RANCHO CUCAMONGA IASP SUB-AREA 18 SPECIFIC PLAN

City of Rancho Cucamonga
Community Development Department,
Planning Division
10500 Civic Center Drive
Rancho Cucamonga, CA 91729

Adopted January 1994
Revised November 2000
Revised May 2001
Revised October 2002
Revised August 2003
Revised June 2012
Planning Commission Draft April 2016

PC 4-13-16
EXHIBIT F

ORDINANCE NO. 638

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING SUBAREA 18 SPECIFIC PLAN AMENDMENT 00 01, TO ADD MULTI-FAMILY RESIDENTIAL AS A PERMITTED USE IN THE MIXED USE PLANNING AREA IX OF THE SUBAREA 18 AND MAKING FINDINGS IN SUPPORT THEREOF.

A. RECITALS.

1. JPI Westcoast Development, L.P., has filed an application for Industrial Area Specific Plan Amendment 00-01 as described in the title of this Ordinance. Hereinafter in this Ordinance, the subject Industrial Area Specific Plan Amendment is referred to as the "application."

2. On the 13th of September 2000, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and, following the conclusion of said public hearing, adopted Resolution No. 00-93; thereby, recommending to this City Council that said application be approved.

3. On October 18, 2000, the City Council of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and, following the conclusion of said hearing, and adopted Resolution No. 00-93.

4. All legal prerequisites prior to the adoption of this Ordinance have occurred.

B. ORDINANCE.

NOW, THEREFORE, it is hereby found, determined, and resolved by the City Council of the City of Rancho Cucamonga as follows:

1. This Council hereby specifically finds that all of the facts set forth in the Recitals, Part "A," of this Ordinance are true and correct.

2. Based upon the substantial evidence presented to this Council during the above-referenced public hearing on October 18, 2000, including written and oral staff reports, together with public testimony, this Council hereby specifically finds as follows:

   a. This amendment does not conflict with the Land Use Policies of the General Plan; and

   b. This amendment promotes the goals and objectives of the Land Use Element and the Industrial Area Specific Plan; and

   c. This amendment would not be materially injurious or detrimental to the adjacent properties and would not have a significant impact on the environment nor the surrounding properties;

d. The amendment is consistent with key land use objectives identified in the General Plan including, i) encourage opportunities to mix different, but compatible land uses and activities, ii) promote land use patterns that encourage non-motorized modes of transportation; and iii) organize land uses to promote the maximal opportunity for transit usage; and

e. The inclusion of multi-family residential as a permitted use in Mixed Use Planning Area IX will provide an integrated environment that will respond to evolving market conditions and will help to create a "City that functions efficiently, is exciting to live in, and makes the best use of its various resources" pursuant to the objectives of the General Plan.

3. Based upon the substantial evidence presented to this Council during the above-referenced pubic hearing and upon the specific findings of facts set forth in paragraphs 1 and 2 above, this Council hereby finds and concludes as follows:

a. That the proposed amendment would not have significant impacts on the environment nor the surrounding properties; and

b. That the proposed amendment is in conformance with the General Plan.

4. An Environmental Impact Report (EIR) was prepared and certified as a Master EIR for the Empire Lakes Subarea 18 Industrial Area Specific Plan. The California Environmental Quality Act (CEQA) Section 21157.1 provides that the preparation and certification of a Master EIR allows for the limited review of subsequent projects that were described in the Master EIR as being within the scope of the reporting accordance with certain requirements. However, because of the changes that are submitted by this project, an Addendum was prepared for said project. An Addendum to the Subarea 18 Specific Plan final EIR is appropriate documentation because some changes or additions are necessary to describe the proposed residential project but none of the conditions described in the CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred. The Planning Commission has reviewed and considered the attached Addendum based on the following findings:

a. There have not been substantial changes in the project that require major revisions to the previous EIR because of new significant environmental effects or a substantial increase in severity of previously identified significant effects.

b. There have not been substantial changes with respect to the circumstances under which the project is undertaken, which will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

c. There is no new information of substantial importance, which was not known and could not have been known with the exercise of

reasonable diligence at the time the EIR was certified as complete, that shows any of the following: 1) the project will have one or more significant effects not discussed in the previous EIR, 2) significant effects previously examined will be substantially more severe than shown in the previous EIR, 3) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative, or 4) mitigation measures or alternatives, which are considerably different from those analyzed in the final EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

5. Based upon the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby approves the application to each and every condition set forth below:

Planning Division

The following conditions are to be reviewed for compliance by the City Planner.

1) Within 45 days of City Council approval or prior to issuance of building permits, whichever comes first, a revised Plan text and graphics, including all renumbered pages within affected sections, shall be submitted to the City Planner for review and approval. Upon acceptance by the City Planner, a total of 25, 3-hole punch, copies of the revised Plan shall be submitted for distribution to the City Council, the Planning Commission, Library, and staff. In addition, one unbound original, and one executable copy in Microsoft Word file format on a 3.5 inch IBM formatted diskette, shall be submitted.

2) Table A shall be re-labeled as Table 4-1 to replace said table on pages 4-5 of Rancho Cucamonga Industrial Area Specific Plan Subarea 18 Specific Plan.

3) Table 5-1, Residential, shall be revised to insert a footnote after the words "Multiple Family Dwellings" to read as follows: "(3) Residential permitted without industrial in same Planning Area."

6. The City Clerk shall certify to the adoption of this Ordinance.

Please see the following page for formal adoption and signatures

PASSED, APPROVED, AND ADOPTED this 1st day of November.

AYES: Alexander, Biane, Curatalo, Dutton, Williams

NOES: None

ABSENT: None

ABSTAINED: None

William J. Alexander, Mayor

ATTEST:

Debra J. Adams, CMC, City Clerk

I, DEBRA J. ADAMS, CITY CLERK of the City of Rancho Cucamonga, California, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the Council of the City of Rancho Cucamonga held on the 4th day of October 2000, and was passed at a regular meeting of the City Council of the City of Rancho Cucamonga held on the 1st day of November 2000.

Executed this 2nd day of November 2000, at Rancho Cucamonga, California.

Debra J. Adams, CMC, City Clerk

ORDINANCE NO. 656

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING SUBAREA 18 SPECIFIC PLAN AMENDMENT 00-04 TO AMEND PLANNING AREA VI TO ALLOW MULTIPLE FAMILY RESIDENTIAL DEVELOPMENT AT A DENSITY RANGE OF 24 TO 30 DWELLING UNITS PER ACRE, LOCATED ON THE NORTH SIDE OF 4TH STREET, WEST OF MILLIKEN AVENUE, AND MAKING FINDINGS IN SUPPORT THEREOF - APN: 210-082-46.

A. RECITALS.

1. Fairfield Development filed an application for Subarea 18 Specific Plan Amendment 00-04 as described in the title of this Ordinance. Hereinafter in this Ordinance, the subject Amendment is referred to as "the application."
2. On the 28th day of March 2001, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and recommended approval of said application.
3. On May 2, 2001, the City Council of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application.
4. All legal prerequisites prior to the adoption of this Ordinance have occurred.

B. ORDINANCE.

NOW, THEREFORE, it is hereby found, determined, and resolved by the City Council of the City of Rancho Cucamonga as follows:

1. This Council hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Ordinance are true and correct.

2. Based upon substantial evidence presented to this Council during the above-referenced public hearing on May 2, 2001, including written and oral staff reports, together with public testimony, this Council hereby specifically finds as follows:
   a. The application applies to property within the City; and
   b. The proposed amendment will not have a significant impact on the environment; and
   c. The proposed amendment is consistent with the flexible land use concept of the Mixed Use zoning designation of the Subarea 18 Specific Plan.

3. Based upon the substantial evidence presented to this Council during the above-referenced public hearing, and upon the specific findings of facts set forth in paragraphs 1 and 2 above, this Council hereby finds and concludes as follows:

a. The amendment does not conflict with the Land Use Policies of the Subarea 18 Specific Plan or the General Plan, and will provide for the logical development of Planning Area VI ; and

b. The amendment promotes the goals and objectives of the Subarea 18 Specific Plan; and

c. The proposed amendment will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity; and

d. The subject application is consistent with the objectives of the Subarea 18 Specific Plan and the purposes of the Subarea 18 Specific Plan; and

e. The proposed amendment is consistent with key land use objectives identified in the General Plan including; encouraging opportunities to mix different but compatible land uses and activities, promote land use patterns that encourage non-motorized modes of transportation, and organize land uses to promote the maximal opportunity for transit usage; and

f. The inclusion of multi-family residential land use for Planning Area VI will provide an integrated environment that will respond to evolving market conditions, and will help to create a City that functions efficiently, is exciting to live in, and makes the best use of its various resources pursuant to the objectives of the General Plan.

4. An Environmental Impact Report (EIR) was prepared and certified as a Master EIR for the Rancho Cucamonga Subarea 18 Specific Plan. The California Environmental Quality Act (CEQA) Section 21157.1 provides that the preparation and certification of a Master EIR allows for the limited review of subsequent projects that were described in the Master EIR as being within the scope of the reporting accordance with certain requirements; however, because of the changes that are submitted by this project, an Addendum was prepared for said project. An Addendum to the Subarea 18 Specific Plan Final EIR is appropriate documentation, because some changes or additions are necessary to describe the proposed residential project, but none of the conditions described in the CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred. The City Council has reviewed and considered the attached Addendum based on the following findings:

a. There have not been substantial changes in the project that require major revisions to the previous EIR because of new significant environmental effects, or a substantial increase in severity of previously identified significant effects.

b. There have not been substantial changes with respect to the circumstances under which the project is undertaken, which will require major revisions to the previous EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects.

c. There is no new information of substantial importance, which was not known, and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, that shows any of the following: 1) the project will have one or more significant effects not discussed in the previous EIR; 2) significant effects previously examined

will be substantially more severe than shown in the previous EIR; 3) mitigation measures or alternatives previously found not to be feasible, would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or 4) mitigation measures or alternatives, which are considerably different from those analyzed in the final EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternative.

5. Based upon the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Council hereby approves Subarea 18 Specific Plan Amendment No. 00-04, as shown in the Staff Report and attached Exhibit "A," as well as any related text, tables, figures, and maps to maintain consistency subject to each and every Condition set forth below:

   Planning Division

   1. Within 45 days of the City Council approval, or prior to issuance of building permits, whichever comes first, a revised plan text and graphics, including all renumbered pages within affected sections, shall be submitted to the City Planner for review and approval. Upon acceptance by the City Planner, a total of 25, 3-hole punched copies of the revised plan shall be submitted for distribution to the City Council, the Planning Commission, Library, and staff. In addition, one unbound original, and one executable copy in Microsoft Word file format on a 3.5-inch IBM formatted diskette shall be submitted.

6. The City Clerk shall certify to the adoption of this Ordinance.

PASSED, APPROVED, AND ADOPTED this 16th day of May 2001.

AYES: Alexander, Biane Curatalo, Dutton, Williams

NOES: None

ABSENT: None

ABSTAINED: None

William J. Alexander, Mayor

ATTEST:

Debra J. Adams, CMC, City Clerk

I, DEBRA J. ADAMS, CITY CLERK of the City of Rancho Cucamonga, California, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the Council of the City of Rancho Cucamonga held on the 2nd day of May 2001, and was passed at a regular meeting of the City Council of the City of Rancho Cucamonga held on the 16th day of May 2001.

Executed this 17th day of May 2001, at Rancho Cucamonga, California.

Debra J. Adams, CMC, City Clerk

ORDINANCE NO. 690

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING DRC2002-00464, AN AMENDMENT TO THE SUBAREA 18 SPECIFIC PLAN (EMPIRE LAKES) TO ESTABLISH CRITERIA FOR SENIOR HOUSING DEVELOPMENT AND TO ALLOW SENIOR HOUSING WITHIN PLANNING AREA VIII, LOCATED AT THE SOUTHWEST CORNER OF MILLIKEN AVENUE AND 6TH STREET AND MAKING FINDINGS IN SUPPORT THEREOF.

A. RECITALS.

1. The Planning Commission initiated an amendment to the Subarea 18 Specific Plan on May 22, 2002.

2. Charles Joseph and Associates filed an application for Specific Plan Amendment DRC2002-00464 as described in the title of this Resolution. Hereinafter in this Resolution, the subject Specific Plan Amendment is referred to as "the application."

3. On the 28th day of August, 2002, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and concluded said hearing on that date.

4. On the 2nd day of October, 2002, the City Council of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and concluded said hearing on that date.

5. All legal prerequisites prior to the adoption of this Ordinance have occurred.

B. ORDINANCE.

NOW, THEREFORE, it is hereby found, determined, and ordained by the City Council of the City of Rancho Cucamonga as follows:

1. This Council hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. Based upon the substantial evidence presented to this Council during the above-referenced public hearing on October 2, 2002, including written and oral staff reports, together with public testimony, this Council hereby specifically finds as follows:

   a. The application applies to property located within the City; and

   b. The proposed amendment will not have a significant impact on the environment; and

   c. The proposed amendment will provide for development of senior housing serving the special housing needs of the elderly.

3. Based upon the substantial evidence presented to this Council during the above-referenced public hearing and upon the specific findings of facts set forth in paragraphs 1 and 2 above, this Council hereby finds and concludes as follows:

   a. This amendment does not conflict with the Land Use Policies of the General Plan and will provide for development within the district in a manner consistent with the General Plan and with related development; and

   b. This amendment does promote the goals and objectives of the Development Code and the Subarea 18 Specific Plan; and

   c. The proposed amendment will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and

   d. The subject application is consistent with the objectives the Development Code and the Subarea 18 Specific Plan; and

   e. The proposed amendment is in conformance with the General Plan.

4. This Council hereby finds that the project has been prepared and reviewed in compliance with the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder, and further, specifically finds that based upon substantial evidence, it can be seen with certainty that there is no possibility that the proposed amendment will have a significant effect on the environment and, therefore, the proposed amendment is exempt pursuant to State CEQA Guidelines, Section 15061(b-3) and Rancho Cucamonga CEQA Guidelines Section F(10). Furthermore, the City Council approved an Environmental Impact Report for the Subarea 18 Specific Plan in January of 1994 (State Clearinghouse No. 93102055) and for the General Plan Update in October of 2001 (State Clearinghouse No. 2000061027), and the amendment is consistent with the Subarea 18 Specific Plan and the General Plan.

5. Based upon the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Council hereby approves Specific Plan Amendment DRC2002-00464 by the adoption of the attached Exhibit "A."

6. The Secretary to this Council shall certify to the adoption of this Ordinance.

Please see the following page
for formal adoption, certification and signatures

PASSED, APPROVED, AND ADOPTED this 22nd day of October 2002.

AYES: Alexander, Curatalo, Williams

NOES: None

ABSENT: Biane, Dutton

ABSTAINED: None

William J. Alexander, Mayor

ATTEST:

Debra J. Adams, CMC, City Clerk

I, DEBRA J. ADAMS, CITY CLERK of the City of Rancho Cucamonga, California, do hereby certify that the foregoing Ordinance was introduced at a Regular Meeting of the Council of the City of Rancho Cucamonga held on the 2nd day of October 2002, and was passed at a Special Meeting of the City Council of the City of Rancho Cucamonga held on the 22nd day of October 2002.

Executed this 23rd day of October 2002, at Rancho Cucamonga, California.

Debra J. Adams, CMC, City Clerk

EXHIBIT "A"

The Rancho Cucamonga Subarea 18 Specific Plan, pages 4-10 shall be amended as follows (strike thru = remove text, bold italic = added text):

Section 4.2.4 EASTERN ANCHOR (6TH STREET AND MILLIKEN AVENUE)

Planning Area VIII: Office/~~Industrial~~/Commercial/***Senior Housing***

Planning Area VIII is located at the southwest corner of 6th Street and Milliken Avenue, which will become a prime intersection when 6th Street is ultimately extended to a new proposed interchange with the I-15 Freeway. This parcel enjoys both prime arterial road frontage and golf course frontage. Possible uses include office, research and development, and ~~light industrial uses~~ ***market rate senior housing***, as well as commercial pad sites for fast food or banking adjacent to primary roadway entrances. With the completion of the future interchange with I-15, Planning Area VIII may also include certain types of retail uses.

Market rate senior housing is intended to facilitate the construction of rental housing units that will serve the current and long term City need for senior citizen oriented dwelling units, while maintaining a high degree of quality in project design and construction. This type of development shall comply with all applicable state and federal laws. The primary resident population group that is intended to be served by market rate senior housing development are senior citizens who meet the following criteria:

a. ***For tenants, residents or occupants who are married to each other, either spouse shall be 55 years of age or older.***

b. ***For individuals who are not married, each individual shall be 55 years of age or older with the following exception.***

c. ***Non-seniors may live in the development so long as they are 45 years of age or older or a person providing primary physical or economic support to the senior citizen.***

d. ***A non-senior guest may stay with a senior for up to 60 days per year.***

Senior housing developments must meet the following physical requirements:

a. ***Extra-wide entryways, walkways, hallways, and doorways in the common areas of the development.***

b. ***Walkways and hallways in the common areas must be equipped with railings or grab bars to assist persons who have difficulty with walking.***

c. ***Walkways and hallways in the common areas must have sufficient bright lighting to assist persons who have difficulty seeing.***

d. ***Access to all common areas and housing units within the development shall be [illegible] without use of stairs (elevators or ramps must be used instead).***

e. *The development must contain at least one common room and common open space.*

f. *Refuse collection must be provided in a manner that requires a minimum of physical exertion by residents.*

g. *Every effort shall be made to buffer the development from more intensive uses allowed in the Planning Area. This includes increased setbacks, intensified landscaping, creative use of walls, and other factors subject to review and approval by the City Planner.*

As an incentive to developers to build senior housing projects, the parking requirements may be reduced below that required for typical multi-family development. Reduction in the number of parking spaces shall be addressed on a case-by-case basis subject to provision of parking studies and the establishment of a development agreement.

Market rate senior housing development, including reduced parking requirements are predicated upon the long-term availability of the units for the target population previously defined. In order to ensure that the units remain available and affordable to this group, the developer will be required to enter into a development agreement with the City per California Government Code Section 65864 through 65869.5.

ORDINANCE NO. 714

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING RANCHO CUCAMONGA IASP SUBAREA 18 SPECIFIC PLAN AMENTMENT DRC2003-00255, A REQUEST TO ADD MULTI-FAMILY RESIDENTIAL AS A PERMITTED USE IN THE MIXED-USE PLANNING AREA VII, LOCATED ON THE NORTHWEST CORNER OF 4TH STREET AND MILLIKEN AVENUE, AND MAKING FINDINGS IN SUPPORT THEREOF – APN: 0210-082-47.

A. RECITALS.

1. JPI Westcoast Development, L.P., filed an application for Rancho Cucamonga IASP Subarea 18 Specific Plan Amendment DRC2003-00255, as described in the title of this Ordinance. Hereinafter in this Ordinance, the subject amendment is referred to as "the application."

2. On the 11th day of June 2003, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application.

3. On the 16th day of July 2003, the City Council of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and concluded said hearing on that date.

4. All legal prerequisites prior to the adoption of this Ordinance have occurred.

B. ORDINANCE.

The City Council of the City of Rancho Cucamonga does ordain as follows:

1. This Council hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Ordinance are true and correct.

2. Based upon the substantial evidence presented to this Council during the above-referenced public hearing on July 16, 2003, including written and oral staff reports, together with public testimony, this Council hereby specifically finds as follows:

   a. The application applies to property within the City; and

   b. The proposed amendment will not have a significant impact on the environment; and

   c. The proposed amendment is consistent with the flexible land use concept of the Rancho Cucamonga IASP Subarea 18 Specific Plan.

3. Based upon the substantial evidence presented to this Council during the above-referenced public hearing and upon the specific findings of facts set forth in paragraphs 1 and 2 above, this Council hereby finds and concludes as follows:

   a. The amendment does not conflict with the Land Use Policies of the Rancho Cucamonga IASP Subarea 18 Specific Plan or the General Plan and will provide for the logical development of the Planning Area VII and the General Plan and with related development; and

   b. The amendment promotes the goals and objectives of the Industrial Districts Chapter of the Development Code; and

   c. The proposed amendment will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity; and

   d. The subject application is consistent with the objectives of the Rancho Cucamonga IASP Subarea 18 Specific Plan, and the purposes of the Rancho Cucamonga IASP Subarea 18 Specific Plan; and

   e. The proposed amendment is in conformance with the General Plan.

4. An Environmental Impact Report (EIR) was prepared and certified as a Master EIR for the IASP Subarea 18 Specific Plan. The California Environmental Quality Act (CEQA) Section 21157.1 provides that the preparation and certification of a Master EIR allows for the limited review of subsequent projects that were described in the Master EIR as being within the scope of the reporting accordance with certain requirements. However, because of the changes that are submitted by this project, an addendum was prepared for said project. An addendum to the Rancho Cucamonga IASP Subarea 18 Specific Plan final EIR is appropriate documentation because some changes or additions are necessary to describe the proposed residential project but none of the conditions described in the CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred. The City Council has reviewed and considered the attached addendum based on the following findings:

   a. There have not been substantial changes in the project that require major revisions to the previous EIR because of new significant environmental effects or a substantial increase in severity of previously identified significant effects.

   b. There have not been substantial changes with respect to the circumstances under which the project is undertaken, which will require major revisions to the previous EIR because of the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

c. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, that shows any of the following: 1) the project will have one or more significant effects not discussed in the previous EIR, 2) significant effects previously examined will be substantially more severe that shown in the previous EIR, 3) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative, or 4) mitigation measures or alternatives, which are considerably different from those analyzed in the final EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

5. Based upon the findings and conclusion set forth in paragraphs 1, 2, 3, and 4 above, this Council hereby approves Rancho Cucamonga IASP Subarea 18 Specific Plan Amendment DRC2003-00255, as shown in the staff report.

6. The Secretary to this Council shall certify to the adoption of this Ordinance.

Please see the following page
for formal adoption, certification and signatures

PASSED, APPROVED, AND ADOPTED this 6th day of August 2003.

AYES: Alexander, Gutierrez, Howdyshell, Kurth, Williams

NOES: None

ABSENT: None

ABSTAINED: None

William J. Alexander, Mayor

ATTEST:

Debra J. Adams, CMC, City Clerk

I, DEBRA J. ADAMS, CITY CLERK of the City of Rancho Cucamonga, California, do hereby certify that the foregoing Ordinance was introduced at a Regular Meeting of the Council of the City of Rancho Cucamonga held on the 16th day of July 2003, and was passed at a Regular Meeting of the City Council of the City of Rancho Cucamonga held on the 6th day August of 2003.

Executed this 7th day of August 2003, at Rancho Cucamonga, California.

Debra J. Adams, CMC, City Clerk

ORDINANCE NO. 854

AN ORDINANCE OF THE CITY COUNCIL OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING INDUSTRIAL AREA SPECIFIC PLAN (IASP) SUBAREA 18 AMENDMENT DRC2010-00685, AMENDING SECTION 5.3.2 OF THE IASP SUBAREA 18 BY ADDING LANGUAGE REQUIRING COMPLIANCE WITH BUILDING HEIGHT LIMITS IN THE LA/ONTARIO INTERNATIONAL AIRPORT LAND USE COMPATIBILITY PLAN; AND MAKING FINDINGS IN SUPPORT THEREOF

A. Recitals.

1. The City of Rancho Cucamonga filed an application for Industrial Area Specific Plan (IASP) Subarea 18 Amendment DRC2010-00685, a request to amend Section 5.3.2 of the IASP Subarea 18, as described in the title of this Ordinance. Hereinafter in this Ordinance, the subject amendment is referred to as "the application."

2. The City of Ontario's Resolution No. 95-34 established the City of Ontario as the responsible agency for land use compatibility planning for the LA/ONT International Airport.

3. On April 19, 2011, the Ontario City Council adopted a Negative Declaration and approved the 2011 LA/ONT Airport Land Use Compatibility Plan (ALUCP) by adopting Ordinance No. 2935.

4. The City of Rancho Cucamonga is within the Airport Influence Area (AIA) that will be affected by aircraft operations as described in the Simplified Airport Diagram for the LA/Ontario International Airport.

5. State law requires that General Plans and Specific Plans must be consistent with adopted airport compatibility plans (Government Code Section 65302.3). Following adoption of the LA/ONT ALUCP, each jurisdiction within the AIA must achieve vertical consistency with its land use policy documents.

6. On January 11, 2012, the Planning Commission approved the initiation of IASP Subarea 18 Amendment DRC2010-00685.

7. On May 9, 2012, the Planning Commission of the City of Rancho Cucamonga conducted a noticed public hearing with respect to the above referenced Industrial Area Specific Plan Amendment DRC2010-00685 and following the conclusion thereof adopted its Resolution No. 12-22 recommending that the City Council of the City of Rancho Cucamonga adopt IASP Subarea Text Amendment DRC2010-00685.

8. On June 6, 2012, the City Council of the City of Rancho Cucamonga conducted a noticed public hearing on the application.

9. All legal prerequisites prior to the adoption of this Ordinance have occurred.

B. Ordinance.

The City Council of the City of Rancho Cucamonga does ordain as follows:

SECTION 1: This City Council hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Ordinance are true and correct.

SECTION 2: Based upon substantial evidence presented to the City Council during the above-referenced public hearing on June 6, 2012, including written and oral staff reports, together with public testimony, the City Council hereby specifically finds as follows:

a. The application applies to the property located within the City; and

b. An Initial Study was prepared for the Industrial Area Specific Plan Subarea 18 Amendment and the LA/Ontario International Airport Land Use Compatibility Plan and the Initial Study finds that all environmental impacts are either of no impact or less-than-significant impact; therefore, the proposed Industrial Area Specific Plan Subarea 18 Amendment will not have a significant impact on the environment; and

c. The City of Rancho Cucamonga is within the Airport Influence Area of Ontario International Airport; and

d. Pursuant to Public Utilities Code Section 21670.1(c), in order to protect the public, health, safety and welfare, it is necessary for each agency within an Airport Influence Area that has an adopted Airport Land Use Compatibility Plan by the lead agency (City of Ontario) to adopt and implement the Airport Land Use Compatibility Plan in order to ensure airport safety and compatible land planning; and

e. State law requires land use plans and development proposals to be consistent with policies set forth in Airport Land Use Compatibility Plans. Along with each member agency being required to adopt the ALUCP, each jurisdiction within the Airport Influence Area will need to achieve vertical consistency with its land use policy documents. The proposed text amendment to the IASP Subarea 18 will provide the IASP Subarea 18 with language ensuring compatibility with the LA/ONT ALUCP; and

f. The IASP Subarea 18 Amendment does promote the Land Use Policies and Implementation Actions of the General Plan by amending a specific plan within the Airport Influence Area of the LA/Ontario International Airport in order to achieve vertical consistency among land use documents in order to ensure aircraft safety and land use compatibility planning around the LA/Ontario International Airport and the future runway expansion; and

g. The adoption of the IASP Subarea 18 Amendment does promote the goals and objectives of the Development Code by ensuring that future development will not detrimentally impact aircraft operations or be a physical hazard to aircraft arriving or departing from LA/Ontario International Airport when the future runway expansion occurs; and

h. The adoption of the IASP Subarea 18 Amendment will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity. The IASP Subarea 18 Amendment will provide language ensuring compatibility with the LA/Ontario ALUCP by prescribing building height limits in order to provide airspace protection for aircraft operations; and

i. The adoption of the IASP Subarea 18 Amendment does promote the goals and objectives of the Development Code by providing a streamlined process by which local agencies can ensure that development within the Airport Influence Area is compliant with the LA/Ontario International Airport Land Use Compatibility Plan. The IASP Subarea 18 text Amendment will provide language so that development in Subarea 18 does not adversely impact aircraft operations from LA/Ontario International Airport; and

j. The proposed amendment is in conformance with the General Plan since the adoption of the IASP Subarea 18 Amendment balances the need to maintain aircraft safety without adversely impacting the full economic use of properties within Subarea 18 by allowing building heights up to 70 feet within the High Terrain Zone, which will permit buildings up to 6 stories. Additionally, the proposed text amendment includes a provision to permit building heights up to 90 feet for offices and hotels within Subarea 18, provided an exception is obtained from the Federal Aviation Administration.

SECTION 3: Based upon the facts and information contained in the proposed Negative Declaration, together with all written and oral reports included for the environmental assessment for the application, the City Council finds that there is no substantial evidence that the IASP Subarea 18 Amendment (hereinafter in Section 3, the subject IASP Subarea 18 Amendment is referred to as "the project") will have a significant effect upon the environment and adopts a Negative Declaration based upon the findings as follows:

a. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, City staff prepared an Initial Study of the potential environmental effects of the project. Based on the findings contained in that Initial Study, City staff determined that there was no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Negative Declaration.

b. The City Council has reviewed the Negative Declaration and all comments received regarding the Negative Declaration and, based on the whole record before it, finds: (i) that the Negative Declaration was prepared in compliance with CEQA; and (ii) that there is no substantial evidence that the project will have a significant effect on the environment. The City Council further finds that the Negative Declaration reflects the independent judgment and analysis of the City Council. Based on these findings, the City Council adopts the Negative Declaration.

c. The custodian of records for the Initial Study, Negative Declaration, and all other materials which constitute the record of proceedings upon which the City Council's decision is based is the Planning Director of the City of Rancho Cucamonga. Those documents are available for public review in the Planning Department of the City of Rancho Cucamonga located at 10500 Civic Center Drive, Rancho Cucamonga, California 91730, telephone (909) 477-2750.

SECTION 4: Based upon the findings and conclusions set forth in Sections 1, 2 and 3 above, this Council hereby approves Industrial Area Specific Plan Subarea 18 DRC2010-00685 as follows:

SECTION 5: SECTION 5.3.2 of the Industrial Area Specific Plan Subarea 18 is hereby amended to read, in words and figures, as follows:

Section 5.3.2, Architecture, Building Height/Bulk/Massing:

The following text shall be deleted (deleted text in ~~strikethrough~~):

~~Maximum building or structure height shall not exceed four stories or 75 feet, whichever is greater, unless approved as a Conditional Use Permit, except hotel facilities which are permitted to a maximum height of eight stories or 90 feet, whichever is greater, and in Planning Area VII, office buildings are permitted to a maximum height of six stories or 90 feet, whichever is greater.~~

SECTION 6: SECTION 5.3.2 of the Industrial Area Specific Plan Subarea 18 is hereby amended to read, in words and figures, as follows:

Section 5.3.2, Architecture, Building Height/Bulk/Massing:

The following text shall be added (new text in **bold**)

Building height limits within Subarea 18 shall not exceed the height limits prescribed in the LA/Ontario International Airport Compatibility Plan. For Planning Areas within the High Terrain Zone, the building height limit shall be 70 feet. Buildings or structures greater than 70 feet in height within the High Terrain Zone are subject to the ONT-IAC Project Notification Process and require a Federal Aviation Administration (FAA) exception (Obstruction Evaluation - Form 7460). For Planning Areas outside the High Terrain Zone, building height limits shall be governed by the LA/Ontario International Airport Compatibility Plan. Building or structures greater than LA/Ontario International Airport Compatibility Plan limits are subject to the ONT-IAC Project Notification Process and require a Federal Aviation Administration (FAA) exception (Obstruction Evaluation - Form 7460). In cases where the LA/Ontario International Airport Compatibility Plan permits heights greater than 70 feet or the FAA has granted an exception to exceed 70 foot threshold within the High Terrain Zone, the following limits shall be applied:

1) **Maximum building or structure height shall not exceed four stories or 75 feet, whichever is greater, unless approved as a Conditional Use Permit, except hotel facilities which are permitted to a maximum height of eight stories or 90 feet, whichever is greater.**

2) **In Planning Area VII, office buildings are permitted to a maximum height of six stories or 90 feet, whichever is greater.**

SECTION 7: If any section, subsection, sentence, clause, phrase, or word of this Ordinance is, for any reason, deemed or held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, or preempted by legislative enactment, such decision or legislation shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Rancho Cucamonga hereby declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase, or words thereof, regardless of the fact that any one or more sections, subsections, clauses, phrases, or words might subsequently be declared invalid or unconstitutional or preempted by subsequent legislation.

SECTION 8: The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be published within 15 days after its passage at least once in the Inland Valley Daily Bulletin, a newspaper of general circulation published in the City of Ontario, California, and circulated in the City of Rancho Cucamonga, California.

Please see the following page for formal adoption, certification and signatures

PASSED, APPROVED, AND ADOPTED this 20th day of June 2012.

AYES: Alexander, Buquet, Michael, Spagnolo, Williams

NOES: None

ABSENT: None

ABSTAINED: None

L. Dennis Michael, Mayor

ATTEST:

for Janice C. Reynolds, City Clerk

I, JANICE C. REYNOLDS, CITY CLERK of the City of Rancho Cucamonga, California, do hereby certify that the foregoing Ordinance was introduced at a Regular Meeting of the Council of the City of Rancho Cucamonga held on the 6th day of June 2012, and was passed at a Regular Meeting of the City Council of the City of Rancho Cucamonga held on the 20th day of June 2012.

Executed this 21st day of June 2012, at Rancho Cucamonga, California.

for Janice C. Reynolds, City Clerk

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Section 1 Executive Summary

1.1 INTRODUCTION

This Executive Summary of the Rancho Cucamonga Industrial Area Specific Plan (IASP), Sub-Area 18 highlights the provisions of the Specific Plan. The intent of this section is to acquaint the reader with the major characteristics of the proposed Sub-Area 18 Specific Plan development program and the planning process that has been followed to date. A complete and thorough discussion of each component of the Sub-Area 18 development program is contained within subsequent sections of the Sub-Area 18 Specific Plan.

Including the Executive Summary, the Sub-Area 18 Specific Plan has been organized into ~~six~~ seven sections, with each subsequent section providing additional details concerning the development concept for the project. Each section is identified below.

- Section 2 - Introduction. Identifies the regional and local setting of the project area, outlines the purpose and objectives of the Specific Plan and briefly highlights the issues, constraints, and opportunities associated with the 380-acre Sub-Area Specific Plan.

- Section 3-General Plan Consistency. Discusses the relationship of the Sub-Area 18 Specific Plan to the Rancho Cucamonga Industrial Area Specific Plan (IASP) and identifies the relationship to the City's General Plan. A more detailed analysis of the consistency of the Sub-Area 18 Specific Plan with the ISAP and the City General Plan is contained within Appendix B of this Specific Plan.

- Section 4-Development Framework. Section 4 identities in detail the overall development concept of the Sub-Area 18 Specific Plan, including discussions on the Land Use Plan; Circulation and Access; Infrastructure; Grading Concepts/Drainage; Public Services; and Economic Development aspects of the Sub-Area 18 Specific Plan. This section of the Sub-Area 18 Specific Plan identifies urban design concepts and a planning area description of the proposed land uses. A summary of proposed land uses for each planning area is contained within this section.

- Section 5 - Development Guidelines and Standards. The development guidelines and standards for the land uses proposed within the Sub-Area 18 Specific Plan are discussed in this section. The guidelines and standards establish the regulatory requirements and development standards necessary for subsequent planning, design and implementation of project components.

- Section 6 - Implementation Program. Section 6 identifies the various types of financial programs that will be considered for the implementation of the Sub-Area 18 Specific Plan. In addition, this section describes the regulatory review procedures, as amended, that apply to the Sub-Area 18 Specific Plan. A description of the phasing program and conceptual marketing strategy are also included within this section.

- Section 7 - Planning Area I. Section 7 amends the 160.4 acres of existing golf course land within the Specific Plan, including Planning areas IA, IB, and a portion of Planning Area III and VI; this shall be referred to as the "Planning Area I" for the remainder of the document. Section 7 includes all land use and development plan details for Planning Area I, locating attached and detached high density housing in proximity to transit, employment, and entertainment to support smart growth in the City. All maps, development standards, and guidelines related to the Planning Area I are located in this section. All other sections have been amended to: 1) delete reference to the golf course and Planning Areas IA, IB, and III, and 2) reference Section 7.

1.2 PLANNING PROCESS AND BACKGROUND

In 1993, a multitude of discussions were held with the City of Rancho Cucamonga to strategize on the regulating of the General Dynamics property with the City. The pending vacancy of approximately 1,000,000 square feet of office space required a creative approach for encouraging future reuse of the buildings, as well as a strategy for development of 300 acres of adjacent vacant properties. The discussions resulted in the preparation of a conceptual land use plan identifying the development potential of a championship quality golf course as the central theme, with a variety of supporting land uses surrounding the golf course.

A Memorandum of Understanding was approved by the Rancho Cucamonga City Council in September 1993 outlining a review process that would encourage public review by the Planning Commission and City Council. The applications for a specific plan, general plan amendment, and environmental impact report were submitted in October 1993.

The draft Specific Plan for Sub-Area 18 ~~Specific Plan~~ and a draft Environmental impact Report (EIR) were made available for public review on January 26, 1994. The public comment period was concluded on March 11, 1994. Three public meetings were conducted by the Planning Commission to review the EIR and Specific Plan in January, February, and March 1994. The final EIR was certified and the Specific Plan approved by the Rancho Cucamonga City Council in June 1994.

Subsequent to 1994, the IASP Sub-Area 18 Specific Plan has been amended. In November 2000, the Rancho Cucamonga City Council approved an amendment to the Sub-Area 18 Specific Plan to permit multi-family residential uses as an additionally permitted use in the mixed use Planning Area IX. In May 2001, the Council approved an amendment to permit multi-family residential uses as an additionally permitted use in Planning Area VI. In September 2002, the Council approved an amendment to permit market rate senior housing in Planning Area VII as an additionally permitted use. In June 2003, the Council approved an amendment to the Sub-Area 18 Specific Plan to also permit multi-family residential uses as an additionally permitted use in Mixed-Use Planning Area VII.

In 2012 Section 5.3.2 of the IASP Sub-Area 18 Specific Plan was amended by ordinance. This amendment added language to the plan to address and require consistency with the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP). Building heights consistent with the ALUCP were added to section 5.3.2.

Following changing market conditions, the Specific Plan was further amended to re-purpose the

Empire Lakes golf course land to support the mixed use infill development goals of the Specific Plan. Section 7 was added to the document to provide development regulations for Planning Area I; see Section 7 for additional project information related to the 2015 amendment.

1.3 SUB-AREA 18 SPECIFIC PLAN SCOPE AND FORMAT

All future development within Sub-Area 18 shall occur in accordance with the Sub-Area 18 Specific Plan. The Sub-Area 18 Specific Plan is consistent with the requirements of the Sections 65450-65507 of the California Public Resources Code, Rancho Cucamonga Development Code, the Industrial Area Specific Plan, and the City of Rancho Cucamonga General Plan.

The Sub-Area 18 Specific Plan defines the development concept for the proposed mixed-use project and applicable development regulations for the project, so that subsequent project-related subdivision maps, grading plans, and other discretionary permits can be approved. All discretionary permits with the Sub-Area 18 Specific Plan will be consistent with the spirit and intent of the Specific Plan.

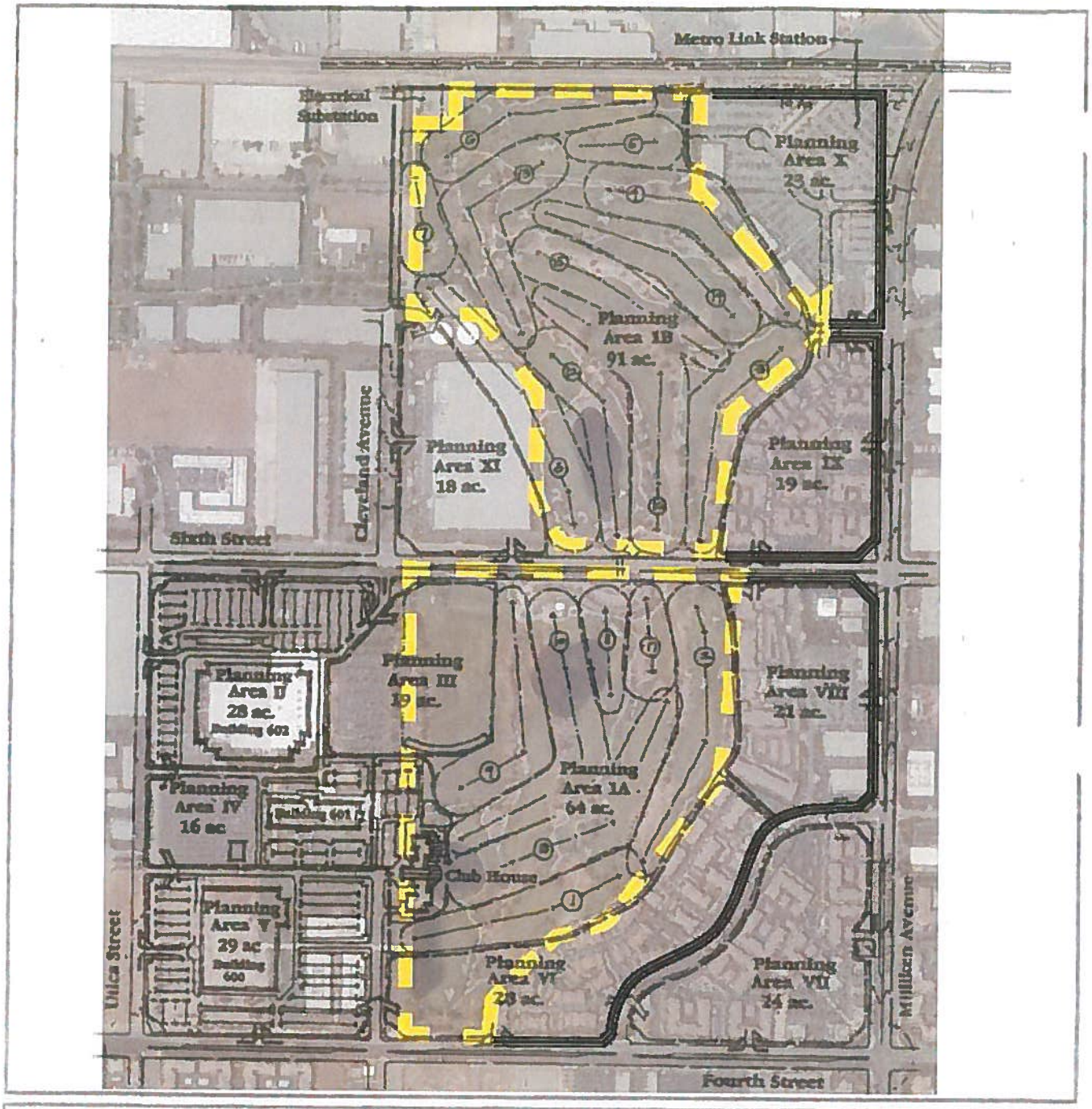
1.4 PROJECT DESCRIPTION

The Rancho Cucamonga IASP Sub-Area 18 Specific Plan site is located east of Haven Avenue, approximately one mile west of 1-15 in the City of Rancho Cucamonga. The IASP Sub-Area 18 is bounded on the south by Fourth Street, on the east by Milliken Avenue, on the north by the Rancho Cucamonga Metrolink Station, and on the west by Cleveland Avenue and Utica Street. The southern boundary of the project site is adjacent to the northern boundary of the City of Ontario.

The Sub-Area 18 Specific Plan is an amendment to the City of Rancho Cucamonga IASP adopted in 1981. The Sub-Area 18 Specific Plan will provide for the development of a broad mix of uses, ~~including~~ that may include recreation, optional hotel/conference center, retail, restaurant, and entertainment, ~~as well as~~ office, research and development, light industrial uses, and ~~multiple family~~attached and detached high density housing. ~~These uses will surround and 18 hole championship golf course that comprises approximately 40 percent of the project acreage.~~ The Sub-Area 18 Specific Plan provides for the adaptive commercial and industrial reuse of the three existing buildings on the site, as well as the proposed land uses. See Section 7 for the project description, characteristics and development details of Planning Area I.

The Conceptual Development Plan for the Sub-Area 18 Specific Plan area is shown in Figure 1-1. The statistical summary of land uses is shown in Table 1-1. See Section 7 for development plan and buildout potential of the Planning Area I.

The following discussion identifies the characteristics of each planning area within the Sub-Area 18 Specific Plan.



Note: This figure represents the current proposed Conceptual Development Plan for Sub-Area 18 and may be subject to future refinements and/or modifications.

Boundary of New PA1

800' 400' 0' 800'

figure 1-7

Conceptual Development Plan

TABLE 1-1
SUMMARY OF LAND USE DEVELOPMENT PROGRAM

This table is conceptual to illustrate and summarize the maximum development potential of the project excluding infill development of PA1. Section 4.2, Land Use Plan, as well as Table 5.1 and 5.2 for permitted land uses and definitions. See Section 7 for land uses and development potential of PA1.

Parcel/Facility	Planning Area	Planning Area Size (Acres)	Types of Uses										Maximum Development Potential (sf or dwelling units)	FAR (Floor Area Ratio) or du/ac
			Outdoor Recreation	Indoor Recreation/Entertainment	Retail	Restaurants/Fast Food	Hotel/Conference Center	Office/Commercial	Mixed-Use Commercial	R&D/Light Industrial/Business Park	Metrolink Station	Multiple Family Residential		
Existing Facilities														
• Building 600	V[1]	27		●	●	●	●	●	●	●			308,000[1]	0.25[X]
• Building 601	IV[2]	17			●	●	●	●	●				242,000[2]	0.35[X]
• Building 602	II	28	●	●	●	●	●	●	●	●			425,000	0.35[X]
Subtotal		72											975,000	0.31
~~Golf Course (including clubhouse and maintenance facility)~~	~~I~~	~~151~~	~~●~~	~~●~~	~~●~~	~~●~~	~~●~~						~~60,000~~	~~0.01~~
~~Golf Practice Facility (lighted)~~	~~III[4]~~	~~22~~	~~●~~	~~●~~	~~●~~	~~●~~	~~●~~	~~●~~	~~●~~	~~●~~			~~15,000[4]~~	~~0.01[9]~~
~~***Subtotal***~~		~~173~~											~~75,000~~	~~0.01~~
Commercial/Industrial Parcels	VII	4		●	●	●	●	●	●	●			60,984	0.35[X] (0.70[X])
	VIII	13.4				●		●	●				173,804	0.35
	X	24			●	●		●	●	●	●		200,000	0.20[6]
	XI	18				●		●		●			275,000	0.35
Subtotal		59.4											709,788	
Multiple Family Residential	VI	23										●	567du	24-30 du-ac
	VII	20										●	499 du	24-30 du/ac
	VIII	9.7										●[5]	264 du	24-30 du/ac
	IX	20.5										●	521 du	24-30 du/ac
Subtotal		73.2											1,851 du Permitted: up to 1,888 du	

Total		378[7]		1,759,788 sq.ft. 1,851 du Permitted: up to 1,888 du	

Notes:
1. Ultimately demolished and redeveloped as mixed-use commercial: 440,000 sf.
2. Could be intensified with parking deck and +10,000 sf addition of retail/restaurant/fast food.
3. Existing facility could be adaptively re-used or redeveloped as a family recreation/entertainment center or mixed-use commercial.
4. ~~Could be redeveloped ultimately to mixed-use commercial: 290,000 sf.~~
5. Alternative hotel and conference center site.
6. Includes 5 acres for vacated portion of Cleveland Ave.
7. Ultimately could be 3,707,000 sf with overall FAR: 0.23.
8. FAR: 035 for 13 acre area excluding the Metrolink parcel (10 acres).
9. ~~Where a hotel is developed, the maximum allowable FAR for the Planning Area can increase to FAR 0.70.~~

1.1.4 PLANNING AREA I - ~~GOLF COURSE AND RELATED FACILITIES~~

Planning Area I is approximately 160.4 acres, encompassing the entire golf course, identified for mixed use infill development. Planning Area I absorbed Planning Areas IA, IB, and a portion of Planning Areas III and VI. Infill development of the area will eliminate the golf course facilities initially developed under the original Specific Plan. See Section 7 for characteristics and development details of Planning Area I.

~~Planning Area is approximately 150 acres and includes an 18-hole public golf course and related facilities (clubhouse, rest shelters, maintenance facilities, etc.). This planning area comprises approximately 40 percent of the total project acreage (380 acres). The golf course design includes two circuits. A golf cart underpass (or overpass) of Sixth Street will connect the two circuits. A golf course maintenance facility, including outdoor storage for carts and maintenance equipment, will be located near the northwest portion of Sub-Area 18.~~

1.4.2 PLANNING AREA II - OFFICE/INDUSTRIAL USES

Planning Area II is approximately 28 acres and contains 602 Building; additional acreage was developed as a part of this Planning Area as support parking with the dissolution of Planning Area III. This planning area will provide for a variety of potential development options, including the reuse of the building to provide a family-oriented recreation, retail, and entertainment facility. Types of potential uses permitted under this reuse option include indoor/outdoor recreation, retail, restaurants, hotel/conference center, mixed-use, development/light industrial.

1.4.3 PLANNING AREA III - ~~GOLF DRIVING RANGE, PRACTICE FACILITY, AND TRAINING CENTER~~(Dissolved)

Planning Area III, approximately 22-acres, was originally identified as a support site for the golf course. Development under the Specific Plan led to the dissolution of Planning Area III as the west portion was developed as parking for Planning Area II and the east portion developed as part of the Empire Lakes golf course. See Section 7 for the development plan ~~related to the Mixed Use Infill Area.~~

~~Development of the approximately 22-acre Planning Area III will include a potentially lighted golf driving range and related uses (i.e., practice facility and training center) located adjacent to the golf course. The driving range and related uses will operate as an outdoor commercial golf recreation and training facility providing for day and night time use. The driving range will be operated to facilitate both independent operation while conveniently serving the golf course facility. A potential long-term option for this planning area includes redevelopment with a variety of uses.~~

1.4.4 PLANNING AREA IV-OFFICE / COMMERCIAL USES

Planning Area IV is approximately 17 acres and could include the reuse of the 601 Building or redevelopment of the site to include a variety of uses. The existing building may be renovated to provide office space for "back-office" type users. The western portion of the planning area may be used for outdoor recreation facilities or for decked parking.

1.4.5 PLANNING AREA V - OFFICE / INDUSTRIAL USES

Similar to Planning Areas II and III, this approximately 27-acre planning area contains an existing building (Building 600). Development of Planning Area V could provide for the reuse of the building for office/industrial uses. However, due to the building design, interim space configuration, age, and visual gateway location, the reuse adaptability of Building 600 is limited. Planning Area V could eventually be eliminated and development of a mixed commercial nature could occur. Uses including indoor/outdoor recreation, hotel/conference center, mixed-use commercial, research and development/light industrial, and restaurant are proposed.

1.4.6 PLANNING AREA VI - OFFICE USES / BUSINESS PARK / MULTIPLE FAMILY RESIDENTIAL

Planning Area VI, originally a 23-acre parcel, is identified as allowing a variety of uses, including indoor recreation/entertainment, restaurant, mixed-use commercial, hotel/conference center, office/commercial, multiple family residential, research and development/light industrial, and business park. Development under the Specific Plan resulted in a 12-acre multifamily housing community, with the ~~additional~~remaining 11 acres ~~acreage~~ developed as a portion of the Empire Lakes golf course. The ~~location of this Planning Area provides~~multifamily housing area has ~~a large amount of~~ shared frontage with Planning Area I. See Section 7 for development plan and edge conditions related to Planning Area VI.

~~Planning Area VI is approximately 23 acres and includes the greatest amount of golf course footage of any planning area within the Sub-Area 18 Specific Plan. The summary land use matrix (Table 5-1, Summary of Land Use Types by Planning Area, included in Section 5) identifies a variety of uses that are compatible with the golf course including: indoor recreation/entertainment; restaurant; mixed-use commercial; hotel/conference center; office/commercial; multiple family residential; research and development/light industrial; and business park.~~

1.4.7 PLANNING AREA VII - MIXED-USE COMMERCIAL / MULTIPLE FAMILY RESIDENTIAL

Planning Area VII, located at the intersection of Milliken Avenue and Fourth Street, is approximately 24 acres and could include mixed-use commercial; indoor recreation/entertainment; an option for hotel/conference center; office; research and development/light industrial/business park, and multiple family residential. Planning Area VII is a key entry parcel to Sub-Area 18 and is positioned to respond to economic/market factors both within the City of Rancho Cucamonga and the City of Ontario.

1.4.8 PLANNING AREA VIII - OFFICE / COMMERCIAL / SENIOR HOUSING

Planning Area VIII is approximately 21 acres; allowable uses within the planning area are office, mixed-use commercial, and market rate senior housing. This planning area has prime arterial frontage along Milliken Avenue and Sixth Street. This Planning Area also shares frontage with Planning Area I; see Section 7 development plan and edge conditions related to Planning Area I.

1.4.9 PLANNING AREA IX - OFFICE / INDUSTRIAL / CONVENIENCE / MULTIPLE FAMILY RESIDENTIAL

Planning Area IX is bounded by Seventh Street to the north, Sixth Street to the south, Milliken Avenue to the east, and the ~~Empire Lakes Golf Course~~Mixed Use Infill Area (Planning Area I) to the west. This 20.5-acre site permits the development of research and development / light industrial / business park; office / commercial; restaurant-related; and multiple family residential uses. See Section 7 for edge conditions related to Planning Area I.

1.4.10 PLANNING AREA X - METROLINK STATION / OFFICE / INDUSTRIAL / MIXED-USE COMMERCIAL

Planning Area X includes the 10-acre Metrolink Station site. The Metrolink Station is located in the northeast corner of Planning Area X and extends along 800 feet of frontage adjacent to the Metrolink tracks. Uses proposed within the remaining 14 acres of Planning Area X are intended to compliment the Metrolink Station and could include convenience retail and other service-oriented facilities, as well as office, research and

development, light industrial uses, and mixed-use commercial centers adjacent to the ~~golf course~~Mixed Use Infill Area frontage. See Section 7 for edge conditions related to Planning Area I.

1.4.11 PLANNING AREA XI - OFFICE / INDUSTRIAL USES

Planning Area XI is approximately 18 acres and could include such uses as office/professional, research and development, and light industrial uses. Limited commercial uses are allowed, including restaurant/retail activities. This Planning Area also shares frontage with Planning Area I; See Section 7 for development plan and edge conditions related to Planning Area I.

1.5 PUBLIC FACILITIES AND SERVICES

Development within Planning Area I, replacing the Empire Lakes golf course site, will result in additional public services and facilities. See Section 7 for further information.

A program of infrastructure improvements is proposed for the Sub-Area 18 Specific Plan area. Water, sewer, and other concept-level utility plans have been developed to serve Phase 1 ~~(golf course)~~ and

to serve ultimate build out of the Sub-Area 18 Specific Plan. Additionally, in response to the need for water conservation, a reclaimed water system has been incorporated into the project design for ~~the golf course~~ Planning Area I.

The drainage system for the Sub-Area 18 Specific Plan has been designed to use existing and planned improvements developed as part of an existing assessment district and existing uses in Planning Areas II, IV, and V. The drainage system will convey onsite flows through a system of public improvements ultimately discharging south of Fourth Street. ~~The drainage system has been designed to maximize storm drainage improvements and no offsite improvements are needed.~~ The City of Ontario has reviewed the Fourth Street Storm Drain Analysis and has concluded that the additional runoff resulting from the development of Empire Lakes will not affect the City's downstream storm drain system. Additionally, the County of San Bernardino has indicated that they will not require any permitting or approval triggered by the increase flows discharging into the Turner Basins north and east of Guasti Regional Park.

The need for fire and police services will be met through existing service programs and prior funding programs developed by the City of Rancho Cucamonga. An existing community facilities district encompasses Sub-Area 18 and provides for funding to cover operations and maintenance costs for fire protection services. In addition, a fire station is located directly to the northeast of the project site.

~~A Fiscal Impact Report prepared for the Sub-Area 18 Specific Plan identified that the proposed Specific Plan would provide to the Rancho Cucamonga General Fund revenues greater than $2,958,831 per year upon build out and an additional $1,257,282 per year of revenues to the Redevelopment Agency. Project annual costs are estimated at $1,762,807 thereby resulting in a positive fiscal benefit to the City of $1,196,024 for General Fund purposes and $1,257,282 for Redevelopment Agency purposes.~~

A circulation plan for the Sub-Area 18 Specific Plan ~~has been~~was designed to implement City planned improvements identified within the Rancho Cucamonga General Plan and IASP. The Sub-Area 18 Specific Plan was analyzed using the required Congestion Management Plan requirements for traffic studies. The circulation plan ~~includes~~ included programs, improvements, and funding concepts as required per the City's ~~existing~~ Transportation Development requirements.

1.6 PHASING PLAN

All Planning Areas have been built out based on phasing developed as part of the original, or as amended, 1994 Specific Plan. See Section 7 for phasing information for the development of Planning Area I to replace the golf course.

~~The phasing plan for the IASP Sub-Area 18 Specific Plan envisioned Phase I to include the development of Planning Areas I and III. The golf .course and related improvements began the buildout of the Sub-Area 18 Specific Plan. It is the Specific Plan's intent that the marketing of additional planning areas will occur as the golf course gathers regional public acceptance. Infrastructure for Phase I is planned to accommodate the golf course and related uses.~~ Future improvements will occur as additional uses are planned for development.

1.7 PROCESSING CRITERIA FOR THE SUB-AREA 18 SPECIFIC PLAN

The Sub-Area 18 Specific Plan will be implemented with the primary purposes of: (1) using existing standards contained within the City's Development Code; 2) using existing standards contained within the IASP; (3) creating standards that respond to the unique mix of uses proposed for the Sub-Area 18 Specific Plan; (4) creation of a processing program that streamlines review process; (5) developing a Specific Plan that allows for flexibility by encouraging creative and imaginative solutions for mixed-use commercial development; and (6) implementing the project objectives as set forth in Section 2.2 of the Specific Plan.

1.8 CONCLUSIONS

The Sub-Area 18 Specific Plan is designed to create a self-contained Sub-Area plan that is consistent with the IASP yet provides greater detail for future implementation.

The purpose of the Sub-Area 18 Specific Plan is to provide for the development of a more flexible mix of uses than is currently permitted under the IASP~~, surrounding an 18-hole championship golf course comprises approximately 40 percent of the Specific Plan acreage~~. The inclusion of ~~the golf course and~~ land use flexibility provides the opportunity to create a Specific Plan that can respond to past economic/market conditions and be positioned to respond to future contemplated changes.

SECTION 2 INTRODUCTION

This Specific Plan amended the Industrial Area Specific Plan (IASP) within the City of Rancho Cucamonga to create a new planning Sub-Area, referred to as Sub-Area 18. Sub-Area 18 is made up of portions of Sub-Areas 10, 11, and 12 of the IASP. Sub-Areas 10, 11, and 12 remain in the IASP, but with reduced acreage. Portions of Sub-Areas 10, and 11 west of Cleveland Avenue are no longer ~~be~~ contiguous with portions of the Sub-Areas located east of Milliken Avenue.

The purpose of this Sub-Area Specific Plan is to provide objectives, standards, and guidelines for development within Sub-Area 18 of the IASP. The Sub-Area 18 Specific Plan was prepared in accordance with California State requirements and City of Rancho Cucamonga requirements for Specific Plans. California law requires that a Specific Plan specify the type, location, intensity, and timing of development and ensure the systematic implementation of the Rancho Cucamonga General Plan.

The Sub-Area 18 Specific Plan was prepared in conjunction with an EIR. The EIR and Specific Plan provided the needed development regulations and environmental documentation for the project site so that project-related subdivisions, site plans, grading permits, and/or discretionary approvals may proceed without new environmental documentation, absent significant changes in development conditions or proposals.

The Sub-Area 18 Specific Plan is intended to: (1) be integrated into the IASP as a self-contained Specific Plan; (2) promote the purposes and meet the requirements of a Specific Plan as contemplated in the City's Development Code, (3) facilitate development of the project site in accordance with the General Plan by permitting greater flexibility and encouraging more creative and imaginative designs for commercial development; and (4) achieve the project objectives as set forth in Section 2.2 below.

The Sub-Area 18 Specific Plan is organized into ~~six~~ seven sections, including an Executive Summary, Introduction (Section 2), General Plan Consistency (Section 3), Development Framework (Section 4), Development Guidelines and Standards (Section 5), ~~and~~ Implementation Program (Section 6), and Planning Area I (Section 7).

2.1 REGIONAL AND LOCAL SETTING

The City of Rancho Cucamonga, located in the southwest corner of San Bernardino County, is 37 miles east of downtown Los Angeles and 15 miles west of downtown San Bernardino. The San Gabriel Mountains are to the north; the communities of Upland, Ontario, and Fontana surround the City on the west, south, and east, respectively. In a region known as the West Valley, Rancho Cucamonga is strategically located at the hub of an extensive transportation network and within short commute distance of major employment centers in Southern California (see Figure 2-1). Regional access to the project area is provided by Interstate 10 (I-10) and Interstate 15 (I-15). The City of Rancho Cucamonga has a population of 171,386 ~~117,903~~ (~~1996~~ 2013 census ~~projections~~estimate).

The Sub-Area 18 site is located at the southern edge of the City of Rancho Cucamonga, adjacent to the City of Ontario. The site has excellent freeway access via Fourth Street, Haven Avenue, and Milliken Avenue. The site is gently sloping from the north with an elevation change of approximately 80 feet from the north to the south. There are no unique topographic features within the Specific Plan area. The Specific Plan site has unrestricted views to the north and northeast.

Sub-Area 18 is located within the south central section of the IASP. As depicted in Figure 2-2, Sub-Area 18 is made up of portions of IASP Sub-Areas I0, 11, and 12. The Specific Plan area contains approximately 380 acres of land bounded on the south by Fourth Street, on the east by Milliken Avenue, on the north by the Metrolink Station, and on the east by Cleveland and Utica Streets (Figure 2-3). The southern boundary of Sub-Area 18 is the City of Ontario. Figure 2-4 depicts the regional development context of Sub-Area 18 by showing projects that exist or have been approved within the local area.

2.2 PROJECT CHARACTERISTICS

The Sub-Area 18 Specific Plan will govern the development of a 380-acre site consisting of a broad mix of uses such as ~~golf course/recreational,~~ optional hotel/conference center, retail, restaurant and entertainment, office, research and development, attached and detached high density~~multiple family~~ residential, and light industrial uses. ~~These uses center around an 1-8-hole public golf course on approximately 150 acres, nearly 40 percent of the project site.~~

~~The~~ At the time of initial adoption, the Specific Plan site ~~currently includes~~included vineyards, 5 acres of vacated unpaved city road right-of-way ~~that is proposed~~ to be vacated, and three predevelopment buildings on 75 acres, two of which ~~are~~ were partially occupied (Buildings 600 and 601) and one that ~~is~~ was vacant (Building 602). In 1994, the tenant leases in these buildings reverted to the property owner, allowing for the reuse of these structures under the provisions of the IASP (i.e., industrial and limited commercial uses). Under the Sub-Area 18 Specific Plan, these existing buildings ~~can~~ were slated ~~also~~ to provide, on an interim basis, for the continuation of the previously approved industrial and limited commercial uses for the three existing buildings. In addition, the Sub-Area 18 Specific Plan ~~allows~~ was designed to allow other reuse options for the existing buildings that include uses that are only conditionally permitted under the IASP.

The Sub-Area 18 Specific Plan also includes the Metrolink Station located on the northeast corner of the site, ~~and~~ recreational, commercial, multiple family, attached and detached high density residences, and other mixed-use facilities ~~adjacent to the proposed golf course~~. Implementation of the Sub-Area 18 Specific Plan would provide for the development of ~~11~~ 10 planning areas (including the reuse of the three existing buildings) within the site. Infill mixed-use development of the vacated golf course will provide smart growth urban living in close proximity to the Metrolink transit station, existing employment, and a broad array of shopping and entertainment facilities in the area.

2.3 PURPOSE AND OBJECTIVES

The purpose of the Sub-Area 18 Specific Plan is to create a self contained sub-area plan consistent with the IASP (adopted in August 1981), yet can be used to determine the type, location, intensity, and timing of development within the 380 acres of Sub-Area 18; the IASP was amended to accommodate the Sub-Area 18 Specific Plan.

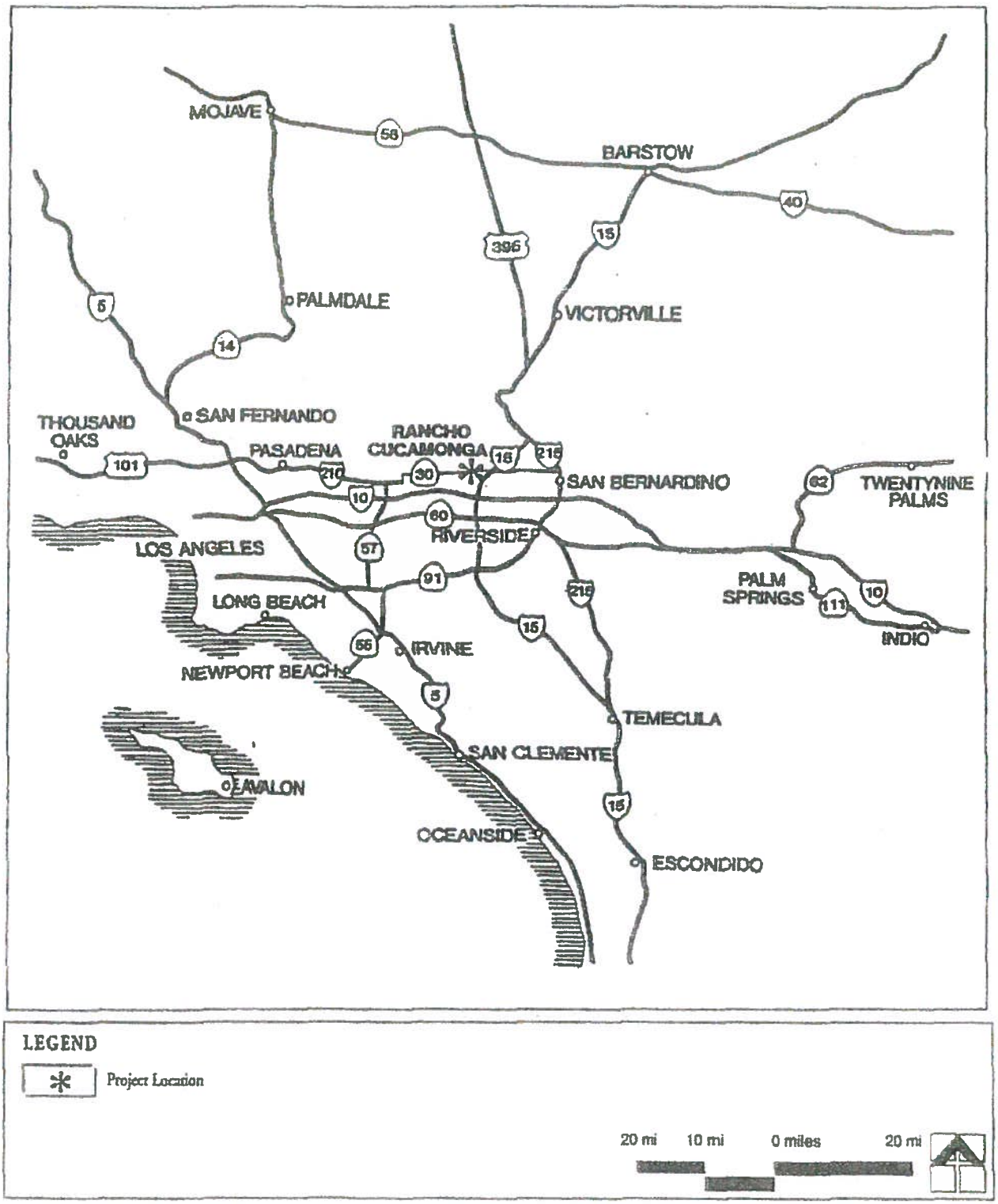


figure 2-1
Regional Location Map

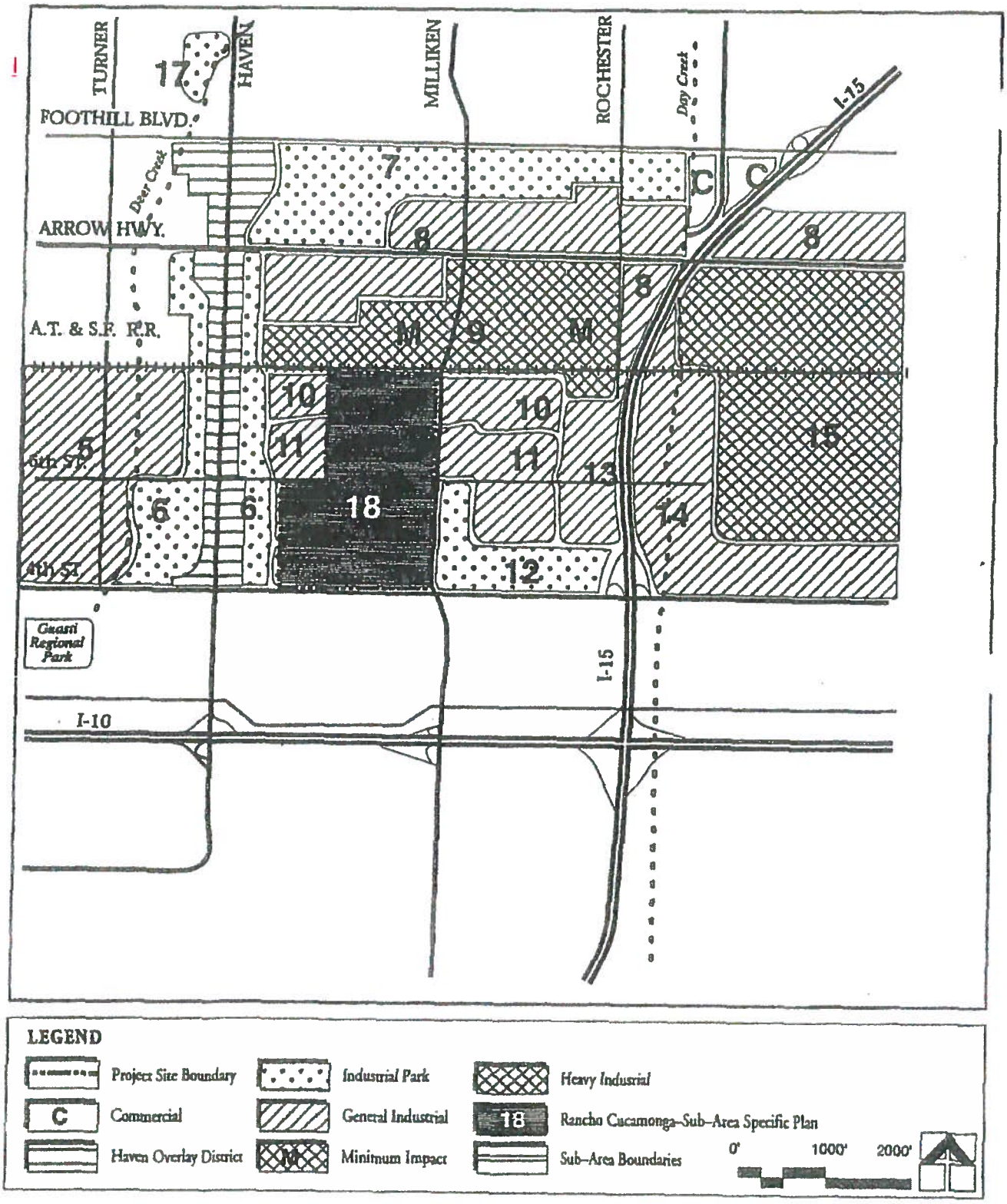
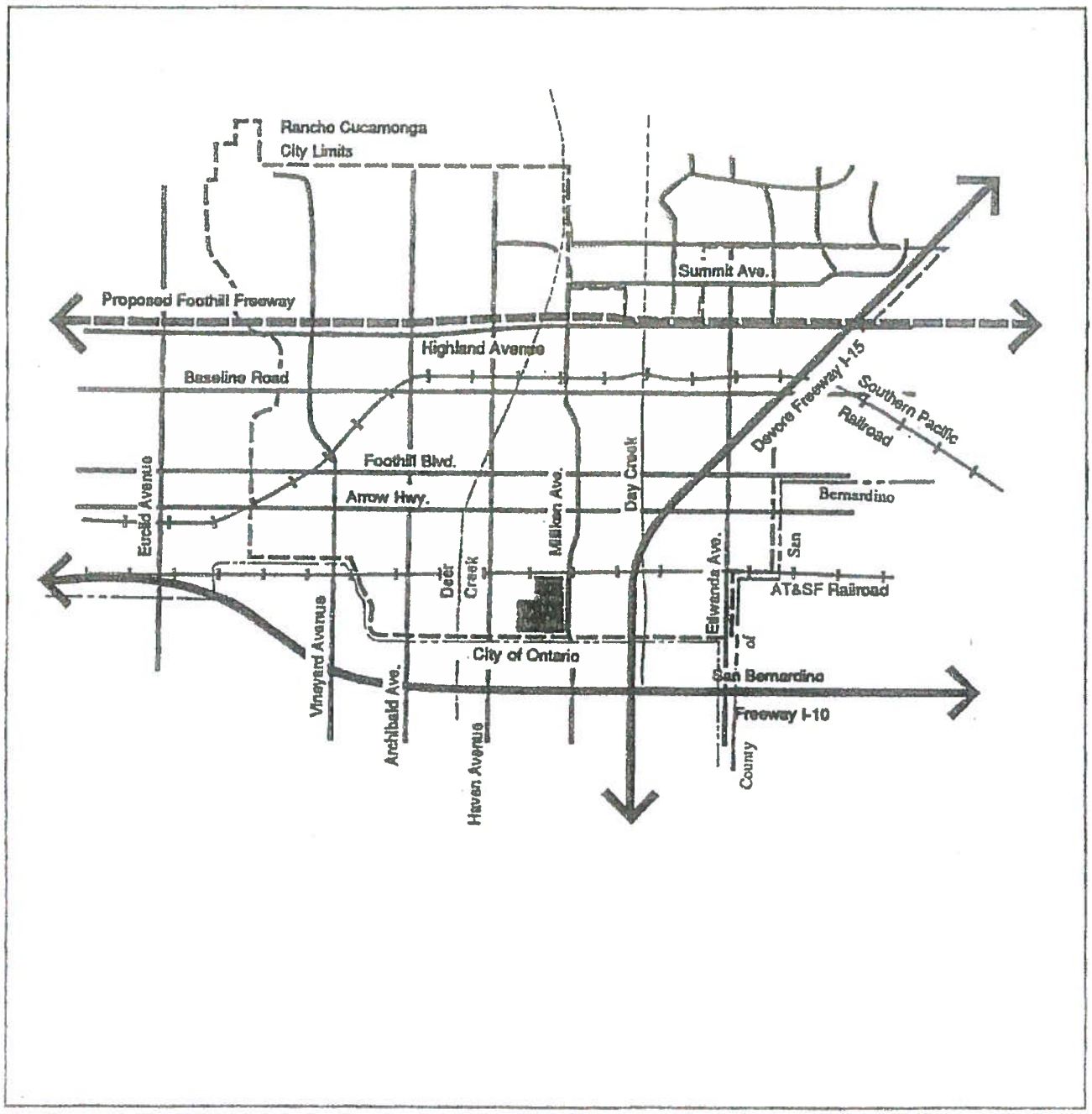


figure 2-2

Relationship of Sub–Area 18 to IASP



LEGEND

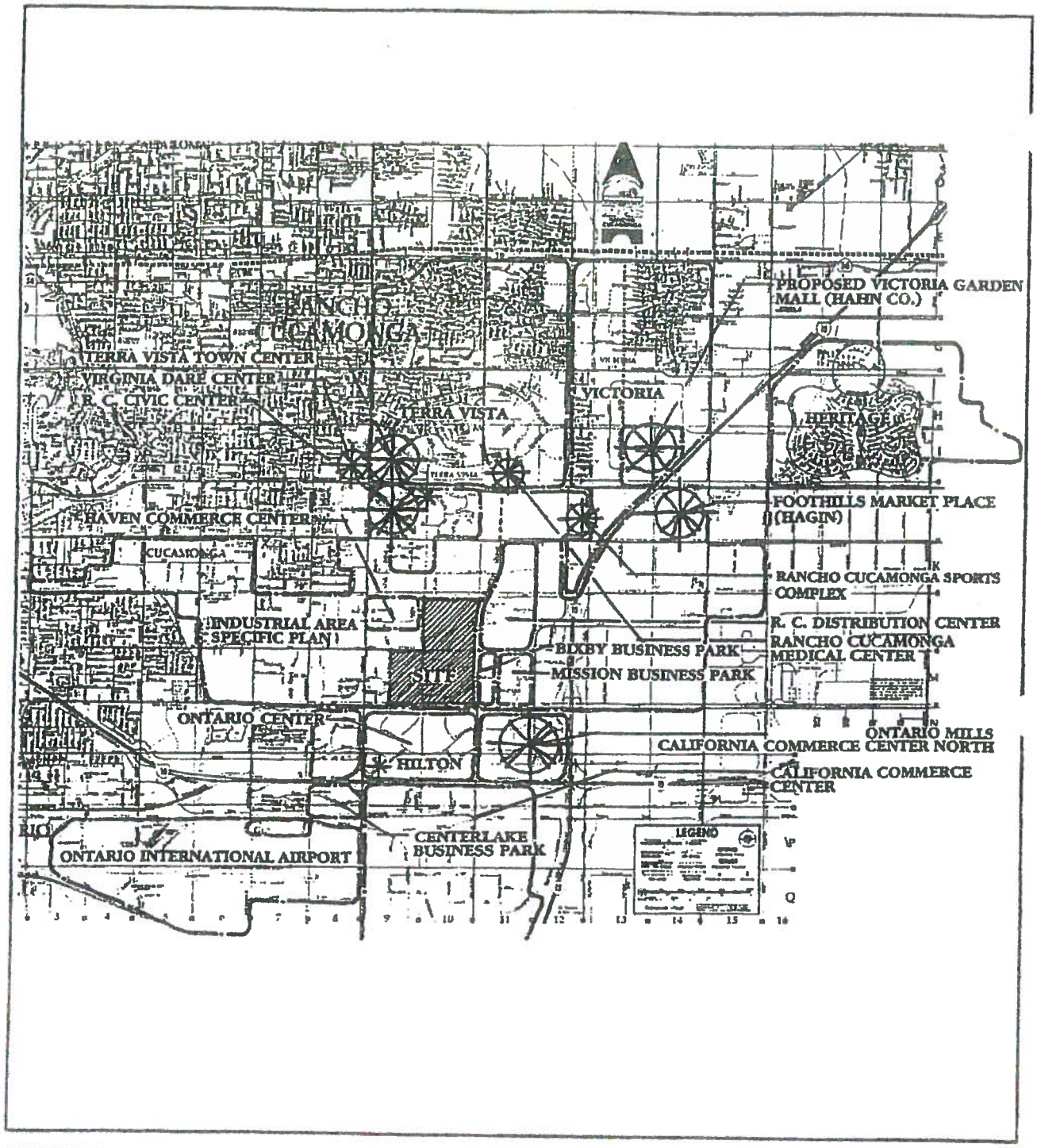
Project Location

Rancho Cucamonga City Boundary

Not to Scale

figure 2-3

Project Vicinity Map



Not to Scale

figure 2-4

Area Development Context

Many significant local and regional events have occurred since 1981 that support the implementation of the Sub-Area18 Specific Plan. Some of the regional and local changes include the expansion of the Ontario International Airport, development of the Ontario Mills project in close proximity to the project site in the City of Ontario, and implementation of the Metrolink Station at the northeast corner of the project site.

In addition to these local land use changes, there are numerous other economic factors affecting the project site. One significant change in the economic landscape is changes in national defense industry, which has historically played a prominent role in the regional economy, including the Sub-Area 18 project site. The western 75 acres of the Sub-Area was used by major defense contractor businesses. Both General Dynamics and Hughes Missile Defense Systems have conducted business on the project site. These businesses supplied the local and regional economy with a substantial number of jobs. Ongoing downsizing in the defense industry has resulted in the elimination of these defense-related industries on the project site. By mid-1994, approximately one million square feet of defense industry uses within the Sub-Area was vacated. Additionally, based on changing market conditions the Empire Lakes golf course was slated for closure and infill development. The Sub-Area 18 Specific Plan responds to defense industry and other changes in the regional marketplace with a creative and imaginative development concept that can capitalize on future market conditions.

The purpose of the Sub-Area 18 Specific Plan is to provide for the development of a more flexible mix of uses than was permitted under the IASP including ~~recreational (golf course),~~ optional hotel/conference center, retail, and restaurant and entertainment uses, ~~as well as~~ office, research and development, ~~multiple family~~ attached and detached high density residential, and light industrial uses. ~~These uses would surround the 18-hole championship golf course.~~ The Sub-Area 18 Specific Plan proposes a repackaging of portions of the IASP into a condensed version of the IASP; the Specific Plan's uses are generally permitted or conditionally permitted in the IASP but not all within Sub-Areas 10, 11, and 12. The inclusion of ~~the golf course~~a broad mix of uses geared for smart growth infill development provides opportunity to repackage the permitted land uses and create a market segment for uses historically not viewed as marketable given the existing economic conditions of southern California.

The objectives of the Sub-Area 18 Specific Plan are as follows:

- Provide integrated recreational, cultural, commercial, housing, and employment opportunities through the establishment of a Mixed-Use project ~~oriented around an 18 hole golf course~~.

- Facilitate development of the project site in accordance with the General Plan by permitting greater flexibility and encouraging more creative and imaginative design within the context of large-scale project planning.

- Provide a process for initiation, review, and regulation of the project area that affords the maximum flexibility to the developer within the context of an overall development program and phased subdivisions, coordinated with the provision of necessary public service san facilities.

- Take advantage of the project site's location at the southern edge of the IASP, adjacent to ~~the~~ major arterials, by promoting a more marketable commercial focus and enhancing the potential to create jobs and revenue.

- Promote local and regional transit usage by integrating the Metrolink Station with surrounding parcels and providing convenient retail/services to rail transit users.

- Provide for the potential reuse of existing onsite buildings located adjacent to Utica Street.

- Promote City ~~Redevelopment Plan~~ objectives by enhancing the development potential of the site.

- Promote the cost efficient construction of infrastructure necessary to serve the project site through the incorporation of public/private financing programs identified in the IASP ~~and the City Redevelopment Plan~~.

See Section 7 for additional objectives related to Planning Area I; development of this area will be consistent with the objectives of Sub-Area 18.

2.4 ISSUES, CONSTRAINTS, AND OPPORTUNITIES

The combination of regional and community economic factors, improved land availability, excellent transportation, and integration of a ~~championship 18-hole golf course~~ mixed-use development opportunities contribute to the market attractiveness of Sub-Area 18.

The development of the Sub-Area 18 Specific Plan is in response to regional and local economic factors that suggest that a greater variety of land uses can be compatible ~~with a regional recreation element~~in proximity to transit, employment and shopping/entertainment venues~~, such as the golf course~~. The Sub-Area 18 Specific Plan was envisioned to create greater opportunities for land uses that are creative and imaginative and that can capitalize on ~~a market niche (i.e., golf course oriented development) that historically were not explored within the City or~~ the dynamic local and regional location of the site. The Specific Plan will ensure the development of a high quality mixed-use area that will be well integrated with uses in the City and existing and planned uses within the IASP. In order for the concept to be successful, it must capitalize on the area's locational advantages as well as confront local economic and marketing attributes. This section provides a general overview of these issues and opportunities. The certified Final EIR was prepared for the Specific Plan to identify these issues and others in greater detail, along with suggestions on proper mitigation to minimize impacts.

[Updated information from 2014/2015 environmental document to be added here]

2.4.1 LAND USE COMPATIBILITY

The proposed land uses within the Sub-Area 18 Specific Plan will respect and enhance the character of land uses adjacent to the Sub-Area. The project site is adjacent to a variety of land uses, including office, industrial, business support commercial, and vacant land. The northern boundary of the Sub-

Area is the Metrolink Station (Planning Area X). To the east of the Sub-Area is the Rancho Cucamonga Distribution Center and Bixby Business Park. The Haven Commerce Business Center and other support commercial and business uses are located to the west. To the south of Sub-Area 18 properties include vacant parcels, a part of The Ontario Center, and Ontario Mills.

Due to the relative uniformity of land uses extending from and immediately surrounding the project site, potential land use compatibility issues will be minimal. In general, the types of land uses proposed for the Sub-Area 18 Specific Plan are similar to the uses allowed (permitted or conditionally permitted) under the IASP, with the exception of ~~multiple~~ single family and multi-family residential development. Moreover, no land use conflicts between industrial uses currently planned or the IASP and retail uses proposed as part of the Sub-Area 18 Specific Plan are anticipated. The inclusion of ~~a championship golf course~~mixed-use development including attached and detached high density homes into Sub-Area 18 creates an opportunity in the southern end of the IASP and the northern area of the City of Ontario to attract future business and commercial users that may not have considered the marketplace in the past. ~~The golf course provides a~~Residential opportunities in a mixed-use setting provides a competitive edge to Sub-Area 18 and surrounding land uses that will help attract future businesses and compliment existing and planned uses within the vicinity of Specific Plan area by increasing business activities and business traffic and by promoting the City of Rancho Cucamonga on a regional ~~level~~ basis.

The Sub-Area 18 Specific Plan promotes a more diverse mix of commercial-oriented uses within the Sub-Area. The commercial uses are proposed to be located within a mixed-use center that will support a variety of uses. Site design standards ~~and the location of uses adjacent to the golf course~~ will ensure that land use compatibility is maximized.

2.4.2 TRANSIT

The growth of the IASP and Sub-Area 18 will continue to increase commuter traffic within and out of the City. The City of Rancho Cucamonga provides regional transit services via the Metrolink Station located in Planning Area X of the Sub-Area 18 Specific Plan. The Metrolink Station is integrated into the Sub-Area 18 Specific Plan and will provide for future uses that will both be compatible with and beneficial to one another. Another opportunity regarding transit emerges through the development of a Transportation Demand Management (TDM) program for the Sub-Area 18 Specific Plan. The Final EIR addressed in detail the opportunity and potential issues in creating a TDM program that takes advantage of the Metrolink site and other transportation-related benefits. The City of Rancho Cucamonga has a citywide transportation management program that opens up new programs for enhancing transportation systems for commuters.

The Ontario International Airport provides an additional opportunity for the development of the Sub-Area 18 Specific Plan. Sub-Area 18 has excellent access to the terminal facilities at Ontario International Airport via Milliken Avenue, Haven Avenue, and 1-10.

See Section 7 for additional transit considerations within Planning Area I.

2.4.3 CIRCULATION

A constraint that often affects planning programs is the ability to move traffic in an efficient manner. The Sub-Area 18 Specific Plan identifies the method and programs for ensuring that vehicular traffic

will be accommodated by the existing and planned roadways within the Sub-Area vicinity. A detailed traffic analysis that complies with the San Bernardino County Congestion Management Program (CMP) is included within the Final EIR for the Specific Plan. The CMP traffic analysis will identify potential impacts and suggest mitigation to ensure that traffic flow is properly managed. The Specific Plan and Final EIR addresses regional and local improvements and programs that enhance the Sub-Area 18 location. An objective of the Specific Plan is to promote local and regional transit usage by integrating the Metrolink Station into the Specific Plan area. This transit program, as well as others identified in the CMP analysis, including a TDM program and all the associated components, will help minimize potential traffic conflicts from other uses within the region.

Sub-Area 18 includes three proposed 120 foot arterial roadways. Milliken Avenue, Fourth Street, and Sixth Street are all planned to provide six travel lanes within the 120-toot right-of-way. The access to Sub-Area 18 is ideal considering that freeway on- or off-ramps are located at Fourth Street, Milliken Avenue, and Haven Avenue. This access provides an opportunity for Sub-Area 18 to attract uses that desire good freeway access and exposure to pass-by vehicle trips. An additional opportunity will emerge as the City and regional agencies proceed with the funding and development of Milliken Avenue north of Arrow Highway.

Additional access will be provided by bicycle routes along Fourth Street and Milliken Avenue. The bicycle trails are intended for bicycle transportation as an alternative mode of transit. The Metrolink Station can accommodate cyclists.

See Section 7 for circulation information pertinent to Planning Area I.

SECTION 3
GENERAL PLAN CONSISTENCY

The California Government Code permits the adoption and administration of Specific Plans as an implementation tool for elements contained within the local General Plan. Section 65451 mandates that Specific Plans must demonstrate consistency regarding proposed regulations, guidelines, programs with the goals, objectives, policies, and programs that are set forth in the General Plan.

The Rancho Cucamonga General Plan identifies the use of Specific Plans is an acceptable implementation tool. Section VI-2 of the General Plan states: "These provisions enable a community to develop an area with greater flexibility that would otherwise not be possible using conventional zoning. The technique is particularly appropriate for larger development sites with a complex variety of national and man-induced conditions and land use needs. The General Plan implementation comments are consistent with the objectives of the Sub-Area 18 Specific Plan. Moreover, the Sub-Area 18 Specific Plan is consistent withthe policies of the IASP and the General Plan. A detailed analysis of this consistency is provided in Appendix B. The Specific Plan was created to provide for greater flexibility in land use decisions and respond to complex social and economic factors affecting the southern California marketplace.

3.1 RELATIONSHIP TO THE INDUSTRIAL AREA SPECIFIC PLAN

The goal of the Sub-Area 18 Specific Plan was to create a stand-alone document that could be integrated into the IASP as a self-contained Specific Plan. Adoption of the Sub-Area 18 Specific Plan required minor amendments to the IASP and General Plan. A listing of those amendments is provided below:

IASP Amendments

2015 Amendment

- Planning Area I - The Sub-Area 18 Specific Plan was amended following changing market conditions to eliminate the golf course and related uses from the Specific Plan. Section 7 of this document was added to the Sub-Area 18 Specific Plan to address the mixed-use and residential land uses and development patterns permitted within Planning Area I to redevelop the defunct golf course. The [EIR] was updated to reflect the modified development provisions. Sub-Area 18 Specific Plan figures were updated, as appropriate and necessary, to reflect the modified Planning Area boundaries and provisions for the Mixed Use Infill Area.

- Mixed Use Infill Area Placetypes - New regulating Placetype categories were added to the Sub-Area 18 Specific Plan within Planning Area I. These Placetypes allow for non-residential, mixed use, and attached and detached high density residential development types with densities up to 80 units per net acre within Planning Area I.

2012 Amendment

- Building Height - An amendment to the Sub-Area 18 Specific Plan (Ordinance 854) was approved in 2012 to modify the permitted building heights to be consistent with the LA/Ontario International Airport Compatibility Plan. Building heights within the "High Terrain Zone" as designated by the LA/Ontario International Airport Compatibility Plan were limited to 70 feet with some permitted modifications and exemptions.

Previous Amendments

- IASP Sub-Area - The Sub-Area 18 Specific Plan was added to the IASP as a new Sub-Area subject to a new range of permitted and conditionally permitted uses.

- Open Space Network - Minor revisions to the discussion on Open Space Networks were provided to include the golf course within Planning Areas IA and IB. The golf course was designated in the IASP as a permitted use within the Open Space Category.

- Circulation Network - The reference to Cleveland Avenue as a secondary arterial was eliminated in the Sub-Area 18 Specific Plan north of Sixth Street. Cleveland Avenue will function as a local industrial roadway and, south of Sixth Street, Cleveland Avenue will be vacated.

- Categories of Industrial Uses - A new general category of us "Mixed-Use" was added to the IASP. This category will be the same as that added to the General Plan (described in Section 3.2 below), and recognizes the broader range of commercial, office, retail, residential, and recreational activities permitted in the Sub-Area 18 Specific Plan.

- Sub-Area Figures - A variety of figures within the IASP were amended to reflect the boundaries of the Sub-Area 18 Specific Plan. The figures for Sub-Area 11 and Sub-Area 12 were revised, along with the text in each section, to reflect the reduction in Sub-Area size and the changes to Cleveland Avenue.

- Limited Multiple Family Residential Uses - A new category of residential use was added to the IASP. This category allows for multiple family residential development. Multiple family residential uses are only permitted in Planning Areas VI, VII, and IX of the Sub-Area 18 Specific Plan. Multiple family market rate senior housing is only permitted in Planning Area VIII.

3.2 RELATIONSHIP TO THE RANCHO CUCAMONGA GENERAL PLAN

A thorough assessment of the relationship of the Sub-Area 18 Specific Plan to the General Plan of the City of Rancho Cucamonga is provided in Appendix B. Notable items contained within the discussion are summarized below.

GENERAL PLAN AMENDMENTS

2015 Amendment

- The Rancho Cucamonga General Plan will be amended to redesignate the Empire Lake golf course land use to accommodate intended development patterns of Planning Area I. No other policy amendments are required.

Previous Amendments

- The amendments to the Rancho Cucamonga General Plan were similar to the amendments to the IASP. The changes generally related to figures being modified, changes due to Cleveland Avenue being reclassified as a local industrial collector, and the golf course being shown as an open space use. The Open Space designation includes specific regulations and standards as discussed throughout the Specific Plan. The Development Code regulations for Open Space do not apply to the golf course uses within the Sub-Area 18 Specific Plan.

LAND USE CHANGES

2015 Amendment

- The Rancho Cucamonga General Plan will be amended to redesignate the Empire Lakes golf course from "Open Space" land use, to "Mixed Use" consistent with the objectives of Planning Area I and the balance of the Sub-Area 18 Specific Plan area. A range of land uses will be permitted including non-residential, mixed-use, and attached and detached high density residential.

Previous Amendments

- Industrial Land Uses - The General Plan previously had three categories of industrial land uses: Industrial Park, General Industrial, and Heavy Industrial. However, it was felt that these three categories could discourage the City General Plan objective of promoting planning flexibility and the mixture of different, but compatible land uses. In order to expand the variety of commercial and recreational uses contemplated within Sub-Area 18, and to help better integrate this portion of the southern boundary of the IASP with anticipated regional market trends, the Sub-Area 18 Specific Plan proposed a new category of land use entitled "Mixed-Use" consistent with the Rancho Cucamonga General Plan. The Mixed-Use category permits a wide range of commercial and industrial activities, including medium, light, and custom manufacturing; research and development; office; recreation; residential; mixed-use commercial; retail; and general commercial uses.

- Open Space - The golf course within Sub-Area 18 is designated "Open Space." "Open Space" is defined to include golf course uses within designated

areas adjacent to commercial, industrial, or residential uses.

- Residential Use -Development of a multiple family residential apartment complex is permitted only in Planning Areas VI, VII and IX of the Sub-Area 18 Specific Plan, consistent with the Rancho Cucamonga General Plan designation of Mixed Use. Multiple family market rate senior housing is permitted in Planning Area VIII consistent with the Rancho Cucamonga General Plan designation of Mixed-Use.

SECTION 4
DEVELOPMENT FRAMEWORK

The Sub-Area 18 Specific Plan identifies a strategy for future use and development of the project site. This Specific Plan has been formulated based upon an assessment of existing site and environmental factors, the IASP, real estate market conditions, and community context, as well as discussion with City staff, community leaders, Metrolink representatives, and local, regional, and national real estate development interest.

See Section 7 for development framework pertinent to Planning Area I.

4.1 DEVELOPMENT CONCEPT

The following content refers to the development concept at time of original adoption. Planning Area I development concept is consistent with and builds on the original IASP concept and strategy; see Section 7 for additional development plan details for Planning Area I.

4.1.1 PROPERTY DESCRIPTION

As depicted in Figure 4-1, the project site is approximately 380 acres, divided into three primary tracts defined by existing major arterial roadways and railroad tracks. It was identified in the IASP as being with Sub-Area 10, 11, and 12.

West Tract: ±74 acres

Bounded by Fourth Street, Cleveland Avenue, Sixth Street, and Utica Avenue, this tract contains three industrial/office buildings, including:

- Building 600- ±308,432-square-foot industrial building, including one-story, high beam industrial space and two-story central core office space.
- Building 601- ±242,028-square foot, three-story office building with large floorplate and extensive in-floor wiring distribution network.
- Building 602- ±424,968-square foot industrial building, incorporating ± 217,612 square feet of one-story, high-beam industrial space, ± 190,556 square feet or two-story perimeter office space and ± 16,800 square feet in a detached structure (602A).

South Tract: ±150 acres

Bounded by Fourth Street, Milliken Avenue, Sixth Street, and Cleveland Avenue, this tract contains vineyards~~,~~ and vacant land. As a part of implementation of the Sub-Area 18 Specific Plan, a prior parcel map and onsite street improvements near Fourth Street and Cleveland Avenue were vacated.

North Tract: ±151 acres

Bounded by Sixth Street, Milliken Avenue, the AT&SF railroad tracks, and Cleveland Avenue, this tract is partially developed. The tract includes vineyards, an electrical substation in the northwest corner of the tract, a Metrolink Station, office development, and planned multiple family residential apartments. A major underground water line within a 40-foot-wide easement runs through the tract on an east-west axis approximately 600 feet south of the tract's northern property line. An existing 40-foot-wide irrevocable easement along a future Seventh Street alignment will be vacated to accomplish the plan.

4.1.2 ATTRIBUTES OF THE PROPERTY

The property has a number of significant attributes upon which the Specific Plan is based. These attributes are illustrated in Figures 2-4 and 4-2. The attributes include the following:

- Central location to major business/industrial/warehousing/distribution centers and master planned residential communities.
- Proximity to Ontario International Airport (1.35 miles southwest).
- Highly accessible from regional expressways including I-10, I-15 and the future I-210 expressway (0.67 mile south, 0.75 mile east, and 3 miles north, respectively).
- Extensive major arterial road frontage provided by Fourth Street, Sixth Street, and Milliken Avenue (3,900 feet, 3,900 feet, and 5,200 feet, respectively).
- Proximity to Metrolink Station location at the northeast corner of the project site.
- Large, readily developable land under single ownership and free of any apparent major environmental constraints.
- Potential re-use of existing onsite buildings.
- Scenic mountain backdrops to the north (San Gabriel Mountains) and the south (Santa Ana Mountains).

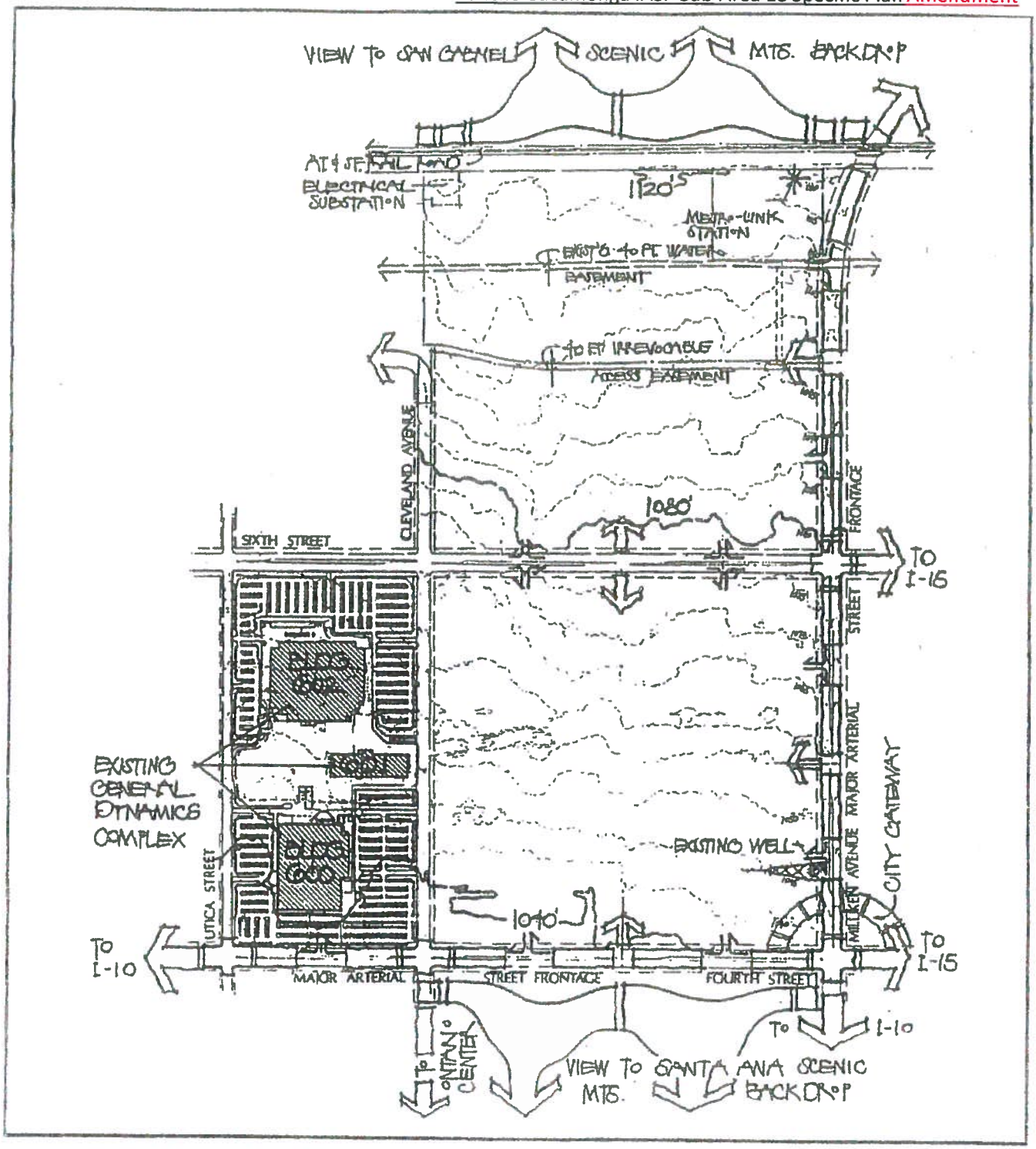


figure 4-1

Summary Site Analysis

Development Framework

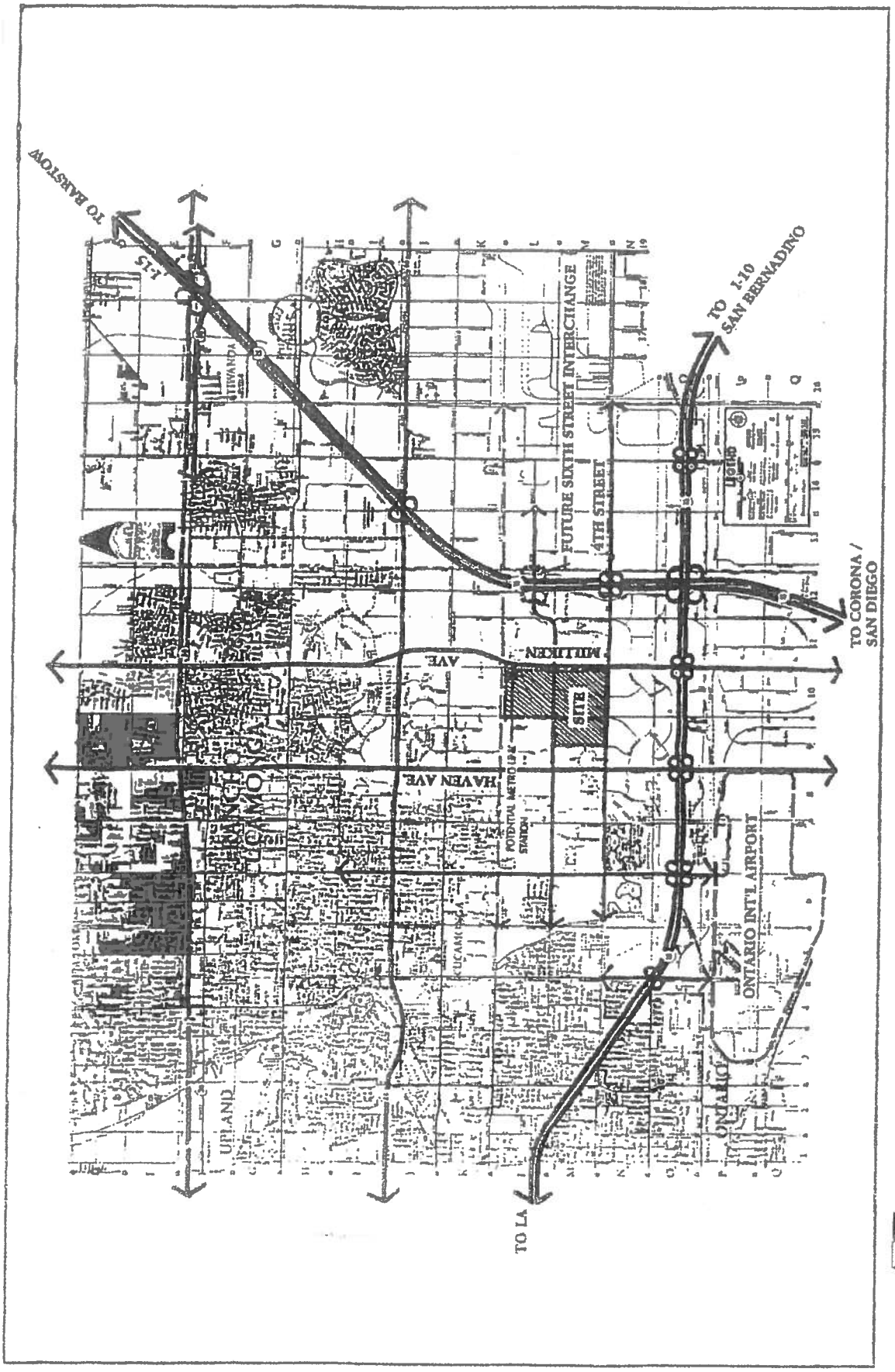


figure 4-2
Area Transportation Network

Not to Scale

4.1.3 DEVELOPMENT CONCEPT / STRATEGY

Overall Concept

The Sub-Area 18 Specific Plan envisions repositioning the property as a Mixed-Use development serving as a central amenity area for the surrounding IASP and a transition area from the commercial areas to the south and the industrial areas of the IASP to the east, west, and north. Proposed uses include recreational, hotel/conference center, retail, restaurant and entertainment, and regional transit (Metrolink Station) uses, as well as office, research and development, light industrial uses, and multiple family residences oriented to current and anticipated future market demand. The development of this property is intended to serve as a catalyst for the further development of the surrounding IASP area as a major regional employment center.

Basic Strategies

The primary strategies behind the development concept are enumerated below.

- Provide a Specific Plan with an innovative development concept that will promote a strategic competitive advantage in today's real estate market while serving as a catalyst for the successful buildout of the surrounding IASP.

- Create a distinctive Mixed-Use environment with numerous amenities which combines compatible land uses with business services, residences, and recreation~~, including a championship golf course as its centerpiece~~.

- Provide flexibility needed to respond to today's changing real estate market conditions, as well as opportunities created by such major developments in the immediate area as the Ontario International Airport, Metrolink Station, Rancho Cucamonga Sports Complex, and Ontario Mills shopping center.

- Incorporate a market-based development program of compatible and synergistic uses targeted to both immediate and long-term opportunities.

- Provide expanded employment opportunities complimented by new residential development and recreation, retail, and service amenities serving the broader IASP area that will promote a sound, diversified economic base and high quality of life for the City.

- Accommodate future growth and expansion of employment opportunities in the area with excellent in-place transportation infrastructure and public transit.

- Provide highly attractive development parcels that are appropriately sized and configured, highly accessible, and take maximum advantage of arterial roadway visibility, ~~golf course amenity frontage,~~ and views of scenic mountain backdrops.

- Creatively incorporate potential adaptive reuse of the existing General Dynamics buildings and facilities to the extent feasible.

- Provide an easily phased development plan that can be implemented on an incremental, project-by-project basis while being governed by an overall plan framework and coordinated with development of related public improvements.

- Provide an attractive business environment that conveys a high quality of design, that compliments the design character of the site's natural setting and surrounding area development, and that relates compatibly with the existing IASP's design guidelines and development standards.

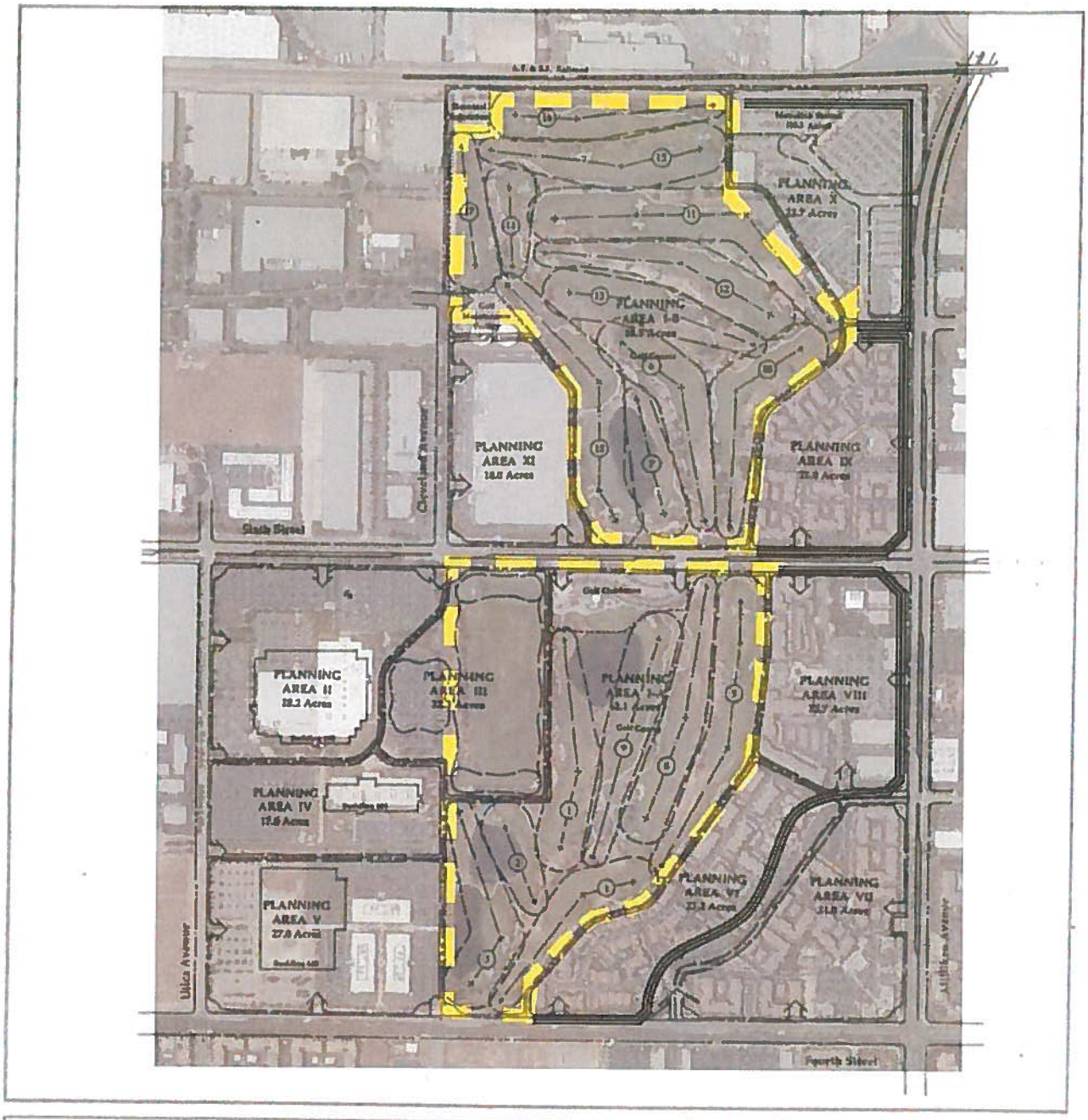
- Provide a positive fiscal impact with substantial new revenues to the City ~~and Redevelopment Agency~~ in terms of additional property taxes, sales taxes, and bed taxes~~, and redevelopment tax increment~~ generated by the proposed development.

4.1.4 URBAN DESIGN CONTEXT

Physical Form and Appearance

The Sub-Area 18 Specific Plan envisions the property as a Mixed-Use development of interrelated planning area organized as a series of linked anchors that take advantage of the extensive arterial roadway frontage and visibility, and the amenity frontage created by the golf course to maximize value and marketability (Figure 4-3). Distinguishing elements of the Specific Plan include the 18-hole championship golf course with clubhouse and related facilities, hotel/conference facility, possible family-oriented recreation/retail/entertainment facility (potential re-use of Building 602), mixed-use commercial center at Milliken Avenue/Fourth Street, Metrolink Station at Milliken Avenue, multiple family apartments, office, research and development/light industrial, and supporting commercial uses, all within a planned business park environment. Detailed information about these planned uses is provided in Section 4.2 and Table 4-1. Potential uses would be permitted or conditional uses, as specified in Section 5.2 of this Specific Plan (Tables 5-1 and 5-2).

The Sub-Area 18 Specific Plan integrates itself into the community fabric through a strong framework established by the existing arterial roadway network and proposed uses that compliment the surrounding IASP sub-areas. Specific Plan access intersections are consistent with City standards, including 1/4-mile spacing of median breaks and 1/8-mile spacing of "right turn in/out only" access points along major arterial roads bounding the site. To facilitate the fuller integration of uses, the Specific Plan calls for modifying or vacating portions of Cleveland Avenue between Fourth and Sixth Streets, while retaining these intersections as site access points. Vacating Cleveland Avenue as a through route between Fourth and Sixth Streets would provide ±5 acres of land to the development plan.



Note: This figure represents the current proposed Land Use Plan for Sub-Area 18 and may be subject to future refinements and/or modifications. Refer to *Section 4.2 Land Use Plan, Table 5-1 Summary Land Use by Planning Area* and *Table 5-2 Land Use Type Definitions* for types of land uses permitted in planning areas.

Boundary of New PA1

800' 400' 0' 800'

figure 4-3

Conceptual Development Plan

TABLE 4-1 SUMMARY OF LAND USE DEVELOPMENT PROGRAM

This table is conceptual to illustrate and summarize the maximum development potential of the project excluding infill development of PA1. Section 4.2, Land Use Plan, as well as Table 5.1 and 5.2 for permitted land uses and definitions. See Section 7 for land uses and development potential of PA1.

Parcel/Facility	Planning Area	Planning Area Size (Acres)	Types of Uses										Maximum Development Potential (sf or dwelling units)	FAR (Floor Area Ratio) or du/ac
			Outdoor Recreation	Indoor Recreation/Entertainment	Retail	Restaurants/Fast Food	Hotel/Conference Center	Office/Commercial	Mixed-Use Commercial	R&D/Light Industrial/Business Park	Metrolink Station	Multiple Family Residential		
Existing Facilities														
• Building 600	V[1]	27		❶	❶	❶	❺	❶	❶	●			308,000[1]	0.25
• Building 601	IV[2]	17			❷	❷	❺	●	❷				242,000[2]	0.35
• Building 602	II	28	❸	❸	❸	❸	❺	●	❸	●			425,000	0.35
Subtotal		72											975,000	0.31
~~Golf Course (including clubhouse and maintenance facility)~~	~~I~~	~~151~~	~~●~~	~~●~~	~~●~~	~~●~~	~~❺~~						~~60,000~~	~~0.01~~
~~Golf Practice Facility (lighted)~~	~~III[4]~~	~~22~~	~~●~~	~~●~~	~~●~~	~~●~~	~~❺~~	~~❹~~	~~❹~~	~~●~~			~~15,000[4]~~	~~0.01[3]~~
~~***Subtotal***~~		~~173~~											~~75,000~~	~~0.01~~
Commercial/Industrial Parcels	VII	4		●	●	●	❺	●	●	●			60,984	0.35 (0.70[9])
	VIII	13.4				●		●	●				173,804	0.35
	X	24			●	●		●	●	●	●		200,000	0.20[8]
	XI	18				●		●		●			275,000	0.35
Subtotal		59.4											709,788	
Multiple Family Residential	VI	23										●	567 du	14-24
	VII	20										●	499 du	24-30 du/ac
	VIII	9.7										●[5]	264 du	24-30 du/ac
	IX	20.5										●	521 du	24-30 du/ac
Subtotal		73.2											1,851 du Permitted: up to 1,888 du	
Total		378[6]											1,851 du Permitted: up to 1,888	

Notes:

1. Ultimately demolished and redeveloped as mixed-use commercial: 440,000 sf.
2. Could be intensified with parking deck and +10,000 sf addition of retail/restaurant/fast food.
3. Existing facility could be adaptively re-used or redeveloped as a family recreation/entertainment center or mixed-use

work

commercial.
4. ~~Could be redeveloped ultimately to mixed-use commercial: 290,000 sf.~~
5. Alternative hotel and conference center site.
6. Includes 5 acres for vacated portion of Cleveland Ave.
7. Ultimately could be 3,707,000 sf with overall FAR: 0.23.
8. FAR: 035 for 13 acre area excluding the Metrolink parcel (10 acres).
9. ~~Where a hotel is developed, the maximum allowable FAR for the Planning Area can increase to FAR 0.70.~~

Special Boulevards

Consistent with the IASP and the General Plan of Rancho Cucamonga, the Sub-Area 18 Specific Plan recognizes and reinforces Milliken Avenue, Fourth Street, and Sixth Street as special roadway corridors that convey a consistent design theme and streetscape image, as well as appropriate architectural and landscape edges facing onto these special boulevards. The Specific Plan incorporates the City's established landscape design theme and character for Milliken Avenue, as exemplified currently along the northeast corner of the project site.

Landscape Design

Landscaping will serve as a major design component of the Specific Plan fulfilling and will fulfill several important functions:

- Convey the basic organization and character of ~~the~~ development.
- Distinguish special boulevards framing the area.
- Create special design accent features that enhance important places such as project entries and building entrances.
- Integrate buildings into the site.
- Provide amenities along pedestrian walkways and plaza, as well as shade/wind protection.
- Soften and buffer parking areas.
- Screen service areas.

The Sub-Area 18 Specific Plan's landscape design will appropriately reflect the arid climate of the setting with extensive use of drought tolerant plant materials and water-conserving irrigation techniques.

Open Space Network

The IASP did not contain any major public open space or regional trail network segments within the property. The Sub-Area 18 Specific Plan incorporates several notable open space features including:

- ~~An 18-hole golf course as the centerpiece of the plan that provides a major outdoor recreational amenity.~~
- Streetscape features combined with landscaped development setbacks along major arterials linking into the areawide network.
- Private open space areas, plazas, and linkages internal to development parcels.

City Gateway Feature

The Sub-Area 18 Specific Plan incorporates the designated City gateway feature in the northwest corner of the Fourth Street and Milliken Avenue intersection as prescribed in the IASP. The gateway feature will mirror the existing gateway feature on the northeast corner of this intersection.

Utilities

Undergrounding of existing overhead utility lines will be consistent with the City's undergrounding policies. The existing electrical substation in the northwest corner of the property at Cleveland Avenue and the railroad tracks will remain and ~~will be buffered by the golf course.~~ be considered in the design of adjacent development; this may include the use of walls, sound attenuation walls, and/or landscape features. It is anticipated that electricity will be provided by Rancho Cucamonga Municipal Utility (RCMU) although Southern California Edison may also be the electrical service provider in the future if RCMU is not feasible.

4.2 LAND USE PLAN

The following content refers to the land use plan at time of original adoption. Planning Area I land use and development plan builds on the original Specific Plan and IASP plan strategy; see Section 7 for additional development plan details for Planning Area I.

The Land Use Plan modifies the existing IASP governing the property in order to respond to:

- The need to promote a comprehensive planning and development strategy.
- New real estate market conditions resulting from changes in the southern California

economy, and new developments in the surrounding area of the property.

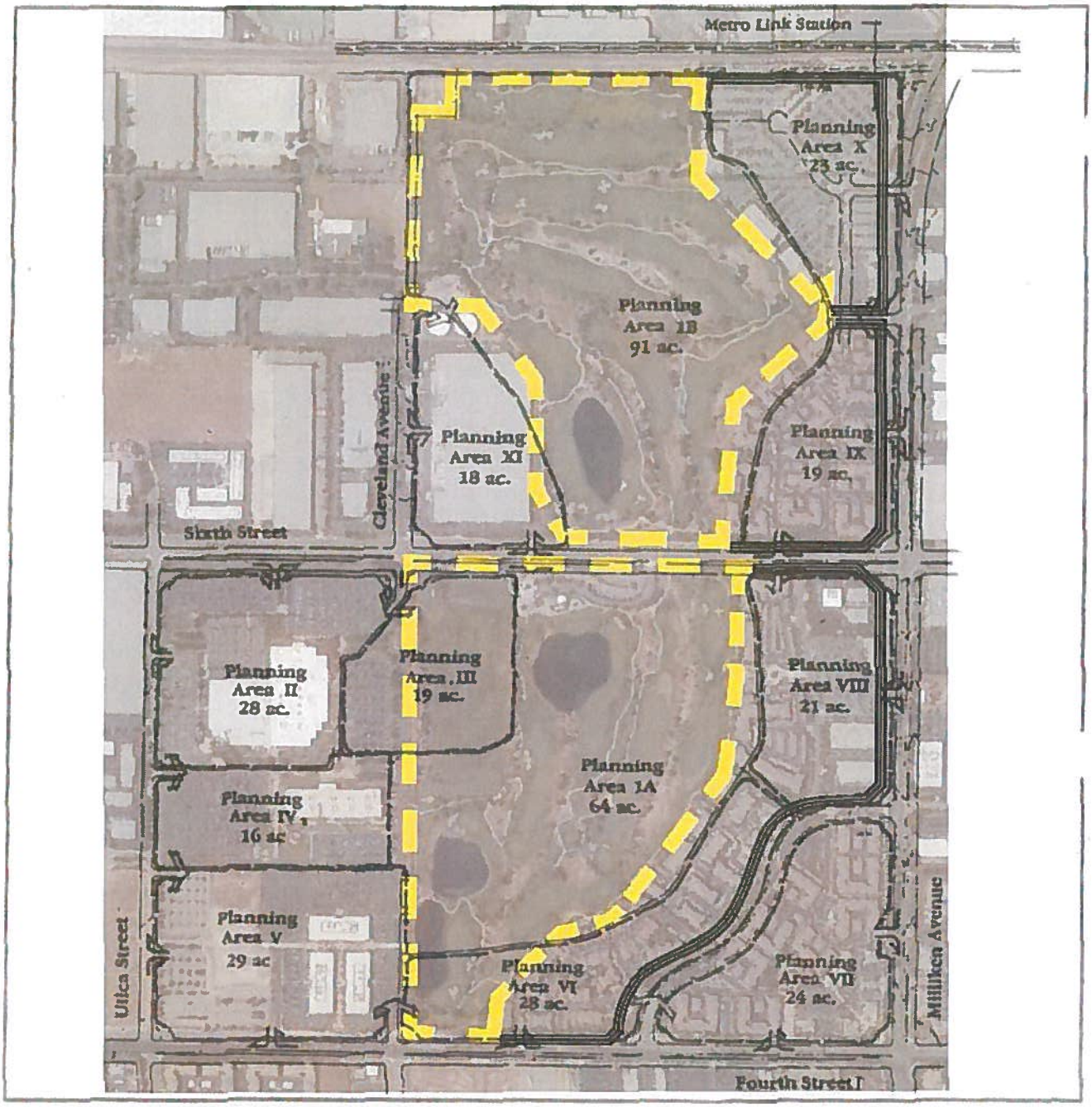
- Anticipated future long-term regional real estate market trends.
- The need for greater flexibility to respond to economic changes in a more timely, efficient, and competitive manner.
- The need to promote an up-to-date and more detailed planning and development strategy for the property than provided in the IASP.
- New and unique site opportunities created by infill development of the golf course.
- New and unique opportunities created by improved regional access, ~~and~~ Ontario International Airport, the Metrolink Station, and other eminent ~~re~~development surrounding the property.

The Land Use Plan (Figure 4-4) and Summary Land Use Development Program (Table 4-1) envision a multi-use business center composed of ~~11~~ 10 Planning Areas, with ~~an 18 hole golf course as the distinguishing centerpiece of the overall plan,~~a high density residential core to promote working and living in a mixed use setting, Metrolink Station, a series of anchor projects at prominent locations, and the potential adaptive reuse of existing General Dynamics building where feasible. All of the potential uses envisioned in the Specific Plan are either permitted or conditional uses as specified in Section 5.2 of this Specific Plan (Table 5-1, Summary of Land Use by Planning Area and Table 5-2, Land Use Type Definitions), with the exception of land uses for the infill mixed use development of the golf course. See Section 7 for Planning Area I land plan and development summary .

4.2.1 ~~GOLF COURSE (the "centerpiece")~~Planning Area I: ~~Golf Course/Clubhouse/Maintenance Facility~~Mixed Use Infill Area (formerly a Golf Course)

Planning Area I will facilitate infill development on the Empire Lakes golf course property. Land uses will include a range of non-residential, mixed-use, and attached and detached high density residential with recreational amenities to allow for an integrated smart growth community. The golf cart underpass installed as part of the golf course will be maintained to enable seamless pedestrian and bicycle access north and south of Sixth Street without crossing a major thoroughfare. This design feature, and a network of pedestrian-friendly pathways and open spaces, will locate all high density residential within approximately one pedestrian-mile of the Metrolink station.

~~The golf course provides a special identity for the overall development while providing a major recreational amenity capable of creating added appeal for the adjacent development, especially parcels fronting onto the course. The golf course consists of two 9-hole circuits returning to a clubhouse conveniently located off Fourth Street and Cleveland Avenue. Cartway underpass (or overpass) of Sixth Street the southern and northern portions of the course. Golf holes are primarily oriented north south to enjoy scenic mountain backdrops and avoid directly facing early morning/late afternoon sun.~~



Note: This figure represents the current proposed Land Use Plan for Sub-Area 18 and may be subject to future refinements and/or modifications. Refer to *Section 4.2 Land Use Plan, Table 5-1 Summary Land Use by Planning Area* and *Table 5-2 Land Use Type Definitions* for types of land uses permitted in planning areas.

Boundary of New PA1

800' 400' 0' 800'

figure 4-4

Conceptual Land Use Plan

The course also ~~contains~~ contained accessory uses, including rest shelters and a maintenance facility with outdoor storage. This ~~Maintenance facility is located near the~~ off-site existing electrical substation off Cleveland Avenue near the railroad tracks ~~and is well screened and buffered by the golf course.~~ will be buffered from development through the use of edge conditions. See Section 7 for Planning Area I land use and associated development details.

4.2.2 WESTERN ANCHOR (Utica Street at Fourth and Sixth Streets)

Planning Area II: Office/Industrial (Re-Use or New);

Adaptive Re-Use Option: Family-Oriented Recreation/Retail/Entertainment Center

Planning Area II, which contains the existing General Dynamics Building 602 (a one- and two-story industrial/office building), has a number of potential options including reuse of the existing building as industrial/office or redevelopment in office/commercial uses.

Another potential option is either the adaptive reuse of Building 602 or its demolition/redevelopment as a family-oriented recreation/retail/entertainment facility. This option is based upon the potential market for this concept, as well as the location and character of the existing building with its extensive areas of high beam ceiling space and wide column spacing that are readily adaptable for indoor recreational and other uses. Types of potential uses in this option could include:

- Sports and Recreation Center (indoor and outdoor)
- Retail/Entertainment
- Other Related Facilities and Services

Planning Area III: ~~**Golf Driving Range, Practice Facility and Training Center (night lighted);**~~

~~**Long Range Redevelopment Option: Office Commercial**~~**(Dissolved)**

Planning Area III, approximately 22-acres, was originally identified as a support site for the golf course. Development under the Specific Plan led to the dissolution of Planning Area III as the west portion was developed as parking for Planning Area II and the east portion developed as part of the Empire Lakes golf course. See Section 7 for land uses related to Planning Area I.

~~Located near the golf course is a proposed outdoor golf driving range and training facility day- and night-time use. The driving range facility would be located to facilitate operation independently while also conveniently serving the golf course. A golf training facility, with both indoor and outdoor facilities is also contemplated. This proposed use would be a long-term land holding action for the parcel which ultimately could be redeveloped into a higher commercial use.~~

Planning Area IV: **Office / Commercial**

The existing Building 601 (a three-story office building) may either be reused as office space offering a large floor plate (±80,000 square feet/floor) with extensive in-floor wiring distribution capabilities or demolished/redeveloped for office/commercial use. This existing facility would be ideal for "back-office" type users on either a half-floor, full-floor, or multi-floor basis. The front half of the parcel facing

Utica Street could be used either for outdoor recreation facilities or ultimately become a decked parking for the offices with a pavilion-type convenience retail facility, restaurant, fast food, or bank facility along the Utica Street frontage.

Planning Area V: Re-use of Building 600 Option: Office / Industrial (Research and Development, Manufacturing, or Warehouse/Distribution)
Long Range Redevelopment Option: Mixed Use Commercial

Planning Area V contains Building 600 (a one-story and two-story industrial/office building) which on an interim basis could be reused as office/industrial space oriented to potential tenants desiring its unique features including clean room facility, high beam industrial space, and large photo lab. Due to the parcel's strategic location as a gateway site from Ontario Airport and the limited reuse adaptability of the existing building, Sub-Area 18 Specific Plan envisions that Building 600 would ultimately be demolished and the parcel redeveloped as a mixed-use commercial center including such potential uses as:

- Office
- Hotel/Conference Center
- Retail/Business Services
- Restaurants/Entertainment

Hotel / Executive Conference Center / Residential (Planning Areas II, ~~III,~~ IV, V, VI, or VII)

Reinforcing the concept of creating an amenity core area serving the surrounding employment center that is close to Ontario International Airport, a hotel/executive conference center oriented to business meetings and executive retreats is proposed. The hotel/conference center could be located in Planning Area V, VI, or VII based upon its development timing and the particular location preferences and requirements of the selected hotel operator. Multiple family residential uses are also permitted in Planning Areas VI and VII.

4.2.3 SOUTHEASTERN ANCHOR (Fourth Street and Milliken Avenue)

Planning Area VI: Office / Commercial; Multiple Family Residential

This planning area has both visibility from Fourth Street and ~~extensive golf course amenity~~ shared frontage with Planning Area I. It is envisioned to be a campus-style office/business park or a multiple family residential development capitalizing on ~~the golf course amenity~~proximity to amenities within Planning Area I. This parcel is also a potential site for the hotel/conference facility or mixed-use commercial center.

Planning Area VII: Mixed-Use Commercial / Residential ("gateway" project)

This planning area is focused on the prime corner of the overall property at the intersection of Fourth Street and Milliken Avenue. It is proposed to become a mixed-use commercial center ~~complimenting~~ complementing the 1.65 million-square-foot Ontario Mills regional retail mall and 2.5 million square

feet of office/commercial space. This site is also designated by Rancho Cucamonga as a "gateway" to the City because of its strategic location entering the City and ready access to both 1-10 and 1-15. Multiple family residential development is also permitted on this site.

Potential uses for this parcel include:

- Retail
- Multiple Family Residential
- Restaurant/Entertainment
- Office
- Personal, Business, and Professional Services
- Health Club
- Hotel/Conference Center

4.2.4 EASTERN ANCHOR (6th Street and Milliken Avenue)

Planning Area VIII: Office /Commercial/Senior Housing

Planning Area VIII is located at the southwest corner of 6th Street and Milliken Avenue, which will become a prime intersection when 6th Street is ultimately extended to a new proposed interchange with I-15. This parcel enjoys ~~both~~ prime arterial road frontage ~~and golf course frontage~~. Possible uses include office, research and development, market rate senior housing, as well as commercial pad sites for food or banking adjacent to primary roadway entrances. With the completion of the future interchange with I-15, Planning Area VIII may also include certain types of retail uses.

Market rate senior housing is intended to facilitate the construction of rental housing units that will serve the current and long term City need for senior citizen-oriented dwelling units, while maintaining a high degree of quality in project design and construction. This type of development shall comply with all applicable state and federal laws. The primary resident population group that is intended to be served by market rate senior housing development are senior citizens who meet the following criteria:

a. For tenants, residents or occupants who are married to each other, either spouse shall be 55 year of age or older.

b. For individual who are not married, each individual shall be 55 years of age or older with the following exception.

c. Non-seniors may line in the development so long as they are 45 years of age or older or a person providing primary physical or economic support to a senior citizen.

d. A non-senior guest may stay with a senor for up to 60 days per year.

Senior housing development must meet the following physical requirements:

a. Extra-wide entryways, walkways, hallways, and doorways in the common areas of the development.

b. Walkways, and hallways in the common areas must be equipped with railings or grab bars to assist persons who have difficulty with walking.

c. Walkways and hallways in the common areas much have sufficient bright lighting to assist persons who have difficulty seeing.

d. Access to all common areas and housing units within the development shall be provided without use of stairs (elevators or ramps much be used instead).

e. The development must contain at least one common room and common open space.

f. Refuse collection must be provided in a manner that requires a minimum of physical exertion by residents.

g. Every effort shall be made to buffer the development from more intensive uses allowed in the Planning Area. this includes increased setbacks, intensified landscaping, creative use of walls, and other factors subject to review and approval by the ~~City Planner~~Planning Director.

As an incentive to developers to build senior housing projects, the parking requirements be reduced below that required for typical multi-family development. Reduction in the number of parking spaces shall be addressed on a case-by-case basis subject to provision of parking studies and the establishment a development agreement.

Market rate senior housing development, including reduced parking requirements are predicated upon the long-term availability of the units for the target population previously defined. In order to ensure that the units remain available and affordable to this group, the developer will be required to enter into a development agreement with the City per California Government Code Section 65864 through 5869.5.

Planning Area IX: Residential / Office / Industrial / Commercial

Permitted land uses in Planning Area IX, located at the northwest corner of Sixth Street and Milliken Avenue, are office, industrial, commercial uses, and multiple family residential. Residential uses, although not originally allowed within the IASP, were deemed to be an appropriate use by the City of Rancho Cucamonga, due to the proximity to employment, transit, shopping and freeway access. The addition of this use compliments the Sub-Area 18 Specific Plan area by providing a complete mixed-use development.

4.2.5 NORTHERN ANCHOR (Milliken Avenue and AT&SF Railroad)

Planning Area X: Metrolink Station/Office/Industrial/Commercial

Planning Area X includes the Metrolink Station (approximately 10 acres with 800 feet of frontage). Potential complimentary uses are convenience retail and services including fast food, automotive services, and office, research and development, and light industrial uses ~~along the golf course frontage.~~ in close proximity to transit and employment.

4.2.6 CENTRAL (Cleveland Avenue at Sixth Street)

Planning Area XI: Office / Industrial

Planning Area XI is focused onto Sixth Street and Cleveland Avenue and enjoys good arterial road visibility ~~and golf course frontage~~. Potential uses envisioned here include professional offices, as well as possible research and development and light industrial uses. Uses will be ~~complimentary~~complementary to existing adjacent uses across Cleveland Avenue.

4.3 CIRCULATION AND ACCESS

The following content refers to the land use plan at time of original adoption. Planning Area I circulation and access, including cross sections and updated traffic analysis, are addressed in Section 7.

This section of the Sub-Area 18 Specific Plan addresses vehicular areas and circulation, transit, and pedestrian routes within the Specific Plan site. Parking provisions are discussed in Section 5.

4.3.1 TRAFFIC ANALYSIS

LSA Associates prepared a traffic analysis to assess the potential circulation impacts associated with the development of Sub-Area 18. The traffic analysis was prepared to satisfy the requirements for a traffic impact analysis established by the San Bernardino County Congestion Management Program, adopted November 4, 1992. The detailed traffic analysis is contained within Appendix B Sub-Area 18 Specific Plan Final EIR.

4.3.2 EXISTING ROADWAY SYSTEM

Regional east/west circulation to the project site is provided via I-10. Access from I-10 to Sub-Area 18 occurs at the Milliken Avenue and Haven Avenue onramps/offramps. North/south regional circulation is provided via I-15. Access from I-15 to Sub-Area 18 occurs at Fourth Street; an interchange is proposed at Sixth Street.

An inventory of the existing Sub-Area 18 and surrounding roadway network was conducted (November 1993). The existing street network, number of mid-block lanes, and intersection traffic control are shown in Figure 4-5.

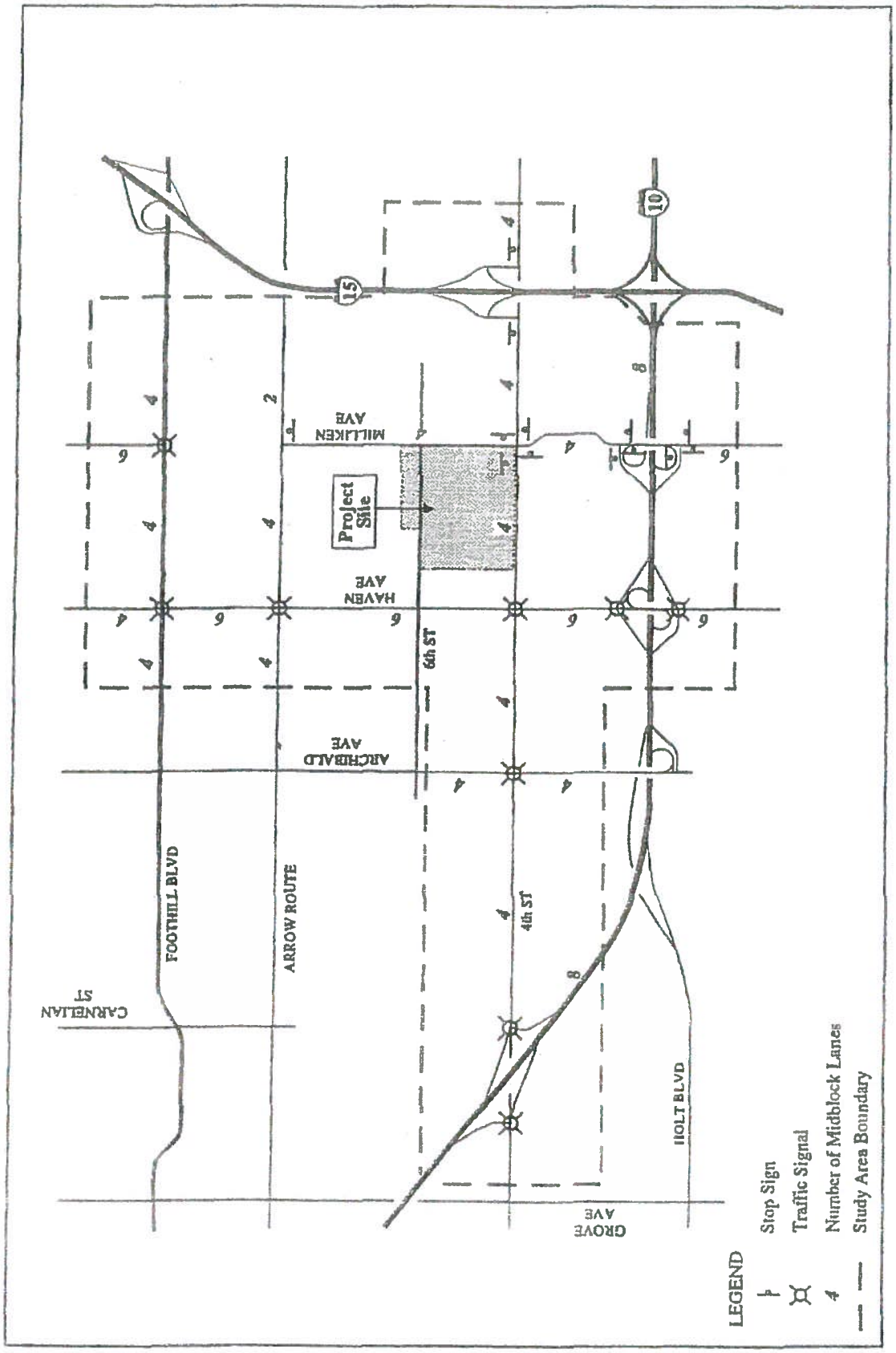


figure 4-5
Existing Circulation Network

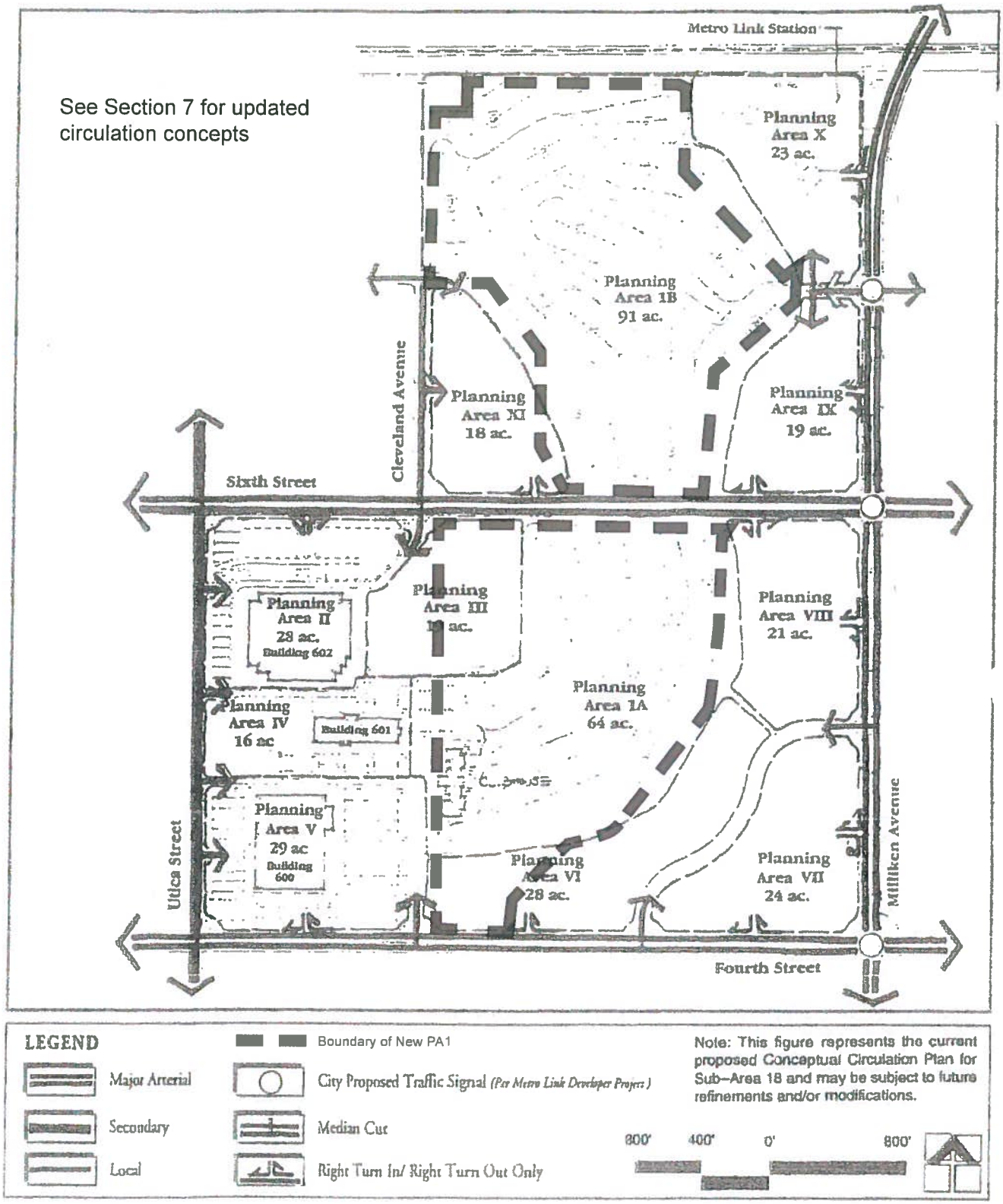


figure 4-6
Conceptual Circulation Plan

Adjacent to the project site, Fourth Street is a four-lane divided arterial with a painted median. Fourth Street defines the city limits between Rancho Cucamonga and Ontario. A Fourth Street improvement plan between Milliken and Haven Avenues has been approved by the cities of Rancho Cucamonga and Ontario that identifies the ultimate number of arterial lanes, median types, channelization, and intersection lane widening necessary to accommodate future traffic volumes. Milliken Avenue is a four-lane arterial with a raised, planted median in the vicinity of Sub-Area 18. Haven Avenue is a six-lane arterial with a raised, planted median. All intersections immediately adjacent to Sub-Area 18 are or are planned to be signalized.

The majority of the intersections within the vicinity of Sub-Area 18 presently operate at satisfactory levels of service during the p.m. peak hour. A conceptual circulation plan for Sub-Area 18 is illustrated in Figure 4-6. Access locations to Planning Area XI are conceptual and may be modified as actual development proceeds. The potential roadway between Planning Areas VI, VII, and VIII is conceptual, and final alignment and design will be fixed prior to development of any of these three planning areas. The development of Sub-Area 18, in conjunction with other growth within and outside the IASP, will have an impact on several intersections in the project area. The City has established a mitigation program, consisting of transportation development fees paid by developers, to fund improvements to the circulation system resulting from cumulative development. As a result, it is projected that roadways and intersections in the project area will continue to operate at satisfactory levels of service.

4.3.3 ROADWAY CROSS SECTIONS

Cross sections for roadways within the region were presented in the IASP and are shown in Section 5 of this Specific Plan. The Sub-Area 18 Specific Plan is proposing to use the same cross sections. The only modification to the standards presented in the IASP is that Cleveland Avenue between Fourth and Sixth Streets will be vacated and, north of Sixth Street will be downsized to a 66-foot wide Local Industrial Collector.

4.3.4 ROADWAY NETWORK MODIFICATIONS/TRANSIT MODIFICATIONS

The following roadway and transit modifications were approved as a part of the Sub-Area 18 Specific Plan:

- Cleveland Avenue - as discussed previously, Cleveland Avenue between Fourth and Sixth Streets will be either vacated or partially vacated to accommodate the golf course design and driving range/practice facility design. North of Sixth Street, Cleveland Avenue will be reclassified as a 66-foot-wide Local Industrial collector.

- Metrolink Station - The Sub-Area 18 Specific Plan identifies a portion of Planning Area X as the Rancho Cucamonga Metrolink Station. The integration of this facility into the Sub-Area 18 Specific Plan helps the project comply with the transit policies identified in the IASP by "providing for the development of alternative transportation systems."

- The Vincent access point on Fourth Street will be relocated to midway between Cleveland and

Milliken Avenues. ~~In addition, the access point on Sixth Street between Cleveland and Milliken Avenues will be deleted.~~

4.4 INFRASTRUCTURE

The following content refers to conditions and planned infrastructure at time of original adoption. Infrastructure improvements for Planning Area I build on existing infrastructure, including reclaimed water system within the golf course property; see Section 7 for infrastructure planned for Planning Area I.

4.4.1 WATER CONCEPT PLAN

The Cucamonga ~~County~~ Valley Water District (~~CCWD~~CVWD) provides for all of the water supply services to the area (1994). The Sub-Area 18 Specific Plan area is located in Zone 1 of the ~~CCWD~~CVWD, with a majority of the master water system facilities already installed through and immediately adjacent to the site (see Figure 4-7). Additionally, a 12-foot, 8-inch Municipal Water District (MWD) transmission line, known as the "upper feeder," is located in the northern portion of the site running east to west approximately 2,000 feet north of Sixth Street. A second facility is in the upper northern portion of the site and is owned and operated by the Chino Basin Municipal Water District (CBMWD). The facility is a 21-inch nonreclaimable water line, used for industrial waste disposal, located approximately 30 feet south of the Metrolink right-of-way.

The average daily water demand for the project is estimated at approximately 0.985 million gallons per day (mgd) (1994). The ~~CCWD~~CVWD has indicated that it has the ability to provide adequate water service to the project site by connecting the onsite distribution systems into the existing master water system transmission lines. The primary objective in the planning of the water service facilities for the project is to optimize the flexibility, conservation, and cost of the distribution system and related facilities. All proposed master water system facilities are 12 inches in diameter or larger.

The water storage capacity for Zone 1 is provided for in the Zone 2 reservoir system (1994). Several pressure-reducing stations facilitate the distribution of domestic water from Zone 2 into the Zone 1 water line system. It is anticipated that the ~~CCWD~~CVWD will be constructing a 9 million-gallon reservoir to gravity feed domestic water to Zone 1 by early 1995 which will enhance the reliability, pressure, and capacity of water service for the site.

Historically, the onsite facilities (Hughes Missile System) consumed a large quantity of water. ~~CCWD~~CVWD records indicate consumption of over 220,000 gallons per day (gpd). The Hughes Missile System facilities was vacated by 1994. All of the project's onsite water supply facilities ~~will be~~were designed and constructed to meet the current standards of the ~~CCWD~~CVWD.

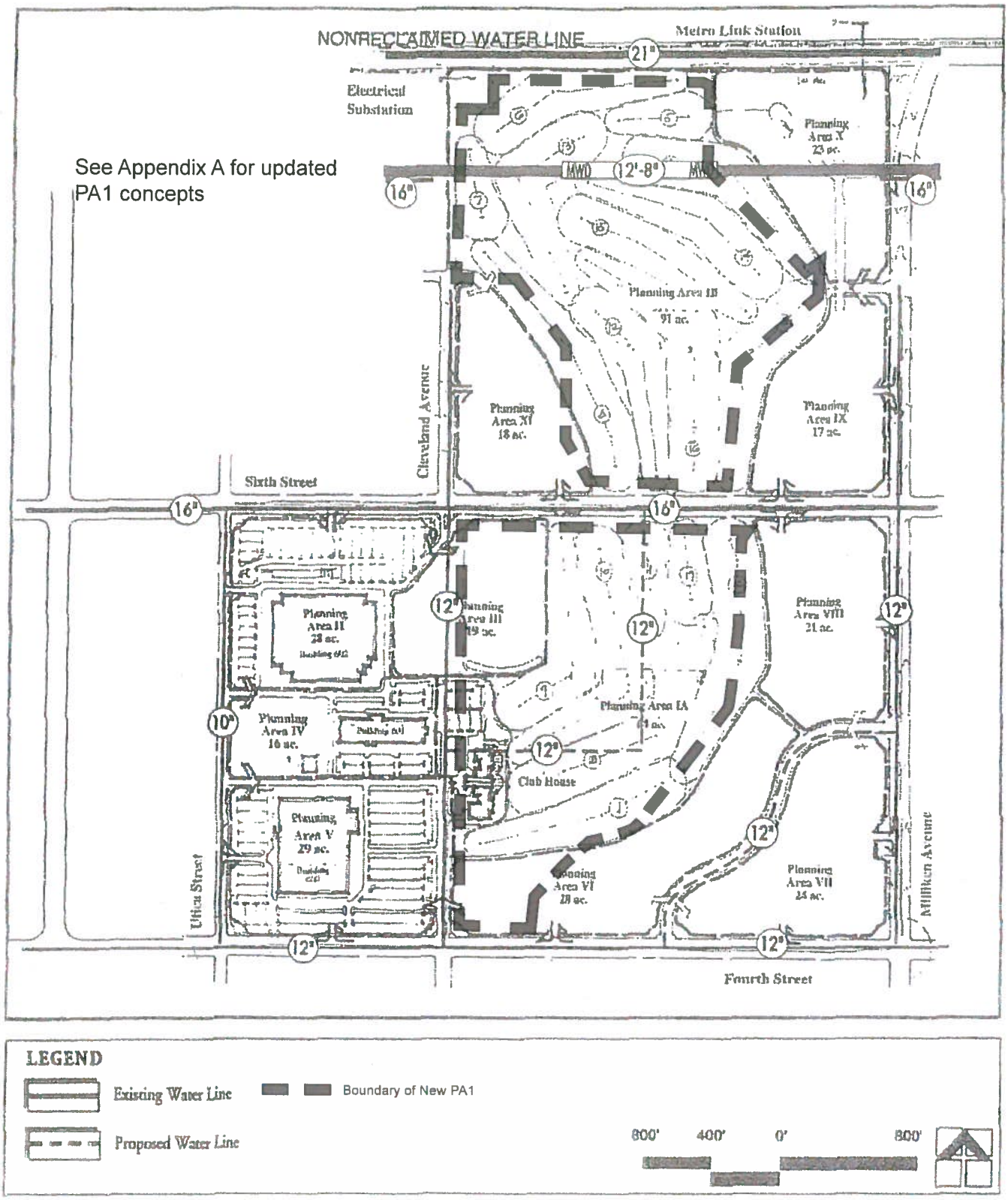


figure 4-7

Water Concept Plan

4.4.2 WASTEWATER CONCEPT PLAN

In addition to providing the water supply services, the ~~CCWD~~CVWD provides for the collection of domestic strength sewage within the project area (1994). Any industrial or brine wastewater will be discharged into the CBMWD non-reclaimable water system.

Specifically, the project site is located within Area 2 of the ~~CCWD~~CVWD, with the wastewater treatment for the project being provided by CBMWD's Regional Plan Number 1 (RP1) in Ontario. RP1's design capacity is approximately 44 mgd, with the plant's current discharge at approximate 38 mgd. Capacity upgrades to RP1 ~~are currently underway to~~ enable the plant to conform to the recently imposed effluent discharge standards. Under the provisions of the regional sewerage service contract, CBMWD is contractually obligated to provide wastewater treatment capacity to the ~~CCWD~~CVWD for development within the district limits. Additionally, under the contract provisions, ~~CCWD~~CVWD is required to provide CBMWD with a 10-year growth forecast to accurately identify the area's development.

A substantial quantity of the master sewer system facilities are already installed immediately adjacent to the project site with significant available capacity in both the Fourth Street and Milliken Avenue backbone sewer lines. The backbone wastewater concept plan for Sub-Area 18 is shown in Figure 4-8. It is anticipated that the ultimate project development will generate approximately 0.75 mgd of wastewater. ~~CCWD~~CVWD has indicated that is has the ability to provide adequate sewer collection services for Sub-Area 18 by connecting the onsite wastewater connection system to the existing master sewer system.

The onsite wastewater system will consist of gravity flow sewers connecting into the backbone wastewater system. All onsite wastewater facilities for the project site will be designed and constructed to meet the existing current standards of the ~~CCWD~~CVWD.

4.4.3 RECLAIMED WATER CONCEPT PLAN

The ~~CCWD~~CVWD has reclaimed water available for various uses in Zone 1 and a limited existing pipeline network to facilitate distribution (see Figure 4-9)(1994). RP1 which is located at Archibald Avenue and I-60, has an ultimate capacity of approximately 96 mgd with an available quantity of reclaimed water for customer consumption of approximately half that amount. It is anticipated that an additional regional plant (RP4) will be constructed. RP4 is to be located at the southwest corner of Sixth Street and Etiwanda Avenue with Phase I anticipated to be online in 1998.

If Sub-Area 18 is to use the reclaimed water that will be available from RP4, approximately 10,000 linear feet of offsite 12-inch water line will need to be installed in Sixth Street from Milliken Avenue to Etiwanda Avenue. Phase I reclaimed water capacity of RP4 will be approximately 7 mgd with an ultimate plant capacity of approximately 28 mgd (50 percent of the 28 mgd will be available to the ~~CCWD~~CVWD, and the remainder will ultimately be consumed by the City of Fontana).

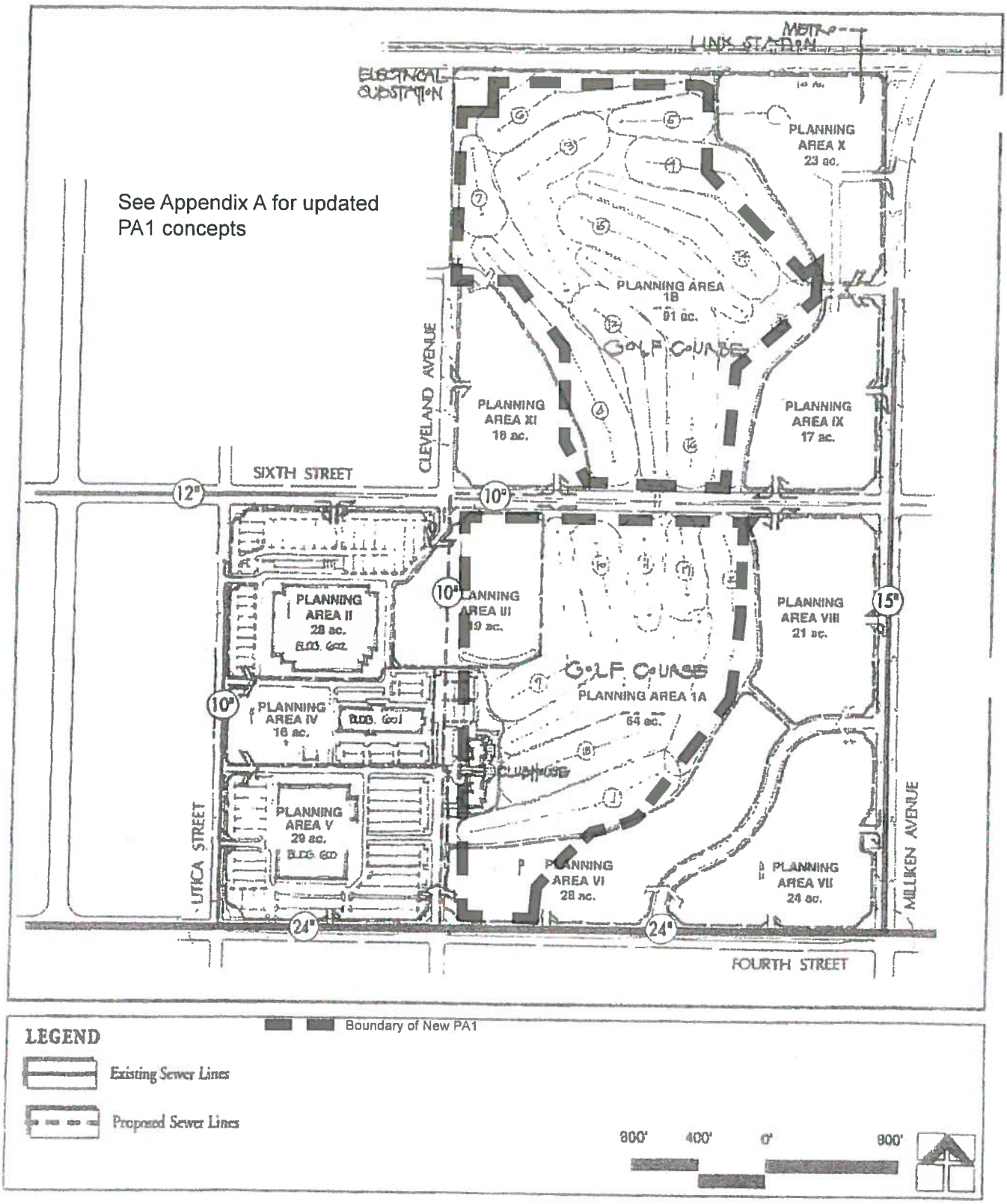


figure 4-8

Wastewater Concept Plan

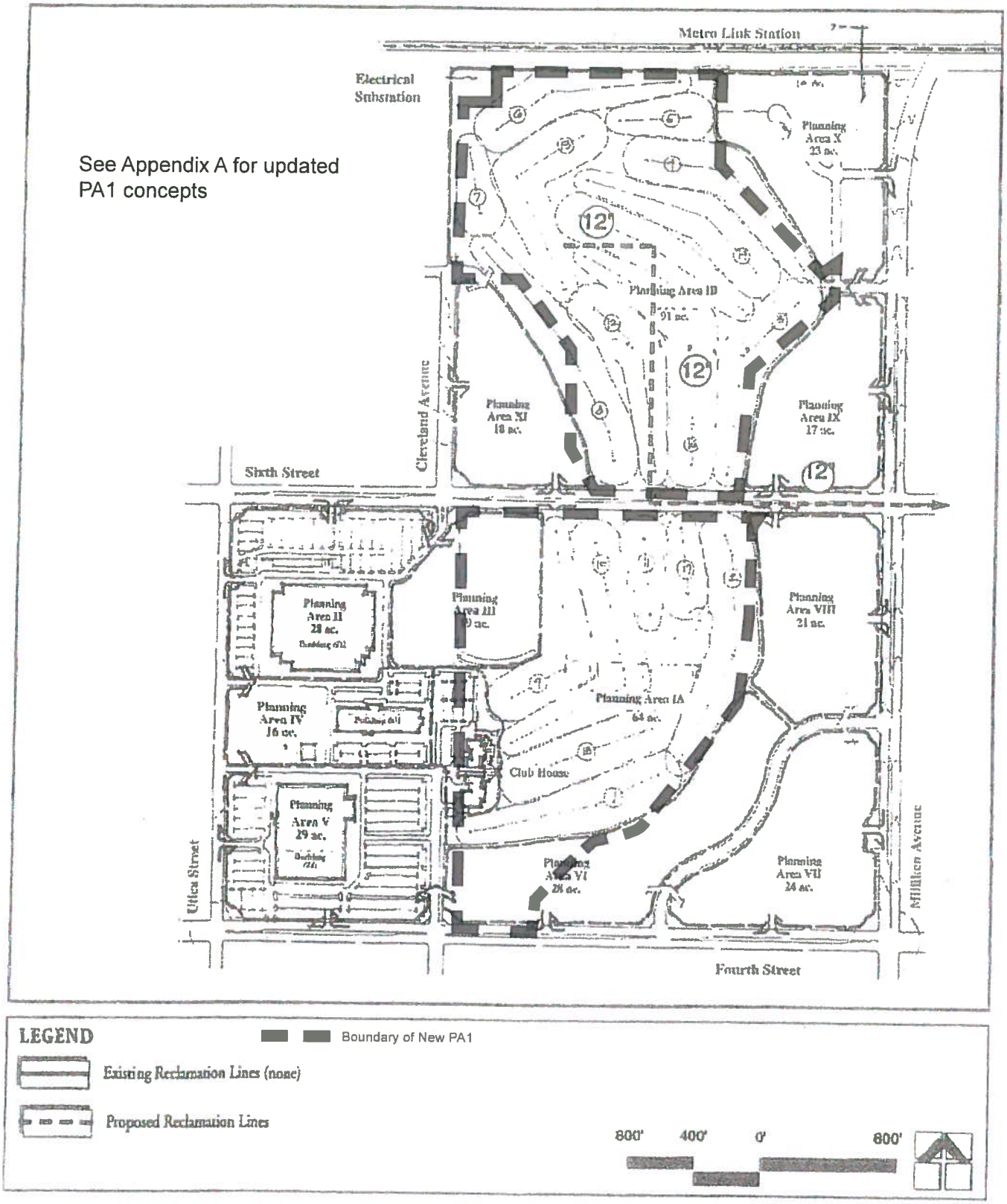


figure 4-9

Reclaimed Water Concept Plan

Development Framework

There are several large reclaimed water customers, one of which is the Whispering Lakes Golf Course located in the City of Ontario. The Whispering Lakes Golf Course receives approximately 0.7 to 1.0 mgd of reclaimed water from July through September from RP1. Another large customer is El Prado Golf Course, which consumes approximately 0.45 to 0.5 mgd of reclaimed water from July through September.

The Sub-Area 18 golf course irrigation system was~~will be~~ designed and constructed to enable a conversion from domestic water, ~~which is currently available to service the project,~~ to reclaimed water. ~~at some point in the future if that option is implemented.~~The reclaimed water system will be adapted for use within Planning Area I.

4.4.4 UTILITY CONCEPT PLAN

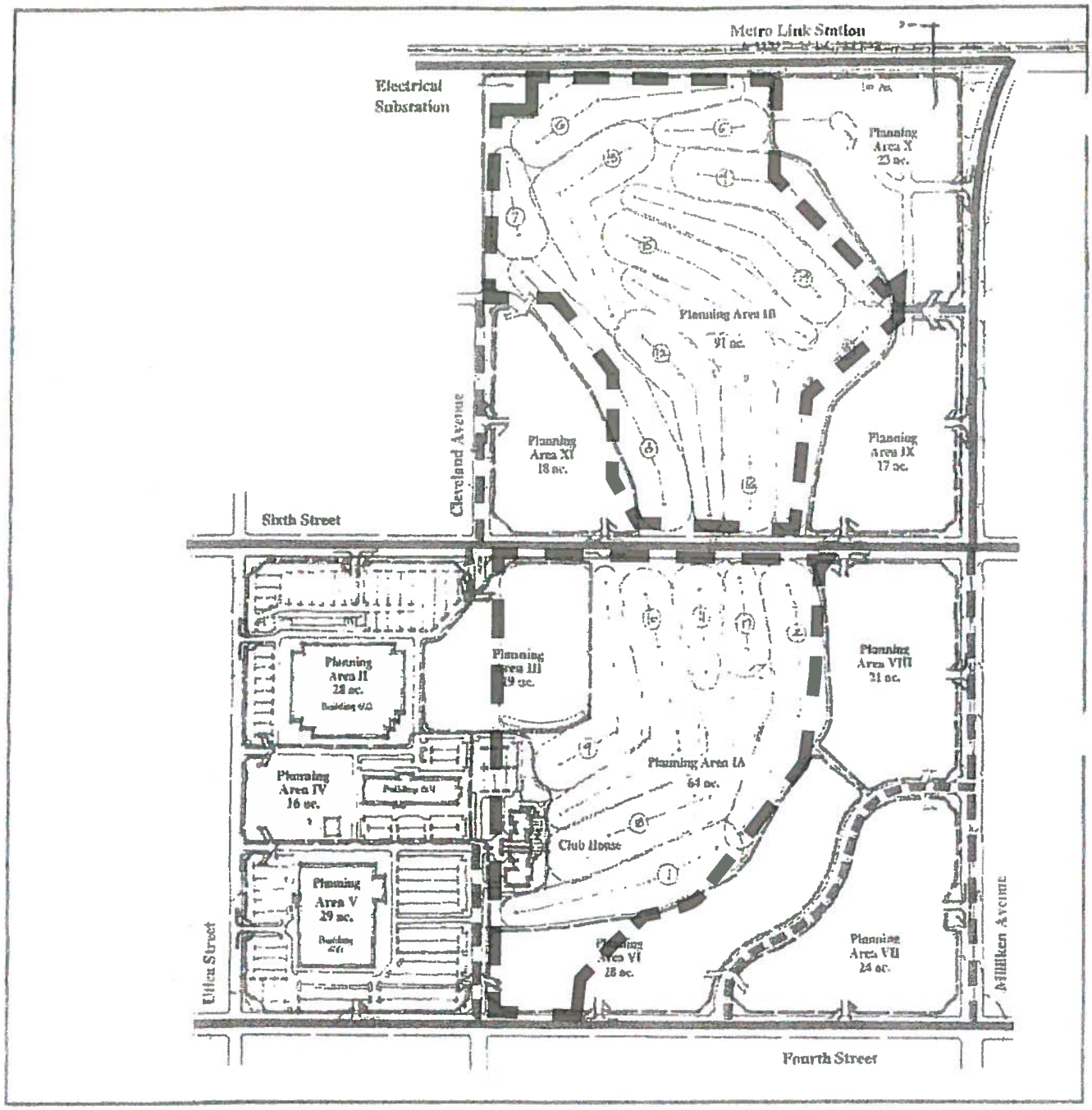
Sub-Area 18 of the IASP is within the service areas of the following utility purveyors:

- Electricity: Rancho Cucamonga Municipal Utility (RCMU) or Southern California Edison Company
- Natural Gas: Southern California Gas Company
- Telephone: ~~General Telephone Company (GTE)~~ Verizon
- Cable Television: Charter Communications~~Comcast Cablevision Inland Empire~~

Southern California Edison, Southern California Gas, Verizon, and ~~GTE~~ Charter Communications have ~~all~~ indicated that they have sufficient backbone facilities in place adjacent to Sub-Area 18 to provide for the phased and ultimate utility service demands of the project, as depicted in Figures 4-10, 4-11, and 4-12 (1994). Minor to moderate main line facility extensions will be required by ~~three~~ the utility purveyors to ensure adequate service.

~~At present, Comcast (cable television) does not have any existing backbone facilities adjacent to Sub-Area 18 (1994). Their closest existing facilities are located to the west of the area at the intersection of Center and Fourth Street. A more significant facilities extension will be required to provide for adequate cable television service, as depicted in Figure 4-13. Comcast has indicated that, with the necessary extensions, the required service can be provided.~~

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



LEGEND

Boundary of New PA1

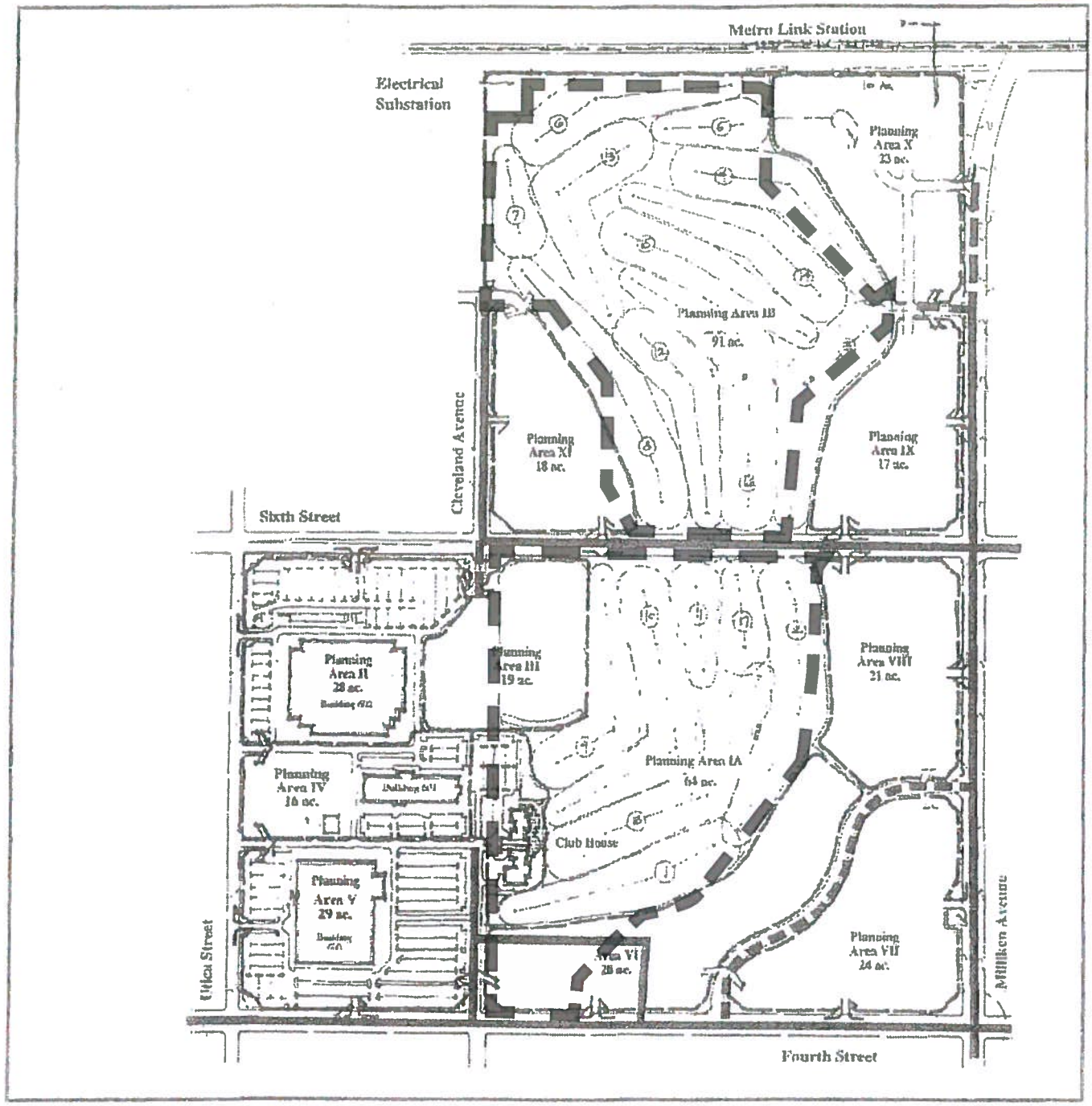
Existing Electrical Cabling/Lines

Proposed Electrical Cabling/Lines

800' 400' 0' 800'

figure 4-1C

Electrical Concept Plan



LEGEND

Boundary of New PA1

Existing Natural Gas Lines

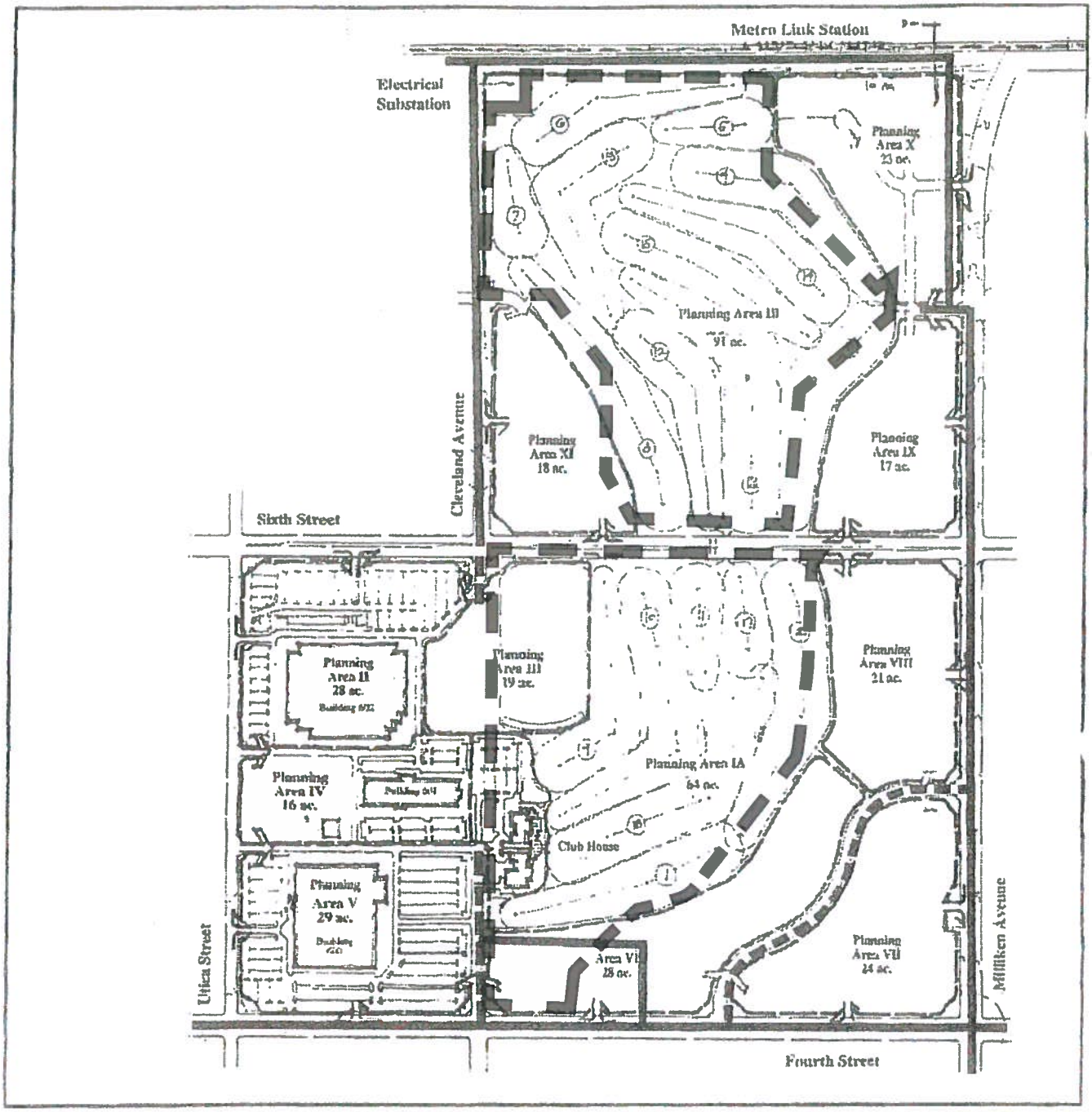
Proposed Natural Gas Lines

800' 400' 0' 800'

figure 4-11

Natural Gas Concept Plan

Development Framework



LEGEND

Boundary of New PA1

Existing Telephone Cables/Lines

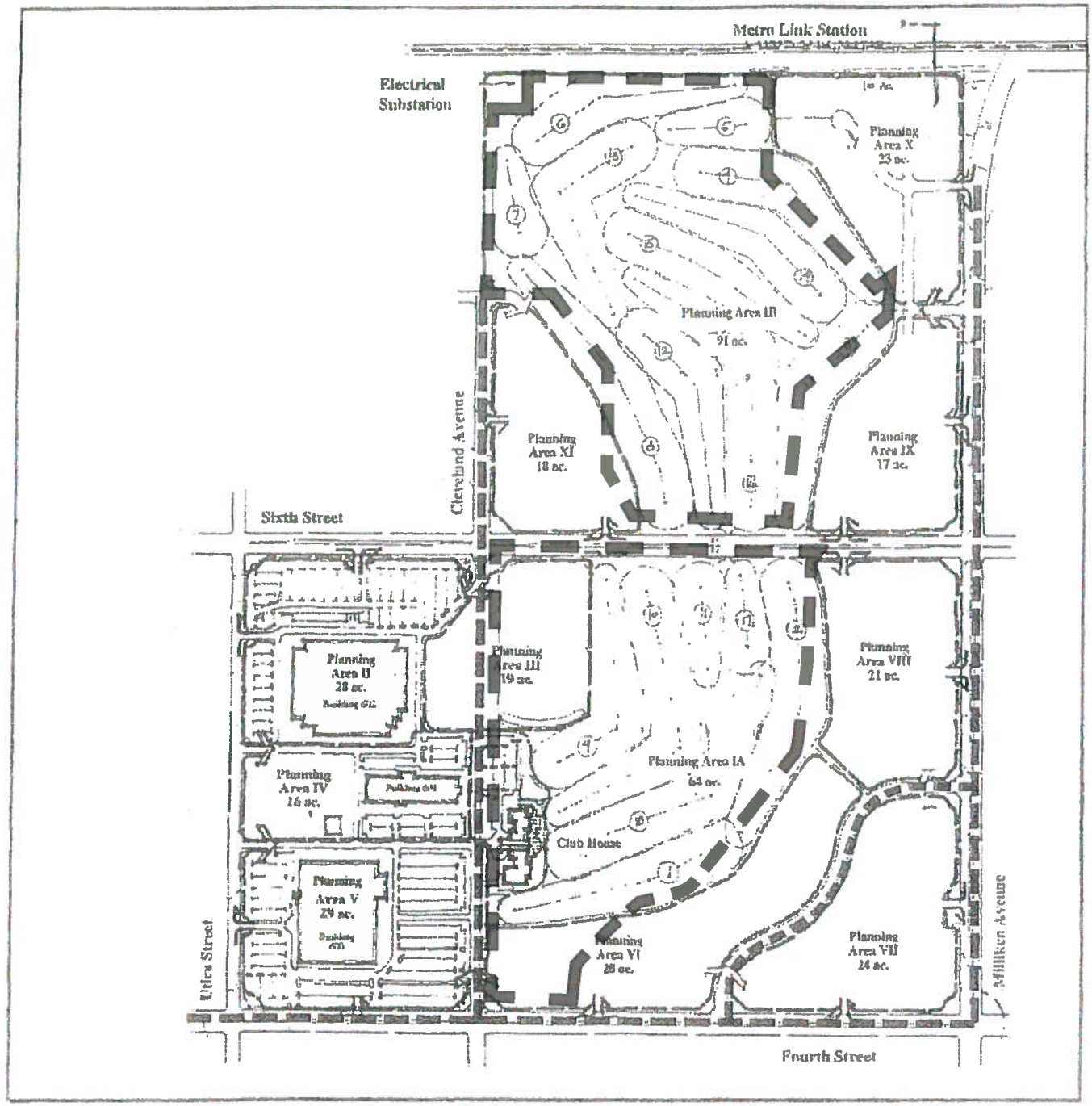
Proposed Telephone Cables/Lines

800' 400' 0' 800'

figure 4-12

Telephone Concept Plan

Development Framework



LEGEND

Boundary of New PA1

Existing Television Cables (none)

Proposed Television Cables

800' 400' 0' 800'

figure 4-13

Cable Television Concept Plan

Development Framework

4.5 GRADING CONCEPTS/DRAINAGE

The following content refers to conditions and planned grading and drainage concepts at time of original adoption. See Appendix A for planned grading and drainage for Planning Area I.

4.5.1 GRADING CONCEPT PLAN

As depicted in Figure 4-14, the Sub-Area 18 Specific Plan concept grading plan is designed to provide "super pad" areas for the various planning areas. The primary objective of the grading concept plan will be to minimize the onsite excavation quantities and to enable each planning area to balance individually.

It is anticipated that the individual planning areas will be maintained in their existing "natural" vineyard condition until development of the particular planning area is initiated. The super pad proposed grading will be designed to accommodate the shrinkage and subsidence of the soil which may occur during the onsite grading operations.

Slope gradients will be provided between adjacent planning areas ~~and along the golf course corridor~~ (edge treatments). ~~Grading of the golf course included the screening of adjacent uses from view at key points within the golf course. Berms, landscaping, and undulating slopes were used to protect key view corridors within the golfing environment~~. The detailed grading plans for the individual planning areas will be developed to coincide with the ~~golf course~~ edge conditions ~~as defined on the golf course grading plan~~of the adjacent planning areas. The ultimate vertical differential between planning area superpads will be determined at the time of precise grading plan preparation, along with the developed hydrology studies. Grading adjacent to the MWD water transmission line will be coordinated with an MWD representative in accordance with their facility's encroachment specifications.

All grading within the Sub-Area 18 Specific Plan area will comply with the City of Rancho Cucamonga's grading codes.

4.5.2 EROSION CONTROL

Standard erosion control practices will be followed during site grading to prevent offsite transport soil from the grading operations of the golf course and the individual planning areas. The erosion control plan will be developed and submitted to the City and other appropriate regulatory agencies for approval prior to initiation of the grading operation. Additionally, the anticipated phasing of the onsite development will assist in erosion control and help minimize erosion potential by perpetuating the existing vineyards until the individual planning area is developed.

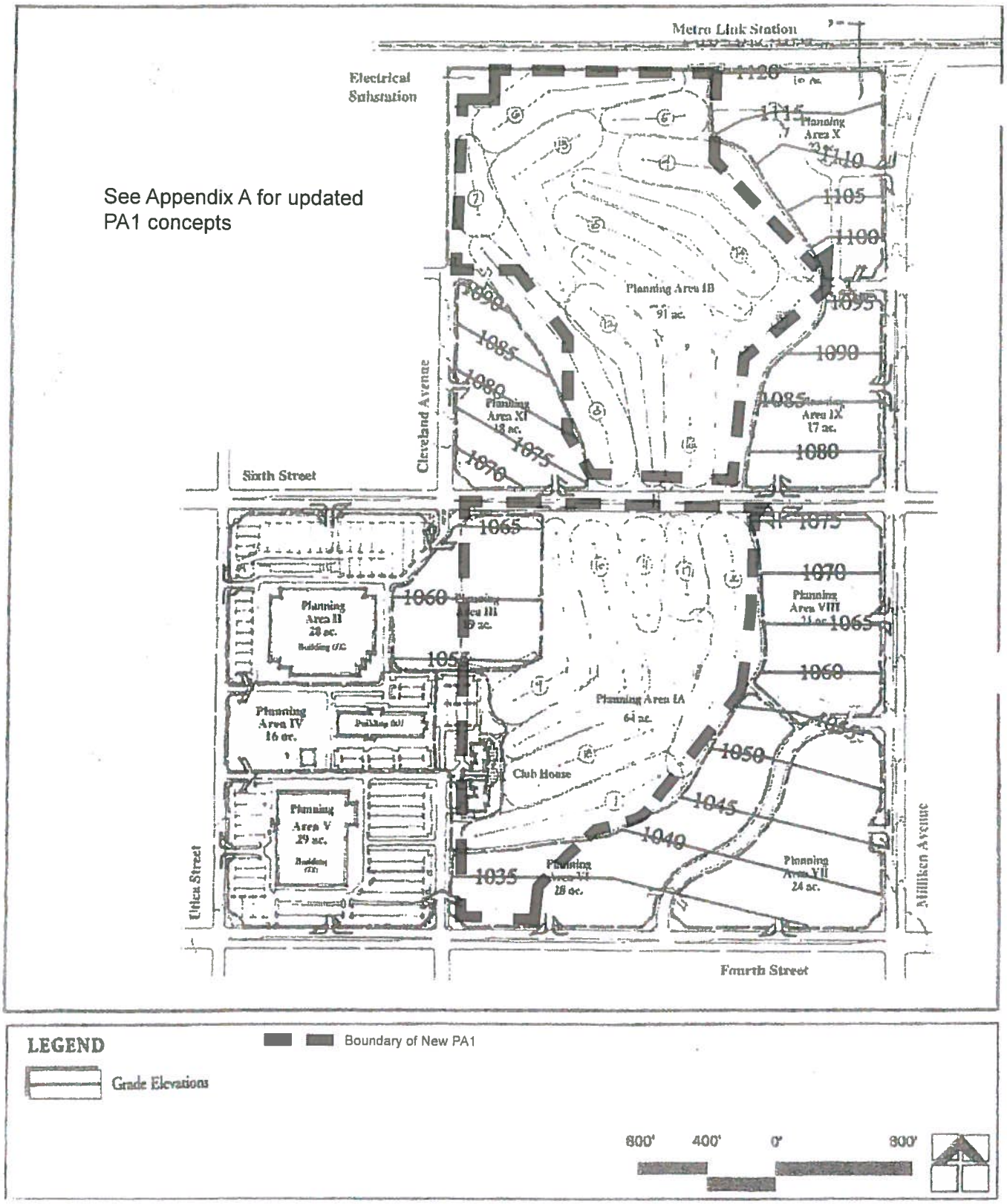


figure 4-14

Grading Concept Plan

4.5.3 DRAINAGE CONCEPT PLAN

There are a number of master drainage plan facilities already in place adjacent to Sub-Area 18. The City's drainage policy for this area requires 25-year frequency storm flows to be conveyed within underground storm drain facilities and 100-year storm flows to be contained within public right-of-way limits (1994). The project site is not located within the 100-year flood zone of nearby drainage courses (i.e., Day Creek or Deer Creek).

The drainage concept plan will provide for the conveyance of the contributory offsite flows and the onsite developed drainage runoff through, and adjacent to, the project site. The onsite drainage facilities will consist of limited private storm drain systems as required within the individual planning areas and public storm drain facilities within the street rights-of-way to ensure that the developed drainage flows adjacent to, and downstream of, the site do not have an adverse impact on other properties. Proposed drainage facilities are depicted in Figure 4-15.

~~Additionally, the golf course corridors are used to attenuate and convey the onsite private flows.~~ The drainage studies and final improvement plan will be designed and constructed to meet the current City standards.

4.6 PUBLIC SERVICES

The following content refers to public services at time of original adoption.

4.6.1 POLICE PROTECTION

Police protection to Sub-Area 18 is provided by the Rancho Cucamonga Police Department (1994). The closest police station to the project site is located on Civic Center Drive. In addition, a California Highway Patrol station is located one block away from the project site on Pittsburg Avenue. The Police Department will be able to respond to emergencies in Sub-Area 18 in three to five minutes, which is the standard response time within the City. Existing Police Department facilities, personnel, and equipment are currently sufficient to provide police services to the project site.

4.6.2 FIRE DEPARTMENT

Fire protection services to the project area are provided by the Rancho Cucamonga Fire Protection district (1994). The cities of Ontario and Upland provide back-up fire assistance. The closest fire station to the project area is Station #174, located at Milliken Avenue and Jersey Boulevard. Station #174 can respond to emergencies at the project site within approximately three minutes. Existing fire protection facilities and equipment are adequate to provide service to Sub-Area 18. Development within Sub-Area 18 will conform to all required fire and building codes to ensure adequate fire safety.

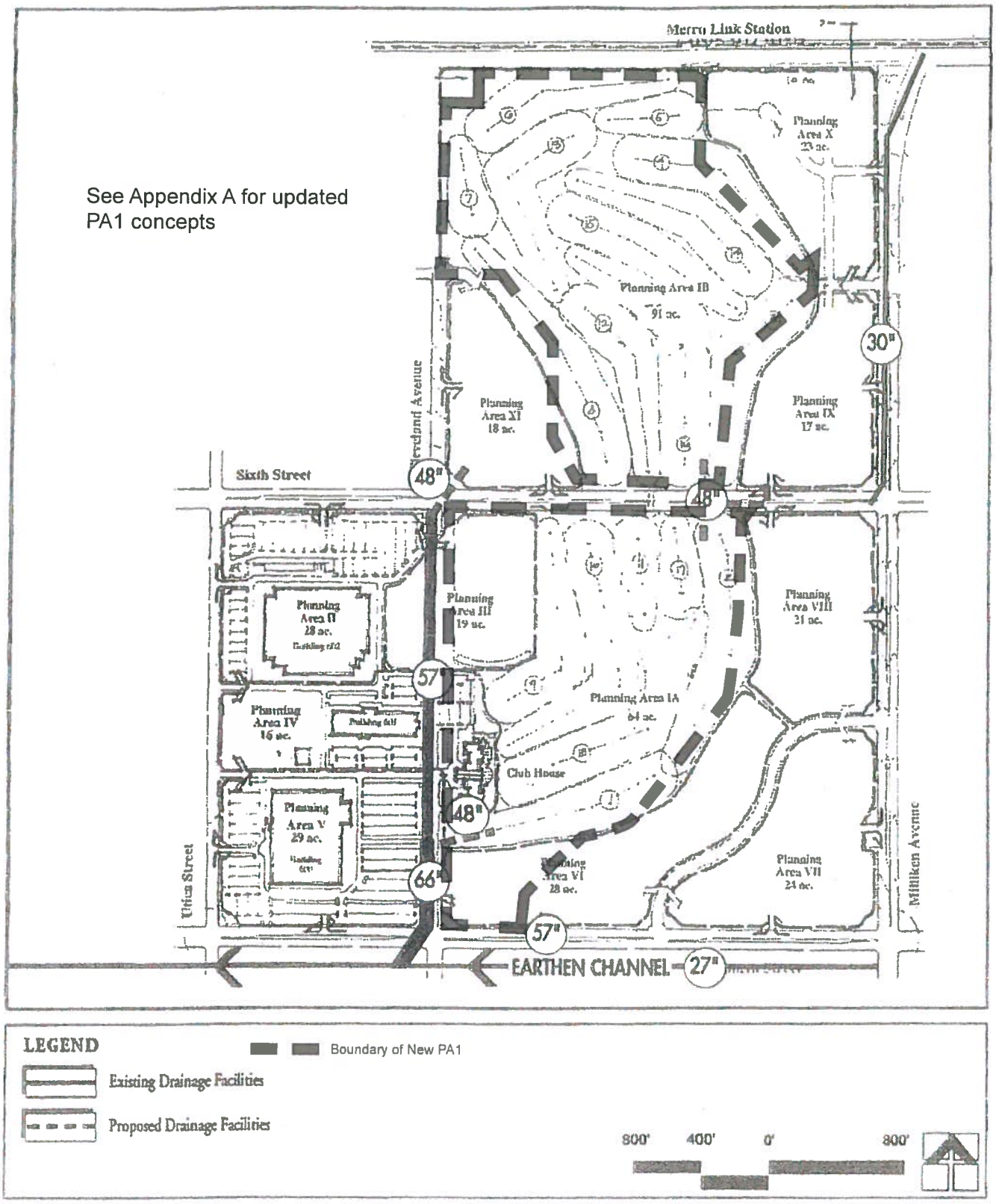


figure 4-15
Drainage Concept Plan

4.6.3 SOLID WASTE

Solid waste generated in the vicinity of Sub-Area 18 is collected and transported to County landfills by private companies. Currently, waste generated in the project area is disposed of at the Milliken Landfill, which is owned and operated by the County of San Bernardino (1994). The Milliken Landfill is projected to be closed by the time the first phase of Sub-Area 18 is developed. As a result, solid waste generated by the Specific Plan area will be redirected to the San Timoteo Landfill in Redlands. In order to conserve landfill space, development within Sub-Area 18 will comply with the City of Rancho Cucamonga's Source Reduction and Recycling Element, including the implementation of a source reduction and recycling program. This program will provide for separation of paper, metal, plastic, and glass as well as compost of green waste from the ~~golf course~~landscape and open space areas in order to reduce solid waste generation.

4.6.4 SCHOOLS

Sub-Area 18 is located within the Cucamonga School District (CSD), which serves grades K through 8, and the Chaffey Joint Union High School District (CJUHSD), which serves grades 9 through 12. The CSD has three elementary schools and one junior high school The current total capacity of these schools is 2,760 students, while current enrollment is 2,436. The CJUHSD has seven high schools within its district with a total capacity of 15,181 students; current enrollment is 15,239.

All development within Sub-Area 18 is required to pay school impact fees to offset the increased number of students associated with residents and employees of the Specific Plan area. These revenues are for the construction or expansion of school facilities within the districts, thereby ensuring adequate school facilities.

4.7 ECONOMIC DEVELOPMENT

The following content refers to conditions at time of original adoption; economic information does not reflect the development for Planning Area I.

4.7.1 FISCAL IMPACT ANALYSIS

A Fiscal Impact Report was prepared for the Sub-Area 18 Specific Plan (December 1993) to address the fiscal and employment opportunities associated with the Specific Plan. The complete Fiscal Impact Report is included within Appendix A.

The fiscal report estimated the fiscal impacts of the IASP in order to compare that entitlement/planning program with the proposed changes contained within the Sub-Area 18 Specific Plan. The fiscal impact report used project statistics that varied slightly from the remainder of the Specific Plan. These variations do not affect the findings of the report with respect to fiscal impacts.

Upon build out, the Sub-Area 18 Specific Plan will create approximately 10,000 jobs and nearly $322,280,000 of increased property valuation based on 1993 dollars. The Sub-Area 18 Specific Plan will have a direct effect upon the municipal budget of Rancho Cucamonga in the form of ~~the~~ increased

property one-time and annual revenue and costs. ~~and upon the Redevelopment Agency in the form of annual tax increment revenues.~~

The fiscal impact report (1993) identified a number of findings pertaining to the Sub-Area 18 Specific Plan including:

- Will generate a positive net annual fiscal impact to the Rancho Cucamonga operating budget of greater than $1,196,024 at project buildout.
- Will produce greater than $1.68 of new revenues for every $1.00 of new municipal operating costs.
- The hotel/conference, retail, and restaurant uses within the project will generate the greatest positive fiscal impacts with revenue/cost ratios of 11.06, 2.72, and 2.23, respectively.
- With Redevelopment Agency tax increment revenues included, the Sub-Area 18 Specific Plan will generate a net of over $2,453,306 annually to the City.
- With Redevelopment Agency tax increment revenues included, the project will produce greater than $2.39 of new revenues for every $1.00 of new municipal operating costs.

The Fiscal Impact Report concluded that the Sub-Area 18 Specific Plan would have a large long-term, positive fiscal impact on the City of Rancho Cucamonga. In addition, it was observed that the Sub-Area 18 Specific Plan would have a substantial positive, long-term fiscal impact if both the City budget and Redevelopment Agency budget are considered.

4.7.2 EMPLOYMENT

Employment for the Sub-Area 18 Specific Plan was estimated in the Fiscal Impact Report by applying employment factors to the size of proposed development by land use type.

The employment projections for retail, office, business park, warehousing/distribution, and health club uses were drawn from the Urban Land Institute "Business and Industrial Park Development Handbook" (1988). The hotel/conference and bank employment factors were derived from the Institute of Traffic Engineers "Trip Generation," 5th Edition (1991). Golf course, restaurant, and theater employment factors derived from actual performance of existing projects. The bowling alley employment factor is assumed to approximate employment of the health club. The above sources were used to prepare a build out projection for employment which is shown in Table 4-2. The uses analyzed in the fiscal analysis were intended to be representative of the uses that will ultimately be developed. However, the Sub-Area 18 Specific Plan allows a variety of uses; the actual mix of uses that is ultimately developed will create jobs and revenues that vary from the uses analyzed in the fiscal impact report. The uses analyzed represent a conservative view of future uses permitted in the Specific Plan.

TABLE 4-2
SUB-AREA 18 SPECIFIC PLAN
ESTIMATED EMPLOYMENT

Land Use	Square Footage (thousands)	Employment Generation Factor/1,000 sf	Estimated Employment
~~Golf Course[a.]~~	~~N/A~~	~~N/A~~	~~43~~
Retail	855	5.08	4,343
Office	1,245[b.]	2.88	3,586[c.]
Business Park	600	1.61	966
Restaurant	130	3.99	519
Hotel/Conference[d.]	150 rooms	0.90/room	135
Bank	30	2.10	63
Bowling Alley	60	0.97	58
Health Club	120	1.09	131
Theater	60	0.97	58
Total			9,902

1. ~~Golf employment factor based on acres.~~
2. 955,000 square feet if Planning Area IX is developed with multiple family apartments.
3. 2,750 employees if Planning Area IX is developed with multiple family apartments.
4. Hotel Employment Factor based on rooms.

The employment factors are based upon the number of employees per 1,000 square feet improved floor space except for the golf course and the hotel/conference uses. The golf course employment is based upon employees per acre while the hotel/conference use is based upon the number of rooms (150 rooms assumed in the Specific Plan). These estimates are from the time of original adoption and do not reflect or account for development potential within Planning Area I.

SECTION 5
DEVELOPMENT GUIDELINES AND STANDARDS

5.1 INTRODUCTION

5.1.1 PURPOSE

The purpose of this section is to outline the specific guidelines and standards which will be used for the Sub-Area 18 Specific Plan regarding the development of Planning Areas II, IV, V, VI, VII, VIII, IX, X, and XI. These standards may vary depending on location and land use. The development guidelines and standards for the Sub-Area 18 Specific Plan consist of three components:

- Land Use Types
- Design Guidelines and Standards
- Development Standards

Section 7 provides the development plan and guidelines for the Planning Area I. All land use types, design guidelines and standards, and development standards of Planning Area I shall be regulated by Section 7.

5.1.2 INTERPRETATION

The provisions of this Specific Plan are not intended to interfere with or void any easements, covenants, or other existing agreements. If any ambiguity or conflict should arise concerning the appropriate classification of a particular use, the application of development standards and guidelines, or land use boundaries as set forth herein, this Specific Plan, as amended, shall govern.

5.1.3 USE DETERMINATION

To ensure compatible uses in each planning area, the ~~City Planner~~Planning Director, upon his/her own initiative or upon written request, shall determine, or shall refer to the Planning Commission to determine, whether a use not specifically listed as a permitted, secondary, accessory, or temporary use in any planning area shall be deemed a permitted use or conditional use in one or more planning areas on the basis of similarity and compatibility with uses specifically permitted, in general accordance with procedures as set forth in the Development Code. The procedures this section shall not apply to amendments to the list of permitted or conditional uses.

5.1.4 RELATIONSHIP TO OTHER REGULATIONS

This Specific Plan is intended to provide most of the essential information needed to determine what City policies, standards, and regulations will guide the development of a particular parcel. Areas not specifically covered by this Specific Plan (i.e., construction standards, health regulations, variance and appeal procedures, subdivision procedures, etc.) will continue to be governed by existing City regulations, and no provision of this Specific Plan is intended to repeal, abrogate, annul, impair, or interfere with any existing City ordinance, except as is specifically repealed by adoption of this Specific Plan.

5.2 LAND USE TYPES

5.2.1 INTRODUCTION

Each planning area has a set of permitted or conditional land uses based upon its location and surrounding conditions. Table 5-1 lists the land use types by planning area. Definitions of these land uses are provided in Table 5-2.

Permitted Uses

Permitted uses are those land uses allowed in a given planning area subject to the development regulations of this Specific Plan contained within Section 6.2.

Conditional Uses

Conditional permitted uses, because of their unusual site development requirements or unique operating characteristics, are subject to the granting of conditional approval by the City Planner and/or Planning Commission. Projects requiring a Conditional Use Permit shall be required to comply with the regulations of Section 17.04.030 of the Development Code. The City Planner and/or Planning Commission, as determined in Section 6.2 of this Specific Plan, shall make the following findings before granting a Conditional Use Permit:

- That a proposed use is in accordance with the General Plan, the IASP, and the Sub-Area 18 Specific Plan.
- That the proposed use and applicable conditions will not be detrimental to the public health, safety, and welfare, or materially injurious to properties or improvements in the vicinity.
- That the proposed use will comply with each of the applicable provisions of the Development Code and the Sub Area 18 Specific Plan.

Interim Uses

The following Interim Uses shall be permitted, provided that such uses and their locations shall not preclude full development in accordance with the development regulations of the Sub-Area 18 Specific Plan:

- Agricultural uses, including vineyards, roadside stands, and private parks and picnic areas are permitted uses prior to development.
- Parking and storage areas, park-and-ride lots, and other uses similar in character shall be permitted subject to a Conditional Use Permit and to Interim Use standards contained in the Development Standards of this section.

TABLE 5-1
SUMMARY OF LAND USE TYPE BY PLANNING AREA

Type of Use	Planning Area										
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI
MANUFACTURING											
Custom		P	P		P	C		P	P	P	P
Light		P	P		P			P	P	P	P
Medium		P			P				P	P	P
WHOLESALE/STORAGE/DISTRIBUTION											
Public Storage (indoor)		C			C						
Light		P	P		P	P		P	P	P	P
Medium		P			P				C		C
MATERIALS RECOVERY											
Collection Facilities		C			C				C	C	C
RESEARCH & DEVELOPMENT (R&D)											
Research & Development (R&D)		P	P	P	P	P	P	P	P	P	P
OFFICE											
Office		P	P	P	P	P	P	P	P	P	P
CIVIC											
Administrative Civic Services		P	P	P	P	P	P	P		P	
Cultural		P	P	P	P	P	P	C		P	
Public Assembly		P	P	P	P	P	P	P		P	
Public Buildings (library, post office, etc.)		P	P	P	P	P	P	P		P	
Public Safety & Utility Services		C	C	C	C	C	C	C		C	
Religious Assembly		C	C	C	C	C	C	C		C	
PUBLIC/SEMI-PUBLIC USES											
Child Care Facilities	C	C	C	C	C	C	C	C	C	C	C
Clubs/Lodges (Private and Public)	C	C	C	C	C	C	C	C	C	C	C
Convalescent Facilities/Hospital		C	C	C	C	C	C	C	C		C
Educational Institutions (Private and Public)		C	C	C	C	C	C	C	C	C	C
Transportation Facilities										P	
RECREATION											
Golf Course	P										
Golf Practice/Training Facility	P	P	P								
Recreational Facilities (indoor/outdoor)	P	P	P	P	P	P	P	P	C	P	C
ENTERTAINMENT											
Arcades		C	C		C	C	C			C	
Entertainment Facilities (1)		P	P	C	P	P	P	C	C	C	C
Family Entertainment Center (1)		P	P		P	P	P				

Type of Use	Planning Area										
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI
EATING & DRINKING ESTABLISHMENTS											
Eating and Drinking Establishments (1)	P	P	P	P	P	P	P	P	P	P	P
Restaurant-Fast Food (including Drive-		C	C	C	C	C	C	C	C	C	C
Sports Bar (1)		P	P	P	P	P	P				
TRANSIENT ACCOMMODATIONS/CONFERENCE CENTER											
Hotel/Motel		P	P	P	P	P	P				
Conference Center	P	P	P	P	P	P	P				
Corporate Training Center		P	P	P	P	P	P				
MIXED-USE COMMERCIAL											
Mixed-Use Commercial Center		P	P	P	P	P	P	P		P	
PERSONAL/BUSINESS SERVICES											
Business Support Services		P	P	P	P	P	P	P	P	P	P
Funeral & Crematory Services		C	C	C	C	C	C	C	C	C	C
Personal Services		P	P	P	P	P	P	P	P	P	P
Repair Services		P	P	P	P	P	P	P	P	P	P
AUTOMOBILE/VEHICLE SERVICES											
Automotive Rental/Leasing		P		P	P	P	P			P	
Automotive Service Court		C			C				C	C	
Automotive Service Station		C			C	C	C	C	C	C	
Specialty Auto/Motorcycle Sales/Service		C			C	C	C	C	C	C	C
RETAIL-BUSINESS SUPPLY/SERVICES											
Business Services Retail & Services		P	P	P	P	P	P	P	P	P	P
RETAIL/CONVENIENCE RELATED											
Convenience Sales & Services		P	P	P	P	P	P	P	P	P	P
RETAIL-FOOD & BEVERAGE RELATED											
Food and Beverage Sales		P	P	P	P	P	P	P		P	
RETAIL-GENERAL											
Retail-General (2)		P(2)	P(2)	P(2)	P(2)	P(2)	P(2)	P(2)		P(2)	
Kiosk in Parking Lots		P	P		P		P			P	
RETAIL-HOME IMPROVEMENT RELATED											
Building/Lighting Equipment Supplies & Sales		P(2)	P(2)		P(2)	P(2)	P(2)	P(2)			
Furniture/Home Furnishings/Antiques		P(2)	P(2)		P(2)	P(2)	P(2)	P(2)			
Home Appliance/Electronics		P(2)	P(2)		P(2)	P(2)	P(2)	P(2)			
GENERAL COMMERCIAL											
Business Supply-Retail/Services		P	P	P	P	P	P	P	P	P	P
Communications Services		P	P	P	P	P	P	P	P	P	P
Parking (commercial)		P								P	

Type of Use	Planning Area										
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI
RESIDENTIAL											
Multiple Family Dwellings (3)						P	P		P		
Senior Housing (3) (4)								P			

KEY: P = Permitted Uses
C = Conditionally Permitted Use
Blank Box = Not Permitted Use
(1) Where live entertainment is present, such uses are subject to a city entertainment permit.
(2) Permitted as part of a mixed use commercial or retail center.
(3) Residential permitted without industrial in the same planning area.
(4) Senior Housing subject to a development agreement.

- Land Use Types
- Design Guidelines and Standards
- Development Standards

Section 7 provides the development plan and guidelines for the Planning Area I. All land use types, design guidelines and standards, and development standards of Planning Area I shall be regulated by Section 7.

5.1.2 INTERPRETATION

The provisions of this Specific Plan are not intended to interfere with or void any easements, covenants, or other existing agreements. If any ambiguity or conflict should arise concerning the appropriate classification of a particular use, the application of development standards and guidelines, or land use boundaries as set forth herein, this Specific Plan, as amended, shall govern.

5.1.3 USE DETERMINATION

To ensure compatible uses in each planning area, the ~~City Planner~~Planning Director, upon his/her own initiative or upon written request, shall determine, or shall refer to the Planning Commission to determine, whether a use not specifically listed as a permitted, secondary, accessory, or temporary use in any planning area shall be deemed a permitted use or conditional use in one or more planning areas on the basis of similarity and compatibility with uses specifically permitted, in general accordance with procedures as set forth in the Development Code. The procedures this section shall not apply to amendments to the list of permitted or conditional uses.

5.1.4 RELATIONSHIP TO OTHER REGULATIONS

This Specific Plan is intended to provide most of the essential information needed to determine what City policies, standards, and regulations will guide the development of a particular parcel. Areas not specifically covered by this Specific Plan (i.e., construction standards, health regulations, variance and appeal procedures, subdivision procedures, etc.) will continue to be governed by existing City regulations, and no provision of this Specific Plan is intended to repeal, abrogate, annul, impair, or interfere with any existing City ordinance, except as is specifically repealed by adoption of this Specific Plan.

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5.2 LAND USE TYPES

5.2.1 INTRODUCTION

Each planning area has a set of permitted or conditional land uses based upon its location and surrounding conditions. Table 5-1 lists the land use types by planning area. Definitions of these land uses are provided in Table 5-2.

Permitted Uses

Permitted uses are those land uses allowed in a given planning area subject to the development regulations of this Specific Plan contained within Section 6.2.

Conditional Uses

Conditional permitted uses, because of their unusual site development requirements or unique operating characteristics, are subject to the granting of conditional approval by the City Planner and/or Planning Commission. Projects requiring a Conditional Use Permit shall be required to comply with the regulations of Section 17.04.030 of the Development Code. The City Planner and/or Planning Commission, as determined in Section 6.2 of this Specific Plan, shall make the following findings before granting a Conditional Use Permit:

- That a proposed use is in accordance with the General Plan, the IASP, and the Sub-Area 18 Specific Plan.
- That the proposed use and applicable conditions will not be detrimental to the public health, safety, and welfare, or materially injurious to properties or improvements in the vicinity.
- That the proposed use will comply with each of the applicable provisions of the Development Code and the Sub Area 18 Specific Plan.

Interim Uses

The following Interim Uses shall be permitted, provided that such uses and their locations shall not preclude full development in accordance with the development regulations of the Sub-Area 18 Specific Plan:

- Agricultural uses, including vineyards, roadside stands, and private parks and picnic areas are permitted uses prior to development.
- Parking and storage areas, park-and-ride lots, and other uses similar in character shall be permitted subject to a Conditional Use Permit and to Interim Use standards contained in the Development Standards of this section.

INSERT TABLE 5-1

INSERT TABLE 5-1 CONTINUED

INSERT TABLE 5-1 CONTINUED

INSERT TABLE 5-2

As a condition of approval an agreement between the City and applicant shall be completed stipulating timing, installation of permanent improvements and buildings, and/or restoration of the site to its original condition.

Temporary Uses

The following Temporary Uses shall be permitted provided such uses and their locations shall not preclude full development in accordance with the development regulations of the Sub-Area 18 Specific Plan, and such uses are in accordance with the City's Temporary Use Permit regulations:

- ~~Golf tournaments, including professional and amateur events involving spectators who have purchased admission tickets.~~
- Onsite plant nursery for growing of materials to be used on ~~golf course or development of~~ individual planning areas.

5.3 DESIGN GUIDELINES AND STANDARDS

The following Design Guidelines and Standards are intended to ensure that all development in the Sub-Area 18 Specific Plan area has an attractive and compatible character and enhanced design quality. The guidelines are intended to encourage design creativity of individual projects as ~~wall~~ well as provide for the overall needs of owners and users.

5.3.1 SITE PLANNING

The purpose of site planning guidelines and standards is to ensure a functional, safe, and attractive environment. The following standards and guidelines shall apply throughout Sub-Area 18:

Building Placement

- Building placement shall be designed to provide functional and attractive relationships between buildings and their site, create opportunities for plazas or other landscaped open spaces, and encourage well defined open space on the same site or with adjoining sites.

- Building orientation should include consideration of special view frontage visibility from surrounding streets especially special City boulevards such as~~the golf course~~, Fourth Street, Sixth Street, and Milliken Avenue; solar orientation; and wind protection for site activities. ~~The golf course may not always be visible to buildings due to screening of views from the golf course with berming, landscaping, and slope design intended to enhance the golfing experience.~~

- For residential development, placement of the buildings shall be done in a manner compatible with surrounding existing and planned uses and buildings. The setback from streets and adjacent properties should relate to the scale of the proposed building. Larger buildings require more setback area for a balance of scale and compatibility with adjacent uses. Buildings should be oriented ~~along a north south axis~~, where possible, to encourage energy conservation and provided with relief and sense of variety. This could be achieved by staggering the units. The placement of buildings should relate to one another and create a variety of view orientation for increasing interest and openness. This could be achieved by skewing or angling the buildings. Buildings should be clustered around common facilities.

Site Access and Circulation

- Site access and circulation should be designed to provide a safe and efficient system, both onsite and offsite.

- Points of access shall be designed in conformance with the City ~~Engineer's Driveway~~Engineering Services Department Policy.

- The circulation system shall be designed to reduce conflicts between vehicular and pedestrian traffic, minimize impacts on adjacent properties, combine circulation and access areas where

possible, and provide adequate maneuvering areas.

- Points of access shall not conflict with other planned or existing access points.

- For residential development, two points of access shall be provided for all but the smallest residential developments. Vehicular and pedestrian traffic shall be separated, to the extent possible, through the use of a continuous system of interconnected public and private sidewalks.

Parking

- Parking areas should generally not be the dominant visual element in the overall design of a project and should be designed to minimize visual disruption.

- Parking areas should generally be screened from streets through combinations of earth mounding or berms, landscaping, low profile walls, and grade separations.

- The design of parking areas should generally try to minimize traffic noise, light and glare, and moderate ambient air temperature, using techniques such as creative site planning, sound walls, well-designed lighting, and landscaping throughout the parking lot, where appropriate and feasible.

- Multiple family residential parking design should include openness, reduced structure mass, and convenience of use should be characteristics of parking area design as implemented by the following:

  (1) Parking areas (open and covered) shall be designed to provide parking spaces conveniently located to the units they are intended to serve.

  (2) Long, unbroken lines of opposing garages/carports on each side of a drive aisle should be avoided. This type of design results in a Aconstricted alley@ atmosphere.

  (3) Free standing garages/carports should be located not to disrupt the primary view of residential structures.

  (4) Views to landscaped areas should be maintained at the ends of drive aisles. Vistas should not be obscured by facing garages or carports.

  (5) Planter breaks and special paving should be included along the parking aisles. These features add interesting patterns to the driveway/parkway area rhythm.

  (6) In order to open up more of the parking area to adjacent landscaped areas and reduce the "alley" effect along the drive aisle, offset facing garages/carports are encouraged on lengthy drive aisles.

Landscaping / Open Space

- Landscaping and open spaces should be designed as an integral part of the overall site plan, and be designed to create visual interest to the streetscape, enhance building architecture, screen utilities, buffer views of parking and service areas, frame scenic views, and define and distinguish the pedestrian environment from vehicular areas.

- Consideration should be given to wind protection of building and site activities by buffer or screen planting of wind tolerant trees and shrubs.

Pedestrian Facilities

- Convenient pedestrian circulation shall be provided throughout all projects to connect parking areas and public transit facilities with building entrances and pedestrian open spaces.

- Open spaces shall be integrated with pedestrian walks and defined by landscaping and other elements to create a sense of place.

- At the pedestrian or street level, the use of building materials and details that relate to human scale and activity shall be incorporated appropriately into the architectural design of buildings.

- Colonnades or loggias and other covered walkways or structures that provide shade and protection to pedestrian spaces shall be utilized whenever possible.

- Employee outdoor eating areas shall be provided as an integral part of site designs where appropriate.

- Wherever possible, open spaces are encouraged to be accessible to the public.

- ~~The golf course shall not be required to include any pedestrian facilities other than specifically intended for golfers using the golf course facilities.~~

Site Furnishings

- Site signage and lighting shall be designed and located as part of an overall coordinated program for the development.

- Benches, light standards, kiosks, drinking fountains, trash receptacles, and other street furniture shall be designed and located as part of an overall coordinated program development to enhance the appearance and function of the site and open space.

- Pedestrian areas shall be generally visible and well lit.

Residential Fencing/Screening

- Fences and wall color, material, and variation of the vertical and horizontal planes are needed to blend with the site and building design. The use of any fencing or walls should be consistent with the overall design theme.

- Fencing should reflect the quality and be ~~complimentary~~ complementary to the architectural style. Fencing material should be selected for permanency. The following guidelines are suggested:

  (1) Provide decorative perimeter fencing (e.g., masonry) at tract edges and along streets.

  (2) Vary wall setbacks adjacent to major thoroughfares to increase visual interest.

  (3) Retaining walls exposed to public view are to be decorative masonry.

  (4) Wood fencing exposed to public view is to be treated with stain, paint, or water seal.

  (5) Slope fencing along side property lines may be wrought iron or black, plastic-coated chain link to maintain an open feeling and enhance views.

  (6) Provide a minimum 5-foot setback between fencing on corner side yards and sidewalk.

  (7) Return walls and corner side walls to be decorative and compatible with the architectural style. If more than one style of house design exists, then a simple wall design is preferred.

5.3.2 ARCHITECTURE

The purpose of Architectural Design Guidelines and Standards is to ensure that the built environment is attractive and compatible within each planning area and the overall Sub-Area 18 Specific Plan. The standards and guidelines are intended to result in a well designed environment which is attractive, safe, and enjoyable, as well as consistent with the design policies for industrial buildings within the IASP (City Ordinance No. 480) and Planning Commission Resolution No. 89-158.

General Overall Character/Theme

- The general architectural character of all buildings and structures shall be of high quality contemporary design which is appropriate to their intended use, location, and site conditions.

- Within the overall bounds of compatible contemporary design, an appropriate degree of variation in architectural style, construction methods, and materials is encouraged among developments to provide variety and interest and avoid monotony.

- Contemporary architectural interpretations referencing indigenous historical architectural styles are permitted.

- Residential uses in Planning Area VI shall comply with Chapter 17.08 of the Rancho Cucamonga Development Code for the High Residential District (H) zone, expect as modified below:

  A. Table 17.08.040-D- Streetscape Setback Standards:
     Minimum building setback along 4th Street for multiple family residential shall be 45 feet.

- For residential development, a recognizable design theme shall be established which is compatible with surrounding planned or existing developments. Subtle variations are encouraged which provide visual interest but do not create abrupt changes causing discord in the overall character of the immediate neighborhood. It is not intended that one style of architecture should be dominant, but that the individual structures shall create and enhance a high quality and harmonious community appearance.

  Shadow patterns created by architectural elements such as overhangs, projections, or recession of stories, balconies, reveals, and awnings contribute to a building's character while aiding in climate control. Further, changes in the roof level or planes provide architectural interest. The development should be designed with upgraded architecture through increased delineation of surface treatment and architectural details. The architectural concepts should also ~~compliment~~ complement the grading and topography of the site. The City of Rancho Cucamonga seeks well thought out design solutions that reflect the best of a particular style, respect the community's heritage, and relate well to their surroundings. The following guidelines should be considered:

  - Develop individual expressions within single buildings in harmony with the neighborhood. Refrain from architectural gimmicks that sacrifice integrity of the streetscape to a single structure.

  - Vary roof massing and/or heights on larger buildings.

  - Upgrade design treatment of carport structures to reflect the architectural design of the dwelling units.

  - Enhance architectural elements exposed to public view.

  - Vary roof designs along rear elevations of units backing up to perimeter streets to provide a pleasant and varied streetscape.

  - Coordinate exterior building design on all elevations from building-to-building to achieve the same level of design quality.

- Choose colors consistent with the chosen design theme. Avoid "trendy" colors which become quickly outdated. Low-key and earth-tone colors work best for primary colors; use of more vibrant colors should be limited to accents.

- Provide lockable storage spaces.

- Garages should be architecturally designed to ~~compliment~~ complement the residences; consider varying the door treatment on multiple garage structures.

- Avoid identical or similar elevation schemes plotted on adjacent lots or across the street from one another.

- Avoid identical color schemes plotted on adjacent lots.

- Integrate screens for all roof-mounted equipment into the building design (i.e., extend parapet walls), rather than as an afterthought.

- Design roof line in conjunction with building mass for consistent composition.

- Use native rock or fieldstone. Other forms of stone may be manufactured products.

- Design chimney stacks with accent materials used on the house, such as brick or stone, except on interior chimneys.

Compatibility with Local Conditions

- Building designs and site plans shall be compatible with surrounding land uses, development plans, and architecture, and recognize the climate, the physical setting, and the best architectural traditions of Southern California.

- Building orientation shall include considerations of wind protection of site activities.

Building Height/Bulk/Massing

- The height and bulk of buildings shall provide a pleasing overall massing and not unduly block views and solar access of adjacent or nearby buildings.

- Building height limits within Sub-Area 18 shall not exceed the height limits prescribed in the LA/Ontario International Airport Compatibility Plan. For Planning Areas within the High Terrain Zone, the building height limit shall be 70 feet. Buildings or structures greater than 70 feet in height within the High Terrain Zone are subject to the ONT-IAS Project Notification Process and require a Federal Aviation Administration (FAA) exception (Obstruction Evaluation - Form 7460). For Planning Areas outside the High Terrain Zone, building height limits shall be

governed by the LA/Ontario International Airport Compatibility Plan. Building or structures greater than LA/Ontario International Airport Compatibility Plan limits are subject to the ONT-IAS Project Notification Process and require a Federal Aviation Administration (FAA) exception (Obstruction Evaluation - Form 7460). In cases where the LA/Ontario International Airport Compatibility Plan permits heights greater than 70 feet for the FAA has granted an exception to exceed 70 foot threshold within the High Terrain Zone, the following limits shall be applied: ~~Maximum building or structure height shall not exceed four stories or 75 feet, whichever is greater, unless approved as a Conditional Use Permit, except hotel facilities which are permitted to a maximum height of eight stories or 90 feet, whichever is greater, and in Planning Area VII, office buildings are permitted to a maximum height of six stories or 90 feet, whichever is greater.~~

1. Maximum building or structure height shall not exceed four stories or 75 feet, whichever is greater, unless approved as a Conditional Use Permit, except hotel facilities which are permitted to a maximum height of eight stories or 90 feet, whichever is greater;

2. In Planning Area VII, office buildings are permitted to a maximum height of six stories or 90 feet, whichever is greater.

- Buildings exceeding two stories or 35 feet in height are subject to additional setback provisions (see Development Standards).

Exterior Building Elevations

- All exterior building elevations and screen walls shall have architectural treatment.

- Articulation of the building plane is encouraged through the use of openings and recesses which create texture and shadow patterns, provide variety to a building plane or surface, and articulate building entries as focal points.

- At ground level, long expanses of blank building walls should be minimized by creatively using openings, materials, textures, color, and/or building form.

Exterior Materials/Colors/Finishes

- Colors, materials and finishes shall be coordinated on all exterior building elevations to achieve an overall continuity of design on a building by building basis. Variety within planning areas is allowed.

- Building materials, colors, and textures shall be compatible and complementary with those of adjacent or nearby buildings. Variety within planning areas is allowed within the general bounds of overall compatibility.

- The use of all-metal, pre-fabricated steel sheathed buildings is generally prohibited except

where architecturally designed for a specific site and approved by the Planning Director ~~City Planner~~ or Planning Commission. This does not preclude the use of metal materials and detail within architecturally designed buildings which are compatible with surrounding land use and architecture.

- A minimum of two primary building materials are required per Planning Commission Resolution No. 89-158.

5.3.3 LANDSCAPE

Overall Thematic Character

The overall thematic character of landscaping within Sub-Area 18 is intended to reinforce and enhance the open natural setting of the site using two basic landscape zones with natural transitions between them:

- Oasis Zone: This landscape zone is generally reserved for special landscape areas and features ~~such as the golf course,~~ major project entries and features, building entrances, and other areas associated with high visibility and pedestrian use. This zone is generally characterized by a lush green landscape incorporating turf areas, flowering annuals and/or shrubs, evergreens, and shade trees that provide a cool, inviting character with rich colors and textures, and combined, where appropriate, with water features such as ~~lakes, ponds, or~~ fountains.

- Native Garden Zone: This landscape zone is generally the basic palette most common throughout the development parcels of the Sub-Area 18 Specific Plan, and is composed of native plant materials rich with color and texture which combine aesthetically pleasing environments with reduced irrigation requirements. The Native Garden Zone is composed of ground covers and mounding shrubs, as well as native evergreen and deciduous trees that are drought-tolerant. This landscape zone is combined with plazas, courtyards, and water features where appropriate.

Table 5-3 identifies the suggested plant ~~pallets~~ palette for each landscape zone.

Streetscape

Streetscape landscaping shall provide a strong, unifying landscape theme for the overall project and shall reflect the hierarchy of the street classification (Figures 5-1, 5-2, 5-3, and 5-4) in terms of scale and character, and exhibit design continuity in landscape treatment between the street right-of-way and adjacent landscape setback. Table 5-4 describes the landscaping themes for streets.

- Street trees of similar species shall establish a consistent design pattern and character within the parkway of each street (Table 5-4).

- Special landscape treatments should serve to demarcate primary entry intersections while

preserving safe sight lines, in accordance with the City Engineer's policy regarding intersection lines of sight.

- Shrub planting and berming shall generally be used to screen transformers and switch boxes within the streetscape parkway, as well as adjacent parking and service areas.

~~Streetscape landscaping should serve to help frame "view windows" into the golf course where the street adjoins the course.~~

- A beautification Master Plan for parkways along both Fourth and Sixth Streets shall be prepared for City approval. The beautification Master Plan can be included within individual master plans for Planning Area development or processed as part of the overall design concepts for the Sub-Area 18 Specific Plan in a separate document.

TABLE 5-3
SUGGESTED PLANT PALETTE BY LANDSCAPE ZONE

OASIS ZONE (Lush, green, non-native)

Evergreen Trees

Arbutus unendo (Strawberry Tree)
Brachychiton populneus (Bottle Tree)
Callistemon species (Bottlebrush)
Citrinus species (Citrus varieties)
Eucalyptus cladocalyx (Sugar Gum)
Eucalyptus maculata (Spotted Gum)
Eucalyptus nicholli (Nichols Willow Leaf)
Eucalyptus Rudis (Desert Gum)
Eucalyptus sideroxylon Rosea (Red Iron Bark)
Eucalyptus viminalis (Mianna Gum)
Feijoa sellowiana (Pineapple Guava)
Geijera parviflora (Australian Willow)
Magnolia Grandiflora (Majestic Beauty)
Melaxuca nesophila (Pink Melaleuca)
Olea europea 'Fruitless' (Olive Tree)
Pinus canariensis (Canary Island Pine)
Pinus eldarica (Mondell Pine)
Pinus halepensis (Allepo Pine)
Pinus pinea (Italian Stone Pine)
Pittosporum rhombifolia (Queensland Pittosporum)
Podocarpus gracilior (Fern Pine)
Podocarpus macrophyllus (Yew Pine)
Quercus agrifolia (Coast Live Oak)
Quercus ilex (Holly Oak)
Quercus suber (Cork Oak)
Quercus virginia (Southern Live Oak)
Rhus lancea (African Sumac)
Schinus terebinthifolius (Brazilian Pepper)
Washingtonia filifera (California Fan Palm)
Washingtonia robusta (Mexican Fan Palm)

Deciduous Trees

Albizia julibrissin (Silk Tree)
Alnus cordata (Italian Alder)
Alnus rhombifolia (White Alder)
Chionathus retusus (Chinese Fringe Tree)
Chorisia speciosa (Silk Tree)
Fraxinus velutina (Arizona Ash)
Gledistia tricanthus (Honey Locust)
Koelreuteria bipinnata (Chines Flame Tree)
Koelreuteria paniculata (Golden Rain Tree)
Lagerstroemia indica 'Indian Tree' (Crape Myrtle)
Liquidambar styraciflua (Sweet Gum)
Magnolia soulangiana (Saucer Magnolia)
Nyssa silvetica (Tupelo Tree)
Pistacia chinensis (Chinese Pistache)
Platanus acerifolia (London Plane Tree)

OASIS ZONE (continued)

Deciduous Trees (continued)

Platanus racemosa (California Sycamore)
Tipuana tipu (Tipu Tree)

Shrubs

Abelia 'Edward Goucher' (Abelia)
Agapanibus africanus (Lily of the Nile)
Camellia species (Camellia)
Citrus species (Rockrose)
Cocculus laurifolius (Snailseed)
Coroleia (Cotoneaster)
Cortaderia selloana (Pampas Grass)
Dietes bicolor (Fortnight Lily)
Grevillea species
Hemerocallis species (Day Lily)
Hypericum calycinum (St. Johns Wort)
Ilex species (Holly)
Juniperus species (Juniper)
Lantana species (Lantana)
Leptospermum scoparium (Australian Tea Tree)
Ligustrum japonicum (Japanese Privet)
Mahonia aquifolium (Oregon Grape)
Myrtus communis (True Myrtle)
Nandina domestica (Heavenly Bamboo)
Osmantbus fragrans (Sweet Olive)
Pennisetum setaceum cupreum (Purple Fountain Grass)
Phormium tenax (Fiax)
Photinia fraseri (Red-tip Photinia)
Pittosporum tobria (Mock Orange, Variegata, Wheller's Dwarf)
Plumbago auriculata (Cape Plumbago)
Punica granatum (Pomegranate)
Pyracantha species (Firethorn)
Raphiolepis indica (India Hawthorn)
Ternstroemia gymnathera (Ternstroemia)
Trachelospermum jasminoides (Star Jasmine)
Xylosma congestum (Shing Xylosma)

Vines

Cissus antartica (Kangaroo Treevine)
Cissus hypoglauca (No common name)
Doxantha unguis-cati (Cat's Claw Vine)
Ficus pumila (Creeping Fig)
Gelsemium sempervirens (Carolina Jessamine)
Jasminium mesnyi (Primrose Jasmine)
Jasminium polyanthum (No common name)
Lonicera japonica (Japanese Honeysuckle)

TABLE 5-3 (continued)
SUGGESTED PLANT PALETTE BY LANDSCAPE ZONE

OASIS ZONE (continued)

Vines (continued)

Parthenocissus tricuspidata (Boston Ivy)
Trachelospermum jasminoides (Star Jasmine)
Wisteria sinensis (Wisteria)

Groundcovers

Baccharis pilularis "Twin Peaks" (Coyote brush)
Campanula pischarskyana (Serbian Bellflower)
Cotoneaster buxifolius (Rock Cotoneaster)
Drosanthemum floribundum (Rosea Ice Plant)
Festuca species (Fescue)
Gazania
Hedera helix "Needlepoint" (English Ivy)
Hypericum calcinum (Aaron's Beard)
Juniperus species (Prostrate varieties)
Lantana montevidensis (Trailing Lantana)
Lonicera japonica (Honeysuckle)
Nandina domestica "Harbor Dwarf" (Dwarf Heavenly Bamboo)
Rosmarinus officinalis 'Prostratus' (Prostrate Rosemary)
Verbena peruviana (No common name)
Vinca species (Periwinkle)
Zoysia tenuifolia (Korean Grass)

NATIVE GARDEN ZONE (Primarily native material, rich color and texture)

Evergreen Trees

Acacia farnesiana (Sweet Acacia)
Calocerdrus decurrens (Incense Cedar)
Cercidium floridum (Blue Palo Verde)
Cercidium microphyllum (Foothill Palo Verde)
Cercidium praecox (Sonoran Palo Verde)
Cupressus glabra (Arizona Cypress)
Parkinsonia aculeata (Mexican Palo Verde)
Pittosporum rhombifolia (Queensland Pittosporum)
Podocarpus gracilior (Fern Pine)
Prosopis alba (Argentine Mesquite)
Schinus molle (California Pepper Tree)
Washingtonia filifera (California Fan Palm)
Washingtonia robusta (Mexican Fan Palm)

Deciduous Trees

Aesculus californica (California Buckeye)
Cerc's occidentalis (Western Redbud)
Chilopsis linearis (Desert Willow)

NATIVE GARDEN ZONE (continued)

Deciduous Trees (continued)

Dalea spinosa (Smoke Tree)
Platanus racemosa (California Sycamore)
Prunus cerasifera atropurpurea (Purple Leaf Plum)
Sambucus mexicana (Mexican Elderberry)

Shrubs

Caesalpinea gilliesil (Yellow Bird of Paradise)
Calliandra eriaphylla (Fairy Duster)
Cassia artemisioides (Feathery Cassia)
Ceanothus species (California Lilac)
Encelia farinosa (Blue Bush)
Heteromeles arbutifolia (Toyon)
Justicia californica (Chuperosa)
Larrea tridentata (Creosote Bush)
Leucophyllum frutescens (Texas Ranger)
Prunus caroliniana (Carolina Laurel Cherry)
Prunus ilicifolia (Hollyleaf Cherry)
Rhus ovata (Sugar Bush)
Ribes sanguinium (Pink Winter Currant)
Ribes speciosum (Flowering Fuschia)
Romneya coulteri (Matilija Poppy)
Rosa californica (California Wild Rose)
Simmondsia chinensis (Jojoba)
Teconia stans (Yellow Bells)

Vines

Antigonon leptopus (San Miguel Coral Vine)
Doxcantha unguis-cati (Cat's Claw Vine)
Ficus pumlia (Creeping Fig)
Gelsemium sempervirens (Carolina Jessamine)
Lonicera japonica (Japanese Honeysuckle)
Parthenocissus tricuspidata (Boston Ivy)
Rosa Banksiae (Banks Rose)
Tecomaria capensis (Cape Honeysuckle)
Wisteria sinensis (Wisteria)

Groundcovers

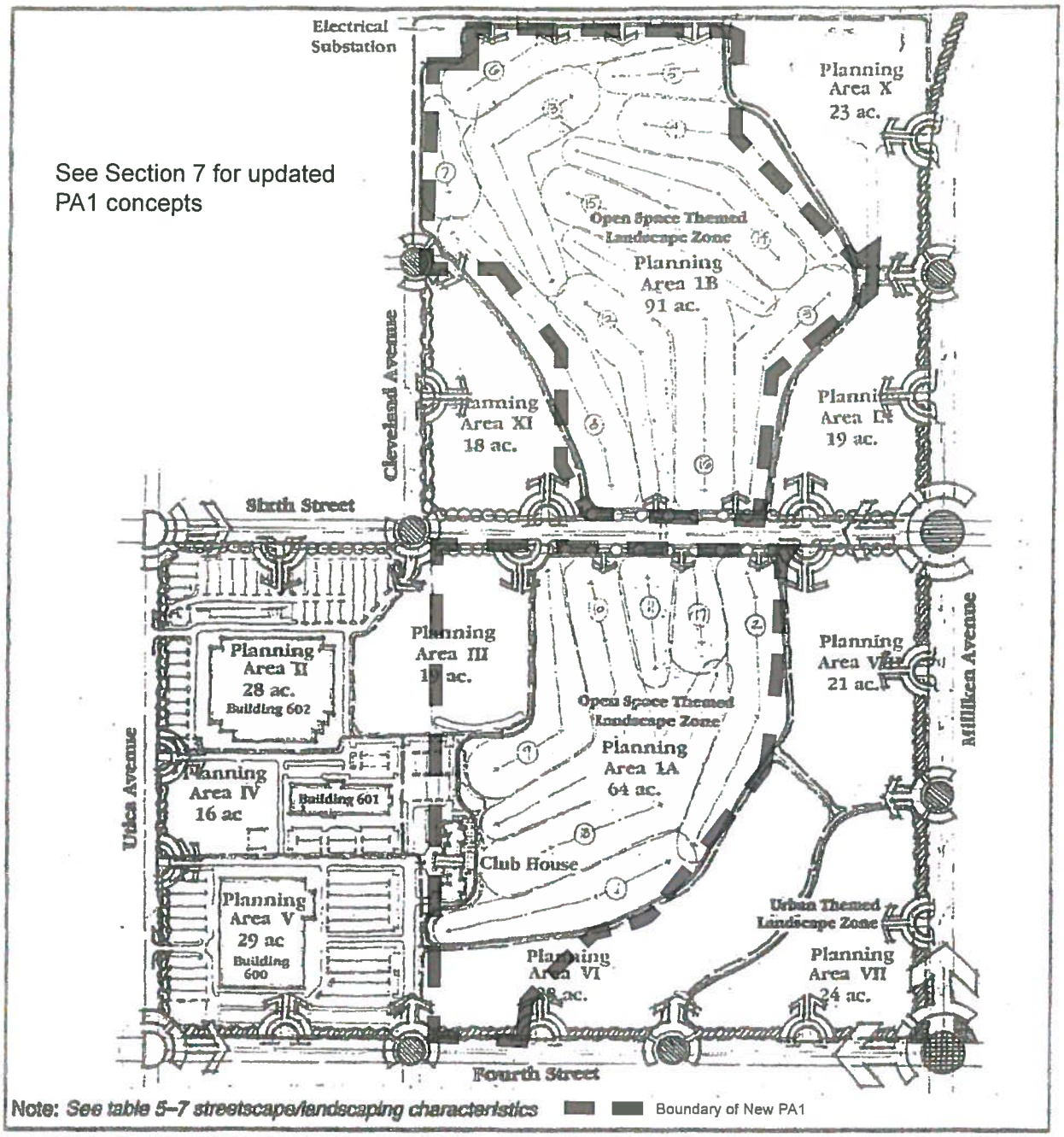
Arctostphylos "Indian Hill" (No common name)
Arctostphylos "Sea Spray" (No common name)
Baccharis pilularis "Twin Peaks" (Coyote brush)
Ceanothus griseus horizontalis (Carmel Creeper)
Cotoneaster buxifolius (Rock Cotoneaster)
Drosanthemum foribundum (Rosea Ice Plant)
Duchesnea indica (Indian Mock Strawberry)
Grevillea "Noelii" (No common name)
Hedera helis "Needlepoint" (English Ivy)

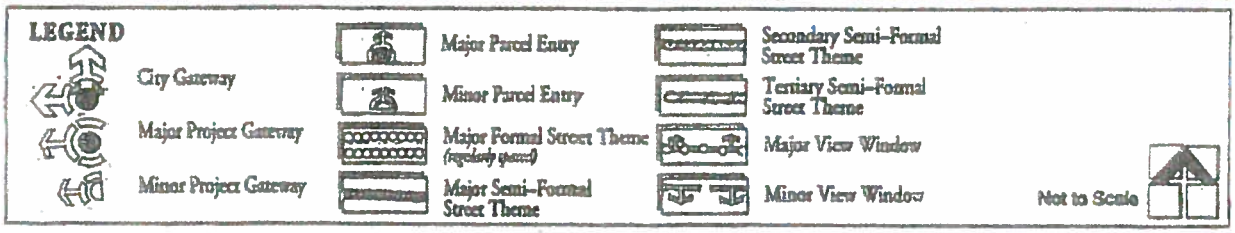
TABLE 5-3 (continued)
SUGGESTED PLANT PALETTE BY LANDSCAPE ZONE

NATIVE GARDEN ZONE (continued)

Groundcovers (continued)

Hypericum calycinum (Aaron's Beard)
Juniperus species(Juniper [Prostrate varieties])
Lantana montevidensis (Trailing Lantana)
Lonicera japonica (Honeysuckle)
Nandina domestica "Harbor Dwarf" (Dwarf Heavenly Bamboo)
Pyracantha species (Firethorn)
Rosmarinus officinalis 'Prostratus' (Prostrate Rosemary)
Verbena peruviana (No common name)

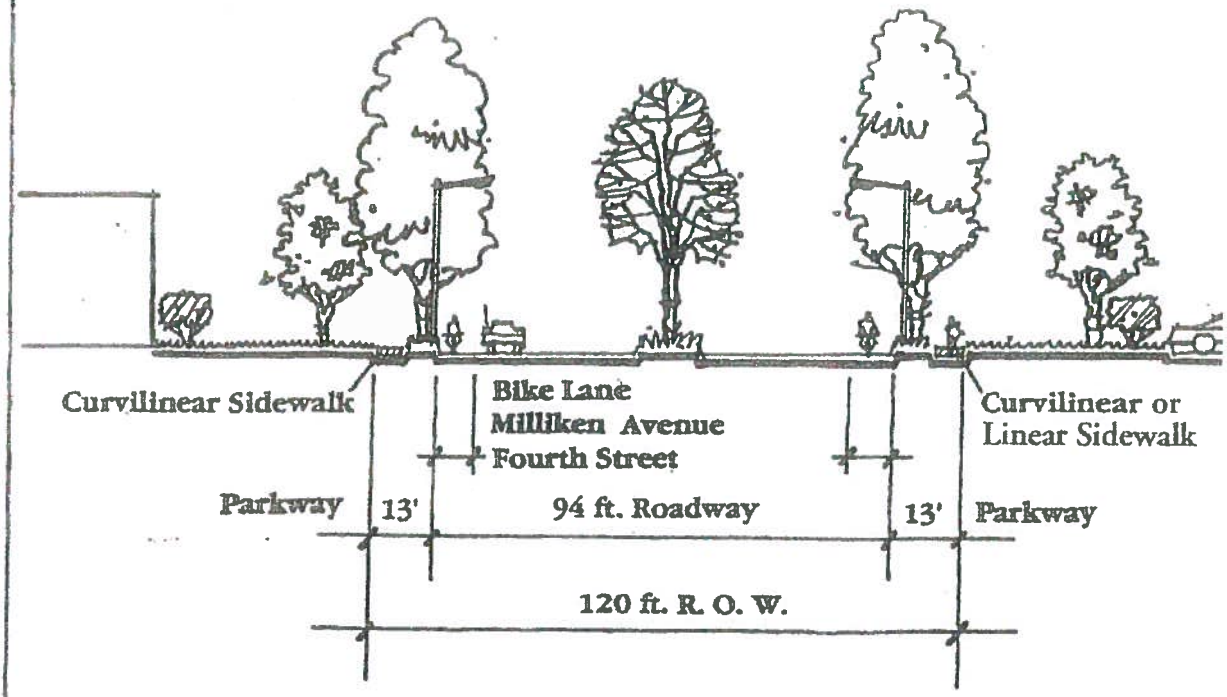




Rev. 5/02

figure 5-1

Conceptual Streetscape Master Plan



Milliken Avenue
Sixth Street
Fourth Street

Major Arterial Divided (120 ft. R. O. W.)

figure 5-2
Major Arterial Divided Street Classification

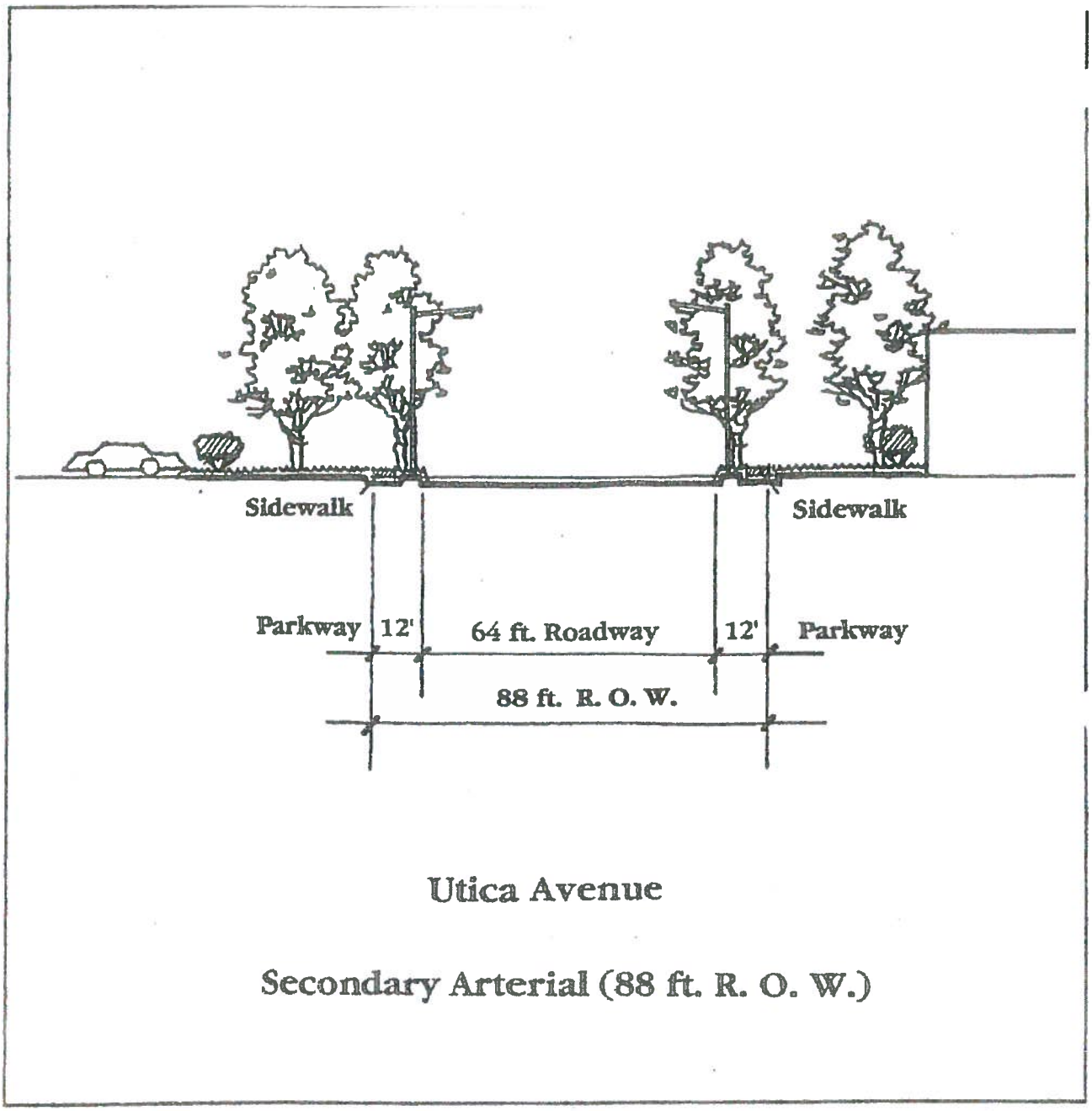
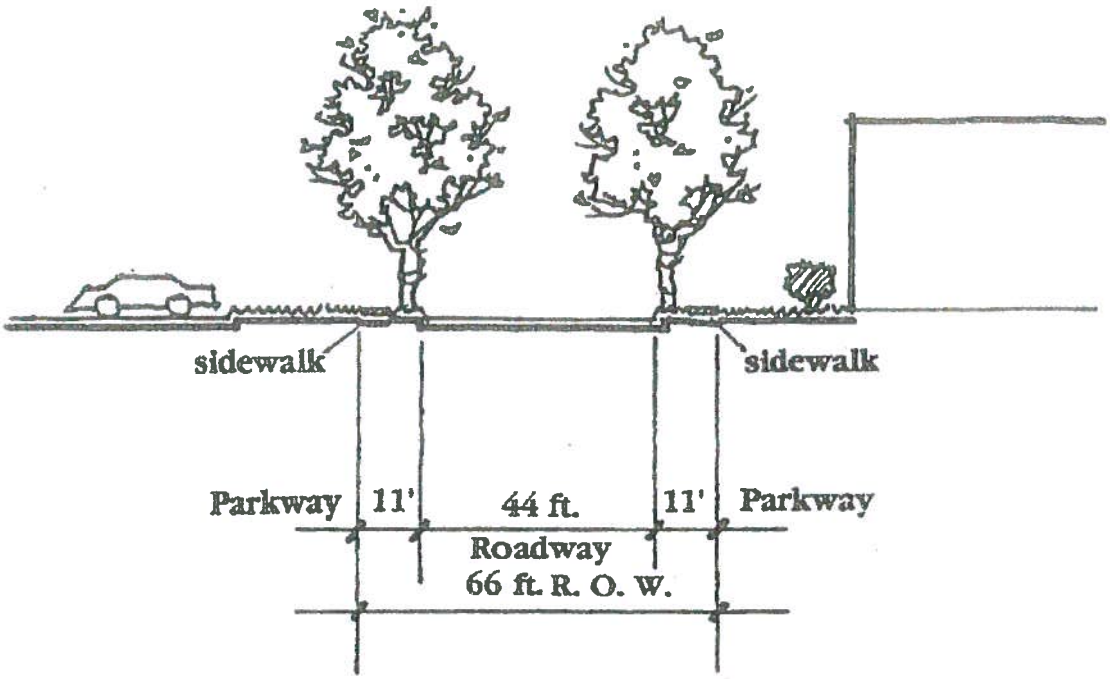


figure 5-3
Secondary Street Classification



Cleveland Avenue

Local Street (66 ft. R. O. W.)

figure 5-4
Local Street Classification

TABLE 5-4
STREETSCAPE LANDSCAPING THEME

Street	Tree Types/Species	Planting Provisions/Treatments	Median
1. **Milliken Avenue** (Special City Gateway Blvd.)	**Street Trees:** • *Braachychiton populneus* (70%) (Bottle tree) • *Liquidambar straciflua* (30%) (Palo Alto Sweet Gum) **Planning Areas VII and IX (additionally permitted street trees):** • *Washingtonia filifera* (California Fan Palm) • *Washingtonia robusta* (Mexican Fan Palm) **Accent Trees** • *Albizia julibrissen* (Silk Tree) • *Lagerstroemia indica* (Crape Myrtle) • *Cinnamomumum camphora* (Camphor Tree)	• Informal drifts • Average Spacing: 25 ft. on center • Plantings to be incorporated into landscape setback. • Street tree easements may be required outside the right-of-way **Planning Areas VII and IX (alternative permitted provisions):** Foreground: • California Fan Palm or Mexican Fan Palm • Formal placement • Average Spacing: 40 ft. on center (double row) Background: • Bottletree (70%) • Palo Alto Sweet Gum (30%) • Informal drifts • Average Spacing: 25 ft. on center • Plantings to be incorporated into landscape setback. • Street tree easements may be required outside the right-of-way	• Existing (in-place)
2. **Fourth Street**[a] (Major Arterial)	**Street Trees: Foreground** • *Platanus acerifolia* London Plane Tree) **Street Trees: Background** • *Pinus canariensis* (Canary Island Pine) **Planning Area VII (additionally permitted foreground street tree):** • *Washingtonia filifera* (California Fan Palm) **Planning Area VII (additionally permitted background street tree):** • *Platanus acerifolia* (London Plane Tree) **Planning Area VII (accent tree):** • *Lagerstroemia indica* (Crape Myrtle)	• Semi-formal • Average Spacing: 30 ft. on center • *Incorporate existing mature* General Dynamics street landscape to the extent possible. • Locate trees to minimize conflict with overhead transmission lines. • Coordinate with Edison pruning policies. • Street tree easements may be required outside right-of-way.	• Per Wildan Assoc. street plan. • Median landscape responsibilities between City of Rancho Cucamonga and Ontario to be determined.

Street	Tree Types/Species	Planting Provisions/Treatments	Median
3. **Sixth Street**[a] (Major Arterial)	**Street Tree:** • *Magnolia grandifora* (Majestic Beauty Magnolia) **Planning Area IX (additionally permitted street trees):** • *Washingtonia filifera* (California Fan Palm) • *Washingtonia robusta* (Mexican Fan Palm)	• Semi-formal/regular • Tree spacing: 30 ft. on center **Planning Area IX (alternative permitted provisions):** Foreground: • California Fan Palm or Mexican Fan Palm • Formal placement• • Average Spacing: 40 ft. on center (double row) Background: • Majestic Beauty Magnolia • Semi-formal/regular • Tree spacing: 30 ft. on center	Per City Master Plan for Sixth Street.
4. **Utica Avenue** (Existing Street)	**Street Tree:** • *Pinus canariensis* (Canary Island Pine)	• Semi-formal/regular • Tree spacing: 25 ft. on center • Incorporate existing mature General Dynamics street landscaping to the extent possible.	N.A.
5. **Cleveland Avenue** (Local Street)	**Street Tree:** • *Pinus canariensis* (Canary Island Pine)	• Semi-formal • Tree spacing: 25 ft. on center	N.A.

a. A beautification Master Plan for parkways along Fourth and Sixth Streets shall be prepared for City approval. The beautification Master Plan can be included in individual Master Plans for Planning Area development or processed as part of the overall design concepts for the Specific Plan in a separate document.

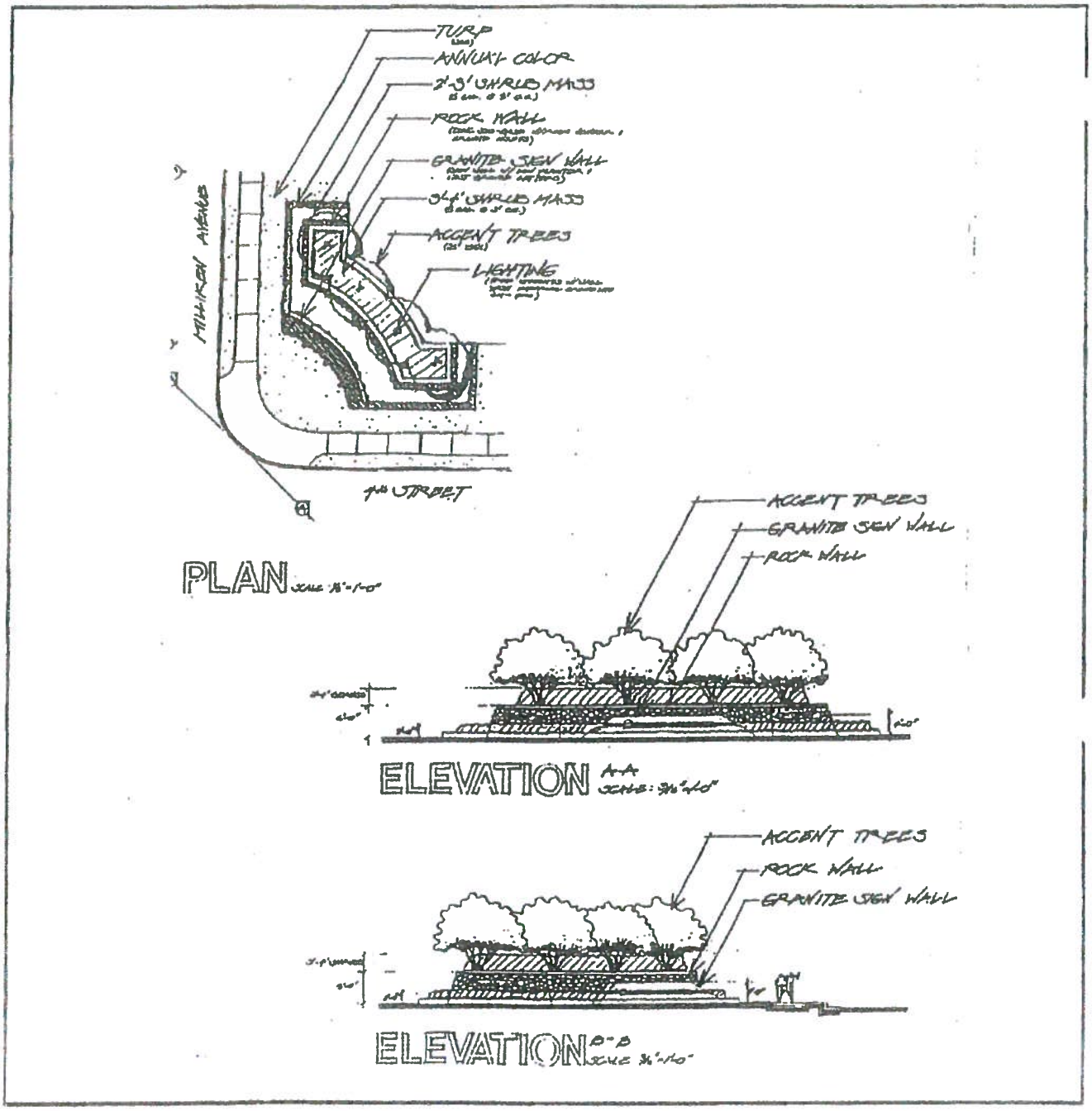


figure 5-5
City Gateway Featur(

City Gateway (Fourth Street and Milliken Avenue)

The northwest corner of the intersection of Fourth Street and Milliken Avenue shall incorporate a City "gateway" feature that generally mirrors the existing gateway feature on the northeast corner of the intersection (Figure 5-5).

Development Parcels

- Entries-Special landscape design features such as color accents, specimen tree planting, decorative rockscape, and pavement details should be utilized to provide visual enhancements to roadway intersections, driveway approaches, pedestrian walkways, and building entries.

~~TABLE 5-4 (continued)~~
~~STREETSCAPE LANDSCAPING THEME~~

- Edge Conditions - Landscape treatment of edge conditions should respond appropriately to the specific site conditions and create attractive, coordinated, and compatible transitions between the development parcels and their surroundings.

  - Particular design attention shall be placed along special City boulevards to provide a complementary streetscape character, an enhanced building appearance, and screening of parking and service areas from public view.

  - Development parcels adjacent to ~~the golf course~~Planning Area I shall, when developed, provide a minimum 10-foot-wide building and parking landscape setback that complements the ~~golf course~~adjacent landscaping. A minimum ~~6~~ 6-foot high view fence may be provided that will facilitate view windows and security while restricting unwanted pedestrian or vehicular access ~~into the course~~.

  - At parking lot and service area locations, landscaping (trees and shrubs) shall intensified to screen them from view ~~on the golf course~~of Planning Area I.

  - At building locations, trees should be placed to help frame views of the ~~golf course accent the buildings~~mountains.

- Buildings - Landscaping shall serve to integrate structures into their site and enhance the architecture.

  - Long building elevations should be broken up by tree planting.

  - Foundation planting should be utilized to help settle buildings into their site.

- Special accent planting should be used to highlight building entrances and other special features.

- Tree arrangements should preserve and frame scenic views of ~~the golf course,~~ mountain backdrops, and other aesthetic features.

- Landscape design treatments should promote building energy conservation and provide wind screening of outdoor pedestrian areas.

- Parking Area - Parking lot landscaping is required for screening of large parking areas to limit their visual impact and to provide shade.

  - Use berming, low walls, and/or shrub landscaping to screen parking areas from public streets.

  - Use canopy trees within parking areas to provide shade and reduce glare.

  - Use landscape islands at the end of stall rows to define circulation and provide shade.

- Service Area/Equipment Screening - Use low level landscaping in combination with minimum 6-foot-high screen walls to shield outdoor service areas and equipment from public view (see Table 5-5 for appropriate landscape plant materials for screening).

- Hardscape-Use special paving to create an attractive and unifying element of site development in high use pedestrian areas, such as entries, plazas, and courtyards.

Plant Materials

- Zone Application - Use plant materials appropriate to their particular zone application (i.e., "oasis" or "native garden" zone).

- Drought Tolerance - Use drought-tolerant plant materials appropriate to the arid climate and soil conditions. Generally limit turf areas to the "oasis" zone, such as ~~the golf course and~~ areas of major design emphasis (entrances, etc.). Ground covers, ~~Xeriscape~~xeriscape, rockscape, and hardscape that limit water consumption are encouraged where appropriate.

- Tree Size/Staking - Specimen size trees are encouraged where appropriate to promote early establishment of mature plantings. Due to periodic severe wind conditions, all trees should be staked or guide wired.

- Water-conserving irrigation techniques per AB 325 regulations and City water conservation regulations shall be used.

Irrigation

- Automatic irrigation systems shall be required along all streetscape and landscape setbacks, ~~the golf course,~~ and other "oasis" zone landscape areas such as along entrance drives, pedestrian walkways, and at building entrances.

- Water conserving irrigation techniques are required.

- Deep root watering systems are encouraged for trees, especially in turf areas.

TABLE 5-5
ACCEPTABLE PLANT MATERIALS FOR LOW LEVEL SCREENING

Botanical Name	Common Name	Size at 3 Years Height x Width (feet)	Minimum Spacing (feet on center)
Buxus japonicum	Japanese Boxwood	5 x 4	3.0
Carissa grandiflora	Natal Plum	5 x 4	3.5
Cistus ladanifer	Crimson Spot Rock Rose	4 x 5	4.0
Coprosma baueri	Coprosma	6 x 5	3.5
Echium fastuosum	Pride of Madeira	6 x 6	6.0
Elaeagnus pungens	Silverberry	6 x 6	5.0
Escallonia fradesii	Escallonia	5 x 5	4.0
Hakea suaveolens	Sweet Hakea	6 x 5	4.0
Hibiscus rosa-sinensis	Chinese Hibiscus	5 x 5	5.0
Ligustrum texanum	Japanese Privet	6 x 4	3.0
Myoporum laetum	Myoporum	6 x 6	5.0
Nerium oleander	Oleander	6 x 6	4.0
Photinia fraseri	Photina	6 x 5	4.0
Phormium tenax	New Zealand flax	7 x 6	6.0
Pittosporum tobira	Tobira	3 x 4	4.0
Viburnum japonicum	Viburnum	6 x 5	4.0
Xylosma congestum	Xylosma	5 x 5	4.0

~~5.3.4 GOLF COURSE~~

~~*General Character*~~

~~The golf course is an 18-hole, regulation type course providing a central "oasis" and recreational facility, as well as extensive amenity frontage for adjacent development parcels within the Sub-Area18 Specific Plan. The golf course incorporates a lush landscape and mounded earth forms to help define trees, greens, fairways, and rough areas in varying landscape shades, colors, and textures. Golf holes predominantly have a north-south orientation to avoid playing into the early morning/late afternoon sun, as well as to take advantage of scenic mountain backdrops.~~

~~*Edge Conditions (landscaping, grading, etc.)*~~

- ~~Perimeter Setbacks - The layout of holes along the perimeter of the golf course has a minimum centerline setback of 75 feet from the property line to the centerline of tees, truncating to 150 feet at the centerline of fairway landing areas and greens.~~
- ~~Development Parcel Edges-The earthform and landscaping generally serves to contain balls within the course while providing maximum amenity view frontage for adjacent development parcels. The course edge adjacent to development parcels can be defined by an 6-foot-high minimum golf theme view fence along the property line and has a 10-foot- wide minimum perimeter transition landscape buffer zone with trees and/or slope planting or other necessary security features to protect the golf course. Tree arrangement along the perimeter is generally be planted perpendicular to the direction of golf play to protect adjacent parcels from stray shots while leaving view corridors.~~
- ~~Street Right-of-Way Edges - Where the course adjoins a public street right-of-way, the course boundary can be defined by a golf theme view fence located outside the public right-of-way and along the property line, and/or a minimum 10-foot-wide landscape buffer zone with trees and/or slope planting to provide course security while maintaining views into the course. The alignment of holes and/or driving ranges generally avoids play adjacent and parallel to public street alignments to minimize the risk of errant balls flying into the street Where the layout of the course and/or driving range dictates such a condition, the perimeter of the course and/or driving range can be equipped with pole-mounted ball barrier netting not to exceed 70 feet in height and no closer to the street right-of-way than the minimum parking setback line. Such ball barrier netting shall not be subject to any further setback requirements.~~
- ~~Metrolink Station-Where the course adjoins the Metrolink Station track frontage, the golf course can be bounded at the property line with a minimum 8-foot-high security fence and/or pole-mounted ball barrier netting up to a maximum height of 50~~

~~*Golf Cart Street Crossings*~~

~~Cart crossings of public street right-of-ways are minimized. At major arterials (such as across Sixth Street), all cart crossings are at grade-separated facilities, either overhead or underground. Such crossings allow sufficient width for two-way cart traffic. Underpasses have a minimum headroom clearance of 8 feet, while overpasses shall provide a minimum 14-foot clearance above the street pavement. All golf cart underpasses/overpasses are allowed to daylight/touch down at grade within the golf property line and are not subject to setback provisions.~~

~~*Related Facilities*~~

~~The golf course is allowed to include all necessary related facilities including:~~

- ~~Clubhouse with pro shop, locker rooms, restaurant, cocktail lounge, clubroom, etc.~~
- ~~Parking: 150 spaces minimum~~

- ~~On-course rest shelters and snack bars for the exclusive use of golfers~~
- ~~Maintenance building with screened outdoor storage area~~
- ~~Practice range and putting green~~
- ~~Lighting for nightime play of the course. Any such course lighting would contain all direct light rays within the golf course property.~~

~~5.3.5 GOLF PRACTICE RANGE/INSTRUCTIONAL CENTER~~

~~*General Character*~~

~~A golf practice range/instructional center may be a commercial recreational facility that operates both as an adjunct to the golf course and as an independent recreational destination. Its general landscape character should include irrigated turf areas and perimeter landscape buffers complementary to the golf course landscape character. The facility can be equipped with outdoor lighting for nighttime use of the facility. The orientation of the driving range facility should generally have a north-south axis to avoid tee areas facing directly into the early morning/late afternoon sun.~~

~~*Edge Conditions*~~

- ~~Perimeter Setbacks - The facility shall conform to the setback requirements of the Sub-Area 18 Specific Plan, except for pole-mounted ball barrier netting up to a maximum height of 70 feet which can be located along the allowable parking, side yard, and rear yard setback line without additional setback due to its height.~~
- ~~Development Parcel Edges - The facility should generally have natural landscape transitions berming adjacent to development parcels and streetscapes, supplemented by allowable perimeter security fencing up to a maximum height of 6 feet to control public access.~~
- ~~Street Right-of-Way Edges - Where the facility adjoins a public street right-of-way, it can equipped with pole-mounted ball barrier netting up to a maximum height of 10 feet along the streetscape setback line for protection from errant golf balls. Ball barrier netting shall be pole-mounted with cable reinforcing to resist windy conditions. The perimeter of such ball barrier netting shall generally have a dense landscape buffer treatment along the public street right-of-way side.~~

~~*Night-Time Outdoor Lighting*~~

~~The facility can be equipped with outdoor lighting for night-time use. Lighting should generally be two-directional to avoid harsh shadows. Luminaries shall include metal halide type HID fixtures and designed with glare and spill controls to limit direct light rays within the property. Earth berming and perimeter landscape buffers shall be used to mitigate light source glare and spill. Lighting for the outdoor facilities such as the driving range and any pitch-and-put facility should generall conform to the following standards:~~

- ~~Twenty horizontal foot candles at tee area provided by pole-mounted stadium-type fixtures a maximum of 50 feet high.~~
- ~~Ten vertical foot candles at 15 feet above the ground at down range locations provided either pole-mounted or ground mounted fixtures.~~

~~*Related Facilities*~~

~~The golf practice range/instructional facility can include related and accessory uses and facilities including:~~

- ~~Golf driving range, chipping green, putting green, practice sand traps, and pitch-and-put facility.~~
- ~~Operations center including concessions stand, pro shop, club making and repair, ball storage,~~

~~and maintenance equipment.~~

- ~~Miniature golf, batting cages, and video arcade.~~
- ~~Instructional center including indoor and outdoor teaching facilities.~~
- ~~Parking: 1.5 spaces per tee station plus additional spaces for other onsite facilities.~~

5.4 DEVELOPMENT STANDARDS

The Development Standards of the Sub-Area 18 Specific Plan address eight factors which include:

- General Provisions
- Master Plan Requirements
- Minimum Parcel Size
- Setback Requirements
- Landscape Requirements
- Parking and Loading Requirements
- Interim Uses
- Performance Standards
- Planning Area IX Recreational Amenities

Table 5-6 summarizes the application of basic development standards on a planning area basis, including minimum parcel size, landscape area requirements, maximum Floor Area Ratio (FAR), and performance standards. The setback requirements are determined in accordance with the street classification and particular side yard and rear yard conditions.

TABLE 5-6
DEVELOPMENT STANDARDS SUMMARY

Standards	Planning Area									
	I	II	III	IV	V	VI	VII	VIII	IX	X
Minimum Parcel Size (Acres)	n/a	1	1	1	1	1	1	1	1	1
Minimum Percentage of Landscape Area (% of Net Lot Area)	n/a	15	15	15	15	15	10	10	31	10
Performance Standard (Schedule)	n/a	A	A	A	A	A	B	B	B	B
Maximum Floor Area Ratio (FAR)/ Residential Density	n/a	0.35	0.35	0.35	0.35	0.35 14-24	0.70 24-30	0.35	0.56/ 24-30	0.35 du/ac

Note: Where a hotel is developed, the maximum allowable FAR for the Planning Area can increase to FAR 0.7. The FAR for the hotel, if the entire planning area is not used for such use, can exceed the 0.7 FAR as long as the entire planning area does not exceed 0.7 FAR as shown in the conceptual Master Plan.

5.4.1 GENERAL PROVISIONS

Conditions of Uses

Generally, all business and industrial operations shall be conducted within an enclosed building, unless specifically permitted and adequately screened from public view pursuant to this section. Exceptions to this include permitted outdoor recreational facilities ~~such as a golf course, driving range, practice facilities, and other similar, related facilities~~.

Signs

Signs shall be appropriately used to provide identification and direction in a functional and aesthetically pleasing manner. The design of permitted signs shall be architecturally compatible and integrated with the building design. Submittal of preliminary site signage program and design concepts during the development review process is required.

The design of signs, including location, materials, colors, copy, size, and construction details are set forth in the City Sign Ordinance (Chapter 14 of the Municipal Code).

A Uniform Sign Program may be required for any development, covering all exterior site signage, including building wall and entry monument signs, to create a coordinated and attractive development with an overall sense of design cohesiveness and compatibility.

Lighting

Site lighting shall provide attractive and energy-conscious illumination for the safety and security of onsite areas such as building entrances, pedestrian walkways, parking, loading, shipping, and receiving. In addition, architectural and landscape accent lighting of special features such as building entries is encouraged. The following standards shall apply in all areas:

- The design of light fixtures and their structural support shall be architecturally compatible with the architectural character of surrounding buildings.
- Free standing light standards shall not exceed 25 feet in height for parking lot lighting and 15 feet for other onsite lighting, except lighting standards for nighttime use of outdoor golf facilities and the driving range, which shall not exceed 50 feet in height.
- Architectural and security lighting fixtures shall not project above the fascia or roof line of the building.
- All site lighting shall confine direct light rays within the site boundaries.
- Lighting of outdoor recreational areas for night-time use~~, such as the golf course, outdoor driving range, etc.,~~ shall confine direct light rays within the site boundaries and minimize fixture

glare from the surrounding public streets.

Equipment Screening

Equipment screening shall allow for the effective· functioning of equipment while enhancing the architectural character and integrity of the surrounding environment. Equipment is deemed to include any exterior mechanical, electrical, or other equipment, such as air condition units, fans, ductwork, cyclone blowers, cranes, storage tanks, and satellite dish antennas. The following standards shall apply:

- All roof, wall, and ground mounted equipment shall be screened from public view on all sides.
- All screening shall be architecturally compatible and, where possible, integrated with the building design.
  - Where possible, a roof parapet wall shall be used to screen roof or wall mounted equipment.
  - Where roof-mounted mechanical equipment and/or ductwork projects vertically more than 1.5 feet above the roof or roof parapet, it shall be screened by an architecturally designed enclosure which exhibits a permanent and consistently detailed appearance with building design.
  - Where roof-mounted mechanical equipment and/or ductwork project 1.5 feet or less above the roof or roof parapet, it shall be painted or finished consistent with the color scheme of the building.

Storage Area Screening

Storage area screening shall be required for any permitted onsite storage which shall be screened from public view, both from the public right-of-way and any land used in common, and shall be architecturally compatible with the surrounding environment. The following standards shall apply:

- In planning areas south of Sixth Street, no outdoor storage shall generally be permitted except for fleet vehicles and light trucks (not exceeding 6,000 lbs.). Outdoor storage tanks may be permitted at a height not to exceed 8 feet from the highest finish grade when screened from public view by a solid theme wall.
- In planning areas north of Sixth Street, all materials, supplies, equipment, and operating vehicles shall be stored within an enclosed building or an outdoor storage area screened from public street right-of-ways.
- Golf Maintenance Building-All materials, supplies, equipment, and operating maintenance equipment shall be stored within an enclosed building or a screened storage area.

- Outdoor storage area screening shall be architecturally integrated with surrounding buildings by the use of concrete, masonry, or other similar materials and not to exceed a height of 8 feet from the highest finish grade. The use of a combination of screen walls, berming, dense landscaping, and/or building mass is encouraged.

- Storage of materials or equipment shall not exceed the screen height when located within 100 feet of a public street right-of-way.

- The Planning Director ~~City Planner~~ may waive screening requirements where future building expansion would serve to screen an abutting storage area.

Security Fences~~,~~ and Walls~~, and Golf Ball Barrier Netting~~

Security fencing and wall standards are intended to promote an attractive and safe environment for businesses and recreational activities within the Sub-Area 18 Specific Plan.

- Site planning solutions, including building configuration and placement, that create defined areas that may be adequately secured are encouraged.

- ~~Except for golf course and driving range security fencing and pole mounted ball barrier netting, a~~Any wall or fence along a public street frontage that is over 3 feet in height is subject to the streetscape setback requirements of this chapter.

- ~~Except for golf course and driving range ball barrier netting, all~~ All fencing or walls visible from public areas shall have consistent design theme and be of wrought iron or steel picket, concrete, masonry, or other similar materials not to exceed a height of 8 feet from the highest finish grade. The use of barbed wire or similar materials is prohibited except in special circumstances as approved by the Planning Director~~City Planner~~. Chain link fencing may be used in areas not visible from public areas and along railroad track frontage, when approved by the Planning Director~~City Planner.~~

- Security gates are subject to review and approval by the Fire and Police Departments to ensure adequate emergency access.

- ~~Pole-mounted perimeter ball barrier netting to contain errant golf balls from the golf course, driving range, and/or practice facilities is permitted up to a maximum height of 70 feet and can be located at the allowable parking, sideyard, and rear yard setback line outside of public right-of-way, exempt from any further setback requirements due to its height.~~

Utilities

Utility Service standards are intended to allow for the efficient distribution of utilities in a manner compatible with the desired design character of the surrounding environment. The following requirements shall apply within the Sub-Area 18 Specific Plan.

- All existing and new utilities less than 66 kilovolt within the project and along adjacent major arterials shall be installed underground.

- All ground-mounted utility appurtenances such as transformers shall be located out of general public view, preferably in the side yard, and adequately screened through the use or combination of solid concrete or masonry theme walls, berming, and landscape materials.

Maintenance

- Property owners and/or a common tenant/property owner association or entity shall be responsible for the maintenance of all buildings, structures, yards, landscaping, signs, parking areas and other improvements in a manner which does not detract from the appearance of the surrounding area. The following conditions are prohibited:

  - Dilapidated, deteriorating, or unrepaired structures such as roofs, walls, windows, fences, signs, or similar items.

  - Scrap lumber, junk, trash, or debris.

  - Abandoned, discarded, or unused objects or equipment such as vehicles, machine parts, pallets, steel drums, boxes, scrap metal, waste materials, or similar items.

  - Stagnant water.

  - Any device, decoration, design, structure, or vegetation which is unsightly by reason of its height, condition, or inappropriate location.

- All landscaped areas shall be kept free from weeds and debris, maintained in a healthy growing condition, and shall receive regular pruning, fertilizing, mowing, and trimming. Any damaged, dead, diseased, or decaying plant material shall be replaced within 30 days.

~~5.4.2 MASTER PLAN REQUIREMENTS~~

~~Master Plan requirements are intended to promote integrated and coordinated development within the Sub-Area 18 Specific Plan at the earliest possible time in the development review process. Master planning can be used as a means to avoid development which otherwise might prevent or preclude future development of surrounding parcels in the best manner possible. It is not intended to "cast in stone" future development patterns, but rather to recognize and solve potential problems before they occur and take best advantage of existing and anticipated opportunities. The Master Plan requirements for the Sub-Area 18 Specific Plan are enumerated in Section 6.2 of this Specific Plan. As indicated in that discussion, the Master Plan is used as a tool to ensure that future development is coordinated within the context of an overall master plan. The master plan process will allow the developer and City to establish conceptual development design parameters for future growth. Basic provisions of the Master Plan requirements include the following:~~

- ~~A Master Plan shall be submitted for Planning Commission review and approval in connection with the first subdivision or development proposal within a Planning Area. Subsequent subdivisions or development design review within a Planning Area where a Master Plan has previously been approved would not require Planning Commission review or a new Master Plan.~~
- ~~The area of Master Plans need not be confined by individual lot lines, but determined by logical planning boundaries and site conditions as mutually agreeable to the applicant and the City Planner.~~
- ~~The Master Plan shall indicate conceptual building locations, general land uses, overall circulation, points of ingress and egress to both public and private streets, parking lot layouts, conceptual grading and drainage, areas to be used for landscaping and plazas, and pedestrian circulation. Areas intended for common use, such as shared access, reciprocal parking, or pedestrian plazas, shall also be identified. Design guidelines, including text and graphics, shall be included to indicate architectural concepts of form, bulk, height, orientation, and landscape concepts.~~
- ~~Future development may vary within reason from the Master Plan, provided the proposed project is compatible with the general intent of the Master Plan and satisfies all development requirements of the Planning Area(s).~~

~~5.4.3 MINIMUM PARCEL SIZE~~

~~Minimum parcel size requirements are intended to establish minimum lot size standards that will provide for the orderly development and efficient use of land within the Sub-Area 18 Specific Plan.~~

- ~~Minimum parcel size (area): 1 acre.~~
- ~~Minimum lot width: 100 feet.[1]~~
- ~~Master Plan and/or Condominium Lots:~~

  - ~~Condominium lots and lots within an approved Master Planned development are exempt from required minimum parcel size and dimensions requirements.~~
  -
  - ~~All lots of record are allowed to develop according to development standards as set forth in this Sub-Area 18 Specific Plan.~~

~~5.4.4 SETBACK REQUIREMENTS~~

~~Setback requirements are intended to provide adequate open space for building separation, landscape treatment, as well as attractive architectural and site planning design solutions that foster variety and interest within a cohesive overall character of development. The following standards shall apply in all areas of the Sub-Area 18 Specific Plan.~~

~~*Streetscape Setbacks*~~

~~Streetscape setbacks standards, including the minimum building setback, minimum parking setback,~~

---

[1] ~~Note: Shared access may be required to achieve the City's minimum driveway spacing requirements.~~

~~and the average depth landscaping along public and private street frontages, are determined from ultimate face of curb.~~

- ~~Streetscape setback requirements are established according to street classification and shall be as specified in Table 5-7 and illustrated in Figures 5-6, 5-7, and 5-8 (except when modified as provided for below).~~

TABLE 5-7
STREETSCAPE SETBACK REQUIREMENTS
(Determined from Ultimate Face of Curb)

Street Classification	Average Depth of Landscape[a,c]	Building Setback[b] (feet)	Parking Setback (feet)
Major Arterial and Special Boulevard	45	45	25
Milliken Avenue adjacent to Planning Area VII between Fourth Street and the District Water Well Site [e]	35	35	25
Secondary	35	35	20
Local	25	25	15
Sixth Street adjacent to Planning Area IX[d]	25	44	19

a. The average depth shall be uninterrupted from the face of curb, except for sidewalks, pedestrian hardscape, plazas and courtyards, monument signs and golf course security view fences.

b. Street frontage walls and fences over 3 feet in height are subject to building setbacks, except golf course security view fences and golf course/driving range/practice facility ball barrier netting (pole mounted).

c. Average landscape setback requirements shall be averaged from the golf course (Planning Area I) to other Planning Areas, but not less than the required minimum-parking setback.

d. Applies only to the JPI project for multiple-family residential uses in Planning Area IX.

e. Applies only to Planning Area VII.

~~Building Setbacks~~

~~Building setbacks shall be as follows (except when modified as set forth below):~~

- ~~Front - As shown per street classification in Figures 5-6 through 5-8 and Table 5-7.~~
- ~~Interior Rear - None, expect when rear lot area abuts a side street, the setback shall be 5 feet minimum, and where it abuts the golf course, the setback shall be 10 feet minimum (Figure 5-9).~~
- ~~Rear Abutting Street - As shown per street classification and Table 5-7.~~
- ~~Interior Side - 5 foot minimum. Minimum side yard setback may be waived or modified by the Planning Commission, subject to approval of a Master Plan application.~~

- ~~Side Abutting Street - As shown per street classification in Table 5-7.~~

~~Parking Setbacks~~

~~Parking setbacks shall be as follows:~~

~~Front, Side, and Rear Abutting Street - Parking setbacks are set forth in Table 5-7 and correspond to the streetscape setback line according to the street classification.~~

~~Interior Side and Rear - Same as the Building Setback.~~

~~The parking setback along Sixth Street for multiple-family residential uses in Planning Area IX shall be a minimum of 19 feet.~~

~~Building Height Setbacks~~

~~For buildings exceeding two stories or 35 feet as measured from highest finish grade, whichever is more restrictive, an additional 1 foot setback measured from ultimate face of curb shall be required for each additional 1 foot of height. This setback need not exceed 70 feet (Figure 5-10).~~

~~Projections~~

~~Eaves, roof projections, awnings, stair landings, and similar architectural features may project into the building setback a maximum distance of 5 feet, provided such appendages are only supported at or behind the building setback line (Figure 5-11).~~

5.4.5 LANDSCAPE REQUIREMENTS

Landscaping design requirements are intended to provide the Sub-Area 18 Specific Plan with an attractive and cohesive design character, and promote energy and water conservation. The following requirements shall be applied throughout Sub-Area 18. The IASP Sub-Area 18 Specific Plan permits linear sidewalks and urban scale landscaping in Planning Area IX.

Minimum Landscape Coverage

- The minimum landscape coverage of net lot area (that area under property excluding all public right-of-way dedications and private streets):
  - Planning Areas north of Sixth Street: 10 percent, except Planning Area developed with multiple family residential units, shall have 31 percent
  - Planning Areas south of Sixth Street: 15 percent
- The minimum landscaped coverage requirement may be reduced by the Planning Director ~~City Planner~~ when it is determined that the project is designed to the highest aesthetic quality consistent with the proposed land use and compatible with the surrounding area (i.e., within a Master Planned project area, variation of landscape coverage requirement may be allowed.)

- A maximum of 5 percent credit toward the required landscape/hardscape coverage shall be permitted where appropriate public art is to be displayed in a setting which enhances pedestrian spaces and building architecture.

Berms

- Bermed landscaping shall be incorporated wherever possible within the landscape setback and used to screen parking and loading areas. Linear sidewalks and urban scale landscaping are permitted in Planning Areas VII and IX.

- Along Special Boulevards, all parking areas shall generally be screened with berms an average height of three feet (maximum slope generally not to exceed 3.5:1).

- The design of the berms shall generally be undulating to provide interest and visual access to buildings and special features.

Trees

- All required trees shall be a minimum 15 gallon size~~; except for golf course landscaping which shall have a minimum 5 gallon size.~~

- Within parking lots, trees shall be planted at a minimum overall rate of one tree for every three parking stalls and be provided in planters.

- Trees shall be planted in areas of public view adjacent to structures at an overall rate of one tree per 30 linear feet of building dimension, and arranged to interrupt expansive horizontal and vertical surfaces. Tree clusters may be used to satisfy specific design objectives.

- Along property boundaries, trees shall be planted at an overall rate of one tree per 30 linear feet of interior property line. Tree clusters may be used to satisfy specific design objectives.

Screening

~~Berming, I~~Landscape materials, low level walls, and building mass, or a combination thereof, shall be used to screen parking, loading, and refuse collection areas from the public view (see Table 5-5 for a list of acceptable plant materials for low level screening).

Future Expansion Areas

Undeveloped areas proposed for future expansion shall be kept in a weed-free condition. When feasible, the existing vineyards may be maintained until ultimate site development is eminent. Graded pad sites may require temporary seeding with appropriate ground cover and an automatic irrigation system for erosion control and mitigation of visual impact.

Irrigation System

All landscaped areas shall be served by automatic underground irrigation systems.

Water Conservation

A combination of water conserving landscape and irrigation techniques are required, including, but not limited to, drought tolerant plant species, hardscape (non-irrigated) surfaces, and special irrigation systems such as drip emitters, low volume stream rotors, deep watering of trees and shrubs, tensiometer to measure soil moisture, and automatic timers.

Development and Maintenance Responsibility

Property owners shall be responsible for the development and maintenance of landscaping of their onsite landscaped area and the contiguous landscape planted right-of-way. Any damage to the landscaping and irrigation systems shall be replaced and/or replanted within 30 days.

Streetscape Design Consistency

To promote a uniform landscape theme, the areas within landscape street medians, parkway strips, and streetscape setbacks shall have an established landscape materials palette consistent with the City's landscaping theme (see Table 5-4). Landscaping materials shall be selected for their longevity, drought tolerance, low maintenance, and heat and wind tolerance in addition to their aesthetic and functional qualities.

5.4.6 PARKING AND LOADING REQUIREMENTS

Offstreet parking and loading facilities shall be provided as set forth herein to promote business, enhance public safety, and prevent traffic congestion. The standards required by this section for parking and maneuvering of vehicles establish the minimum standard necessary for such use, unless it can be demonstrated differently. The following shall apply for the Sub-Area 18 Specific Plan:

General Regulations

Parking regulations within the Sub-Area 18 Specific Plan shall be as set forth in the Development Code, Chapter 17.12 (Parking Regulations), except for any special standards established herein.

Location

Required parking shall be located either on the same site with the main use of the building or on premises contiguous thereto, or in a location in accordance with an approved development plan. No parking shall be allowed on public streets.

Number of Spaces Required

- The total parking space count shall be determined by the summation of individual use parking demands based upon the following rates:

  - Warehousing or building for storage: 1 space per 1,000 square feet for the first 20,000 square feet; 1 space per 2,000 square feet for the second 20,000 square feet; 1 space per 4,000 square feet for all space in excess of the first 40,000 square feet.

  - Industrial/Manufacturing: 1 space per 500 square feet.

  - Research and Development: 1 space per 350 square feet (research services only).

  - Office and Administration: 1 space per 250 square feet.

  - Multi-use tenant industrial/manufacturing buildings where office use does not exceed 35 percent of building area: I space per 400 square feet.

  - The following interior building areas can be deducted from the overall parking requirements in accordance with City Ordinance 272: electrical/mechanical rooms, elevator shafts, stairwells, and multi-story lobbies.

- Commercial Uses: per the City Development Code.
- ~~Golf Course: 6 spaces per hole plus additional space for other onsite golf-related facilities.~~
- Multiple Family Dwellings: per the City Development Code.

- Provisions for shared parking in mixed-use commercial developments are allowed per the City Development Code.

Bicycle/Motorcycle Parking

- Bicycle storage facilities shall be provided within all development~~, except the golf course and the driving range/practice facility,~~ and relate to planned and existing bicycle trails in accordance with the Development Code requirements.

- Required onsite parking may be reduced by providing bicycle storage and related facilities to promote bicycle commuting by employees, in accordance with City Ordinance No. 480.

- Multiple Family Dwellings: per the City Development Code.

Screening of Parking Areas

All parking areas shall be screened from public view through the use of ~~berms,~~ landscaping material, low walls, and/or combination thereof.

Parking Decks

Parking decks are allowed and subject to the parking setbacks, as well as building setbacks when above grade. Landscape provisions for parking shall apply only to the top or exposed level and may be substituted by comparable perimeter planting.

Loading Facilities

- Industrial Areas:
  - All loading facilities and maneuvering areas must be onsite with the use.

  - All loading facilities shall generally be permitted only in the rear and interior side yard areas.

  - Aisle width for maneuvering into loading docks shall be a minimum of 50 feet wide plus adequate additional width for truck parking (typically 40 to 50 feet). (Figure 5-12).

- Loading docks shall be set back a minimum of 70 feet from any public street property line.

- Parking stalls for trailers shall be 50 feet by 14 feet and provided at ratio of 1 stall per truck loading dock door.

- Loading facilities shall be adequately screened from public view.

- Minimum aisle width adjacent to loading areas without dock high doors shall be 16 feet for on-way and 28 feet for two-way.

- Commercial Areas: per the City Development Code.

5.4.7 INTERIM USE STANDARDS

Interim use standards establish minimum standards for setbacks, landscaping, screening, and parking which meet the intent of the Sub-Area 18 Specific Plan, as it relates to any proposed interim use. Unless specifically modified through the Conditional Use Permit, all other development standards of the City of Rancho Cucamonga shall apply including, but not limited to, grading and drainage, and street improvements. The following standards shall apply to interim uses in all areas of the Sub-Area 18 Specific Plan.

- The minimum streetscape and parking setback requirement shall be contiguous with the ultimate right-of-way line, but in no case less than i10 feet.

- There shall be no minimum landscape coverage requirements, except that which is necessary for screening purposes as determined by the Planning Director~~City Planner~~.

- All parking and storage areas shall be paved with slag, crushed aggregate, asphaltic concrete, or concrete. The location, number, and design of said parking shall be in accordance with the Specific Plan.

All parking and storage areas, as well as any other interim uses which require screening as determined by the Planning Director ~~City Planner~~ shall be screened from public view through a combination of landscaping and fencing. Fencing may include a 6-foot-high minimum chain link fence with slats, masonry, concrete, wood, or decorative metal. Screening must be maintained in good condition at all times.

Landscaping required for screening purposes shall include, at a minimum, 15-gallon trees and 5-gallon shrubs or comparable sized plant materials to provide a dense landscape buffer affording

maximum screening from the public view, satisfactory to the Planning Director~~City Planner~~.

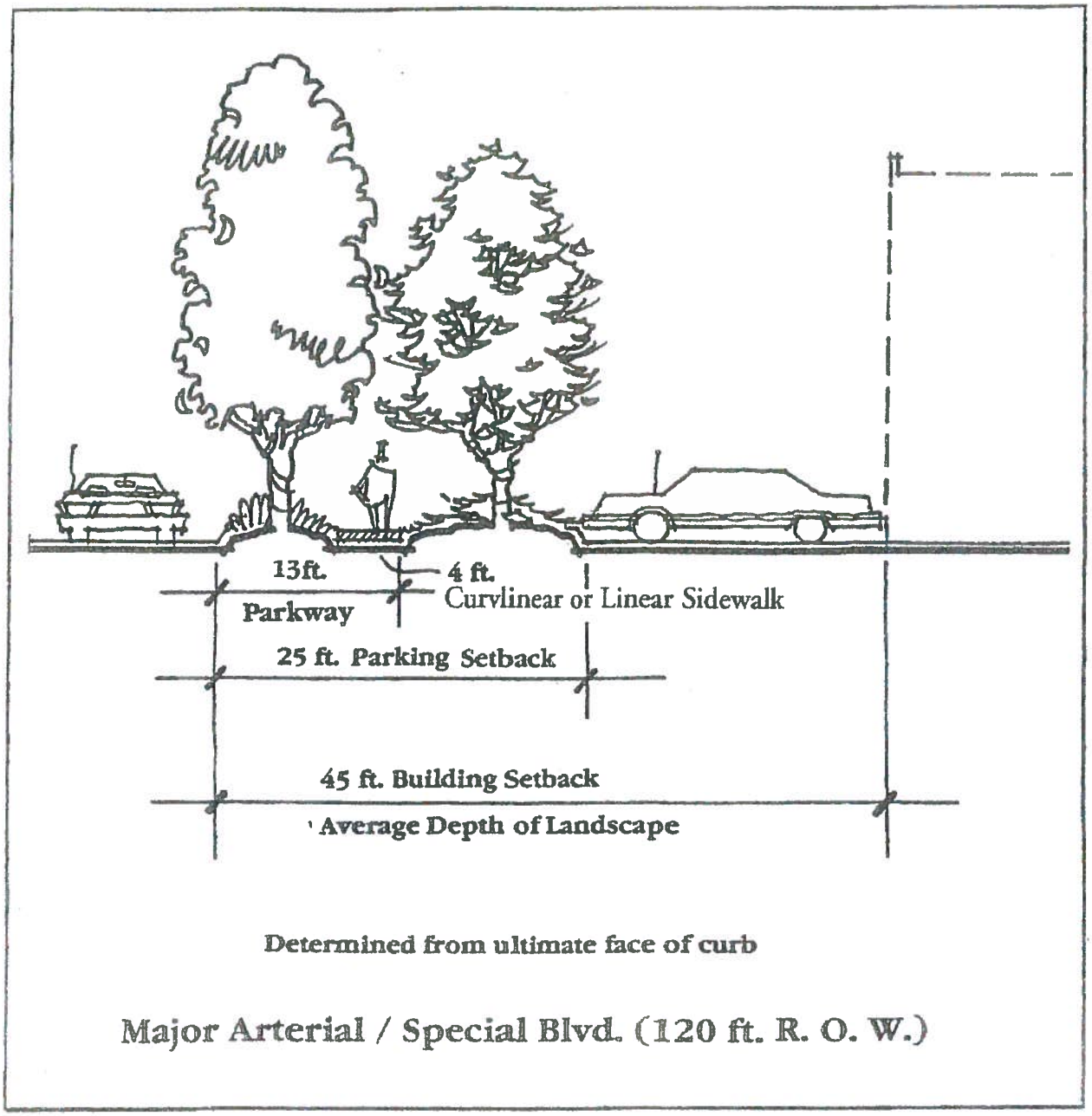
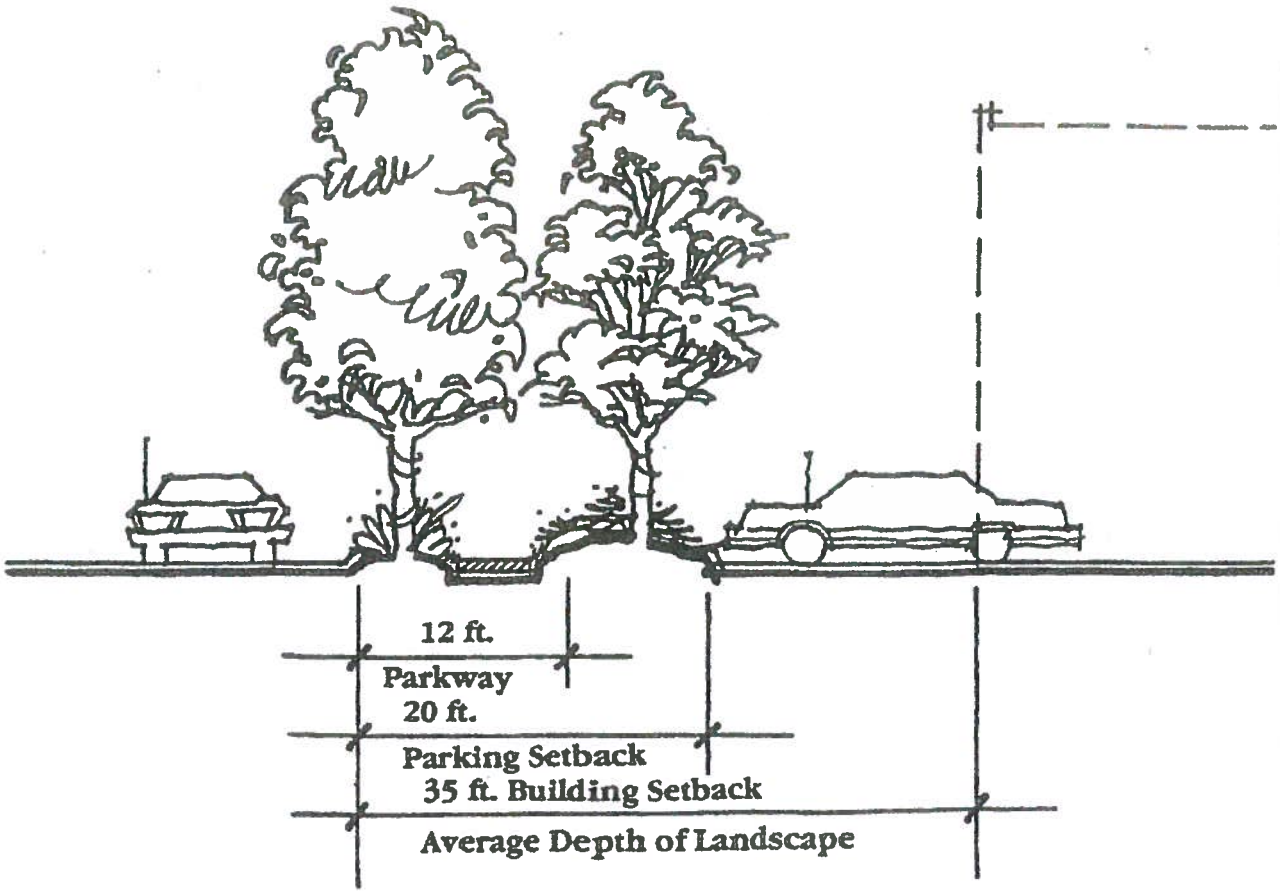


figure 5-6

Streetscape Setback Requirement–Major Arterial/Special Boulevard



Determined from ultimate face of curb

Secondary Arterial (88 ft. R. O. W.)

figure 5-7

Streetscape Setback Requirements–Secondary Street

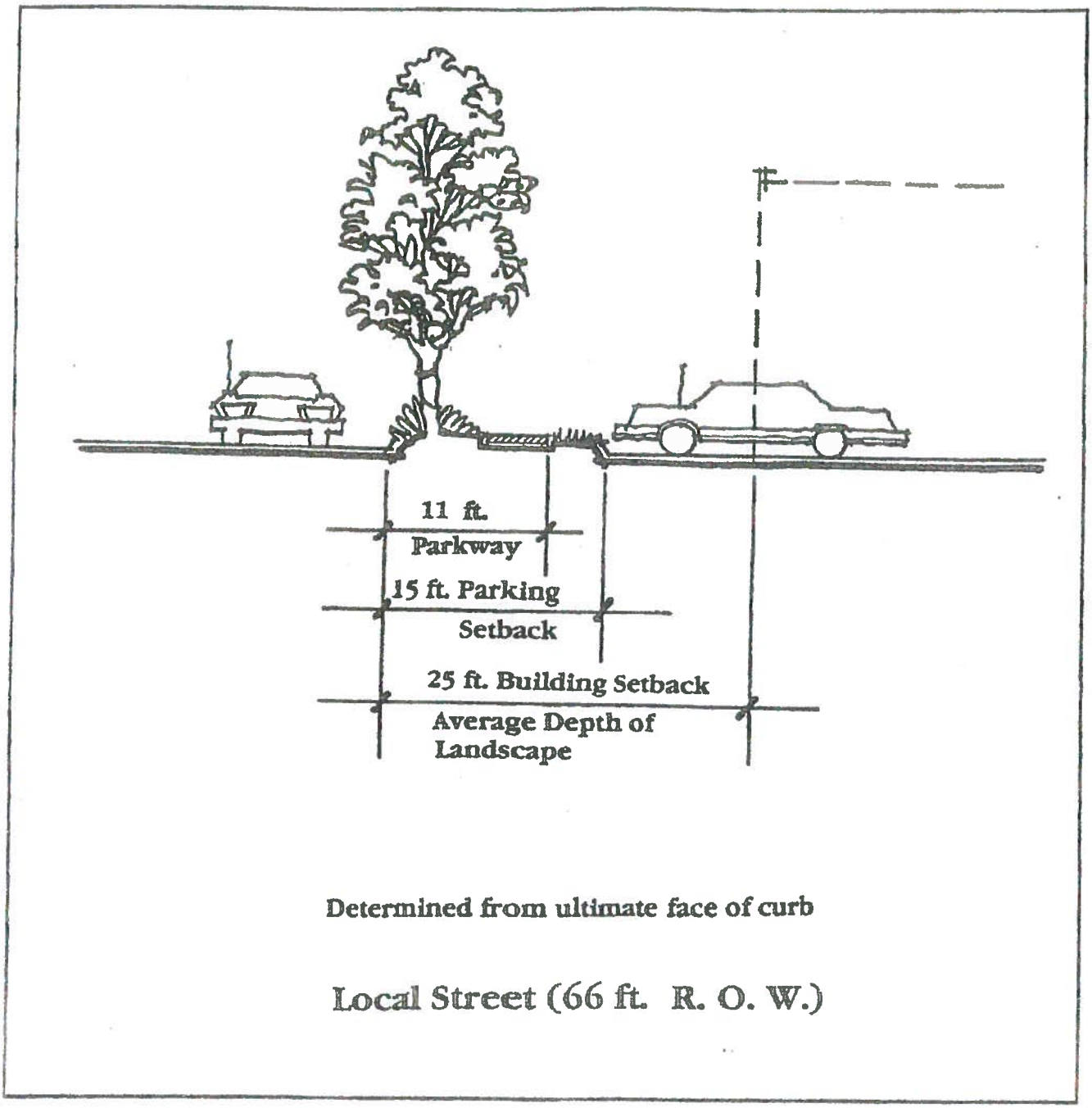


figure 5-8
Streetscape Setback Requirement–Local Street

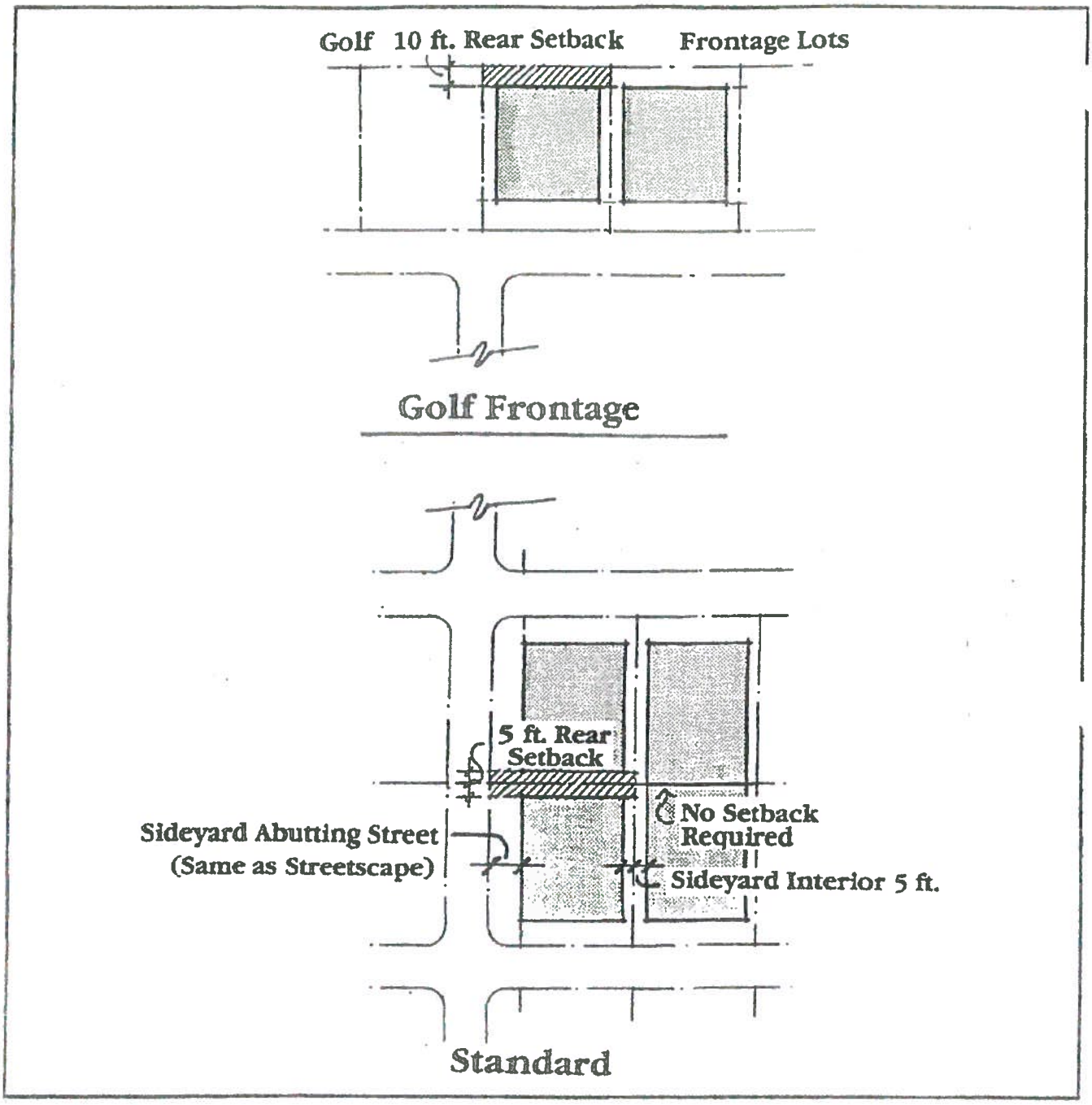


figure 5-9

Building SetbackRequirements-Rear and Side Yards

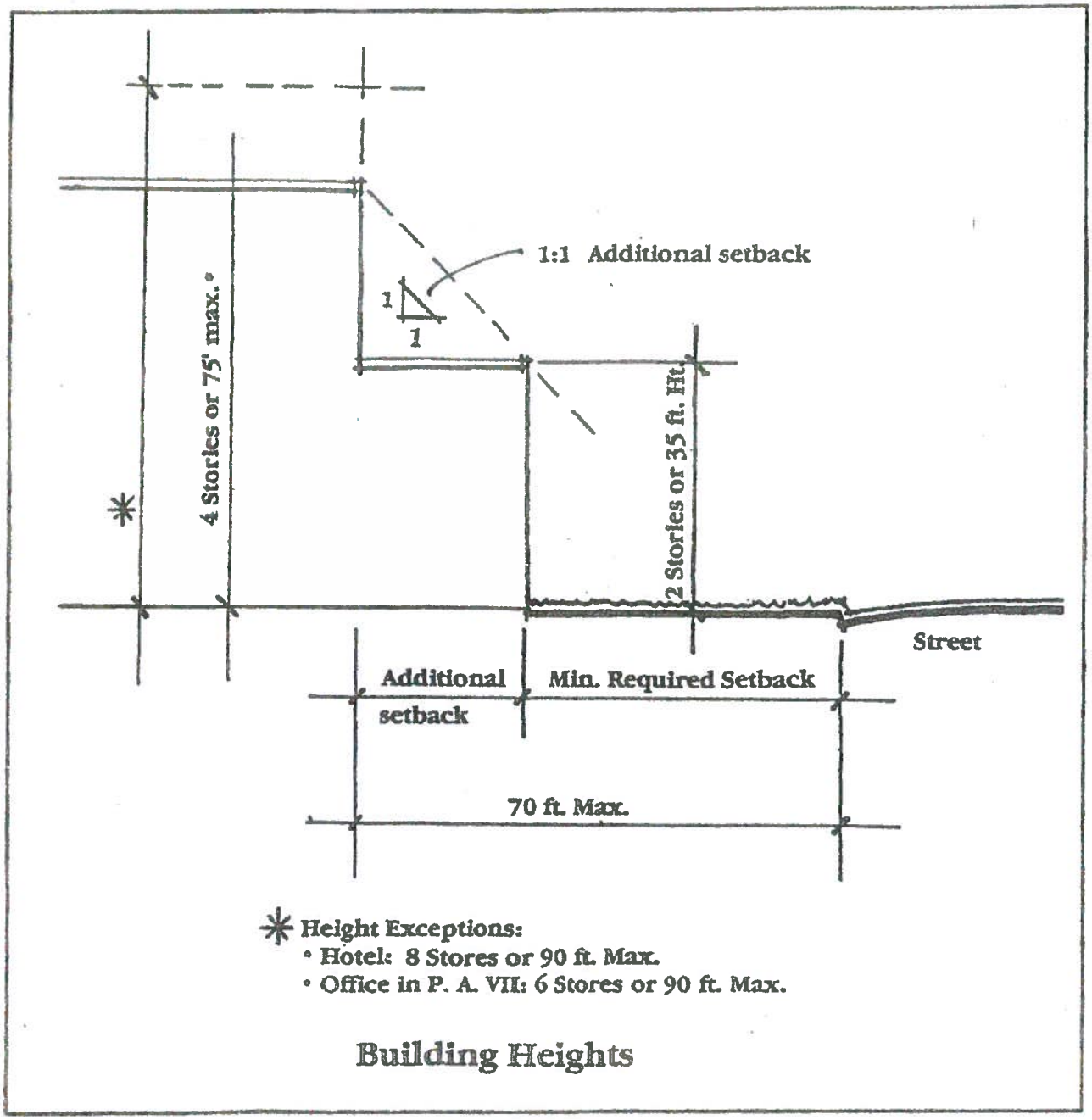


figure 5-10
Building Height Setback

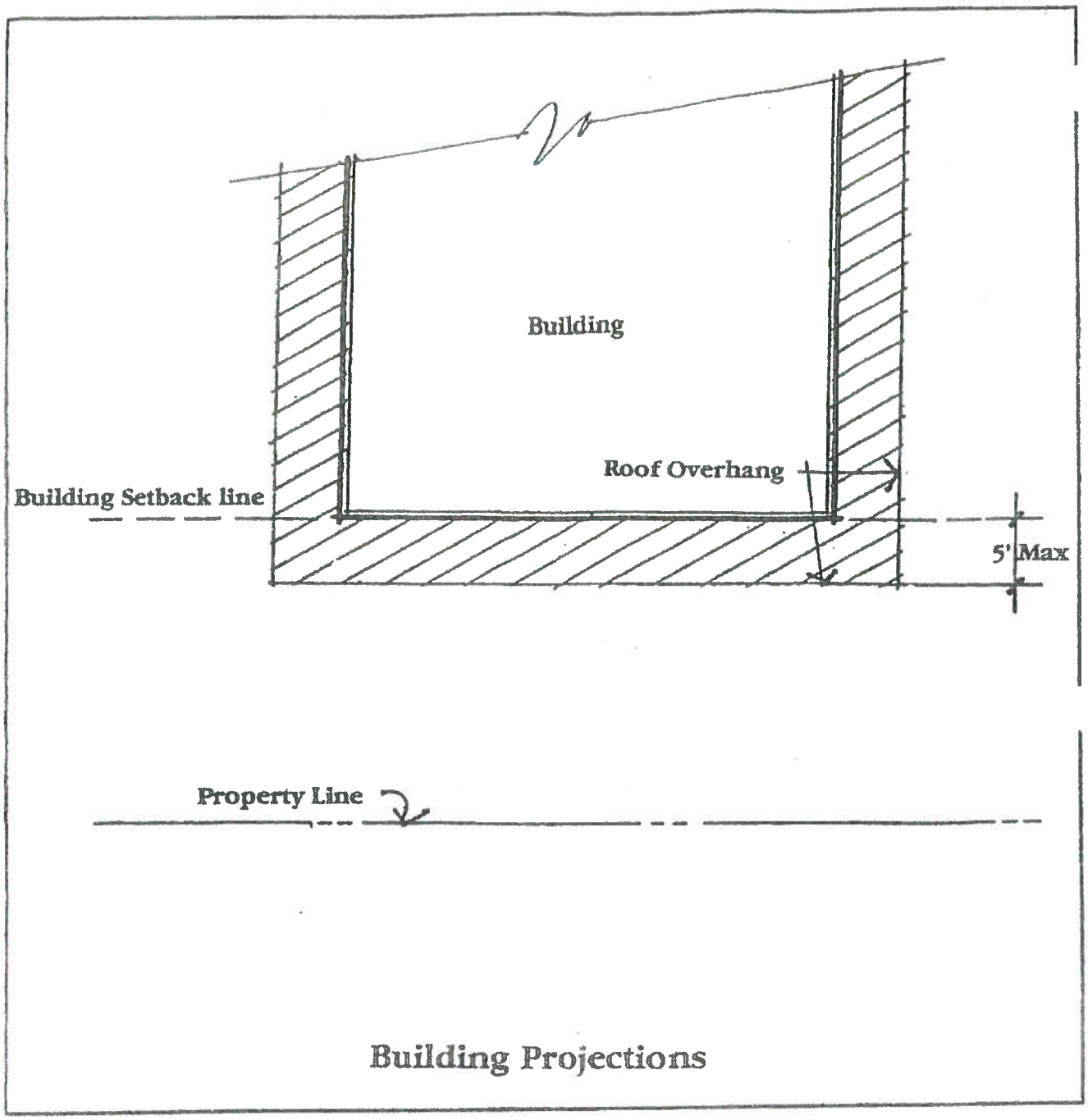


figure 5-11
Building Projections

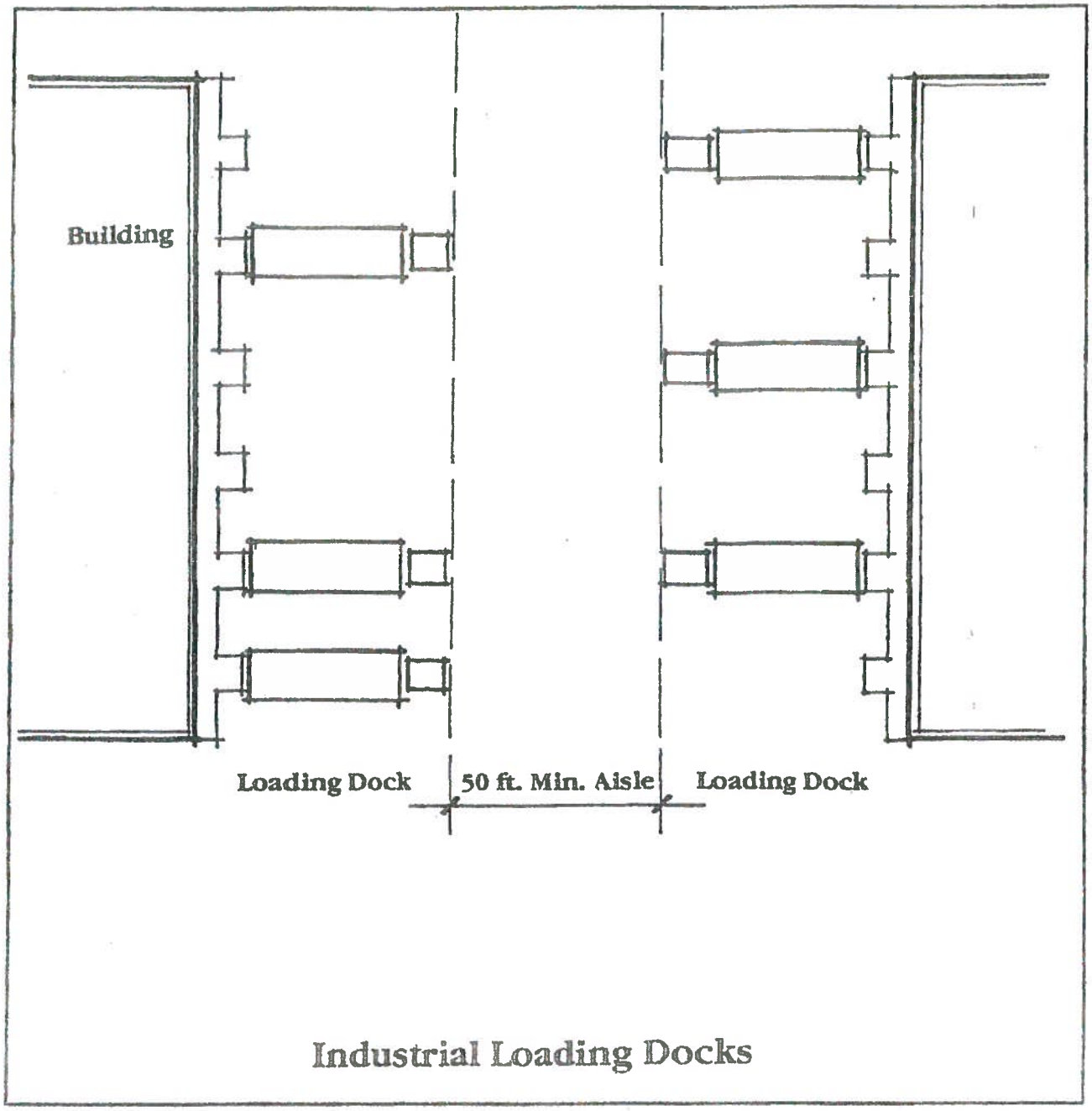


figure 5-12
Industrial Loading Dock Requirements

5.4.8 PERFORMANCE STANDARDS

Performance standards are intended to assure basic compatibility of adjacent uses based upon their operating characteristics and provide for a healthy, safe, and pleasing environment consistent with the nature of surrounding activity. The performance standards contained within Table 5-8 are applied as follows:

- Class A Performance Standards are the most restrictive of the performance standards for non-residential uses. They are applicable to all Planning Areas south of Sixth Street, including Planning Areas IA, II, III, IV, and V.

- Class B Performance Standards are employed for all Planning Areas north of Sixth Street, with the exception of Planning Area IX. These standards are intended to provide for a broad range of activity while assuring a basic level of environmental compatibility. The standards apply to Planning Areas IB, X, and XI.

- Class C Performance Standards are employed for residential development, which applies to Planning Areas VI, VII, VIII, and IX.

5.4.9 PLANNING AREA VI: MULTIPLE-FAMILY RESIDENTIAL RECREATIONAL AND SITE AMENITIES

The following list of amenities, or other similar amenities, as may be approved by the Planning Director, would be included in multiple-family residential projects development in Planning Area VI:

Recreation Area/Facilities

1. Spa with overhead shade structure
2. Fire pit with gas line
3. Swimming pool with beach entry
4. Overhead shade structure with seating
5. ~~Golf course pick up with enhanced paving~~
5. Outdoor barbecue with counter space
6. ~~Golf course~~Planning Area I adjacent pedestrian paseo
7. View areas with overheads and barbecues
8. Croquet lawn
9. Rose garden
10. Fountain courtyard
11. Patio
12. Palm court
13. Gazebo

14. Putting green
15. Exercise stations; walking paths throughout site
16. Turf area
~~18.Turf area~~
~~19.Turf area~~

WELLNESS CENTER AMENITIES

~~19.~~17. Receptionist and message board with mail center
~~20.~~18. Billiards
~~21.~~19. Porches
~~22.~~20. Multi-purpose classroom/theater
~~23.~~21. Kitchen, juice bar, and cafe
~~24.~~22. Wellness director services
~~25.~~23. Healthy strides fitness room
~~26.~~24. Research library
~~27.~~25. Hobby and craft room
~~28.~~26. Computer stations with business center
~~29.~~27. Full service spa (massage, facials, hair care with separate men's and women's restroom facilities)

5.4.10 PLANNING AREA VII: MULTIPLE-FAMILY RESIDENTIAL RECREATIONAL AND SITE AMENITIES

Amenities associated with Planning Area VII would be provided subject to City Development Code requirements, and may include the following:

1. Concierge
2. Business center
3. Media room
4. Game room
5. Exercise room
6. Teaching kitchen
7. Large turf area
8. Main swimming pool
9. Main spa
10. Secondary swimming pool
11. Secondary spa
12. Fire pit
13. Built-in barbeque at Main swimming pool
14. Shade structure at Main swimming pool

15. Gazebo at Rose garden
16. Rose garden
17. Shade structure at secondary swimming
18. Barbeque at secondary swimming pool
19. Barbeque area at paseo areas between buildings

~~20.Barbeque area at paseo areas between buildings~~

5.4.11 PLANNING AREA IX: MULTIPLE-FAMILY RESIDENTIAL RECREATIONAL AND SITE AMENITIES

1. Resort-style swimming pool
2. Spa
3. Three-hole putting green
4. Lawn volleyball court
5. Horseshoe pit
6. Garden gazebo
7. Poolside barbeque pit and serving areas
8. Barbeque node with picnic tables

~~9.Barbeque node with picnic tables~~

~~10.Barbeque node with picnic tables~~

~~11.~~9. Personal garden area

~~12.~~10. Open space/recreational area

~~13.Open space/recreational area~~

~~14.Open space/recreational area~~

~~15.~~11. Walking trail along ~~the Empire Lakes Golf Course~~Planning Area I

~~16.~~12. Par course

~~17.~~13. Movie theater with THX Surround Sound

~~18.~~14. State-of-the-art exercise facility

~~19.~~15. Game room

~~20.~~16. Teaching kitchen

17. Community room
18. Bocce ball court

TABLE 5-8
PERFORMANCE STANDARDS

CLASS A	CLASS B	CLASS C
CLASS A. It is the intent of the standards of this section to ensure a high quality working environment and available site for uses whose functional and economic needs require protection from the adverse affects of noise, odors, vibration, glare, or high-intensity illumination, and other nuisances.	**CLASS B.** It is the intent of the standards of this section to provide for uses whose operational needs may produce noise, vibration, particulate matter, and air contaminants, odors, or humidity, heat, and glare which cannot be mitigated are so to protect uses on adjoining sites from effects designed which could adversely affect their functional and economic viability.	**CLASS C.** The intent of this section is to protect properties in all residential districts and the health and safety of persons from environmental nuisances and hazards and to provide a pleasing environment in keeping with the nature of the residential character. The performance standards set maximum tolerance limits on adverse environmental effects created by any use or development of land.
Noise: The maximum allowable exterior noise level of any use shall not exceed 65 Ldn[a] as measured by any location on the lot occupied by such uses. Where a structure is occupied by more than one use, the noise level shall not be in excess of 60 Ldn[a] as measured within the interior space of the neighboring establishment. Noise caused by motor vehicles are exempted from this standard.	Noise: The maximum allowable noise level of any use shall not exceed 75 Ldn[a] as measured at the lot line of the lot containing the use. Where a use occupies a lot abutting residentially zoned land, the noise level shall not exceed 65 Ldn[a] as measured at the common lot line. Noise caused by motor vehicles and trains are exempted from this standard.	Noise: No operation or activity shall cause any source or sound at any location or allow the creation of noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the Ambient Base noise levels to exceed the standards contained in Section 17.02.120 and Section 17.08.080. Noise Standards: 10 p.m. to 7 a.m: 55 dBA for exterior and 40 dBA for interior; 7 a.m. to 10 p.m.: 60 dBA for exterior and 45 dBA for interior noise maximum.
Vibration: All uses shall be so operated as not to generate vibration discernible without instruments by the average person while on or beyond the lot upon which the source is located or within an adjoining enclosed space if more than one establishment occupies a structure. Vibration caused by motor vehicles, trains, and temporary construction or demolition work is exempted from this standard.	Vibration: All uses shall be operated so as not to generate vibration discernible without instruments by the average persons beyond the lot upon which the source is located. Vibration caused by motor vehicles, trains, and temporary construction or demolition work is exempted from this standard.	Vibration: No vibration shall be permitted which can be felt with or without the aid of instruments at or beyond the lot line.

TABLE 5-8 (continued)
PERFORMANCE STANDARDS

Particulates Matter and Air Contaminants: In addition to compliance with the Air Quality Management District (AQMD) standards, all uses shall be operated so as not to emit particulate matter or air contaminants which are readily detectable without instruments by the average person while on the lot containing such uses.	Particulate Matter and Air Contaminants: In addition to compliance with the AQMD standards, all uses shall be operated so as not to emit particulate matter or air contaminants which are readily detectable without instruments by the average person beyond any lot line of the lot containing such uses.	Particulate Matter and Air Contaminants: In addition to compliance with the AQMD standards, no operation or activity shall cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution which can cause damage to health, animals, vegetation, or any other forms of property, or which can cause excessive soiling on any other lot.
Odor: All uses shall be separated so as not to emit matter causing unpleasant odors which are perceptible to the average person while within or beyond the lot containing such uses.	Odor: All uses shall be operated so as not to emit matter causing unpleasant odors which are perceptible to the average person beyond any lot line of the lot containing such uses.	Odor: No operation or activity shall be permitted of odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable which is detectable with or without the aid of instruments at or beyond the lot line.
Humidity, Heat, and Glare: All uses shall be operated so as not to produce humidity, heat, glare, or high intensity illumination which is perceptible without instruments to the average person while on or beyond the lot containing such uses.	Humidity, Heat, and Glare: All uses shall be operated so as not to produce humidity, heat, glare, or high intensity illumination which is perceptible without instruments by the average person beyond the lot line of any lot containing such uses.	Heat, Cold, and Glare: No operation or activity shall emit heat or cold which would cause a temperature increase or decrease on any adjacent property in excess of 10 degrees Fahrenheit, whether the change is in the air, on the ground, or in any structure. No operation, activity, sign, or lighting fixture shall crease illumination which exceeds 5 footcandles on any adjacent property, whether the illumination is direct or indirect light from the source. Glare levels shall be measured with a photoelectric photometer following standard spectral luminous efficiency curve adopted by the International Commission on Illumination.

a. Ldn: Day-night average sound level. The day-night sound level is a measure of the cumulative noise exposure in the community. It results from the summation of an average noise level determined over a 24-hour time period with a weighing factor applied during the night time period (10 p.m. to 7 a.m.).

SECTION 6
IMPLEMENTATION PROGRAM

The following content applies to all Planning Areas except for Planning Area I. See Section 7 for the Implementation Program for PAI.

6.1 INTRODUCTION

Attainment of the Sub-Area 18 Specific Plan objectives will require the coordinated use of the development standards and regulations, and the recognition of a multitude of financing services to achieve the stated objectives. This section of the Sub-Area 18 Specific Plan highlights how the regulatory procedures discussed in Section 4 will be implemented as the Sub-Area is developed. The regulatory procedures contain a mix of reliance upon existing processes described in the Rancho Cucamonga Development Code with additional procedures that are unique to Sub-Area 18 of the IASP.

Included with this section is an overview of alternative financing programs that may be utilized to implement the development program. This discussion is intended to provide a broad overview which will serve as a basis for future considerations by the project applicant, City of Rancho Cucamonga, and regional public agencies.

6.2 REGULATORY PROCEDURES/DEVELOPMENT REGULATIONS

6.2.1 PURPOSE AND INTENT

This section of the Sub-Area 18 Specific Plan contains the regulatory procedures and development regulations necessary to implement the Specific Plan in order to provide for consistency with the General Plan, regulate uses which have the potential to affect surrounding properties, promote a visually attractive environment, and provide flexibility in standards and requirements when special circumstances exist. The procedures outlined below are further intended to provide for better integration and coordination of subsequent approvals needed to implement the project in a manner which promotes the principal objectives of the Specific Plan, including the encouragement of flexible and efficient design reviews within the context of phased subdivisions.

~~Sections 6.2.2 and 6.2.3 describe the regulatory procedures generally governing subdivision and Development/Design Review of projects within the Sub-Area 18 Specific Plan. Section 6.2.4 describes the procedures applicable to other permits and approvals sought within Sub-Area 18.~~

6.2.2 SUBDIVISION APPROVALS

1. Phase I Subdivisions

The first phase of the project was the development of the golf course and associated improvements. To facilitate the prompt construction of the golf course and enhance potential to market and develop other portions of the project site concurrently with the processing of the Sub-Area 18 Specific Plan,

the applicant applied for a large parcel subdivision dividing the property into essentially the same land use planning areas which comprise the Sub- Area 18 land use plan.

It is contemplated that these planning areas (with the possible exception of the existing building parcels in Planning Areas II, IV, and V~~, and the golf course in Planning Areas 1A, 1B and III~~), will eventually be subdivided into smaller legal parcels which will accommodate the development, sale, financing, and leasing of multiple buildings, structures, and other improvements. In the interim, the proposed parcel subdivision will serve as an initial to enhance the marketing potential of the site as a whole and implement the Specific Plan.

The approval of a final parcel map reflected the re-parcelization of the property to correspond to the Sub-Area 18 land use plan~~ and will occur prior to development of the golf course. This Phase I subdivision will require improvements only as necessary to operate the golf course~~; subsequent improvements to the property with the development of other planning areas will be deferred until subdivisions or Master Plans are prepared for individual planning areas.

2. Other Subdivisions

Except with respect to the Phase I subdivision, other subdivisions of the property shall governed by the provisions of the following discussion.

A. Subdivision of Five or More Parcels

Proposed subdivisions which create five or more legal parcels shall generally be processed, reviewed, and approved in accordance with Chapters 16.16 and 16.18 of the City Subdivision Ordinance and the Subdivision Map Act. ~~The applicant's initial tentative map submission shall include such information as may be reasonably necessary to allow the City to complete an Initial Study with respect to the environmental impacts of the proposed subdivision, in accordance with requirements of CEQA. In recognition of the Program EIR certified by the City in conjunction with the approval of this Specific Plan, and in accordance with CEQA Guidelines §15168, no further environmental documentation shall be required in connection with this subdivision if the Community Development Director finds, on the basis the Initial Study, that no new significant environmental impacts not considered in the Program EIR are likely to occur in connection with subdivision.~~

Tentative and final subdivision maps shall be processed in accordance with the following schedule as set forth in the Development Agreement:

(1) Within 30 days of the applicant's submission a tentative map, the Community Development Department shall the applicant in writing of any additional information which needs to be provided in to consider such application complete. If, after resubmittal by the applicant, additional information is still needed, the Community Development Department shall so notify the applicant within 10 days of such resubmission, provided, however, that such 10 day period shall not apply in the event that required soils or drainage reports are not included in the initial submission and shall not shorten the 30 day period for reviewing the initial subdivision application.

(2) In the event no further environmental documentation is required as provided above, the Planning Commission shall take final action on the tentative map within 50 days of the date the application was submitted.

B. Subdivision of Four or Fewer Parcels

Subdivisions of four or fewer parcels shall generally be processed, reviewed, and approved in accordance with Chapters 16.20 and 16.22 of the City Subdivision Ordinance and the Subdivision Map Act. ~~Environmental documentation for any tentative parcel map submissions shall be reviewed, processed, and certified in accordance with the provisions as set forth for the subdivision of five or more parcels. Parcel maps shall be processed in accordance with the schedule set forth above~~.

6.2.3 Master Plan Submissions

A Master Plan shall be submitted for each planning area at the time of the first subsequent subdivision within such parcel, or, absent such subdivision, at the time of the first Development/Design Review within such planning area.

No Master Plan shall be required for the ~~golf course (Parcels 1A, 1B, and III) or for the~~ existing building parcels (Parcels II, IV, and V).

~~The Master Plan shall indicate conceptual building locations, general land uses, overall circulation, points of ingress and egress to both public and private streets, parking lot layouts, conceptual grading and drainage, areas to be used for landscaping and plazas, and pedestrian circulation. Areas intended for common use, such as shared access, reciprocal parking, or pedestrian plazas shall also be identified. Design guidelines, including text and graphics, shall be included to indicate architectural concepts of form, bulk, height orientation, and landscape concepts.~~

~~The Master Plan shall be subject to review by the Planning Commission within the same time periods provided for the underlying subdivision (or, if applicable, Development/Design Review). The Master Plan is intended to serve as a general conceptual guideline for future development activities within the subject planning area, and is not intended to "carve in stone" rigid development limitations. Upon approval, a Master Plan should be flexibly applied to achieve the objectives of the Sub-Area 18 Specific Plan.~~

6.2.4 DEVELOPMENT/DESIGN REVIEW

~~3~~1. Projects Requiring Development/Design Review

An application for Development/Design Review as ~~is required for all commercial, industrial, residential, and institutional projects involving the issuance of a building permit for construction or reconstruction of a structure which meets the criteria~~ set forth in Section ~~17.06.O1OB~~17.20.040 Design Review of the City Development Code. ~~Projects within a planning area for which a Master Plan has not been approved by the Planning Commission in connection with a subdivision as provided in Section 6.2.3~~

~~(Master Plan Submissions) shall be subject to Planning Commission review and approval in accordance with Section 6.2.4.2 (Projects Requiring Planning Commission Review) below. All other projects requiring Development/Design Review shall be subject to review and approval by the City Planner as provided in Section 6.2.4.3 (Projects Requiring City Planner Review) and Section 6.2.4.4 (Minor Development Review). The golf course maintenance building and associated golf course restroom facilities shall be subject to review and approval by the City Planner as provided in Section 6.2.4.3 (Projects Requiring City Planner Review) and Section 6.2.4.4 (Minor Development Review). Projects of a limited size and scope which meet the criteria set forth in Section 17 .06.020C of the City Development Code shall be subject to Minor Development Review as provided in Section 6.2.4.4 (Minor Development Review).~~

~~4. Projects Requiring Planning Commission Review~~

~~In the event Development/Design Review is required for a project as provided above, is not subject to Minor Development Review as provided in Section 6.2.4.4 (Minor Development Review), and the Planning Commission has not previously approved a Master Plan for the subdivision in which such project is located as provided in Section 6.2.3 (Master Plan Submissions) above, such projects shall be subject to Planning Commission review and approval.~~

~~The following procedures shall apply to all Development/Design Review projects (but shall not apply to Minor Development Review pursuant to Section 6.2.4.4 (Minor Development Review), below.~~

~~A. Application: Review by Committees~~

~~An application for Development/Design Review shall be filed with the Planning Division in a manner prescribed by the City Planner. The application shall include such information as may be reasonably necessary to allow the City to complete an Initial Study with respect to the environmental impacts of the proposed project in accordance with the requirements of CEQA. In recognition of the Program EIR certified by the City in conjunction with the approval of this Specific Plan and in accordance with CEQA Guidelines §15168, no further environmental documentation shall be required in connection with the Development/Design Review if the Community Development Director finds, on the basis of the Initial Study, that no new significant environmental impacts not considered in the Program EIR (or other environmental documentation prepared with respect to the subdivision in which the project is located) are likely to occur in connection with the proposed project.~~

~~The development proposal shall be subject to concurrent review by the City's Technical Review and Grading Committees. The Technical Review Committee will consider items such as, but not limited to, circulation; street improvements; right-of-way dedication; utility easements; grading; drainage facilities; storm drain improvements; uniform building code requirements; security; fire flow; emergency access; location of fire hydrants; water and sewer line connections and sizing; water pressure; permit fees; streetscape and landscape standards; setbacks; and parking. Such review shall be subject to and consistent with the provisions of the Specific Plan, the Development Agreement, and any applicable subdivision approvals (the "Project Approval Documents"). The recommendations of the Technical Review Committee will be~~

~~forwarded to the Planning Commission or the City Planner, as applicable.~~

~~The Grading Committee will consider items such as, but not limited to, cut and fill areas; drainage and flood control facilities; erosion control; retaining walls; and the effect of proposed grading on adjacent properties. If the grading plan has not previously been approved by the City, the Grading Committee will also determine if such plan meets applicable City grading guidelines and policies. Review by the Grading Committee shall be subject to and consistent with the Project Approval Documents. The recommendations of the Grading Committee will be forwarded to the Planning Commission or the City Planner, as applicable.~~

~~B. Authority~~

~~Planning Commission or City Planner, as applicable, is authorized to approve or deny applications and to impose reasonable conditions upon such approval, subject to the right of appeal, and the provisions of the next paragraph. Conditions may include, but shall not limited to, requirements for open spaces, screening and buffering of adjacent properties, fences, and walls; requirements for installation and maintenance of landscaping and erosion control measures; requirements for street improvements and dedications, and regulations of signs; regulations of hours or other characteristics of operations; requirements for maintenance of landscaping or other improvements; establishment of development schedules or time limits for performance or completion; and such other conditions as the Commission (or City Planner) finds may be necessary to ensure compatibility with surrounding uses, to preserve the public health, safety, and welfare, and to enable it to make the findings required by Section 17.06.020-F of the Development Code.~~

~~Notwithstanding the foregoing, the review hereunder shall be subject to and consistent with the Sub-Area 18 Specific Plan, the Development Agreement, and any previously approved subdivision or Master Plan (recognizing the conceptual nature of such Master Plan) (collectively the Project Approval Documents). The City Planner (or Planning Commission as applicable) shall not deny approval or impose conditions in a manner which conflicts with the approval documents.~~

~~C. Findings~~

~~The Planning Commission or the Planner, as applicable, shall make the following findings before approving a Development/Design Review application:~~

~~(1) That the proposed project is consistent with the General Plan; (1) That the proposed project is consistent with the Sub-Area 18 Specific Plan;~~

~~(2) That the proposed use is in compliance with each of the applicable provisions of the Development Code (subject to the vesting provisions contained in any applicable Development Agreement); and (3) That the proposed use, together with the conditions applicable thereto, will not be detrimental to public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.~~

~~3Concurrent Subdivision and Development/Design Review~~

~~The applicant may elect to apply for Development/Design Review concurrently with a proposed subdivision or Master Plan. In such event, review by the Planning~~

~~Commission shall occur pursuant to the procedures set forth in this Section 6.2.4.2 (Projects Requiring Planning Commission Review). The Community Development Department shall ensure that the review and processing of the subdivision and the Development/Design Review are coordinated to the greatest extent possible, so as to minimize the potential for duplicative meetings, filing requirements, and hearings. Upon approval of the Development/Design Review, no further Development/Design Review shall be required for the development subject to such approval.~~

~~3. Projects Requiring City Planner Review~~

~~All projects which are subject to Development/Design Review which do not require Planning Commission approval shall be subject to review and approval by the City Planner as follows:~~

~~**A. Application: Review by Committee**~~

~~An application for Development/Design Review shall be filed, processed, and reviewed by the Technical Review and Grading Committees as provided in Section 6.2.4.2 (A) (Projects Requiring Planning Commission Review: Application: Review by Committees), above.~~

~~**B. Authority: Findings**~~

~~The City Planner is authorized to approve or deny applications and to impose reasonable conditions upon such approval, subject to the right of appeal and the provisions of the next paragraph. Conditions may include all those matters described in Section 6.2.4.2 (B) (Projects Requiring Planning Authority), above.~~

~~Notwithstanding the foregoing, the City Planner's review shall be subject to and consistent with the Project Approval Documents. The City Planner shall not deny approval or impose conditions in a manner which conflicts with the Project Approval Documents. Before approving a Development Design Review application, the City Planner shall make findings specified in Section Requiring Planning Commission Review: Findings), above.~~

~~4. Minor Development Review~~

~~Projects subject to Minor Development Review pursuant to Section 17.06.020 of the City Municipal Code shall be reviewed by the City Planner in accordance with the provisions of that section and the following:~~

~~1. No Committee Review Required~~

~~In the event a Development Agreement been approved and executed by the City in conjunction with the Sub-Area 18 Specific Plan: (i) no formal review by the Review Committee or the Grading Committee shall be required; and (ii) the City Planner shall take final action on the Development/Design Review application within 15 days of the date the application is filed.~~

~~**B. Authority**~~

~~The City Planner shall have the authority set forth in Section 17.06.0208 of the Development provided that the review and approval of the project is subject to and consistent with the Project Approval Documents, and that such application will not be denied or conditioned in a manner which conflicts with the project approval documents.~~

6.2.5 OTHER PERMITS AND APPROVALS

Except as otherwise provided in the Sub-Area 18 Specific Plan or the Development Agreement, all permit applications, including any applications for conditional use permits, variances, minor exceptions, and recycling facilities permits as well as the regulations applicable to temporary uses, shall be governed by the provisions set forth in Section 17.04 of the Development Code.

6.3 SOURCES OF FINANCING

Implementation of the Sub-Area 18 Specific Plan will require the usage of many financing sources as the project proceeds. At a time when public and private financing has become over-regulated and under-funded, many new difficulties have emerged during the past few years. The financial difficulties facing development in Southern California will require a creative approach to facilitate the implementation of the Specific Plan.

The Sub-Area18 Specific Plan is well suited to use the financing sources outlined below as it is envisioned to be an opportunity for creating a public/private partnership. Plan will emphasize redevelopment of existing underutilized facilities and create economic opportunities for the City and the IASP area.

In order to meet the demands of higher levels of service and increased cost, most public and private agencies are using some form of public financing for capital improvements. In most cases, the necessary capital is raised through the sale of financial instruments which are repaid through the ongoing source of funds available due to implementation. The financial tools outlined below should be considered for implementation purposes.

6.3.1 SPECIAL ASSESSMENTS

Special assessments are commonly used to fund infrastructure facilities which provide a benefit that can be clearly assigned. For instance, a roadway or sewer line which reaches a parcel of land can be said to "benefit" that property by removing an impediment to its ultimate development; that parcel could be assessed on the basis of the benefit it receives. Special assessments could be used to finance public facilities needed within the Sub-Area 18 Specific Plan.

Special assessments could be used to finance most or all of the public facilities within the Sub-Area 18 Specific Plan and could be used to fund ongoing maintenance of street lights and landscaped areas. A city, county, or special district could be the issuing authority for the assessment

.

~~The City has an Assessment District that encompasses the project area. The Assessment District was formed in 1982 to finance infrastructure improvements. The bond indebtedness will continue until 1998 unless a prepayment occurs~~.

The purpose of an assessment district is to finance capital improvements whose benefit to specific properties can be accurately defined (this includes streets, sidewalks, sewer lines, water lines, drainage facilities, underground utilities, and parking-all of which can be clearly shown to benefit a given period). Special assessments may also be used to finance the maintenance of street lighting and landscaping, but cannot be used for the ongoing maintenance of other capital improvements such as roadways.

The strategy procedures for establishing an Assessment District include: (1) estimation of the costs of the improvements; (2) apportionment of the costs to the ~~benefitted~~benefited properties; (3) notice of individual assessments to the property owners, as well as the time for protests at a public hearing; (4) confirmation of the assessments paid by the public agency; and (5) opportunity for payment prior to determination of unpaid assessments.

Payments on assessments by the ~~benefitting~~benefiting property owners occurs as part of the annual property tax bill or as a special billing by the issuing agency.

6.3.2 MELLO -ROOS/COMMUNITY FACILITIES ACT OF 1982

Mello-Roos financing is used as a tool whereby property owners in a given area are assessed the cost of building and maintaining any of a wide range of public improvements. The financing can used to provide for new or additional services authorized by the Community Facilities Act (i.e., police protection, fire protection, ambulance and paramedic services, recreation programs, operation and maintenance of parks, parkways, and flood control facilities). Mello-Roos financing may also be used to provide for the purchase, construction, expansion, or rehabilitation of facilities to meet increased demand (i.e., parks, schools, libraries, certain utility improvements, and any other governmental facility which the agency is permitted by law to own, construct or grade).

The process for forming a Community Facilities District (CFD) can be initiated by the legislative body or by a petition signed by not less than 10 percent of the registered voters (landowners) which is followed by adoption of the Resolution of Intention indicating the extent (boundaries) of the CFD and the cost of the facilities, and concluded with a public hearing allowing for protest of the CFD formation.

The levy of any special tax must be submitted to the landowners for approval by a two-thirds majority. In the case of an area with fewer than 12 registered voters/property owners, the vote essentially is based on acreage with each voter getting one vote per acre of land owned. In an area with 12 or more voters/owners, the election is based on a majority of votes cast with each voter having only one vote.

Special tax payments are collected by the County Tax Collector and are paid to the issuing agency. The assessments are backed by a first lien on the property along with additional reserves.

A Mello-Roos CFD (85-1) is in place within the project area for the purpose of fire protection improvements; it was issued by the Foothill Fire Protection District The assessments are used to fund operations maintenance costs associated with fire protection Assessments are established annually based on square footage of development.

~~6.3.3 COMMUNITY REDEVELOPMENT FINANCING~~

~~The California Community Redevelopment law allows for the establishment of redevelopment agencies to provide funding for improvements to areas suffering from physical, economic, or social blight When a redevelopment project area is formed, a "tax increment" is established under which the level of property taxes collected in the project area is identified and essentially "frozen" at that established base-year level.~~

~~As assessed values in the project area increase, taxes paid by property owners will also increase, but the additional tax (tax increment) goes to the redevelopment agency. Redevelopment law allows an agency to finance land acquisition for public purposes; construction of public facilities, such as roadways, parks, and public infrastructure; and administrative, legal, planning, and engineering costs essential to the proposed project.~~

~~Sub-Area 18 Specific Plan is entirely within a redevelopment project area formed by the Redevelopment Agency in 1982. The State of California has been eroding the funding capacity of agencies throughout the state. For example, over two years (1992-1994), more than five million dollars was taken from the Rancho Cucamonga Agency to offset budget shortfalls at the state level.~~

6.3.~~4~~ 3 TRANSPORTATION DEVELOPMENT FEES

The City of Rancho Cucamonga has a Transportation Development in place which is intended to mitigate traffic impacts of new development. Under the system, developer of a project is required to pay transportation fees to assist in the financing of citywide backbone facilities. These would apply to development in the Sub-Area 18 Specific Plan site. In addition, except for major intersections, the construction of the remaining parts of the planned streets (e.g., right lanes, sidewalks, curb and gutter) is the direct responsibility of the developer.

6.3.~~5~~ 4 LEASE REVENUE (CERTIFICATES OF PARTICIPATION)

Certificates of Participation (COP) offer the City the opportunity to use its credit-worthiness to obtain financing for private development projects at a lower rate than would generally be available to a private entity. Under this concept, the City would work with a financial institution to sell bonds for the construction of a desired private building or facility. The bonds are repaid by the City, using lease revenues from the building end user(s). The City, although relying upon lease payments to repay the bond, to commit general fund revenues and to keep an amount equal to 15 percent of the bond issue in reserve.

The COP program can be used by either a city, county, redevelopment agency, parking authority, joint powers entity, or nonprofit corporation. No voter approval is required to proceed with a financing program.

6.3.~~6~~ 5 PRIVATE FINANCING

In addition to the public financing methods outlined above, a variety of private financing methods will be explored to implement the project. The private financing methods include traditional sources of

financing from lending institutions, pension funding, and partnerships, as well as many forms of nontraditional financing that are emerging, such as REIT financing, foreign financing sources, and investment capital.

6.3.~~7~~ 6 IASP ALTERNATIVE FINANCING

The IASP outlined a variety of public financing mechanisms that were not discussed above, but will be considered. Additional public financing programs discussed within the IASP included reimbursement Districts, Drainage and Sewer Facility Fee Programs, Bridge and Thoroughfare Districts, Street and Highway Districts, and other special assessment programs. These funding programs are explained in detail within the IASP and will be considered along with the previously mentioned funding sources discussed within this Sub-Area 18 Specific Plan.

6.4 PHASING (LAND USE/INFRASTRUCTURE)

6.4.1 LAND USE

The Sub-Area 18 Specific Plan ~~envisions two more phases of development. The initial phase was Planning Areas 1A, 1B, and III: golf course, clubhouse, and support driving facilities. The subsequent~~ phases of development and redevelopment within the Sub-Area 18 Specific Plan are dependent upon the market ~~reaction to the golf course~~ and the ability to attract future end-users, are subject to City review and approval.

6.4.2 INFRASTRUCTURE

To implement the Sub-Area 18 Specific Plan in an orderly manner, a variety of capital improvements are needed to ensure proper use of the land use program envisioned. Improvements include the completion of roadways, storm drainage facilities, water and sewer system improvements, and major renovation costs to existing improvements.

The infrastructure program will be phased to be consistent with the development phases. The initial phase of infrastructure improvements corresponds to the development of the golf course and related improvements. Figures 6-1 and 6-2 provide a conceptual program of infrastructure improvements needed to implement the golf course.

At ultimate buildout, additional infrastructure improvements will be needed as identified previously in Section 4 (Figures 4-7 through 4-13). The ultimate improvements do not identify infrastructure needed within each Planning Area. The onsite infrastructure with each planning will designed as individual projects proceed.

~~6.5 MARKETING STRATEGY~~

~~Sub-Area 18 Specific Plan focuses on the 18-hole championship quality golf course and related facilities within Planning 1A, 1B and III. In addition to the golf course, marketing will focus on regional accessibility and regional economic influences that will emphasize the opportunity to attract mixed uses, including commercial, office, industrial, recreational, residential, and entertainment with the attraction of an amenitized environment that includes golf. The general marketing focus at this time will emphasize the following objectives:~~

~~Provide for a project with integrated recreational, cultural, commercial, employment, and residential opportunities through the establishment of a Mixed-Used project oriented around the 18-hole golf course.~~

~~Take advantage of the project site location at the southern edge of the City by promoting a more marketable commercial focus that attracts users and consumers from outside the City.~~

~~Promote regional exposure of the project through a detail marketing program to be implemented after entitlement occurs. The marketing program will emphasize the golf course, location characteristics, and quality of life within Rancho Cucamonga.~~

~~The general objectives above will be implemented as the project proceeds. The specifics of the marketing strategy will have to identify some standard issues that all future users will want resolved prior to making a financial commitment to do business in Rancho Cucamonga Sub-Area 18.~~

~~1. Are ready-to-build sites with infrastructure available?~~

~~2. Are land prices comparable to the competitive marketplace?~~

~~3. What is the proximity to the major marketplace?~~

~~4. Will a quality environment with high visibility be~~

~~5. Is a quality lifestyle available for corporate decision~~

~~6. Is there an available trained and motivated labor force?~~

~~7. Are community services, including recreational amenities nearby?~~

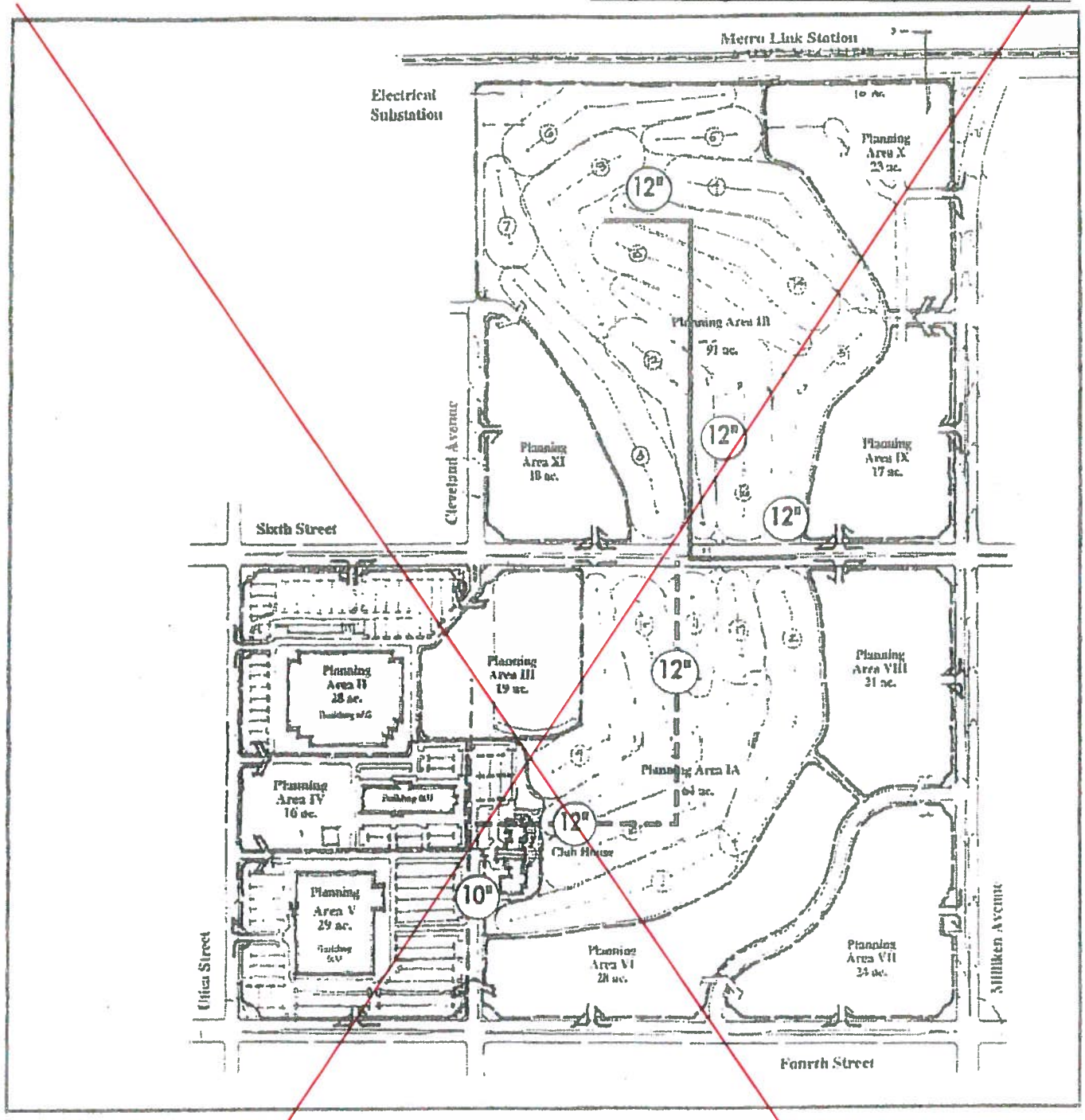
~~The strategy for marketing Sub-Area 18 will strive to deal with each of the above questions by using and information available from a variety sources including regional, state agencies.~~

~~Conceptually, the vision of the marketing effort will highlight the recreational/entertainment values the~~

~~property. The Specific Plan has discussed the phasing of the golf course development and potential reuse of the 601 and 602 buildings. The initial phase of the marketing strategy will be to focus on users that are compatible with the golf course and that will promote synergy that will further enhance the marketability of parcels outlining the golf course. The golf course creates theopportunity to market the sites as specialty use sites that are unique to the regional marketplace. The ability to offer commercial, business, residential, and office parcels adjacent to a quality golf course will attract users that have historically not been in the marketplace. This unique marketing tool will a cornerstone the marketing strategy.~~

~~Within the business community, golf is an important aspect of business lite. Not only is golf America's fastest growing recreational sport, it is also the most chosen sport of American and Pacific Rim businessmen as a way to recreate, socialize, and complete business transactions. Incorporation of a quality golf facility into Sub-Area 18 Specific Plan is an of proactive marketing that will pay off in terms of attracting national and multi-national companies to the project area.~~

~~Golf is now enjoying its greatest popularity in the United on current and projected participation rates, the number of rounds played in this country is expected to double by the year2000.~~



LEGEND

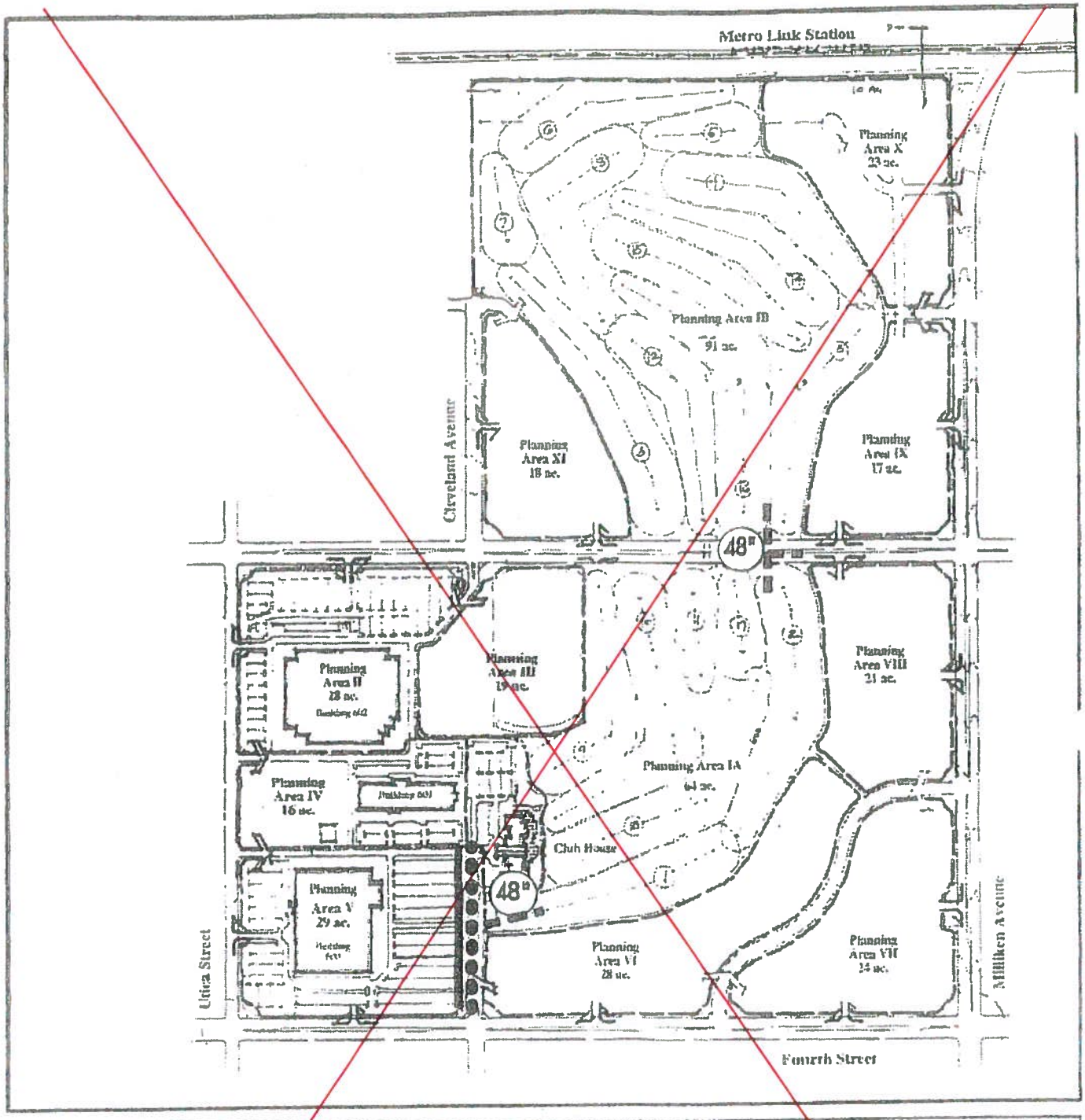
- Proposed Water Line
- Proposed Sewer Line
- Proposed Reclaimed Water Line

Note: Only Proposed Master Plan facilities are depicted.

800' 400' 0' 800'

figure 6-1

Proposed Golf Course Infrastructure (Water Wastewater, and Reclaimed Water)



LEGEND

Proposed Storm Drain Facilities

Proposed Electrical Cables/Lines

Proposed Telephone Cables/Lines

Note: No natural gas lines would be required for Phase I.

800' 400' 0' 800'

figure 6-2

Proposed Golf Course Infrastructure (Storm Drains, Electricity, and Telephone)