



# STAFF REPORT

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PLANNING DEPARTMENT

**Date:** May 18, 2016

**To:** Mayor and Members of the City Council  
John R. Gillison, City Manager

**From:** Candyce Burnett, Planning Director

**By:** Mike Smith, Senior Planner

**Subject:** ENVIRONMENTAL IMPACT REPORT AND GENERAL PLAN AMENDMENT DRC2015-00114 – SC Rancho Development Corp. (Lewis Operating Corp.): A request to amend the 2010 General Plan of the City of Rancho Cucamonga by revising text, graphics, and exhibits within the General Plan, and change the land use designations of parcels that are currently developed with the Empire Lakes Golf Course, an existing, private golf course of 160 acres that is located north of 4th Street, south of the BNSF/Metrolink rail line, west of Milliken Avenue, and east of Utica/Cleveland Avenues, from Open Space to Mixed Use, in conjunction with a proposed mixed use, high density residential/commercial development that is proposed to replace the golf course; APNs: 0209-272-11, -15, -17, -20, -22 through -28, 0210-082-41, -49 through -52, 0210-082-61, -64, -65, -67 through -69, -71 through -74, -78, -79, -84, -88 through -90, 0210-581-01 through -06, 0210-591-02 through -14, and 0210-623-66. Related files: Development Code Amendment DRC2015-00115 and Specific Plan Amendment DRC2015-00040. An Environmental Impact Report (EIR) (SCH No. 20150410083), Mitigation Monitoring Reporting Program (MMRP), and Facts and Findings to support the Statement of Overriding Considerations have been prepared for consideration by the City Council.

ENVIRONMENTAL IMPACT REPORT AND SPECIFIC PLAN AMENDMENT DRC2015-00040 – SC Rancho Development Corp. (Lewis Operating Corp.): A request to amend the Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan, a Specific Plan that applies to properties located north of 4th Street, south of the BNSF/Metrolink rail line, west of Milliken Avenue, and east of Utica/Cleveland Avenues, to delete text, graphics, and exhibits relating to the Empire Lakes Golf Course, an existing private golf course of 160 acres that is located within the subject Specific Plan area, and insert text, graphics, and exhibits that will describe the design and technical standards/guidelines for a proposed mixed use, high density residential/commercial development that is proposed to replace the golf course; APNs: 0209-272-11, -15, -17, -20, -22 through -28, 0210-082-41, -49 through -52, 0210-082-61, -64, -65, -67 through -69, -71 through -74, -78, -79, -84, -88 through -90, 0210-581-01 through -06, 0210-591-02 through -14, and 0210-623-66. Related files: General Plan Amendment DRC2015-00114 and Development Code Amendment DRC2015-00115. An Environmental Impact Report (EIR) (SCH No. 20150410083), Mitigation Monitoring Reporting Program (MMRP), and Facts and Findings to support the Statement of Overriding Considerations have been prepared for consideration by the City Council.

ENVIRONMENTAL IMPACT REPORT AND DEVELOPMENT CODE AMENDMENT DRC2015-00115 – SC Rancho Development Corp. (Lewis Operating Corp.): A request to amend the Development Code of the City Rancho Cucamonga by revising text, graphics, and

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exhibits within the Development Code that applies to properties, including the Empire Lakes Golf Course, an existing, private golf course of 160 acres, within the Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan, a Specific Plan that applies to properties located north of 4th Street, south of the BNSF/Metrolink rail line, west of Milliken Avenue, and east of Utica/Cleveland Avenues, and insert text and graphics in conjunction with a proposed mixed use, high density residential/commercial development that is proposed to replace the golf course; APNs: 0209-272-11, -15, -17, -20, -22 through -28, 0210-082-41, -49 through -52, 0210-082-61, -64, -65, -67 through -69, -71 through -74, -78, -79, -84, -88 through -90, 0210-581-01 through -06, 0210-591-02 through -14, and 0210-623-66. Related files: General Plan Amendment DRC2015-00114 and Specific Plan Amendment DRC2015-00040. An Environmental Impact Report (EIR) (SCH No. 20150410083), Mitigation Monitoring Reporting Program (MMRP), and Facts and Findings to support the Statement of Overriding Considerations have been prepared for consideration by the City Council.

**PLANNING COMMISSION PUBLIC HEARING AND RECOMMENDATION:** The Planning Commission held a public hearing regarding the proposed amendments to the General Plan, Specific Plan, and Development Code on April 13, 2016. The Planning Commission continued its deliberations to the following meeting on April 27, 2016, at which time it recommended to the City Council the following actions:

1. Certification of the Final Environmental Impact Report (SCH No. 20150410083); and
2. Approval of each of the following:
  - a) General Plan Amendment DRC2015-00114;
  - b) Specific Plan Amendment DRC2015-00040 (with Staff recommended revisions/amendments as included in Attachment F); and
  - c) Development Code Amendment DRC2015-00115

**BACKGROUND:**

A. **The General Plan:** The 2010 General Plan establishes goals and policies for important issues such as circulation, economic development, housing, land use, and resource conservation. The following are the policies described in the General Plan that are relevant to the discussion and analysis by the City Council of the proposed project.

1. **Land Use - Policy LU-1.2:** Designate appropriate land uses to serve local needs and be able to respond to regional market needs, as appropriate.
2. **Land Use - Policy LU-1.6:** Encourage small-lot, single-unit attached and/or detached residential development (5,200-square-foot lots or smaller) to locate in areas where this density would be compatible with adjacent residential neighborhoods.

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3. Land Use - Policy LU-2.1: Plan for vibrant, pedestrian-friendly Mixed Use and high density residential areas at strategic infill locations along transit routes.
  4. Land Use - Policy LU-2.2: Require new infill development to be designed for pedestrians and automobiles equally, and to provide connections to transit and bicycle facilities.
  5. Land Use - Policy LU-2.3: Provide direct pedestrian connections between development projects where possible.
  6. Land Use - Policy LU-2.4: Promote complementary infill development, rehabilitation, and re-use that contribute positively to the surrounding residential neighborhood areas.
  7. Land Use - Policy LU-3.7: Encourage new development projects to build on vacant in-fill sites within a built-out area, and/or redevelop previously developed properties that are underutilized.
  8. Land Use - Policy LU-3.8: Implement land use patterns and policies that incorporate smart growth practices, including placement of higher densities near transit centers and along transit corridors, allowing Mixed Use development, and encouraging and accommodating pedestrian movement.
  9. Land Use - Policy LU-12.3: Support development projects that are designed to facilitate convenient access for pedestrians, bicycles, transit, and automobiles.
  10. Economic Development - Policy ED-1.5: Support housing opportunities for workers of all income ranges.
  11. Economic Development - Policy ED-3.4: Improve internal circulation for all modes of transportation, consistent with the concept of "Complete Streets."
  12. Economic Development - Policy ED-5.1: Engage in regional transit planning efforts.
  13. Public Safety – Policy PS-12.3: Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation.
  14. Public Safety - Policy PS-12.4: Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).
- B. Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan: The City began studying the future reuse of the General Dynamics property in 1993 due to the then pending vacancy of about one million square feet of office space and 300 acres of adjacent vacant properties. The result was a conceptual land use plan that consisted of a golf course and a variety of supporting land uses surrounding it. The result of this process was the Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan (and hereafter referred to as the "Empire Lakes Specific Plan" or "Specific Plan"), which was approved by the City Council in 1994.

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- C. Previous Amendments to the Specific Plan: Following the adoption of the Specific Plan in 1994, it was amended multiple times. According to the text of the Specific Plan, “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 (related file: Specific Plan Amendment 00-01, Ordinance #638, Exhibit D of Attachment A). In May 2001, the Council approved an amendment to permit multi-family residential uses as an additionally permitted use in Planning Area VI (related file: Specific Plan Amendment 00-04, Ordinance #656, Exhibit D of Attachment A). In September 2002, the Council approved an amendment to permit market rate senior housing in Planning Area VII as an additionally permitted use (related file: Specific Plan Amendment DRC2002-00464, Ordinance #690, Exhibit D of Attachment A). 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 [related file: Specific Plan Amendment DRC2003-00255, Ordinance #714, Exhibit D of Attachment A].”
- D. Policy and Regulatory Background: The City Council has adopted policies and regulations with the intent of encouraging mixed use development. For example:
1. General Plan Update: In May 19, 2010, the City Council adopted the City’s 2010 General Plan. As part of this update of the General Plan, the land use designations for several parcels were changed to “Mixed Use”. The parcels are generally grouped in thirteen (13) “Mixed Use Areas” at various locations in the City as shown in Figure LU-3 of the General Plan (Exhibit J of Attachment A). Included in one these Mixed Use Areas are the existing apartment complexes located within the subject Specific Plan.
  2. Council Goals: In January 2015, the City Council accepted several goals during an assessment of the City’s objectives. Two of these goals, A24 and A25, are relevant to mixed use development. The objective of Goal A24 is “to address 1) mixed use, high density, transit oriented development (TOD), and 2) underperforming or underutilized areas.” The objective of Goal A25 is “review the City’s zoning districts and evaluate/investigate creating overlay districts or specific plan areas” that will create districts in order to revitalize underperforming or underutilized areas.
  3. Mixed Use Development Standards: On August 12, 2015, the Planning Commission recommended approval of Development Code Amendment DRC2015-00421 to provide development standards for density, building height, parking, setback requirements, etc. that will apply to mixed use development projects throughout the City. These amendments were reviewed and adopted by the City Council on October 21, 2015.
- E. Studies and Field Activities: The City Council, Planning Commission, and Staff have participated in studies and field activities with the intent of acquiring a better understanding of mixed use development which, in turn, would assist in establishing the framework and foundation for that type of development in the City. For example:
1. Foothill Boulevard Bus Rapid Transit Study: On June 19, 2013, the results of this study were presented to the City Council. The study was prepared in partnership with the Southern California Association of Governments (SCAG). It evaluated where transit-oriented development (TOD) was viable and whether Bus Rapid Transit (BRT) could be supported along Foothill

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Boulevard. It also included an analysis of the City's General Plan and Development Code to incorporate policies and housing opportunities to support future BRT opportunities consistent with regional transit plans and TOD principals.

2. Design Tour: In October 2013, Planning Department Staff conducted a "Design Tour" with the City Council and the Planning Commission to show how mixed use, high density development and single use, low density development were compatible and could function harmoniously. The tour included a visit to several mixed use developments in three (3) cities – Santa Clarita, Pasadena, and Monrovia. They observed such developments to be well-integrated within the existing, surrounding built environment. It was also determined from this tour that high quality architecture and high-density development were not mutually exclusive. Similarly, interesting design elements that would be impractical or unusual in low density development were well-suited to high density development. Lastly, small, compact spaces can be effective for creating welcoming and active pedestrian-scale gathering areas.
  3. Economic Development Strategic Plan: In February 2015, the City adopted its Economic Development Strategic Plan (EDSP) which serves as a guide for the City's economic development goals over the next 3 to 5 years. One of the goals identified was the creation of an environment that would be attractive to a workforce and customer base demographic that was born generally between 1980 and 2000. The City would need to facilitate development that was pedestrian-oriented and would encourage the use of non-automotive transit (trains, buses, and bicycles). This type of development would be consistent with the City's goal to encourage a healthy and sustainable lifestyle, as envisioned in the "Healthy RC" initiative, and could contribute to the revitalization of existing, underperforming retail centers.
- F. City Goals for Development Projects: As described in the General Plan (Chapter 2, page LU-4), "vacant land has become a scarce resource and land use decisions must be carefully crafted to protect established residential neighborhoods and plan for appropriate in-fill development while connecting land uses and transportation modes." The City's location near freeways and the Metrolink rail line allows it to serve local and regional needs. In addition, the type and quality of development in the City is attractive to residents and employers. The City is predominantly developed with single-family residences. While it is important to retain that character, providing a variety of housing types and densities, in appropriate locations, is important for economic and environmental sustainability.

Areas of the City that are generally located along Foothill Boulevard and within the industrial areas have been identified in the General Plan as appropriate for mixed use development. To encourage the integration of uses and sustainability, flexibility is allowed in the uses and density in mixed use development. The General Plan encourages in-fill development in order to maximize efficient use of existing infrastructure and to address housing demand. As in-fill development locates additional people near existing and new commercial uses and recreational amenities, it increases the vitality of a neighborhood and the economic viability of businesses. In-fill can create more sustainable development that improves infrastructure and land use and, over time, improve energy efficiency.

Sustainable development emphasizes accessibility where frequently used amenities are located in close proximity. It integrates transportation and land use decisions by encouraging compact, mixed use development within existing urban areas and along mass transit corridors. Higher density

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development provides equal accessibility for pedestrians, bicycles, transit, and automobiles. If located along mass transit corridors, it could result in less automobile usage as residents choose transit use.

The City strives to have a strong, diverse economy. To achieve this, workers from all age groups, with a variety of education, skills, and incomes are required. Therefore, a goal of the City is to support the development of housing for the widest variety of household types and needs. The City also strives to have a healthy community - a "Healthy City". By minimizing traffic and enhancing opportunities to walk, bike, and use transit, air pollution is reduced and the quality of life in the City is improved. Potentially, transportation costs for local residents and workers could be reduced which will create economic sustainability.

PROJECT AND SITE DESCRIPTION:

A. Surrounding Land Use and Zoning (relative to the Empire Lakes Specific Plan):

- North - Industrial Logistics and Manufacturing Buildings; Minimum Impact/Heavy Industrial (MI/HI) District
- South - Commercial Center; Ontario Center Specific Plan (2254-SP) (in the City of Ontario)
- East - Industrial Offices/Logistics Buildings, a Commercial Center, and Hotels; General Industrial (GI) District, Industrial Park (IP) District, and Industrial Park (IP) District, (Industrial Commercial Overlay District (ICOD))
- West - Industrial Offices/Logistics Buildings and Vacant Land; General Industrial (GI) District and Industrial Park (IP) District

B. General Plan Designations (relative to the Empire Lakes Specific Plan):

- Project Site - Open Space
- North - Heavy Industrial
- South - Mixed Use – Ontario Mills (in the City of Ontario)
- East - General Industrial and Industrial Park
- West - General Industrial and Industrial Park

C. Site Description: The project site is the Empire Lakes Golf Course, a privately owned and operated 18-hole golf course that was designed by professional golfer Arnold Palmer, located in the Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan (hereafter referred to as the "Empire Lakes Specific Plan" or "Specific Plan"). The golf course is comprised of four (4) parcels with a combined area of 160 acres. The overall area of the Specific Plan is 347 acres. The Specific Plan is bound by 4<sup>th</sup> Street to the south, Milliken Avenue to the east, Cleveland Avenue and Utica Avenue to the west, and 8<sup>th</sup> Street and the BNSF/Metrolink rail line to the north (Exhibit B of Attachment A). The golf course is generally located at the center, and covers about 46%, of the Specific Plan. Both the Specific Plan and the golf course are bisected into north and south halves by 6<sup>th</sup> Street.

To the east of the golf course are multi-family residences within four (4) apartment complexes - "Village at the Green", "Reserve at Empire Lakes", "Ironwood at Empire Lakes", and "AML at Empire Lakes". Adjacent to the northeast corner of the golf course are office buildings and the Rancho

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Cucamonga Metrolink station. To the west of the part of the golf course located south of 6<sup>th</sup> Street is an office complex comprised of multiple tenants including Southern California Edison (SCE) and Inland Empire Health Plan (IEHP). To the west of the part of the golf course located north of 6<sup>th</sup> Street are logistics/manufacturing buildings. To the north of the golf course, beyond the BNSF/Metrolink rail line, are additional logistics/manufacturing buildings. To the south, on the opposite side of 4<sup>th</sup> Street, is vacant land within the City of Ontario.

The Specific Plan, as it was originally approved in 1994, consists of eleven (11) "Planning Areas" which are identified with Roman numerals, i.e. Planning Area IA/IB through X (Exhibit C). The golf course is within "Planning Area IA", "Planning Area IB", and (partly) "Planning Area III" of the Specific Plan (Exhibit B and Figure 7.2, page 7-3 of Exhibit G of Attachment A).

### GENERAL:

The applicant, SC Rancho Development Corp., an entity of Lewis Operating Corp., proposes to replace the existing golf course with a new mixed use, transit-oriented, high development project (referred to as "Planning Area 1" or "Empire Lakes"). In order to do this, the applicant proposes the following amendments to the General Plan, the Empire Lakes Specific Plan, and the Development Code.

- A. General Plan Amendment DRC2015-00114: This proposed amendment will change the land use designation of the subject property from "Open Space" to "Mixed Use". The amendment is necessary as the limits on the number of dwelling units per acre and population density within an Open Space designated area do not permit the applicant's proposed project. Furthermore, the Open Space designation generally applies to areas that are for preservation of natural resources and outdoor recreation. In order to fulfill their economic objective for the property, the applicant is requesting the change in the land use designation as it will allow a greater number of dwelling units per acre and more intense land uses. The amendment also includes revisions to Figures LU-2 and LU-3, and revisions/deletions of text that refers to the project site as a golf course and describes the development characteristics within the Specific Plan (Exhibit W of Attachment A).
- B. Specific Plan Amendment DRC2015-00040: This proposed amendment to the Empire Lakes Specific Plan will re-designate "Planning Area IA", "Planning Area IB", and part of "Planning Area III" of the existing Specific Plan as "Planning Area 1 (PA1)". The amendment will also revise and/or delete existing text, graphics, and exhibits that are associated with, or refer to, the above-noted Planning Areas and the existing golf course (Exhibit F of Attachment A). New design and technical standards/guidelines will be created and incorporated, as a new section (chapter), and will be used to govern development within PA1. This new section will be identified as Section 7 (Exhibit G of Attachment A) in the proposed amended Specific Plan, and follow the existing six (6) sections (chapters) of the existing Specific Plan.
- C. Development Code Amendment DRC2015-00115: This proposed amendment to the Development Code will revise text and graphics that apply to the existing Specific Plan so that they reflect the amended Specific Plan (Exhibit X of Attachment A). In addition, a new land use table that will apply only to Planning Area 1 will be incorporated.

### ANALYSIS

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- A. Proposed Project: “Empire Lakes”, as proposed, will be a mixed use, transit-oriented, high density development consisting of a mix of, for example, residential, office, and commercial uses. The density, i.e. number of residential dwelling units permitted per acre (“du/acre”), will be relatively higher than the density of a conventional residential subdivision. The mixed use characteristics of Empire Lakes are intended to encourage walking and bicycling, thereby reducing the reliance on an automobile, and facilitate the use of the Metrolink regional passenger rail system via the aforementioned Metrolink station.

Empire Lakes will be comprised of six (6) “Placetypes” that will function similarly to zoning districts. The overall net density range of Empire Lakes will be between 19.7 – 25.7 du/acre but will vary within each specific Placetype. Generally, the Placetypes which are located north of 6<sup>th</sup> Street (and closest to the Metrolink station) will have the highest density ranges while the Placetypes located south of 6<sup>th</sup> Street will have the lowest density range. The number of residential dwelling units that are proposed will range between 2,650 – 3,450 units. The housing types will include apartments, condominiums, and single-family residences. These will be directed towards, for example, entry level homebuyers, individuals ‘downsizing’ to smaller homes, and seniors. There will be a combination of “for rent” and “for sale” residential dwelling units. All housing types will be sold or leased at market rates. Subsidized housing is not proposed nor is it being required by the City.

Empire Lakes will have up to a maximum of 220,000 square feet of non-residential uses (Table 7.1, pages 7-16 and 7-17 of Exhibit G of Attachment A). Although non-residential uses will be generally concentrated within the Mixed Use (MU) Placetypes, these uses also will be permitted anywhere within the Mixed Use Overlay. The land use(s), density range, and/or maximum floor area for non-residential uses that will apply within each of the Placetypes are described in the amended Specific Plan (Section 7.3.2, pages 7-18 through 7-31 of Exhibit G of Attachment A).

- B. Joint Use Public Facility: The proposed project includes a “Joint Use Public Facility” that will be used by the City’s Library Services and Community Services Departments, and the Police Department. The facility is identified as a required mitigation in the Environmental Impact Report (EIR) to address the increase in demand for these public services. Although the facility will be open to the general public, it will largely be used to provide services to the residents of Empire Lakes. There also will be space within the facility for ancillary use by the Public Works Department. The facility will have a floor area of up to 25,000 square feet. The facility will be generally located along The Vine, north of 6<sup>th</sup> Street. This facility is shown at the intersection of The Vine and 7<sup>th</sup> Street (Figure 7.3, page 7-5 of Exhibit G of Attachment A). However, the exact location of the facility has not been established. The final size, site layout, operational requirements, and design features of the facility will be determined at a later date.

Since the Planning Commission’s public hearing, the details of the Joint Use Public Facility have been finalized (Attachment F). Staff recommends that the City Council approve this text for incorporation into the Specific Plan.

- C. Maintenance and Financing: Improvements and facilities within Empire Lakes will be maintained by either public or private entities depending on the type of improvement or facility). All public streets (The Vine, 4<sup>th</sup> Street, 6<sup>th</sup> Street, and extensions of 7<sup>th</sup> Street), traffic signals/signs, water, sewer, and drainage facilities within the public streets, lighting within the public right-of-way, and water quality facilities for treatment of water in public streets, will be maintained by the City, a new community

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facilities district (CFD), and/or a utility service provider. Homeowners' or property owners' associations will maintain, for example, all private streets and drive aisles, traffic signs on those streets, open space areas and trails, parks and recreational facilities, and common area landscaping and lighting. Financing for the construction of improvements will be provided by private sources and/or new community facilities districts (CFDs) or special districts. Escalators to address potential increases in costs/expenses for these CFDs and special districts in the future will be required.

- D. Phasing and Grading: Construction of Empire Lakes is expected to occur over a timeframe of about 8 years. As noted previously, the applicant has not submitted any development applications, such as tentative tract/parcel maps and/or conceptual site and building plans, for the City's review. If the proposed amendments to the General Plan, Specific Plan, and Development Code are approved by the City Council, then these applications will be submitted at a future date by the applicant and/or by other developers. Construction and grading are expected to occur in three (3) phases. Development in the first phase will generally occur in the area of the project site located between 4<sup>th</sup> Street and 6<sup>th</sup> Street (Appendix A, Figure A-1, page A-4 of Exhibit G of Attachment A). Development for Phase 2 will occur between 6<sup>th</sup> Street and 7<sup>th</sup> Street (Appendix A, Figure A-3, page A-6 of Exhibit G of Attachment A) while development for Phase 3 will generally occur between 7<sup>th</sup> Street and the BNSF/Metrolink rail line (Appendix A, Figure A-5, page A-8 of Exhibit G of Attachment A).

The Planning Commission recommended that the construction of the segments of both the primary north-south public street ("The Vine") and 7<sup>th</sup> Street, between 4<sup>th</sup> Street and the existing intersection of Anaheim Place and 7<sup>th</sup> Street near the Metrolink station, be completed prior to occupancy of the 400<sup>th</sup> unit in Phase 1 to the satisfaction of the City Engineer. Attachment F includes text and exhibits regarding the phasing of the construction of The Vine, and the interim road condition to allow the Vine to be completed pursuant to the Commission's recommendation. No development will occur within Phases 2 and 3 until the permanent road improvements are completed. Staff recommends that the City Council approve this text for incorporation into the Specific Plan.

- E. Economic and Fiscal Impact Analysis: During the Public Scoping meeting conducted by the Planning Commission on June 10, 2015 for the Environmental Impact Report (EIR), and during the Planning Commission Workshop conducted on December 10, 2015 to provide an overview of the proposed project, the Planning Commission requested information about several topics. One of those topics was the fiscal impacts to the City caused by the proposed project and the alternatives to the project (including a "no-build" alternative, i.e. the private golf course remains as is). In response to this request, the City contracted with independent economic consultant Keyser Marston Associates. The consultant prepared a Fiscal Impact Analysis and submitted their findings on March 31, 2016. The analysis evaluated the following:

1. The project as proposed by the applicant (with a maximum of 3,450 dwelling units and 220,000 square feet of non-residential uses);
2. A "lower density" alternative (with a maximum of 2,650 dwelling units and 220,000 square feet of non-residential uses);
3. A "higher density" alternative (with a maximum of 4,000 dwelling units and 220,000 square feet of non-residential uses); and

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4. A “no project” alternative (with the private golf course remaining as is)

The annual revenue generated from, for example, property tax, sales tax, fees, and assessments, and the costs for government services including, for example, police, animal care, community development, public works, and other general government functions were analyzed. The annual revenues/costs in the calculations in the analysis are based on the project when it, or the alternatives, is fully constructed and completed. According to the analysis, the total revenues, costs, and net benefits (or costs) are as follows:

Alternative	Annual Revenue	Annual (Cost)	Net Benefit or (Cost)
Proposed Project	\$2,440,017	\$1,966,184	\$473,833
Lower Density	\$2,136,190	\$1,552,117	\$584,073
Higher Density	\$2,573,718	\$2,245,459	\$328,259
No Project	\$9,319	\$4,215	\$5,104

Based on the analysis, the highest annual revenue and highest annual cost will be generated by the “Higher Density” alternative while the lowest revenue and lowest cost will be generated by the “No Project” alternative. Overall, the proposed project and the alternatives all will have a net fiscal benefit to the City. It can be expected that the proposed project will have a net economic benefit to the City, and that this net benefit will exceed the net benefit of the private golf course remaining as is. The full analysis is attached (Exhibit V of Attachment A).

In the analysis, “incremental assessment revenues” were identified:

Alternative	Incremental Assessment Revenue
Proposed Project	\$433,936
Lower Density	\$317,352
Higher Density	\$514,087
No Project	\$0

These revenues represent the project’s contribution to Park District 85 (PD85), Landscape Maintenance District 1 (LMD1), and Street Lighting District 1 (SLD1). These revenues would not occur without implementation of the project. This substantial, additional revenue from the proposed project would reduce the need for General Fund contributions to reserves in these assessment districts.

**PUBLIC MEETINGS:**

- A. **Public Scoping Meeting:** The City conducted a noticed Public Scoping meeting during a Planning Commission meeting on June 10, 2015 (Exhibit O of Attachment A). The intent of the Public Scoping Meeting was to receive public testimony on those issues that the public would like to have addressed in the Environmental Impact Report (EIR) as it relates to the project and environment. The Public Scoping Meeting is discussed on page 15 of the Staff Report for the April 13, 2016 Planning Commission public hearing.

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- B. Planning Commission Workshop: On November 10, 2015 a workshop was conducted to provide the Planning Commission and interested members of the public an overview of the project and its progress (Exhibit R of Attachment A). During the workshop Staff received comments and questions from both the Commission and the public (Exhibit S of Attachment A). The Planning Commission Workshop is discussed on page 16 of the Staff Report for the April 13, 2016 Planning Commission public hearing.
- C. Community Meetings: The applicant conducted four (4) meetings. The meetings were conducted on December 10, 2015 and January 14, 21, and 28, 2016. The first meeting was conducted at the Courtyard Marriot located at 11525 Mission Vista Drive while the other three meetings were conducted at the Four Points by Sheraton located at 11960 Foothill Boulevard (Exhibit L of Attachment A). The Community Meetings are discussed on page 16 of the Staff Report for the April 13, 2016 Planning Commission public hearing.

PUBLIC AND PLANNING COMMISSION COMMENTS: The City has received comments from the public at the above-noted meetings, via mail/email (Exhibit Z of Attachment A, and Attachment E), and telephone. Also, an on-line petition, "Save Empire Lakes Golf Course" (signed by 1,050 individuals as of May 12, 2016), and a written petition by those who are opposed to the project (Exhibit AA of Attachment A, and Attachment E) have been submitted. As at the Public Scoping meeting and Planning Commission Workshop, the loss of the private golf course as a recreational amenity and open space resource; traffic impacts; demand on public services; water use; the suitability of the proposed project at the proposed location; and public notification process were raised as issues of concern.

These issues were also discussed during the Planning Commission's public hearing on April 13, 2016, and during the public comment period prior to the continuation of the Planning Commission's deliberations of the project on April 27, 2016. (Attachments B and D.)

The most significant of the comments/questions discussed throughout the review process for the proposed project are summarized below:

a. Loss of a Recreational Amenity:

The golf course is a privately owned and operated recreational facility. Although it is a business that is open to the public, it is not a public park or public facility. The General Plan identifies both Red Hill Country Club and the Empire Lakes Golf Course as important recreational amenities that also provide the community with valuable open space. However, according to the General Plan, both golf courses are privately owned and are not included in the acreage calculation of parks. The City cannot prevent a private property owner from ceasing business or closing their facility. Although identified as Open Space in the General Plan, this would not preclude the golf course from closing or being sold for another similar use permitted by the Open Space designation such as a private soccer field. For this project, the applicant is requesting a General Plan Amendment and Specific Plan Amendment to amend the underlying General Plan and Zoning designation's to allow the proposed mixed use development project. Although this is a loss of one type of recreational amenity, the proposed project will provide a series of private and public parks, gyms, creative spaces, and other similar recreational amenities.

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As noted previously, the golf course is a recreational amenity but it is not a public park. The City of Rancho Cucamonga has identified 338.3 acres of improved parkland and special use facilities. General Plan, Chapter 5 – Community Services (pages CS-4 and -5), indicates that as of 2009 “regional multi-purpose and community trails account for approximately 294.6 acres of land. The City also owns or leases several sites intended for parks or special use facilities, as well as a number of private parks...[which]...total approximately 120 acres.” As the Empire Lakes Golf Course is not calculated in the acreage of parks, it is not included in the City’s calculations for complying with State law (the Quimby Act) which requires a minimum 3.0 acres per 1,000 persons (Exhibit H of Attachment A).

b. Loss of an Open Space Resource:

Open Space is a land use designation of the General Plan (Chapter 2 - Managing Land-Use) that includes Hillside Residential, Open Space, Conservation, and Flood Control/Utility Corridor. The proposed Empire Lakes project is within the Open Space designated area. This land use category is generally to establish protection areas from natural hazards and for recreational use. Golf courses are considered an acceptable use in the open space designations where appropriate. Additionally on private open space land the General Plan allows for one dwelling unit for every 10 acres to be constructed. Although the project area is currently designated as open space, the General Plan anticipates the future development of vacant or underutilized properties. Additionally as part of the land use strategy the General Plan anticipates the changes of uses overtime as vacant properties develop and as land use policy changes to facilitate the evolution of the mix of uses the City envisions.

Per the General Plan, Chapter 6 – Resource Conservation (page RC-3), “Open space” is defined as “any parcel or area of land that is essentially unimproved and devoted to uses such as natural resource preservation, managed production of resources, outdoor recreation, and public health and safety.” The amount of land within the City and the City’s Sphere of Influence, i.e. “Planning Area”, devoted to open space is “approximately 31 percent, or 8,224 acres...including parks, undeveloped parcels, conservation areas, and flood control/utility corridors, as shown in Figure RC-1: Open Space and Conservation Plan” (Exhibit K of Attachment A). Therefore, although the replacement of the golf course will result in a loss of open space, at 160 acres in area it is about 1.9 percent of the total open space within the City and the City’s Sphere of Influence.

c. Traffic Impacts:

The CEQA Guidelines require the analysis of traffic impacts of the proposed project. The City’s General Plan sets standards for the physical capacity of intersections and streets. In an effort to understand the impacts created by the proposed project, two forms of modeling were conducted: 1) a Traffic Impact Analysis as required by the San Bernardino County Congestion Management Program and 2) a vehicle miles traveled (VMT) model proposed for future traffic modeling in the state of California.

In order to evaluate the impact of the proposed project on the region’s traffic and transportation system, a Traffic Impact Analysis (TIA) was prepared in October 2015 by Fehr & Peers, the applicant’s traffic consultant. The TIA was prepared utilizing the guidelines set

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forth in the San Bernardino County Congestion Management Program and in coordination with the City of Rancho Cucamonga, the City of Ontario, and Caltrans. This TIA was subsequently reviewed by Urban Crossroads, an independent traffic consultant that was hired by the City to review and verify the accuracy of the analysis and findings.

Based on this analysis, the proposed project is expected to generate 25,183 total daily vehicle trips when it is completed. Of these total daily vehicle trips, 1,676 and 2,097 are expected to occur during the morning and evening peak hours, respectively. The TIA analyzed 36 intersections to determine the Level of Service (LOS) for each location under six (6) scenarios including current traffic conditions (in 2014), conditions when the project is completed (the "completion year" at about 2024), and traffic conditions in the "cumulative year" (2036) for scenarios with and without the project. Level of Service (LOS) is a method of measuring and assigning a letter grade to the capacity and operation of an intersection based on the average traffic delay, and density of traffic for a roadway segment. Level of Service ranges from LOS 'A' (minimal traffic delay) to LOS 'F' (heavy traffic congestion), with an LOS 'E' being a street intersection operating at its capacity. The City's has adopted a LOS 'D' (or better) as the standard for the design of infrastructure within the General Plan. The City of Ontario, the County of San Bernardino Congestion Management Program, and Caltrans each have, respectively, adopted LOS 'D', LOS 'E', and LOS 'C'.

A project demonstrates an impact when either of the following two conditions occurs: 1) the traffic generated by the project causes the LOS at an intersection to drop below these standards, or 2) in the case of intersections already expected to operate at a LOS below the standard, the project causes an increase in the average vehicle traffic delay. The analysis identified project impacts at 12 intersections in the completion year (2024) and 9 intersections in the cumulative year (2036). It should be noted that of these impacted intersections, half are expected to operate at a LOS below the standard without the project. Also, after the implementation of feasible mitigation measures, the project's traffic impacts at 5 of the 12 impacted intersections in the completion year (2024) and 5 of the 9 impacted intersections in the cumulative year (2036) will be mitigated. The project's remaining traffic impacts are expected to occur at locations with physical constraints, or are outside of the jurisdiction of the City of Rancho Cucamonga. In addition to the mitigation measures that would be incorporated into the proposed project, the project would require the assessment of Transportation Development Impact Fees. These fees are utilized to fund the construction of transportation-related improvements to mitigate traffic impacts of development throughout the City.

In addition to the TIA, a separate analysis of Vehicle Miles Traveled (VMT) was performed by Urban Crossroads in March 2016 for the proposed project. While LOS has been the industry standard for analysis of traffic impacts for many years, the use of VMT is expected to become the standard measure of traffic impacts in the State of California over the next few years. VMT is a measure of the number of vehicle miles traveled by residents, commercial patrons, and employees of a project development on a typical weekday and provides an analysis of traffic impacts of development on the roadway system of the region by evaluating not only the number of vehicles added to the region's roadways but also the length of those trips.

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The resulting data includes the total weekday VMT and average trip length for the proposed development. In analyzing the proposed Specific Plan Amendment, the March 2016 VMT analysis compared the total daily VMT and average trip length under two scenarios: 1) development of the project land uses as independent uses typical of suburban development, and 2) development of the same land uses as a mixed-use transit-oriented development. Given the project's mixed-use nature, designed to encourage active transportation, and proximity to the Metrolink Station and bus transit, the analysis indicates that the VMT and average trip length for the proposed project is expected to be reduced by approximately 20% when compared to the same uses designed under typical suburban conditions.

The results of the TIA and the VMT analysis indicate that while there are expected to be project-related impacts at specific locations, the overall design of the proposed project minimizes the effects on the City's overall roadway system. The City Engineer has also reviewed the project and the TIA and VMT analysis and concluded that several intersections with significant impacts can be mitigated with some changes such as signal timing and that some intersections will not improve and will suffer additional delays.

d. Demand for Public Services/Schools:

The proposed project includes a "Joint Use Public Facility" that will be used by the City's Library Services and Community Services Departments, and the Police Department. The facility is identified as a required mitigation in the Environmental Impact Report (EIR) to address the increase in demand for these public services. Although the facility will be open to the general public, it will largely be used to provide services to the residents of Empire Lakes. There also will be space within the facility for ancillary use by the Public Works Department. The facility will have a floor area of up to 25,000 square feet. The facility will be generally located along The Vine, north of 6<sup>th</sup> Street. This facility is shown at the intersection of The Vine and 7<sup>th</sup> Street (Figure 7.3, page 7-5 of Exhibit G of Attachment A).

Empire Lakes is in the service area of the "Jersey" Fire Station (#174) located at 11297 Jersey Boulevard. According to the EIR, "It is projected that the increase in property value and the resultant increases in property taxes generated by the project would be sufficient to add an additional medic engine unit to the response system and/or increase the staffing on the ladder trucks to four personnel each. As such, the project would not have a significant impact on the staffing or equipment at current fire stations since the impact would be addressed by the increase in property tax [revenue]."

The proposed/potential Development Agreement for the proposed project, or separate agreement between the City and the Property Owner/Developer or entity under common ownership, shall address the Rancho Cucamonga Fire Protection District's (RCFPD) acquisition, at fair market value, of the property at Assessor Parcel Number No. 1077-422-58, or other site acceptable to the Rancho Cucamonga Fire Protection District (RCFPD) for a potential future fire station within 0.5-mile of the identified fire station site. A purchase and sale agreement shall be executable immediately upon granting of any final approvals for the General Plan Amendment and Specific Plan Amendment. If no final approvals are granted, the purchase and sale agreement may only be executed if both parties mutually agree."

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The City is in escrow for, and completing, the purchase of land owned by the applicant for the purpose of constructing a new fire station to address increased future demand on Fire District facilities. This new station will be located between Town Center Drive and Church Avenue, east of Haven Avenue. With this new property, the Fire District will have a strategic location available for a new station to accommodate future growth in the City.

According to correspondence dated April 12, 2016 that received from Janet Temkin, Superintendent of the Cucamonga School District, the district contracted with a consultant to study the impact of the proposed development on student enrollment, current student housing capacity, and projected facility needs. Based on the study, the school district will be able to accommodate the number of projected students from the development with some modifications/expansion of existing facilities and a minor change to the district's boundary.

- e. Water Use (overall and during the current drought and the State's requirements for water conservation):

Senate Bill 610 requires a Water Supply Assessment (WSA) for certain projects. The projects that must have a WSA are defined in Water Code Section 10912 and include, for example, residential development of more than 500 dwelling units. The purpose of the WSA is to evaluate whether the total projected water supplies available to the water supplier (in this case, the Cucamonga Valley Water District (CVWD)) during "normal, single-dry, and multiple-dry water years over the next 20-year projection" are sufficient to meet the projected water demands of the proposed project. This is in addition to the water supplier's existing and planned future uses including agricultural and manufacturing uses. A WSA was prepared by Stetson Engineers, Inc. on October 16, 2015 and submitted to CVWD for review.

According to the Staff Report prepared by the Cucamonga Valley Water District (CVWD) for the Water Supply Assessment for Empire Lakes, "The Empire Lakes Golf Course currently uses approximately 577 acre-feet per year (AFY) of recycled water and approximately 2.0 AFY of potable water. With the redevelopment of the site, it is estimated that the new irrigation/recycled water demand would drop to approximately 30 AFY and a total estimated potable water demand for the Project would increase to approximately 1,446 AFY. Staff has reviewed the WSA and concurs with its conclusion that the total projected water supplies available to the District during normal, single-dry, and multiple-dry water years over the next 20-year projection are sufficient to meet the projected water demands of the proposed Empire Lakes Project, in addition to the District's existing and planned future uses, including agricultural and manufacturing uses." The WSA was approved by CVWD's Board of Directors on February 23, 2016 by Resolution 2016-2-6 (Exhibit Y of Attachment A).

The water usage restrictions recently imposed by the State do not affect the conclusions of the WSA. As explained by a representative of CVWD, Jo Lynne Russo-Pereyra, who appeared before the Planning Commission on April 27, 2016, the water usage restrictions are a matter of compliance with state regulatory mandates and not due to any lack of water supply from CVWD.

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f. Suitability of the Proposed Project at the Proposed Location.

The proposed project is consistent with several of the City's land use policies as described in the General Plan. For example, Policy LU-1.6 and -2.4 discusses encouraging single-family (attached and/or detached) residential development on small-lots in areas where this density would be compatible with adjacent residential neighborhoods. The proposed project provides opportunities for the construction of single-family residences on small lots. Also, as a high density project, the proposal will be compatible with the four (4) apartment complexes located to the east of the project site.

Policies LU-2.1, -2.2, and -12.3 seek to achieve vibrant, pedestrian-oriented mixed use residential development at in-fill locations nears transit routes and facilities. The proposed project will be an in-fill, mixed use, pedestrian-oriented development located adjacent to the Metrolink rail line and the Rancho Cucamonga Metrolink stations. Due to the high density character of the project and its location, it will be consistent with Policy LU-3.8. As the project will have a mix of housing types for a diverse range of residents, it will be consistent with Policy ED-1.5 which supports housing opportunities for workers of all income ranges. The overall design of the proposed project will be consistent with Policies ED-3.4 and PS-12.4 which seek to improve internal circulation for all modes of transportation, consistent with the concept of "Complete Streets" and provide enhanced bicycling and walking infrastructure, and support public transit. The proposed project will reinforce the goals of the City's "HealthyRC" program.

g. Public Notification Process.

The legal noticing requirements for the environmental review of the project are described in Sections 15082, 15084, 15087, and 15088 of the California Environmental Quality Act (CEQA) Guidelines Handbook. These various sections describe the process that the City followed during the preparation of the environmental documents including obtaining public input preparing the documents, the circulation and review period of the documents, and how the City responded to comments. The legal noticing requirements for the public hearings and meetings for the project are described in Sections 17.14.050 and 17.14.060 of the City's Development Code. Additional discussion of the requirements for the environmental review, public hearings, and meetings for the project that were followed by the City are provided under the respective "Environmental Assessment" and "Public Notification" sections (below) of this report, and in the Staff Report prepared for City Council on February 17, 2016 that was prepared as an update on the timeline of the process and notification of meetings for this project (Exhibit T of Attachment A).

**ENVIRONMENTAL ASSESSMENT:** Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, an Environmental Impact Report (EIR) was prepared to analyze the potential environmental effects of the amendments to the 2010 General Plan, the Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan, and the Development Code. Under the California Environmental Quality Act ("CEQA"), the purpose of an EIR is to inform the public about any significant impacts to the physical environment resulting from a project, identify ways to avoid or lessen the impacts, identify alternatives, and promote public participation. The contents of the EIR becomes a

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planning tool for the Planning Commission and City Council to use in determining the appropriate and best land use for the project site.

Any future proposed projects within the Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan must be reviewed on their own merit. This document addresses the potentially significant adverse environmental impacts that may be associated with development of the proposed amended Specific Plan, as well as, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts. The intent of this EIR is to evaluate the broad-scale impacts of the amended Specific Plan. On November 10, 2015, the Draft EIR for the amendments to the 2010 General Plan, the Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan, and the Development Code was released for the 45-day review period, which ended on December 24, 2015.

Staff has evaluated the proposed EIR for the amendments to the General Plan, the Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan, and the Development Code, and based upon that review, comments received during the public review of the Initial Study and the public scoping meeting, and the potential impacts of the proposed project, determined that a EIR would be necessary and adequate to evaluate the environmental issues raised by the amendments to the General Plan, the Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan, and the Development Code as proposed. All major environmental categories were evaluated in the Draft EIR. A summary of all of the project-related impacts and the recommended mitigation measures is provided in the Final EIR.

The following summarizes key points in the environmental review process:

- A. Notice of Preparation: A Notice of Preparation (NOP) for the Environmental Impact Report was prepared and circulated with the Initial Study on April 27, 2015 to the State Clearinghouse (SCH No. 2015041083), and to public agencies that have discretionary approval power over the project. Also, the NOP was made available for review at a) the Archibald Library, b) the Paul A. Biane Library, c) City Hall, and d) the City's webpage created for providing information about the proposed project. Per State law, the comment period ended 30 days after the date of circulation (in this case, May 26, 2015). However, as the Public Scoping meeting was scheduled for June 10, 2015, comments, if any, in response to the NOP were accepted until that date. The Initial Study was made available to the public during and after the comment period.
- B. Public Scoping Meeting: The City conducted a noticed Public Scoping meeting during a Planning Commission meeting on June 10, 2015 (Exhibit P of Attachment A). The notice for this scoping meeting appeared in the Inland Valley Daily Bulletin newspaper and notices were mailed to the owners of all properties located within 1,000 feet of the Empire Lakes Specific Plan planning area. The intent of the Public Scoping Meeting was to receive public testimony on those issues that the public would like to have addressed in the EIR as it relates to the project and environment. The Public Scoping Meeting is discussed on page 15 of the Staff Report for the April 13, 2016 Planning Commission public hearing.
- C. Draft EIR Preparation and Circulation: A Draft EIR was prepared and was distributed to all Responsible and Trustee agencies, and individuals who had expressed interest in the project and/or had previously requested copies. The Draft EIR was distributed for a 45-day public review period on

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November 10, 2015, with the comment period expiring on December 24, 2015. During the public review period, the Draft EIR and technical appendices were available for review at a) the Archibald Library, b) the Paul A. Biane Library, c) City Hall, and d) the City's webpage created for providing information about the proposed project.

Comment letters were received from several agencies and members of the public during the public comment period (Exhibit BB of Attachment A). Written responses to all significant environmental issues raised were prepared and made available in the Final EIR.

- D. Mitigation Monitoring Reporting Program (MMRP): In compliance with CEQA, a monitoring program has been prepared that identifies each adopted mitigation measure or project design feature that reduces the significance level of a particular impact. The MMRP indicates responsibility and timing milestones for each mitigation measure.
- E. Facts, Findings, and Statement of Overriding Considerations: If significant unavoidable environmental impacts result with a project, the City must balance the benefits of the project against its unavoidable environmental risks in determining whether to approve the project. If the benefits outweigh the unavoidable adverse impacts, the City may adopt a statement of Overriding Considerations. The EIR concludes that upon implementation of the project and all recommended mitigation measures, air quality (operational and cumulative) impacts, impact to the Southern California Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), noise impacts, population and housing growth, and traffic (project-related and cumulative) impacts associated with the proposed project would remain significant. Therefore the City is required to adopt a Statement of Overriding Considerations in accordance with CEQA Section 21081. A statement of Overriding Considerations has been prepared for the project. A full description of the significant impacts resulting from the proposed project and those mitigation measures being recommended to reduce the level of significance for each impact is shown in the Facts, Findings, and Statement of Overriding Considerations.

PUBLIC NOTIFICATION: The City Council public hearing for the proposed project was advertised in the Inland Valley Daily Bulletin newspaper, notices were posted on Notice of Filing signs located along the perimeter of the golf course, and notices were provided as follows:

- a) Mailed notices to all owners of property located within the Empire Lakes Specific Plan planning area and within 1,000 feet of the boundary of the Specific Plan planning area;
- b) Mailed notices to all businesses in the City located within the Empire Lakes Specific Plan planning area and within 1,000 feet of the boundary of the Specific Plan planning area;
- c) E-mailed notices to individuals who contacted the City and requested to be informed of the project, and individuals who attended one or more of the four (4) Community Meetings (and provided email addresses to the applicant and/or Staff);
- d) Posted notification on the City's webpage created for providing information about the proposed project;
- e) Posted notification on social media networks including the City's Facebook page; and

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- f) Mailed notices directly to the residents of the “Village at the Green” and “Ironwood at Empire Lakes” apartments located to the east of the Empire Lakes Golf Course (Staff was unable to obtain the directories for the “Reserve at Empire Lakes” and “AML I at Empire Lakes”).

Respectfully submitted,



Candyce Burdett  
Planning Director

CB:MS/lb

- Attachments:
- Attachment A - Staff Report for April 13, 2016 Planning Commission
  - Attachment B - Approved Minutes for April 13, 2016 Planning Commission
  - Attachment C - Staff Report for April 27, 2016 Planning Commission
  - Attachment D - Draft Minutes for April 27, 2016 Planning Commission
  - Attachment E - Additional Correspondence, and Petitions
  - Attachment F - Revised Text/Exhibits for Incorporation into the Specific Plan
  - Draft Resolution No. 16-057 for Final Environmental Impact Report
  - Draft Resolution No. 16-056 for General Plan Amendment DRC2015-00114
  - Draft Ordinance No. 888 for Specific Plan Amendment DRC2015-00040
  - Draft Ordinance No. 889 for Development Code Amendment DRC2015-00115