 7.4: Permitted Encroachments; see 7.4.1 Site Planning Criteria for additional information.

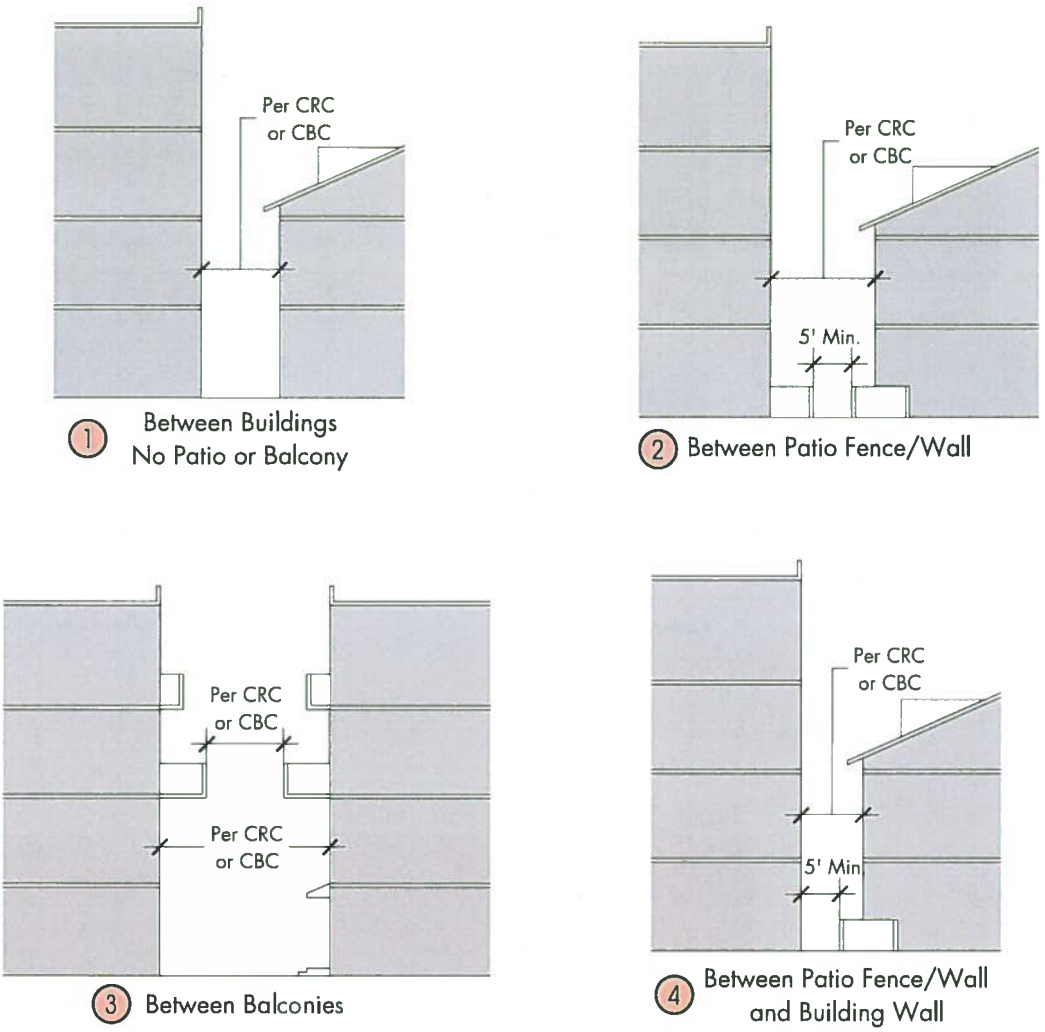
Table 7.3: Development Standards

Standard/Zoning District	VN	CL	UN	T	MU	MU Overlay
Lot area (minimum/minimum net avg)	No minimum					
Lot width (minimum/corner lot)	No minimum					
Lot depth (minimum)	No minimum					
Minimum frontage (standard or flag lot)	No minimum					
Allowed Density (dwelling units per acre)						
Minimum density[1]	16 du/ac	18 du/ac	24 du/ac	Residential prohibited	By parcel : N-11: 16 du/ac N-12: 35 du/ac S-19: 14 du/ac	Consistent with underlying Placetype. See Figure 7.6: Conceptual Development Plan by Placetype
Maximum density	28 du/ac	35 du/ac	80 du/ac		N-11: 40 du/ac N-12: 55 du/ac S-19: 40 du/ac	
Lot Coverage (maximum lot coverage with buildings as a percentage of the Parcel or project)						
Lot Coverage	No maximum					
Allowed Floor Area Ratio (FAR)						
Maximum FAR	No maximum					
Minimum Building Setbacks from Property Lines[2]						
From PAI Boundary PL	Based on Edge Condition; See Table 7.5: Perimeter Setbacks					
Front Yard/Rear Yard	0 ft					
From Vine ROW[3]	5 ft	5 ft	5 ft	—	5 ft	5 ft
From Secondary Entry ROW[3]	See Table 7.5: Perimeter Setbacks					
From 4th Street & 6th Street ROW[3]	See Table 7.5: Perimeter Setbacks					
From Collector Road ROW	See Table 7.5: Perimeter Setbacks					
From Private Drive Aisle/Alley	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft
Corner side yard (interior to a Parcel)	5 ft					
Interior side yard	0 ft; Consistent with adopted CRC or CBC					
At interior parcel boundary (dwelling/accessory building)	5 ft					
Walls and Fences	Consistent with Table 17.48.0505-1 Free-standing retaining walls shall be set back a minimum of 2 feet from back of sidewalk. Retaining walls shall not abut a sidewalk, but may abut utility boxes.					
Building Height						
Primary buildings (maximum height in feet)	North of 6th Street: 70 ft; South of 6th Street: 60 ft Occupiable roof tops, PV systems, and all other roof top features shall be consistent with adopted CRC or CBC and ALUCP requirements. Any structure developed adjacent to the existing residential uses along the eastern perimeter of PAI shall be limited to 45' in height within 20 feet of the PAI boundary line. See Figure 7.18B: Residential Edge Section.					
Fences and Walls	Consistent with Table 17.48.0505-1 or as required by acoustical reports					

Table 7.3: Continued

Standard/Zoning District	VN	CL	UN	T	MU	MU Overlay
Open Space Requirement (minimum percentage of open space per parcel or project)						
Combination of Private and Common open space (ground floor/upper story)	150 sf per unit combined; May be provided in private, common, or a combination of these spaces. See Section 7.3.4.C. Private/Public Open Space for additional standards.					
Minimum patio/porch depth, where provided	5 ft [4]					
Recreation	Individual projects are exempt from Recreation Area/Facility requirements of 17.36.01(E) of the City's Development Code since common recreation facilities are provided within the community.					
Minimum Dwelling Unit Size [5]						
Single-family (attached and detached)	450 sf; excludes required parking and open space					
Multi-family	450 sf; excludes required parking and open space					
Efficiency/studio	450 sf; excludes required parking and open space					
One bedroom	450 sf; excludes required parking and open space					
Two bedrooms	450 sf; excludes required parking and open space					
Three or more bedrooms	450 sf; excludes required parking and open space					
Distance Between Building/Structure (minimum)[6]						
1 Between buildings with no patio or balcony	Consistent with adopted CRC or CBC by occupancy type					
2 Between patio fence/wall	5 ft					
3 Between balconies	Consistent with adopted CRC or CBC by occupancy type					
4 Between a patio fence/wall and a building wall	5 ft					
With common patio fence/wall	0 ft; except at PAI boundary, shall be consistent with edge condition. See Table 7.5: Perimeter Setbacks					
Building separation across a Private Drive Aisle	26 ft clear[4]					
Other Miscellaneous Building Setback Requirements (minimum)						
Building to detached garage/ carport or other accessory structure	Consistent with adopted CRC or CBC					
Building to wall or curb at project entry	5 ft					

Notes:
(1) Excluding land necessary for collector streets and arterials.
(2) Setbacks applies to any "front" or "side" elevation as measured from the face of structure to back of right-of-way (ROW) or specified property line unless modified by Table 7.4: Permitted Encroachments. See Figure 7.15 Minimum Building Setbacks and Table 7.5: Perimeter Setbacks for additional definition of building setbacks. See Table 7.6: Parking Standards for parking setbacks.
(3) See Figure 7.17: Setback Locations for a graphic location of this setback condition.
(4) Free and clear of vertical and horizontal obstructions.
(5) Senior/Age-Qualified projects are exempt from this requirement.
(6) See Figure 7.14 Distance Between Building/Structure below.



Note: Figures not to scale.

Figure 7.14 Distance Between Building/Structure

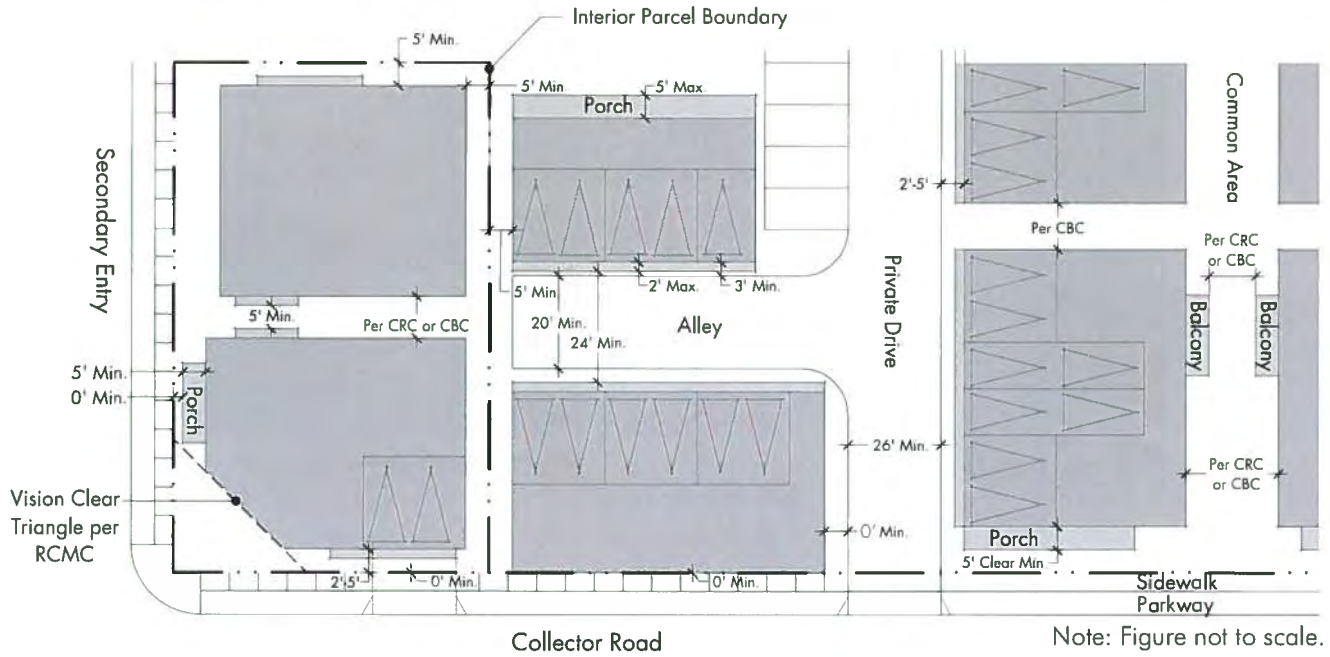


Figure 7.15 Minimum Building Setbacks

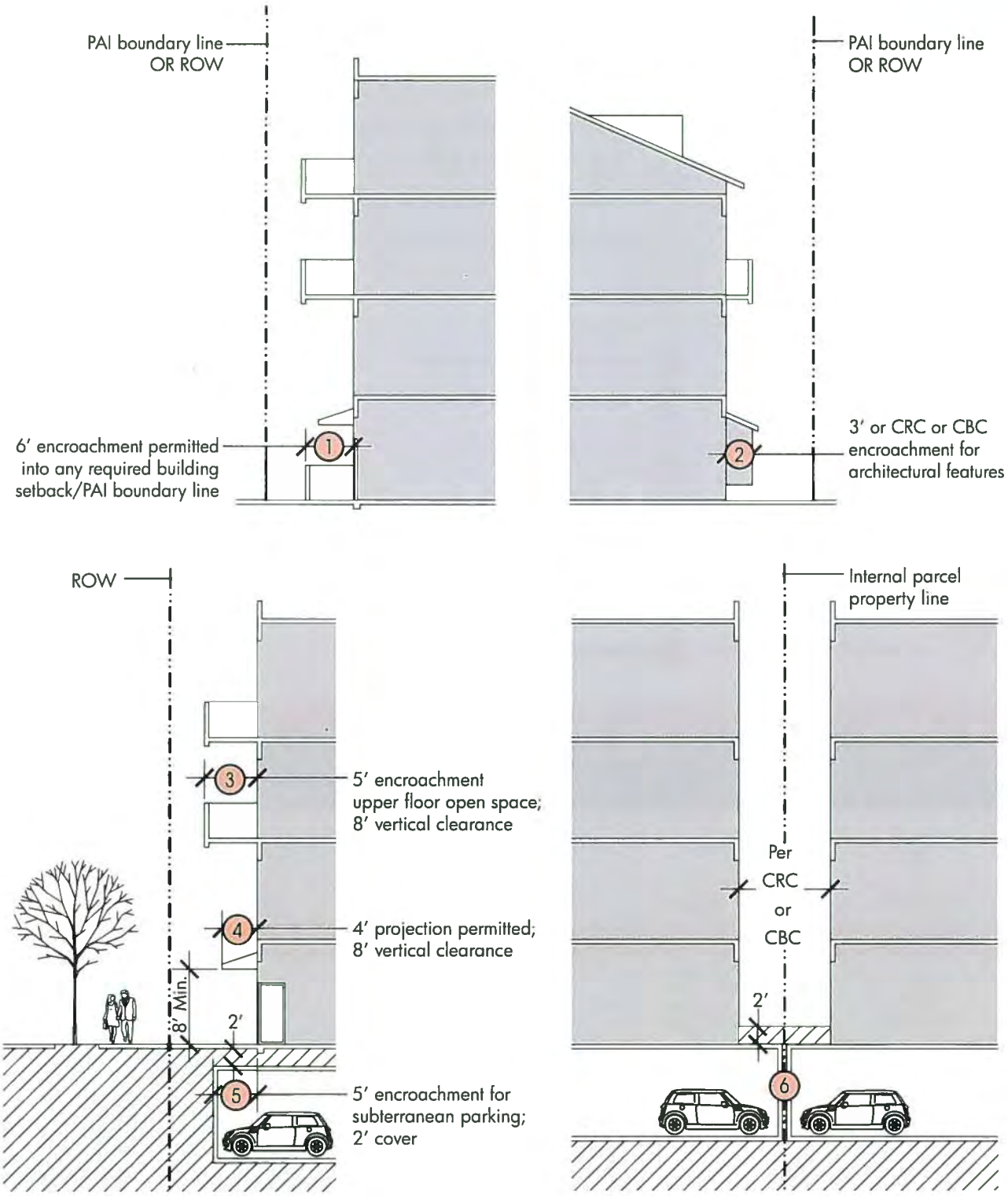
A. Setback Encroachments

An encroachment is a permitted projection into a setback. These encroachments permit architectural variation on facades, provide for private and common open space, accommodate parking, and further activate the pedestrian realm.

All permitted encroachments are described on Table 7.4: Permitted Encroachments and depicted in Figure 7.16: Encroachment Diagrams. In all cases, encroachments shall comply with the current editions of the California building codes.

Table 7.4: Permitted Encroachments

	Standard	Permitted Encroachments into Required Setback	
		Adjacent to ROW	Adjacent to PAI Boundary Line
1	Ground floor private or common open space	3 feet	3 feet
2	Fireplaces, bay windows, cornice, eaves, sills, & similar architectural features	3 feet or per the California Building Code, whichever is less stringent	
3	Upper floor private or common open spaces & balconies (8-foot minimum vertical clearance required, measured from the floor below)	5 feet	5 feet
4	Awnings, lighting fixtures, and canopies (8-foot minimum vertical clearance required measured from the floor below)	4 feet	3 feet
5	Subterranean garages; 2-foot buffer required above for proper landscape growth	5 feet	5 feet
		6 0 foot setback permitted at interior PLs	
	Porte cochere, transformers, similar features	5 feet	6 feet
	ADA accessible ramps (including architectural features) and unenclosed stairwells	Full encroachment permitted; 0 feet to setback or boundary	
	Permitted encroachments shall not extend into the horizontal or vertical clear space required for fire access lanes.		



Note: Figures not to scale.

Figure 7.16: Encroachment Diagrams

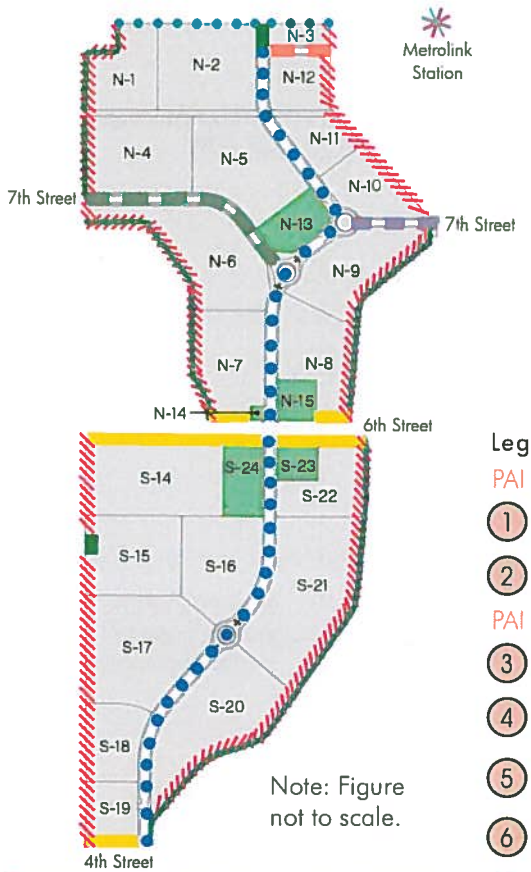


Figure 7.17: Setback Locations

B. Edge Conditions

Edge conditions of PAI shall be treated consistent with Table 7.5: Perimeter Setbacks standards to maintain a sensitive and consistent treatment for adjoining properties. All internal parcel setbacks are established by Table 7.3: Development Standards.

All setbacks established by this section are minimum requirements and subject to encroachments permitted by Table 7.4: Permitted Encroachments.

Legend

PAI Boundary Setbacks

1. 10 feet minimum
2. 2 feet minimum

PAI Right-of-Way Setbacks

3. 10 feet minimum
4. 5 feet minimum
5. 0 feet minimum
6. 5 feet minimum
7. 5 feet minimum

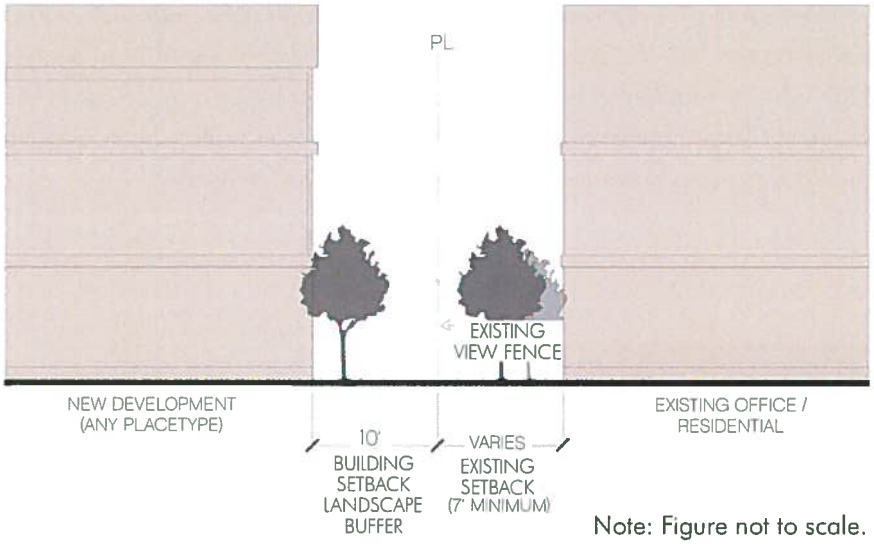
Table 7.5: Perimeter Setbacks

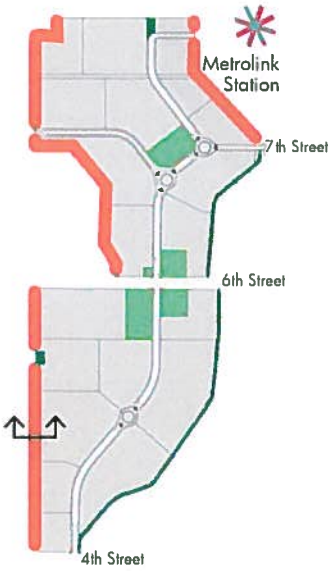
Condition	Boundary	Minimum Setback	Maximum Setback	Applicable Parcels	Applicable Figures
PAI Boundary Setbacks[1]					
1	Primary Edge	10 ft	None	N-1 N-3 N-4 N-6 N-7 N-10 N-11 N-12 S-14 S-15 S-17 S-18 S-19	Figure 7.18A: Primary Edge Section
				N-8 N-9 S-20 S-21 S-22	Figure 7.18B: Residential Edge Section
2	Rail Road	2 ft	None	N-1 N-2 N-3	Figure 7.19: Rail Road Edge Section
PAI Right-of-Way Setbacks[1]					
3	4th & 6th Streets Adjacency	10 ft	20 feet based on grading solutions	N-7 N-8 S-14 S-19 S-22 S-23 S-24	Figure 7.33: 6th Street Figure 7.35: 4th Street
4	The Vine	5 ft	10 feet	N-2 N-5 N-6 N-7 N-8 N-9 N-10 N-11 N-12 N-13 N-14 N-15 S-16 S-17 S-18 S-19 S-20 S-21 S-22 S-23 S-24	Figure 7.31: The Vine
5	Secondary Entry A	0 ft	10 feet	N-3 N-12	Figure 7.37: Secondary Entry Road 'A'
6	Secondary Entry B	5 ft	10 feet	N-9 N-10	Figure 7.38: Secondary Entry Road 'B'
7	Secondary Entry C	5 ft	10 feet	N-4 N-5 N-6 N-13	Figure 7.39: Secondary Entry Road 'C'
	Collector Streets	0 ft	10 feet	All (Internal to parcels)	Figure 7.40: Collector Road

1. All setbacks are measured from the primary wall plane of the building to the property line.

Primary Edge

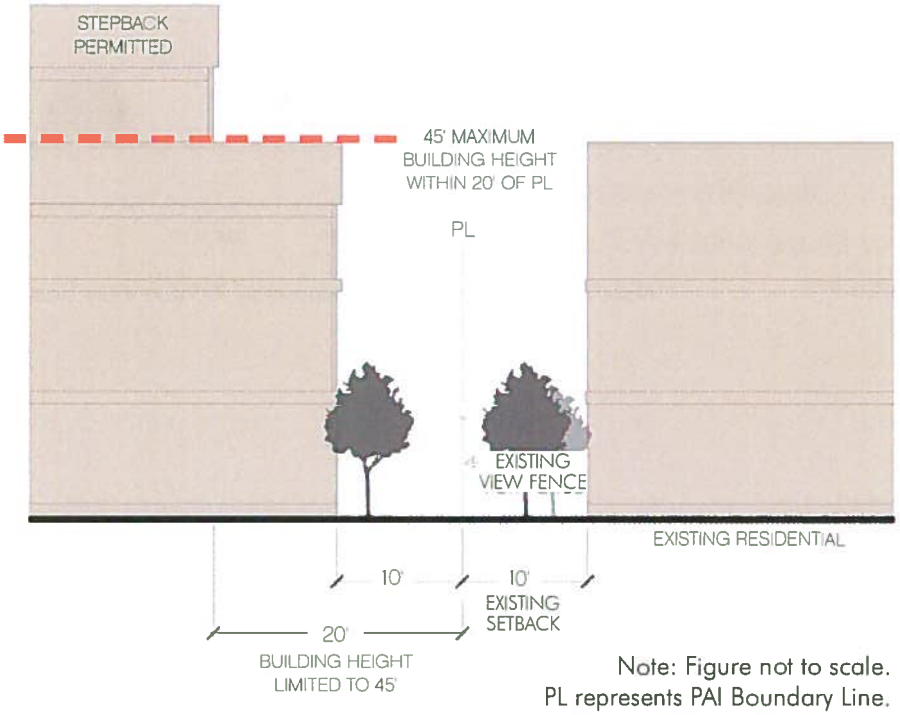
Primary edge conditions shown on this page provide for pedestrian access and appropriate buffering from adjacent existing development. Figure 7.18A: Primary Edge Section applies to edge conditions adjacent to existing non-residential development. Figure 7.18B: Residential Edge Section applies to edge conditions along the eastern PAI boundary line adjacent to existing residential development. Vehicular circulation in the form of a Collector Road or Private Drive Aisle at PAI Boundary (Figure 7.42: Private Drive Aisle at PAI Boundary) are also permitted adjacent to the PAI boundary line.

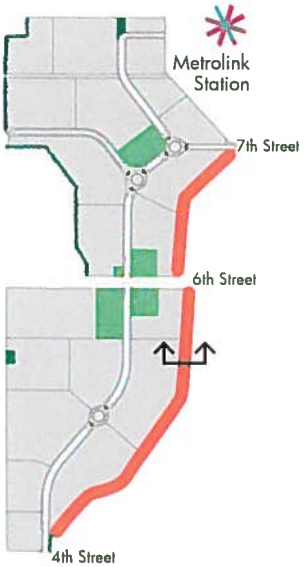




Note: Figure not to scale.
PL represents PAI Boundary Line.

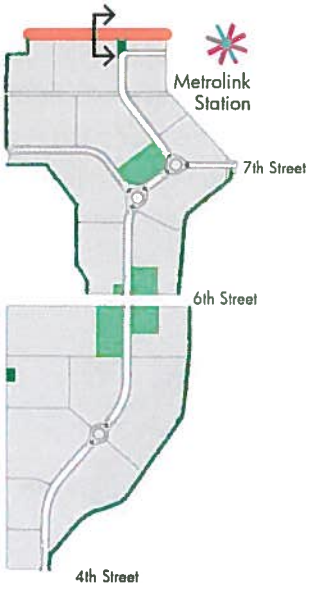
Figure 7.18A: Primary Edge Section





Note: Figure not to scale.
PL represents PAI Boundary Line.

Figure 7.18B: Residential Edge Section



Rail Road Edge

This section may be utilized to allow efficient site planning of high density residential. North of the PAI boundary line is the Southern California Regional Rail Authority railroad right-of-way and a Southern California Edison (SCE) easement; a maintenance easement has been recorded adjacent to the PAI boundary line to allow for access and maintenance to parcels N-1, N-2, and N-3 as needed. A solid wall (including a building wall) shall be installed along the northern property line to provide noise reduction and a visual barrier from the adjacent rail line. The wall shall be at least six feet high. Where feasible, a berm, or berm-wall combination may be used. The building/edge condition design shall consider sound attenuation and the two-foot planting buffer may be decreased to zero if feasible.

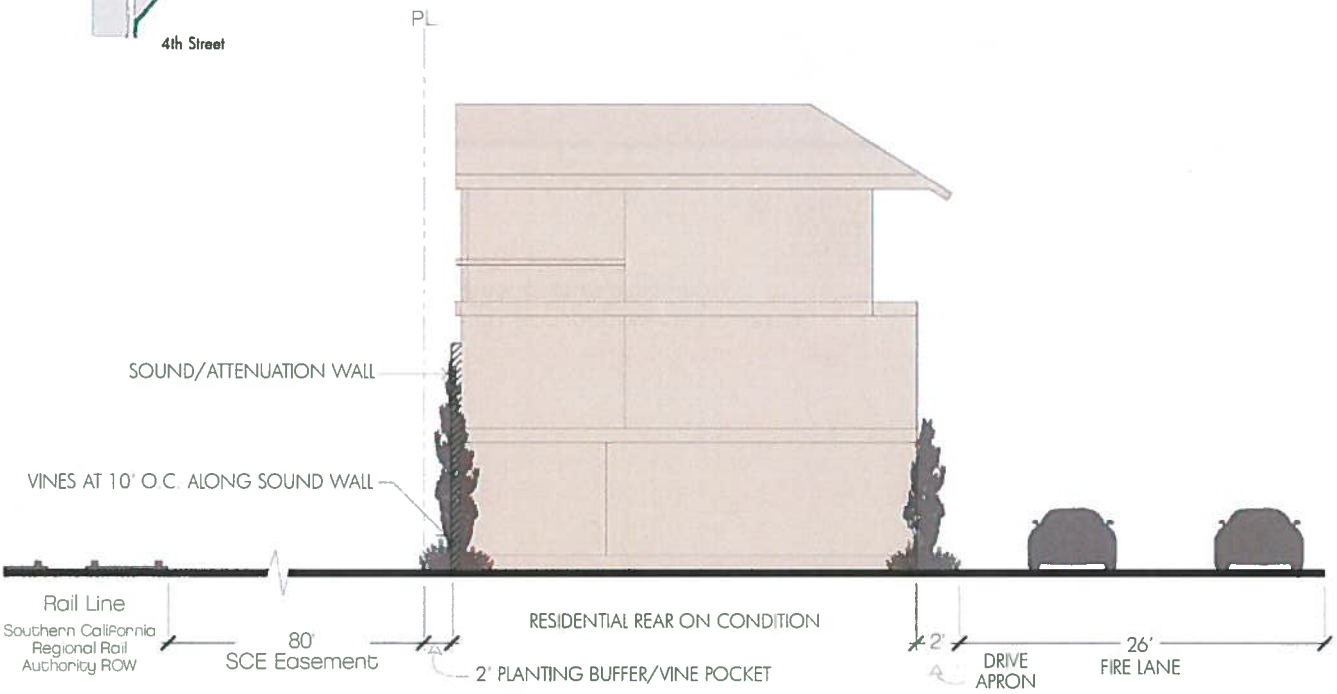


Figure 7.19: Rail Road Edge Section

Note: Figure not to scale. PL represents PAI Boundary Line.

C. Private/Public Open Space

Private and public open space are critical to the livability of a community. Minimum requirements are established in Table 7.3: Development Standards. These spaces may be provided in a range of configurations; from private ground floor porches, to recessed balconies, common courtyards, programmed outdoor spaces, or roof top decks.

- Private, ground level open space on the street side of a structure is to be suitably screened from streets based on condition and streetscape intent by a wall, fence, densely planted shrubs, or combination of these features.
- Common open space may be visible from the street without screening.
- Recreation amenities provided within the REC Placetype and along the Vine shall be counted toward the minimum requirement for any parcel.
- Common open space may be provided with the associated parcel or on an adjacent parcel as approved on an individual parcel basis during the site plan approval process.

D General Provisions

The following provisions shall apply to all proposed land development:

Private Open Space

May include but is not limited to: covered porches, patios, stoops, courtyards, balconies, yards, roof top decks, and similar spaces reserved for private use by a single unit.

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.

Examples of common and private open space

Gross Acres Except as otherwise indicated, gross acres for all development areas are measured to the center line of streets.

Grading Development shall utilize grading techniques as approved by Rancho Cucamonga. Grading concepts shall respond to the Design Guidelines.

Building Modification Additions and alterations are permitted and shall match the architectural style of the primary unit and shall be constructed of the same materials, details, and colors as the primary unit.

Utilities All new and existing public utility distribution lines shall be placed underground, as feasible, to the extent allowed by the utility company(ies), and required by City Code.

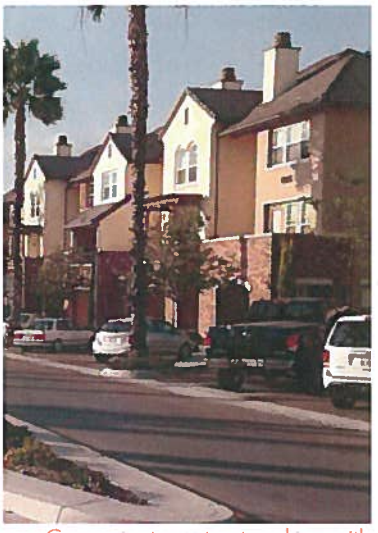
Technology All homes and businesses shall accommodate modern telecommunications technology.

Best Management Practices Development of storm water runoff improvements shall adhere to currently adopted Best Management Practices (BMP's). The BMP's may include, but are not limited to, creating landscape strips and landscaped setback areas that can be swaled and depressed to retain and infiltrate irrigation water and runoff from smaller storm events, drain rooftops into rain gutters which would drain into an area of porous subgrade underground chambers, pervious storm drain pipes, and depressing the park areas to provide storm water infiltration and water quality treatment. Common area landscaping and parks may be designed to function as a series of shallow storm water treatment basins and infiltration zones for storm water runoff from surrounding areas wherever moderately well draining soils exist.

Solid Waste/Recycling Development shall comply with Residential Refuse, Recyclables and Green Waste Collection requirements of the City's Development Code. However, green waste collection may be collected by professional landscapers for the public areas of the development eliminating the requirement for individual green waste receptacles.

7.3.5 Parking Requirements

Provision of parking facilities for all land uses should be convenient and accessible, and encourage vitality associated with the development.


Convenient on-street parking with landscape islands

A. Approach to Parking

Livability of a community and neighborhood can be greatly impacted by the type and availability of parking. In urban settings, parking can be uncoupled from individual units for practical design and financial reasons, enabling an environment that promotes pedestrian access over vehicular storage. Parking should be available to meet resident and visitor needs; however, parking should not be so prevalent as to incentivize driving over other local multi-modal alternatives.

The method of parking utilized should respond to the home type, land use, and parking requirements of the parcel. Parking may be "un-coupled" from units, where a parking study validates the approach, enabling development of creative unit configurations that focus on living and mobility over parking provision. Parking may be provided in a variety methods including, stand-alone or combinations of:

- Garages.
- Carports.
- Parking lots.
- Parking structures.
- Shared parking agreements.
- On-street spaces.

All on-site, off-site, and on-street parking will count toward a project's required parking calculations; all on-street parking used to meet vehicle parking requirements shall be shown on plans during the development review and/or Tentative Map approval process, and may only be allocated to a single parcel or development (if comprised of multiple parcels). This approach will allow for increased flexibility and creativity in the design of home types and neighborhood configurations. In support of a robust urban parking approach, the Vine, 7th Street, and the Secondary Entry to the Metrolink station as shown on Figure 7.6: Conceptual Development Plan by Placetype, and collector roads, private drive aisle, and alleys may utilize on-street parallel parking or head-in spaces wherever feasible, and these spaces shall be counted towards the parking requirement.

All development is highly encouraged to leverage transit, multi-modal, and shared parking opportunities to reduce required parking demand. Parking reductions may be achieved through shared parking, or other strategies that reduce the amount of area devoted to parking and to increase the use of alternative forms of mobility, as validated by a Parking Demand Study.

B. Minimum Requirements

All development within PAI, regardless of land use or density, are subject to the requirements of Section A of Table 7.6: Parking Standards. Residential-only development of any density providing parking consistent with Table 17.64.050-1 of the City's Development Code is not required to prepare a parking demand study. Non-residential development is subject to Table 17.64.050-1 of the City's Development Code.

Residential development of 30 units/acre or less shall provide parking consistent with the number of parking spaces required by Table 17.64.050-1 of the City's Development Code, unless parking reductions are permitted pursuant to the provisions herein. Section B parking requirements of Table 7.6: Parking Standards are intended to serve as a baseline for parking provisions for higher density housing (residential development greater than 30 units/acre) and development in the MU and Mixed Use Overlay; a parking demand study shall be prepared to justify or modify this baseline requirement.

Table 7.6: Parking Standards

	Minimum Parking Space Size and Driveway Depth for All Projects within Empire Lakes (All residential and mixed use)		
Section A Applicable to All PAI Development	Space types qualifying as "required unit parking"	Single-car garages, tandem spaces, two-car garages, car lifts, on-street or off-street parking permitted to satisfy requirements;	
	Single-Car Garage[3]	10 feet x 19 feet	
	Two-Car Side-by-Side Garage[3]	19 feet x 19 feet	
	Two-Car Tandem Garage[1][3]	10 feet x 39 feet (permitted if both spaces are assigned to the same unit)	
	Standard Head-In Space	9 feet x 18 feet; 16 foot depth permitted with 2-foot planting area overhang, OR 17-foot depth permitted with 1-foot planting area overhang	
	Parallel Space	8 feet x 24 feet	
	Driveway Depth/Setback to Garage Door	From Private Drive Aisle or Alley (as measured from back of ROW)	
	Residential	2-5 feet or ≥18 feet	2-5 feet or ≥18 feet
Section B Parking Requirements	Standard	Residential Development of 30 du/acre or less	
	Required Unit Parking	Table 17.64.050-1 of the City's Development Code	
	Standard	Residential Development >30 du/acre	MU/Mixed Use Overlay
	Required Unit Parking[1]		
	Studio		
	1 Bedroom	1.3 spaces/unit, (may be an enclosed space)	1 space/unit, (may be an enclosed space)
	2 Bedrooms		
	3 Bedrooms	2 spaces/unit (with 1 enclosed space)	1.5 spaces/unit (with 1 enclosed space)
	4 or More Bedrooms		
	Live/Work & Shopkeeper Units[2]	As required based on bedroom count	Varies
	Age-Qualified/Senior Units	1 space/unit	
	Required Guest Parking[2]		
	Residential	1 space/4 units[2]	1 space/5 units[2]
	Live/Work	1 space/2 units	
	Shopkeeper	1.5 spaces/unit	
	Age-Qualified/Senior Units	1 space/10 units	
	Bicycle - Residential	None	Per CALGreen standards where applicable
	Bicycle - Non-Residential	Per CALGreen standards	

[1] Tandem garage parking counts as 2 parking spaces for all residential densities and mixed use configurations.
[2] Guest parking space location is not limited to dwelling unit proximity per City's Development Code, actual distance to be reviewed by the City.
[3] Maximum 2 steps permitted within minimum garage dimension.
[4] When the calculation of the required number of parking spaces results in a fraction of a space, the number of spaces shall be rounded up to the nearest whole number.

Residential Parking Spaces

Residential units in all Placetypes may provide required parking as attached or detached garage space(s), or assigned or unassigned parking in carport, parking lot, parking structure, on-street, including public streets, or a combination of these spaces. Where garage parking is provided, internal dimensions shall be consistent with Table 7.6: Parking Standards.

Uses Not Specified

If a land use is not specified in the City's Development Code, the number of parking spaces required shall be determined by the Planning Director. The recommendations of a project-specific parking demand study, and review of common function, product, and compatibility characteristics of the proposed use may be used in making the determination.

C. Parking Modification/Reduction

A Parking Demand Study is required to be completed for:

- All mixed use development occurring within the MU Placetype.
- All mixed use development occurring within the Mixed Use Overlay, only to the extent it is utilized for mixed use.
- Residential development greater than 30 units/acre.

A Parking Demand Study may be utilized:

- On a project-specific basis, regardless of density or land use type, to reduce minimum parking requirements

Reductions in required parking may only be permitted where the Parking Demand Study demonstrates the actual parking demand would be less than the requirements and/or that shared parking between uses is appropriate. The Parking Demand Study may also consider progressive parking management strategies.

A progressive parking management strategy could be developed to reduce parking requirements in conjunction with a Parking Demand Study. This parking management program could consist of shared parking per Section 17.64.060(B) or other solutions such as, valet services, monitored parking, storage within the unit and not within garage (view windows on garages), HOA enforcement of number of vehicles per unit, guest parking time restriction, shuttles, car-/bicycle-share program, or some other parking management system or progressive parking strategy if approved by the Planning Director.

Covered guest and resident parking

Covered parking in-lieu of garage parking; parking "un-coupled" from units

Bicycle and car share programs could be used to reduce the amount of land devoted to parking

Recessed garage conditions with upper story projections.

Garage parking accessed from a Private Drive/Alley

Shared parking shall be managed by a property owners' association and shared between uses, subject to Reductions in Parking Requirements per the City's Development Code.

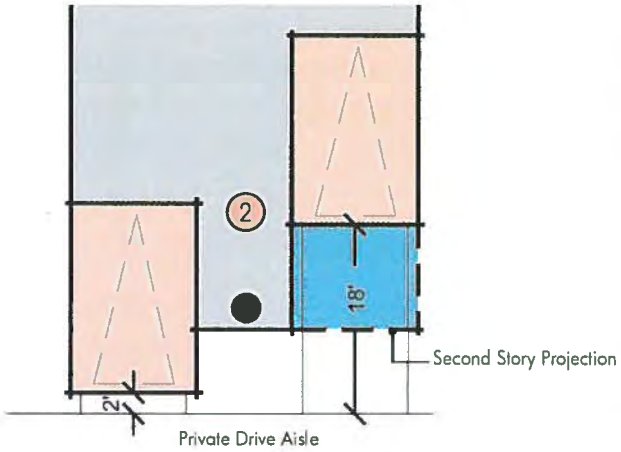
D. Private Garages

Private garage configurations that satisfy "enclosed space" requirement, may be front-, side-, or rear-loaded, and may exhibit a variety of siting conditions suitable to the building type. Driveway depth/setbacks to private garages shall be consistent with Table 7.6: Parking Standards. Refer to Figure 7.20: Driveway/Garage Door Setbacks for more detail.

1. For residential units taking garage access from a Private Drive Aisle or Alley, driveway depth shall be two to five feet or 18 feet or greater.
2. Split-car garages (single- or two-car configurations) are not required to have matching driveways depths (i.e. one garage can have a two-foot drive apron and the other garage can have an 18-foot driveway).
3. Upper stories are permitted to maintain the minimum building setback by sheltering or cantilevering over recessed garages.
4. Individual or common car lifts are permitted and shall count as enclosed spaces for as many cars as they are designed to handle.

E. General Standards

- Parking areas and structures may be gated and managed by the property owner to ensure there is adequate resident and guest parking.
- The vehicular and pedestrian access points shall be designed for high visibility.
- Appropriate throat length shall be provided between parking and the right-of-way for all mixed use and non-residential development to enable queuing, turning radii, and internal circulation.
- Developments utilizing off-site parking facilities shall have clearly visible signage indicating where that parking is located.
- Parking in driveways shall be prohibited, except where driveways of 18 feet or greater are provided.
- Driveways for private garage access are not permitted along the Vine, 6th and 7th Streets. Deviations from these requirements that are necessary due to unusual site characteristics/circumstances are subject to the review and approval of the Planning Director/Planning Commission.



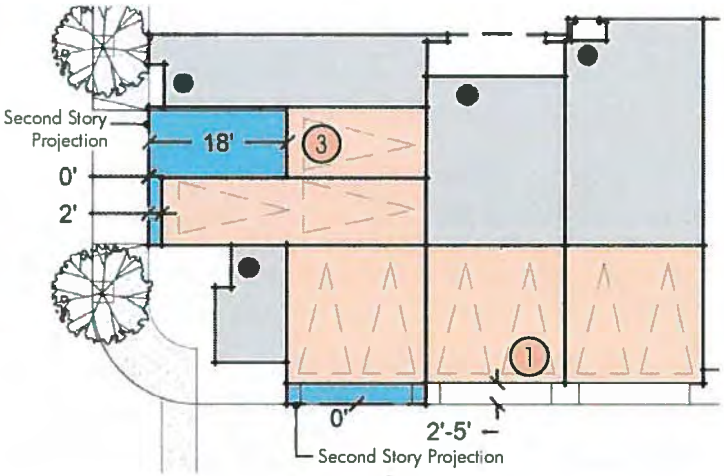
Split-car garages with driveways of different lengths

Car lift example, can be used in private garage or shared parking structures

Legend

- Garage
- Second story overhang/projection
- Living area

Note: Figure not to scale.



Driveway depth/garage door setbacks for attached homes as accessed from Private Drive Aisle and Alleys

Recessed garage with driveway sheltered by upper stories (building wall plane and upper stories meet minimum setbacks)

Figure 7.20: Driveway/Garage Door Setbacks

Landscaped parking area within a multi-story motorcourt product

Landscaping and striping have a positive impact on lot design.

Trees located in planters.

- Driveways to access parking lots or garages for more than ten units (such as ground floor parking in a wrap product configuration) are permitted subject to traffic considerations.

F. Parking Lot Design

Large parking fields shall be broken into smaller connected lots that utilize shared driveways and incorporate pedestrian connections and landscape buffers. Pedestrian walkways connecting parking with building entrances are encouraged.

The following standards shall apply to all parking lots:

- Parking areas should be designed to allow for pedestrian connectivity through the use of walkways, enhanced pavement striping, trellis structures, and/or landscape treatments.
- Trees located within parking lots shall be located within planters.
- Planters shall be bounded by a concrete curb or mow strip, unless intended to be used as landscaped swales for water quality purposes.
- Tree canopies in planters shall maintain vertical clearance of seven feet above the ground and not encroach into required horizontal or vertical clear space of fire access lanes.

Landscaping in parking lot planters shall not obstruct the ability for police or security to properly view the area.

G. Parking Structure(s)

Parking structures include any multi-level garage or structure designed to serve non-residential uses and/or multiple residential units. Parking structures shall:

- Clearly delineate vehicular and pedestrian entries and separate them where feasible.
- Combine tenant, resident, and guest parking in the same entry, where feasible and applicable.
- Clearly mark reserved and guest parking, where applicable, on the stall by paint or placard.
- Control vehicle headlight and rooftop lighting spill-over.
- Be equipped with the required fire suppression systems and provide appropriate fire access in accordance with the current adopted editions of the California Building Code, fire code, and local ordinances.

Parking structures, single- or multi-level, may be utilized at or below grade as a method of taking up grade. At-grade parking structures shall be sensitively designed and planned to balance grade change with pedestrian circulation.

Parking structures adjacent to public streets shall be enhanced or screened from public street view. One or more of the following design techniques shall be used to enhance or screen parking structures:

- Wrap exposed garage elevations with enhanced architecture, retail, or residential units.
- Design to complement the design vocabulary of the attached or adjacent buildings (including roof/parapet/fascia treatment).
- Use sufficient landscaping or active architecture to provide adequate screening at the pedestrian level to decrease the feeling of uninhabited space along the street.
- Incorporate decorative screening, greenscape screen, artistic murals, or application of stylized façades.
- Incorporate form, materials, color, and details that are utilized on the attached and/or adjacent building.
- Incorporate openings to permit natural light and ventilation into the structure.
- Promote defensible space safety with warm lighting, ample heights, and clearly-defined pedestrian corridors.

Parking structures internal to a building, surrounded by units or development features, and not visible from an off-parcel public street shall be exempt from the design techniques listed above.

Parking structures within 5-minute walk of the Metrolink station are not required to screen the parking structures from view.

Garage signage assists visitors

Garage design has minimal impact on streetscape

Architectural garage screening

Mural garage screening

Window openings allow natural light & ventilation

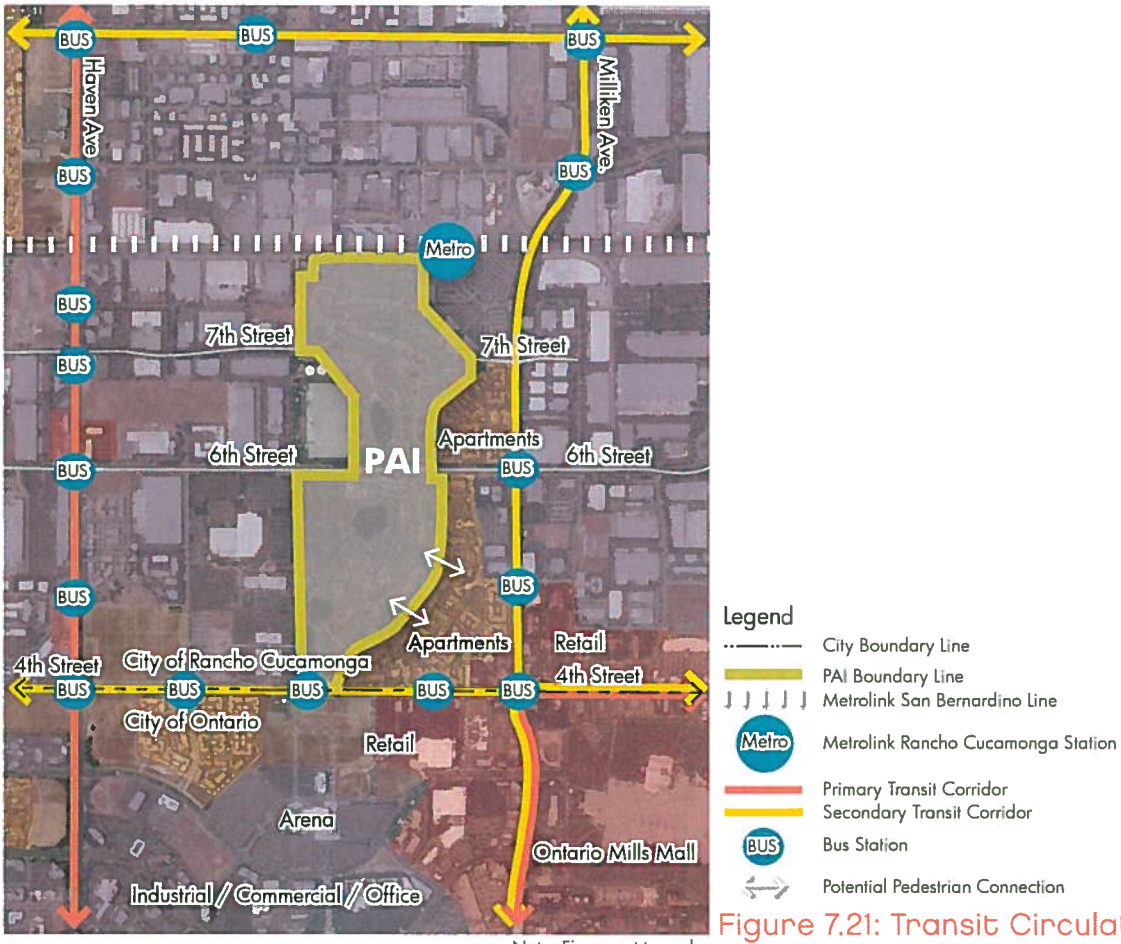
7.3.6 Circulation

The circulation plan addresses both regional and local circulation requirements and reinforces the goal of creating a pedestrian-friendly environment. The overall circulation concept places an emphasis on pedestrian, bicycle, and vehicular connectivity emanating from the Metrolink station and major circulation corridors. Figure 7.21: Transit Circulation shows connections to the local transit system; Figure 7.22: Overall Circulation Diagram identifies the major internal circulation of PAI.

A. Transit

The Metrolink Rancho Cucamonga Station is located northeast of PAI and west of Milliken Avenue on the San Bernardino Line. Passenger trains run daily from downtown Los Angeles to downtown San Bernardino. This same rail line is occasionally used by freight trains when the Union Pacific Railroad line (running east-west south of I-10) is closed or restricted for limited periods.

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including the City of Rancho Cucamonga. Bus transit services are available in the City through fixed-route and demand-response services. The bus routes serve major destinations in the region and run on major roadways, including Haven Avenue, Milliken Avenue, and on segments of 4th Street.



Note: Figure not to scale.

Figure 7.21: Transit Circulation

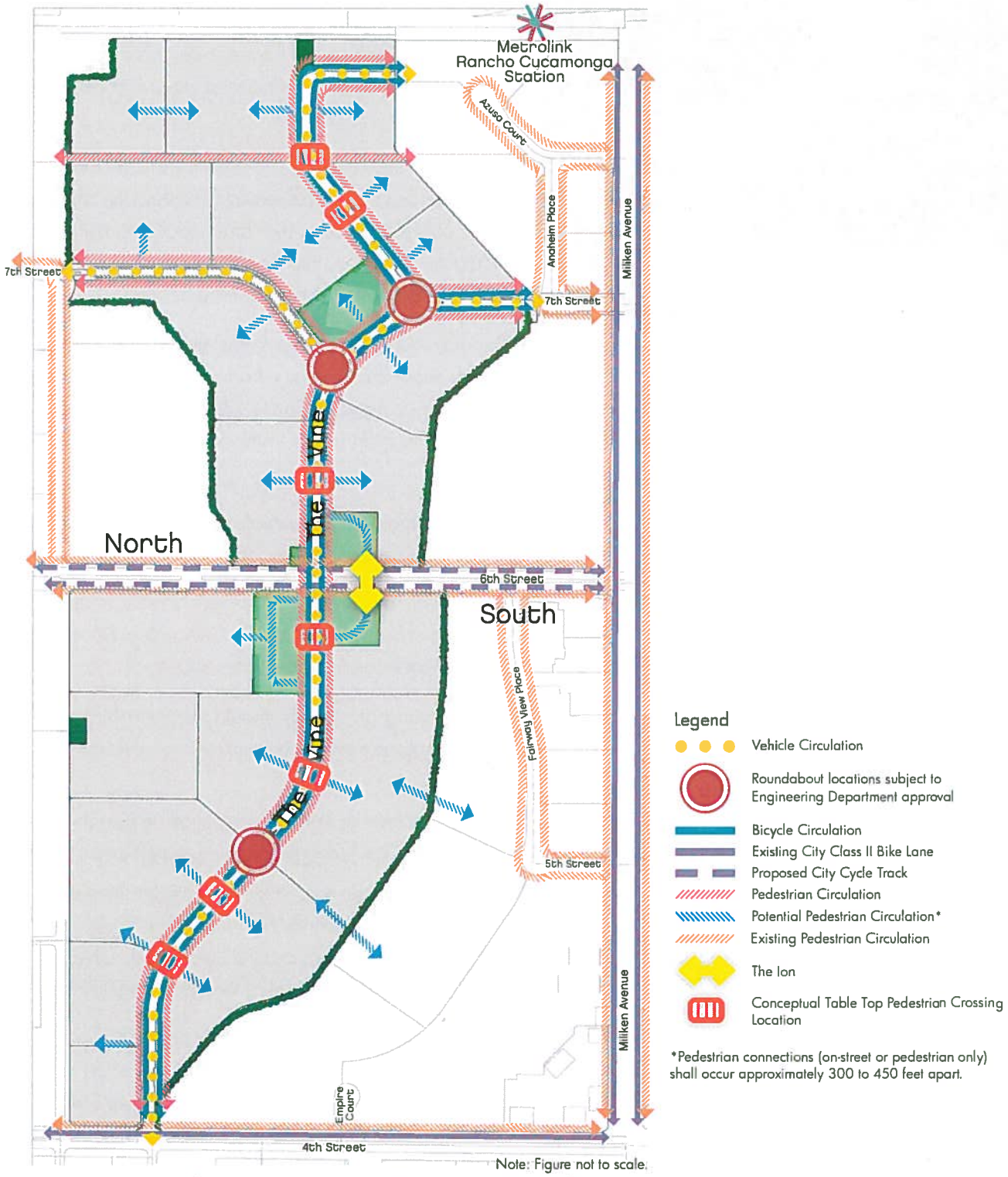


Figure 7.22: Overall Circulation Diagram

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 on as a "grid" or "bent-grid," to the greatest extent feasible.
- 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.

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

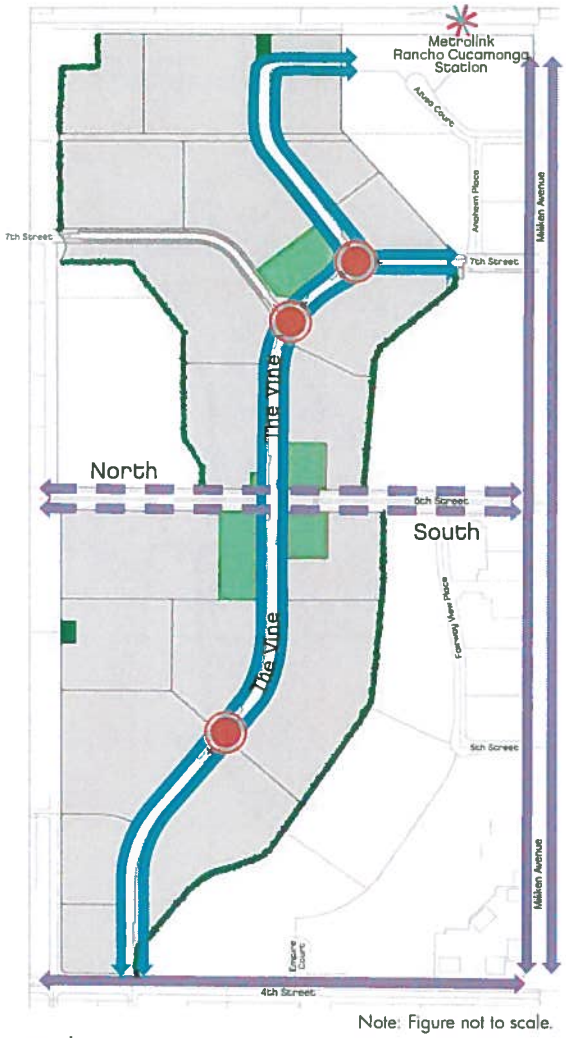
There is an existing City Class II Bike Lane located on 4th Street. There is a proposed City cycle track on 6th Street; the portion along the Empire Lakes frontage will be installed at the time of development. The Vine will provide buffered bicycle lanes allowing connection between 6th Street and the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

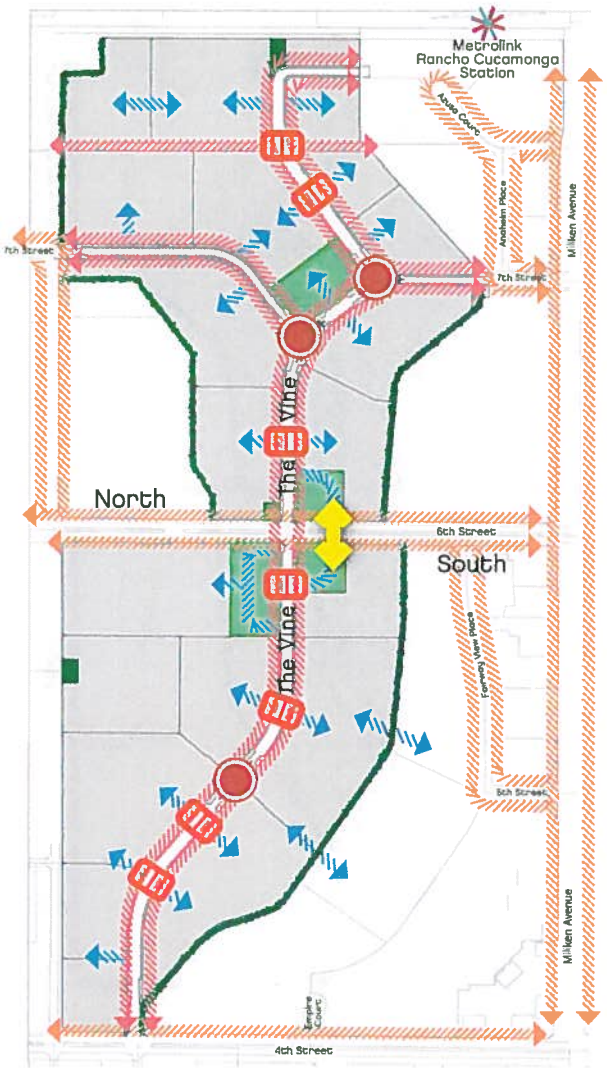
The PAI primary pedestrian circulation feature is the 16-foot pedestrian realm provided on each side of the Vine that links with 4th Street and the Metrolink Station. This space will provide strong north/south connectivity throughout. The pedestrian realm will be designed with vegetation and hardscape 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).



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



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 300- to 450-foot intervals except between the two roundabouts north of 6th Street. 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.

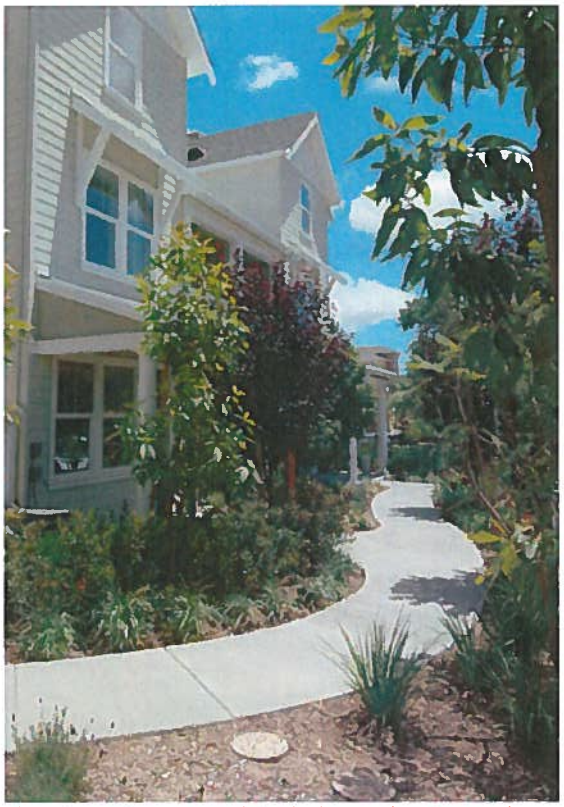
Mid-block street crossings shall be provided for every block along the Vine subject to Engineering Department approval.

Grand Paseos

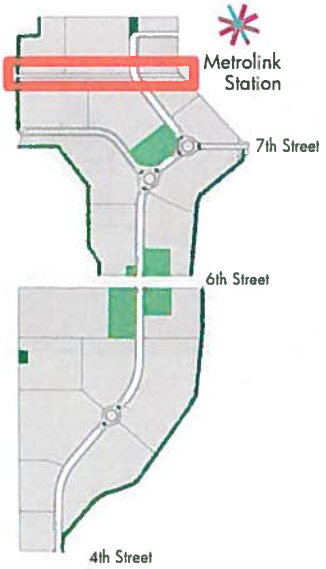
Grand Paseos provide east/west open space corridors connecting neighborhoods to the Vine. These should be active spaces designed for pedestrian connectivity, dog walking, and exercise. A minimum of four grand paseos shall be provided; two occurring south of 6th Street and two occurring north of 6th Street. See Section 7.5.1.C. 3rd Place Spaces for additional landscape and amenity requirements.

MWD Easement

Another east/west pedestrian connection will be provided along the MWD Easement. This will provide efficient pedestrian and bicycle access from parcels N-1, N-2, N-4, and N-5 to the Metrolink station and Mixed Use areas. Design details of this area are subject to an easement restriction between MWD and the land owners; a street in the easement may be allowed.



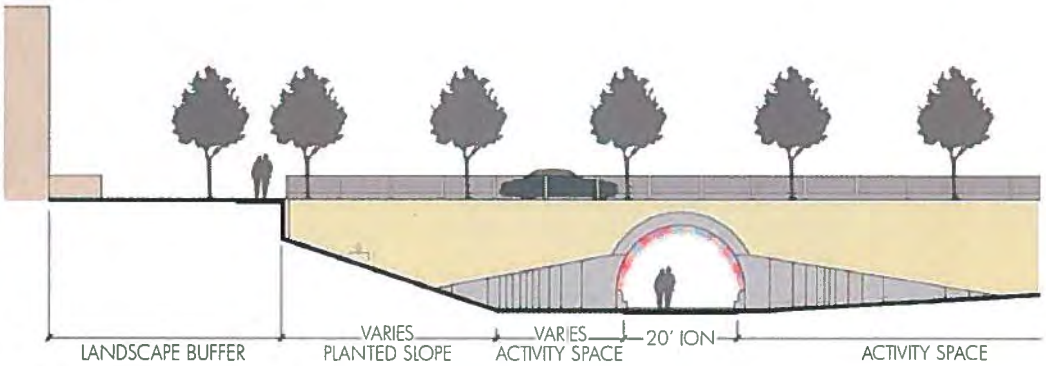
The circulation network includes pedestrian paths.



MWD Easement Location

The Ion

The Ion is an improved pedestrian pathway providing direct connection from the Vine and Urban Plazas under 6th Street. Appropriate signage and lighting will be installed. Light-based design features will enhance the experience of the pathway. Refer to Figure 7.25: Conceptual Ion Sections and Figure 7.26: Conceptual Ion Plan. Storm water runoff within the below surface Ion will be collected and conveyed by privately maintained catch basins and storm drain pipe to a public storm drain system within the Vine. Site design to be coordinated with the City to control access.



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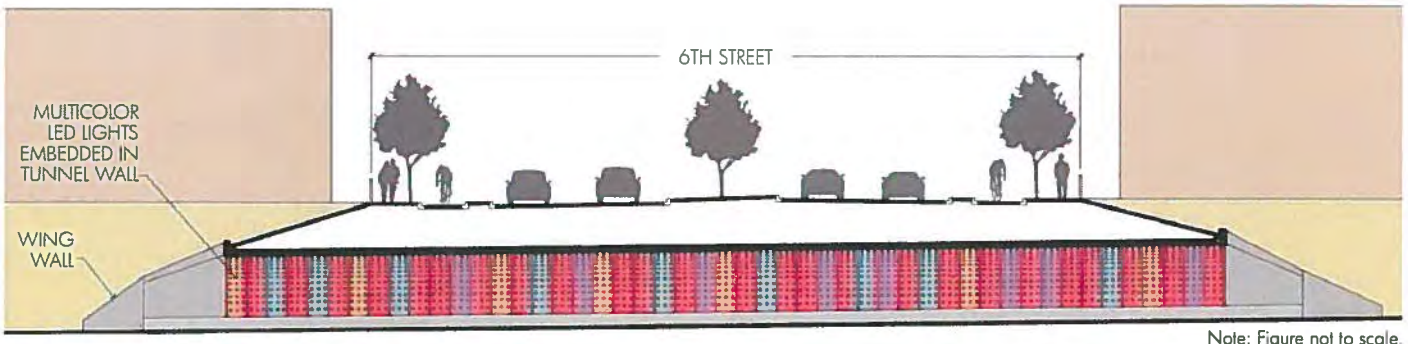


Note: Figure not to scale.

Figure 7.25: Conceptual Ion Sections

Note: Figure not to scale.

Figure 7.26: Conceptual Ion Plan

Table Top Pedestrian Crossing Example

Table Top Pedestrian Crossings/Tapered Street

Access across the Vine, enhancing east/west connection within the community, may be provided by Table Top pedestrian crossings. These crossing amenities are longer than speed humps and flat-topped, with a height of three to three and a half inches and a length of 22 feet. They are often designed using textured materials, such as unit pavers, or colored designs on the flat-topped section. These distinctive materials help to highlight and define the Table Top pedestrian crossing for drivers, bicyclists, and pedestrians. Bulb-outs of the pedestrian realm are encouraged at Table Top Crossings to create tapered streets; this provides an additional visual element that slows traffic and makes the pedestrian crossing distance shorter.

Table Top pedestrian crossings can be used on the Vine and other required Fire Apparatus Access Roads, subject to the approval of RCFPD and City Engineering Department. These Table Top pedestrian crossings will be designed as mid-block crossings, often in conjunction with curb extensions.

Figure 7.27: Conceptual Table Top Pedestrian Crossing Rendering

Figure 7.3: Design Concept, Figure 7.22: Overall Circulation Diagram, Figure 7.24: Pedestrian Circulation Diagram and Figure 7.29: Vehicular Circulation Diagram locate opportunities to provide a mid-block Table Top Crossings. Final locations of mid-block table crossings are subject to traffic engineering requirements and review and approval by the City.

Use of Table Top crossing is appropriate only in urbanized settings that are specifically designed to encourage low vehicular speeds and promote increased use of pedestrian bicycle modes. Table Top pedestrian crossings shall be designed to the following criteria:

- Cross two-lane roadways with 11-foot or narrower vehicle lanes, bicycle facilities (i.e. Class I, Class II [buffered] or Class IV [cycle track]), sidewalks with widths greater than six feet, and other features to ensure lower vehicle speeds of less than 35 MPH.
- Located mid-block and incorporate other warning or control devises such as Rapid Rectangular Flashing Beacons (RRFB) to enhance the visibility of the crossing.

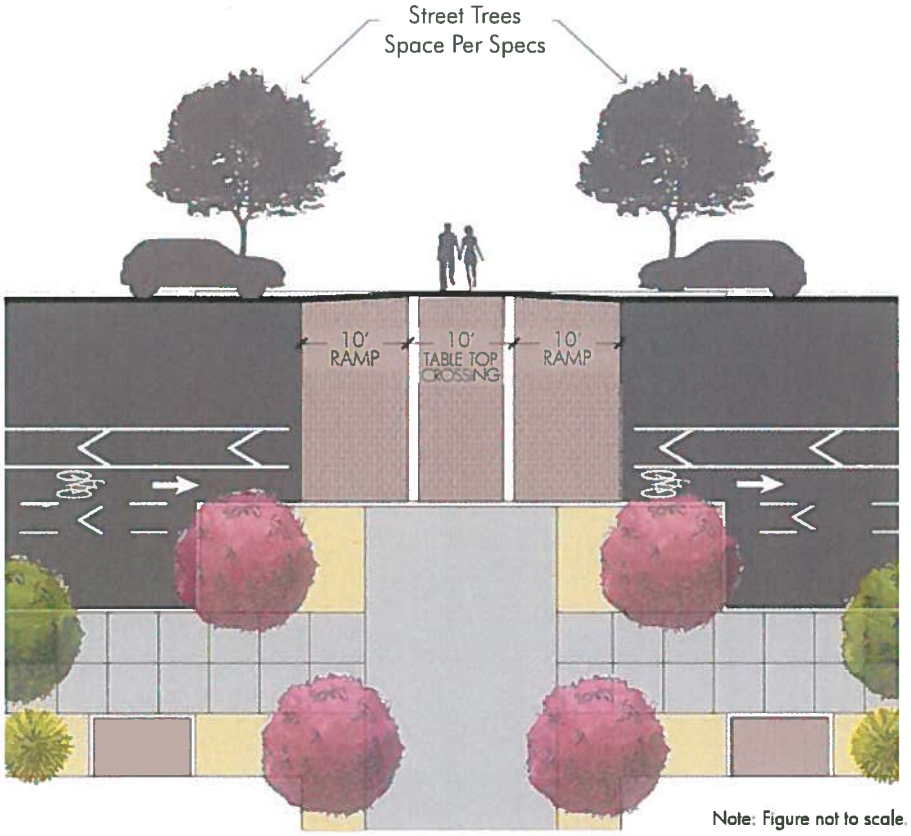
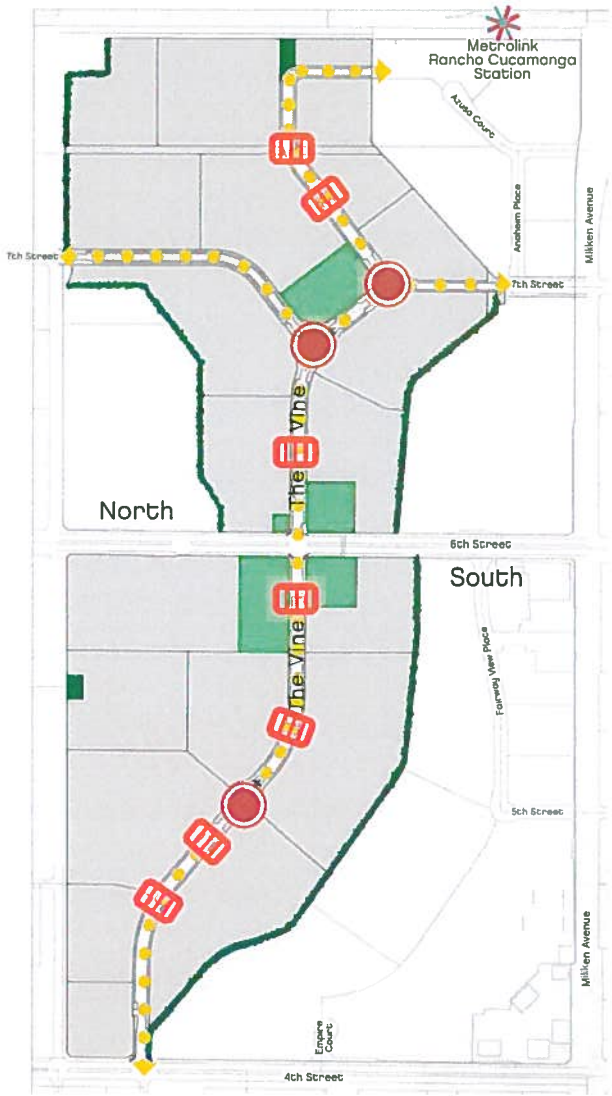


Figure 7.28: Table Top Pedestrian Crossing/Tapered Street



Legend

- Vehicle Circulation
- Roundabout locations subject to Engineering Department approval
- Conceptual Table Top Pedestrian Crossing Location

Figure 7.29: Vehicular Circulation Diagram

- Slopes should not exceed 1:10 or be less steep than 1:25.
- Side slopes on tapers should be no greater than 1:6.
- Any vertical lip should be no more than a quarter-inch high.

Bulb-outs to taper streets for pedestrian realm enhancement or to provide shorter standard crosswalks are also permitted.

E. Vehicular Circulation

The street and circulation feature sections in Figures 7.21 through 7.33 establish standards for vehicular circulation throughout PAI. All streets and features shall promote efficient circulation of vehicles, bicycles, and pedestrians. Incorporation of traffic calming features is highly encouraged as feasible based on traffic analysis.

The location and alignment of residential streets for interior circulation (Collector Streets, Private Drive Aisles, and Alleys) will be established at the time of tentative map submittal.

Where parallel or perpendicular street parking is shown on the following figures, diagonal parking may be substituted as an appropriate parking option subject to RCFPD and City Engineering Department approval.

The Vine and the Secondary Access Roads are the only Aerial Fire Apparatus Access Roads for PAI.

The Vine

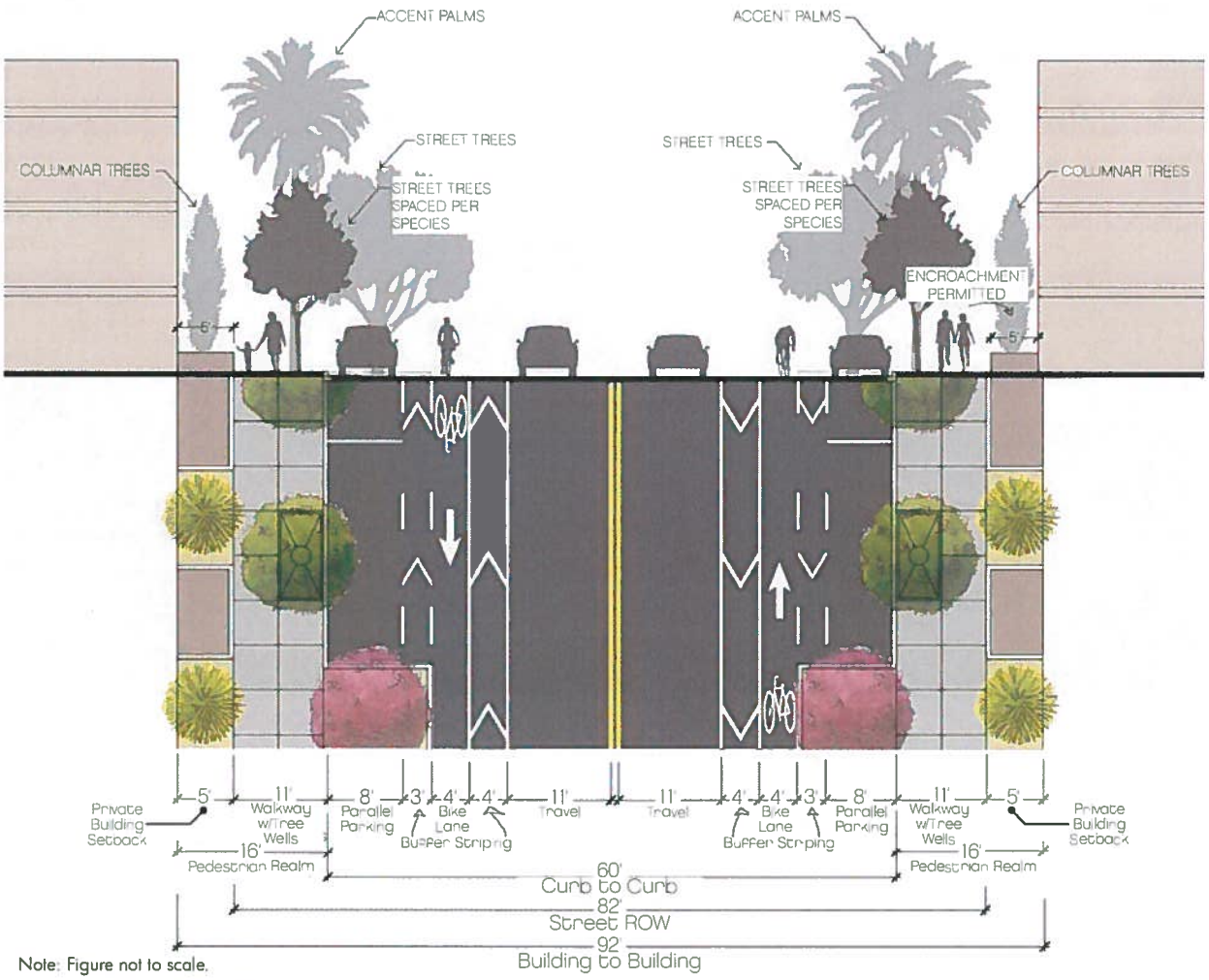
The Vine is a public street serving as the spine of the community designed to facilitate multi-modal circulation options within the community and provide a visually engaging center to the community. The Vine design concept spans from building face to building face and incorporates the entire pedestrian realm as a space for movement and gathering. See Figure 7.31: The Vine.

The design of the Vine shall:

- Use vertical elements (such as tree massing, cadence of palms, or monuments, overhead string lighting, and tree rows spanning the space) as unifying features.
- Contains one travel lane each way; center turn lanes to be provided only at intersections where high left turn volumes are anticipated, as required by a traffic study.

Figure 7.30: Conceptual Vine Rendering

- Contains a bike lane in each direction with a 4-foot travel lane buffer and 3-foot parking buffer.
- Include a parking zone where feasible.
- Use vegetation and hardscape elements on both edges to promote visual interest and active use across the space.
- Include Table Top and mid-block pedestrian crossings at logical locations connecting 3rd Place spaces and open space activity areas for effective pedestrian access and traffic calming.
- Conform to the City's Street Design, Line of Sight, and Driveway policies.

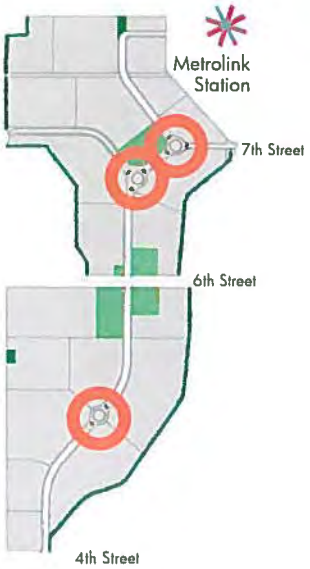


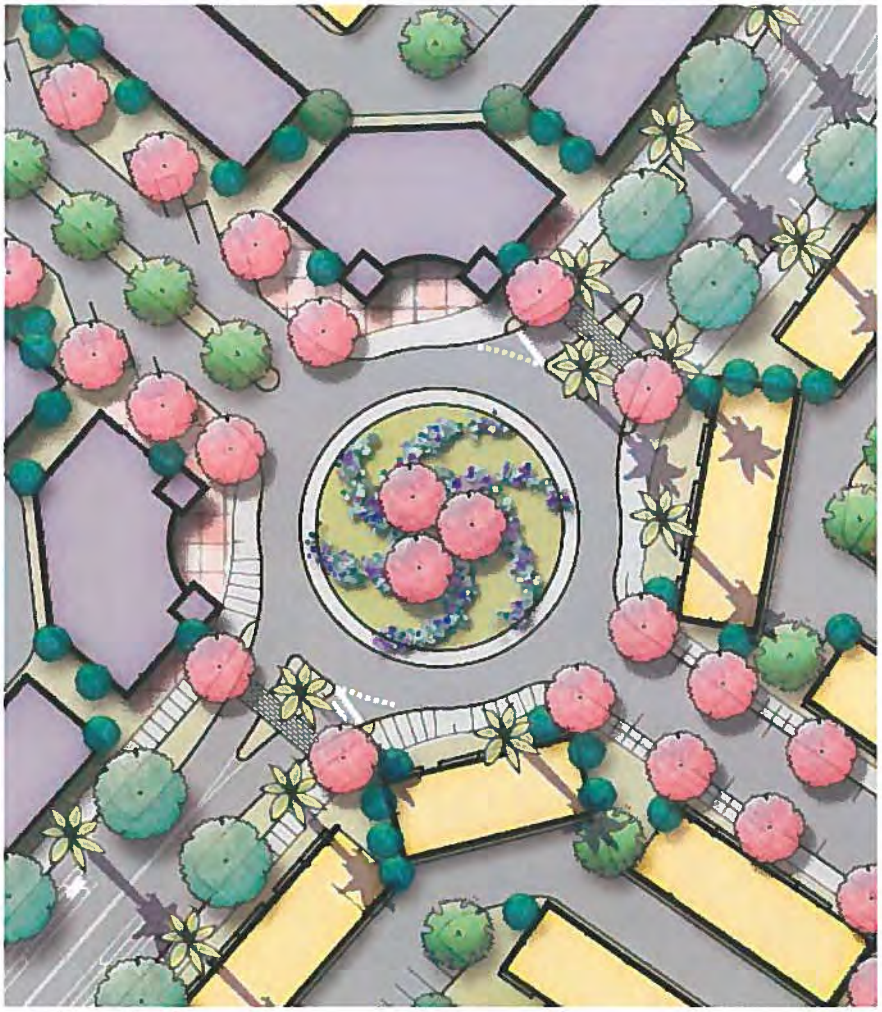
Note: Figure not to scale.

Figure 7.31: The Vine

Roundabouts

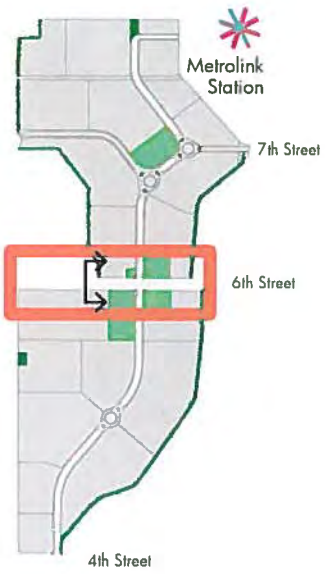
Roundabouts conceptually illustrated in Figure 7.32: Typical Roundabout Plan, will be located as a traffic calming and entry features. As part of the central circulation corridor, roundabouts will be public street improvements. Designs will be consistent with City standards. Additional roundabout locations and detailed design are subject to Engineering Department approval.





Note: Final configuration subject to Engineering Department approval; figure not to scale.

Figure 7.32: Typical Roundabout Plan

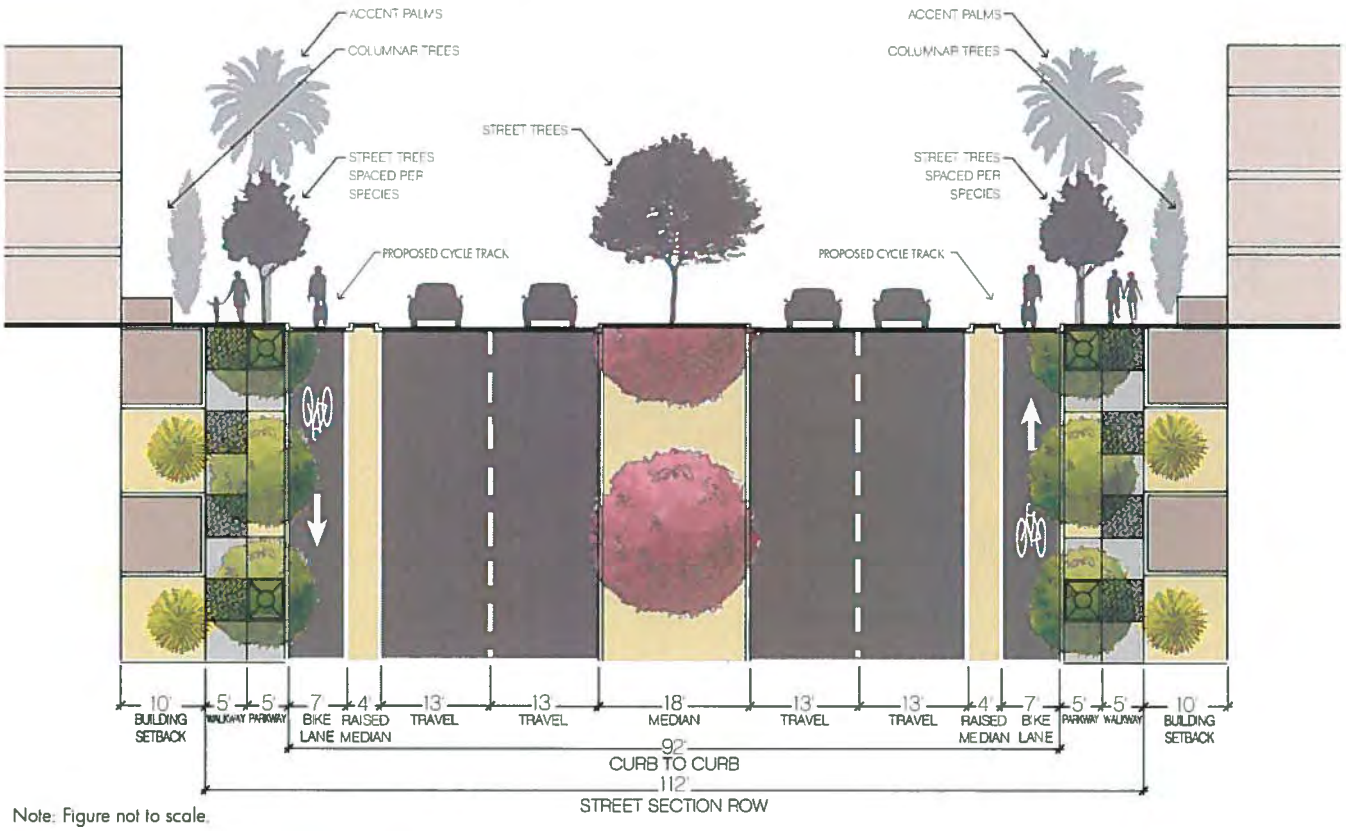


6th Street

6th Street is a public street maintained by the City of Rancho Cucamonga. The City has established a plan for installing a cycle track on 6th Street with raised medians provided to protect the bike lanes. This feature will tie in with the on-street bike lanes of the Vine and provide heightened bicycle circulation to City and regional destinations.

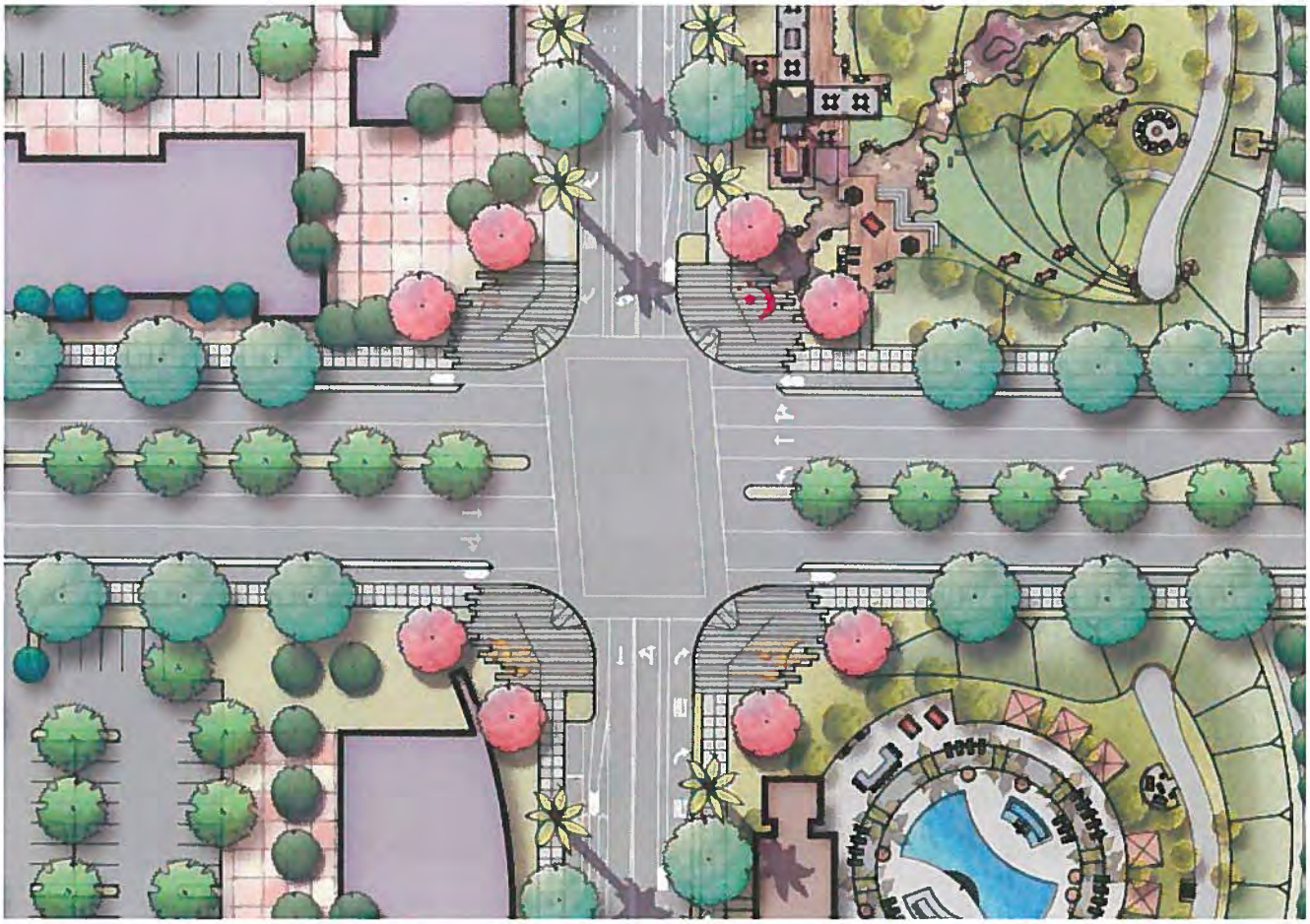
6th Street serves as a primary east/west arterial. 6th Street consists of a planted median with Crape Myrtle trees and large screen massing trees on both north and south edges. The 6th Street geometry shall be modified to include a landscaped parkway with a row of street trees along both sides of the street that will serve as a buffer between pedestrians and vehicles.

All buildings located adjacent to 6th Street shall have a landscape buffer. Monumentation at community entries will be provided.



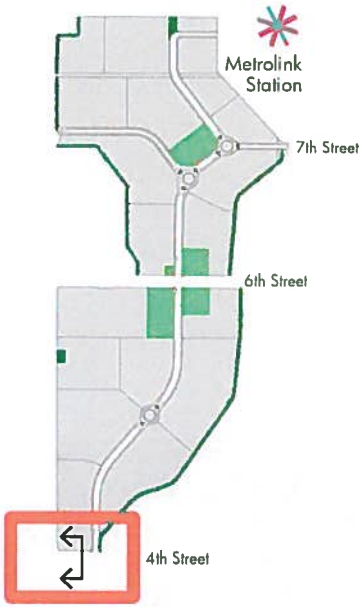
Note: Figure not to scale.

Figure 7.33: 6th Street



Note: Final design and location of public art at intersections will be subject to approval of the City Traffic Engineer to ensure compliance with sight distance requirements, figure not to scale.

Figure 7.34: 6th Street Intersection

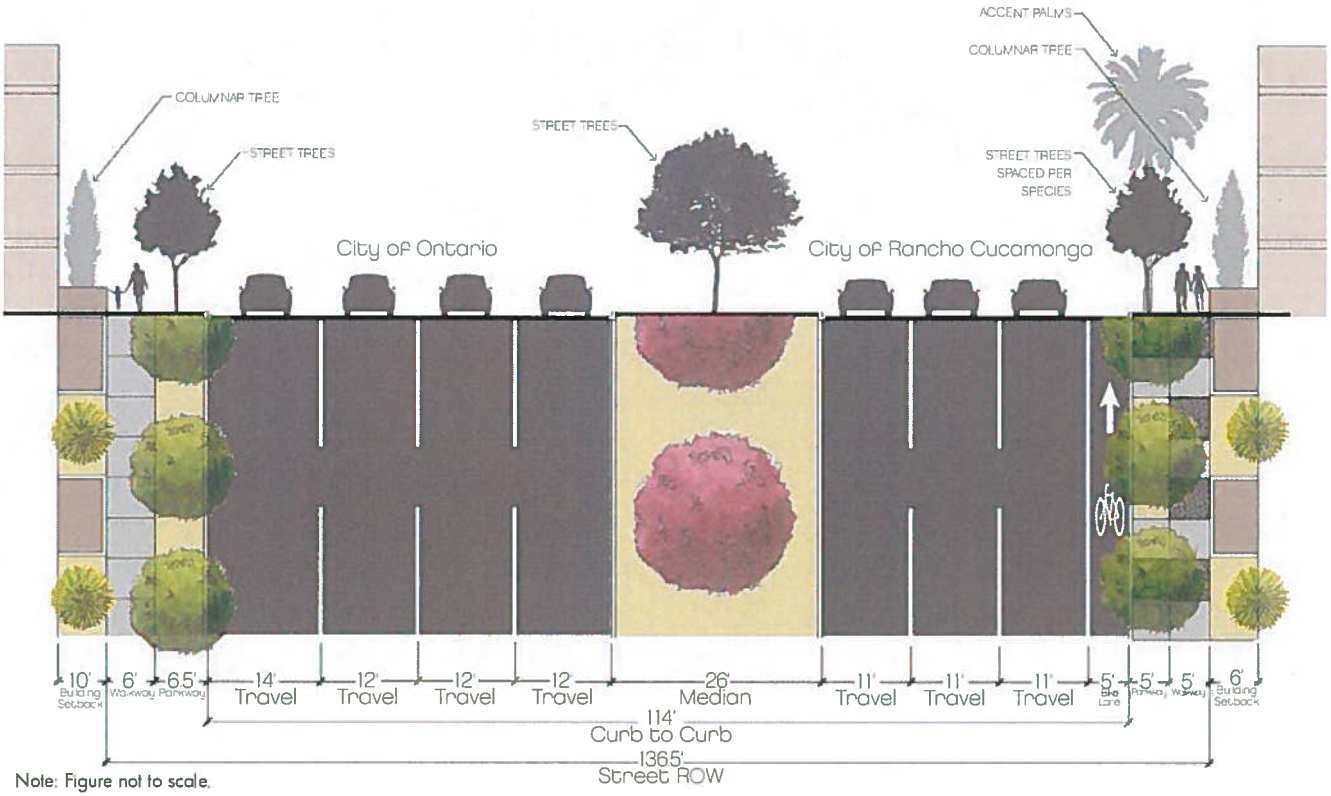


4th Street

4th Street is a public street jointly maintained by the City of Rancho Cucamonga (north half of the street) and the City of Ontario (south half of the street) and includes an on-street bike lane.

4th Street serves as a primary east/west arterial. It defines the southern border of the community and is the main access point to the south end of the community. The streetscape will remain largely consistent with adjacent properties by using existing plant material in the median, if possible, and existing street trees on the south side of the street. The north side of 4th Street will introduce the Vine streetscape concept and theme of the PAI community. A row of street trees and planter pockets will serve as a buffer between pedestrians and vehicles.

All buildings located adjacent to 4th Street shall have a landscape buffer. Monumentation at the community entry will be provided.

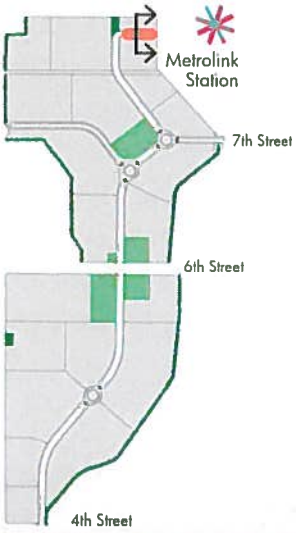


Note: Figure not to scale.

Figure 7.35: 4th Street

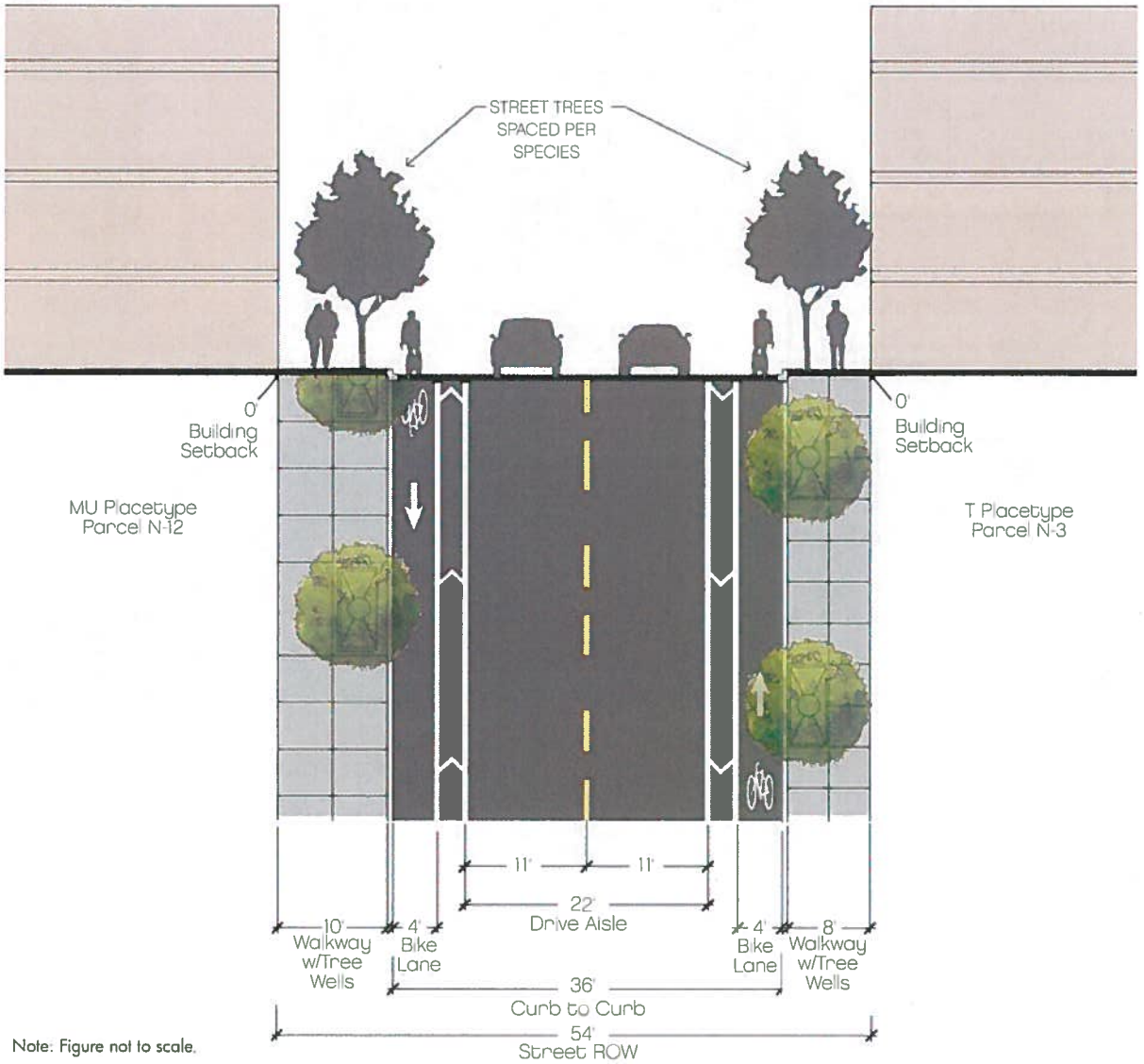
Note: Final design and location of public art at intersections will be subject to approval of the City Traffic Engineer to ensure compliance with sight distance requirements; figure not to scale.

Figure 7.36: 4th Street Intersection



Secondary Entry Road 'A'

Secondary Entry Road A provides community connection to the Metrolink station. This public street will continue vehicular, pedestrian and bicycle access from the Vine to the property boundary. Conditions should be urban and on-street parking may be permitted as feasible.

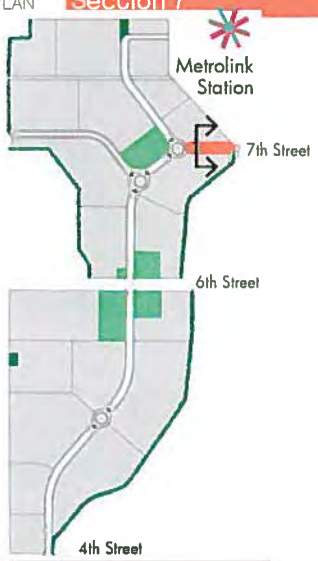


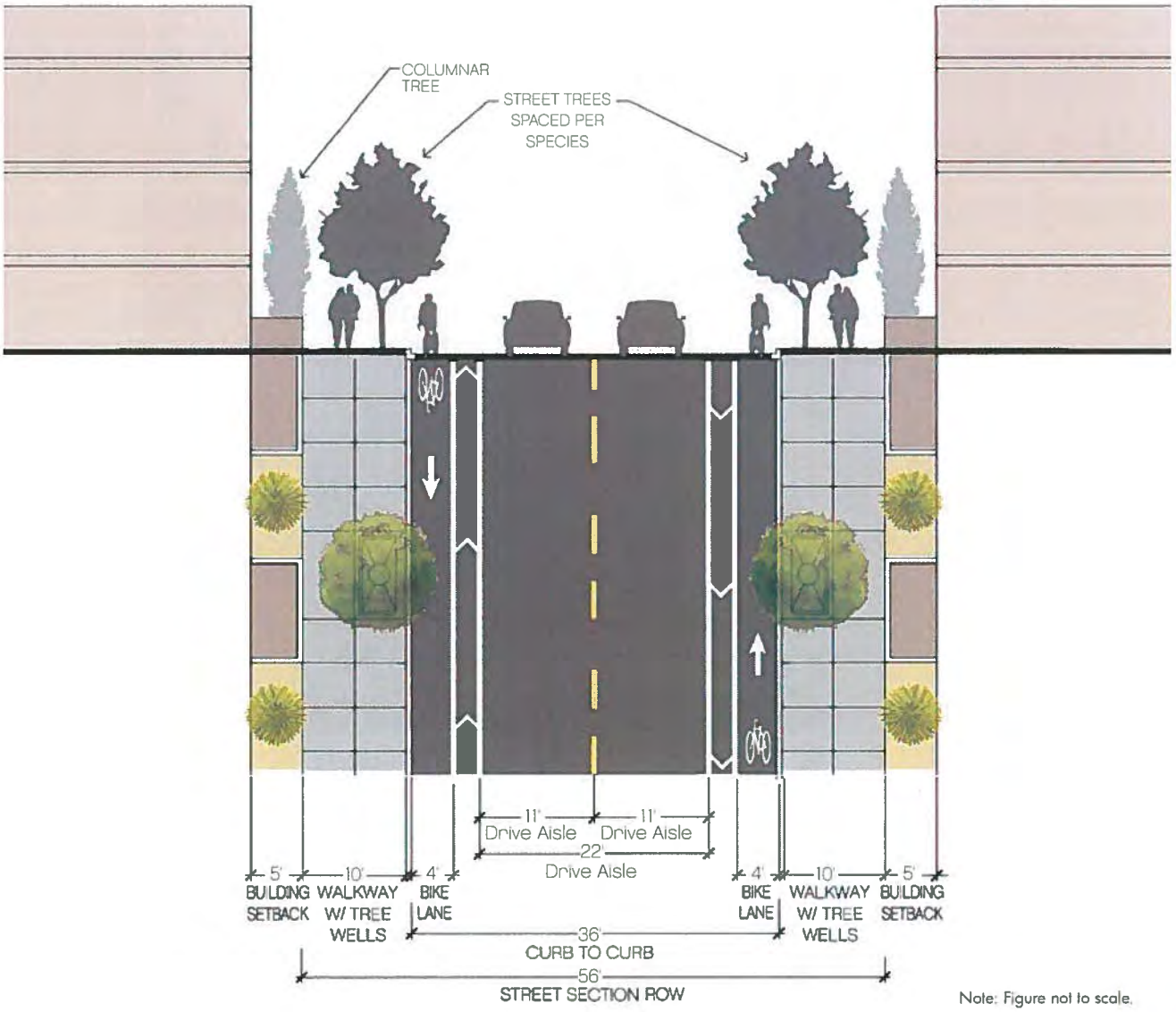
Note: Figure not to scale.

Figure 7.37: Secondary Entry Road 'A'

Secondary Entry Road 'B' (7th Street East)

7th Street east of the roundabout provides a vehicular, bicycle, and pedestrian entry to the site, connecting to Milliken Avenue on the east. This public street includes bike lanes with striping buffers; on-street parking is prohibited. Conditions should be urban. A visually engaging urban street that welcomes visitors and provides multi-modal options is a key design feature.



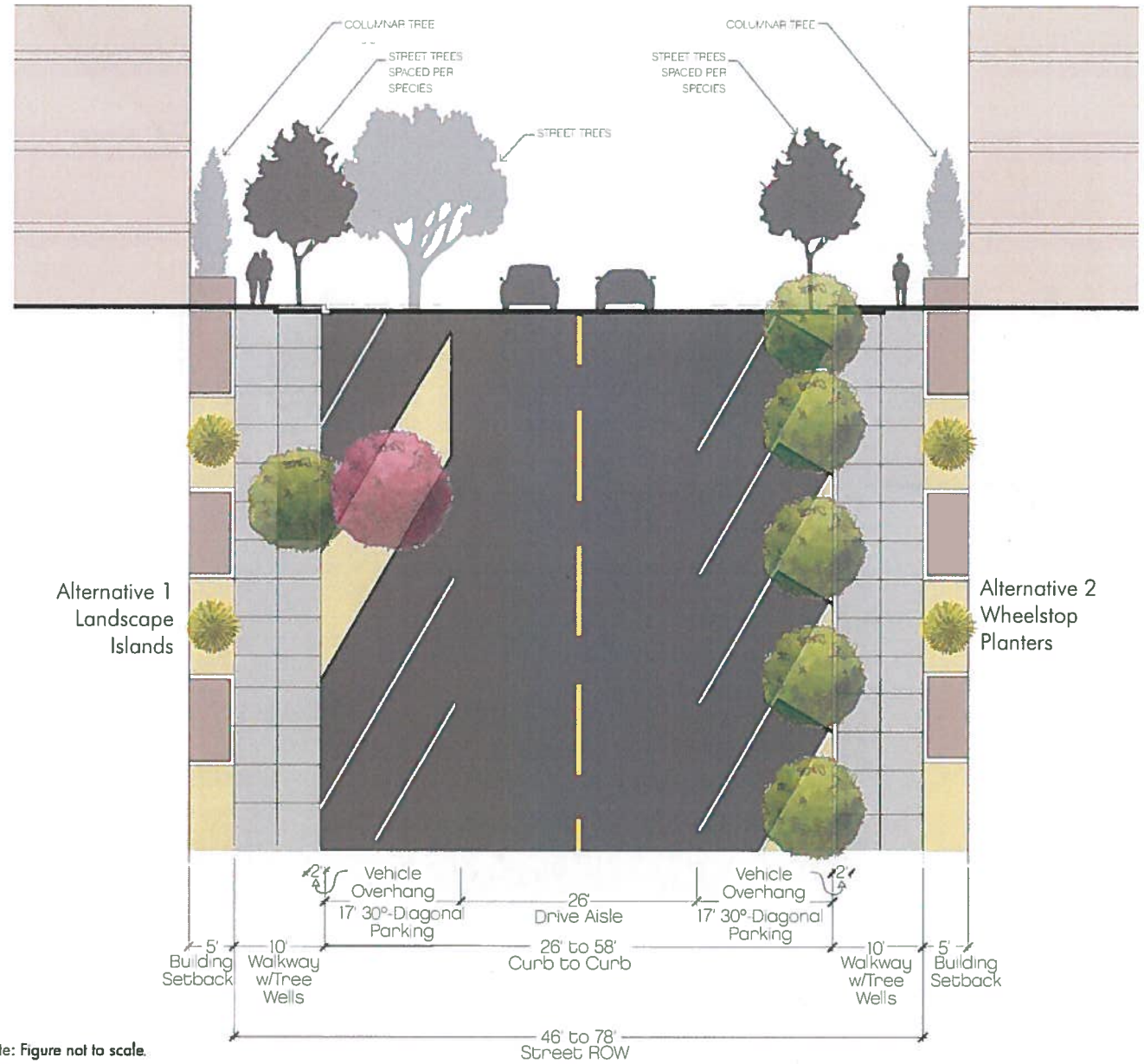


Note: Figure not to scale.

Figure 7.38: Secondary Entry Road 'B'

Secondary Entry Road 'C' (7th Street West)

7th Street west of the roundabout serves as a secondary entry to the community. This public street will provide for vehicular and pedestrian access to facilitate multi-modal circulation options and a visually engaging center to the community. Conditions should be urban; on-street parking is permitted as feasible and may be in parallel or head-in configurations.

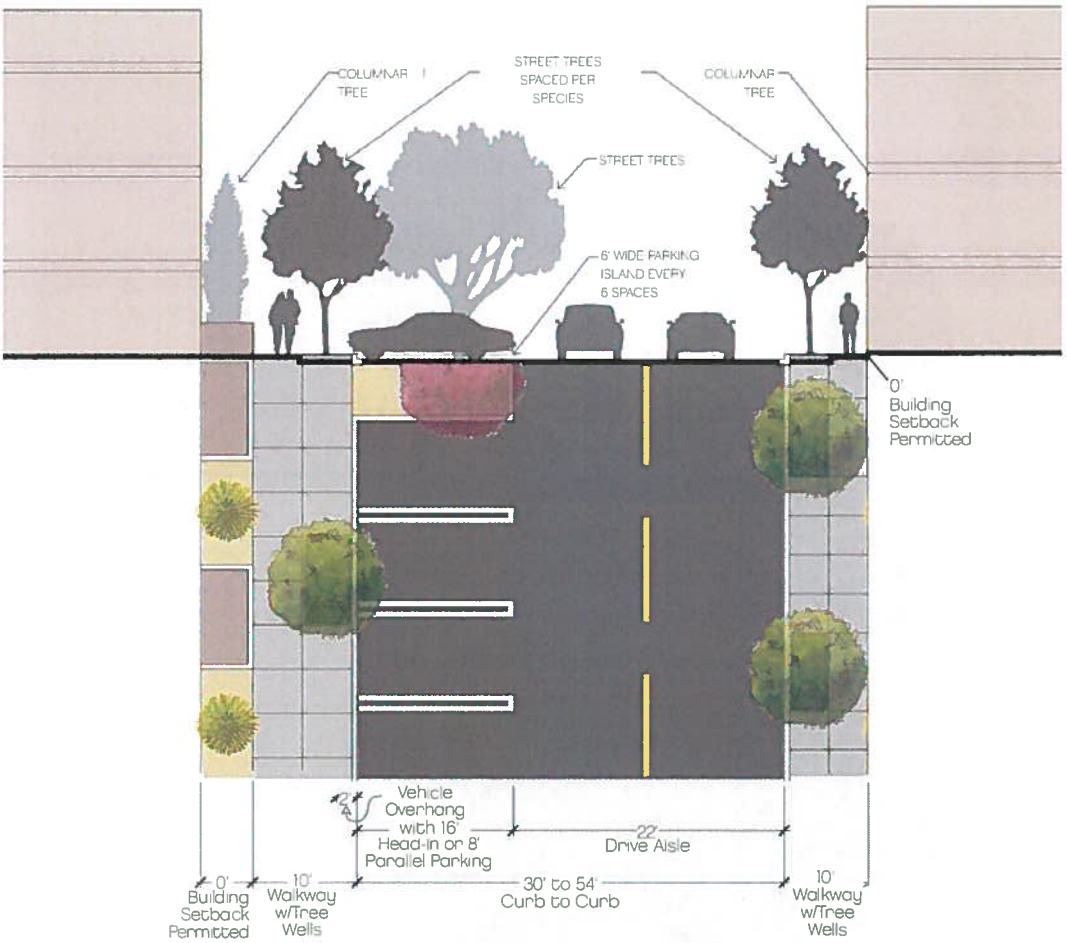


Note: Figure not to scale.

Figure 7.39: Secondary Entry Road 'C'

Collector Road

Private residential streets interior to parcels should be narrow and intimate providing on-street parking wherever feasible. The location and alignment of residential streets for interior circulation will be established at the time of development. Parking may be provided, as feasible on one or both sides of the street.



Note: Figure not to scale.

Figure 7.40: Collector Road

Private Drive Aisle

The location and alignment of private residential streets interior to parcels will be established at the time of development. Depending on site planning, location, and intended purpose of the Private Drive Aisle, the eight-foot walkway with tree wells is optional on one or both sides, or may be reduced to less than eight feet. Buildings may front, side, or rear onto a Private Drive Aisle; garages may face the aisle. On-street parking may be provided in parallel or head-in configurations.

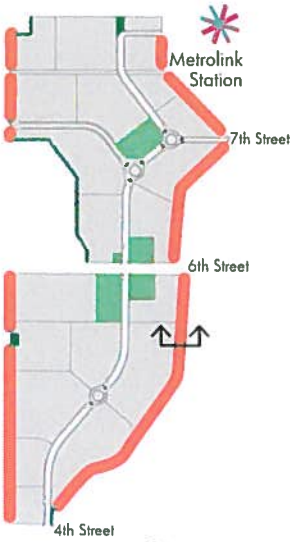
Note: Figure not to scale.

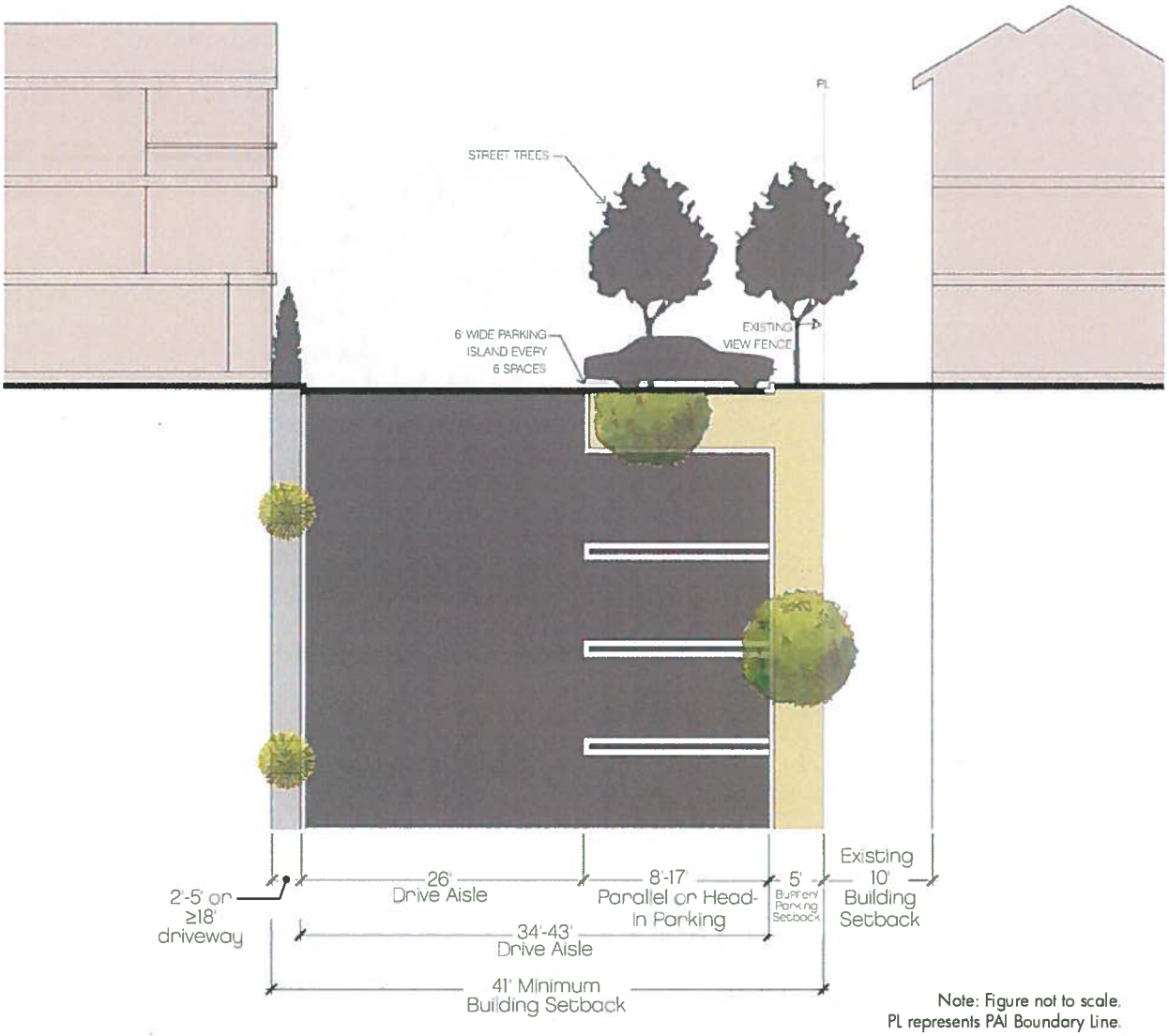
Figure 7.41: Private Drive Aisle

Private Drive Aisle at PAI Boundary

Figure 7.42: Private Drive Aisle at PAI Boundary may be used along the Primary Edge Condition in lieu of Figure 7.18-A: Primary Edge Section and Figure 7.18-B: Residential Edge Section where a pedestrian access edge condition is more appropriate or preferred. Use of this section or a drive aisle along the boundary is not required.

Appropriate for rear or garage conditions; on-street parking is required. A landscape buffer shall be provided between drive aisle/parking and the PAI boundary line.



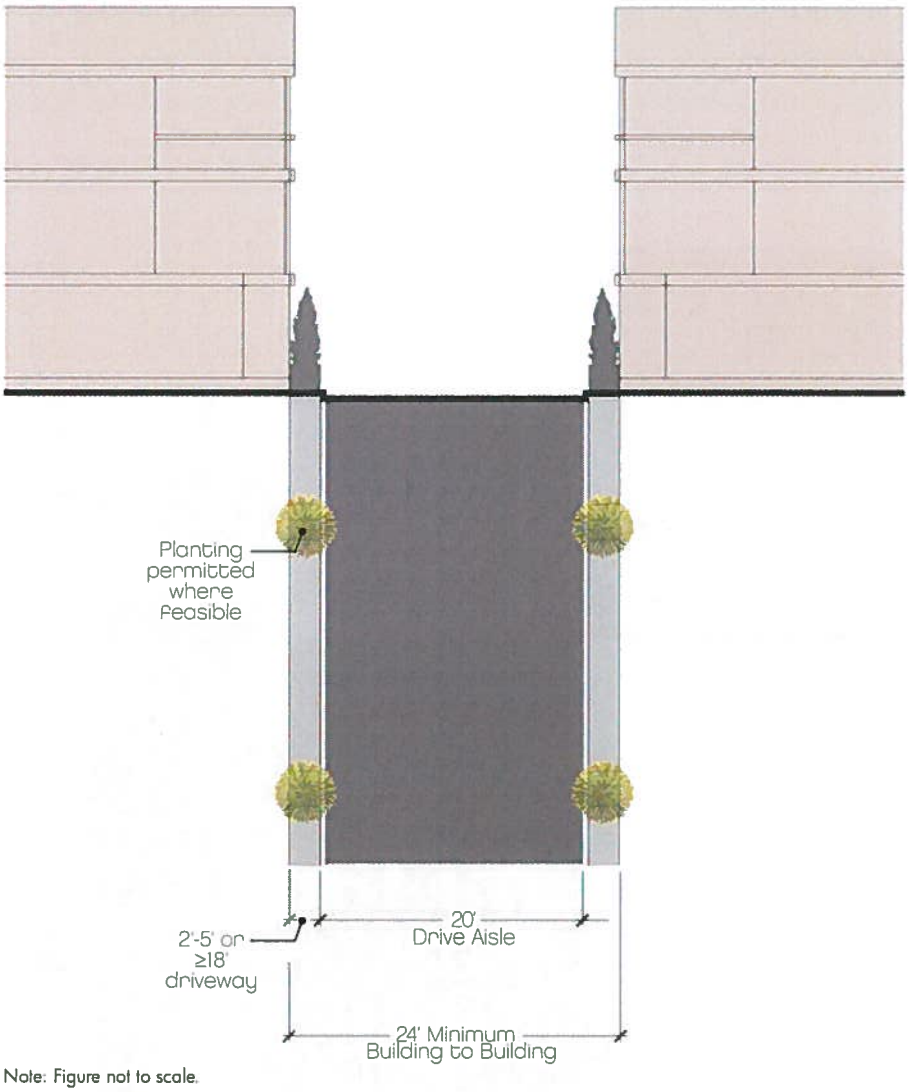


Note: Figure not to scale.
PL represents PAI Boundary Line.

Figure 7.42: Private Drive Aisle at PAI Boundary

Alley

Alleys, as shown on Figure 7.43: Alley Section are private drives used primarily for garage access. Access to front doors, garages, private open space, and pedestrian circulation may all be provided for within Alleys. A minimum 20-foot two-way drive shall be provided for garage/front door access. If Fire Department access is required the Alley will be 26 feet clear.



Note: Figure not to scale.

Figure 7.43: Alley Section

7.4 Architectural Guidelines

These guidelines provide a design framework for parcels and buildings to convey an aesthetically interesting community identity within an urban living environment. The guidelines are intended to be flexible, promoting engaging streetscapes without limiting the product type or configuration of the built environment to allow for the greatest adaptability to market changes.

The built environment shall exhibit design quality, including consideration of articulated entries and facades, proportionate windows, and quality building materials. Additionally, connections to 3rd Place spaces and pedestrian amenities, adequate parking, and context-sensitive elements are encouraged.

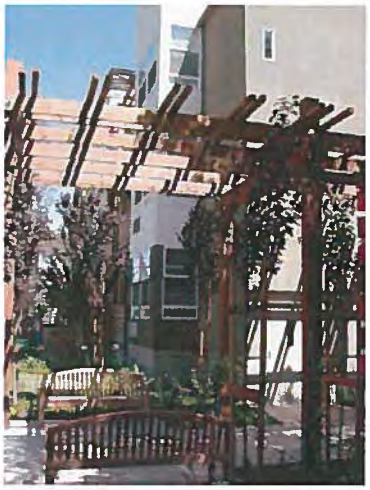
The following guidelines have been written to guide builders and architects in creating architecture which is consistent with the envisioned community. While many examples are provided, they do not serve as an exhaustive list of design solutions.

Architectural design may include contemporary, traditional, and interpretive vernaculars

Site planning can create 3rd place spaces

Sketches and graphic representations contained herein are for conceptual purposes only and are to be used as general visual aids in understanding the basic intent of the guidelines. They are not meant to depict any actual lot or building design. In an effort to encourage creativity and innovation, the guidelines express "intent" rather than "absolute," thereby allowing certain flexibility in fulfilling the intended design goals and objectives.

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.

7.4.1 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 300- to 450-foot intervals or at least one pedestrian connection per block adjacent to the Vine, whichever is greater.
  - 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.

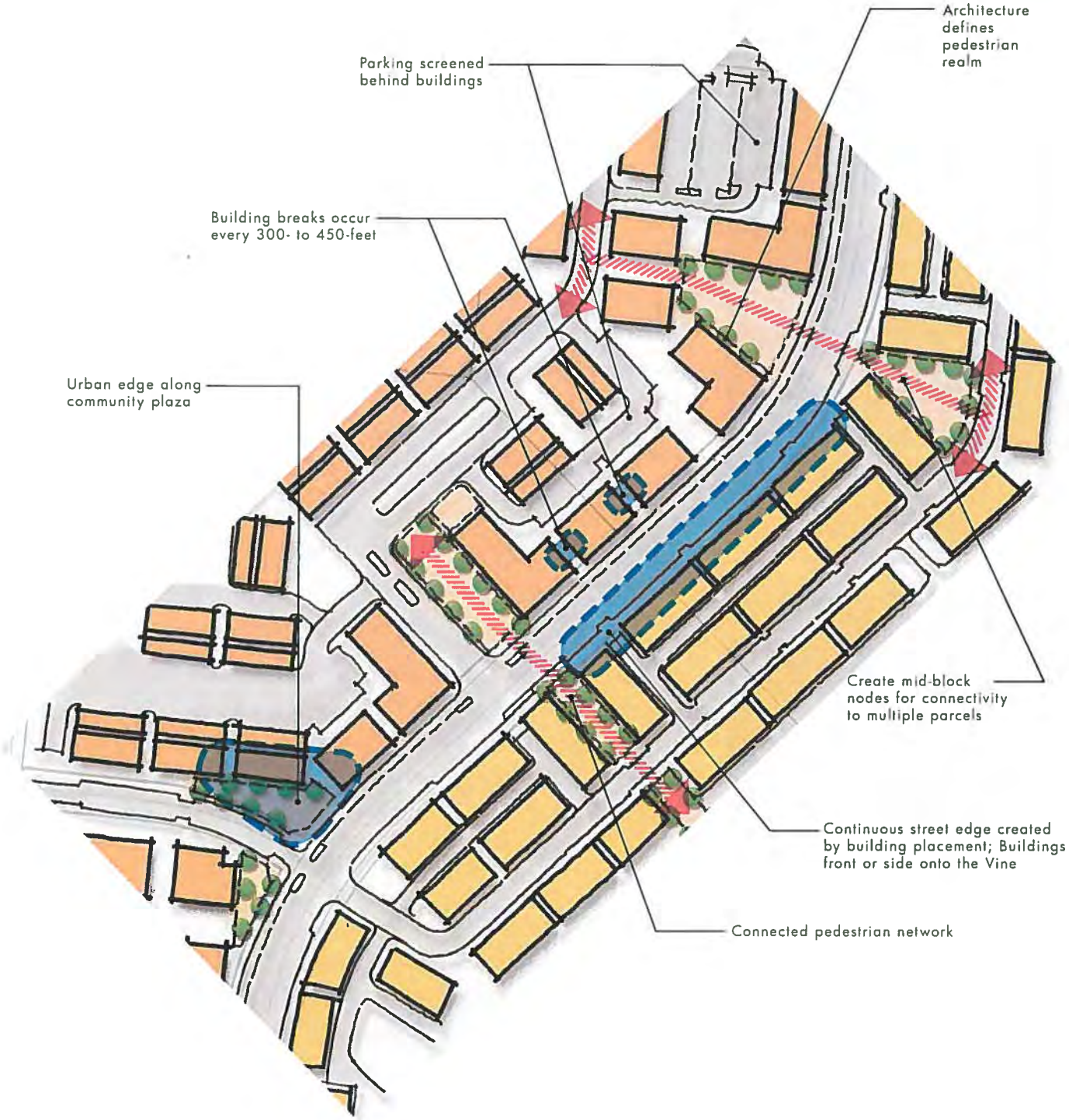


Figure 7.44: Urban Framework Diagram

Note: Figure not to scale.

Tight massing addresses the street

Setback massing, simple wall plane offsets, and height accents create variation consistent with a simple home approach.

7.4.2 Scale, Massing, and Articulation

Higher-density, urban-styled communities are primarily defined by the streetscape experience; how the building massing frames the street creates an engaging built form and sense of place. Buildings that create active and inviting urban streets are typically large volume buildings of three or more stories. The scale of higher-density buildings shall be designed for visual interest, creating rhythm and scale to the street. Composition of massing, interlocking volumes, and addition of stylized details will achieve engaged streetscapes. This may mean subtle massing offsets with a higher-level of detail, or bolder forms with more pronounced massing variation and simple to sparse detail. The design approach shall be tailored to the architectural style and context of the primary pedestrian street.

Each neighborhood shall include a collection of varied but complementary forms that create a streetscene that is clear to navigate physically and visually.

In an effort to meet the rising housing demand, affordability by design is an important consideration. Homes that feature simple structural (massing and roof) forms will provide an aesthetically pleasing neighborhood and be economically feasible for the builder and buyer alike.

Smaller homes especially stand to benefit from a simpler, streamlined architectural treatment characterized by stacked massing, simple rooflines, and an acute attention to detail to maximize buildable square footage. Architecture that results in a simplified massing also has positive impacts on the reduction of the building's carbon footprint through resource-efficient design.

A. Vine

Along the Vine, buildings and entries are encouraged to be located as close to the minimum setback line, as feasible. The Vine is intended to be characterized by a pedestrian-friendly experience with buildings creating a strong built environment to frame the street. Along the Vine, the massing shall provide a predominately three-story residential streetscene of different heights creating articulation and points of visual interest. Single-story elements shall be limited to pedestrian-interface spaces and accessory uses; limited use of single-story porches and massing elements are permitted. Non-residential uses are permitted to be single-story.