

**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
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Revised June 2012
Revised June 2016

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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 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. 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.

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

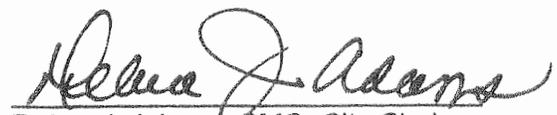
ATTEST:



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.

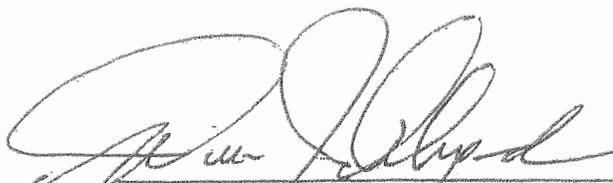
PASSED, APPROVED, AND ADOPTED this 16th day of May 2001.

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.

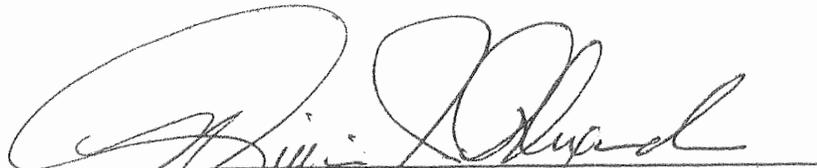
PASSED, APPROVED, AND ADOPTED this 22nd day of October 2002.

AYES: Alexander, Curatalo, Williams

NOES: None

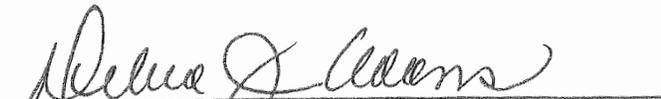
ABSENT: Biane, Dutton

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 provided 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 AMENDMENT 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 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 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.

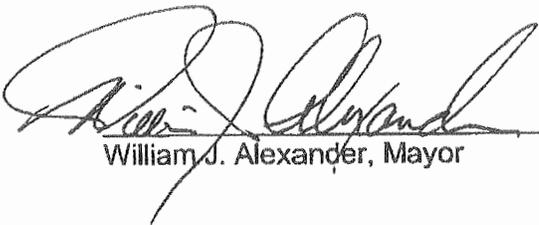
PASSED, APPROVED, AND ADOPTED this 6th day of August 2003.

AYES: Alexander, Gutierrez, Howdyshell, Kurth, Williams

NOES: None

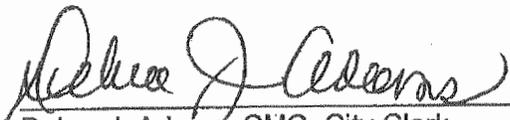
ABSENT: None

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

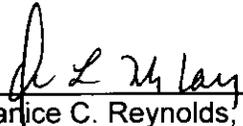
ABSENT: None

ABSTAINED: None



L. Dennis Michael, Mayor

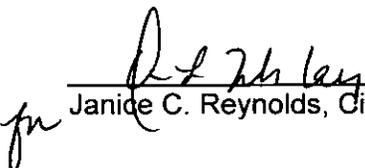
ATTEST:



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

RESOLUTION NO. 16-056

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT DRC2015-00114, AMENDING 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 AND MAKING FINDINGS IN SUPPORT THEREOF - 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.

A. **Recitals**

1. SC Rancho Development Corp., an entity of Lewis Operating Corp., filed an application for General Plan Amendment DRC2015-00114 as described in the title of this Resolution. Hereinafter in this Resolution, the subject General Plan Amendment is referred to as "the application."

2. On April 13, 2016 and continued to April 27, 2016, the Planning Commission conducted a duly noticed public hearing on the application and concluded said hearing on that date by recommending approval of the application to the City Council for final action by adoption of their Resolution No. 16-18.

3. On May 18, 2016 the City Council conducted a duly noticed public hearing on the application and concluded the hearing on that date.

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

B. **Resolution**

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

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

2. **Findings**. Based upon the substantial evidence presented to this City Council during the above-referenced public hearing May 18, 2016, including written and oral staff reports, together with public testimony, this Council hereby specifically finds as follows:

a. The application applies to a property that is currently improved with the Empire Lakes Golf Course, a privately owned and operated 18-hole golf course with an area of 160 acres.

b. Development of the subject property is governed by the Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan, the City's Development Code, and the City's General Plan.

c. 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. The golf course is within "Planning Area IA", "Planning Area IB", and (partly) "Planning Area III" of the Specific Plan.

d. The overall area of the Specific Plan is 347 acres. The Specific Plan is bound by 4th Street to the south, Milliken Avenue to the east, Cleveland Avenue and Utica Avenue to the west, and 8th Street and the BNSF/Metrolink rail line to the north. 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 6th Street.

e. 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 "AMLI at Empire Lakes"). Adjacent to the northeast corner of the golf course are office buildings and the Rancho Cucamonga Metrolink station. To the west of the part of the golf course located south of 6th 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 6th 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 4th Street, is vacant land within the City of Ontario.

f. The zoning designations surrounding the Empire Lakes Specific Plan are as follows: north - Minimum Impact/Heavy Industrial (MI/HI) District; south - Ontario Center Specific Plan (2254-SP) (in the City of Ontario); east - General Industrial (GI) District and Industrial Park (IP) District, and Industrial Park (IP) District, (Industrial Commercial Overlay District (ICOD)); and west - General Industrial (GI) District and Industrial Park (IP) District.

g. Concurrent with this application, the applicant has also applied for Specific Plan Amendment DRC2015-00040 and Development Code Amendment DRC2015-00115. The purpose of these applications is to enable the applicant to replace the existing golf course with a new mixed use, transit-oriented, high density development project;

h. This proposed amendment to the General Plan will change the land use designation of the subject private property from "Open Space" to "Mixed Use";

i. The proposed amendment is necessary as the Open Space designation applies to areas that are devoted to preservation of natural resources and outdoor recreation;

j. The Open Space designation only permits zero to 0.10 dwelling units per acre and a maximum population density of 0.3 persons per acre;

k. 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 to Mixed Use as it will allow a greater number of dwelling units per acre and more intense land uses.

l. As the City faces build-out, a shift in this type of land uses will be more common as underperforming, under-utilized, or underdeveloped properties may change to support future housing and business needs.

m. The proposed amendment also includes revisions to Figure LU-2 (Land Use Plan) and LU-3 (Mixed Use Areas). Text in the General Plan that refers to the project site as a golf course and describes the development characteristics within the Specific Plan will be deleted or revised as shown in Appendix C of Exhibit G of the Planning Commission Staff report dated April 13, 2016;

n. 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, i.e. "Responsible Agencies" and Native American Governments in accordance with the California Environmental Quality Act (CEQA). Also, the NOP was made available for review at the Archibald and Paul A. Biane Libraries, at City Hall, and on the City's website. 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. The City received several comment letters in response to the NOP.

o. The City conducted a noticed Public Scoping meeting during a Planning Commission meeting on June 10, 2015. 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.

p. 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 November 10, 2015, with the comment period expiring on December 24, 2015. During the 45-day public review period, the Draft EIR and technical appendices were made available for review at the Archibald Library, the Paul A. Biane Library, the Planning Information and Services Counter at City Hall, and on the City's website. Comment letters were received from the City of Ontario, San Bernardino County Department of Public Works, Metrolink, and several members of the public during the public comment period that specifically discussed the Draft EIR. Written responses to all significant environmental issues raised were prepared and made available in the Final EIR.

q. A "Findings of Fact in Support of Determinations related to Significant Environmental Impacts" has been prepared and is attached (as Attachment "A") to City Council Resolution No. 16-057 which certifies the Environmental Impact Report, and adopts the Facts and Findings Supporting the Statement of Overriding Considerations and the Mitigation Monitoring Program.

r. Environmental impacts identified in the Final EIR that will be "less than significant" without mitigation measure or project design features are described in Section A, page 7 of Attachment "A".

s. Environmental impacts identified in the Final EIR that will be "less than significant" after mitigation measures have been implemented are described in Section B on page 15 of Attachment "A" found in City Council Resolution No. 16-057 which certifies the Environmental Impact Report, and adopts the Facts and Findings Supporting the Statement of Overriding Considerations and the Mitigation Monitoring Program,. In accordance with CEQA requirements, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared to assure compliance with the adopted mitigation measures.

t. Environmental impacts identified in the Final EIR that will be "significant and unavoidable" despite the implementation of all feasible mitigation measures are described in Section C, page 25 of Attachment "A".

u. A proposed Statement of Overriding Considerations for the environmental impacts that cannot be fully mitigated to a "less than significant level" is located in Section V, page 40 of Attachment "A". The proposed Statement provides substantial evidence that the environmental risks of the application have been balanced against its benefits.

v. Based on the totality of the administrative record, the Planning Commission found that the Final EIR complies with the requirements of CEQA and recommended that the City Council certify the Final EIR as being prepared in compliance with CEQA and that the City Council also adopt the Mitigation Monitoring and Reporting Program (MMRP) Attachment B.

w. Approval of the application would not be materially injurious or detrimental to the adjacent properties.

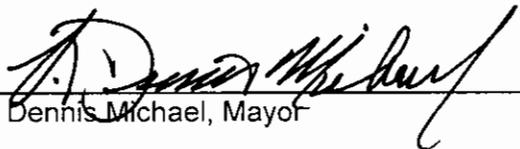
x. The findings set forth in this Resolution reflect the independent judgment of the City Council.

y. The aforementioned Environmental Impact Report (SCH No. 20150410083), the Findings of fact in Supporting the Statement of Overriding Considerations, and the Mitigation Monitoring Program are scheduled to be certified by adoption of City Council Resolution 16-057.

C. Based upon the foregoing and the totality of the administrative record before it, the City Council hereby approves General Plan Amendment DRC2015-00114.

PASSED, APPROVED, AND ADOPTED this 18th day of May 2016.

AYES: Kennedy, Michael, Spagnolo, Williams
NOES: Alexander
ABSENT: None
ABSTAINED: None



L. Dennis Michael, Mayor

ATTEST:



Janice C. Reynolds, City Clerk

I, **JANICE C. REYNOLDS, CITY CLERK** of the City of Rancho Cucamonga, California, do hereby certify that the foregoing Resolution was duly passed, approved and adopted by the City Council of the City of Rancho Cucamonga, California, at a Regular Meeting of said City Council held on the 18th day of May 2016.

Executed this 19th day of May 2016, at Rancho Cucamonga, California.



Janice C. Reynolds, City Clerk

**FINDINGS OF FACT IN SUPPORT OF DETERMINATIONS
RELATED TO SIGNIFICANT ENVIRONMENTAL IMPACTS**

State CEQA Guidelines Sections 15090, 15091 and 15093

For

RANCHO CUCAMONGA INDUSTRIAL AREA SPECIFIC PLAN

(ALSO KNOWN AS EMPIRE LAKES)

SUB-AREA 18 SPECIFIC PLAN AMENDMENT PROJECT

Final Environmental Impact Report

(State Clearinghouse No. 2015041083)

Lead Agency: City of Rancho Cucamonga

I. INTRODUCTION

The following findings of fact are based in part on the information contained in the Draft and Final Environmental Impact Report ("EIR") for the Rancho Cucamonga Industrial Area Specific Plan ("IASP") (also referred to as Empire Lakes) Sub-Area 18 Specific Plan Amendment Project ("Project"), as well as additional facts found in the complete record of proceedings. The EIR is hereby incorporated by reference and is available for review at the City of Rancho Cucamonga Planning Department (10500 Civic Center Drive), Archibald Library (7368 Archibald Avenue), and Paul A. Biane Library (12505 Cultural Center Drive). The EIR is also available at the City's website:

http://www.cityofrc.us/cityhall/planning/current_projects/empire_lakes_specific_plan_project/default.asp

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental

effect as identified in the Final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. (CEQA Guidelines, § 15091.) Public Resources Code section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.” CEQA Guidelines section 15364 adds another factor: “legal” considerations. (See also *Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 565 (*Goleta II*).

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*); *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 [court upholds CEQA findings rejecting alternatives in reliance on applicant’s project objectives]; see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 (*CNPS*) [“an alternative ‘may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record’”] (quoting *Kostka & Zischke, Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), § 17.39, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) [“[i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary project objectives”; “a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal”].) Moreover, “‘feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.” (*City of Del Mar, supra*, 133 Cal.App.3d at p. 417; see also *CNPS, supra*, 177 Cal.App.4th at p. 1001 [“an alternative that ‘is impractical or undesirable from a policy standpoint’ may be rejected as infeasible”] [quoting *Kostka, supra*, § 17.29, p. 824]; *San Diego Citizenry Group v. County of San Diego* (2013) 219 Cal.App.4th 1, 17.)

For purposes of these findings (including the table described below), the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise potentially significant effect to a less than significant level. Although CEQA Guidelines section 15091 requires only that approving agencies specify that a particular significant effect is “avoid[ed] or substantially lessen[ed],” these findings, for purposes of clarity, in each case will specify whether the effect in question has been “avoided” (i.e., reduced to a less than significant level).

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subd. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s “benefits” rendered “acceptable” its “unavoidable adverse environmental effects.” (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources

Code, § 21081, subd. (b).) The California Supreme Court has stated, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II, supra*, 52 Cal.3d at p. 576.) An agency’s determination that a project’s benefits outweigh significant effects that cannot be mitigated “lies at the core of the lead agency’s discretionary responsibility under CEQA.” (*City of Marina v. Board of Trustees of the Cal. State Univ.* (2006) 39 Cal.4th 341, 368.) The EIR for the Project concluded the Project would create some significant and unavoidable impacts; thus, a Statement of Overriding Considerations is required.

These findings constitute the City’s best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that various mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded or withdrawn, the City hereby binds itself to implement these measures as measures built into the design of the Project itself or as conditions of Project approval. (See Public Resources Code § 21081.6, subd. (b); Guidelines, § 15126.4, subd. (a)(2).) These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City Council adopts a resolution approving the Project.

In addition, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Project, and is being approved by the City Council by the same Resolution that has adopted these findings. The City will use the MMRP to track compliance with Project mitigation measures. The Mitigation Monitoring and Reporting Program will remain available for public review during the compliance period. The Final Mitigation Monitoring and Reporting Program is attached to and incorporated into the environmental document approval resolution and is approved in conjunction with certification of the EIR and adoption of these Findings of Fact.

II. FINDINGS CERTIFYING THE ENVIRONMENTAL IMPACT REPORT

When approving a project for which an EIR has been prepared, the lead agency must certify that the EIR complies with CEQA, that the EIR reflects the lead agency’s independent judgment and analysis, and that the EIR was presented to the decision-making body of the lead agency, which reviewed and considered the information contained in the EIR before approving the project. (Public Resources Code § 21082.1, subd. (c); Guidelines, § 15090, subd. (a).)

The Rancho Cucamonga City Council hereby finds, determines and certifies that the EIR complies with CEQA, for reasons explained in the EIR itself, and in staff reports and other information in the record of proceeding. The Council hereby finds, determines and certifies that the EIR reflects the City’s independent judgment and analysis. The Council also hereby finds, determines and certifies that the EIR was presented to the Council, and that the Council reviewed and considered the information in the draft and final EIR before approving the project.

III. FINDINGS REGARDING THE POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

In compliance with Section 15201 of the State CEQA Guidelines, the City has taken steps to provide opportunities for public participation in the environmental review process. An Initial Study (IS) and Notice of Preparation (NOP) were distributed on April 27, 2015, to federal, State, regional, and local government agencies and interested parties for a 30-day public review period to solicit

comments and to inform agencies and the public of the proposed project. The project was described; potential environmental effects associated with project implementation were identified; and agencies and the public were invited to review and comment on the Initial Study and NOP. The City received 15 comment letters in response to the IS/NOP, and eight letters or email correspondence after the end of the scoping period. Table 2-1 of the DEIR summarizes the NOP comments and other correspondence received addressing environmental and related issues. Additionally, the City of Rancho Cucamonga held a scoping meeting for the Empire Lakes/IASP Sub-Area 18 Specific Plan Amendment EIR on June 10, 2015, at the City of Rancho Cucamonga City Council chambers. The issues raised by commenters at the scoping meeting are summarized in Chapter 2.2.1 of the EIR.

Based on the Initial Study and Notice of Preparation, and on public comments received during scoping, the City has identified environmental issues for which the proposed project would result in no impacts or less than significant impacts, and therefore these issues were not discussed in detail in the EIR. This includes the entirety of the Agriculture and Forestry Resources and Mineral Resources topical areas; and individual checklist questions listed on Appendix G to the CEQA Guidelines within the remaining environmental issue areas. Refer to Section 7.1, Effects Determined Not to be Significant, for a summary discussion of the environmental effects which were found to be less than significant.

To address potentially significant environmental effects in the remaining topical areas, an Environmental Impact Report (EIR) was prepared for this project in accordance with the California Environmental Quality Act (CEQA) Guidelines. As required by CEQA, the EIR includes appropriate review, analysis, and mitigation measures for the environmental impacts of the proposed project. This Final EIR could be utilized by other permitting agencies in their capacity as Responsible and Trustee agencies under CEQA.

Based on the analysis contained in the Initial Study and comments received in response to the Notice of Preparation, a Draft EIR was prepared and circulated for a public review period, beginning on November 10, 2015, and concluding on December 24, 2015. In total, over 230 Notices of availability of the Draft EIR were distributed. The Draft EIR was also available on the City's webpage, as well as the Planning Information and Services Counter at City Hall, the Archibald Library, and the Paul A. Biane Library. A Planning Commission Workshop to discuss the Project was held on Tuesday, November 10, 2015 at 4:30 pm in the Tri-Communities Room at City Hall. Materials from these meetings, including agendas, staff reports, and presentations were made available at the City's website. The applicant conducted the first of several planned Community Meetings on Thursday, December 10, 2015 at The Courtyard Marriott at 11525 Mission Vista Drive, Rancho Cucamonga. Materials from these meetings, including agendas, staff reports, and presentations were made available at the City's website. Three additional Community Meetings were held by the applicant on January 14th, 21st and 28th at the Four Points Sheraton, 11960 Foothill Boulevard, Rancho Cucamonga.

Thirty-five written comment letters from individuals or agencies/organizations were received on the Draft EIR during this public review period, and three additional letters were received after the end of the public review period. A letter was also received from the State Clearinghouse acknowledging compliance with CEQA review requirements. As required by Section 15088 of the State CEQA Guidelines, responses to these comments were prepared and provided to the agencies a minimum of 10 days prior to this hearing. Written responses were also provided to interested parties that submitted return addresses.

For the purposes of CEQA, and the findings herein set forth, the administrative record for the Project consists of those items listed in Public Resources Code section 21167.6, subdivision (e).

The record of proceedings for the City's decision on the Project consists of the following documents, at a minimum, which are incorporated by reference and made part of the record supporting these findings:

- The NOP and all other public notices issued by the City in conjunction with the Project;
- The Draft EIR for the Project and all documents relied upon or incorporated by reference;
- All comments submitted by agencies or members of the public during the 45-day comment period on the Draft EIR;
- All comments and correspondence submitted to the City during the public comment period on the Draft EIR, in addition to all other timely comments on the Draft EIR;
- The Final EIR for the Project, including the Planning and Historic Commission staff report, minutes of the Planning Commission public hearing; City Council staff report; minutes of the City Council public hearing; comments received on the Draft EIR; the City's responses to those comments; technical appendices; and all documents relied upon or incorporated by reference;
- The mitigation monitoring and reporting program (MMRP) for the Project;
- All findings and resolutions adopted by the City in connection with the Project, and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Project;
- All documents submitted to the City by other public agencies or members of the public in connection with the Project, up through the close of the public hearing;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Project;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings and public hearings;
- All resolutions adopted by the City regarding the Project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- The City's General Plan and applicable Specific Plans and all updates and related environmental analyses;
- Matters of common knowledge to the City, including, but not limited to Federal, State, and local laws and regulations;
- The City's Zoning Code;
- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

Pursuant to Guidelines section 15091(e), the administrative record of these proceedings is located and available for review at 10500 Civic Center Drive, during normal business hours. The custodian of these documents and other materials is the City of Rancho Cucamonga Planning Department.

The City has relied on all of the documents listed above in reaching its decisions on the proposed Project even if not every document was formally presented to the City Council or City Staff as part of the City files generated in connection with the Project. Documents set forth above that are not found in the Project files include prior planning or legislative decisions of which the Board of Supervisors was aware in approving the Project, and documents that influenced the expert advice provided to City Staff or consultants, who then provided advice to the Planning Commission and the City Council as final decision maker. (See *City of Santa Cruz v. Local Agency Formation*.

Commission (1978) 76 Cal.App.3d 381, 391-391; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Such documents form part of the underlying factual basis for the City's decisions relating to approval of the Project. (See Pub. Resources Code, § 21167.6, subd. (e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

Based upon the evidence before it, the City finds that the Project will result in one or more "significant and unavoidable" impacts. Therefore, a statement of overriding considerations is required. In other words, the City must consider whether overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the Project. The required statement of overriding considerations is included herein.

The EIR's analysis of each topical issue describes applicable Regulatory Requirements (RR)s, Project Design Features (PDFs), and project-specific Mitigation Measures (MMs). These components are described below.

- **Regulatory Requirements.** RRs are based on federal, State, or local regulations or laws that are frequently required independently of CEQA review and also serve to offset or prevent specific impacts.
- **Project Design Features.** PDFs are specific project components or design elements that have been incorporated into the project to prevent the occurrence of, or to reduce the significance of, potential environmental effects. Because PDFs have been incorporated into the project, they do not constitute mitigation measures, as defined by CEQA. However, if applicable, PDFs are identified for each topical issue and are included in the MMRP developed for, and to be implemented as a part of, the proposed project. Where, in the absence of the implementation of a PDF, a significant impact could occur, the PDF is a binding obligation by the Project Applicant that is enforceable by the City as if it were a MM.
- **Mitigation Measures.** Where a potentially significant environmental effect has been identified and is not reduced to a level considered less than significant through the application of PDFs or RRs, project-specific MMs have been recommended in accordance with CEQA.

The Findings below describe in detail the PDFs and MMs in the EIR, since both types of measures prevent or reduce the significance of impacts that the Project would otherwise potentially have on the environment. These Findings refer to RRs to the extent that they are relevant to the City's analysis of environmental effects, but the full text of the RRs is not provided below. For the details of applicable RRs, please see the appropriate text in the EIR, which these Findings incorporate by reference.

The Findings below describe numbered impacts (e.g, Impact 1.1) that were analyzed in detail in the EIR. Other, non-numbered impacts were analyzed and considered less than significant in the Initial Study (included as Appendix A to the EIR), as described in Section 7.0 of the EIR. Impacts are presented below in summary form. For a detailed description of impacts, please see the appropriate text of the IS and EIR, which these Findings incorporate by reference.

Finally, for some impacts analyzed in the EIR, the EIR concludes that certain aspects of the impact can be mitigated to a less than significant level with mitigation, while certain other aspects of the

impact remain significant and unavoidable even with mitigation. For example, in analyzing Impact Threshold 2.2 – “Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?” – the EIR concludes that regional and local construction emissions would be less than significant after mitigation, but that certain long-term regional operational emissions would be significant and unavoidable. In order to organize impacts to correspond with their applicable mitigation measures, Section III-C of these Findings, “Findings With Respect to Significant Effects That Cannot Be Mitigation to a Less Than Significant Level,” lists all impacts in which any aspect of the impact is considered significant and unavoidable. Section V of these Findings, the Statement of Overriding Considerations, addresses only those aspects of each impact area in which an impact is considered significant and unavoidable after mitigation.

A. FINDINGS WITH RESPECT TO EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT WITHOUT MITIGATION MEASURES OR PROJECT DESIGN FEATURES

The City agrees with the characterization in the Final EIR with respect to all impacts identified as “less than significant” and finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the project are not significant or are less than significant, and do not require mitigation, as described in the Final EIR. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3); 15091.) Note that impacts are presented below in summary form. For a full description of impacts, see the appropriate text in the EIR, which the Council hereby incorporates by reference into these findings.

1. Aesthetics

As described in the IS, the project would have no significant impact in the following area:

- **Damage Scenic Resources within a State Scenic Highway:** There are no State scenic highways or highways eligible for Scenic highway designation in or near the City, and the project site is not visible from any designated scenic highways.

2. Air Quality

Impact 2.4: The proposed project would have a less than significant impact related to (1) off-site CO hotspots, (2) exposure of persons to construction and operational phase criteria pollutants, (3) exposure of persons to construction and operational phase TACs generated on site, and (4) TAC on-site impacts from off-site warehouse/distribution center and train operations.

In addition the foregoing impact area, which was analyzed in detail in the EIR, the project would also have no significant impact in the following area, as described in the IS:

- **Objectionable Odors:** Construction odors would be temporary and would dissipate rapidly from the source with an increase in distance. During operation, some odors associated with residential uses would be expected to occur, but these types of odors are not generally

considered objectionable. The proposed Specific Plan Amendment does not allow any and uses that are associated with odor complaints, according to the South Coast Air Quality Management District's (SCAQMD's) *CEQA Air Quality Handbook*.

3. Biological Resources

Impact 3.1: The project site and surrounding properties do not support native plant communities, nor do they provide suitable habitat for sensitive plant or wildlife species. Therefore, the proposed project would not impact Candidate, Sensitive, or Special Status species.

Impacts 3.2 and 3.3: The project site and surrounding properties do not support riparian habitat; USACE, CDFW, or RWQCB jurisdictional areas; or sensitive natural communities. Therefore, no impact would occur.

In addition the foregoing impact areas, which were analyzed in detail in the EIR, the project would also have no significant impact in the following area, as described in the IS:

- **Habitat Conservation Plan or Other Approved Local, Regional, or State Habitat Conservation Plan:** The City of Rancho Cucamonga, and specifically the project site, is not located within an adopted Habitat Conservation Plan; Natural Communities Conservation Plan; or other approved local, regional, or State habitat conservation plan area.

4. Cultural Resources

Impact 4.3: Construction activities would not disturb known human remains. However, if human remains are encountered in subsurface soils, implementation of RR 4-1 would ensure potential impacts are less than significant.

In addition the foregoing impact area, which was analyzed in detail in the EIR, the project would also have no significant impact in the following area, as described in the IS:

- **Historical Resource:** No historical resources are present, and none would be impacted by project implementation.

5. Geology and Soils

Impact 5.2: The potential for secondary seismic hazards at the site is low. There would be a less than significant impact related to seismic-related ground failure.

Impact 5.3: With adherence to City, regional, and State regulations related to management of windblown dust and other sources of soil erosion (RR 5-3, RR 5-4, RR 2-1, and RR 8-3), there would be a less than significant impact related to soil erosion during construction and no impact during operation of the project.

In addition the foregoing impact areas, which were analyzed in detail in the EIR, the project would also have no significant impact in the following areas, as described in the IS:

- **Rupture of a Known Earthquake Fault:** No active or potentially active faults are known to exist at the project site and the project site is not within a current State of California Earthquake Fault Zone, or any existing or proposed Alquist-Priolo Earthquake Zones. The lack of active faults on the project site would preclude impacts related to surface fault rupture, and no mitigation is required.
- **Seismic-Related Ground Failure, Including Liquefaction:** The project site is underlain by relatively dense, alluvial materials; therefore, the potential for settlement is considered low. There would be less than significant impacts related to liquefaction and other ground failure.
- **Landslides:** The Geotechnical Investigation concludes that there would be no impacts related to landslides due to the low relief of the site and surrounding region. There would be no impacts related to landslides.
- **Soils Incapable of Supporting Septic Tanks:** The proposed project will connect to existing sewer facilities; therefore, septic tanks or an alternative wastewater disposal system would not be permitted or utilized.

6. Greenhouse Gas Emissions

No impacts were identified as less than significant without mitigation.

7. Hazards and Hazardous Materials

Impact 7.1: Construction and operation of the proposed project would involve handling of hazardous materials in limited quantities and typical to urban environments. Through compliance with existing hazardous materials regulations applicable to the proposed project (RR 7-1 through

RR 7-3), there would be less than significant impacts associated with the transport, use, or disposal of hazardous materials during construction or operation of the proposed project.

Impact 7.2: Existing and past use of the project site and existing uses surrounding the project site have involved the uses of hazardous materials. However, the existing and previous use of hazardous materials would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This impact is less than significant.

In addition the foregoing impact areas, which were analyzed in detail in the EIR, the project would also have no significant impact in the following area, as described in the IS:

- **Emissions and/or Handling of Hazardous Materials Substances or Waste within One-Quarter Mile of an Existing or Proposed School:** There are no schools located within 0.25 mile of the project site, and proposed land uses would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste.
- **Located on a Site Included on a List of Hazardous Materials Sites that would create a Significant Hazard to the Public or Environment:** Based on a Phase I Environmental Site Assessment, no hazardous materials sites would pose an adverse environmental impact to the project site, and the project site is not included on any Cortese list.
- **Private Airstrip Safety Hazard:** The proposed project is not located in the vicinity of a private airstrip, would not expose people to excessive noise levels, and would not adversely affect activities at any airport.
- **Impair Implementation of or Interfere with an Emergency Response Plan:** The proposed project does not include any uses that would impede or interfere with implementation of the City's current and planned emergency response plans or hazardous mitigation plans.
- **Wildland Fires:** The project site is located outside all designated fire hazard areas.

8. Hydrology and Water Quality

Impacts 8.1 and 8.2: Short-term construction and long-term operation of development under the proposed Specific Plan Amendment would generate pollutants that may enter storm water. However, compliance with existing regulations, as identified in RR 8-1 through RR 8-4, would prevent the violation of water quality standards and the degradation of storm water quality. Impacts would be less than significant.

Impacts 8.3 and 8.4: Changes in drainage patterns would occur on the site, but storm water would continue to be discharged into the 4th Street storm drain. There is capacity at these downstream

storm drainage facilities to handle runoff from the site. Runoff will be conveyed to the Guasti-Cucamonga Regional Park and Turner Basins for ground percolation and would not lead to erosion, siltation, or flooding. Impacts would be less than significant.

Impacts 8.5 and 8.6: Storm water runoff from the site would increase flows in downstream lines, but would not exceed the capacities of the 66-inch line in Cleveland Avenue and the 4th Street Storm Drain. Storm water pollutants and storm water runoff quantities would be reduced by on-site BMPs. No expansion of existing off-site storm drain facilities is needed. Impacts would be less than significant.

In addition the foregoing impact areas, which were analyzed in detail in the EIR, the project would also have no significant impact in the following areas, as described in the IS:

- **Substantially Deplete Groundwater Supplies or Interfere with Groundwater Recharge:** The project site is not in a recharge basin, and the proposed project would not deplete groundwater supplies or interfere with groundwater recharge.
- **Housing or Structures in a 100-year Flood Hazard Area:** The project site is located in a minimum flood hazard area, and does not contain any drainages or large water bodies that would pose a flood hazard.
- **Expose People or Structures to Significant Risk as a Result of the Failure of a Levee or Dam:** The project site is located in a minimum flood hazard area and is located outside all identified dam inundation areas.
- **Inundation by Seiche, Tsunami, or Mudflow:** There is no potential for the project site to be affected by a seiche or tsunami (earthquake-generated wave) due to the absence of any large open bodies of water near the site.

9. Land Use

Impact 9.1: No conflict with applicable regional or local land use plans and policies would occur with the proposed Specific Plan Amendment. Impacts would be less than significant.

In addition the foregoing impact area, which was analyzed in detail in the EIR, the project would also have no significant impact in the following area, as described in the IS:

- **Physically Divide an Established Community:** Because the surrounding developments exist independent of each other and independent of the existing golf course development, implementation of the proposed project would not physically divide an established community.

- **Conflict with a Habitat Conservation Plan:** As discussed in Section III-A-3, above, and in Section 7.1.4 of the EIR, the project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan.

10. Noise

The project would have no significant impact in the following areas, as described in the IS:

- **Expose People Residing or Working in the Project Area to Excessive Noise Levels Due to Airport or Airstrip Noise:** The *LA/Ontario International Airport Land Use Compatibility Plan* (ONT LUCP) states that Rancho Cucamonga is not an affected jurisdiction for noise.
- **Expose People Residing or Working in the Project Area to Excessive Noise Levels Due to Private Airstrip Noise:** The proposed project is not located in the vicinity of a private airstrip and would not expose people to excessive noise levels.

11. Population and Housing

The project would have no significant impact in the following areas, as described in the IS:

- **Displace Substantial Numbers of Existing Housing or People:** Implementation of the proposed project would not result in the removal of existing housing; would not require the construction of replacement housing; and would not displace any existing residents.

12. Public Services

Impact 12.3: Implementation of the proposed project would generate additional students in the Cucamonga School District and Chaffey Joint Union High School District. Payment of required new development fees pursuant to Section 65995 of the California Government Code (RR 12-4) would result in less than significant impacts to school services.

13. Transportation/Traffic

Impact 13.5: The proposed project promotes the use of alternative transportation systems. Impacts related to potential conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would be less than significant.

In addition to the foregoing impact area, which was analyzed in detail in the EIR, the project would also have no significant impact in the following area, as described in the IS:

- **Changes in Air Traffic Patterns:** The anticipated increase in population and employment would not impact air traffic volumes and the project would not include any uses that would change air traffic patterns.

14. Utilities and Service Systems

Impact 14.1: Development allowed by the proposed Specific Plan Amendment would require water supplies from the Cucamonga Valley Water District (CVWD). The Water Supply Assessment (WSA) shows that CVWD has available water supplies to meet the water demands of the project for the next twenty years through 2035, including demands during normal, single dry and multiple dry years. The CVWD has concurred with the findings of the WSA that available water supplies would be adequate to serve the project. Any future development meeting the applicable requirements would have to comply with RR 14-1, regarding compliance with SB 221 and water conservation requirements (refer to RR 14-4 and RR 16-3). Impacts would be less than significant.

Impact 14.3: Wastewater generated by residential, non-residential, and associated uses allowed by the proposed Specific Plan Amendment would be treated at the Inland Empire Utilities Agency's Regional Plant No. 4, which has available treatment capacity. Impacts would be less than significant.

Impact 14.4: Development allowed by the proposed Specific Plan Amendment would be served by a landfill with available capacity. Impacts would be less than significant.

Impact 14.5: Construction and operation associated with implementation the proposed project would be conducted in compliance with applicable statutes and regulations related to solid waste. No impact would occur.

Impact 14.6: Development allowed by the proposed Specific Plan Amendment would require the construction and installation of new electricity, natural gas, and telecommunications infrastructure on site. However, no off-site improvements are needed beyond that planned by utility purveyors. Construction of infrastructure improvements in and immediately adjacent to the project area would result in short-term impacts related to air quality, noise, and traffic. These impacts are addressed in Section 4.2, Air Quality; Section 4.10, Noise; Section 4.6, Greenhouse Gas; and Section 4.13, Transportation and Traffic. No additional impacts related to construction and operation of utility systems would occur.

In addition to the foregoing impact areas, which were analyzed in detail in the EIR, the project would also have no significant impact in the following areas, as described in the IS:

- **Exceed Wastewater Treatment Requirements of the Applicable Regional Water Quality Control Board:** New development in the City would be required to comply with all applicable wastewater discharge requirements of the National Pollutant Discharge Elimination System program, as enforced by the Santa Ana Regional Water Quality Control Board. Therefore, implementation of the project would not result in an exceedance of wastewater treatment requirements and impacts would be less than significant.
- **Comply with Federal, State, and Local Statutes and Regulations Related to Solid Waste:** The proposed project would be required to coordinate with Burrtec Waste Industries to develop a collection program for recyclables in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the proposed project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) and any other applicable local, State, and federal solid waste management regulations. In summary, the proposed project would comply with all regulatory requirements regarding solid waste.

15. Agriculture and Forestry Resources

As described in the IS, the project would have no significant impact in the following areas:

- **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to Non-Agricultural Use:** Because the project site is not designated as Prime, Unique, or Statewide Important Farmland, no impact would occur.
- **Conflict with Agricultural Zoning or a Williamson Act Contract:** The project site and surrounding areas are not zoned for agricultural uses, and are not covered under a Williamson Act Contract.
- **Conflict with Zoning for Forest Land or Timberland, Cause Forest Land or Timberland to Be Rezoned, or Result in the Loss or Conversion of Forest Land to Non-Forest Use:** There are no existing forest lands, nor is there zoning for forest lands or timberland in the City, including the project site.
- **Involve Other Changes that Could Result in Conversion of Farmland or Forest Land:** There is no existing farmland, forest lands, or areas zoned for agriculture, or timberlands on the project site or in the immediately surrounding areas.

16. Mineral Resources

As described in the IS, the project would have no significant impact in this area:

- **Loss of Availability of a Known, Valuable Mineral Resource or a Locally Important Mineral Resource Recovery Site:** The project site is not located in an aggregate resource area. Accordingly, no impact to availability of a locally important mineral resource recovery site would occur.

B. FINDINGS WITH RESPECT TO EFFECTS DETERMINED TO BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

The EIR identified certain potentially significant effects that could result from the project. However, the City finds for each of the significant or potentially significant impacts identified in this section that based upon substantial evidence in the record, changes or alterations have been required or incorporated into the project which avoid or substantially lessen the significant effects as identified in the Final EIR and, thus, that adoption of the mitigation measures set forth below will reduce these significant or potentially significant effects to less-than-significant levels. Adoption of the recommended mitigation measures will effectively make the mitigation measures part of the project. Impacts and Mitigation Measures are presented below in summary form. For a detailed description of impacts and Mitigation Measures, see the appropriate text in the EIR.

As stated in Part I of these findings, above, the City hereby binds itself to implement these measures as measures built into the design of the Project itself or as conditions of Project approval.

1. Aesthetics

Impact 1.1: While views from the City's designated view corridor on 6th Street would change, northerly views would continue to be available from nearby north-south streets and on site along the Vine. Impacts on scenic vistas would be less than significant.

Implementation of the following measure would ensure that impacts would be less than significant:

PDF 1-1: Section 7.3.4, Development Standards, of the proposed Empire Lakes/Industrial Area Specific Plan (IASP) Sub-Area 18 Specific Plan Amendment includes development standards by Placetype for PAI [Planning Area I], including, but not limited to maximum building heights. Structures shall not exceed 70 feet above ground north of 6th Street, 60 feet above ground south of 6th Street, and 45 feet above ground adjacent to existing residential uses within 20 feet of the PAI boundary line. Compliance with the established height limits shall be confirmed by the City in accordance with implementation provisions outlined in Section 7.7 of the Empire Lakes/IASP Sub-Area 18 Specific Plan.

Impact 1.2: Changes in the visual character of the site (as seen by those traveling along adjacent roadways, adjacent residents, and adjacent employees) would occur with implementation of development allowed by the proposed Specific Plan Amendment. However, development of the proposed buildings and the associated uses in compliance with Regulatory Requirements, the

development standards and design guidelines identified in the proposed Specific Plan Amendment, including height restrictions (refer to PDF 1-1), and PDF 1-2 would create a visually cohesive community that would not substantially degrade the existing visual character or quality of the site and its surroundings.

Implementation of the following measure would ensure that impacts would be less than significant:

PDF 1-2: The construction staging area shall be located as far as possible from residential neighborhoods east of the project site, and perimeter fencing shall be installed to obstruct views from adjacent ground level vantage points into the project site during construction. Implementation of this feature shall be verified by the City during construction.

Impact 1.3: Potentially construction-related lighting impacts would be reduced to a less than significant level with incorporation of MM 1-1 into the proposed project. New sources of light and glare would be introduced with the proposed project; however, adherence to the development standards and design guidelines (architectural and landscape) outlined in the proposed Specific Plan Amendment, would ensure that potential impacts related to light and glare are less than significant.

MM 1-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the contractor specifications require that the construction staging area be located as far as possible from the existing residential development east of the project site to minimize light intrusion. Temporary nighttime lighting installed during construction for security or any other purpose shall be downward-facing and hooded or shielded to prevent light from spilling outside the staging area and from directly broadcasting security light into the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City's Building and Safety Services Department during inspections of the construction site.

2. Air Quality

No impacts were found less than significant with mitigation.

3. Biological Resources

Impact 3.4: Vegetation and trees on the project site and in the vicinity have the potential to provide suitable nesting opportunities for avian and raptor species. Compliance with the MBTA and Sections 3503, 3503.5, 3511 and 3513 of the California Fish and Game Code, as outlined in RR 3-1 and RR 3-2, and planting of new trees (refer to PDF 6-1), would ensure that potential impacts to nesting birds and raptors are less than significant.

PDF 6-1 The proposed project shall include the planting of a minimum of 5,600 new trees to provide sequestration of CO₂ thereby reducing the net GHG emissions attributable to the project.

Impact 3.5: Removal of on-site heritage trees and potential eucalyptus windrows would be conducted in compliance with the City's tree protection policies/requirements, as outlined in RR 3-3 and RR 3-4. No impact would occur related to conflict with tree protection policies or ordinances. Refer to PDF 6-1, which addresses tree planting.

PDF 6-1 is described above.

4. Cultural Resources

Impact 4.1: The proposed project has a low potential to impact unknown archaeological resources; however, this is a potentially significant impact. Implementation of MM 4-1 and MM 4-2 would reduce this impact to a less than significant level:

MM 4-1 Prior to site preparation or grading activities, construction personnel shall be instructed by a qualified Archaeologist and qualified Paleontologist of the potential for encountering unique archaeological and/or paleontological resources and instructed on steps to take in the event such resources are encountered. This shall include the provision of written materials to familiarize personnel with the range of resources that might be expected, the type of activities that may result in impacts, and the legal framework of cultural resources protection. All construction personnel shall be instructed to stop work in the vicinity of a potential discovery until a qualified Archaeologist or Paleontologist, as appropriate, assesses the significance of the find and implements appropriate measures to protect or scientifically remove the find. Construction personnel shall also be informed that unauthorized collection of archaeological and paleontological resources is prohibited.

MM 4-2 In the event that cultural resources are inadvertently unearthed during excavation and grading activities; the Contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Property Owner/Developer shall retain a qualified Archaeologist (Project Archaeologist), subject to approval by the City of Rancho Cucamonga, to evaluate the significance of the find and to determine an appropriate course of action. All artifacts except for human remains and related grave goods or sacred objects belong to the Property Owner.

All artifacts discovered at the development site shall be inventoried and analyzed by the Project Archaeologist. If any artifacts of Native American origin are discovered, the Property Owner/Developer and Project Archaeologist shall notify the City of Rancho Cucamonga Planning Department and the appropriate local Native American tribe identified by the Native American Heritage Commission. The significance of

Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling (see RR 4-1). Native American artifacts that cannot be avoided or relocated at the project site shall be prepared in a manner for curation and the Project Archaeologist shall deliver the materials to an accredited curation facility approved by the City of Rancho Cucamonga within a reasonable amount of time.

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation; personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation or returned to the Property Owner, as deemed appropriate.

Once ground-altering activities have ceased or the Project Archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Rancho Cucamonga Planning Department.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Rancho Cucamonga Planning Department, shall signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the Archaeological Information Center (AIC) at the San Bernardino County Museum and the Native American tribe, as appropriate.

Impact 4.2: The proposed project has the potential to impact non-renewable paleontological resources, resulting in a potentially significant impact. Implementation of MM 4-1 and MM 4-3 would reduce this impact to a less than significant level.

Please refer to MM 4-1 above.

MM 4-3 If any paleontological resources (i.e., plant or animal fossils) are encountered before or during grading, the Property Owner/Developer shall retain a qualified Paleontologist to monitor construction activities, and to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:

- Assign a Paleontological Monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full time during earth-disturbing activities.
- Divert earth-disturbing activities away from the immediate area of the discovery until the Paleontological Monitor has completed salvage. If construction personnel

make the discovery, the grading contractor shall immediately divert construction and notify the Paleontological Monitor of the find.

- Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (e.g., San Bernardino County Museum).
- Prepare and submit a technical report describing the identification, salvage, evaluation, and treatment of all fossils discovered during grading to the City of Rancho Cucamonga. Transfer collected specimens with a copy of the report to the depository.

5. Geology & Soils

Impact 5.1: With adherence to the City's Building Regulations/2013 CBC and the City's Grading Standards (RRs 5-1 and 5-2), all recommendations presented in the Geotechnical Feasibility Study, and any future site-specific geotechnical investigations (MM 5-1), there would be a less than significant impact related to strong ground shaking.

MM 5-1 Prior to approval of each tentative tract map and/or development application, supplemental geotechnical investigations prepared by a qualified engineer licensed by the State of California to perform such work, shall be provided to the City Engineer. The supplemental geotechnical investigation shall include sampling of representative soils and laboratory tests, as necessary, to confirm the information provided in the Geotechnical Feasibility Study Proposed Mixed-Use Commercial and Residential Development Empire Lakes Golf Course Property Rancho Cucamonga, California (dated March 23, 2015, and prepared by LOR Geotechnical Group, Inc.) (Geotechnical Feasibility Study). The supplemental geotechnical investigation shall incorporate recommendations from the 2015 Geotechnical Feasibility Study, listed below, and shall identify additional site-specific recommendations developed based on the results of the site-specific analysis. Recommendations shall include, but not be limited to, the following areas, as identified in the 2015 Geotechnical Feasibility Study:

- General Site Grading
- Initial Site Preparation
- Preparation of Fill Areas
- Preparation of Foundation Areas
- Engineered Compacted Fill
- Short-Term Excavations
- Slope Construction
- Slope Protection
- Soil Expansiveness
- Foundation Design
- Settlement
- Slabs-on-Grade
- Wall Pressures
- Pavement Design

- Sulfate Protection
- Supplemental Geotechnical Investigation and Plan Reviews
- Construction Monitoring

The City Engineer shall confirm that site-specific recommendations are incorporated into the project.

Impact 5.4: With adherence to the City's Building Regulations/2013 CBC, the City's Grading Standards (RR 5-1 and RR 5-2), and all recommendations presented in the Geotechnical Investigation and future site-specific geotechnical investigations and grading plan submittals (RR 5-2 and MM 5-1 through MM 5-3), there would be a less than significant impact related to unstable soils if encountered on the site.

Please refer to MM 5-1, above.

MM 5-2 The final grading plan, appropriate certifications and compaction reports shall be completed, submitted, and approved by the Building and Safety Official prior to the issuance of building permits.

MM 5-3 A separate grading plan check submittal shall be required where improvements being proposed would generate 50 cubic yards or more of combined cut and fill. The grading plan shall be prepared, stamped, and signed by a California registered Civil Engineer.

Impact 5.5: With adherence to the City's Building Regulations/2013 CBC, the City's Grading Standards (RR 5-1 and RR 5-2), and all recommendations presented in the Geotechnical Investigation and in future site-specific geotechnical investigations (RR 5-2 and MM 5-1), there would be a less than significant impact related to expansive soils if encountered on the site.

Refer to MM 5-1, above.

6. Greenhouse Gas Emissions

Impacts 6.1 and 6.2: With project implementation in accordance with RR 6-1 through RR 6-4, and incorporation of PDF 6-1 and MM 6-1 into the proposed project, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment nor would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

PDF 6-1 The proposed project shall include the planting of a minimum of 5,600 new trees to provide sequestration of CO2 thereby reducing the net GHG emissions attributable to the project.

MM 6-1 Prior to the issuance of each building permit, the Property Owner/Developer and its contractors shall provide plans and specifications to the City of Rancho Cucamonga

demonstrating that high efficiency non-incandescent light bulbs and lighting fixtures shall be installed in residential and non-residential buildings, and Energy Star-rated appliances for clothes washers, dish washers, refrigerators, and fans shall be installed in all residences. Alternatively, the Property Owner/Developer or its contractors shall submit for approval alternate measures to provide GHG emissions reductions equivalent to those achieved by the installation of high-efficiency lighting and Energy Star appliances, which is 814 MTCO₂e per year, as shown in Table 4.6-14

7. Hazards and Hazardous Materials

Impact 7.3: The project site is within the Airport Influence Area for the LA/Ontario International Airport. With adherence to the requirements of the Ontario International Airport Land Use Compatibility Plan (RR 7-4) and proposed Specific Plan Amendment (PDF 7-1), the proposed project would not result in safety hazard to people residing or working on the site or in the project area. There would be a less than significant impact.

PDF 7-1 As identified in Table 7.4, Development Standards, of the proposed Empire Lakes/IASP Sub-Area 18 Specific Plan Amendment, and in compliance with the height restrictions identified in Section 5.3.2 of the Empire Lakes/IASP Sub-Area 18 Specific Plan, primary buildings in PAI [Planning Area I] north 6th Street shall not exceed 70 feet and primary buildings south of 6th Street shall not exceed 60 feet.

8. Hydrology and Water Quality

No impacts were found less than significant with mitigation.

9. Land Use

No impacts were found less than significant with mitigation.

10. Noise

Impact 10.1: The proposed project would result in less than significant increases in long-term ambient noise levels from project-generated traffic to off-site sensitive receptors, and at residences adjacent to the project site from noise generated on-site by traffic on project site roads. Potential noise impacts to on-site and off-site residential uses from operation of proposed uses in PAI [Planning Area I] would be less than significant with adherence to the noise standards outlined in the City's Development Code and the California Building Standards Code (refer to RR 10-3, and RR 10-4).

Implementation of the following Project Design Feature would also ensure that impacts would be less than significant:

PDF 10-1 As identified in Section 7.3.4(b), Rail Road Edge, of the proposed Specific Plan Amendment, a solid wall shall be installed along the northern property line to provide noise reduction and a visual barrier from the adjacent rail line. The wall shall be at least six feet high. Where feasible, a berm, or berm-wall combination may be used.

Impact 10.2: The proposed project would result in potentially significant construction vibration annoyance impacts to residents of adjacent buildings (from heavy equipment operation close to buildings). MM 10-1 would be incorporated into the project to reduce impacts to a less than significant level. There would be a less than significant impact for structural vibration impacts. Long-term vibration impacts to residences within 200 feet of the railroad tracks north of the project site would be potentially significant. MM 10-2 would be incorporated into the project to require a vibration analysis prior to the approval of building permits. With MM 10-2, impacts would be less than significant.

MM 10-1 Prior to the issuance of each grading permit, the Property Owner/Developer shall submit plans and/or specifications to the Rancho Cucamonga Planning Department demonstrating that the equipment to be used for demolition and grading that would occur within 25 feet of an off-site structure shall not include vibratory rollers, large bulldozers, or similar heavy equipment. Vibratory rollers operated in the static mode would be allowed.

MM 10-2 Prior to issuance of building permits for buildings within 200 feet of the railroad tracks north of the project site, the Property Owner/Developer shall submit a vibration analysis to the City of Rancho Cucamonga Building Official that demonstrates that anticipated building vibrations, based on the best available forecast of future rail operations, would not exceed the vibration impact criteria recommended by the Federal Transit Administration or similar authority. The vibration analysis shall describe if increased setback or vibration-reducing structural building elements are required to achieve the performance standard.

11. Population and Housing

No impacts were found less than significant with mitigation.

12. Public Services

Impact 12.1: If not already addressed through a separate agreement, the proposed/potential Development Agreement would include provisions regarding the Rancho Cucamonga Fire Protection District's (RCFPD) fair market value acquisition of property under common ownership as the Project Applicant for a future fire station (PDF 12-4). Additionally, implementing the

proposed project in compliance with applicable regulations related to fire protection service (refer to RR 12-1), and increases in property taxes collected by the RCFPD would ensure that impacts to fire protection services resulting from the project are less than significant.

PDF 12-4 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.

Impact 12.2: The proposed project would not require the provision of new or physically altered off-site police protection facilities; however, an on-site substation shall be required in the future. The on-site police substation would be accommodated in the joint-use facility to be constructed as part of the project to accommodate the Community Services and Library Services departments (refer to PDF 12-2), and there would be no physical impacts to the environment beyond those addressed in this Draft EIR. Additionally, the Property Owner/Developer would pay the City's required Police Impact Fee (refer to RR 12-2), and any fees established through a Community Facilities District (or similar mechanism). With the construction of the required on-site police substation, and payment of the required fees, the project would result in a less than significant impact related to police services.

PDF 12-1 In compliance with Section 7.4.1, Site Planning Criteria, of the proposed Specific Plan Amendment, appropriate Crime Prevention Through Environmental Design (CPTED) features, as determined by Rancho Cucamonga Police Department (RCPD) in coordination with the Community Services Department and the Public Works Service Department, shall be implemented in Planning Area I. CPTED features incorporated into the design of spaces shall include, but not be limited to, territorial reinforcement, strategic natural surveillance, well-lit spaces, and appropriate maintenance. CPTED review of each proposed development shall be completed by the RCPD prior to issuance of building permits. Additionally, infrastructure to support the RCPD electronic systems shall be provided; the systems to be installed shall be coordinated with and approved by the RCPD.

PDF 12-2 To provide space for the Library Services, Community Services, and Police Departments, and ancillary use by the Public Works Department, a Joint Use Public Facility shall be accommodated within PAI [Planning Area I]. The provisions for ensuring implementation of this facility in PAI shall be outlined in the proposed Development Agreement between the Project Applicant and the City. The resources provided by the Joint Use Public Facility shall be sufficient to adequately serve the future project residents, employees and visitors, as determined by the City. The final size, location, operational requirements, and design features of the facility shall be determined during the master planning stage of the area north of 6th Street in coordination with the respective City departments. It is expected that the Joint Use Public Facility would be up to 25,000 sf, and the square footage would be within the

maximum amount of non-residential development allowed by the proposed Specific Plan Amendment.

In the event the Development Agreement is not approved, establishment of provisions for implementation of a Joint Use Public Facility within PAI shall be required as a Condition of Approval. The condition shall be included in the Mitigation Monitoring Program and specify that construction of the facility shall commence no later than the issuance of the building permit for the 2,000th residential dwelling unit.

Impact 12.4: The proposed project would increase the demand for library services provided by the City. The Property Owner/Developer would implement an onsite joint use facility to be used for library services (PDF 12-2), or provide an alternative community benefit agreed to by the City and Property Owner/Developer, and would pay the required City's Library Impact Fee (refer to RR 12-2). Therefore, the project would result in a less than significant impact related to library services.

Refer to PDF 12-2, above.

Impacts 12.5, 12.6 and 12.7: With incorporation of park, recreation, and community facilities into the proposed development in PAI [Planning Area I], including a joint-use public facility (refer to PDF 12-2 and PDF 12-3); adherence to the City's Local Park Ordinance (refer to RR 12-3); and payment of the required impact fees (refer to RR 12-2); the project would result in a less than significant impact related to the need to provide new or expanded park and recreational facilities and the potential for physical deterioration of park and recreation facilities due to increased use.

Refer to PDF 12-2, above.

PDF 12-3 As shown on Exhibit 3-4, Conceptual Development Plan by Placetype, the Empire Lakes/IASP Sub-Area 18 Specific Plan Amendment includes three central community recreation (REC) areas (approximately 6.8 acres) and a 0.6-acre Urban Plaza. The (REC) areas may include the following types of amenities: fitness area, pool and spa, community meeting rooms, and plaza space.

13. Transportation/Traffic

Impacts 13.3 and 13.4: The proposed project provides adequate project access and an internal circulation system (refer to PDF 13-1), which would be in compliance with applicable requirements for emergency access (refer to RR 12-1). The proposed project would not create traffic hazards or result in inadequate emergency access. Impacts would be less than significant.

PDF 13-1 The Property Owner/Developer shall construct the following intersection improvements at the project access locations:

- 7th Street and Cleveland Avenue: Side-street stop control
- 7th Street and Anaheim Place: Side-street stop control
- 6th Street and Project Access: Signalized intersection
- 4th Street and Project Access: Signalized intersection
- Site access improvements at the Metrolink Transit Station.

14. Utilities and Service Systems

Impact 14.2: Development allowed by the proposed Specific Plan Amendment would require the construction of new water, recycled water, and sewer lines on site. However, no off-site improvements are needed. Construction of infrastructure improvements within and immediately adjacent to the project area would result in short-term impacts related to air quality, noise, greenhouse gas and traffic. These impacts are addressed in Section 4.2, Air Quality; Section 4.10, Noise; Section 4.6 Greenhouse Gas, and Section 4.13, Transportation and Traffic. No additional impacts related to construction and operation of utility systems would occur.

The following measure would ensure that impacts would be less than significant:

PDF 14-1 The 12-foot 8-inch Metropolitan Water District (MWD) Meadow Upper Feeder located in the existing 40-foot-wide easement that traverses the northern portion of the project site shall be protected in place during construction. Any encroachment to the easement during construction would be conducted in compliance with applicable MWD encroachment specifications.

15. Agriculture and Forestry Resources

No impacts were found less than significant with mitigation.

16. Mineral Resources

No impacts were found less than significant with mitigation.

C. FINDINGS WITH RESPECT TO SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

Note that impacts and analyses are presented below in summary form. For a full description of impacts, see the appropriate text in the EIR, which the Council hereby incorporates by reference into these Findings. Only impacts related to Air Quality, Noise, Population and Housing and Transportation were found to be significant and unavoidable.

CEQA requires that all feasible and reasonable mitigation be applied to reduce the Project's impacts. Although the following mitigation measures will not reduce impacts to a less than significant level, the City binds itself to implement these measures in order to lessen the impacts to the greatest extent feasible.

2. Air Quality

Impact 2.1: Significant and unavoidable conflict with the SCAQMD's 2012 AQMP due to long-term emissions of nonattainment pollutants exceeding SCAQMD significance thresholds and project trip generation substantially greater than trip generation anticipated in the General Plan for PAI [Planning Area I].

There is no feasible mitigation that would lessen or eliminate this impact, because even after implementation of all feasible measures discussed in Impact 2.2 below, the project would remain in conflict with SCAQMD's 2012 AQMP because the project was not included in the SCAQMD's projected growth estimates so the project remains inconsistent with the AQMP but provides mitigation recommended by SCAQMD.

Impact 2.2: Regional and local construction emissions would be less than significant with the incorporation of MM 2-1 and MM 2-2. Even with incorporation of MM 2-3 through MM 2-6, long-term regional operational emissions of O3 precursors (VOC and NOx), CO, PM10, and PM2.5 due to mobile and consumer product sources would be significant and unavoidable.

MM 2-1 Prior to issuance of each grading and building permit, the Property Owner/Developer shall provide evidence to the City of Rancho Cucamonga that construction documents require construction contractors to implement the measure listed below. The contractor shall comply with the identified requirements, and verification that the contractor has complied shall be confirmed by the Building and Safety Services Department during construction.

All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB). Any emissions-control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

A copy of each unit's certified Tier specification shall be provided to the Building and Safety Services Department at the time of mobilization of each applicable unit of equipment.

MM 2-2 Construction activities for future development within PAI [Planning Area I] shall include the following measures to reduce criteria pollutant emissions. These measures shall be incorporated into the contractor specifications and shall be verified during review of project plans and specifications and during construction.

- All construction equipment shall be maintained in good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturers' specifications. Maintenance records shall be available at the construction site for City verification.
- The construction contractor shall utilize electric or clean alternative fuel-powered equipment where feasible.
- The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use.

MM 2-3 Prior to the issuance of each non-residential building permit, the Property Owner/Developer and its contractors shall provide plans and specifications to the City of Rancho Cucamonga demonstrating that the following features have been incorporated into the building designs. Proof of compliance shall be provided to the City of Rancho Cucamonga prior to the issuance of occupancy permits.

- For buildings with 25,000 square feet or more net area and with more than ten tenant-occupants (i.e., employees), changing/shower facilities shall be provided as specified in Section A5.106.4.3, Nonresidential Voluntary Measures, of the California Green Building Standards (CALGreen) Code.
- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1, Nonresidential Voluntary Measures, of the CALGreen Code.
- Facilities shall be installed to support future electric vehicle charging at each non-residential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3, Nonresidential Voluntary Measures (Tier 1), of the CALGreen Code.

MM 2-4 Prior to the issuance of each residential building permit, the Property Owner/Developer and its contractors shall provide plans and specifications to the City of Rancho Cucamonga demonstrating that the following features have been incorporated into the building designs or specifications. Proof of compliance shall be provided to the City of Rancho Cucamonga prior to the issuance of occupancy permits.

- One- and two-family dwellings shall provide for the future installation of electric vehicle charging, as specified in Section A4.106.8.1, Residential Voluntary Measures, of the CALGreen Code.
- Visitor parking shall include preferentially located parking spaces for alternative-fueled vehicles.

- Bicycle parking shall be provided as specified in Section A4.106.9, Residential Voluntary Measures, of the CALGreen Code where this code is more stringent than City of Rancho Cucamonga Municipal Code Section 17.64.100 (RR 2-5).

MM 2-5 Prior to issuance of each building permit for parking structures and parking lots with 20 or more parking spaces, the Property Owner/Developer and its contractors shall provide plans and specifications to the City of Rancho Cucamonga demonstrating that the following features have been incorporated into the parking facility. Proof of compliance shall be provided to the City of Rancho Cucamonga prior to the issuance of occupancy permits.

- The parking facility shall include a minimum of five percent preferentially located parking spaces for alternative-fueled (electric, natural gas, or similar low-emitting technology) vehicles.
- The parking facility shall include at least one electric vehicle charging station. Electrical lines shall be designed and sized to add additional charging stations for up to three percent of the total parking spaces when a demand is demonstrated. The design and installation shall be consistent with Section A4.106.8.2, Residential Voluntary Measures, of the CALGreen Code where this code is more stringent than City of Rancho Cucamonga Municipal Code Section 17.64.100 (RR 2-5).
- For residential parking facilities, bicycle parking shall be provided as specified in Section A4.106.9, Residential Voluntary Measures, of the CALGreen code.

MM 2-6 Once constructed, the Property Owner/Developer shall ensure that the tenants/operators of non-residential uses include the following features and procedures. Proof of compliance shall be provided to the City of Rancho Cucamonga within one month following the issuance of each occupancy permit.

- Post signs requiring that trucks shall not be left idling for prolonged periods (i.e., in excess of 5 minutes, as required by State law).
- Post both bus and Metrolink schedules in conspicuous areas.
- Configure the employee work schedules around the Metrolink schedule to the extent reasonably feasible.

Impact 2.3: The proposed project would result in less than significant cumulative regional and local construction emissions with the incorporation of MM 2-1 and MM 2-2. The project would result in significant and unavoidable cumulative long-term regional emissions of O₃ precursors (VOC and NO_x), PM₁₀, and PM_{2.5}, all nonattainment pollutants, due to mobile and consumer products sources. As described for Threshold 2.2, even with implementation of MM 2-2 through MM 2-4, operational VOC, NO_x, PM₁₀, and PM_{2.5} emissions would exceed the significance thresholds and could contribute to existing violations of the O₃ and PM₁₀ standards (VOC and NO_x are O₃ precursors).

Please refer to MMs 2-1 through MM 2-6 above.

10. Noise

Impact 10.3: Construction of the proposed uses would result in temporary construction noise impacts from site preparation, demolition, grading, concrete and asphalt crushing, green waste mulching, and similar construction activities. Compliance with RR 10-1 and implementation of MM 10-3 through MM 10-5 would reduce impacts; however, because of the proximity of construction to existing structures, some of these activities may not be reduced to less than 65 dBA at residential receptors and 70 dBA at industrial or commercial receptors, this impact is considered significant and unavoidable under the City's Development Code.

MM 10-3 Prior to the issuance of each permit for demolition or grading within 500 feet of existing residences, the Property Owner/Developer shall submit construction plans and/or specifications to the Rancho Cucamonga Planning Department demonstrating that the installation of a temporary noise barrier between the construction area and the adjacent residences is required. The barrier shall be 12 feet high and solid from the ground to the top. The barrier shall be constructed with plywood that is at least ½ inch thick or with another material that creates a noise transmission loss of at least 20 dBA. For maximum effectiveness, the barrier shall be located as close as feasible to the residences or as close as feasible to the noise sources. Where feasible, the barrier shall remain in place until the completion of construction near residences.

MM 10-4 Prior to the issuance of each permit for demolition or grading within 500 feet of existing residences or within 325 feet of commercial or industrial buildings, the Property Owner/Developer shall submit a construction-related noise mitigation plan to the Rancho Cucamonga Planning Department. The plan shall depict the location of the construction equipment and how the noise from this equipment would be mitigated during construction of the project. The plan shall demonstrate that the construction plans and specifications include the following noise-abatement, notification, and control measures:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State-required noise-attenuation devices.
- Stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- On-site and off-site construction haul routes shall be designed to avoid noise-sensitive uses, as feasible.
- If a perimeter block wall is required for a project, the wall shall be constructed as early as possible during the first phase of construction.
- A "Construction Noise Coordinator" shall be identified. The Construction Noise Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Construction Noise Coordinator shall notify the City within 48 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall implement reasonable measures to resolve the complaint, as deemed

acceptable by the Planning Department. Signs shall be posted at the construction that include the contact information for the Construction Noise Coordinator.

MM 10-5 Prior to the issuance of each permit for site clearing and demolition, the Property Owner/Developer shall submit plans and/or specifications to the Rancho Cucamonga Planning Department demonstrating that, if crushing, grinding, chipping or similar equipment is to be used, the equipment must be located at least 500 feet from residences and at least 300 feet from commercial or industrial buildings and oriented so that the noisiest side is facing away from the residences.

Impact 10.4: With implementation of MM 10-6 through MM 10-8, potential impacts related to operational noise that exceeds the General Plan noise and land use compatibility levels would be reduced to less than significant levels. Construction noise would potentially exceed the noise level limits established in the City's Development Code. With implementation of RR 10-1 and MM 10-3, MM 10-4, and MM 10-5, impacts from construction noise that exceed the City Development Code requirements would be reduced, but not to a less than significant level. This impact is significant and unavoidable.

Refer to MM 10-3 through MM 10-5 above.

MM 10-6 Prior to issuance of building permits for buildings adjacent to 4th Street, the Property Owner/Developer shall submit an acoustical study to the City of Rancho Cucamonga Building Official that demonstrates that the proposed architectural design would provide an interior noise level of 45 dBA CNEL or less (based on buildout traffic noise conditions) in all habitable rooms of the proposed buildings facing 4th Street. The Property Owner/Developer shall also submit plans and specifications showing that:

- All residential units shall be provided with a means of mechanical ventilation, as required by the California Building Code for occupancy with windows closed.
- All exterior use areas within 200 feet of 4th Street shall be located behind the buildings or shielded by a sound wall or other barrier to provide exterior noise levels not exceeding 70 dBA CNEL.

MM 10-7 Prior to issuance of building permits for buildings adjacent to 6th Street, the Property Owner/Developer shall submit an acoustical study to the City of Rancho Cucamonga Building Official that demonstrates that the proposed architectural design would provide an interior noise level of 45 dBA CNEL or less (based on buildout traffic noise conditions) in all habitable rooms of the proposed buildings facing 6th Street. The Property Owner/Developer shall also submit plans and specifications showing that:

- All residential units shall be provided with a means of mechanical ventilation, as required by the California Building Code for occupancy with windows closed.
- All exterior use areas shall be located behind the buildings or shielded by a sound wall or other barrier to provide exterior noise levels not exceeding 70 dBA CNEL.

MM 10-8 Prior to issuance of building permits for buildings facing adjacent to or near the northern property line, the Property Owner/Developer shall submit an acoustical study to the City of Rancho Cucamonga Building Official that demonstrates that the proposed architectural design would provide an interior noise level of 45 dBA CNEL or less (based on buildout traffic noise conditions) in all habitable rooms of the proposed buildings facing the rail line. The Property Owner/Developer shall also submit plans and specifications showing that:

- All residential units shall be provided with a means of mechanical ventilation, as required by the California Building Code for occupancy with windows closed.

11. Population and Housing

Impact 11.1: Although the proposed project would be consistent with local, regional, at State policies that encourage mixed use higher density housing development near employment centers and transit opportunities, the proposed project could induce substantial housing and population growth in the City and region beyond the currently adopted growth forecasts, resulting in a significant and unavoidable project impact. The project would have a less than significant impact related to employment.

The project was not included in the City's General Plan, which assumed continued operation of the golf course, hence the project is inconsistent with the Population and Housing projections. However, there is no feasible mitigation to reduce the significance of this impact because it is not consistent with Project objectives or the principles of the General Plan to incorporate changes into the project that would avoid inducing housing and population growth in the City. For the City's analysis of lower-density alternatives to the Project, please see Section VI of these Findings and Section 5.0 of the EIR.

13. Transportation/Traffic

Impacts 13.1 and 13.2: Vehicle trips generated by operation of the proposed project would lead to study area intersections and freeway facilities operating at deficient LOS (exceeding City of Rancho Cucamonga, City of Ontario, and/or Caltrans standards). Implementation of RR 13-2 and RR 13-3, and MM 13-1 through MM 13-4, would reduce impacts, but some impacts would remain significant due to the lack of feasible mitigation or because the project Property Owner/Developer or the City of Rancho Cucamonga cannot guarantee the implementation of improvements in another jurisdiction which they do not control.

Specifically, the proposed project would result in significant and unavoidable project impacts at one study area intersection, which is also a San Bernardino County Congestion Management Plan (CMP) intersection, under the Existing Plus Project traffic analysis scenario, and at seven study area intersections (including 5 CMP intersections) under the Completion Year 2024 Plus Project traffic analysis scenario. Additionally, the proposed project would have significant and unavoidable impacts along segments of Interstate (I) 10 and I-15 and at I-10 and I-15 on- and off-ramps under these traffic analysis scenarios; I-10 and I-15 are also CMP facilities.

The proposed project would result in significant and unavoidable cumulative impacts at four study area intersections (including 3 CMP intersections) under the Cumulative Year (2036) Plus Project traffic analysis scenario. Additionally, the proposed project would have significant and unavoidable cumulative impacts along segments of I-10 and I-15 and at I-10 and I-15 on- and off-ramps under this traffic analysis scenario; I-10 and I-15 are also CMP facilities.

PDF 13-1 The Property Owner/Developer shall construct the following intersection improvements at the project access locations:

- 7th Street and Cleveland Avenue: Side-street stop control
- 7th Street and Anaheim Place: Side-street stop control
- 6th Street and Project Access: Signalized intersection
- 4th Street and Project Access: Signalized intersection
- Site access improvements at the Metrolink Transit Station.

MM 13-1 Prior to the issuance of the first occupancy permit, and in coordination with the City of Rancho Cucamonga, the Property Owner/Developer shall implement the following intersection improvements:

2. **Foothill Boulevard and Milliken Avenue.** Adjust, optimize, and maintain the coordinated PM signal timing plan for the expected traffic volume demand. This would not require changing the coordinated cycle length.
3. **Foothill Boulevard and Rochester Avenue.** Adjust, optimize and maintain the coordinated PM signal timing plan for the expected traffic volume demand. This would not require changing the coordinated cycle length.
4. **Foothill Boulevard and Day Creek Boulevard.** Convert the rightmost northbound through lane into a through/right shared lane.
7. **Arrow Route and Haven Avenue.** Modify the southbound approach from having two left turn lanes, two through lanes, and one through/right shared lane to having two left turn lanes, three through lanes, and one right turn lane (MM 13-1).
8. **Arrow Route and Milliken Avenue.** Adjust, optimize, and maintain the coordinated PM signal timing plan for the expected traffic volume demand. This would require changing the coordinated cycle length.
13. **6th Street and Haven Avenue.** To achieve additional lanes on the northbound and westbound approach, modify the northbound approach from having two left-turn lanes, two through lanes, and one shared through/right-turn lane to having two left-turn lanes, three through lanes, and one right-turn lane. Modify the westbound approach from having one left-turn lane, two through lanes, and one right-turn lane to having two left-turn lanes, two through lanes, and one right-turn lane.
14. **6th Street and Cleveland Avenue.** Install a traffic signal and signal interconnect and other appropriate traffic signal hardware to ensure coordination with upstream and downstream signals. This improvement is consistent with planned improvements within the City of Rancho Cucamonga's DIF Program

(refer to RR 13-2), and the Property Owner/Developer may be eligible for partial reimbursement with implementation of this mitigation measure.

MM 13-2 Prior to the issuance of an occupancy permit, the Property Owner/Developer shall provide evidence to the City of Rancho Cucamonga that optimization of the PM-coordinated cycle lengths, and/or adjustment and optimization of the coordinated maximum splits for the PM signal timing plan, as appropriate, at the City of Ontario's **4th Street and Haven Avenue, 4th Street and Milliken Avenue, and Inland Empire Boulevard and Haven Avenue** intersections have been completed, and that the coordinated cycle length for other locations these intersections are in coordination with have been re-evaluated, if required.

MM 13-3 Prior to the issuance of an occupancy permit, the Property Owner/Developer shall provide evidence to the City of Rancho Cucamonga that adjustment and optimization of coordinated maximum splits for the PM signal timing plan at the Caltrans intersection of **I-10 Westbound Ramps-Ontario Mills Parkway and Milliken Avenue** has been completed. This would not require changing the coordinated cycle length.

MM 13-4 Prior to issuance of buildings permits, the Property/Owner Developer shall pay its fair share fee to the City of Rancho Cucamonga for the following measures required to mitigate Cumulative Year (2036) Plus Project conditions:

- **Foothill Boulevard and Day Creek Boulevard.** Adjust, optimize and maintain the coordinated PM signal timing plan for the expected traffic volume demand. This would not require changing the coordinate cycle length.
- **6th Street and Haven Avenue.** Adjust, optimize and maintain the coordinated the PM signal timing plan for the expected traffic volume demand. This would not require changing the coordinate cycle length.
- **6th Street and Milliken Avenue.** Adjust, optimize and maintain the coordinated PM signal timing plan for the expected traffic volume demand. This would not require changing the coordinate cycle length.

The fair share payment amount shall be established by the City of Rancho Cucamonga Engineering Department. The timing of implementation of the improvements shall be determined by the City and, to the extent feasible, shall be completed by the City in the timeframe necessary to avoid identified significant cumulative impacts.

MM 13-5 Prior to the issuance of a demolition permit or grading permit, whichever occurs first, the Property Owner/Developer shall submit a Traffic Control Plan to the Engineering Services Department for review and approval. The Traffic Control Plan shall describe in detail safe detours and provide temporary traffic control during construction activities for the project. To reduce traffic congestion, the Plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls (e.g., a flag person) during all phases of construction to maintain smooth traffic flow; dedicated turn lanes for movement of construction trucks and equipment on and off site; scheduling of construction activities that affect traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; rerouting of

construction trucks away from congested streets or sensitive receptors; and/or signal synchronization to improve traffic flow.

IV. FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE CHANGES, GROWTH-INDUCING IMPACTS, AND ENERGY CONSERVATION

A. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Generally, a project would result in significant irreversible environmental changes if the following occurs:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The project site has historically been used for agricultural purposes and was developed as a golf course in the mid-1990s. The proposed project would permanently alter the site by converting the existing golf course to a mixed-use community. Because no agricultural uses, sensitive biological resources, or significant mineral resources were identified within the project limits, no significant impacts related to these issues would result from development of the project site.

Construction and long-term operation of the proposed project would require the commitment and reduction of nonrenewable and/or slowly renewable resources, including petroleum fuels and natural gas (for vehicle emissions, construction, lighting, heating, and cooling of structures) as well as lumber, sand/gravel, steel, copper, lead, and other metals (for use in building and roadway construction and utility infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by project implementation; these include air quality (through the combustion of fossil fuels and production of greenhouse gases) and water supply (through the increased potable water demands for drinking, cleaning, landscaping, and general maintenance needs).

An increased commitment of public services (e.g., police, fire, school, sewer, and water services) would also be required. Project development is an irreversible commitment of the land, energy resources, and public services. After the 50- to 75-year structural lifespan of the buildings is reached, it is improbable that the site would revert to permanently undeveloped conditions due to the large capital investment that will already have been committed.

B. GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines provides the following guidance on growth-inducing impacts: a project is identified as growth inducing if it “could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” To address this issue, Section 6.2 of the EIR examines whether the project would remove obstacles to growth, whether the project would result in the need to expand one or more public services to maintain desired levels of service, whether the project would encourage or facilitate economic effects that could result in other activities that could significantly affect the environment, and whether approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment.

1. Would this project remove obstacles to growth?

Existing roadways would be extended into the site and new roadways built on the site to serve individual structures and development. Roadway improvements proposed as mitigation for traffic impacts would serve the project and anticipated development in the area but would not provide the additional capacity to induce unplanned growth. As identified in Section 4.14 of the EIR, Utilities and Service Systems, the proposed Specific Plan Amendment would not involve development that would establish an essential public service or utility/service system. The project site and surrounding areas are already served by essential public services and an extensive network of utility/service systems and the other infrastructure necessary to accommodate or allow the existing conditions and planned growth.

The existing utility/service systems in the vicinity of the project site can serve the development allowed by the proposed Specific Plan Amendment with connections to on-site facilities. It should be noted that the Rancho Cucamonga Municipal Utility (RCMU) does not currently provide electricity service to the project site; however, it does plan to provide this service with an extension of a new electricity line to the project site. Electricity would also be available to the project site from adjacent Southern California Edison (SCE) facilities. The utility infrastructure installed as part of the proposed project would be sized and located expressly to serve the proposed project, and would not, therefore, induce growth in the project vicinity. Further, future development would be reviewed on a project-by-project basis at the time of proposed construction in order to determine the utility/service systems necessary to serve the proposed land uses.

With respect to changes in existing regulations pertaining to land development, the proposed project involves a General Plan Amendment to change the land use designation for the project site from “Open Space” to “Mixed Use”, and a Zoning Amendment to update text related to the Mixed Use zone. These discretionary actions would allow for the development of a mixed-use community with up to 3,450 residential units, 220,000 square feet (sf) of non-residential development, and other supporting uses on the approximate 160.4-acre project site, which is currently developed with a golf course. The location of the project site adjacent to the Rancho Cucamonga Metrolink Station provides a unique opportunity for development of a dense urban community near transit. This is consistent with the General Plan’s land use growth strategy, which focuses on the following three objectives:

- Protect and maintain established residential neighborhoods.
- Target new infill development opportunities.
- Integrate land use and transportation.

While the proposed General Plan and Zoning amendments would allow for growth at the project site that is not currently anticipated in the City’s General Plan, approval of the project and these discretionary actions would not lead to similar regulatory changes that would remove an obstacle

to growth, because the areas adjacent to the project site are currently developed or are already planned for development. Additionally, as discussed in Section 4.9, Land Use and Planning, the proposed project would be consistent with the goals and policies of the City's General Plan and other relevant planning documents that address development in the City. The proposed project is not, therefore, considered to be growth inducing with respect to removal of obstacles to growth.

Refer to the discussion of Item 3 below, which addresses potential opportunities for redevelopment, revitalization or intensification of areas in the vicinity of the project site.

2. Would this project result in the need to expand one or more public services to maintain desired levels of service?

As discussed in Section 4.12, Public Services and Recreation, of the EIR, the proposed project would increase the demand for public services (police, fire, schools, libraries, and parks and recreational facilities). Based on input from the Community Services, Library Services, Police and Fire departments, new facilities would ultimately be needed to serve future residents of the proposed project and other development in the City that is or would be underserved in the future. As identified in PDF 12-2 in Section 4.12, as part of the proposed project, a Joint Use Public Facility would be implemented in PAI [Planning Area I] to accommodate the needs of the Rancho Cucamonga Community Services, Library Services, and Police departments. This facility would be available not only to future residents of the proposed project, but other residents in the City. With implementation of the community benefit as part of the project, project impacts related to parks/recreation, libraries and police protection would be less than significant. The proposed project would also contribute to the need for a new fire station in order to provide an adequate level of fire protection service throughout the RCFPD's response system. To facilitate the eventual construction of a new fire station, and if not already addressed through a separate agreement, the proposed/potential Development Agreement would include provisions regarding the RCFPD's fair market value acquisition of property under common ownership as the Project Applicant. With this provision in an executed agreement, the project's impact on the response system that is not addressed by the increase in property taxes would be less than significant.

Additionally, funding mechanisms are in place through existing regulations and standard practices to accommodate growth in the City, including the proposed project. This project would not, therefore, have significant growth-inducing consequences with respect to public services.

3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During project construction, a number of design, engineering, and construction-related jobs would be created. This would last until project construction is completed (assumed to be up to eight years). This growth in employment would be an indirect, growth-inducing effect of the proposed project.

As further discussed in Section 4.11, Population and Housing, of the EIR, buildout of the maximum amount of development allowed by the proposed Specific Plan Amendment would result in up to 3,450 residential units and 220,000 sf of non-residential uses. This could generate up to 10,488 new residents and approximately 341 net new employment opportunities. The increase in housing and population at the project site was not anticipated in the City of Rancho Cucamonga General Plan, which estimates the buildout conditions for the City (by 2030), or SCAG's 2012-2035 Regional Growth Forecasts. The adopted growth forecasts anticipate the continued operation of a golf course at the project site. Therefore, the housing and associated population growth resulting from implementation is considered a significant and unavoidable project impact for purposes of the

CEQA analysis. However, it is important to note that the proposed project would be consistent with local, regional, at State policies that encourage mixed use, higher density housing development near employment centers and transit opportunities (refer the policy consistency analysis provided in Section 4.9, Land Use and Planning, of the EIR.

With respect to employment, the City's General Plan estimates that there will be 103,400 employment opportunities in the City and SOI by 2030. Compared to the 2013 employment estimate of 72,600 jobs, this represents an increase of 30,800 jobs. Therefore, the employment generation estimated for the proposed project (net increase of 341 employees) represents approximately one percent of the total employment generation anticipated in the City and SOI with buildout of the General Plan. Further, it is expected that the short-term construction jobs and new positions during operation would be filled by workers who already reside in the local area or region.

As residential development occurs onsite, project residents and employees would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the surrounding area. In addition to the proposed non-residential uses, the proposed project is located near and within walking distance of existing employment and retail areas in the cities of Rancho Cucamonga and Ontario, which would help serve the employment and shopping needs of the future residents. However, the increased demand for such economic goods and services could encourage the creation of new businesses and/or the expansion of existing businesses that address these economic needs. This growth may be experienced in the areas in proximity to the project site that are either currently undeveloped or underutilized. However, this type of growth is already anticipated in the City's General Plan, even without the proposed project. Notably, the areas surrounding the project site within Industrial Area Specific Plan (IASP) Sub-Area 18, including the Rancho Cucamonga Metrolink Station, are designated as "Mixed Use Areas" in the City's General Plan. The intent of the Mixed Use designation in this area is to:

- Promote planning flexibility to achieve more creative and imaginative employment-generating designs.
- Integrate a wider range of retail commercial, service commercial, recreational, and office-related uses in this industrial area of the City.
- Allow for the sensitive inclusion of high-density residential development that offers high-quality multi-unit condominiums and apartments for employees desiring housing close to work and transit.

Additionally, as shown in the aerial photograph provided in Exhibit 4.9-6 in Section 4.9, Land Use and Planning, there are parcels immediately south of the project site that are currently undeveloped; however, this area is already planned for mixed use development associated with the approved Piemonte at Ontario Center. The approved development includes approximately 1.29 million sf of mixed retail, commercial, office, hotel and multi-family residential units at buildout (Ontario 2006).

Therefore, implementation of residential and non-residential uses allowed by the proposed Specific Plan Amendment would support existing uses in the area, and could encourage or facilitate the growth envisioned in the City of Rancho Cucamonga General Plan and planned in the City of Ontario.

- 4. Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?**

As identified above, the proposed project involves a General Plan Amendment and Zoning Amendment to allow for development of the proposed mixed use community, which is consistent with planning policies that encourage the introduction of higher density, mixed use development near transit to decrease dependency on the automobile and to reduce associated air pollution GHG emissions. However, no changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) are proposed or required to implement this project. In addition to project design features and regulatory requirements, project-specific MMs have been identified in Sections 4.1 through 4.14 of this Draft EIR to ensure that implementation of the project complies with all applicable City plans, policies, and ordinances. This ensures that there are no conflicts with adopted land development regulations and that environmental impacts are minimized. The proposed project does not propose any precedent-setting actions that, if approved, would specifically allow or encourage other projects and resultant growth to occur.

C. ENERGY CONSERVATION

Section 21100(b)(3) of the *California Public Resources Code* and Appendix F to the CEQA Guidelines require a discussion of potential energy impacts of proposed projects. Appendix F states:

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) Decreasing overall per capita energy consumption,
- (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil, and
- (3) Increasing reliance on renewable energy sources.

Appendix F of the CEQA Guidelines also identifies that "EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy."

Section 6.3 of the EIR contains the required discussion of these issues, which is summarized below.

1. Short-Term Construction

For dust control, it is estimated that approximately 11.63 million gallons of water would be used during grading activities and 10 million gallons of water would be used during the building phases. A total of 606,959 kWh of electricity from water consumption, 670,939 gallons of diesel fuel, 927,377 gallons of gasoline, and 45.65 MWh of electricity from water consumption is estimated to be consumed during project construction. To reduce impacts, reclaimed water would be used for dust control, resulting in an estimated 81 percent savings in electricity use as well as the savings of potable water.

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. The project also implements MM 2-2 which requires equipment to be properly maintained, minimize idling, and use electric or clean alternative fuel equipment where feasible. Furthermore, there are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 14.70 billion gallons of gasoline and 2.78 billion gallons of diesel fuel in 2014 (BOE 2015a, 2015b). The estimated construction energy consumed by the proposed project would be spread over the

approximate eight year construction duration. Therefore, the proposed construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

2. Transportation

The proposed Empire Lakes/IASP Sub-Area 18 Specific Plan Amendment involves the development of a mixed use community that would decrease dependency on the automobile by locating new housing near existing and planned employment-generating uses, local regional activity centers, and transit service. The overall circulation concept for the proposed project places an emphasis on pedestrian, bicycle, and vehicular connectivity emanating from the Metrolink Transit Station and major circulation corridors. The Vine provides a backbone of multi-modal connectivity from 4th Street to the Metrolink Transit Station, connecting all neighborhoods in between. This pedestrian-scaled roadway includes vehicular lanes, sharrows, on-street parking, and a variable median. To facilitate non-vehicular travel, the project would include bicycle parking facilities.

Additionally, as described in Section 4.2, Air Quality of this Draft EIR, mitigation measures (MMs) have been incorporated into the project to reduce vehicle emissions. MM 2-3 requires preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles; changing/shower facilities; and EV charging facilities for some nonresidential buildings. MM 2-4 and MM 2-5 require EV charging facilities, preferential visitor parking for alternative-fueled vehicles and bicycle parking for residential buildings and parking facilities. MM 2-6 includes operational measures that would limit truck idling and would provide incentives for employees of commercial and industrial businesses to commute by Metrolink or bus.

When taking into consideration the location of the project near transit, the high density of the proposed residential uses, and the mixed use nature of the proposed project, it is estimated that there would be an overall reduction in VMT from approximately 95.5 million VMT/year to 89.5 million VMT/year. This represents a reduction of approximately 6 million VMT/year or 6.2 percent. Based on the annual VMT, gasoline and diesel consumption rates were calculated using estimated miles per gallon factors based on San Bernardino County data for 2024 from EMFAC2014. It is estimated that the project-generated traffic would use 498,000 gallons of diesel fuel, and 2.8 million gallons of gasoline per year. Fuel consumption associated with vehicle trips generated by the proposed Empire Lakes/IASP Sub-Area 18 Specific Plan Amendment would not be considered inefficient, wasteful, or unnecessary.

3. Energy Demand

The proposed project would promote building energy efficiency through compliance with energy efficiency standards (Title 24 of the California Code of Regulations, and CALGreen, the 2013 California Green Buildings Standards Code) and the provision of energy efficiency measures that exceed required standards. Based on the CalEEMod, the electricity demand from the project would be approximately 16.3 million kilowatt hours per year (kWh/yr) and the natural gas consumption would be approximately 38 billion British Thermal Units per year (BTU/yr) (this includes peak demands), or 380,000 therms per year. Natural gas fireplaces would use approximately 19 billion BTU/yr. The electricity use associated with the project water consumption is estimated to be approximately 4.2 million kWh per year. San Bernardino County's total electrical and natural consumption in 2013 was approximately 14,000 million kWh and 503 million therms. At full build-out, project's electricity use would be approximately 0.14 percent of the existing electricity use in San Bernardino County and natural gas use would be approximately 0.08 percent of the existing natural gas use in San Bernardino County. Energy supplies to meet this demand are

available and development of new capacity is not required. With implementation of mitigation measure (MM) 6-1 and MM 6-2, identified in Section 4.6, Greenhouse Gas Emissions, the electricity and natural gas consumption would be reduced by 15 percent in residential land uses and 10 percent in non-residential land uses. The proposed project would not result in excessive long-term operational building energy demand.

V. STATEMENT OF OVERRIDING CONSIDERATIONS

The analysis in Sections 4.1 through 4.14 of the EIR concludes that, despite implementation of mitigation measures, significant environmental impacts would result from the construction and operation of the proposed project. Significant and unavoidable impacts that would result from implementation of the proposed project include those listed below.

- **Operational Air Quality Impact.** Maximum daily emissions from project operations (mobile and consumer product sources) would exceed the South Coast Air Quality Management District's (SCAQMD's) CEQA significance thresholds for ozone (O₃) precursors (i.e., volatile organic compounds [VOCs] and nitrogen oxides [NO_x]), carbon monoxide (CO), respirable particulate matter with a diameter of 10 microns or less (PM₁₀), and fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}).
- **Cumulative Air Quality Impact.** The project would result in significant and unavoidable cumulative long-term regional emissions of O₃ precursors (VOC and NO_x), PM₁₀, and PM_{2.5}, all nonattainment pollutants, due to mobile and consumer product sources.
- **Air Quality Management Plan Consistency.** The proposed project would conflict with the SCAQMD's Air Quality Management Plan (AQMP) due to (1) the projected long-term operational emissions of non-attainment pollutants exceeding SCAQMD significance thresholds, which could increase the frequency or severity of existing air quality violations or delay timely attainment of air quality standards and (2) project trip generation at the project site substantially greater than trip generation anticipated in the General Plan for PAI [Planning Area I] resulting from proposed high density development and associated population growth in an area designated as a golf course in current planning documents.
- **Substantial Temporary or Periodic Increase in Noise.** Construction of the proposed uses would result in temporary noise impacts from construction activities because some of these activities may not be reduced to less than 65 A-weighted decibels (dBA) at residential receptors and 70 dBA at industrial or commercial receptors (the noise level standard established in the City's Development Code), and these noise levels would be substantially greater than existing noise levels that range from the low to high 50s dBA.
- **Construction-Related Noise Would Exceed Noise Standards.** Construction noise would potentially exceed the noise level limits established in the City's Development Code.
- **Population and Housing Growth.** With the development of up to 3,450 residential units, the proposed project would directly induce substantial housing and population growth in the City beyond adopted growth forecasts, resulting in a significant and unavoidable project impact. This is because the City's General Plan did not plan for the redevelopment of the project site. However, the proposed project would be consistent with local, regional, and State growth

strategies that encourage mixed use, higher density housing development near employment centers and transit opportunities.

- **Project-Related Traffic Impacts.** The proposed project would result in significant and unavoidable project impacts at one study area intersection, which is also a San Bernardino County Congestion Management Plan (CMP) intersection, under the Existing Plus Project traffic analysis scenario, and at seven study area intersections (including 5 CMP intersections) under the Completion Year 2024 Plus Project traffic analysis scenario. Additionally, the proposed project would have significant and unavoidable impacts along segments of Interstate (I) 10 and I-15 and at I-10 and I-15 on- and off-ramps under these traffic analysis scenarios; I-10 and I-15 are also CMP facilities.
- **Cumulative Traffic Impacts.** The proposed project would result in significant and unavoidable cumulative impacts at four study area intersections (including 3 CMP intersections) under the Cumulative Year (2036) Plus Project traffic analysis scenario. Additionally, the proposed project would have significant and unavoidable cumulative impacts along segments of I-10 and I-15 and at I-10 and I-15 on- and off-ramps under this traffic analysis scenario; I-10 and I-15 are also CMP facilities.

When an agency approves a project with significant environmental effects that will not be avoided or substantially lessened, it must adopt a "statement of overriding considerations" explaining that, because of the project's overriding benefits, the agency is approving the project despite its environmental harm. (14 Cal. Code Regs. § 15043.) The City's statement of overriding considerations for the Project is as follows:

The California Environmental Quality Act (CEQA) requires a public agency to balance the benefits of a proposed project against its significant unavoidable adverse impacts in determining whether to approve a project. The Project will result in environmental effects, which, although mitigated to the extent feasible by the implementation of mitigation measures required for the Project, will remain significant and unavoidable, as discussed in the Final Environmental Impact Report (EIR) and CEQA Findings of Fact. These impacts are summarized below and constitute those impacts for which this Statement of Overriding Considerations is made.

Findings:

The City Council hereby adopts all mitigation measures identified in the EIR. The City Council finds and determines in approving the Project that the Final EIR has considered the identified means of lessening or avoiding the Project's significant effects and that to the extent any significant direct or indirect environmental effects, including cumulative project impacts, remain unavoidable or not mitigated to below a level of significance after mitigation, such impacts are at an acceptable level in light of the social, legal, economic, environmental, technological and other project benefits discussed below, and such benefits override, outweigh, and make "acceptable" such remaining environmental impacts of the project (CEQA Guidelines Section 15092(b)).

The following benefits and considerations outweigh such significant and unavoidable adverse environmental impacts. All of these benefits and considerations are based on the facts set forth in the Findings, the Final EIR, and the record of proceedings for the Project. Each of these benefits and considerations is a separate and independent basis that justifies approval of the Project, so that if a court were to set aside the determination that any particular benefit or consideration will occur and justifies project approval, this City Council determines that it would stand by its determination that the remaining benefit(s) or consideration(s) is or are sufficient to warrant project approval.

Facts:

The Project would have the following benefits:

1. **Approval of the Project would ensure that development of the project site is accomplished consistent with numerous applicable goals and policies of the City of Rancho Cucamonga as set forth in the *Rancho Cucamonga General Plan*.**

The proposed Specific Plan Amendment serves as a tool for implementing the preferred development strategies for Planning Area I of Industrial Area Specific Plan Sub-Area 18, a specific plan that is itself a tool for implementation of the City's General Plan. (See City of Rancho Cucamonga General Plan, at LU-48 through LU-53.) The Project includes high-density and medium-high density residential, mixed use, open space, and transit-oriented land uses near transit services, including the Rancho Cucamonga Metrolink Station and local regional activity centers.

As described in the EIR, at Table 4.9-2 in Section 4.9, and at Appendix D to Appendix B-2, approving the Project would further numerous goals and policies of the City of Rancho Cucamonga's General Plan. The City Council finds that the Project would advance and further the General Plan's policies and objectives for all of the reasons described in the EIR and its appendices. Particularly relevant goals and policies include, but are not limited to, the following:

- **Goal LU-1, "Ensure established residential neighborhoods are preserved and protected, and local and community-serving commercial and community facilities meet the needs of residents," and related policies.** The Project will support higher density living environments near transportation alternatives to protect existing neighborhoods from increased density pressures. The Project would encourage the development of commercial centers in the Transit Placetype, Mixed Use Placetype, and Mixed Use Overlay areas, serving a broad range of retail and service needs for the community.
- **Goal LU-2, "Facilitate sustainable and attractive infill development that complements surrounding neighborhoods and is accessible to pedestrians, bicycles, transit, and automobiles" and related policies.** The Project would promote mixed use and high density residential uses in a pedestrian-friendly setting with direct access to transit. The Specific Plan Amendment allows up to 3,450 residences, 220,000 square feet of non-residential, and 6.8 acres of recreation amenities within 0.5 mile of the Metrolink station. The Vine is designed as a "complete street," with pedestrian circulation provided by the Vine and through internal connections.
- **Goal LU-3, "Encourage sustainable development patterns that link transportation improvements and planned growth, create a healthy balance of jobs and housing, and protect the natural environment," and related policies.** The project would focus development on a previously disturbed infill site where development would cause minimal impact on natural resources and where residents would have access to existing infrastructure. In addition, the project would also encourage employment, professional, light industrial, and commercial uses on the project site in the Transit Placetype, Mixed Use Placetype, and Mixed Use Overlay areas.

- **Goal CM-2, “Plan, implement, and operate transportation facilities to support healthy and sustainable community objectives,” and related policies such as CM-2.1, “Facilitate bicycling and walking citywide.”** The Specific Plan Amendment includes a continuous pedestrian and bikeway corridor along the Vine that links users from the Metrolink station to 4th Street. Pedestrians may also use the existing 6th Street undercrossing to avoid the 6th Street intersection. The Vine is designed to include a protected bike lane for enhanced bicycle connectivity traveling north/south through the site. The Transit Placetype facilitates easy pedestrian and bicycle access through the site and supports transit and multi-modal users with commercial, retail, and services. At the time of development, plans will be reviewed by the City and/or transit agency for appropriate bus stops/shelter locations. Transit services may include, but not be limited to car-share facilities, bike-share stations, transit pass kiosks, or concierge services. All projects would meet CALGreen requirements related to bicycle parking.
- **Goal CS-1, “Provide attractive, high-quality community services facilities that adequately meet the community’s need,” and related policies.** Parkland/recreation facilities include the provision of on-site facilities and open space; provision of a 25,000 square foot joint use facility to be used by the Community Services Department, Library Department and Police Department or alternative community benefit agreed to be the City and the Property Owner/Developer; and payment of applicable mitigation fees. The Specific Plan Amendment requires the development of “3rd Place spaces” throughout the project to provide smaller passive and programmed open spaces; private recreation amenities will be provided in the REC Placetype.
- **Goal HE-1, “Allow and create new opportunities that enable a broad range of housing types, maintain a balanced supply of ownership and rental units, and provide sufficient numbers of dwelling units to accommodate expected new household formations,” and related policies.** The Project would promote the development of up to 3,450 attached and detached medium-high and high-density housing units, Live-Work units, and Shopkeeper units.

The Council finds that the Project is more than merely “consistent” with the City’s General Plan; the Project represents a specific and unusual opportunity to promote infill development on an already developed site, near to transit, in a manner that will advance important City policies and goals identified in the General Plan.

2. The Project would repurpose the existing golf course within a highly active area to maximize housing near existing employment, transit, and entertainment uses, which are in proximity to the project site.

Because of its location, the Project site represents an unusual opportunity to promote environmentally beneficial infill development within the City. There are few other currently developed sites in the City that can be repurposed to create new housing opportunities and mixed-use development without causing any direct residential displacement. The project site also provides a rare opportunity to promote infill development on a site already surrounded by existing active development, and with significant proximity to existing employment, transit and entertainment uses, as described in Chapters 3 and 4 of the EIR.

- 3. The Project would decrease dependency on the automobile and reduce associated air pollution and greenhouse gas emissions by locating new housing and new employment near existing employment-generating uses and transit service.**

As described in Chapters 3 and 4 of the EIR, the Project is located close to both transit service and existing employment-generating uses. For example, the Rancho Cucamonga Metrolink Station is immediately adjacent to and east of the northern portion of the project site, the entire project site is located in a High Quality Transit Area (HQT), and the northern portion of the site (north of 6th Street) is in a Southern California Association of Governments' (SCAG)-designated Transit Priority Area. The area immediately surrounding the Project Site contains light and heavy industrial uses, office uses, and commercial/retail uses. By locating housing opportunities at a location near both transit and employment-generating uses, the Project will decrease dependency on the automobile and reduce associated air pollution and greenhouse gases, among other environmental benefits.

- 4. The Project would provide a continuous multi-modal circulation system (which serves vehicular, pedestrian, and bicycle circulation) to allow future residents, employees and guests to access the Rancho Cucamonga Metrolink Station.**

As described in Section 3.5.2 of the EIR and Section 7.3.6 of the Specific Plan Amendment, approval of the Project would result in the creation of a multi-modal circulation system that would address both regional and local circulation requirements and reinforce the goal of creating a pedestrian-friendly environment. The overall circulation concept places an emphasis on pedestrian, bicycle, and vehicular connectivity emanating from the Metrolink Station and major circulation corridors. The system is designed to provide easy access to the Metrolink Station for increased transit usage, which leads to a reduction in the number and length of vehicle trips, and associated reduction in greenhouse gas (GHG) emissions and an increase in energy conservation.

Primary vehicular access to Planning Area I is provided from 7th Street, 6th Street, and 4th Street. The overall on-site circulation concept places an emphasis on pedestrian, bicycle, and vehicular connectivity emanating from the Metrolink Transit Station and major circulation corridors. Internal circulation would be provided via a network of public and/or private residential collector roadways and local streets designed with on-street parking, street frontages and shaded pedestrian links and open spaces. A continuous connection from 4th Street to the Metrolink Station, via the proposed "Vine" and the Ion (pedestrian undercrossing at 6th Street) would allow seamless pedestrian connections without crossing a major road. Within the Placetypes, transitional spaces and pathways would connect enclaves and promote pedestrian circulation.

The Council finds that creation of the multi-modal circular system would provide significant benefits to the City and the region by, among other things, reducing dependence on the automobile, promoting pedestrian and bicycle usage, improving transportation efficiencies, enhancing the area surrounding the Metrolink station, conserving energy and reducing GHG emissions and air pollution.

- 5. The Project would provide a range of housing options to meet the needs of a variety of demographics.**

The proposed Specific Plan Amendment would allow for the development of up to 3,450 residential units, including attached and detached high density and medium-high density housing. This would provide new housing options for workforce families and young professionals and would allow entry level and move-up home ownership opportunities in an urban setting. As described in more detail in Section 4.11, Population and Housing, the provision of housing at the project site would assist the City in its ability to achieve its share of the Regional Housing Needs Assessment (RHNA), as allocated by the Southern California Association of Governments (SCAG).

The Council finds that the Project would provide significant benefits to the City and region by maximizing the opportunity to create new and varied housing options on an infill site with direct proximity to transit.

6. Approval of the Specific Plan Amendment would result in the development of an attractive, viable development project that yields a reasonable return on investment.

The Specific Plan Amendment would establish a set of Landscape Design standards, Architectural Guidelines, and a Landscape Design scheme. The conceptual development plan strategically locates a range of Placetypes, which encourage variety within the built environment by addressing the relationship of the built form to people places rather than the strict relationship of uses to each other. The Urban Design Standards would prescribe the specific development potential and land uses as appropriate for each Placetype, and establish appropriate setbacks, edge conditions, open space requirements, and parking requirements, among other features.

The Architectural Guidelines would provide a design framework for parcels and buildings to convey an aesthetically interesting community identity within an urban living environment, promoting engaging streetscapes without limiting the product type or configuration of the built environment to allow for the greatest adaptability to market changes. The Guidelines would provide appropriate site planning criteria, scale, massing and articulation regulations, roof design requirements, and regulation of elevations, color application, and architectural styles, among other features. Under the Guidelines, the built environment at the Project site would exhibit design quality, including consideration of articulated entries and facades, proportionate windows, and quality building materials.

Finally, the Specific Plan Amendment's attention to landscape design will promote a distinct landscape character with a creative and unique landscape aesthetic. Streets will be designed to be enjoyable, walkable, and interactive to pedestrians. Interior streetscapes shall be designed to provide a cohesive and hierarchical element tying the community together as a whole. Wall treatments will be made more apparent and distinct with decorative pilasters accentuated by selected accent trees and plants for visual impact. Trees shall be strategically located so as not to interfere with driving visibility.

Sustainability is also an integral to Planning Area I's design, with features including the use of recycled water for landscaping, storm water management, and energy efficiency. The proposed project would also include the installation of on-site storm drain, water quality, water, sewer, electricity, natural gas, and telecommunications infrastructure systems to serve the proposed land uses. The on-site utility infrastructure would connect to existing utilities in the vicinity of the project site or new utility lines that would be installed in the roadways adjacent to the project site.

Together, establishment of these urban design standards, architectural guidelines, and landscape design schemes, among other features of the Project, will ensure that development at the project site will be of high quality design, attractive, and in keeping with the City's policies and priorities for development and design.

The City Council also finds that the density of development permitted through the Specific Plan Amendment is both appropriate for the site and also necessary to facilitate development of the site and result in an economically viable project.

7. The Project would provide tax revenue and employment opportunities and attendant economic benefits to the City.

During project construction, a number of design, engineering, and construction-related jobs would be created. In addition, as explained in Section 4.11, Population and Housing, of the EIR, buildout of the maximum amount of development allowed by the proposed Specific Plan Amendment would result in up to 3,450 residential units and 220,000 sf of non-residential uses, which could generate approximately 341 net new employment opportunities. As residential development occurs onsite, project residents and employees would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the surrounding area. In addition to the proposed non-residential uses, the proposed project is located near and within walking distance of existing employment and retail areas in the cities of Rancho Cucamonga and Ontario. The influx of new residents would spur economic development and business growth in these areas. All of this increased employment and economic activity would create additional tax revenue to the City and the region.

The Council finds that this additional tax revenue and economic activity would provide significant benefit to the City and to the region.

VI. FINDINGS REGARDING PROJECT ALTERNATIVES

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. The concept of "feasibility" encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*); *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 [court upholds CEQA findings rejecting alternatives in reliance on applicant's project objectives]; see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 (*CNPS*) ["an alternative 'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record'"] (quoting *Kostka & Zischke, Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), § 17.39, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) ["[i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary project objectives"; "a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal"].) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar, supra*, 133 Cal.App.3d at p. 417; see also *CNPS, supra*, 177 Cal.App.4th at p. 1001 ["an alternative that 'is impractical or undesirable from a policy

standpoint' may be rejected as infeasible"] [quoting *Kostka, supra*, § 17.29, p. 824]; *San Diego Citizenry Group v. County of San Diego* (2013) 219 Cal.App.4th 1, 17.)

Where an alternatives analysis required, CEQA requires evaluations of alternatives that can reduce the significance of identified Project impacts that will not be avoided or substantially lessened by mitigation measures and can "feasibly attain most of the basic objectives of the proposed Project." Thus, overall Project objectives were considered by the City in evaluating the alternatives.

The objectives that have been established for the proposed project are listed below.

1. Ensure that development of the project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the *Rancho Cucamonga General Plan*.
2. Repurpose the existing golf course within this highly active area to maximize housing near existing employment, transit, and entertainment uses, which are in proximity to the project site.
3. Decrease dependency on the automobile and reduce associated air pollution and greenhouse gas emissions by locating new housing and new employment near existing employment-generating uses and transit service.
4. Provide a continuous multi-modal circulation system (which serves vehicular, pedestrian, and bicycle circulation) to allow future residents, employees and guests to access the Rancho Cucamonga Metrolink Station.
5. Provide a range of housing options to meet the needs of a variety of demographics.
6. Develop an attractive, viable project that yields a reasonable return on investment.

The following findings and brief explanation of the rationale for the findings regarding Project alternatives identified in the EIR are set forth to comply with the requirements of Section 15091(a)(3) of the CEQA Guidelines.

The consideration of alternatives is an integral component of the CEQA process. The selection and evaluation of a reasonable range of alternatives provides the public and decision-makers with information on ways to avoid or lessen environmental impacts created by a proposed project. When selecting alternatives for evaluation, CEQA requires alternatives that meet most of the basic objectives of the Project, while avoiding or substantially lessening the Project's significant effects.

Four alternatives to the Project were defined and analyzed.

Alternative 1: No Project

As required by CEQA Guideline § 15126.6, the EIR describes and analyzes a "no project" alternative for the purpose of comparing the impacts of approving the Project with the impacts of not approving the Project. As described in Chapter 5, the EIR analyzes both types of no project alternative described in Guideline § 15126.6(e)(3). Under the "No Project/No Development Alternative," the development project would not proceed, and the existing golf course would remain operational. The "No Project/Existing General Plan and Zoning Alternative" assumes

continued operation of the golf course, but also redevelopment of Planning Area III with 290,000 square feet of mixed use commercial development.

Findings Regarding Environmental Impacts

The No Project/No Development Alternative would avoid significant air quality (operational, cumulative and AQMP consistency), construction-related noise, population and housing, and operational traffic impacts that would occur with implementation of the proposed project. Because no development would occur under the No Project/No Development Alternative, there would also be less impacts for the following environmental topics: aesthetics, biological resources, cultural resources, geology and soils, GHG emissions, hazardous and hazardous materials, hydrology and water quality, land use and planning, operational noise, public services and recreation, and utilities and service systems. The project's impacts for these topics are less than significant.

The No Project/Existing General Plan and Zoning Alternative would avoid significant air quality impacts that would occur with implementation of the proposed project, with the exception of direct and cumulative operational NOx emissions primarily from mobile sources. Population and housing impacts would also be avoided because the growth from development of Planning Area III is anticipated in the City and regional and local growth projections. Significant and unavoidable construction-related noise impacts that would occur with the proposed project would be reduced but would still be significant and unavoidable. The trip generation from this alternative would be reduced, thereby reducing traffic impacts compared to the proposed project. Less than significant project intersection impacts would be avoided at nine study area intersections; however, significant and unavoidable traffic impacts would only be avoided at two study area intersections. The proposed project's impacts along three freeway segments and at three freeway ramps where the project would cause a segment at LOS C or better without the project to become LOS D or worse with the project would be avoided with this alternative under the Existing Plus Project, and Completion Year 2024 Plus Project conditions. No cumulative traffic impacts would be avoided. The freeway facilities that are already operating at LOS D or worse under all traffic conditions would have significant and unavoidable impacts with this alternative, consistent with the proposed project. The amount of GHG emissions with development of 290,000 sf of mixed commercial uses in Planning Area III would be reduced compared to the proposed project, but the GHG impacts would be significant and unavoidable because the established efficiency threshold would not be met. This alternative would not conflict with any local or regional planning programs and would not result in any land use impacts, similar to the proposed project. There would be less impacts for the following environmental topics: aesthetics, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, operational noise, public services and recreation, and utilities and service systems. The project's impacts for these topics are less than significant.

Findings Regarding Project Objectives

The two No Project alternatives would generally attain one of the Project Objectives (consistency with the General Plan) because they would be consistent with the existing General Plan land use designation and Zoning for the site, as outlined in the existing Empire Lakes/IASP Sub-Area 18 Specific Plan. The No Project alternatives would not attain any of the other project objectives, or attain the objectives to the same extent as the proposed project. Specifically:

- 1. Ensure that development of the project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the *Rancho Cucamonga General Plan*.** Under the No Project/No Development Alternative and No Project/Existing

General Plan and Zoning Alternative, the existing golf course would remain operational and would be consistent with the land use and zoning designations for the project site, which assume continued use of the site as a golf course or open space use, and potential redevelopment of Planning Area III. However, this alternative would not implement General Plan goals and policies to the same extent as the project to provide mixed use and high density residential areas near transit and along transit routes and to provide bicycle and pedestrian facility connections.

2. **Repurpose the existing golf course within this highly active area to maximize housing near existing employment, transit, and entertainment uses, which are in proximity to the project site.** The No Project/No Development Alternative and No Project/Existing General Plan and Zoning Alternative would retain the golf course and would not introduce any new housing near existing employment, transit, and entertainment uses.
3. **Decrease dependency on the automobile and reduce associated air pollution and greenhouse gas emissions by locating new housing and new employment near existing employment-generating uses and transit service.** The No Project/No Development Alternative would not decrease dependency on the automobile as it would not introduce any housing near existing employment-generation uses and transit service. There would be new employees generated with redevelopment of Planning Area III with mixed use commercial under the No Project/Existing General Plan and Zoning Alternative; however, there would not be efficient access to existing transit along 4th Street or the Metrolink Station.
4. **Provide a continuous multi-modal circulation system (which serves vehicular, pedestrian, and bicycle circulation) to allow future residents, employees and guests to access the Rancho Cucamonga Metrolink Station.** The No Project/No Development Alternative and No Project/Existing General Plan and Zoning Alternative would not introduce any new pedestrian, bicycle, or transit facilities that would decrease dependency on the automobile. The golf course would remain and would continue to be accessible only to golf course patrons.
5. **Provide a range of housing options to meet the needs of a variety of demographics.** The No Project/No Development Alternative and No Project/Existing General Plan and Zoning Alternative would not provide any housing.
6. **Develop an attractive, viable project that yields a reasonable return on investment.** While development of Planning Area III, which encompasses only 11.5 acres of the approximately 160.4-acre site, may yield a reasonable return on investment, as previously noted, it is unknown if the golf course would remain operational if the project does not proceed. It is possible that continued operation of the golf course under both No Project alternatives would not yield a reasonable return on investment.

The EIR, including Section 5.0, contains additional facts and analysis supporting this Finding. Since Alternative 1 is infeasible in light of the Project Objectives, the City Council hereby rejects Alternative 1.

Alternative 2: Higher Density (4,000 Residential Units)

The purpose of the Higher Density Alternative is to further meet the project objectives related to the provision of housing near existing employment, transit, and entertainment uses and to reduce vehicle miles traveled (VMT). The Higher Density Alternative would involve a modification to the proposed Specific Plan Amendment to allow for a maximum of 4,000 residential units (2,100 north of 6th Street and 1,900 south of 6th Street) (refer to Table 5-1). The conceptual development plan by Placetype for this alternative would be the same as the proposed project, as presented in Exhibit 3-3. The distribution of Placetypes and permitted density ranges established in the proposed

Specific Plan Amendment would also be the same as with the proposed project. This information is provided in Table 7.1, PAI [Planning Area I] Development Program, of the proposed Specific Plan Amendment included in Appendix B, which is reproduced as Table 3-1 in Section 3, Project Description, of this Draft EIR. In summary, and as shown in Table 3-1 in Section 3, Project Description, there would be 220,000 square feet (sf) on non-residential development, 6.8 acres in the Recreation Placetype, 0.6 acres of Urban Plaza, 1.4 acres associated with the Metropolitan Water District (MWD) easement, and 17.4 acres of Roads and Miscellaneous Open Space, consistent with the proposed Specific Plan Amendment.

Findings Regarding Environmental Impacts

Due to the increase in the number of dwelling units and associated increase in population under the Higher Density Alternative, significant and unavoidable air quality, construction-related noise, population and housing, and traffic impacts resulting from the project would also occur with this alternative. Additionally, there would be increased traffic impacts with new significant and unavoidable intersection impacts at two locations. Thus, this alternative would worsen already significant impacts under Project conditions. For all other topical areas, including GHG emissions, similar or slightly increased impact levels would occur with this alternative compared to the proposed project; however, the impacts would be less than significant, consistent with the proposed project.

Findings Regarding Project Objectives

The Higher Density Alternative would meet most of the project objectives, but may not meet the objective for a reasonable return on investment. Specifically:

- 1. Ensure that development of the project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the *Rancho Cucamonga General Plan*.** Consistent with the proposed project, the Higher Density Alternative would not be consistent with the land use and zoning designations for the project site, which assume continued use of the site as a golf course or open space use. A General Plan Amendment and Zoning Amendment would be required. However, consistent with the proposed project, this alternative would implement General Plan goals and policies to provide mixed use and high density residential areas near transit and along transit routes and to provide bicycle and pedestrian facility connections.
- 2. Repurpose the existing golf course within this highly active area to maximize housing near existing employment, transit, and entertainment uses, which are in proximity to the project site.** The Higher Density Alternative would meet this objective to a greater extent than the proposed project as it would involve the redevelopment of the golf course with 4,000 new high-density and medium-high density dwelling near existing employment, transit, and entertainment uses that currently surround or are in proximity to the project site. This is an increase of 550 dwelling units compared to the proposed project.
- 3. Decrease dependency on the automobile and reduce associated air pollution and greenhouse gas emissions by locating new housing and new employment near existing employment-generating uses and transit service.** Consistent with the proposed project, the Higher Density Alternative would decrease dependency on the automobile as it would involve the construction of new housing and employment-generating uses near existing employment-generating uses and transit service.

4. **Provide a continuous multi-modal circulation system (which serves vehicular, pedestrian, and bicycle circulation) to allow future residents, employees and guests to access the Rancho Cucamonga Metrolink Station.** Consistent with the proposed project, the Higher Density Alternative would involve the construction of a multi-modal circulation system that accommodates not only vehicular circulation, but also pedestrian and bicycle facilities that would provide safe and efficient connections to existing and planned pedestrian and bicycle facilities and transit lines adjacent to the project site. The circulation system would also allow for continuous circulation that connects 4th Street to the Metrolink Station.
5. **Provide a range of housing options to meet the needs of a variety of demographics.** The Higher Density Alternative would allow for the development of up to 4,000 dwelling units, an increase of approximately 16 percent compared to the proposed Specific Plan Amendment, which would allow for up to 3,450 dwelling units. Based on the City's General Plan (Table LU-16, Land Plan Summary-Residential Designations), there would be 12,323 acres of residential development at buildout of the City. Of this amount, only 689 acres (approximately 6 percent) are identified for high density, medium-high density, and mixed use residential development. Consistent with the proposed project, the Higher Density Alternative would include high-density and medium-high density residential units that would help meet the needs of variety of demographics.
6. **Develop an attractive, viable project that yields a reasonable return on investment.** This alternative would meet the objective to provide an attractive project since the development would comply with the development standard and guidelines outlined in the proposed Specific Plan Amendment. However, the construction costs for higher density development, which typically involves more wrap and podium type products, are substantially higher than wood frame, slab on grade products, which are anticipated with the proposed project. In order to achieve that density proposed in the High Density Alternative, the Project Applicant would need to build more product types in the upper density ranges including five- to six- story podium, elevator buildings with underground parking. This type of construction typically costs up to 65 percent more than the cost to construct housing up to three levels without elevators. With the rents and sales prices in the local housing market fixed within a range supportable by median incomes, a greater proportion of higher density products would not be economically supportable. The increase costs with higher density development may be cost prohibitive so the assurance of a reasonable return on investment for this level of density would be questionable.

The EIR, including Section 5.0, contains facts and analysis supporting this Finding. Because this alternative would not avoid or substantially lessen any significant environmental effects of the Project, the Council hereby rejects Alternative 2.

Alternative 3 - Reduced Development Area/Executive Golf Course Alternative (2,650 Units North of 6th Street Only)

In Notice of Preparation (NOP) comment letters and during the Draft EIR public scoping process, several members of the public raised concerns regarding the loss of the existing Empire Lakes Golf Course. It was requested that the Draft EIR consider an alternative that would allow for development north of 6th Street while the area south of 6th Street be retained for golf course use, potentially as an executive golf course. The Reduced Development Area/Executive Golf Course Alternative has been developed to respond to these requests and to reduce construction-related and operational impacts resulting from the proposed project. With respect to the reduction in impacts, with the reduced number of units, this alternative addresses significant and unavoidable long-term air quality impacts (project and cumulative), inconsistency with the AQMP, construction-related

noise impacts, population and housing growth, and direct and cumulative traffic impacts. Construction impacts are reduced due to the reduction in development area (limited to the area north of 6th Street).

Findings Regarding Environmental Impacts

Operation-related air quality, construction-related noise, population and housing, and traffic impacts would be reduced with the Reduced Development Area/Executive Golf Course Alternative; however, they would still be significant and unavoidable, similar to the proposed project. This alternative would avoid four intersection impacts where the project's impact is less than significant with mitigation, and one significant and unavoidable intersection impact, and the significant and unavoidable operational PM2.5 impact and associated cumulative air quality impact resulting from the proposed project.

Because the physical impact area under the Reduced Development Area/Executive Golf Course Alternative would be reduced and there would be less residential units and associated population and traffic with development of only the area north of 6th Street, this alternative would have less impacts related to aesthetics, construction-related air quality emissions, biological resources, hazards and hazardous materials, hydrology/water quality, land use and planning, operational noise, and public services and recreation. Impacts related to cultural resources and geology and soils would be similar. The overall GHG emissions from this alternative would also be less than the proposed project; however, the efficiency threshold would be higher. The proposed project would result in less than significant impacts for each of these environmental topics.

Findings Regarding Project Objectives

The Reduced Development Area/Executive Golf Course Alternative would meet the project objectives, but not to the same extent as the proposed project because the amount of housing near transit is not maximized. Additionally, this alternative does not accomplish the same level of multi-modal circulation that would be provided by the project. These are key components of reducing dependency on the automobile and reducing associated air pollution and GHG emissions. Specifically:

- 1. Ensure that development of the project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the *Rancho Cucamonga General Plan*.** Consistent with the proposed project, development of the portion of the project site north of 6th Street would not be consistent with the land use and zoning designations for this site, which assume continued use of the site as a golf course or open space use. A General Plan Amendment and Zoning Amendment would be required. However, this alternative would implement General Plan goals and policies to provide mixed use and high-density residential areas near transit and along transit routes and to provide bicycle and pedestrian facility connections.
- 2. Repurpose the existing golf course within this highly active area to maximize housing near existing employment, transit, and entertainment uses, which are in proximity to the project site.** The Reduced Development Area/Executive Golf Course Alternative would meet this objective but not to the same extent as the proposed project. This alternative would provide 2,650 dwelling units compared to 3,450 dwelling units with the proposed project, a reduction of approximately 23 percent. With a reduction in units to accommodate retention of a portion of the golf course, the provision of housing near existing employment, transit, and entertainment uses is not being maximized.

3. **Decrease dependency on the automobile and reduce associated air pollution and greenhouse gas emissions by locating new housing and new employment near existing employment-generating uses and transit service.** Consistent with the proposed project, the Reduced Development Area/Executive Golf Course Alternative would decrease dependency on the automobile as it would involve the construction of new housing and employment-generating uses near existing employment-generating uses and transit service but with fewer units this alternative would not maximize this objective.
4. **Provide a continuous multi-modal circulation system (which serves vehicular, pedestrian, and bicycle circulation) to allow future residents, employees and guests to access the Rancho Cucamonga Metrolink Station.** The Reduced Development Area/Executive Golf Course Alternative would involve the construction of multi-modal circulation system that accommodates not only vehicular circulation, but also pedestrian and bicycle facilities that would provide safe and efficient connections to existing and planned pedestrian and bicycle facilities and transit lines adjacent to the project site. However, these facilities would be limited to the area north of 6th Street and would not provide similar connectivity from 4th Street, which provides pedestrian, transit, and bicycle facilities. Therefore, the Reduced Development Area/Executive Golf Course Alternative would not meet this object to the same extent as the proposed project.
5. **Provide a range of housing options to meet the needs of a variety of demographics.** The Reduced Development Area/Executive Golf Course Alternative would involve the development of up to 2,650 dwelling units, a decrease of approximately 23 percent compared to the proposed Specific Plan Amendment, which would allow for up to 3,450 dwelling units. Based on the City's General Plan (Table LU-16, Land Plan Summary-Residential Designations), there would be 12,323 acres of residential development at buildout of the City. Of this amount, only 689 acres (approximately 6 percent) are identified for high-density, medium-high density, and mixed use residential development. The Reduced Development Area/Executive Golf Course Alternative would include high-density and medium-high density residential units, which would help the meet the needs of variety of demographics, but not to the same extent as the proposed project.
6. **Develop an attractive, viable project that yields a reasonable return on investment.** This alternative would develop 2,650 units and 220,000 sf non-residential uses on the portion of the site north of 6th Street. The southern half of the project site would remain as an executive golf course. It is uncertain whether the return from 2,650 units and 220,000 sf of non-residential uses could support the development costs or that development returns could support the infrastructure and improvements costs required for the overall project. Additionally, it is unknown if operation of an executive golf course on the southern portion of the project site is economically viable.

The EIR, including Section 5.0, contains facts and analysis supporting this Finding. Since Alternative 3 is infeasible in light of the Project Objectives, it is hereby rejected by the City Council.

Alternative 4 – Increased Non-Residential/Optimized Mixed-Use (375,000 sf Non-Residential and 1,200 Units)

The purpose of this alternative is to address comments raised at the Draft EIR scoping meeting that (1) the project should have more non-residential development to provide a better balance for a mixed use development and (2) the residential development allowed by the proposed Specific Plan Amendment is too dense (with high-density residential uses). This alternative assumes that there would be an increase in non-residential development compared to the proposed Specific Plan

Amendment (375,000 sf compared to 220,000 sf) and that the residential density would be reduced (1,200 units compared to 3,450 units).

Findings Regarding Environmental Impacts

Operation-related air quality, construction-related noise, population and housing, and traffic impacts would be reduced with the Increased Non-Residential Development/Optimized Mixed Use Alternative; however, they would still be significant and unavoidable, similar to the proposed project. This alternative would avoid one significant and unavoidable intersection impact, and the significant and unavoidable for operational CO and PM2.5 impacts and associated cumulative air quality impacts resulting from the proposed project.

Because the physical impact area under this alternative is the same as with the proposed project, impacts related to biological resources, cultural resources, and geology and soils would be the same as the proposed project and would be less than significant. For all other topical areas, similar or reduced impact levels would occur with this alternative compared to the proposed project and would be less than significant.

Findings Regarding Project Objectives

The Increased Non-Residential Development/Optimized Mixed Use Alternative would not meet all of the project objectives, and with the exception of providing a multi-modal circulation system, would not meet any of the objects to the same extent as the proposed project. Specifically:

- 1. Ensure that development of the project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the *Rancho Cucamonga General Plan*.** Consistent with the proposed project, the Increased Non-Residential Development/Optimized Mixed Use Alternative would not be consistent with the land use and zoning designations for the project site, which assume continued use of the site as a golf course, or open space use. A General Plan Amendment and Zoning Amendment would be required. This alternative would implement goals and policies to provide mixed use and residential areas near transit and along transit routes, and to provide bicycle and pedestrian facility connections, although not to the same extent as the proposed project. The General Plan goals and policies focus on the provision of high-density housing near transit facilities, consistent with project objectives discussed below.
- 2. Repurpose the existing golf course within this highly active area to maximize housing near existing employment, transit, and entertainment uses, which are in proximity to the project site.** The Increased Non-Residential Development/Optimized Mixed Use Alternative would not meet this objective. While the golf course would be redeveloped with a mixed use development, the residential development is not maximized as demonstrated with the reduction in units (1,200 units compared to 3,450 units with the proposed project), and the lower densities that would be attained with 1,200 units (density ranges of 8 to 18 dwelling units per acre compared to 14 to 80 dwelling units per acre anticipated with the proposed project). Additionally, an important component of the proposed project is to provide higher-density residential uses in an area that already has employment-generating uses, transit, and entertainment uses. Increasing the non-residential development on the project site negates the benefit of providing housing by existing non-residential development. The "balance" of land uses that the proposed project is attempting to attain is not focused on the project site, but rather the larger area surrounding the project site, which is largely developed with non-residential

uses. As further discussed in this Draft EIR, this strategy is consistent with local and regional goals to reduce vehicle miles traveled and associated air quality and GHG emissions.

3. **Decrease dependency on the automobile and reduce associated air pollution and greenhouse gas emissions by locating new housing and new employment near existing employment-generating uses and transit service.** The Increased Non-Residential Development/Optimized Mixed Use Alternative would meet this goal by providing housing and employment-generating uses on the project site, which is currently developed with a golf course. However, this goal would not be met to the same extent as the proposed project due to the substantial reduction in the number of units.
4. **Provide a continuous multi-modal circulation system (which serves vehicular, pedestrian, and bicycle circulation) to allow future residents, employees and guests to access the Rancho Cucamonga Metrolink Station.** Consistent with the proposed project, the Increased Non-Residential Development/Optimized Mixed Use Alternative would involve the construction of a multi-modal circulation system that accommodates not only vehicular circulation, but also pedestrian and bicycle facilities that would provide safe and efficient connections to existing and planned pedestrian and bicycle facilities and transit lines adjacent to the project site. The circulation system would also allow for continuous circulation that connects 4th Street to the Metrolink Station.
5. **Provide a range of housing options to meet the needs of a variety of demographics.** The Increased Non-Residential Development/Optimized Mixed Use Alternative would involve the development of up to 1,200 dwelling units compared to the proposed project, which would allow for up to 3,450 dwelling units. Based on the City's General Plan (Table LU-16, Land Plan Summary-Residential Designations), there would be 12,323 acres of residential development at buildout of the City. Of this amount, only 689 acres (approximately 6 percent) are identified for high-density, medium-high density, and mixed use residential development. The Increased Non-Residential Development/Optimized Mixed Use Alternative would include residential uses, but it would not provide higher density uses, which are limited in the City and needed to help meet the needs of variety of demographics. Therefore, while this alternative would generally meet this objective, it would not meet it to the same extent as the proposed project.
6. **Develop an attractive, viable project that yields a reasonable return on investment.** This alternative would only develop 1,200 units, which is approximately 35 percent of the units allowed by the proposed Specific Plan Amendment. The development of 375,000 sf of non-residential uses represents an approximately 70 percent increase in non-residential compared to the proposed project. With the existing commercial, office and industrial uses surrounding the project site, and the current market conditions, it is uncertain whether there is a demand for 375,000 sf of non-residential development at the project site and whether it would be economically viable. In the 2nd quarter of 2015, the City of Rancho Cucamonga had approximately 658,000 sf of non-residential building space available, and the City of Ontario had approximately 777,000 sf available. This represents approximately 89 percent of the available building space in the western area of the Inland Empire, which includes the cities of Chino, Chino Hills, Fontana, Ontario and Rancho Cucamonga. Additionally, there has been a negative absorption through the 2nd quarter of 2015 (CBRE 2015). It is also uncertain whether the return from the development under this alternative could support the development costs or that development returns could support the infrastructure and improvements costs required for the overall project which would encompass the entire 160.4-acre site.

The EIR, including Section 5.0, contains facts and analysis supporting this Finding. Since Alternative 4 is infeasible in light of the Project objectives, the Council hereby rejects Alternative 4.

Environmentally Superior Alternative

The State CEQA Guidelines require the identification of an environmentally superior alternative to the Project. (CEQA Guidelines, Section 15126.6(e)(2).) An environmentally superior alternative is an alternative to the Project that would reduce and/or eliminate the significant adverse environmental impacts associated with the Project without creating other significant adverse environmental impacts and without substantially reducing and/or eliminating the environmental benefits attributable to the Project. Selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the Project and on a comparison of the remaining environmental impacts of each alternative. Section 15126.6(e)(2) of the State CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The No Project/Existing General Plan and Zoning Alternative, even with redevelopment of Planning Area III, has the least impact to the environment and would avoid significant and unavoidable impacts of the project associated with air quality (with the exception of operational NOx emissions), and population and housing. Significant and unavoidable construction-related noise impacts and traffic impacts resulting from the proposed project would not be avoided but would be substantially reduced. GHG emissions would be reduced overall but with this alternative the efficiency threshold would not be met. This alternative, which involves continued operation of a golf course at the project site, would be consistent with the existing General Plan and zoning designations for the site, but would not meet the project objectives or not meet them to the same extent as the proposed project.

With regard to the remaining development alternatives, the Reduced Development Area/Executive Golf Course is environmentally superior to the project. As shown in Table 5-17 of the EIR, it would have less impacts for more environmental impact categories compared to the Higher Density Alternative, which has greater impacts than the project and the Increased Non-Residential Development/Optimized Mixed Use Alternative. The reduction in impacts for the Reduced Development Area/Executive Golf Course Alternative is due to the fact that this alternative would not involve development of the portion of the project site south of 4th Street (approximately 78.4 acres). This area would continue in its current condition with a golf course. Therefore, project impacts associated with physical changes to the site would be eliminated in this area.

Additionally, the Reduced Development Area/Executive Golf Course Alternative would involve the development of up to 2,650 residential units and 220,000 sf of non-residential uses concentrated in the portion of the project site north of 6th Street (82 acres). The reduction of 800 units would result in reduced trip generation (refer to Table 5-12) and reduced housing and population growth. Reduce traffic would reduce not only traffic impacts, but also operational air quality impacts, GHG emissions, and traffic noise. The reduction in housing and associated new residents would lessen the impacts of the project associated with unanticipated population and housing growth. This includes impacts to public services (fire, police, schools, libraries, and parks/recreation). However,

even with these reduced impacts, the Reduced Development Area/Executive Golf Course Alternative would not avoid the project's significant unavoidable impacts related to air quality (operational, cumulative, and AQMP consistency), construction-related noise impacts, population and housing growth, and traffic (direct and cumulative).

The Council hereby finds that the environmentally superior alternative is Alternative 1, and that Alternative 3 is the environmentally superior alternative among the other alternatives. However, for the reasons discussed above, Alternatives 1 and 3 are rejected because they are not feasible in light of the project objectives, among other factors.

VII. FINDINGS REGARDING RECIRCULATION OF THE DRAFT EIR

The City Council adopts the following findings with respect to whether to recirculate the Draft EIR. Under section 15088.5 of the CEQA Guidelines, recirculation of an EIR is required when "significant new information" is added to the EIR after public notice is given of the availability of the Draft EIR for public review but prior to certification of the Final EIR. The term "information" can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
- (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(CEQA Guidelines, § 15088.5.)

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The above standard is "not intend[ed] to promote endless rounds of revision and recirculation of EIRs." (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1132.) "Recirculation was intended to be an exception, rather than the general rule." (*Ibid.*)

The City Council recognizes that the Final EIR contains minor additions, clarifications, modifications, and other changes to the Draft EIR.

CEQA case law emphasizes that “[t]he CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project; indeed, new and unforeseen insights may emerge during investigation, evoking revision of the original proposal.” (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 736-737; see also *River Valley Preservation Project v. Metropolitan Transit Development Bd.* (1995) 37 Cal.App.4th 154, 168, fn. 11.) “CEQA compels an interactive process of assessment of environmental impacts and responsive project modification which must be genuine. It must be open to the public, premised upon a full and meaningful disclosure of the scope, purposes, and effect of a consistently described project, with flexibility to respond to unforeseen insights that emerge from the process. In short, a project must be open for public discussion and subject to agency modification during the CEQA process.” (*Concerned Citizens of Costa Mesa, Inc. v. 33rd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 936 (internal citations omitted).) Here, the changes made to the Draft EIR in the Final EIR are exactly the kind of revisions that the case law recognizes as legitimate and proper.

The City Council finds that none of the revisions to the Draft EIR made by, or discussion included in, the Final EIR involves “significant new information” triggering recirculation because the changes do not result in any new significant environmental effects, substantial increase in the severity of previously identified significant effects, or feasible project alternatives that would clearly lessen the environmental effects of the project. Under such circumstances, the City Council hereby finds that recirculation of the EIR is not required.

**EMPIRE LAKES/IASP SUB-AREA 18
SPECIFIC PLAN AMENDMENT PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST**

Project File Name: Empire Lakes/IASP Sub-Area 18 Specific Plan Amendment Project Applicant: City of Rancho Cucamonga

Prepared by: City of Rancho Cucamonga Date: March 2016

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
Aesthetics PDF 1-1 Section 7.3.4. Development Standards, of the proposed Empire Lakes/Industrial Area Specific Plan (IASP) Sub-Area 18 Specific Plan Amendment includes development standards by Placetype for PAI, including, but not limited to maximum building heights. Structures shall not exceed 70 feet above ground north of 6 th Street, 60 feet above ground south of 6 th Street, and 45 feet above ground adjacent to existing residential uses within 20 feet of the PAI boundary line. Compliance with the established height limits shall be confirmed by the City in accordance with implementation provisions outlined in Section 7.7 of the Empire Lakes/IASP Sub-Area 18 Specific Plan.	PD	A	Prior to issuance of building permits	C	
PDF 1-2 The construction staging area shall be located as far as possible from residential neighborhoods east of the project site, and perimeter fencing shall be installed to obstruct views from adjacent ground level vantage points into the project site during construction. Implementation of this feature shall be verified by the City during construction.	BO	C	During construction	A	

Key to Checklist Abbreviations

Responsible Person	Monitoring Frequency	Method of Verification
PD: Planning Director	A: With Each New Development	A: On-site Inspection
CE: City Engineer or designee	B: Prior to Construction	B: Other Agency Permit / Approval
BO: Building Official or designee	C: Throughout Construction	C: Plan Check
PO: Police Captain or designee	D: On Completion	D: Separate Submittal (Reports/Studies/Plans)
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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
RR 1-1 The maximum height of walls, fences and gates would not exceed the limits established in Section 17.48.050 of the City of Rancho Cucamonga Development Code, unless otherwise determined necessary for noise attenuation. Compliance with these requirements shall be confirmed by the Planning Department prior to issuance of building permits.	PD	A	Prior to issuance of building permits	C	
MM 1-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the contractor specifications require that the construction staging area be located as far as possible from the existing residential development east of the project site to minimize light intrusion. Temporary nighttime lighting installed during construction for security or any other purpose shall be downward-facing and hooded or shielded to prevent light from spilling outside the staging area and from directly broadcasting security light into the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City's Building and Safety Services Department during inspections of the construction site.	BO	B/C	Prior to the issuance of grading permits, and during construction	A/C	
Air Quality					
RR 2-1 During construction of future development in Planning Area (PA) 1, the Contractor shall comply with South Coast Air Quality Management District (SCAQMD) Rules 402 and 403, in order to minimize short-term emissions of dust and particulates. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the	BO	B/C	During plan check and construction activities	A/C	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
atmosphere beyond the property line of the emission source. This requirement shall be included as notes on the contractor specifications. Table 1 of Rule 403 prescribes the Best Available Control Measures that are applicable to all construction projects and is included in Appendix C. The developer of each project in PAI shall provide the City of Rancho Cucamonga with a SCAQMD-approved Dust Control Plan or other sufficient proof of compliance with Rule 403, prior to grading permit issuance.					
RR 2-2 Architectural coatings shall be selected so that the volatile organic compound (VOC) content of the coatings is compliant with SCAQMD Rule 11.13. This requirement shall be included as notes on the contractor specifications. The specifications for each project in PAI shall be reviewed by the City of Rancho Cucamonga Building and Safety Services Department for compliance with this requirement prior to issuance of a building permit.	BO	A	Prior to issuance of building permits	C	
RR 2-3 Industrial, commercial, medical office, or similar uses developed in the Shopkeeper Units or Live/Work Units shall comply with SCAQMD Rule 201 and Regulation II (requiring a Permit to Construct prior to the installation of any equipment that may cause air contaminants) as well as Rule 203 (requiring a Permit to Operate prior to the use of any equipment that may cause air contaminants). These rules and regulation are required unless the equipment or aspects of the project are exempt under Rule 219, which identifies those equipment, processes, or operations that do not require permits. The developer of each project in PAI shall provide the City of Rancho Cucamonga with the SCAQMD-approved Permit to Construct and Permit to	BO	A	Prior to issuance of occupancy permits	D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
Operate or other sufficient proof of compliance with Rules 201 and 203, prior to occupancy permit issuance.					
RR 2-4 Future development in PAI shall comply with SCAQMD Rule 445, Wood Burning Devices. Rule 445 was adopted to reduce emissions of fine particulate matter with a diameter of 2.5 microns or less (PM2.5) and precludes the installation of indoor or outdoor wood burning devices (i.e., fireplaces/hearths) in new development on or after March 9, 2009.	BO	A	Prior to issuance of building permits	C	
RR 2-5 Future development in PAI shall include bicycle parking in compliance with established standards in Section 17.64.100, Bicycle Parking Requirements, of the City of Rancho Cucamonga Development Code. These standards establish the required number and types of long-term and short-term bicycle parking spaces required in residential and visitor-attracting land uses.	PD	A	Prior to issuance of building permits	C	
RR 2-6 Future development in PAI shall operate in compliance with established standards in Section 17.66.060, Odor, Particulate Matter, and Air Containment Standards, of the City of Rancho Cucamonga Development Code. These standards address compliance with the rules and regulations of the air pollution control district and the state Health and Safety Code related to odorous emissions, particulate matter, and air containment; noxious odor emissions; restrictions on emission of dust and particulate matter; and location of exhaust air ducts away from abutting residentially zoned properties.	BO	A	Prior to issuance of building permits	C	

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**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)**

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>MM 2-1 Prior to issuance of each grading and building permit, the Property Owner/Developer shall provide evidence to the City of Rancho Cucamonga that construction documents require construction contractors to implement the measure listed below. The contractor shall comply with the identified requirements, and verification that the contractor has complied shall be confirmed by the Building and Safety Services Department during construction.</p> <p>All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB). Any emissions-control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</p> <p>A copy of each unit's certified Tier specification shall be provided to the Building and Safety Services Department at the time of mobilization of each applicable unit of equipment.</p>	BO	B/C	Prior to issuance of grading and building permits / during construction	A/D	
<p>MM 2-2 Construction activities for future development within PAI shall include the following measures to reduce criteria pollutant emissions. These measures shall be incorporated into the contractor specifications and shall be verified during review of project plans and specifications and during construction.</p> <ul style="list-style-type: none"> All construction equipment shall be maintained in 	BO	B/C	Prior to issuance of building permits / during construction	A/C	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturers' specifications. Maintenance records shall be available at the construction site for City verification.</p> <ul style="list-style-type: none"> The construction contractor shall utilize electric or clean alternative fuel-powered equipment where feasible. The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use. 					
<p>MM 2-3. Prior to the issuance of each non-residential building permit, the Property Owner/Developer and its contractors shall provide plans and specifications to the City of Rancho Cucamonga demonstrating that the following features have been incorporated into the building designs. Proof of compliance shall be provided to the City of Rancho Cucamonga prior to the issuance of occupancy permits.</p> <ul style="list-style-type: none"> For buildings with 25,000 square feet or more net area and with more than ten tenant-occupants (i.e., employees), changing/shower facilities shall be provided as specified in Section A5.106.4.3, Nonresidential Voluntary Measures, of the California Green Building Standards (CALGreen) Code. Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1, Nonresidential 	BO	A/B/D	Prior to issuance of building permits and occupancy permits	C/D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>Voluntary Measures, of the CALGreen Code.</p> <ul style="list-style-type: none"> Facilities shall be installed to support future electric vehicle charging at each non-residential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3, Nonresidential Voluntary Measures (Tier 1), of the CALGreen Code. 					
<p>MM 2-4. Prior to the issuance of each residential building permit, the Property Owner/Developer and its contractors shall provide plans and specifications to the City of Rancho Cucamonga demonstrating that the following features have been incorporated into the building designs or specifications. Proof of compliance shall be provided to the City of Rancho Cucamonga prior to the issuance of occupancy permits:</p> <ul style="list-style-type: none"> One- and two-family dwellings shall provide for the future installation of electric vehicle charging, as specified in Section A4.106.8.1, Residential Voluntary Measures, of the CALGreen Code. Visitor parking shall include preferentially located parking spaces for alternative-fueled vehicles. Bicycle parking shall be provided as specified in Section A4.106.9, Residential Voluntary Measures, of the CALGreen Code where this code is more stringent than City of Rancho Cucamonga Municipal Code Section 17.64.100 (RR 2-5). 	BO	A/B/D	Prior to issuance of building permits and occupancy permits	C/D	
<p>MM 2-5. Prior to issuance of each building permit for parking structures and parking lots with 20 or more parking spaces, the Property Owner/Developer and its contractors shall provide plans and specifications to the City of Rancho Cucamonga demonstrating that the following features have</p>	BO	A/B/D	Prior to issuance of building permits and occupancy permits	C/D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>been incorporated into the parking facility. Proof of compliance shall be provided to the City of Rancho Cucamonga prior to the issuance of occupancy permits.</p> <ul style="list-style-type: none"> The parking facility shall include a minimum of five percent preferentially located parking spaces for alternative-fueled (electric, natural gas, or similar low-emitting technology) vehicles. The parking facility shall include at least one electric vehicle charging station. Electrical lines shall be designed and sized to add additional charging stations for up to three percent of the total parking spaces when a demand is demonstrated. The design and installation shall be consistent with Section A4.106.8.2, Residential Voluntary Measures, of the CALGreen Code where this code is more stringent than City of Rancho Cucamonga Municipal Code Section 17.64.100 (RR 2-5). For residential parking facilities, bicycle parking shall be provided as specified in Section A4.106.9, Residential Voluntary Measures, of the CALGreen code. <p>MM 2-6 Once constructed, the Property Owner/Developer shall ensure that the tenants/operators of non-residential uses include the following features and procedures. Proof of compliance shall be provided to the City of Rancho Cucamonga within one month following the issuance of each occupancy permit.</p> <ul style="list-style-type: none"> Post signs requiring that trucks shall not be left idling for prolonged periods (i.e., in excess of 5 minutes, as 					
	CE	D	One month after issuance of occupancy permit	D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>required by State law).</p> <ul style="list-style-type: none"> Post both bus and Metrolink schedules in conspicuous areas. Configure the employee work schedules around the Metrolink schedule to the extent reasonably feasible. 					
Biological Resources					
<p>RR 3-1 All construction activities shall comply with the federal Migratory Bird Treaty Act of 1918 (MBTA), the Golden Eagle Protection Act, and California Fish and Game Code Sections 3503, 3511 and 3513. The MBTA governs the taking and killing of migratory birds, their eggs, parts, and nests and prohibits the take of any migratory bird, their eggs, parts, and nests. Compliance with the MBTA shall be accomplished by completing the following:</p> <ul style="list-style-type: none"> Construction activities involving vegetation removal shall be conducted between September 2 and January 31. If construction occurs inside the peak nesting season (between February 1 and September 1), a pre-construction survey (or possibly multiple surveys) by a qualified Biologist shall be conducted within 72 hours prior to construction activities to identify any active nesting locations: If the Biologist does not find any active nests, the construction work shall be allowed to proceed. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to active avian nests shall occur. If the biologist finds an active nest on the project site and determines that the nest may be impacted, 	PD	B/C	Prior to construction/during construction	A/D	

Key to Checklist Abbreviations

Responsible Person	Monitoring Frequency	Method of Verification
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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>The Biologist shall delineate an appropriate buffer zone around the nest. The size of the buffer shall be determined by the biologist in consultation with California Department of Fish and Wildlife (CDFW), and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. These buffers are typically 300 feet from the nests of non-listed species and 500 feet from the nests of listed species. Any active nests observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a Biological Monitor shall take place within the buffer zone until the nest is vacated. The Biologist shall serve as a Construction Monitor when construction activities take place near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner/Developer, CDFW and the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until written authorization is received by the applicant from CDFW.</p>					
<p>RR 3-2 All construction activities shall comply with Sections 3503, 3503.5, 3511 and 3513 of the <i>California Fish and Game Code</i>, which protect active nests of any raptor species, including common raptor species. Compliance with</p>	PD	B/C	Prior to construction/ during construction	A/D	

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<p>these codes shall be accomplished by completing the following:</p> <ul style="list-style-type: none"> If vegetation is to be cleared during the potential raptor nesting season (December 1 to August 31), all suitable habitat within 500 feet of the project site shall be thoroughly surveyed for the presence of nesting raptors by a qualified Biologist within 72 hours prior to clearing. If the Biologist does not find any active nests, the construction work shall be allowed to proceed. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to active avian nests shall occur. If any active nests are detected, the area shall be flagged and mapped on the construction plans with a buffer. The size of the buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. These buffers are typically 500 feet from the nests of raptors. The buffer area shall be avoided until the nesting cycle is complete or until it is determined that the nest has failed. Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner/Developer, CDFW and the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the 					

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<p>designated buffer area shall not proceed until authorization is received by the applicant from CDFW.</p> <ul style="list-style-type: none"> Although presumed absent, prior to development of the project site, a pre-construction burrowing owl clearance survey shall be conducted to ensure burrowing owls remain absent from the project site. The clearance survey shall be conducted in accordance with the CDFW 2012 Staff Report on Burrowing Owl Mitigation which requires that two clearance surveys be conducted 14 – 30 days and 24 hours prior to any grading or vegetation removal on the project site. If burrowing owls are observed on the project site during the pre-construction surveys, a burrowing owl passive relocation plan shall be prepared and submitted to CDFW for review and approval prior to commencement of vegetation clearing/grubbing, grading, and construction activities on the project site. The burrowing owl relocation plan shall outline methods to passively relocate any burrowing owls occurring on the project site and ensure compliance with the MBTA and <i>California Fish and Game Code</i>. 					
<p>RR 3-3 All tree replacement, protection, and maintenance associated with implementation of the proposed project shall be conducted in accordance with the requirements set forth in Chapter 17.80 of the City's Development Code).</p>	PD	A	Prior to issuance of grading permit/during construction	A/C	
<p>RR 3-4 In compliance with the City's Tree Removal Permit process (Rancho Cucamonga Development Code, Chapter 17.16.080), the Property Owner/Developer shall obtain a Tree Removal Permit from the Planning Director prior to</p>	PD	B	Prior to tree removal	D	

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removal, relocation, or destruction of any heritage tree. The Tree Removal Permit application shall be submitted with each tentative subdivision map. Conditions imposed by the Planning Director for replacement of removed trees or tree relocation shall be completed by the Property Owner/Developer.					
Cultural Resources					
RR 4-1 If human remains are encountered during the conduct of ground-disturbing activities, Section 7050.5 of the California Health and Safety Code states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Section 5097.98 of the California Public Resources Code. The provisions of Section 15064.5 of the California Environmental Quality Act Guidelines shall also be followed. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendant must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. These requirements shall be included as notes on the contractor specification and verified by the Community Development Department, prior to issuance of grading permits.	PD/BO	C	Prior to issuance of grading permit/during grading and construction	C/D	
MM 4-1 Prior to site preparation or grading activities, construction personnel shall be instructed by a qualified	PD	B	Prior to the start of demolition,	A/D	

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Archaeologist and qualified Paleontologist of the potential for encountering unique archaeological and/or paleontological resources and instructed on steps to take in the event such resources are encountered. This shall include the provision of written materials to familiarize personnel with the range of resources that might be expected, the type of activities that may result in impacts, and the legal framework of cultural resources protection. All construction personnel shall be instructed to stop work in the vicinity of a potential discovery until a qualified Archaeologist or Paleontologist, as appropriate, assesses the significance of the find and implements appropriate measures to protect or scientifically remove the find. Construction personnel shall also be informed that unauthorized collection of archaeological and paleontological resources is prohibited.			site clearing or grading		
MM 4-2 In the event that cultural resources are inadvertently unearthed during excavation and grading activities, the Contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Property Owner/Developer shall retain a qualified Archaeologist (Project Archaeologist), subject to approval by the City of Rancho Cucamonga, to evaluate the significance of the find and to determine an appropriate course of action. All artifacts except for human remains and related grave goods or sacred objects belong to the Property Owner.	PD	C	During grading and construction	A/D	
All artifacts discovered at the development site shall be inventoried and analyzed by the Project Archaeologist. If any artifacts of Native American origin are discovered, the Property Owner/Developer and Project Archaeologist shall notify the City of Rancho Cucamonga Planning Department					

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>and the appropriate local Native American tribe identified by the Native American Heritage Commission. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling (see RR 4-1). Native American artifacts that cannot be avoided or relocated at the project site shall be prepared in a manner for curation and the Project Archaeologist shall deliver the materials to an accredited curation facility approved by the City of Rancho Cucamonga within a reasonable amount of time.</p> <p>Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation or returned to the Property Owner, as deemed appropriate.</p> <p>Once ground-altering activities have ceased or the Project Archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Rancho Cucamonga Planning Department.</p> <p>A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Rancho Cucamonga Planning Department, shall signify completion</p>					

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the Archaeological Information Center (AIC) at the San Bernardino County Museum and the Native American tribe, as appropriate.</p> <p>MM 4-3 If any paleontological resources (i.e., plant or animal fossils) are encountered before or during grading, the Property Owner/Developer shall retain a qualified Paleontologist to monitor construction activities, and to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:</p> <ul style="list-style-type: none"> Assign a Paleontological Monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full time during earth-disturbing activities. Divert earth-disturbing activities away from the immediate area of the discovery until the Paleontological Monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the Paleontological Monitor of the find. Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (e.g., San Bernardino 	PD	C	During grading and construction	A/D	

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<p>County Museum).</p> <ul style="list-style-type: none"> Prepare and submit a technical report describing the identification, salvage, evaluation, and treatment of all fossils discovered during grading to the City of Rancho Cucamonga. Transfer collected specimens with a copy of the report to the depository. 					
Geology and Soils					
<p>RR 5-1 In accordance with the City's Building Regulations, as contained in Title 15, Buildings and Construction, of the Rancho Cucamonga Municipal Code, which includes adoption of the 2013 California Building Code (CBC), all construction in Planning Area (PA) 1 shall comply with the CBC and the amendments and exemptions to the CBC that the City has adopted. This Title requires site-specific investigation and establishes construction standards and inspection procedures to ensure that development does not pose a threat to public safety.</p>	BO	B/C	Prior to issuance of building permits	A/C	
<p>RR 5-2 All grading operations and construction in PAI shall be conducted in conformance with the applicable City of Rancho Cucamonga Grading Standards (Municipal Code Chapter 19.04). Grading operations shall also be consistent with the recommendations included in the most current geotechnical reports for the project area prepared by the Engineer of Record.</p>	BO	B/C	During construction	A/C	
<p>RR 5-3 Development in PAI shall comply with Section 17.66.060 of the Rancho Cucamonga Development Code, with regard to dust control. Specifically, "no dust or particulate matter shall be emitted that is detectable by a reasonable person without instruments". Further the project shall comply with the rules and regulations of the South</p>	BO	B/C	Prior to issuance of building permits/ during construction	A/C	

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
Coast Air Quality Management District and the California Health and Safety Code related to dust control.					
RR 5-4 In accordance with Chapter 17.56, Landscaping Standards, of the Rancho Cucamonga Development Code, which establishes minimum landscape requirements to control soil erosion, among other purposes, development in PAI shall submit preliminary and final landscape and irrigation plans as part of the design review process (Section 17.20.040 of the Rancho Cucamonga Development Code).	PD	A	Prior to approval of site plans	C/D	
MM 5-1 Prior to approval of each tentative tract map and/or development application, supplemental geotechnical investigations prepared by a qualified engineer licensed by the State of California to perform such work, shall be provided to the City Engineer. The supplemental geotechnical investigation shall include sampling of representative soils and laboratory tests, as necessary, to confirm the information provided in the Geotechnical Feasibility Study Proposed Mixed-Use Commercial and Residential Development Empire Lakes Golf Course Property Rancho Cucamonga, California (dated March 23, 2015, and prepared by LOR Geotechnical Group, Inc.) (Geotechnical Feasibility Study). The supplemental geotechnical investigation shall incorporate recommendations from the 2015 Geotechnical Feasibility Study, listed below, and shall identify additional site-specific recommendations developed based on the results of the site-specific analysis. Recommendations shall include, but not be limited to, the following areas, as identified in the 2015 Geotechnical Feasibility Study: <ul style="list-style-type: none"> • General Site Grading 	CE/BO	A/B/C	Prior to approval of each tentative tract map and/or development application	C/D	

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<ul style="list-style-type: none"> Initial Site Preparation Preparation of Fill Areas Preparation of Foundation Areas Engineered Compacted Fill Short-Term Excavations Slope Construction Slope Protection Soil Expansiveness Foundation Design Settlement Slabs-on-Grade Wall Pressures Pavement Design Sulfate Protection Supplemental Geotechnical Investigation and Plan Reviews Construction Monitoring <p>The City Engineer shall confirm that site-specific recommendations are incorporated into the project.</p>					

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MM 5-2 The final grading plan, appropriate certifications and compaction reports shall be completed, submitted, and approved by the Building and Safety Official prior to the issuance of building permits.	BO	A/B	Prior to issuance of building permits	C/D	
MM 5-3 A separate grading plan check submittal shall be required where improvements being proposed would generate 50 cubic yards or more of combined cut and fill. The grading plan shall be prepared, stamped, and signed by a California registered Civil Engineer.	CE	A/B	Prior to issuance of building permits	C/D	
Greenhouse Gas Emissions					
PDF 6-1 The proposed project shall include the planting of a minimum of 5,600 new trees to provide sequestration of CO2 thereby reducing the net GHG emissions attributable to the project.	PD	A/B	Prior to approval of each tentative tract map and/or development application	C/D	
RR 6-1 Projects shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations (CCR), Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The 2013 standards, which were effective July 1, 2014, are approximately 25--30 percent more energy efficient than the 2008 Building and Energy Efficiency Standards.	BO	A/B	Prior to issuance of building permits	C	
RR 6-2 The project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR 11).	BO	A/B	Prior to issuance of building permits	C	
RR 6-3 The Property Owner/Developer shall install recycled water systems for all projects with a total landscape area equal to or greater than 2,500 square feet as required	CE	A/B	Prior to issuance of building permits	C	

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by Section 17.82 of the Rancho Cucamonga Municipal Code.					
RR 6-4 The project shall be designed in accordance with the applicable residential and non-residential sections of the CALGreen Building Code as designated in the City of Rancho Cucamonga Green Building Compliance Matrices, as required by Section 17.50 of the Rancho Cucamonga Municipal Code.	BO	A/B	Prior to issuance of building permits	C	
MM 6-1 Prior to the issuance of each building permit, the Property Owner/Developer and its contractors shall provide plans and specifications to the City of Rancho Cucamonga demonstrating that high efficiency non-incandescent light bulbs and lighting fixtures shall be installed in residential and non-residential buildings, and Energy Star-rated appliances for clothes washers, dish washers, refrigerators, and fans shall be installed in all residences. Alternatively, the Property Owner/Developer or its contractors shall submit for approval alternate measures to provide GHG emissions reductions equivalent to those achieved by the installation of high-efficiency lighting and Energy Star appliances, which is 814 MTCO2e per year, as shown in Table 4.6-14.	BO	A/B	Prior to issuance of building permits	C/D	
Hazards and Hazardous Materials					
PDF 7-1 As identified in Table 7.4, Development Standards, of the proposed Empire Lakes/IASP Sub-Area 18 Specific Plan Amendment, and in compliance with the height restrictions identified in Section 5.3.2 of the Empire Lakes/IASP Sub-Area 18 Specific Plan, primary buildings in PAI north 6th Street shall not exceed 70 feet and primary buildings south of 6th Street shall not exceed 60 feet.	PD	A/B	Prior to approval of each tentative tract map and/or development application	C	

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RR 7-1 Future development in the Empire Lakes/IASP Sub-Area 18 Planning Area (PA) shall comply with the Hazardous Materials Transportation Act, as administered by the U.S. Department of Transportation, which governs the transport of hazardous materials and wastes. Vehicles transporting hazardous materials are required to comply with the regulations, as implemented by the California Department of Transportation (Caltrans).	FC	C/E	During construction and operations	A/B	
RR 7-2 Future development in PA shall comply with the Resource Conservation and Recovery Act (RCRA), the California Hazardous Waste Control Act, and the California Accidental Release Prevention Program, where applicable, which collectively manage the transport, storage, use, and disposal of hazardous materials and wastes.	FC	C/E	During construction and operations	A/B	
RR 7-3 Future development in PA shall comply with Section 17.66.040, Hazardous Materials, of the City of Rancho Cucamonga Development Code to ensure that required information is reported to the Rancho Cucamonga Fire District, as the regulatory authority. Businesses required by State law to prepare hazardous materials release response plans and Hazardous Materials Inventory Statements shall, upon request, submit copies of these plans, including any revisions, to the Fire District. Underground storage of hazardous materials shall comply with all applicable requirements and shall comply with the procedures for notification outlined in this section.	FC	E	During operations	A/B/D	
RR 7-4 PA is within the Airport Influence Area (AIA) established by the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). As identified in Section 7.7.5. ALUCP Compliance, of the proposed Specific Plan Amendment, construction activities and future development	PD	A/B	Prior to approval of each tentative tract map and/or development application	B/C	

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<p>in PAI shall be implemented in compliance with the applicable policies and requirements as identified in the ONT ALUCP. These include, but are not limited to:</p> <ul style="list-style-type: none"> • Compliance with Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, Subpart C, Obstruction Standards (Airspace Protection Policy A1). As identified in Section 5.3.2, Architecture/Building Heights/Massing, of the Empire Lakes/ASP Sub-Area 18 Specific Plan, building height limits in Sub-Area 18 shall not exceed the height limits prescribed in the ONT ALUCP. Proposed structures shall comply with Federal Aviation Administration (FAA) height restrictions. Prior to approval of each tract map and/or parcel map, whichever comes first, the Property Owner/Developer shall submit an FAA Determination of No Hazard to Air Navigation to the City of Rancho Cucamonga. The Property Owner/Developer shall notify the FAA via filing FAA Form 7460-1 to initiate the FAA review and determination process. The Property Owner/Developer shall comply with the requirements of the FAA determination, including but not limited to further aeronautical study; installation of roof-top obstruction lighting; and/or marking requirements, if necessary. • Avigation Easement. In compliance with ONT ALUCP Airspace Protection Policy A2b and Special Compatibility Policy SP1a, an avigation easement shall be dedicated to the owner/operator of the Ontario International Airport for any portion of PAI 					

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<p>that is within the High Terrain Zone, which includes the areas between 4th Street and 6th Street.</p> <ul style="list-style-type: none"> Real Estate Transaction Disclosure. In compliance with Airport Land Use Compatibility Plan for LA/Ontario Airport's (ONT ALUCP's) Overflight Policy O2, a Real Estate Transaction Disclosure is required for all development in PAL. State Law (Business and Professions Code Section 11010) provides the following disclosure language: NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. 					
<p>Hydrology and Water Quality</p> <p>RR 8-1 The Property Owner/Developer shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) applicable at the time a grading permit is issued. The Property Owner/Developer shall prepare and implement</p>	BO	A/B/C	Prior to issuance of grading permits/ during construction	A/B/D	

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a Storm Water Pollution Prevention Plan (SWPPP), which must include erosion- and sediment-control Best Management Practices (BMPs) that will meet or exceed measures required by the determined risk level of the Construction General Permit, as well as BMPs that control the other potential construction related pollutants. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. Evidence of compliance with the NPDES Construction General Permit shall be provided to the City's Building and Safety Services Director prior to issuance of a grading permit.					
RR 8-2 The Property Owner/Developer shall comply with Section 19.20.260, Water Quality Management Plan, of the Rancho Cucamonga Municipal Code, which requires that all qualifying land development/redevelopment-projects submit and have approved a water quality management plan (WQMP) to the City's Building and Safety Services Director on a form provided by the City. The WQMP shall identify all BMPs to be incorporated into the project to control storm water and non-storm water pollutants during and after construction.	BO	A/B	Prior to issuance of grading permits	D	
RR 8-3 The Property Owner/Developer shall comply with Chapter 19.20 of the Rancho Cucamonga Municipal Code, which is the City's Storm Water and Urban Runoff Management and Discharge Control Ordinance and which provides regulations to comply with the Clean Water Act (CWA), the California Porter-Cologne Water Quality Control Act, and the NPDES permit for San Bernardino County. This ordinance prohibits the discharge of specific pollutants into the storm water; regulates connections to the storm drain	BO	E	During operations	A/B	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation-Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
system; and requires development projects to implement permanent BMPs on individual sites to reduce pollutants in the storm water.					
RR 8-4 The Property Owner/Developer shall comply with Chapter 6.6, Storm Water Drainage System, of the City of Ontario Municipal Code, for the necessary connections to the City of Ontario storm drain system. The Chapter provides regulations to comply with the CWA, the California Porter-Cologne Water Quality Control Act, and the NPDES permit for San Bernardino County, and to effectively prohibit non-storm water discharges into the City's storm water drainage system. In addition to dischargers in the City of Ontario, this chapter applies to dischargers outside the City who, by agreement with the City, utilize the City's storm water drainage system.	CE	B/E	Prior to issuance of building permits/ during operations	A/C	
Noise					
PDF 10-1 As identified in Section 7.3.4(b), Rail Road Edge, of the proposed Specific Plan Amendment, a solid wall shall be installed along the northern property line to provide noise reduction and a visual barrier from the adjacent rail line. The wall shall be at least six feet high. Where feasible, a berm, or berm-wall combination may be used.	BO	B	Prior to issuance of building permits	C	
RR 10-1 Noise-generating construction activities shall comply with Section 17.66.050(D)(4) of the City of Rancho Cucamonga Development Code as follows: <ul style="list-style-type: none"> Construction adjacent to residences shall be limited to the hours of 7:00 AM to 8:00 PM, Monday through Saturday, with no construction on Sundays or National Holidays and shall not exceed 65 dBA at the 	BO	C	During grading and construction	A	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>adjacent property line.</p> <ul style="list-style-type: none"> Construction adjacent to commercial or industrial uses shall be limited to the hours of 6:00 AM to 10:00 PM on all days and shall not exceed 70 dBA at the adjacent property line. 					
<p>RR 10-2 Future development in Planning Area (PA) 1 shall comply with Title 24 of the California Building Standards Code, which establishes building standards applicable to all occupancies throughout the state. Title 24 requires that residential structures (other than detached single-family dwellings) be designed to prevent the intrusion of exterior noise such that the interior noise level (CNEL) with windows closed shall not exceed 45 dBA in any habitable room.</p>	BO	A/B	Prior to issuance of building permits	C	
<p>RR 10-3 Noise-generating operational equipment in PAI shall be designed and installed to comply with Section 17.66.050(F)(1) of the City of Rancho Cucamonga Development Code, which limits exterior noise to residential receptors to 65 A-weighted decibels (dBA) or less between 7:00 AM and 10:00 PM and to 60 dBA or less between 10:00 PM and 7:00 AM. (Noise levels are determined based on measurements at the adjacent residential property line).</p>	CE	B/E	Prior to issuance of building permits	A/C	
<p>RR 10-4 Operations and businesses in PAI shall be conducted to comply with Section 17.66.050(G) of the City's Development Code, which has the following provisions:</p> <ul style="list-style-type: none"> Commercial and office activities shall not create exterior noise that, when measured at the adjacent property line, exceeds 65 dBA between 10:00 PM and 7:00 AM and that exceeds 70 dBA between 7:00 AM and 10:00 PM. 	CE	E	During operations	A	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<ul style="list-style-type: none"> Between 10:00 PM and 7:00 AM, no loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects shall cause a noise disturbance to a residential area. Between 10:00 PM and 8:00 AM, no repairing, rebuilding, modifying, or testing of any motor vehicle, motorcycle, or motorboat shall cause a noise disturbance in an adjacent residential area. 					
<p>MM 10-1 Prior to the issuance of each grading permit, the Property Owner/Developer shall submit plans and/or specifications to the Rancho Cucamonga Planning Department demonstrating that the equipment to be used for demolition and grading that would occur within 25 feet of an off-site structure shall not include vibratory rollers, large bulldozers, or similar heavy equipment. Vibratory rollers operated in the static mode would be allowed.</p>	PD	A/B/C	Prior to issuance of grading permits/ During construction	A/C/D	
<p>MM 10-2 Prior to issuance of building permits for buildings within 200 feet of the railroad tracks north of the project site, the Property Owner/Developer shall submit a vibration analysis to the City of Rancho Cucamonga Building Official that demonstrates that anticipated building vibrations, based on the best available forecast of future rail operations, would not exceed the vibration impact criteria recommended by the Federal Transit Administration or similar authority. The vibration analysis shall describe if increased setback or vibration-reducing structural building elements are required to achieve the performance standard.</p>	BO	A/B	Prior to issuance of building permits	D	
<p>MM 10-3 Prior to the issuance of each permit for demolition or grading within 500 feet of existing residences, the</p>	PD	A/B/C	Prior to issuance of demolition or	A/C/D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>Property Owner/Developer shall submit construction plans and/or specifications to the Rancho Cucamonga Planning Department demonstrating that the installation of a temporary noise barrier between the construction area and the adjacent residences is required. The barrier shall be 12 feet high and solid from the ground to the top. The barrier shall be constructed with plywood that is at least ½ inch thick or with another material that creates a noise transmission loss of at least 20 dBA. For maximum effectiveness, the barrier shall be located as close as feasible to the residences or as close as feasible to the noise sources. Where feasible, the barrier shall remain in place until the completion of construction near residences.</p> <p>MM 10-4 Prior to the issuance of each permit for demolition or grading within 500 feet of existing residences or within 325 feet of commercial or industrial buildings, the Property Owner/Developer shall submit a construction-related noise mitigation plan to the Rancho Cucamonga Planning Department. The plan shall depict the location of the construction equipment and how the noise from this equipment would be mitigated during construction of the project. The plan shall demonstrate that the construction plans and specifications include the following, noise-abatement, notification, and control measures:</p> <ul style="list-style-type: none"> • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State-required noise-attenuation devices. • Stationary construction equipment shall be placed such that emitted noise is directed away from 	PD	B/C	grading permits/ during construction Prior to issuance of demolition or grading permits/ during construction	A/C/D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>sensitive noise receivers.</p> <ul style="list-style-type: none"> On-site and off-site construction haul routes shall be designed to avoid noise-sensitive uses, as feasible. If a perimeter block wall is required for a project, the wall shall be constructed as early as possible during the first phase of construction. A "Construction Noise Coordinator" shall be identified. The Construction Noise Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Construction Noise Coordinator shall notify the City within 48 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Planning Department. Signs shall be posted at the construction that include the contact information for the Construction Noise Coordinator. 					
<p>MM 10-5 Prior to the issuance of each permit for site clearing and demolition, the Property Owner/Developer shall submit plans and/or specifications to the Rancho Cucamonga Planning Department demonstrating that, if crushing, grinding, chipping or similar equipment is to be used, the equipment must be located at least 500 feet from residences and at least 300 feet from commercial or industrial buildings and oriented so that the noisiest side is facing away from the residences.</p>	PD	A/B/C	Prior to issuance of demolition or grading permits	A/C/D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials.
<p>MM 10-6 Prior to issuance of building permits for buildings adjacent to 4th Street, the Property Owner/Developer shall submit an acoustical study to the City of Rancho Cucamonga Building Official that demonstrates that the proposed architectural design would provide an interior noise level of 45 dBA CNEL or less (based on buildout traffic noise conditions) in all habitable rooms of the proposed buildings facing 4th Street. The Property Owner/Developer shall also submit plans and specifications showing that:</p> <ul style="list-style-type: none"> All residential units shall be provided with a means of mechanical ventilation, as required by the California Building Code for occupancy with windows closed. All exterior use areas within 200 feet of 4th Street shall be located behind the buildings or shielded by a sound wall or other barrier to provide exterior noise levels not exceeding 70 dBA CNEL. 	BO	A/B	Prior to issuance of building permits	C/D	
<p>MM 10-7 Prior to issuance of building permits for buildings adjacent to 6th Street, the Property Owner/Developer shall submit an acoustical study to the City of Rancho Cucamonga Building Official that demonstrates that the proposed architectural design would provide an interior noise level of 45 dBA CNEL or less (based on buildout traffic noise conditions) in all habitable rooms of the proposed buildings facing 6th Street. The Property Owner/Developer shall also submit plans and specifications showing that:</p> <ul style="list-style-type: none"> All residential units shall be provided with a means of mechanical ventilation, as required by the California Building Code for occupancy with 	BO	A/B	Prior to issuance of building permits	C/D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No./ Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>windows closed.</p> <ul style="list-style-type: none"> All exterior use areas shall be located behind the buildings or shielded by a sound wall or other barrier to provide exterior noise levels not exceeding 70 dBA CNEL. 					
<p>MM 10-8 Prior to issuance of building permits for buildings facing adjacent to or near the northern property line, the Property Owner/Developer shall submit an acoustical study to the City of Rancho Cucamonga Building Official that demonstrates that the proposed architectural design would provide an interior noise level of 45 dBA CNEL or less (based on buildout traffic noise conditions) in all habitable rooms of the proposed buildings facing the rail line. The Property Owner/Developer shall also submit plans and specifications showing that:</p> <ul style="list-style-type: none"> All residential units shall be provided with a means of mechanical ventilation, as required by the California Building Code for occupancy with windows closed. 	BO	A/B	Prior to issuance of building permits	C/D	
<p>Public Services</p> <p>PDF 12-1 In compliance with Section 7.4.1, Site Planning Criteria, of the proposed Specific Plan Amendment, appropriate Crime Prevention Through Environmental Design (CPTED) features, as determined by Rancho Cucamonga Police Department (RCPD) in coordination with the Community Services Department and the Public Works Service Department, shall be implemented in Planning Area I. CPTED features incorporated into the design of spaces shall include, but not be limited to, territorial reinforcement, strategic natural surveillance, well-lit spaces, and</p>	PD/PO	A/B	Prior to issuance of building permits	C	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>appropriate maintenance. CPTED review of each proposed development shall be completed by the RCPD prior to issuance of building permits. Additionally, infrastructure to support the RCPD electronic systems shall be provided; the systems to be installed shall be coordinated with and approved by the RCPD.</p> <p>PDF 12-2 To provide space for the Library Services, Community Services, and Police Departments, and ancillary use by the Public Works Department, a Joint Use Public Facility shall be accommodated within PAI. The provisions for ensuring implementation of this facility in PAI shall be outlined in the proposed Development Agreement between the Project Applicant and the City. The resources provided by the Joint Use Public Facility shall be sufficient to adequately serve the future project residents, employees and visitors, as determined by the City. The final size, location, operational requirements, and design features of the facility shall be determined during the master planning stage of the area north of 6th Street in coordination with the respective City departments. It is expected that the Joint Use Public Facility would be up to 25,000 sf, and the square footage would be within the maximum amount of non-residential development allowed by the proposed Specific Plan Amendment.</p> <p>In the event the Development Agreement is not approved, establishment of provisions for implementation of a Joint Use Public Facility within PAI shall be required as a Condition of Approval. The condition shall be included in the Mitigation Monitoring Program and specify that construction of the facility shall commence no later than the issuance of the building permit for the 2,000th residential dwelling unit.</p>					
	PD	B	Prior to approval of Development Agreement or prior to issuance of building permit for the 2,000th residential dwelling unit	C/D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
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Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
PDF 12-3 As shown on Exhibit 3-4, Conceptual Development Plan by Placetype, the Empire Lakes/ASP Sub-Area 18 Specific Plan Amendment includes three central community recreation (REC) areas (approximately 6.8 acres) and a 0.6-acre Urban Plaza. The (REC) areas may include the following types of amenities: fitness area, pool and spa, community meeting rooms, and plaza space.	PD	B	Prior to approval of each tentative tract map and/or development application	C	
PDF 12-4 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.	PD/FC	B	Upon granting of final approvals or as mutually agreed upon	D	
RR 12-1 The Property Owner/Developer shall comply with all applicable codes, ordinances and standard conditions, including the current edition of the California Fire Code and the Rancho Cucamonga Fire Protection District (RCFPD) Fire Protection Standards and Guidance Documents, regarding fire prevention and suppression measures, fire hydrants, automatic fire extinguishing systems, access, water availability, and fire sprinkler system, among other measures. Prior to issuance of building permits, the	FC/BO	A/B/D	Prior to issuance of building permits and occupancy permits	A/C	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
Planning Department and RCFPD shall verify compliance with applicable codes and that appropriate fire safety measures are included in the project design. All such codes and measures shall be implemented prior to occupancy.					
RR 12-2 Pursuant to Chapter 3.52 (Community and Recreation Center Impact Fee), Chapter 3.56 (Library Impact Fee), Chapter 3.64 (Police Impact Fee), and Chapter 3.68 (Park In-Lieu/Park Impacts Fees) of the City's Municipal Code, prior to issuance of each building permit, the Property Owner/Developer shall be responsible for payment of the City's Development Impact Fees in an amount established by City Council Resolution. The fees paid shall be that in effect at the time of issuance of the building permit, subject to applicable fee credits for community facilities provided as part of the project.	PD	A/B	Prior to issuance of building permits	C	
RR 12-4 Prior to the issuance of each building permit, the Property Owner/Developer shall pay applicable developer's fees to the impacted school district(s) pursuant to Section 65995 of the California Government Code. Under State law, payment of the developer fees provides full and complete mitigation of the project's impacts on school facilities. Evidence that these fees have been paid shall be submitted to the Planning Department.	PD	A/B	Prior to issuance of building permits	C	
RR 12-3 Pursuant to Chapter 16.32, Park and Recreational Land, of the City's Municipal Code, as a condition to the approval of a tentative map, parcel map, planned community, land development or real estate development (assuming future project entitlements include one or more of these approvals), the Property Owner/Developer shall dedicate land, pay in-lieu fees, or do a combination of both for the provision of neighborhood and community park or	PD	A/B		C	

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recreational purposes. Land to satisfy dedication requirements is required to be conveyed to the City at the time of recordation of the final map or parcel map. In lieu fees are required to be paid to the City prior to the issuance of building permits. The provision of on-site private open space and recreational facilities may be credited against the parkland dedication and/or fee requirement at the discretion of the Planning Commission, assuming standards outlined in the Municipal Code are met.					
Transportation/Traffic					
<p>PDF 13-1 The Property Owner/Developer shall construct the following intersection improvements at the project access locations:</p> <ul style="list-style-type: none"> 7th Street and Cleveland Avenue: Side-street stop control 7th Street and Anaheim Place: Side-street stop control 6th Street and Project Access: Signalized intersection 4th Street and Project Access: Signalized intersection Site access improvements at the Metrolink Transit Station. 	CE	C/D	Prior to issuance of occupancy permits	A/C	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
RR 13-1 Work within streets, sidewalks, and public places shall comply with Title 12 of the City of Rancho Cucamonga Municipal Code, and Chapter 3 of the City of Ontario Municipal Code, which require an encroachment permit from the City. The City of Rancho Cucamonga also requires compliance with applicable standards in the Manual on Uniform Traffic Control Devices (MUTCD). Application for the permit shall be made as part of the respective plan check process and prior to any work on public areas or rights-of-way.	CE	B/C	Prior to issuance of building permits/ during construction	A/B/C	
RR 13-2 In accordance with Chapter 3.28, City-Wide System Fees for Transportation Development, of the City of Rancho Cucamonga Municipal Code, prior to the issuance of each building permit, the Property Owner/Developer shall pay applicable city-wide transportation development impact fees to the satisfaction of the City Engineering Department. These impact fees, along with the use of State and federal funds, is expected to implement various freeway, highway, and roadway projects in and near Rancho Cucamonga.	CE	A/B	Prior to issuance of building permits	C	
RR 13-3 The Property Owner/Developer shall comply with the City's Transportation Demand Management Ordinance, which calls for the provision of amenities or programs to encourage the use of alternative modes of travel by employees; patrons; and visitors of commercial, industrial, office, and mixed use developments. These may include, but are limited to shower facilities, preferred parking, bicycle storage, video conference facilities, transit improvements, and other measures to reduce vehicle trips in the City. These facilities shall be shown in the site improvement and building plans submitted to the City during the permit process.	PD/CE	A	Prior to issuance of building permits	C	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>RR 13-4 In accordance with Chapter 10.56, Truck Routes and Restrictions, of the City of Rancho Cucamonga Municipal Code, commercial vehicles and vehicle combinations described in Sections 35400 and 35401 of the California Vehicle Code, or their successor provisions, and vehicles which exceed a maximum gross weight of three tons shall use designated truck routes. Non-designated truck routes shall be used only as necessary for the purpose of making pickups or deliveries of goods, wares, and merchandise from or to any building or structure located on a city street or for the purpose of delivering materials to be used in the repair, alteration, remodeling, or construction of any building or structure upon a city street for which a building permit has previously been obtained.</p> <p>MM 13-1 Prior to the issuance of the first occupancy permit, and in coordination with the City of Rancho Cucamonga, the Property Owner/Developer shall implement the following intersection improvements:</p> <p>2. Foothill Boulevard and Milliken Avenue. Adjust, optimize, and maintain the coordinated PM signal timing plan for the expected traffic volume demand. This would not require changing the coordinated cycle length.</p> <p>3. Foothill Boulevard and Rochester Avenue. Adjust, optimize and maintain the coordinated PM signal timing plan for the expected traffic volume demand. This would not require changing the coordinated cycle length.</p> <p>4. Foothill Boulevard and Day Creek Boulevard. Convert the rightmost northbound through lane into</p>	CE	C/E	During construction and operations	A	
	CE	B	Prior to the issuance of the first occupancy permit	C	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

<p>a through/right shared lane.</p> <p>7. Arrow Route and Haven Avenue. Modify the southbound approach from having two left turn lanes, two through lanes, and one through/right shared lane to having two left turn lanes, three through lanes, and one right turn lane (MM: 13-1).</p> <p>8. Arrow Route and Milliken Avenue. Adjust, optimize, and maintain the coordinated PM signal timing plan for the expected traffic volume demand. This would require changing the coordinated cycle length.</p> <p>13. 6th Street and Haven Avenue. To achieve additional lanes on the northbound and westbound approach; modify the northbound approach from having two left-turn lanes, two through lanes, and one shared-through/right-turn lane to having two left-turn lanes, three through lanes, and one right-turn lane. Modify the westbound approach from having one left-turn lane, two through lanes, and one right-turn lane to having two left-turn lanes, two through lanes, and one right-turn lane.</p> <p>14. 6th Street and Cleveland Avenue. Install a traffic signal and signal interconnect and other appropriate traffic signal hardware to ensure coordination with upstream and downstream signals. This improvement is consistent with planned improvements within the City of Rancho Cucamonga's DIF Program (refer to RR 13-2), and the Property Owner/Developer may be eligible for partial reimbursement with implementation of this mitigation measure.</p>				
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Key to Checklist Abbreviations

Responsible Person	Monitoring Frequency	Method of Verification
PD: Planning Director CE: City Engineer or designee BO: Building Official or designee PO: Police Captain or designee FC: Fire Chief or designee	A: With Each New Development B: Prior to Construction C: Throughout Construction D: On Completion E: During Occupancy/Operations	A: On-site Inspection B: Other Agency Permit / Approval C: Plan Check D: Separate Submittal (Reports/Studies/Plans)

MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
MM 13-2 Prior to the issuance of an occupancy permit, the Property Owner/Developer shall provide evidence to the City of Rancho Cucamonga that optimization of the PM-coordinated cycle lengths, and/or adjustment and optimization of the coordinated maximum splits for the PM signal timing plan, as appropriate, at the City of Ontario's 4 th Street and Haven Avenue, 4th Street and Milliken Avenue, and Inland Empire Boulevard and Haven Avenue intersections have been completed, and that the coordinated cycle length for other locations these intersections are in coordination with have been re-evaluated, if required. The Property Owner/Developer shall pay its fair share fee to the City of Ontario for these improvements prior to the 2,001 st occupancy permit or when signal timing enhancements are deemed necessary by the City of Ontario.	CE	D	Prior to issuance of occupancy permits	D	
MM 13-3 Prior to the issuance of an occupancy permit, the Property Owner/Developer shall provide evidence to the City of Rancho Cucamonga that adjustment and optimization of coordinated maximum splits for the PM signal timing plan at the Caltrans intersection of I-10 Westbound Ramps-Ontario Mills Parkway and Milliken Avenue has been completed. This would not require changing the coordinated cycle length.	CE	D	Prior to issuance of occupancy permits	D	
MM 13-4 Prior to issuance of building permits, the Property/Owner Developer shall pay its fair share fee to the City of Rancho Cucamonga for the following measures required to mitigate Cumulative Year (2036) Plus Project conditions: <ul style="list-style-type: none">• Foothill Boulevard and Day Creek Boulevard. Adjust, optimize and maintain the coordinated PM	CE	B	Prior to issuance of building permits	B	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>signal timing plan for the expected traffic volume demand. This would not require changing the coordinate cycle length.</p> <ul style="list-style-type: none"> 6th Street and Haven Avenue. Adjust, optimize and maintain the coordinated the PM signal timing plan for the expected traffic volume demand. This would not require changing the coordinate cycle length. 6th Street and Milliken Avenue. Adjust, optimize and maintain the coordinated PM signal timing plan for the expected traffic volume demand. This would not require changing the coordinate cycle length. <p>The fair share payment amount shall be established by the City of Rancho Cucamonga Engineering Department. The timing of implementation of the improvements shall be determined by the City and, to the extent feasible, shall be completed by the City in the timeframe necessary to avoid identified significant cumulative impacts.</p>					
<p>MM 13-5 Prior to the issuance of a demolition permit or grading permit, whichever occurs first, the Property Owner/Developer shall submit a Traffic Control Plan to the Engineering Services Department for review and approval. The Traffic Control Plan shall describe in detail safe detours and provide temporary traffic control during construction activities for the project. To reduce traffic congestion, the Plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls (e.g., a flag person) during all phases of construction to maintain smooth traffic flow; dedicated turn lanes for movement of construction trucks and equipment on and off site; scheduling of construction activities that affect traffic flow on</p>	CE	A/B	Prior to issuance of a demolition permit or grading permit, whichever is first	C/D	

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**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)**

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
the arterial system to off-peak hours; consolidation of truck deliveries; rerouting of construction trucks away from congested streets or sensitive receptors; and/or signal synchronization to improve traffic flow.					
Utilities and Service Systems					
Water Supply					
PDF 14-1 The 12-foot 8-inch Metropolitan Water District (MWD) Meadow Upper Feeder located in the existing 40-foot-wide easement that traverses the northern portion of the project site shall be protected in place during construction. Any encroachment to the easement during construction would be conducted in compliance with applicable MWD encroachment specifications.	PD	B	Prior to issuance of building permits	C	
RR 14-1 Prior to approval of a tentative map that includes a subdivision involving more than 500 dwelling units, the Property Owner/Developer shall demonstrate compliance with applicable requirements of SB 221 (Government Code Section 66473.7(b)(2)) in order to demonstrate the availability of an adequate and reliable water supply.	PD	A	Prior to approval of tentative maps	D	
RR 14-2 Water and sewer plans shall be designed and constructed to meet the applicable requirements of the Cucamonga Valley Water District (CVWD) Municipal Code and City of Rancho Cucamonga Development Code. Approval of the plans by the CVWD is required prior to final map approval or issuance of permits, whichever occurs first.	CE	A/B	Prior to final map approval or issuance of building permits, whichever occurs first	B/D	
RR 14-3 Landscaping associated with future development in Planning Area (PA) 1 shall be implemented in compliance with Chapter 17.56 of the City of Rancho Cucamonga Development Code, which requires preparation and review of landscape and irrigation plans during the Design Review	PD	A/B	During design review	C/D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
<p>process. A preliminary landscape plan and irrigation plan shall be submitted to the designated approving authority, which shall be the same as the designated approving authority of the requested entitlement, and shall show a water budget that includes the estimated water use (in gallons); the irrigated area (in square feet); the precipitation rate; the flow rate in gallons per minute; the conceptual locations for trees, shrubs, ground cover, and other vegetation; and a corresponding list of planting material by species, quantity, and size. Pursuant to Section 17.56.030(B) of the Development Code, the final landscape planting and irrigation plans shall be prepared by a registered licensed Landscape Architect and shall be in substantial compliance with the preliminary landscape and irrigation plan approved by the designated approving authority.</p>					
<p>RR 14-4 Landscape plans prepared for future development in PAI shall be in compliance with Chapter 17.82, Water Efficient Landscaping, of the City Rancho Cucamonga Development Code, which includes requirements for development of a water budget, landscape design guidelines, soil and grading requirements, and a requirement to use recycled water.</p>	PD	A/B	Prior to issuance of building permits	C	
<p>Solid Waste Disposal</p> <p>RR 14-5 Demolition and construction activities in PAI shall be conducted in compliance with requirements of Section 8.19.280, Construction and Demolition Waste, of the City's Municipal Code. Construction and demolition waste shall be made available for deconstruction, salvage, and recovery prior to demolition. Inclusive of the recovered and salvaged materials, the following specified percentages of waste</p>	CE	A/B/D	Prior to issuance of demolition, grading, and building permits/after construction	C/D	

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MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST
(Continued)

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials
tonnage of demolition and construction waste shall be diverted from landfills through recycling, reuse, and diversion: 50 to 75 percent of demolition waste tonnage that includes concrete and asphalt; 15 percent of demolition waste tonnage that excludes concrete and asphalt; 50 to 75 percent of roofing waste tonnage; and 50 to 75 percent of construction and remodeling waste tonnage. Prior to issuance of each Demolition or Building Permit, a "Form CD-1 Waste Management and Recycling Plan" shall be submitted to the Engineering Services Department.					
RR 14-6 Development in PAI shall comply with Chapter 8.17, Residential Refuse, Recyclables and Green Waste Collection, of the City's Municipal Code. The collection and disposal of refuse, recyclables or green waste shall only be conducted by entities issued a permit to do so by the City, with certain exceptions, as identified in the Municipal Code.	CE	E	After issuance of occupancy permits	A	

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FC: Fire Chief or designee	E: During Occupancy/Operations	

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 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 identifies 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 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 2016 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.

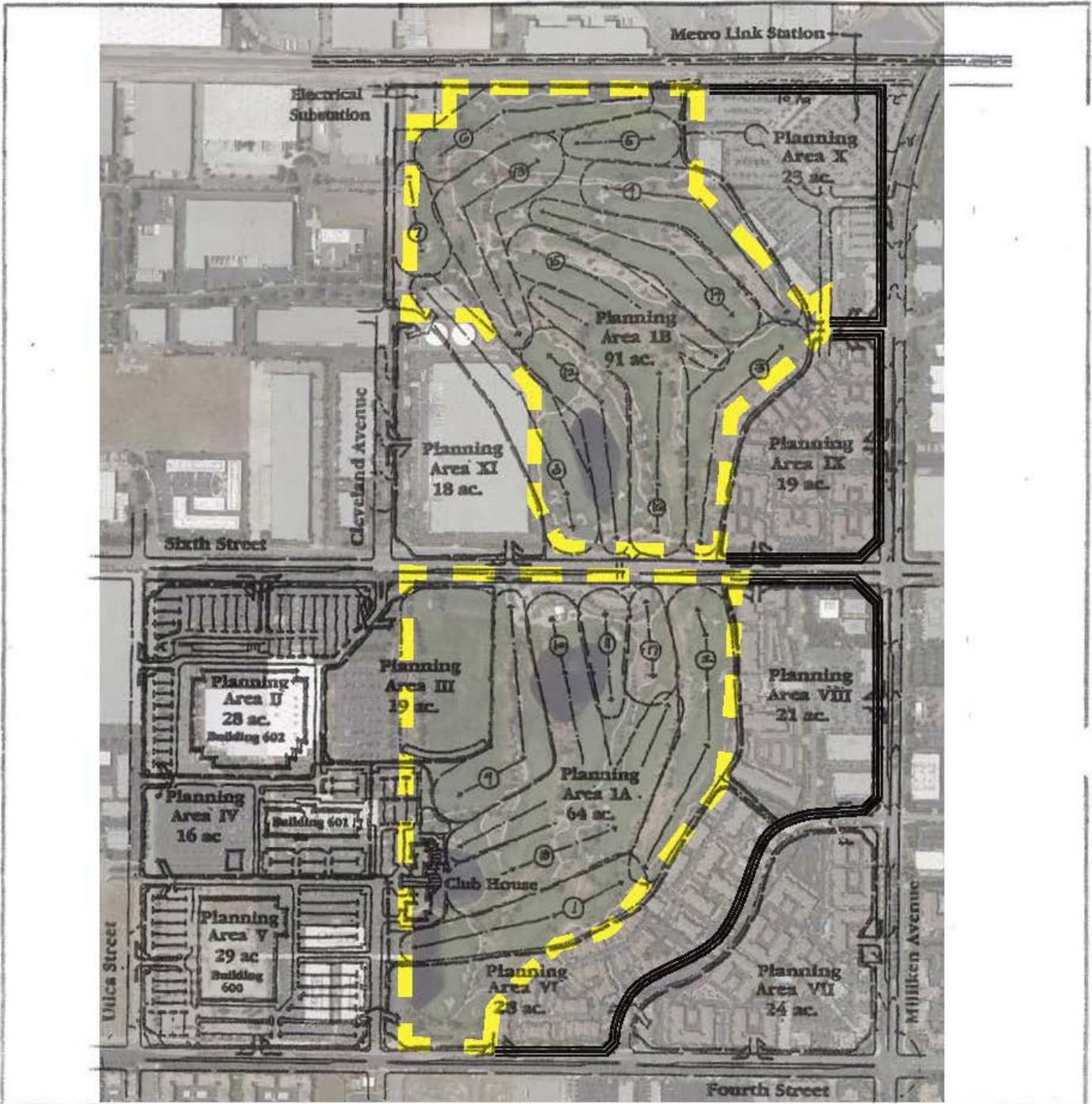
1.4 PROJECT DESCRIPTION

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, that may include recreation, optional hotel/conference center, retail, restaurant, and entertainment, office, research and development, light industrial uses, and attached and detached high density housing. 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 PAI



figure 1-1
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 PAI. 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 PAI.

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		①	①	①	⑤	①	①	●			308,000 ¹	0.25
• Building 601	IV ²	17			②	②	⑦	●	②				242,000 ²	0.35
• Building 602	II	28	②	⑥	④	④	⑦	●	④	●			425,000	0.35
Subtotal		72											975,000	0.31
Commercial/Industrial Parcels	VII	4		●	●	●	⑥	●	●	●			60,984	0.35 (0.70)
	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										●	567 du	24-30 du/ac
	VII	20										●	499 du	24-30 du/ac
	VIII	9.7										● ⁶	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. 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).					

1.1.4 PLANNING AREA I - MIXED USE INFILL AREA

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.

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 - (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.

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 remaining 11 acres developed as a portion of the Empire Lakes golf course. The multifamily housing area has shared frontage with Planning Area I. See Section 7 for development plan and edge conditions related to Planning Area VI.

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 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 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 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 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 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 circulation plan for the Sub-Area 18 Specific Plan 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 included programs, improvements, and funding concepts as required per the City's 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. 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. The inclusion of 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 - 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 seven sections, including an Executive Summary, Introduction (Section 2), General Plan Consistency (Section 3), Development Framework (Section 4), Development Guidelines and Standards (Section 5), 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 (2013 census 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 optional hotel/conference center, retail, restaurant and entertainment, office, research and development, attached and detached high density residential, and light industrial uses.

At the time of initial adoption, the Specific Plan site included vineyards, 5 acres of vacated unpaved city road right-of-way to be vacated, and three predevelopment buildings on 75 acres, two of which were partially occupied (Buildings 600 and 601) and one that 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 were slated 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 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, recreational, commercial, multiple family, attached and detached high density residences, and other mixed-use facilities. Implementation of the Sub-Area 18 Specific Plan would provide for the development of 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.

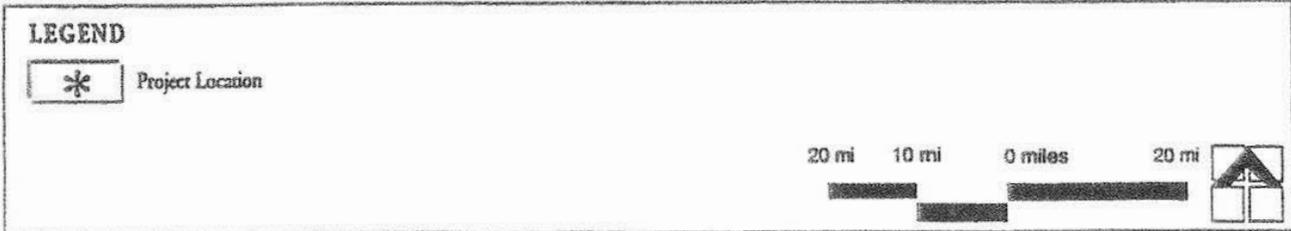


figure 2-1
Regional Location Map

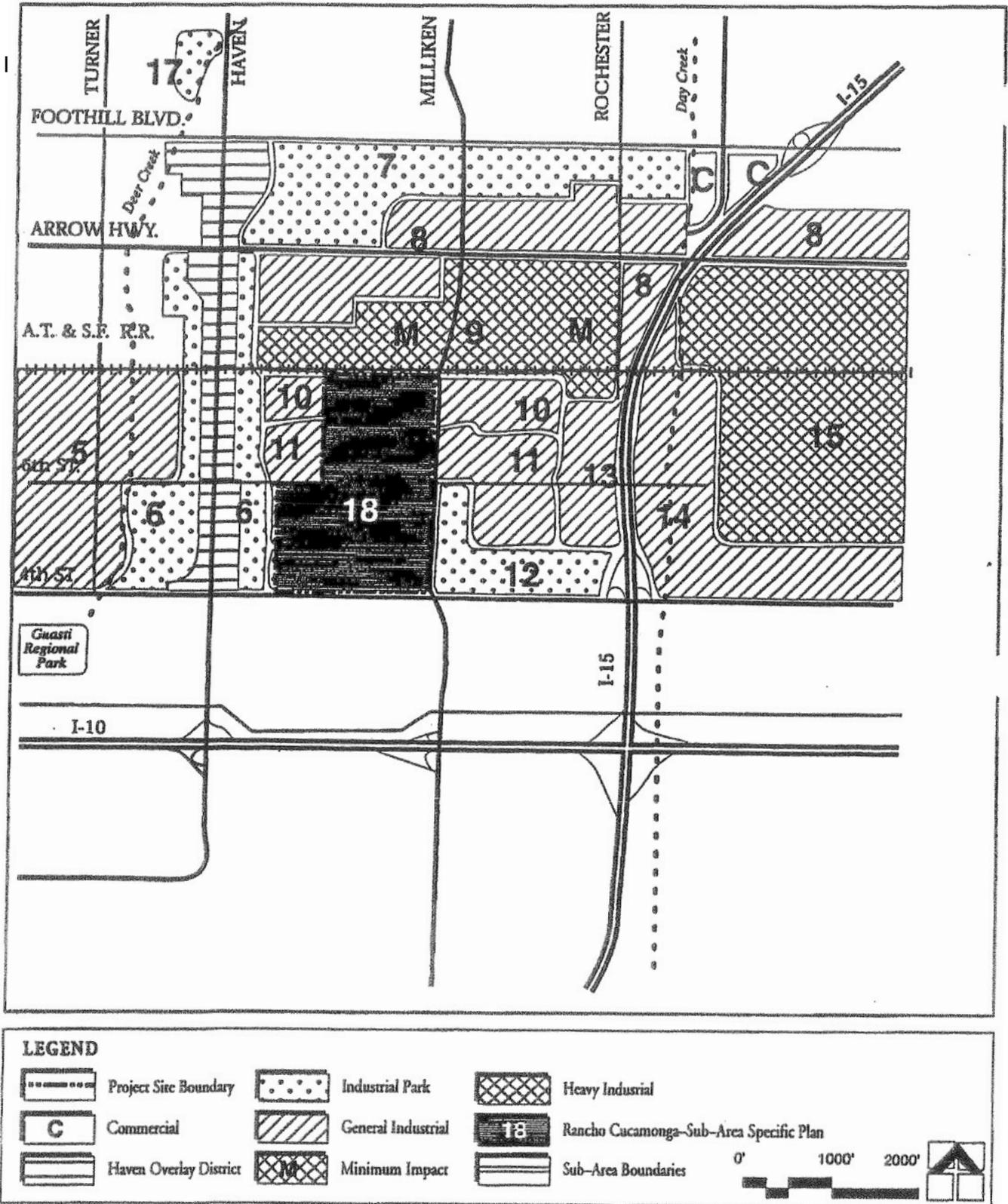


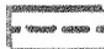
figure 2-2
Relationship of Sub-Area 18 to IASP



LEGEND



Project Location



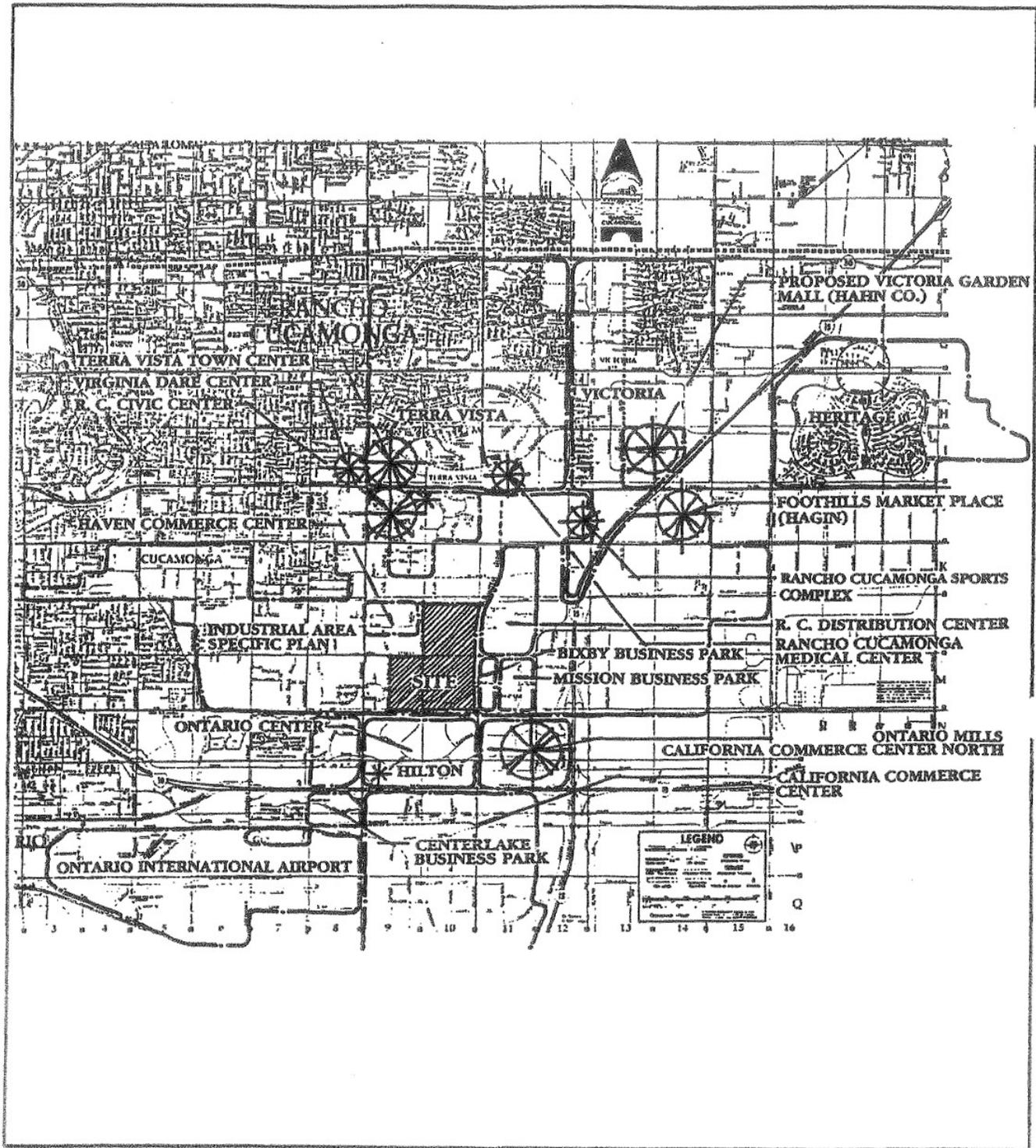
Rancho Cucamonga City Boundary

Not to Scale



figure 2-3
Project Vicinity Map

Introduction



Not to Scale 

figure 2-6
Area Development Context

Many significant local and regional events have occurred since 1981 that support the implementation of the Sub-Area 18 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 optional hotel/conference center, retail, and restaurant and entertainment uses, office, research and development, attached and detached high density residential, and light industrial uses. 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 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.
- 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 facilities.
- Take advantage of the project site's location at the southern edge of the IASP, adjacent to 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 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.

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 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 in proximity to transit, employment and shopping/entertainment venues. 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 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 EIRs were prepared in 1994 for the original Specific Plan, and in 2016 for the amended Specific Plan (incorporating Planning Area 1), to identify these issues and others in greater detail, along with suggestions on proper mitigation to minimize impacts.

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 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 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. 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 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 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-foot 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 natural 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 with the 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

2016 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 use "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

2016 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

2016 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 of 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).

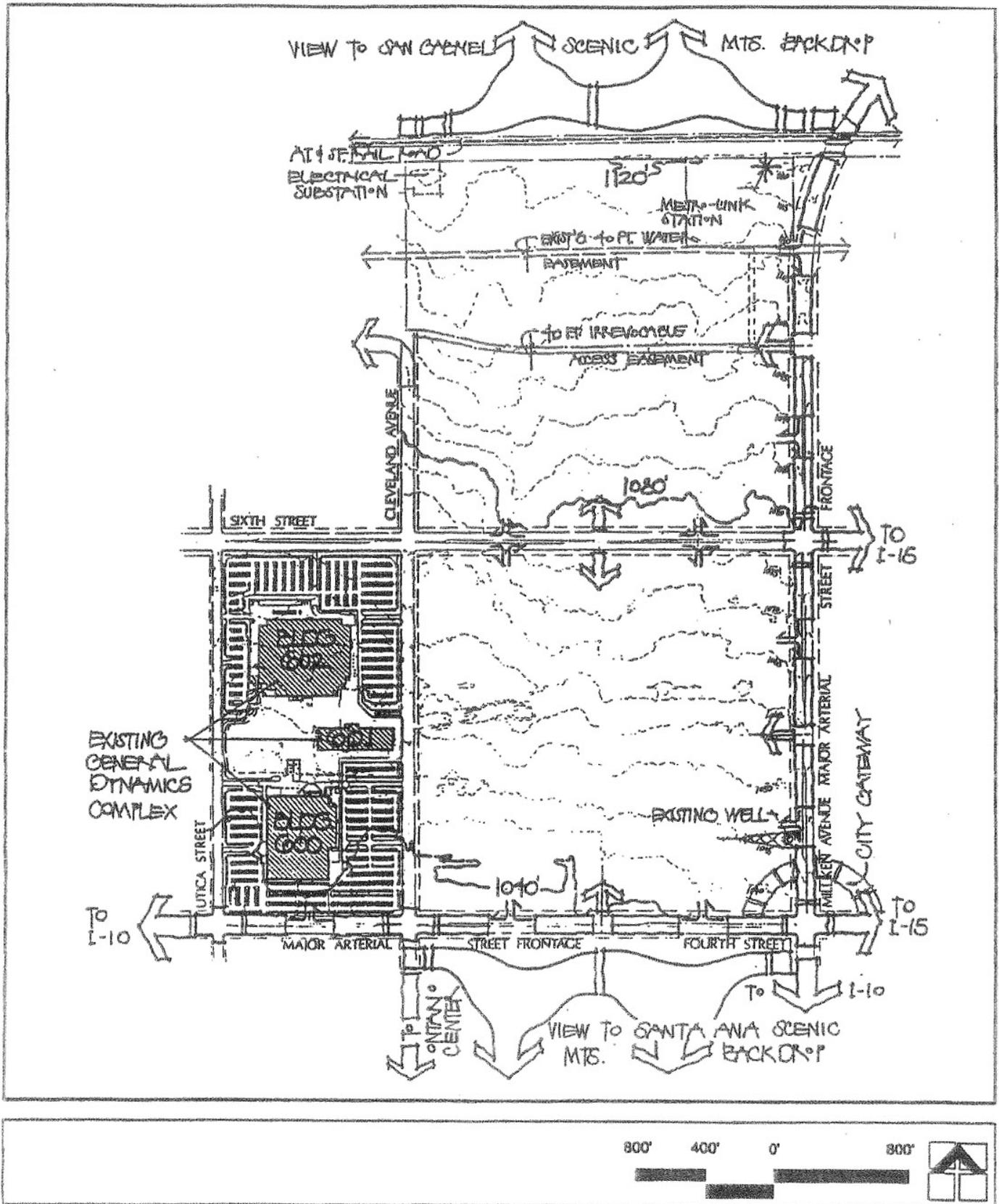


figure 4-1
Summary Site Analysis

Development Framework

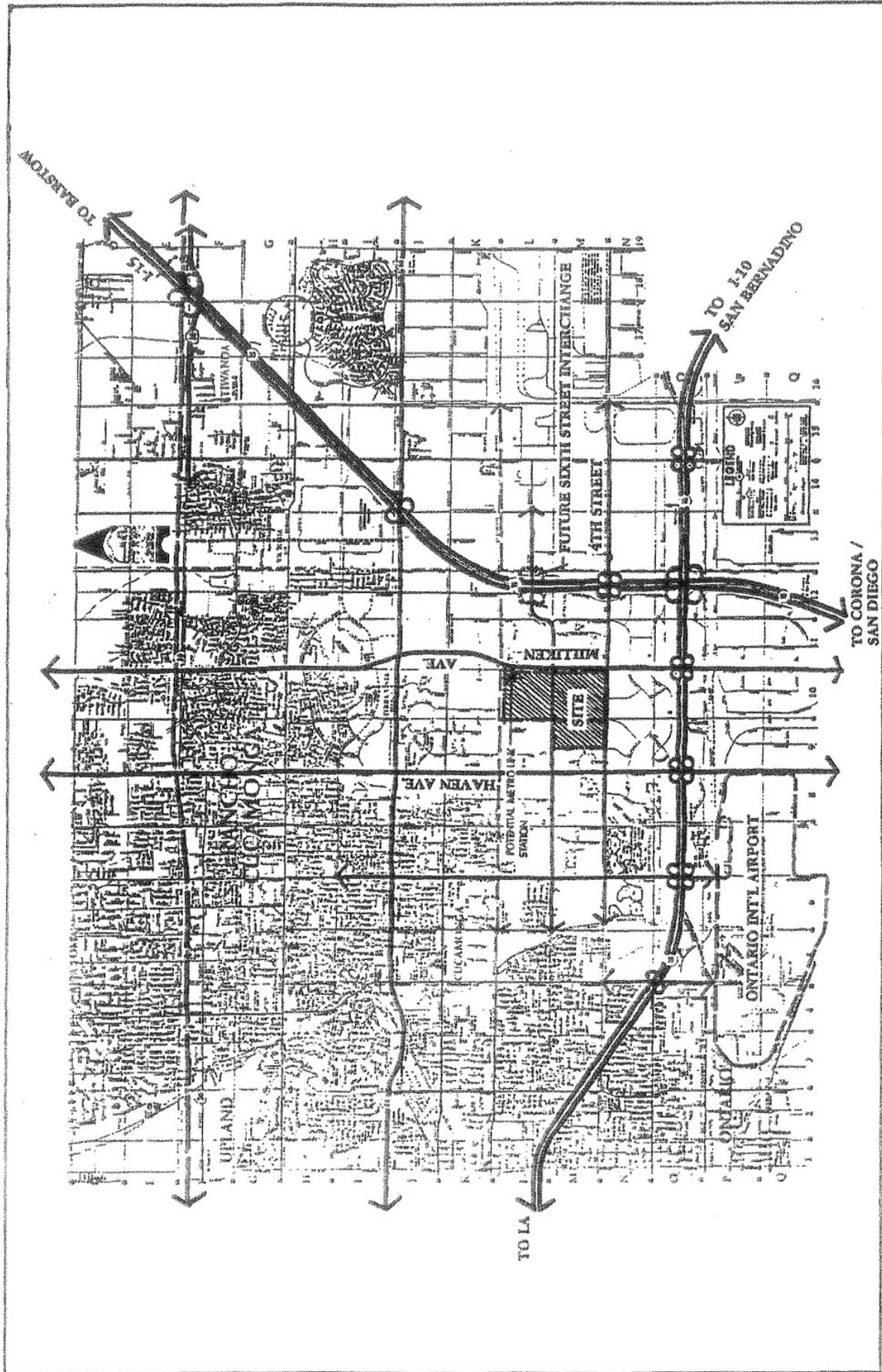


figure 4-2
Area Transportation Network



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.
- 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, and views of scenic mountain backdrops.

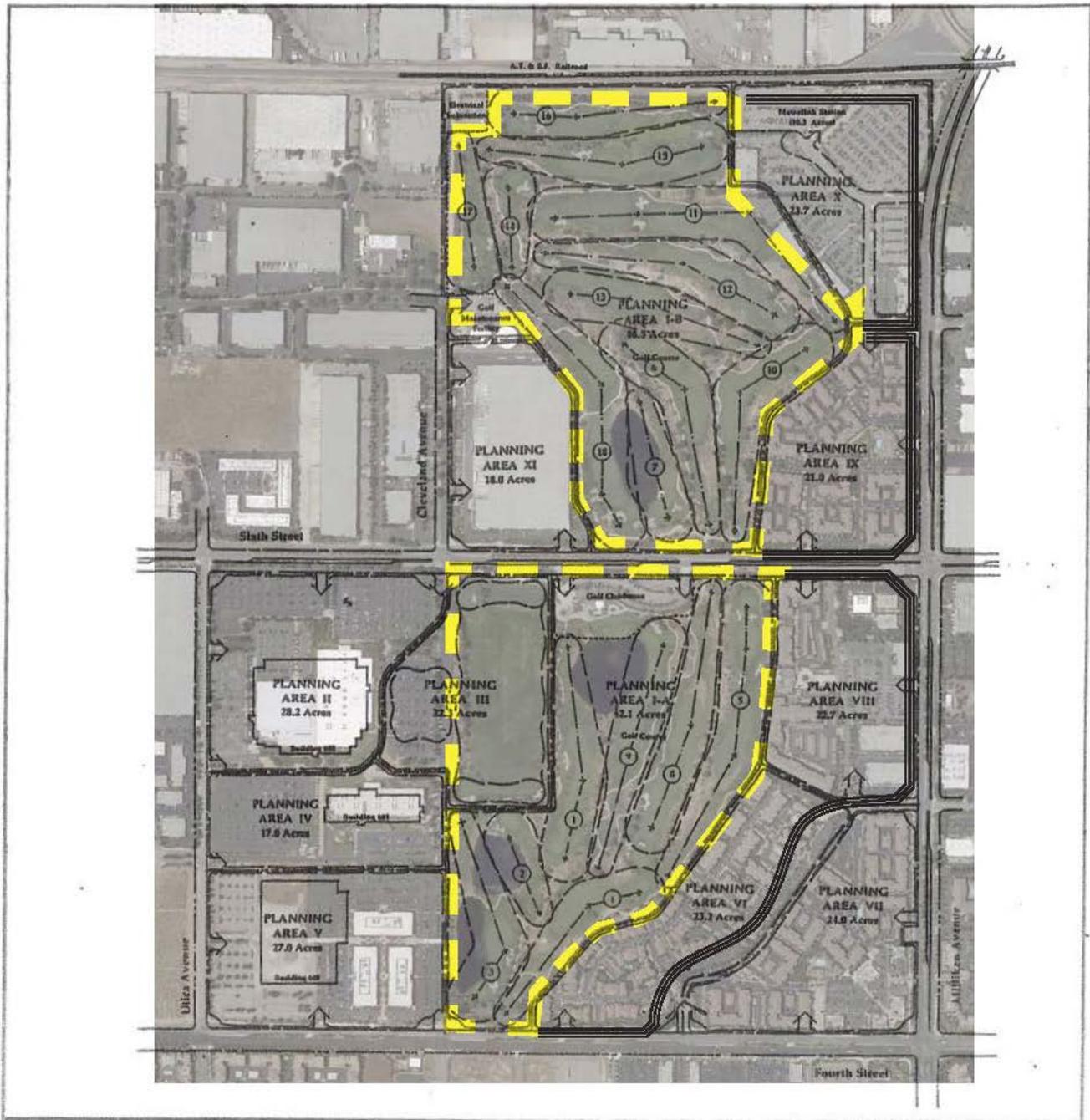
- Creatively incorporate potential adaptive reuse of the existing General Dynamics buildings and facilities to the extent feasible.
- Provide an easily phased development plan that can be implemented on an incremental, project-by-project basis while being governed by an overall plan framework and coordinated 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 in terms of additional property taxes, sales taxes, and bed taxes 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 PAI

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 PAI. 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 PAI.

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		①	①	①	⑤	①	①	●			308,000 ¹	0.25
• Building 601	IV ²	17			②	②	⑤	●	②				242,000 ²	0.35
• Building 602	II	28	③	③	③	③	⑤	●	③	●			425,000	0.35
Subtotal		72											975,000	0.31
Commercial/Industrial Parcels	VII	4		●	●	●	⑤	●	●	●			60,984	0.35 (0.70)
	VIII	13.4				●		●	●				173,804	0.35
	X	24			●	●		●	●	●	●		200,000	0.20
	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										● ^b	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^e											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														

commercial.

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: 0.35 for 13 acre area excluding the Metrolink parcel (10 acres).

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 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:

- 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 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:

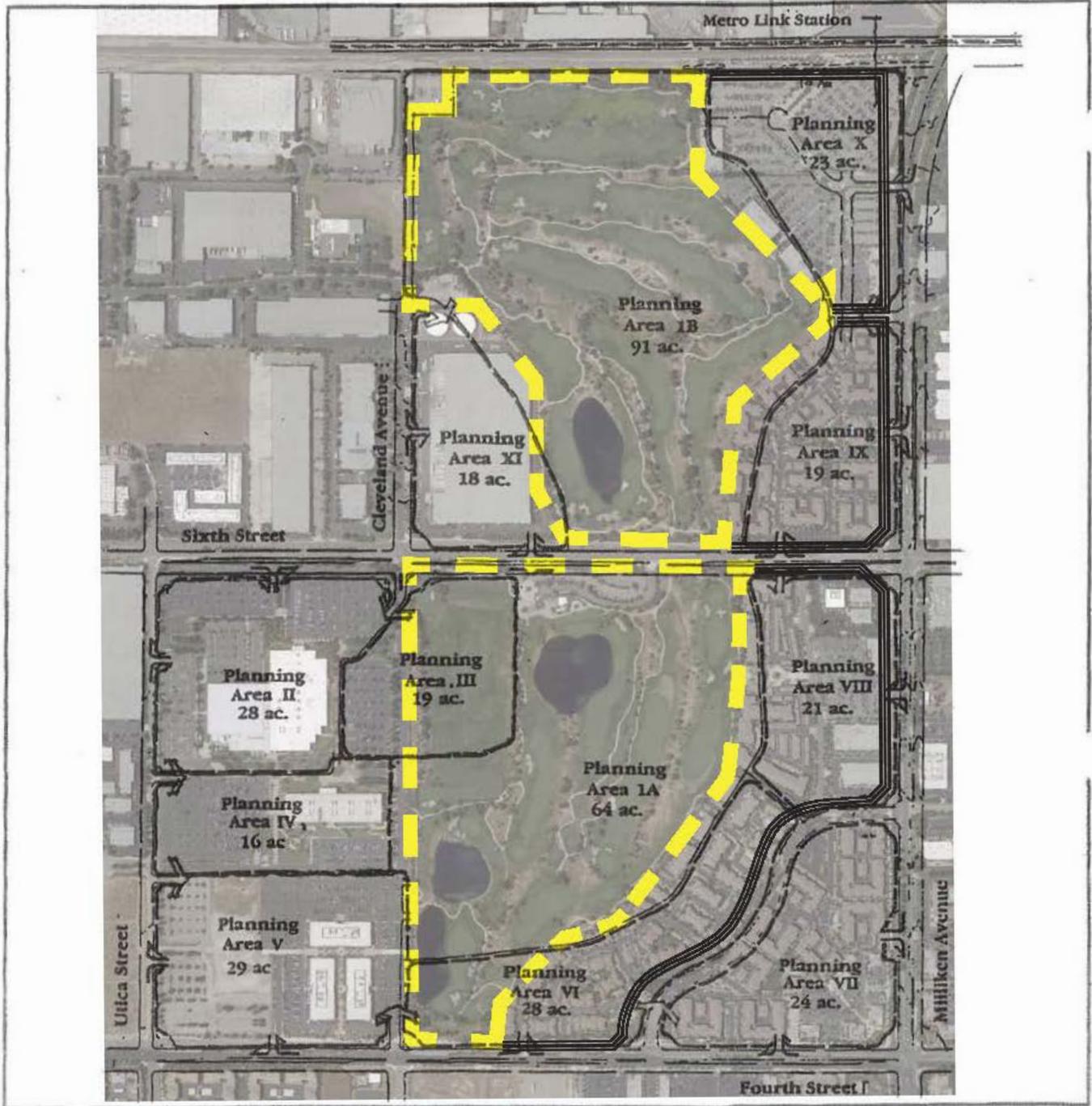
- The need to promote a comprehensive planning and development strategy.
- New real estate market conditions resulting from changes in the southern California economy, and new developments in the surrounding area of the property.

- 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, Ontario International Airport, the Metrolink Station, and other eminent 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 10 Planning Areas, with 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 Planning Area I: 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.



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 PAI

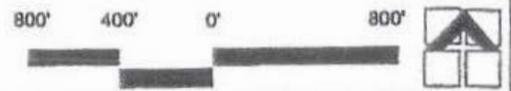


figure 4-4
Conceptual Land Use Plan

The course also contained accessory uses, including rest shelters and a maintenance facility with outdoor storage. This off-site existing electrical substation off Cleveland Avenue near the railroad tracks 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: (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.

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 ($\pm 80,000$ 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, 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 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 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 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 prime arterial road 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 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 a senior citizen.
- d. A non-senior guest may stay with a senior 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 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 provided 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 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 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. Potential uses envisioned here include professional offices, as well as possible research and development and light industrial uses. Uses will be 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

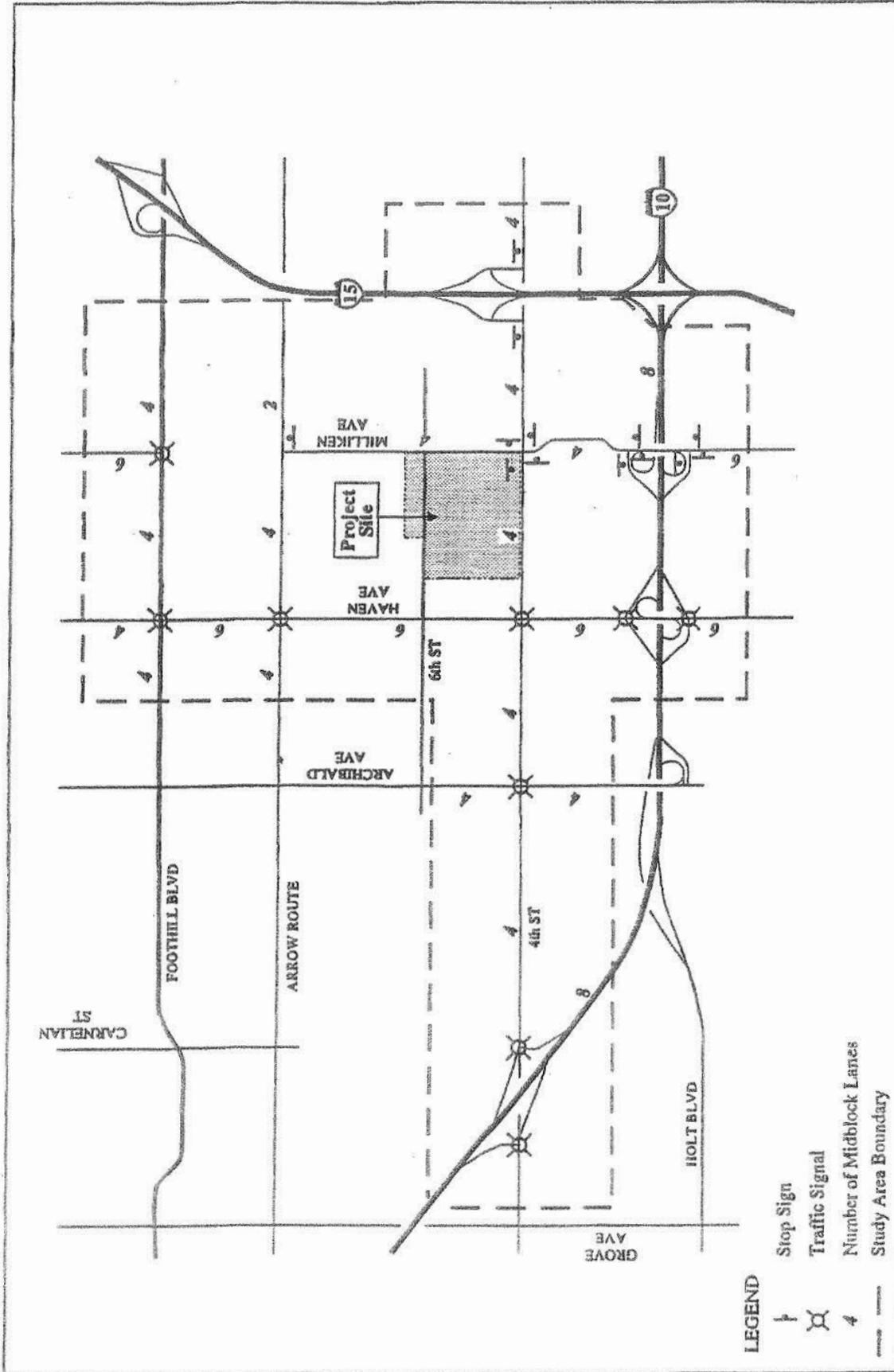
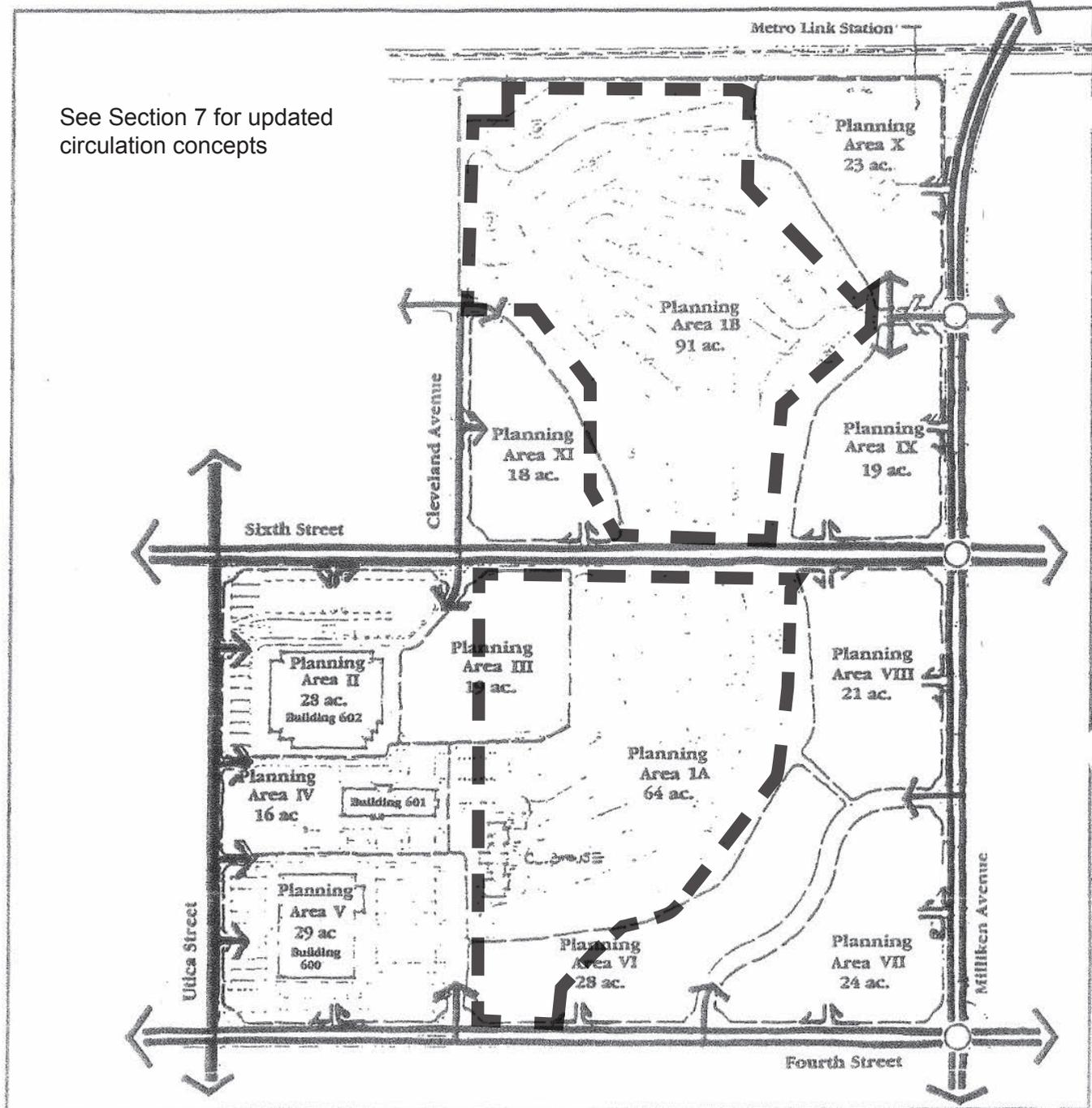


figure 4-5
Existing Circulation Network



NOT TO SCALE

See Section 7 for updated circulation concepts



LEGEND		Boundary of New PAI	<p>Note: This figure represents the current proposed Conceptual Circulation Plan for Sub-Area 18 and may be subject to future refinements and/or modifications.</p> <p>800' 400' 0' 800'</p>
Major Arterial	City Proposed Traffic Signal (Per Metro Link Developer Project)	Secondary	
Local	Median Cut	Right Turn In/ Right Turn Out Only	

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.

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 Valley Water District (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 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 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 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. 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 were designed and constructed to meet the current standards of the CVWD.

See Appendix A for updated PAI concepts

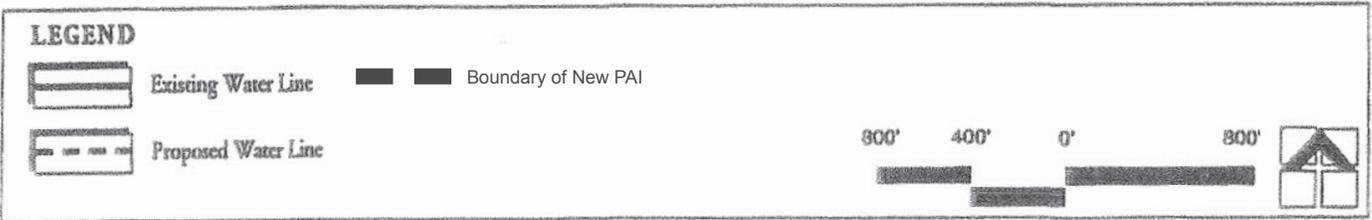
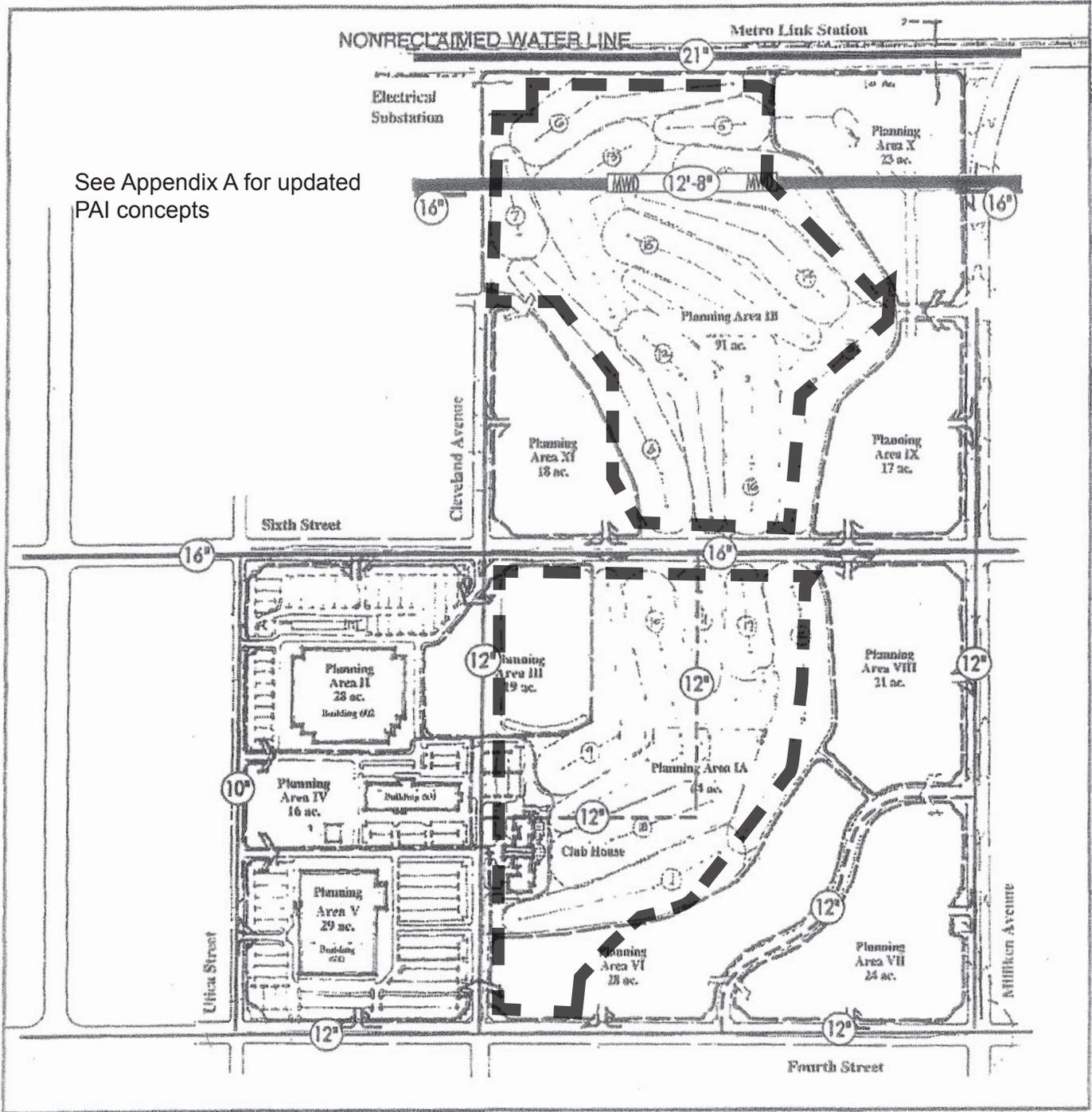


figure 4-7
Water Concept Plan

4.4.2 WASTEWATER CONCEPT PLAN

In addition to providing the water supply services, the 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 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 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 CVWD for development within the district limits. Additionally, under the contract provisions, CVWD is required to provide CBMWD with a 10-year growth forecast to accurately identify the area's development.

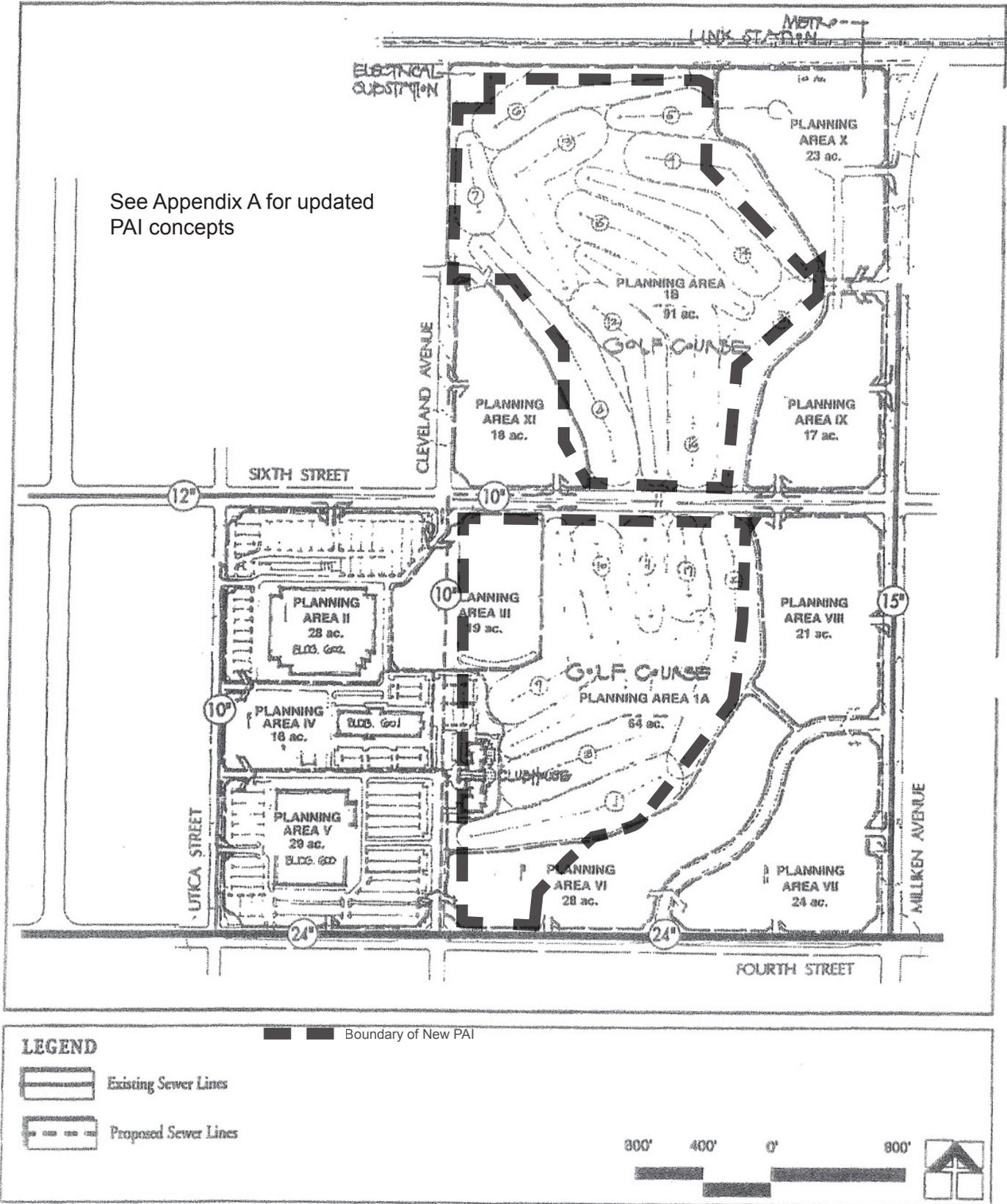
A substantial quantity of the master sewer system facilities are already installed immediately adjacent to the project site with significant available capacity in both the Fourth Street and Milliken Avenue backbone sewer lines. The backbone wastewater concept plan for Sub-Area 18 is shown in Figure 4-8.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

4.4.3 RECLAIMED WATER CONCEPT PLAN

The 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.

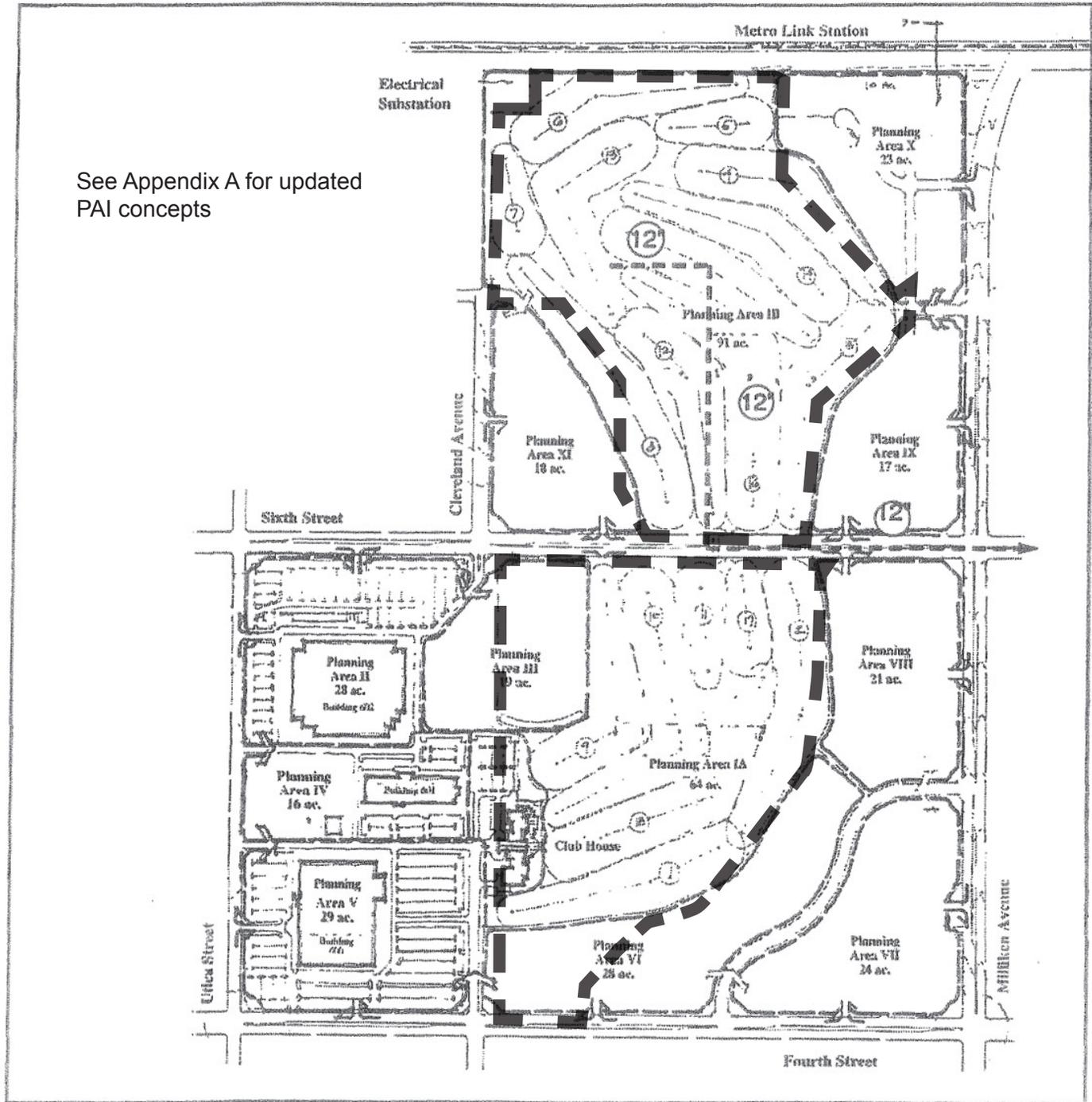
If Sub-Area 18 is to use the reclaimed water that will be available from RP4, approximately 10,000 linear feet of offsite 12-inch water line will need to be installed in Sixth Street from Milliken Avenue to Etiwanda Avenue. Phase I reclaimed water capacity of RP4 will be approximately 7 mgd with an ultimate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



See Appendix A for updated PAI concepts

figure 4-8
Wastewater Concept Plan

See Appendix A for updated PAI concepts



LEGEND

-  Boundary of New PAI
-  Existing Reclamation Lines (none)
-  Proposed Reclamation Lines

800' 400' 0' 800'



figure 4-9
Reclaimed Water Concept Plan

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 designed and constructed to enable a conversion from domestic water, to reclaimed water. The reclaimed water system will be adapted for use within Planning Area I.

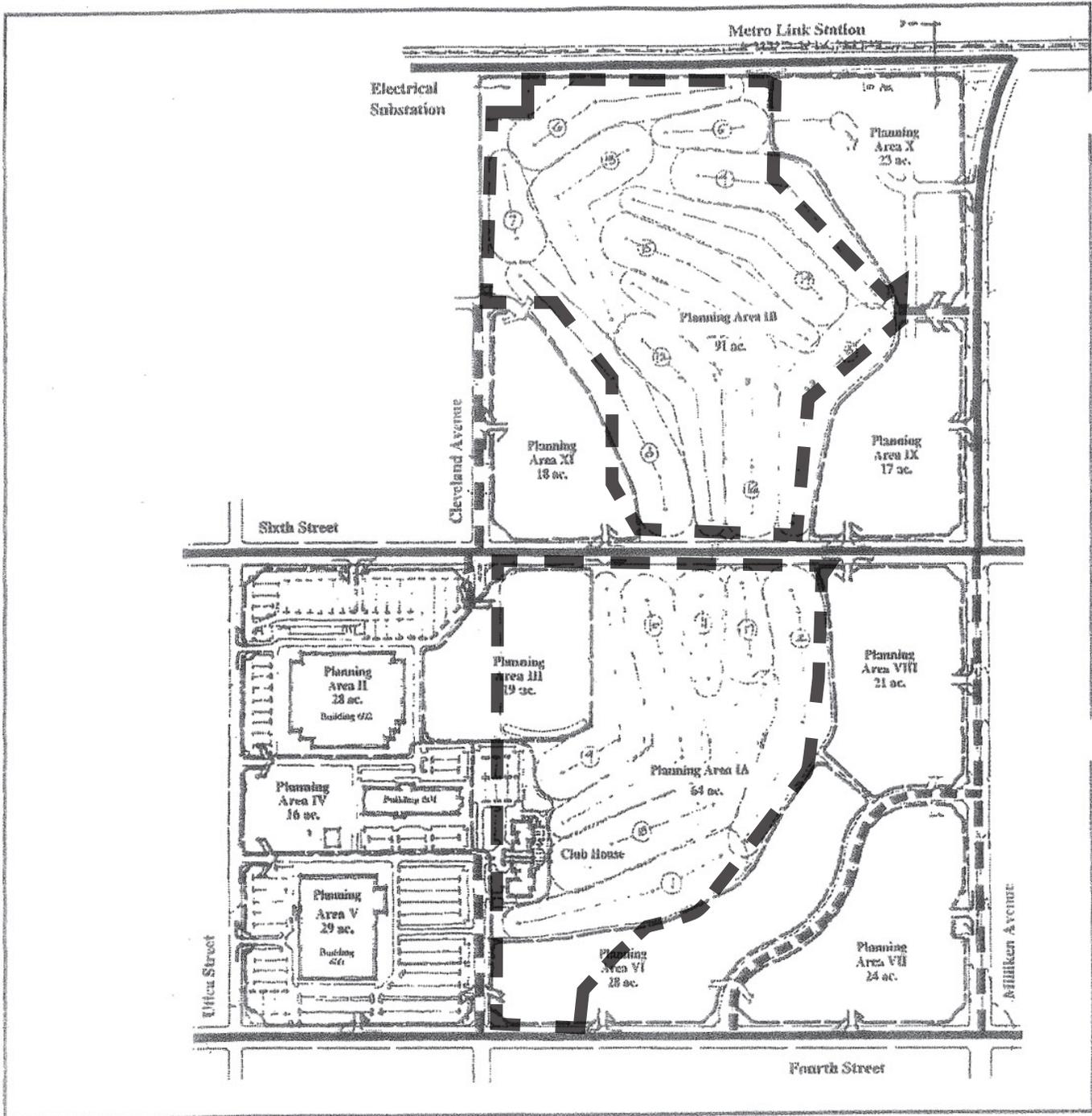
4.4.4 UTILITY CONCEPT PLAN

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: Verizon Cable Television: Charter Communications

Southern California Edison, Southern California Gas, Verizon, and Charter Communications have indicated that they have sufficient backbone facilities in place 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 the utility purveyors to ensure adequate service.

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



LEGEND

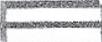
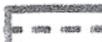
-  Boundary of New PAI
-  Existing Electrical Cabling/Lines
-  Proposed Electrical Cabling/Lines



figure 4-1C
Electrical Concept Plan

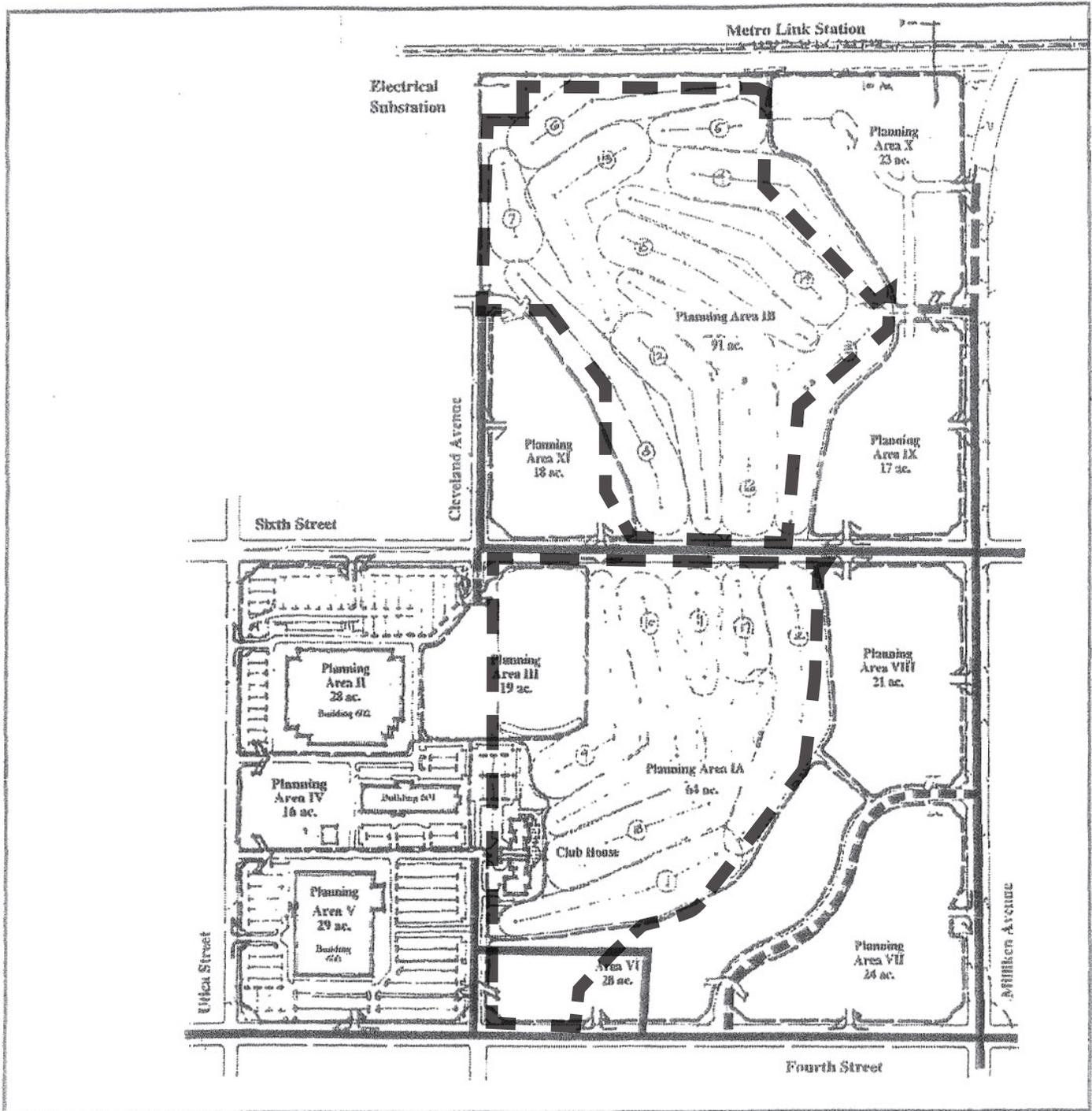
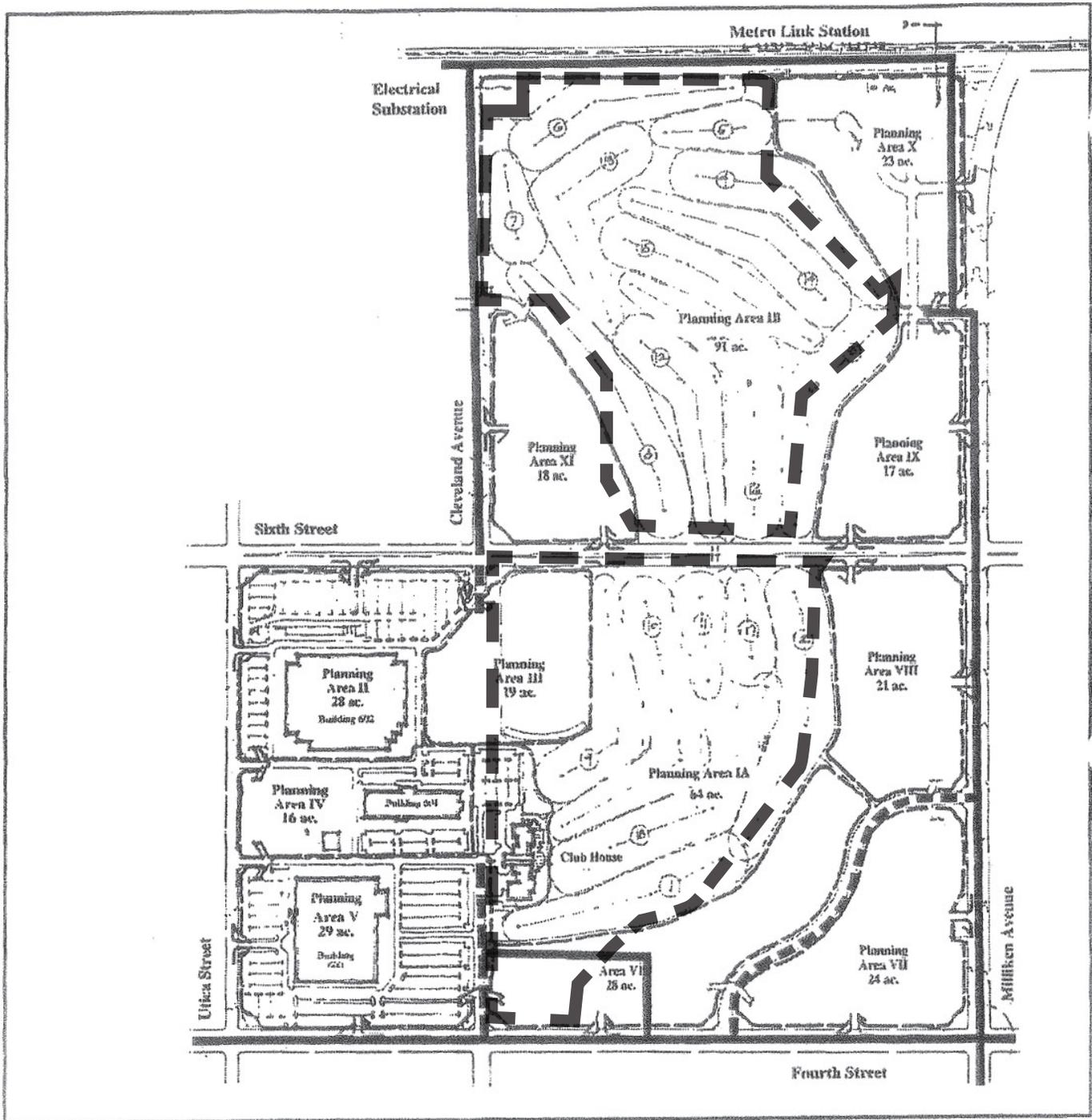


figure 4-11
Natural Gas Concept Plan



LEGEND

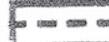
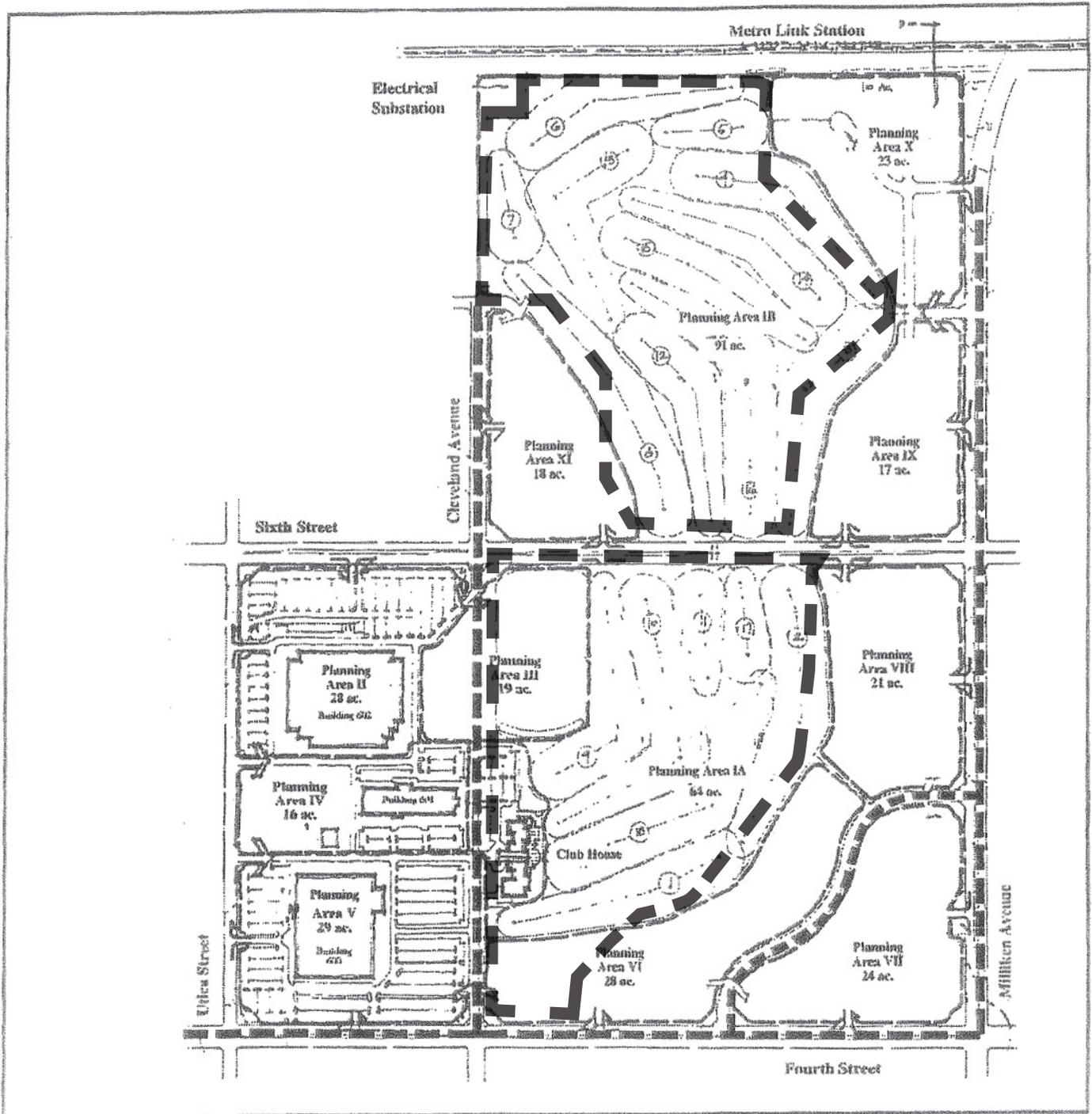
-  Boundary of New PAI
-  Existing Telephone Cables/Lines
-  Proposed Telephone Cables/Lines



figure 4-12
Telephone Concept Plan

Development Framework



LEGEND

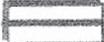
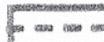
-  Boundary of New PAI
-  Existing Television Cables (none)
-  Proposed Television Cables



figure 4-13
Cable Television Concept Plan

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.

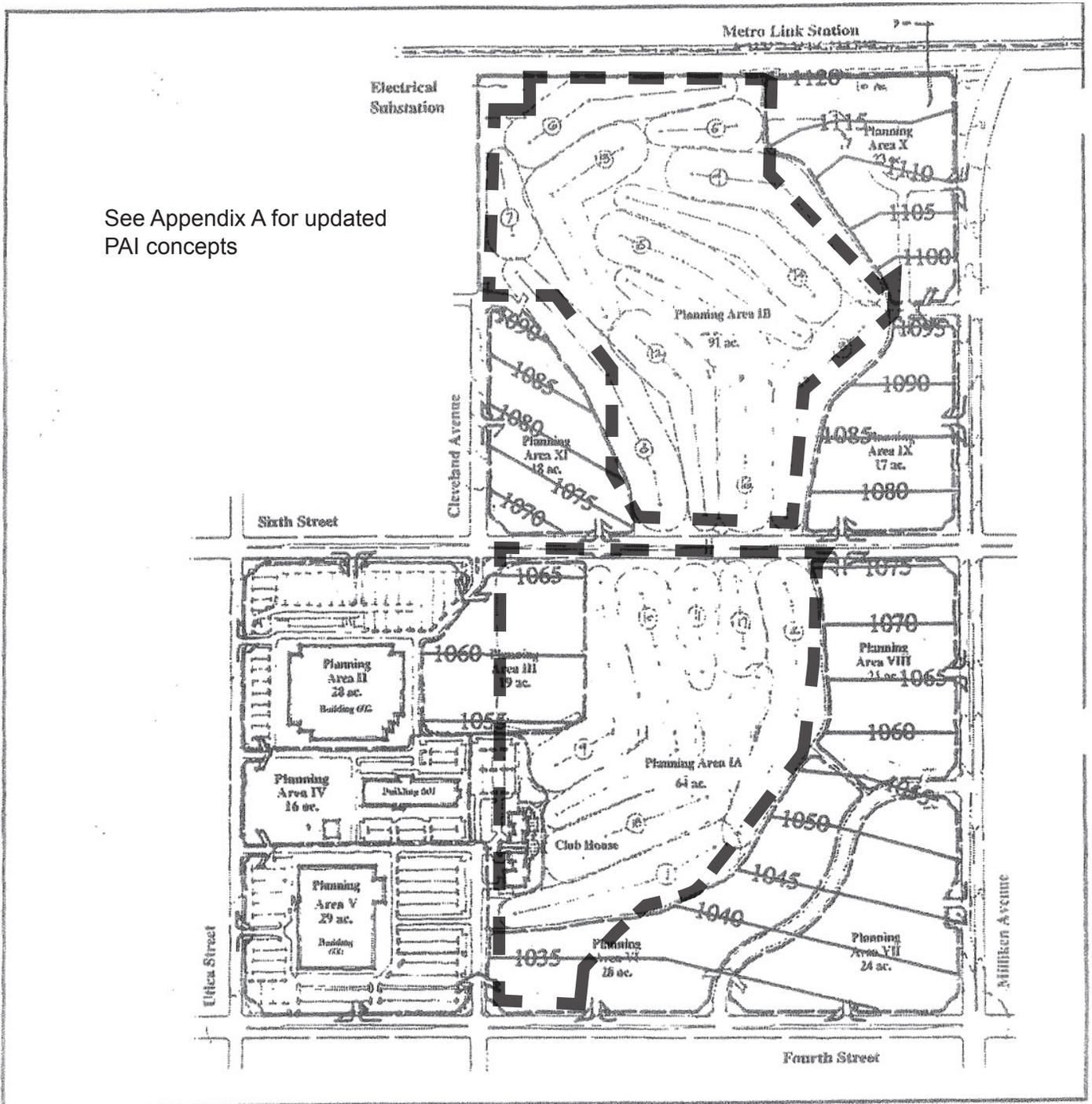
Slope gradients will be provided between adjacent planning areas (edge treatments).. The detailed grading plans for the individual planning areas will be developed to coincide with the edge conditions of the adjacent planning areas. The ultimate vertical differential between planning area superpads will 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.

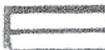
4.5.2 EROSION CONTROL

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.

See Appendix A for updated PAI concepts



LEGEND

 Boundary of New PAI

 Boundary of New PAI



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.

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.

See Appendix A for updated PAI concepts

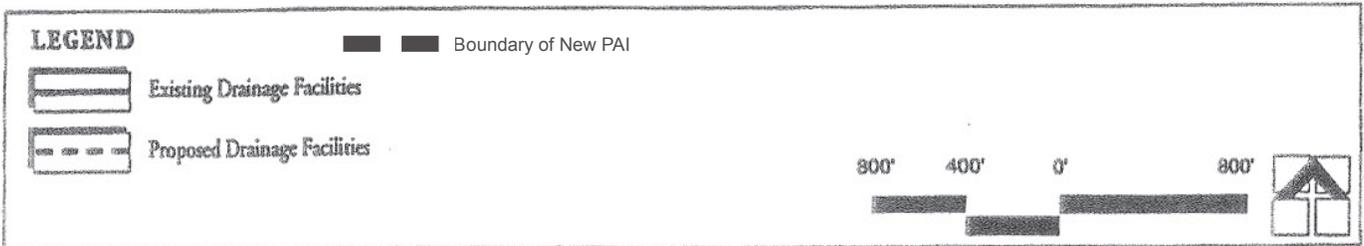
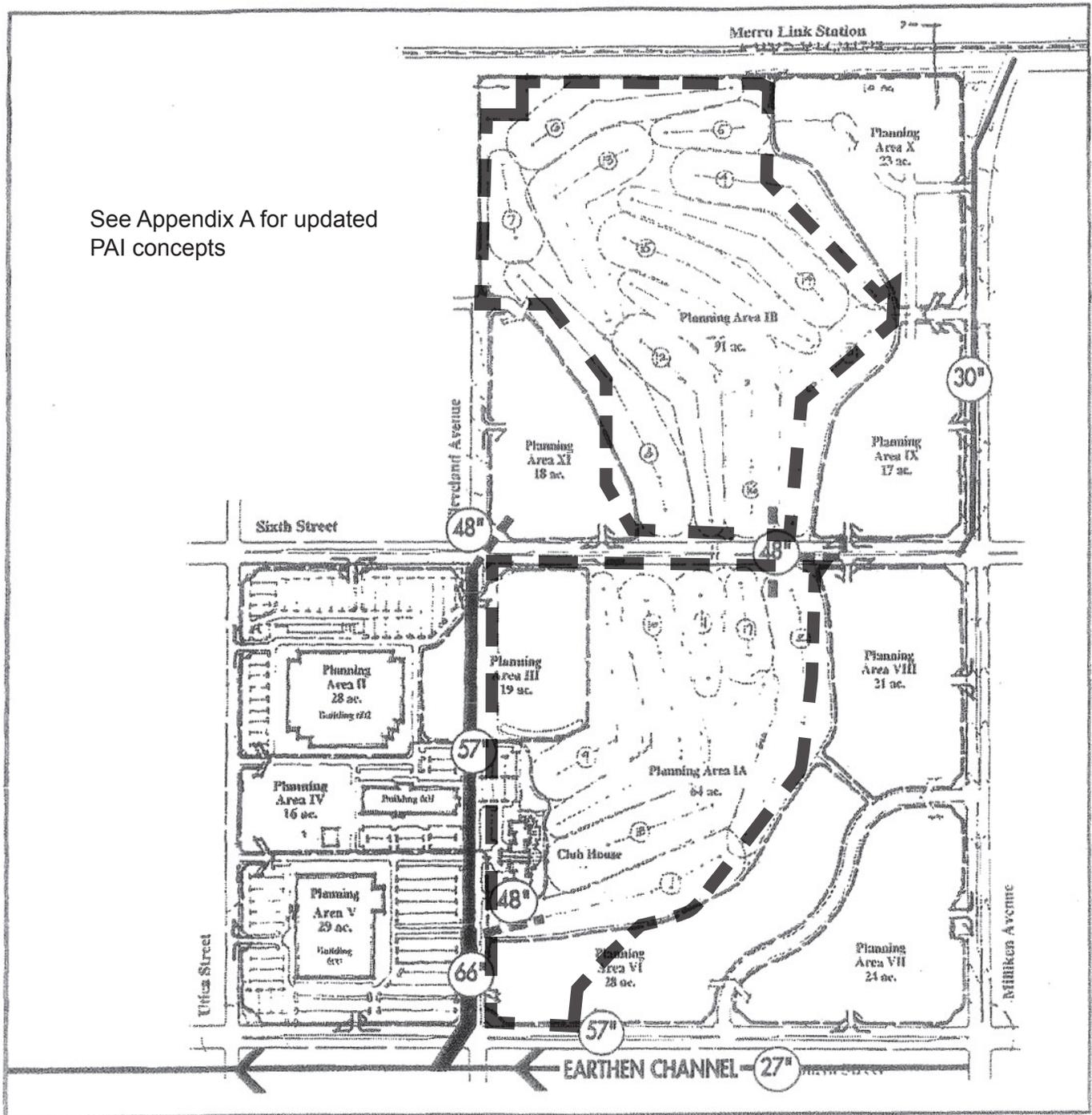


figure 4-15
Drainage Concept Plan

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 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 increased

property one-time and annual revenue and costs.

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
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

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 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									
	II	IV	V	VI	VII	VIII	IX	X	XI	
MANUFACTURING										
Custom	P		P	C		P	P	P	P	
Light	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	
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	
OFFICE										
Office	P	P	P	P	P	P	P	P	P	
CIVIC										
Administrative Civic Services	P	P	P	P	P			P		
Cultural	P	P	P	P	C			P		
Public Assembly	P	P	P	P	P			P		
Public Buildings (library, post office, etc.)	P	P	P	P	P			P		
Public Safety & Utility Services	C	C	C	C	C			C		
Religious Assembly	C	C	C	C	C			C		
PUBLIC/SEMI-PUBLIC USES										
Child Care Facilities	C	C	C	C	C	C	C	C	C	
Clubs/Lodges (Private and Public)	C	C	C	C	C	C	C	C	C	
Convalescent Facilities/Hospital	C	C	C	C	C	C			C	
Educational Institutions (Private and Public)	C	C	C	C	C	C	C	C	C	
Transportation Facilities								P		
RECREATION										
Golf Course										
Golf Practice/Training Facility	P									
Recreational Facilities (indoor/outdoor)	P	P	P	P	P	P	C	P	C	
ENTERTAINMENT										
Arcades	C		C	C	C				C	
Entertainment Facilities (1)	P	C	P	P	P	C	C	C	C	
Family Entertainment Center (1)	P		P	P	P					

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Type of Use	Planning Area									
	II	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
Restaurant-Fast Food (including Drive-	C	C	C	C	C	C	C	C	C	C
Sports Bar (1)	P	P	P	P						
TRANSIENT ACCOMMODATIONS/CONFERENCE CENTER										
Hotel/Motel	P	P	P	P						
Conference Center	P	P	P	P						
Corporate Training Center	P	P	P	P						
MIXED-USE COMMERCIAL										
Mixed-Use Commercial Center	P	P	P	P	P			P		
PERSONAL/BUSINESS SERVICES										
Business Support Services	P	P	P	P	P	P	P	P	P	
Funeral & Crematory Services	C	C	C	C	C	C	C	C	C	
Personal Services	P	P	P	P	P	P	P	P	P	
Repair Services	P	P	P	P	P	P	P	P	P	
AUTOMOBILE/VEHICLE SERVICES										
Automotive Rental/Leasing	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	
RETAIL/CONVENIENCE RELATED										
Convenience Sales & Services	P	P	P	P	P	P	P	P	P	
RETAIL-FOOD & BEVERAGE RELATED										
Food and Beverage Sales	P	P	P	P	P			P		
RETAIL-GENERAL										
Retail-General (2)	P(2)	P(2)	P(2)	P(2)	P(2)			P(2)		
Kiosk in Parking Lots	P		P					P		
RETAIL-HOME IMPROVEMENT RELATED										
Building/Lighting Equipment Supplies & Sales	P(2)		P(2)	P(2)	P(2)					
Furniture/Home Furnishings/Antiques	P(2)		P(2)	P(2)	P(2)					
Home Appliance/Electronics	P(2)		P(2)	P(2)	P(2)					
GENERAL COMMERCIAL										
Business Supply-Retail/Services	P	P	P	P	P	P	P	P	P	
Communications Services	P	P	P	P	P	P	P	P	P	
Parking (commercial)	P							P		

Type of Use	Planning Area										
	II	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.											

TABLE 5-2 LAND USE TYPE DEFINITIONS - DELETED

- Recreation vehicle storage yard subject to a Conditional Use Permit.

A Conditional Use Permit for Interim Uses shall be approved for a 2-year period. Extensions may be granted and renewed for up to an additional 36-month period.

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:

- Onsite plant nursery for growing of materials to be used on 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 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, Fourth Street, Sixth Street, and Milliken Avenue; solar orientation; and wind protection for site activities.
- 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, 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 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 constricted 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.

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 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, except 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 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 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:

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 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 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 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 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.
- 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 unedo (Strawberry Tree)
Brachychiton populneus (Bottle Tree)
Callistemon species (Bottlebrush)
Citrus species (Citrus varieties)
Eucalyptus cladocalyx (Sugar Gum)
Eucalyptus maculata (Spotted Gum)
Eucalyptus nicholii (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 calycinum (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)
Calocedrus 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)
Cercis 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

Caesalpinia gilliesii (Yellow Bird of Paradise)
Calliandra eriophylla (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 sanguinum (Pink Winter Currant)
Ribes speciosum (Flowering Fuchsia)
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 pumila (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

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

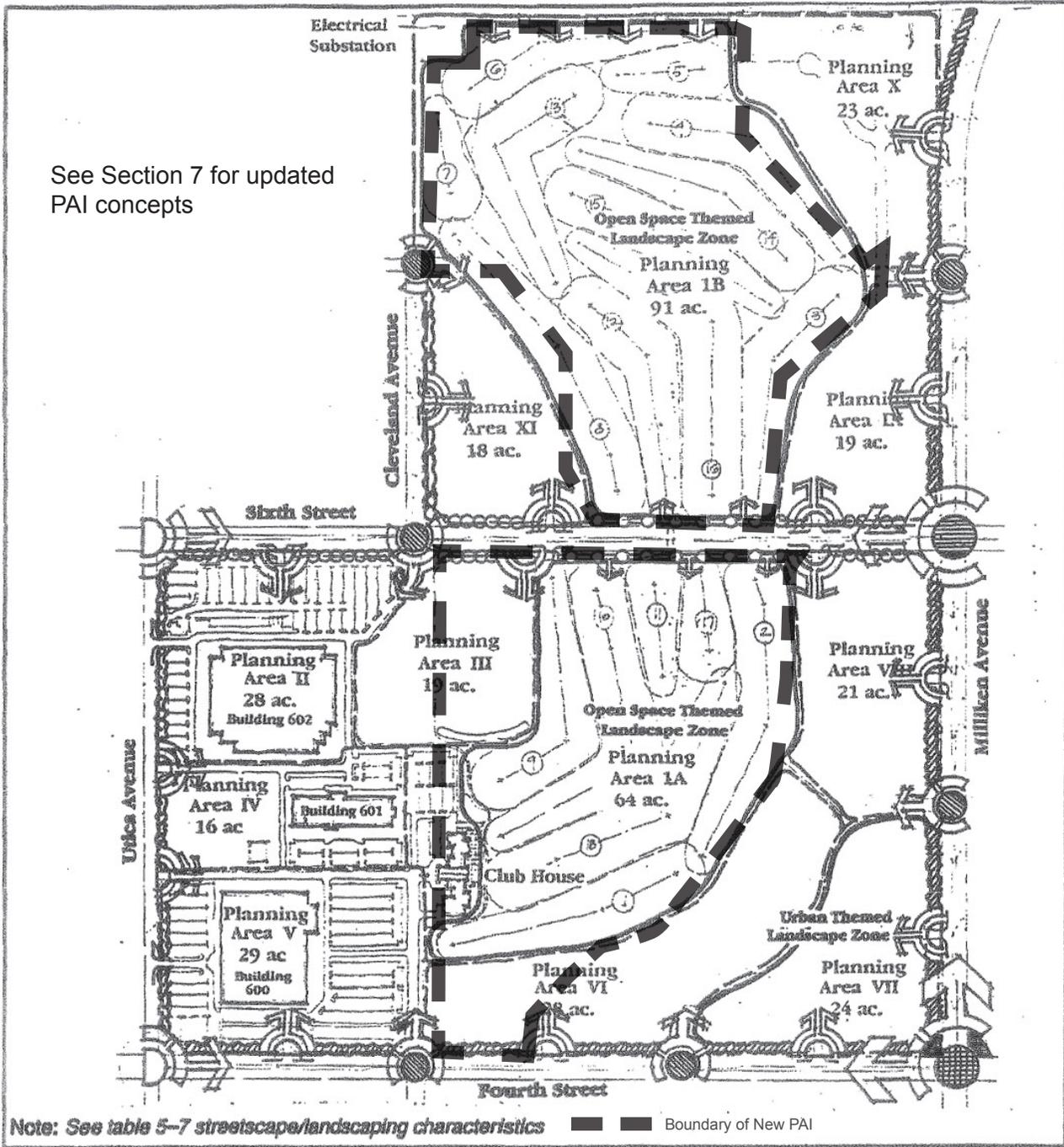
TABLE 5-3 (continued)
SUGGESTED PLANT PALETTE BY LANDSCAPE ZONE

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)
-

See Section 7 for updated PAI concepts



LEGEND			
	City Gateway		Major Parcel Entry
	Major Project Gateway		Minor Parcel Entry
	Minor Project Gateway		Major Formal Street Theme (regularly spaced)
			Major Semi-Formal Street Theme
			Secondary Semi-Formal Street Theme
			Tertiary Semi-Formal Street Theme
			Major View Window
			Minor View Window
			Not to Scale

Rev. 5/02

figure 5-1
Conceptual Streetscape Master Plan

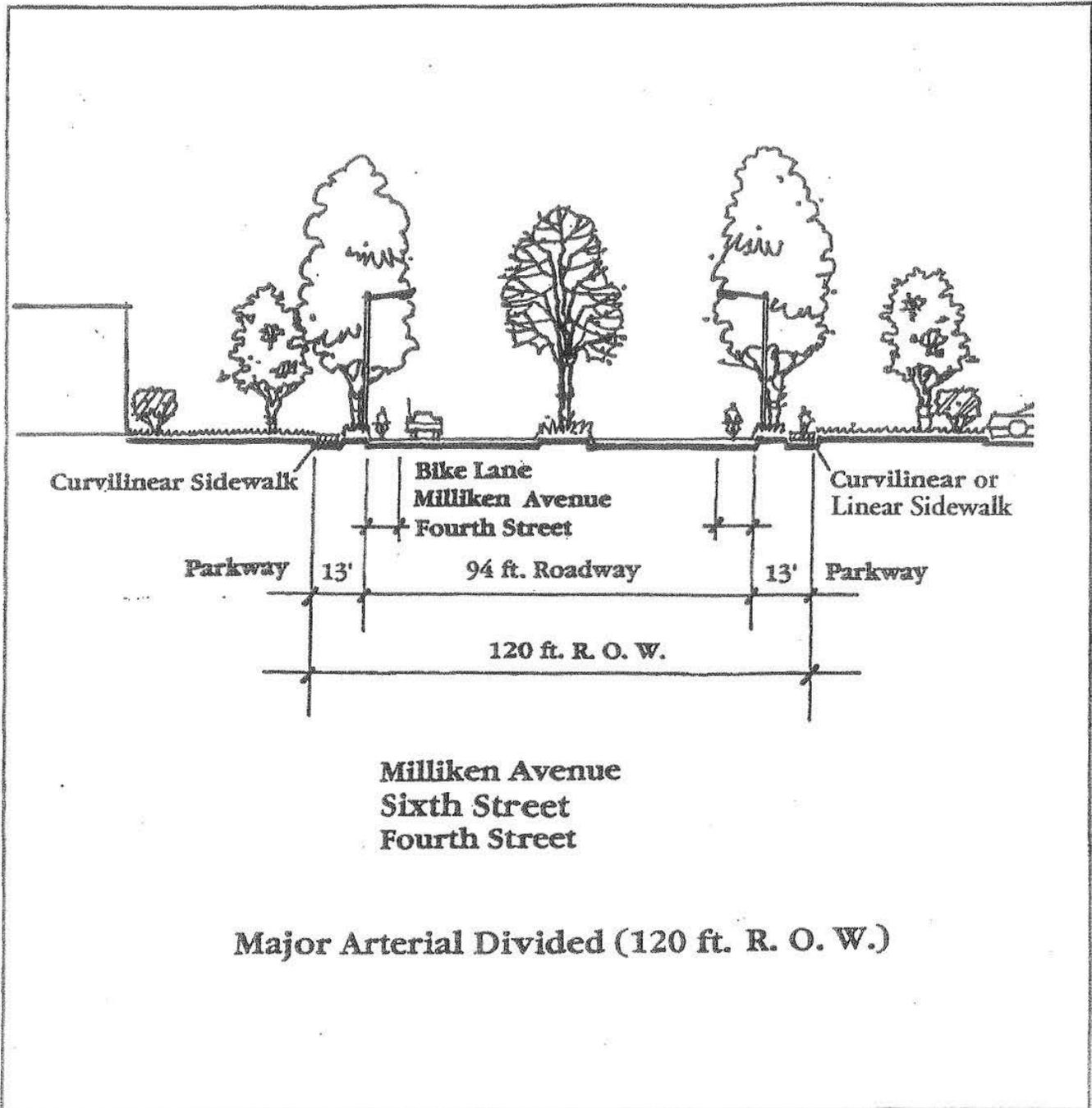


figure 5-2
Major Arterial Divided Street Classification

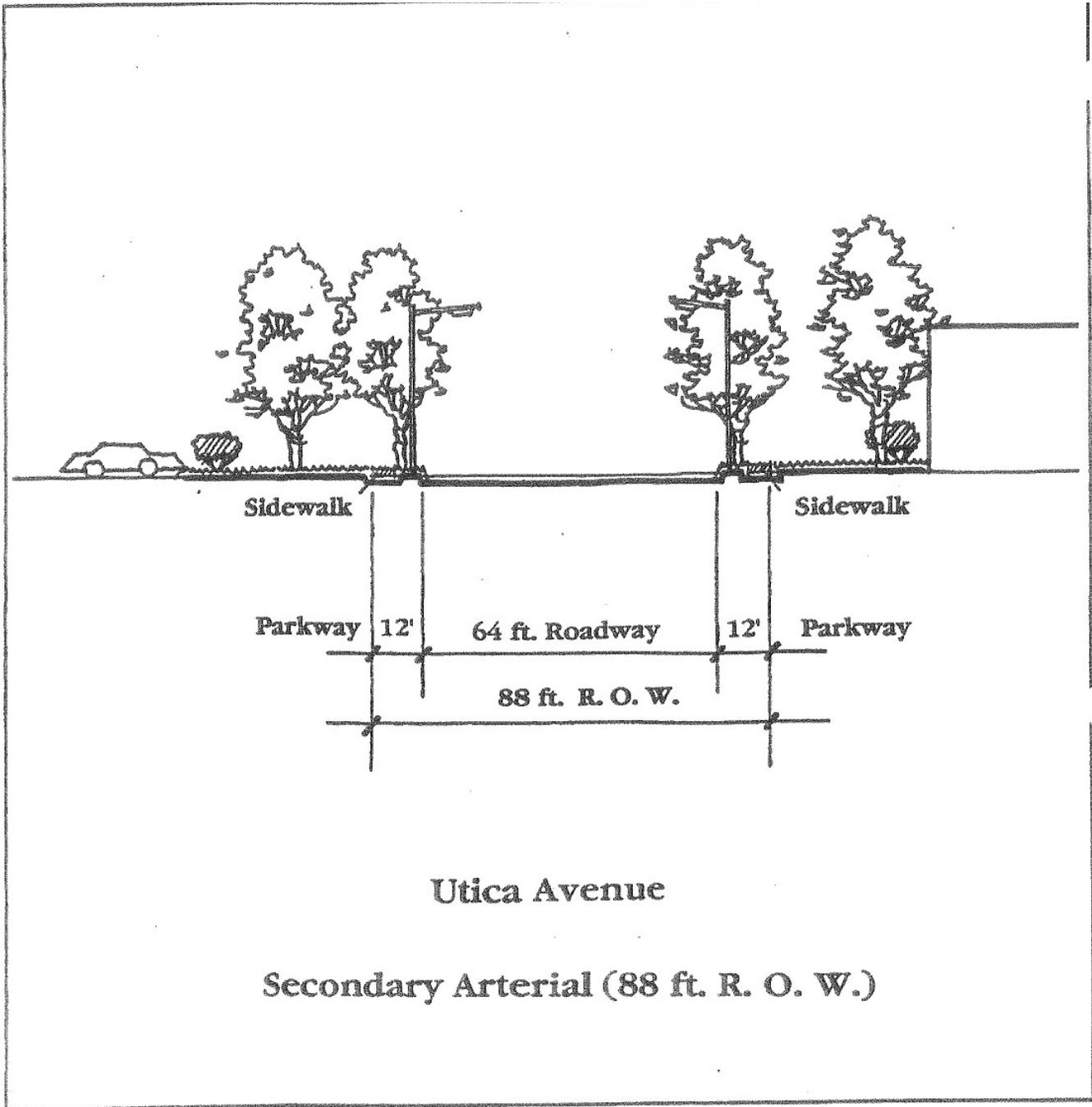


figure 5-3
Secondary Street Classification

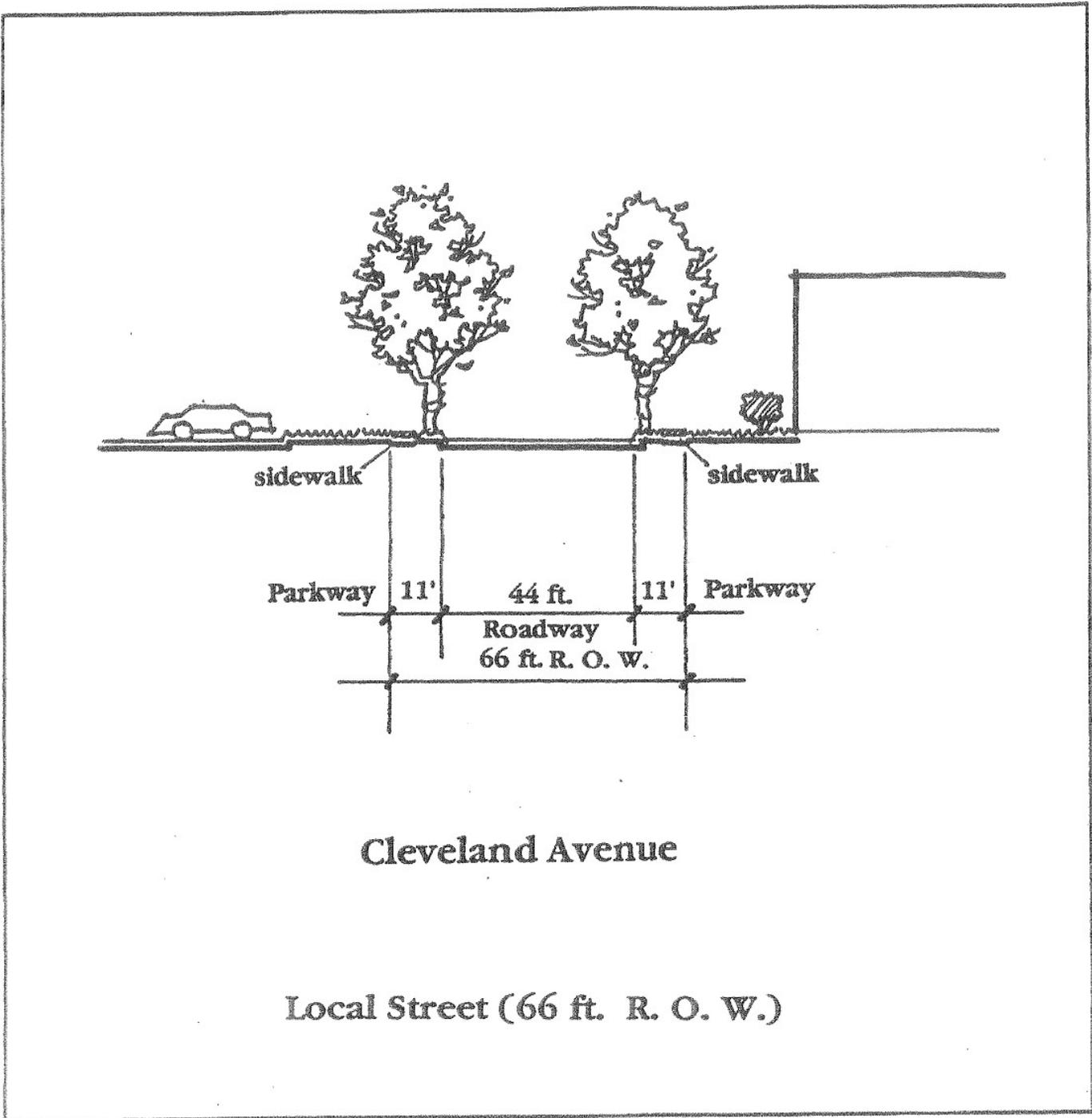


figure 5-4
Local Street Classification
Development Guidelines and Standards

**TABLE 5-4
STREETSCAPE LANDSCAPING THEME**

Street	Tree Types/Species	Planting Provisions/Treatments	Median
<p>1. Milliken Avenue (Special City Gateway Blvd.)</p>	<p>Street Trees:</p> <ul style="list-style-type: none"> • <i>Braachychiton populneus</i> (70%) (Bottle tree) • <i>Liquidambar straciflua</i> (30%) (Palo Alto Sweet Gum) <p>Planning Areas VII and IX (additionally permitted street trees):</p> <ul style="list-style-type: none"> • <i>Washingtonia filifera</i> (California Fan Palm) • <i>Washingtonia robusta</i> (Mexican Fan Palm) <p>Accent Trees</p> <ul style="list-style-type: none"> • <i>Albizia julibrissen</i> (Silk Tree) • <i>Lagerstroemia indica</i> (Crape Myrtle) • <i>Cinnamomum camphora</i> (Camphor Tree) 	<ul style="list-style-type: none"> • 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 <p>Planning Areas VII and IX (alternative permitted provisions):</p> <p>Foreground:</p> <ul style="list-style-type: none"> • California Fan Palm or Mexican Fan Palm • Formal placement • Average Spacing: 40 ft. on center (double row) <p>Background:</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Existing (in-place)
<p>2. Fourth Street^a (Major Arterial)</p>	<p>Street Trees: Foreground</p> <ul style="list-style-type: none"> • <i>Platanus acerifolia</i> London Plane Tree) <p>Street Trees: Background</p> <ul style="list-style-type: none"> • <i>Pinus canariensis</i> (Canary Island Pine) <p>Planning Area VII (additionally permitted foreground street tree):</p> <ul style="list-style-type: none"> • <i>Washingtonia filifera</i> (California Fan Palm) <p>Planning Area VII (additionally permitted background street tree):</p> <ul style="list-style-type: none"> • <i>Platanus acerifolia</i> (London Plane Tree) <p>Planning Area VII (accent tree):</p> <ul style="list-style-type: none"> • <i>Lagerstroemia indica</i> (Crape Myrtle) 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Per Wildan Assoc. street plan. • Median landscape responsibilities between City of Rancho Cucamonga and Ontario to be determined.

Rancho Cucamonga IASP Sub-Area 18 Specific Plan Amendment

Street	Tree Types/Species	Planting Provisions/Treatments	Median
<p>3. Sixth Street^a (Major Arterial)</p>	<p>Street Tree:</p> <ul style="list-style-type: none"> • <i>Magnolia grandiflora</i> (Majestic Beauty Magnolia) <p>Planning Area IX (additionally permitted street trees):</p> <ul style="list-style-type: none"> • <i>Washingtonia filifera</i> (California Fan Palm) • <i>Washingtonia robusta</i> (Mexican Fan Palm) 	<ul style="list-style-type: none"> • Semi-formal/regular • Tree spacing: 30 ft. on center <p>Planning Area IX (alternative permitted provisions):</p> <p>Foreground:</p> <ul style="list-style-type: none"> • California Fan Palm or Mexican Fan Palm • Formal placement • Average Spacing: 40 ft. on center (double row) <p>Background:</p> <ul style="list-style-type: none"> • Majestic Beauty Magnolia • Semi-formal/regular • Tree spacing: 30 ft. on center 	<p>Per City Master Plan for Sixth Street.</p>
<p>4. Utica Avenue (Existing Street)</p>	<p>Street Tree:</p> <ul style="list-style-type: none"> • <i>Pinus canariensis</i> (Canary Island Pine) 	<ul style="list-style-type: none"> • Semi-formal/regular • Tree spacing: 25 ft. on center • Incorporate existing mature General Dynamics street landscaping to the extent possible. 	<p>N.A.</p>
<p>5. Cleveland Avenue (Local Street)</p>	<p>Street Tree:</p> <ul style="list-style-type: none"> • <i>Pinus canariensis</i> (Canary Island Pine) 	<ul style="list-style-type: none"> • Semi-formal • Tree spacing: 25 ft. on center 	<p>N.A.</p>
<p>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.</p>			

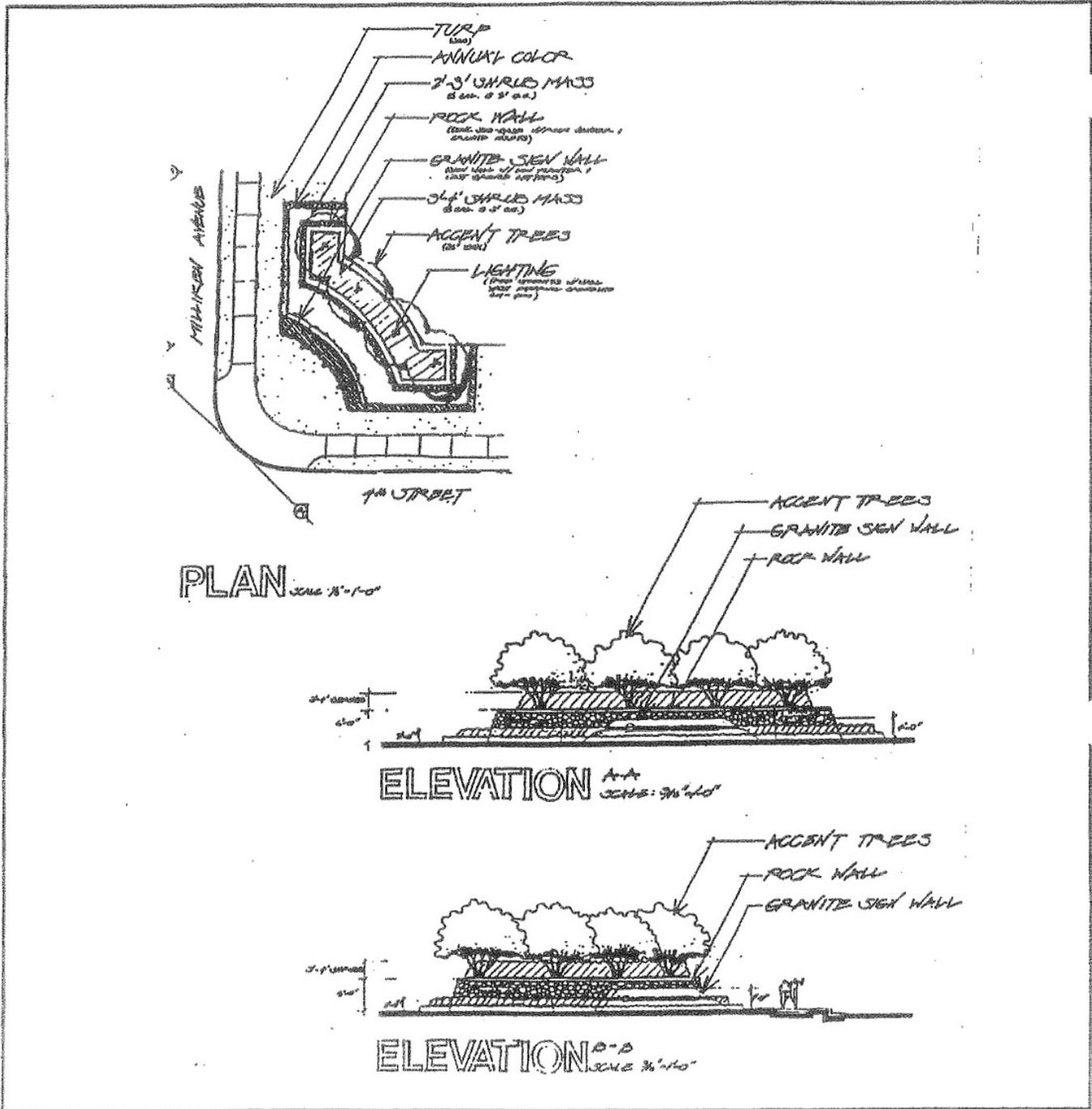


figure 5-5
City Gateway Feature

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.
- 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 Planning Area I shall, when developed, provide a minimum 10-foot-wide building and parking landscape setback that complements the adjacent landscaping. A minimum 6-foot high view fence may be provided that will facilitate view windows and security while restricting unwanted pedestrian or vehicular access.
 - At parking lot and service area locations, landscaping (trees and shrubs) shall intensified to screen them from view of Planning Area I.
 - At building locations, trees should be placed to help frame views of the 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 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 areas of major design emphasis (entrances, etc.). Ground covers, 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, 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

5.4 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							
	II	IV	V	VI	VII	VIII	IX	X
Minimum Parcel Size (Acres)	1	1	1	1	1	1	1	1
Minimum Percentage of Landscape Area (% of Net Lot Area)	15	15	15	15	10	10	31	10
Performance Standard (Schedule)	A	A	A	A	B	B	B	B
Maximum Floor Area Ratio (FAR)/ Residential Density	0.35	0.35	0.35	0.35	0.70 14-24 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.

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 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 may waive screening requirements where future building expansion would serve to screen an abutting storage area.

Security Fences and Walls

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.
- 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.
- 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. Chain link fencing may be used in areas not visible from public areas and along railroad track frontage, when approved by the Planning Director
- Security gates are subject to review and approval by the Fire and Police Departments to ensure adequate emergency access.

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.

TABLE 5-7 STREETScape SETBACK REQUIREMENTS - DELETED

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 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
- 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

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: 1 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.
- 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 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 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 10 feet.
- There shall be no minimum landscape coverage requirements, except that which is necessary for screening purposes as determined by the Planning Director.
- 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 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.

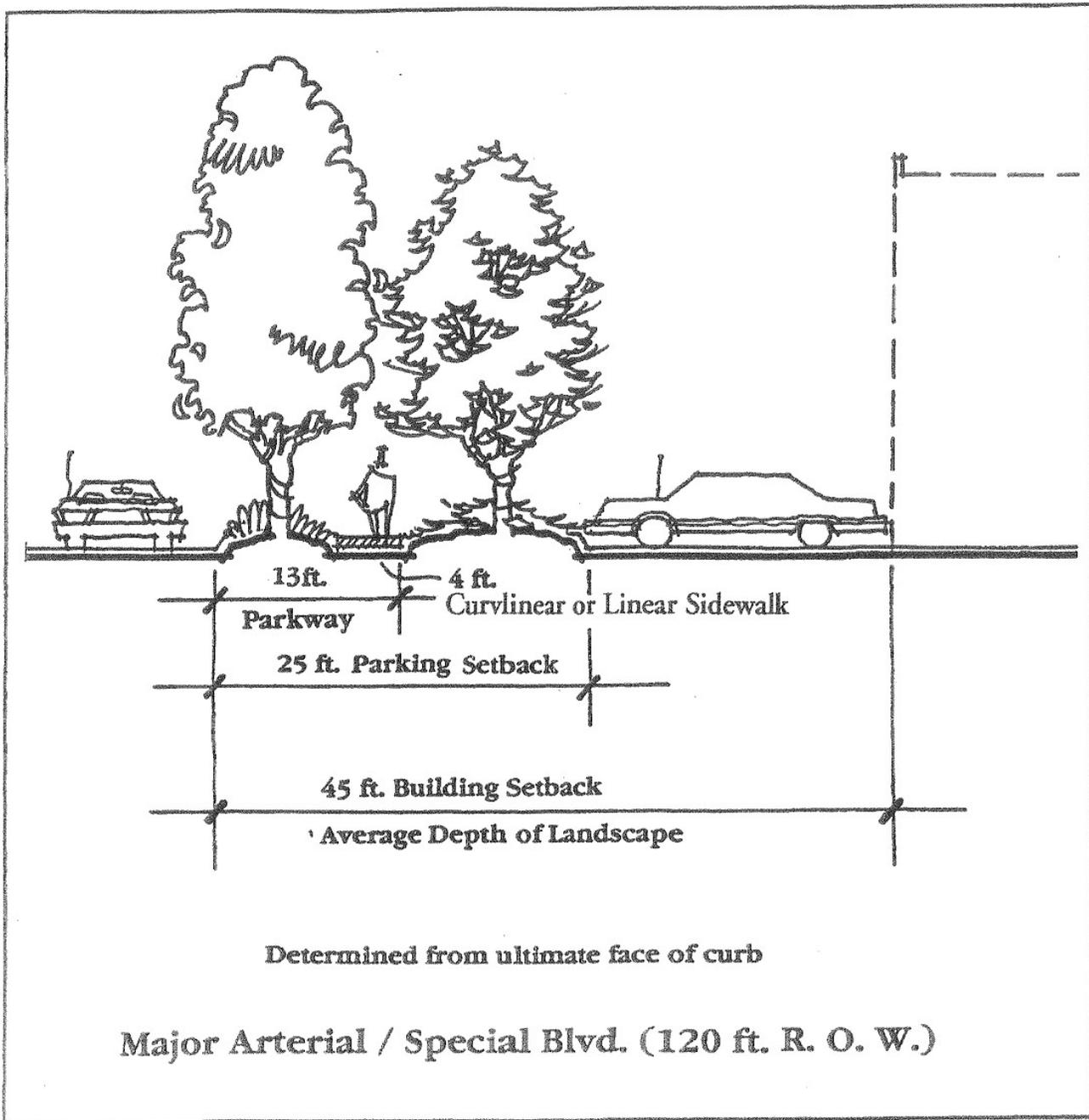
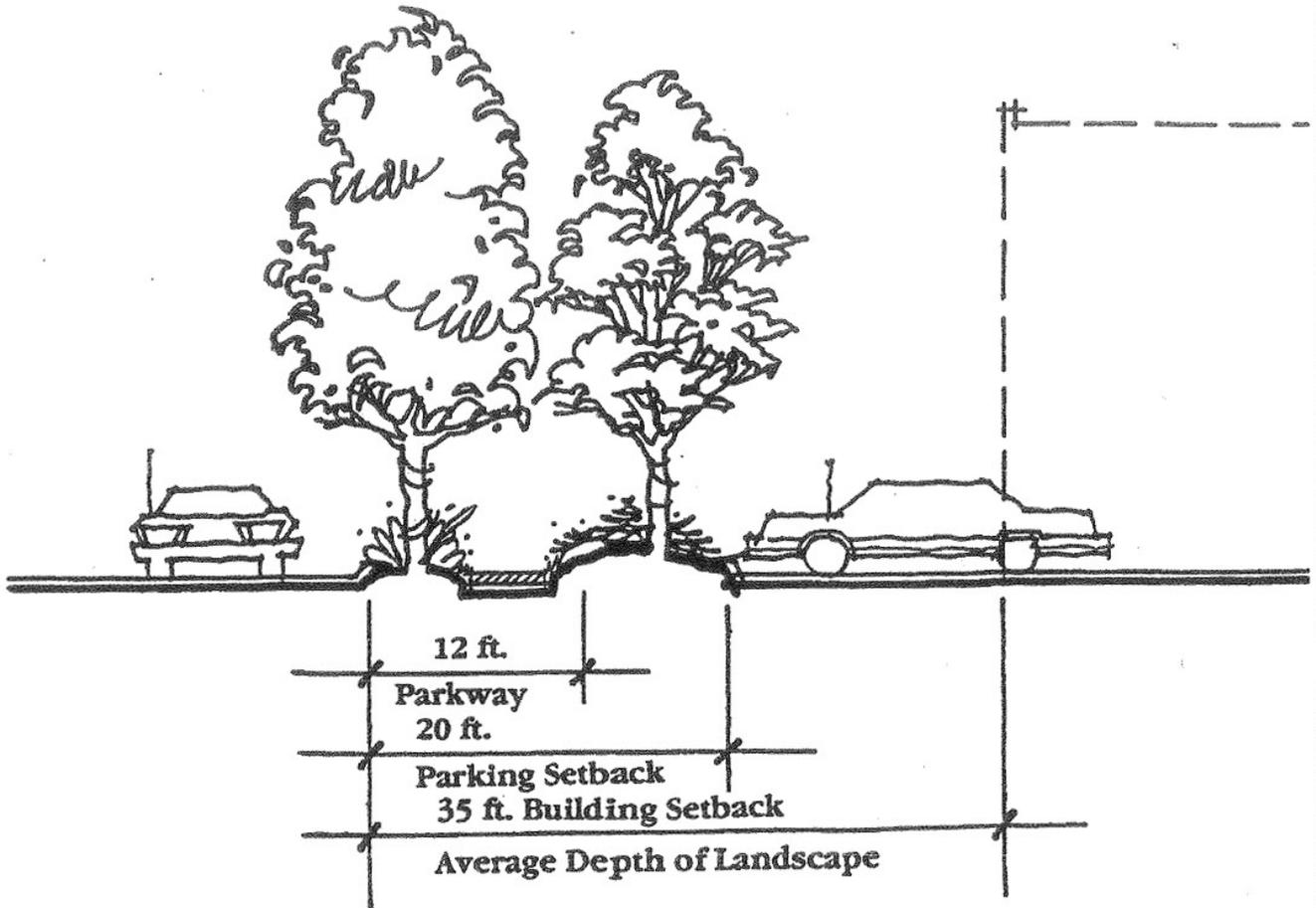


figure 5-6
Streetscape Setback Requirement—Major Arterial/Special Boulevard



Determined from ultimate face of curb

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

figure 5-7
Streetscape Setback Requirements—Secondary Street

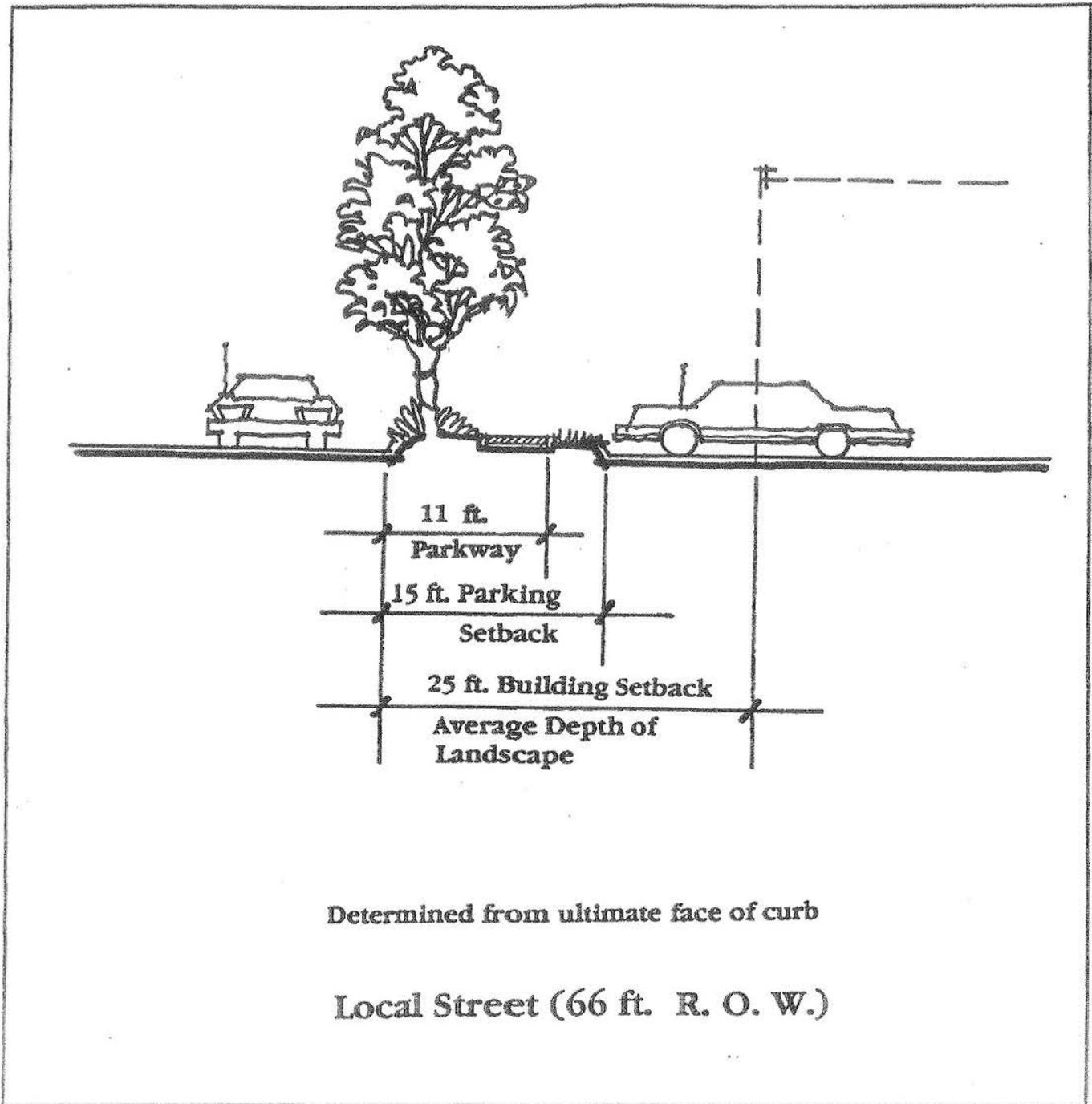


figure 5-8
Streetscape Setback Requirement—Local Street

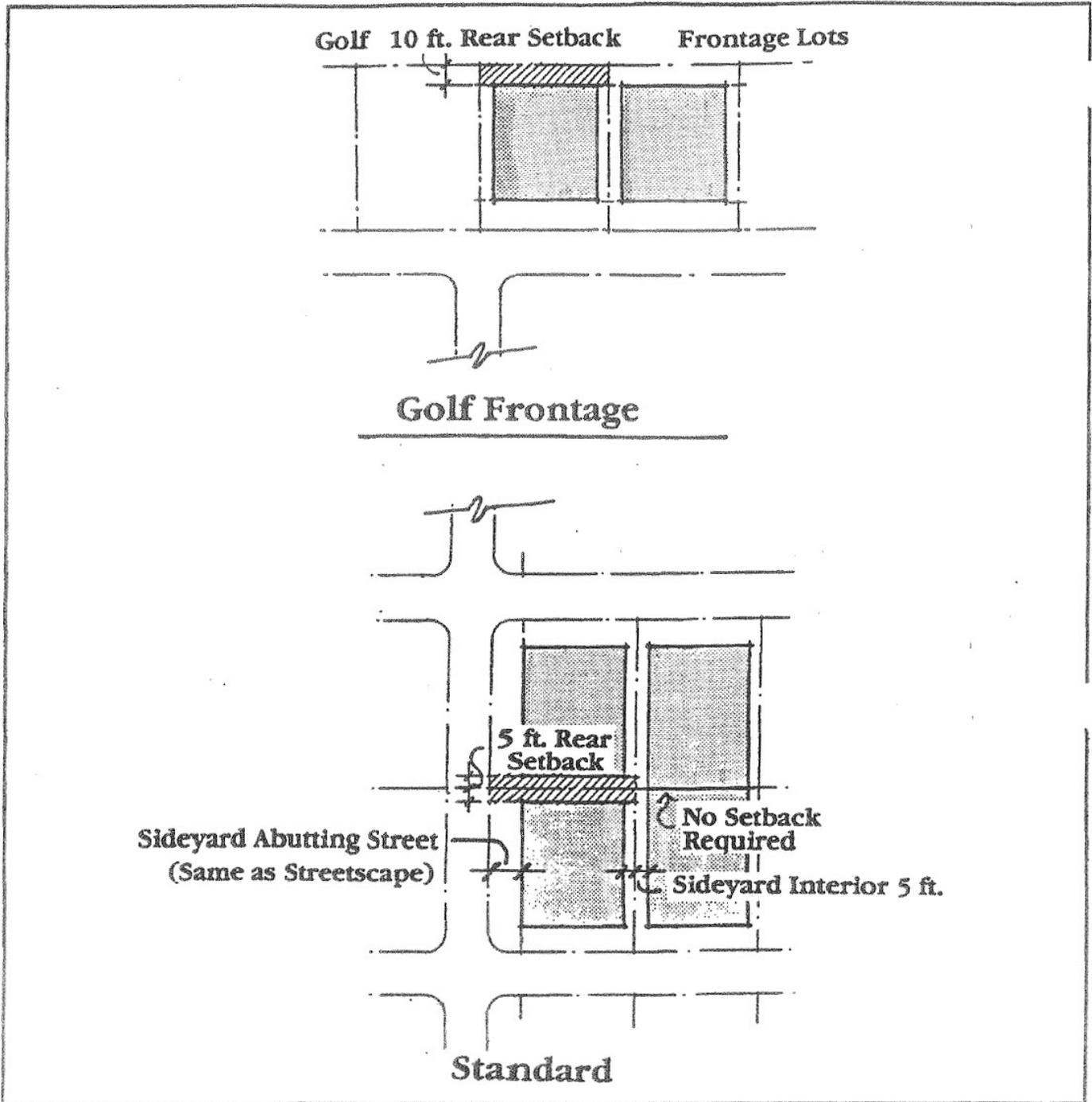


figure 5-9
Building Setback Requirements-Rear and Side Yards

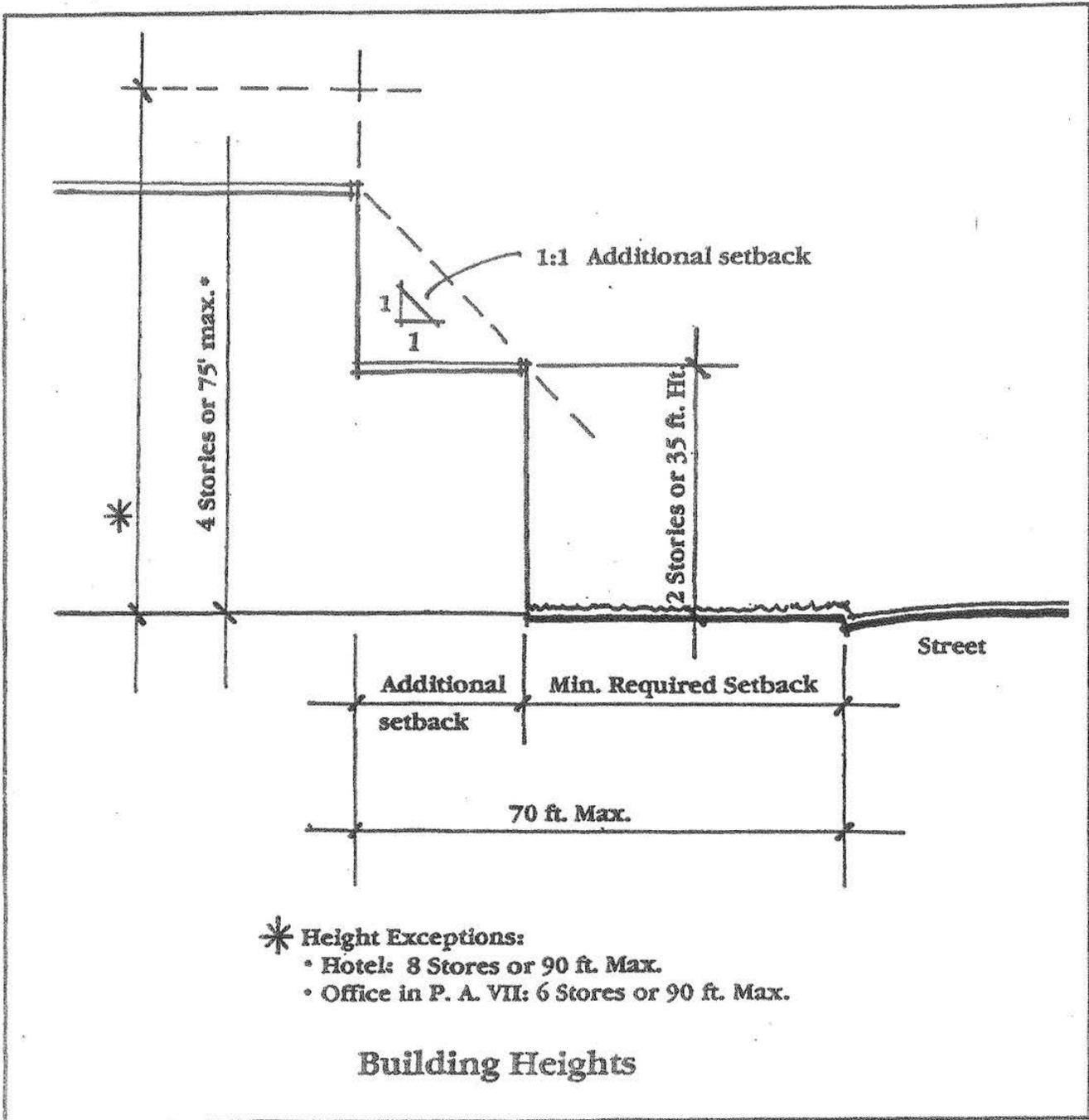


figure 5-10
Building Height Setback

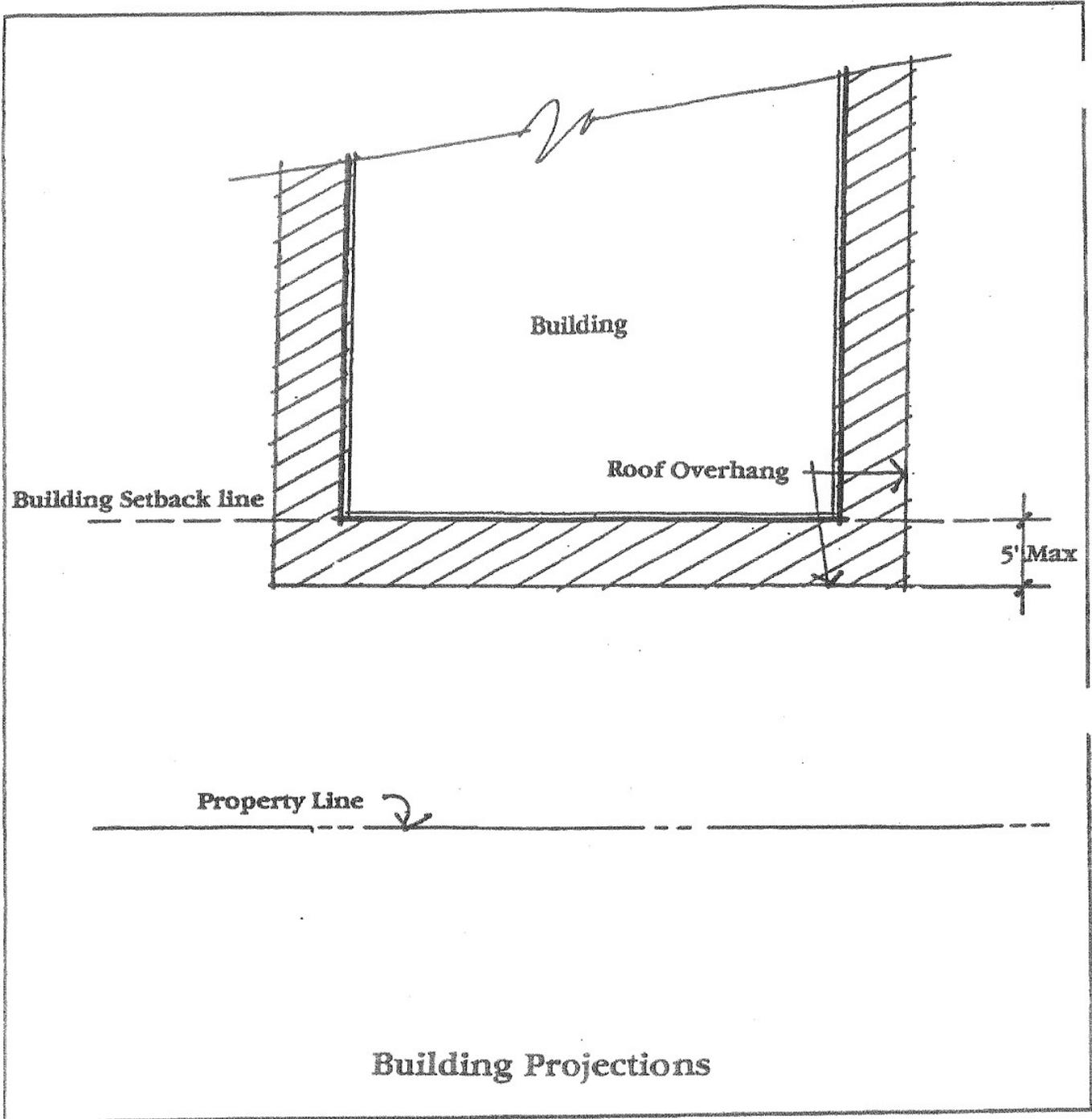


figure 5-11
Building Projections
Development Guidelines and Standards

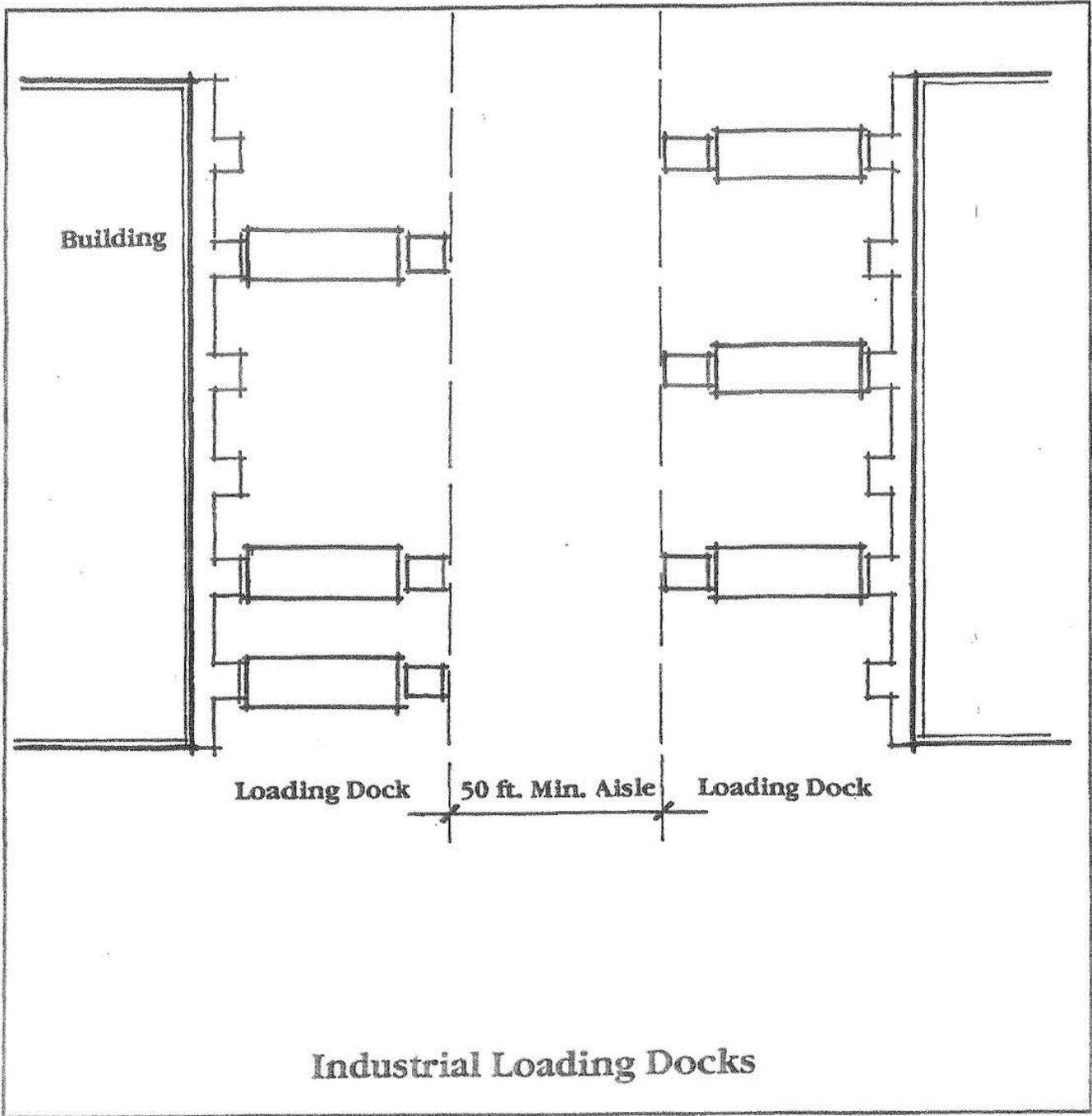


figure 5-12
Industrial Loading Dock Requirements
Development Guidelines and Standards

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. Outdoor barbecue with counter space
6. 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

WELLNESS CENTER AMENITIES

17. Receptionist and message board with mail center
18. Billiards
19. Porches
20. Multi-purpose classroom/theater
21. Kitchen, juice bar, and cafe
22. Wellness director services
23. Healthy strides fitness room
24. Research library
25. Hobby and craft room
26. Computer stations with business center
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

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. Personal garden area
10. Open space/recreational area
11. Walking trail along Planning Area I
12. Par course
13. Movie theater with THX Surround Sound
14. State-of-the-art exercise facility
15. Game room
16. Teaching kitchen
17. Community room
18. Bocce ball court

**TABLE 5-8
PERFORMANCE STANDARDS**

CLASS A	CLASS B	CLASS C
<p>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.</p>	<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>	<p>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.</p> <p>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.</p>
<p>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.</p>	<p>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.</p>	<p>Vibration: No vibration shall be permitted which can be felt with or without the aid of instruments at or beyond the lot line.</p>

**TABLE 5-8 (continued)
PERFORMANCE STANDARDS**

<p><u>Particulates Matter and Air Contaminants:</u> 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.</p>	<p><u>Particulate Matter and Air Contaminants:</u> 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.</p>	<p><u>Particulate Matter and Air Contaminants:</u> 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.</p>
<p><u>Odor:</u> 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.</p>	<p><u>Odor:</u> 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.</p>	<p><u>Odor:</u> 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.</p>
<p><u>Humidity, Heat, and Glare:</u> 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.</p>	<p><u>Humidity, Heat, and Glare:</u> 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.</p>	<p><u>Heat, Cold, and Glare:</u> 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.</p> <p>No operation, activity, sign, or lighting fixture shall create 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.</p>
<p>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 weighting factor applied during the night time period (10 p.m. to 7 a.m.).</p>		

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.

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), 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; 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.

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..

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 existing building parcels (Parcels II, IV, and V).

6.2.4 DEVELOPMENT/DESIGN REVIEW

1. Projects Requiring Development/Design Review

An application for Development/Design Review as set forth in Section 17.20.040 Design Review of the City Development Code. 3

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-Area 18 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 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 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 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 be 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 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.

6.3.4 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.

6.3.5 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.

6.3.6 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

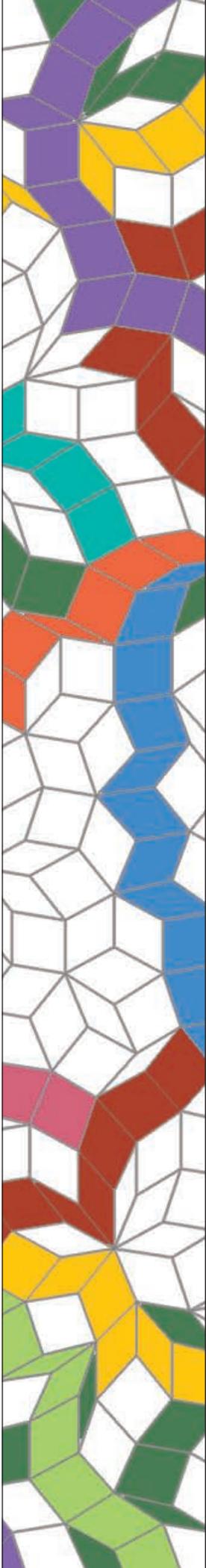
The Sub-Area 18 Specific Plan phases of development and redevelopment within the Sub-Area 18 Specific Plan are dependent upon the market and the ability to attract future end-users, are subject to City review and approval.

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 be designed as individual projects proceed.

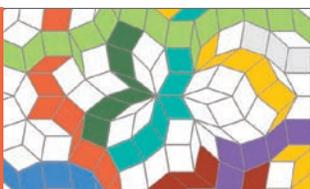


PLANNING AREA I

MIXED USE INFILL AREA

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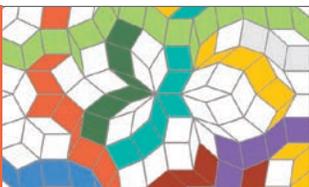


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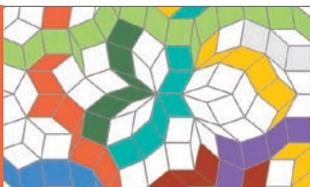
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7.1 Introduction

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

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

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

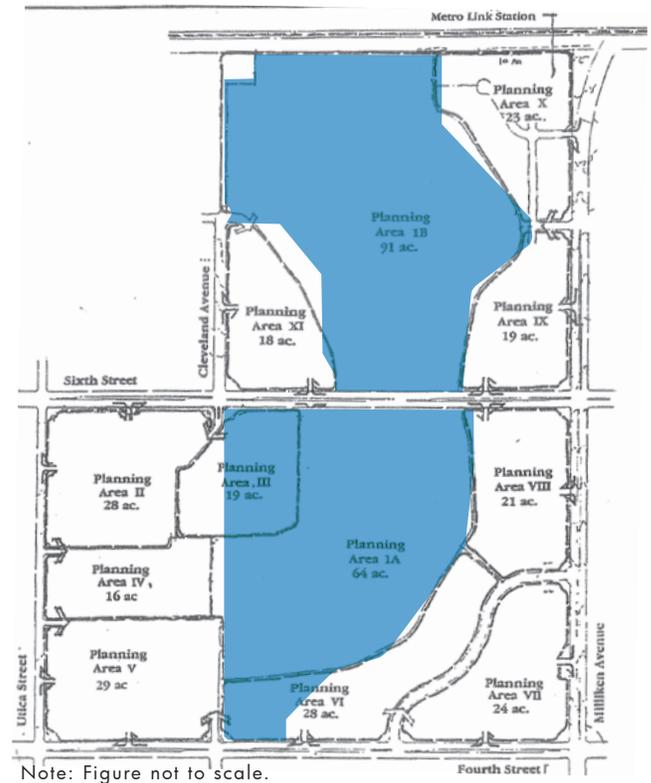


Figure 7.1: Planning Area I

7.1.1 Specific Plan Context

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

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

A. Proposed Amendment

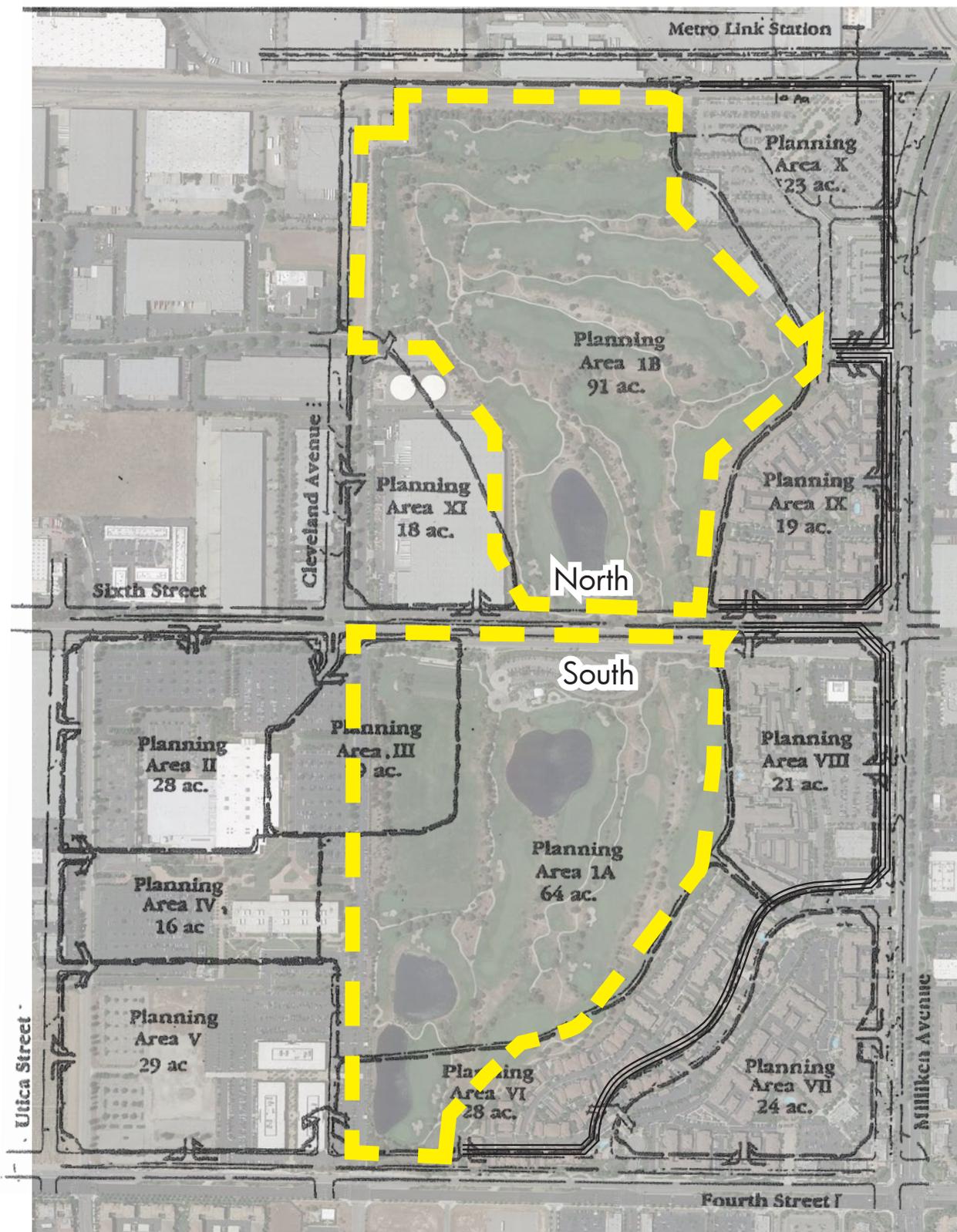
The adoption of this Specific Plan amendment by ordinance will establish the “Mixed Use” general plan designation and govern the future development of PAI.

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

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

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





Note: Figure not to scale.

Figure 7.2: PAI Context

7.2 Community Vision

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

7.2.1 Design Goals

The following are the fundamental goals for community design:

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

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

Placetypes

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

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



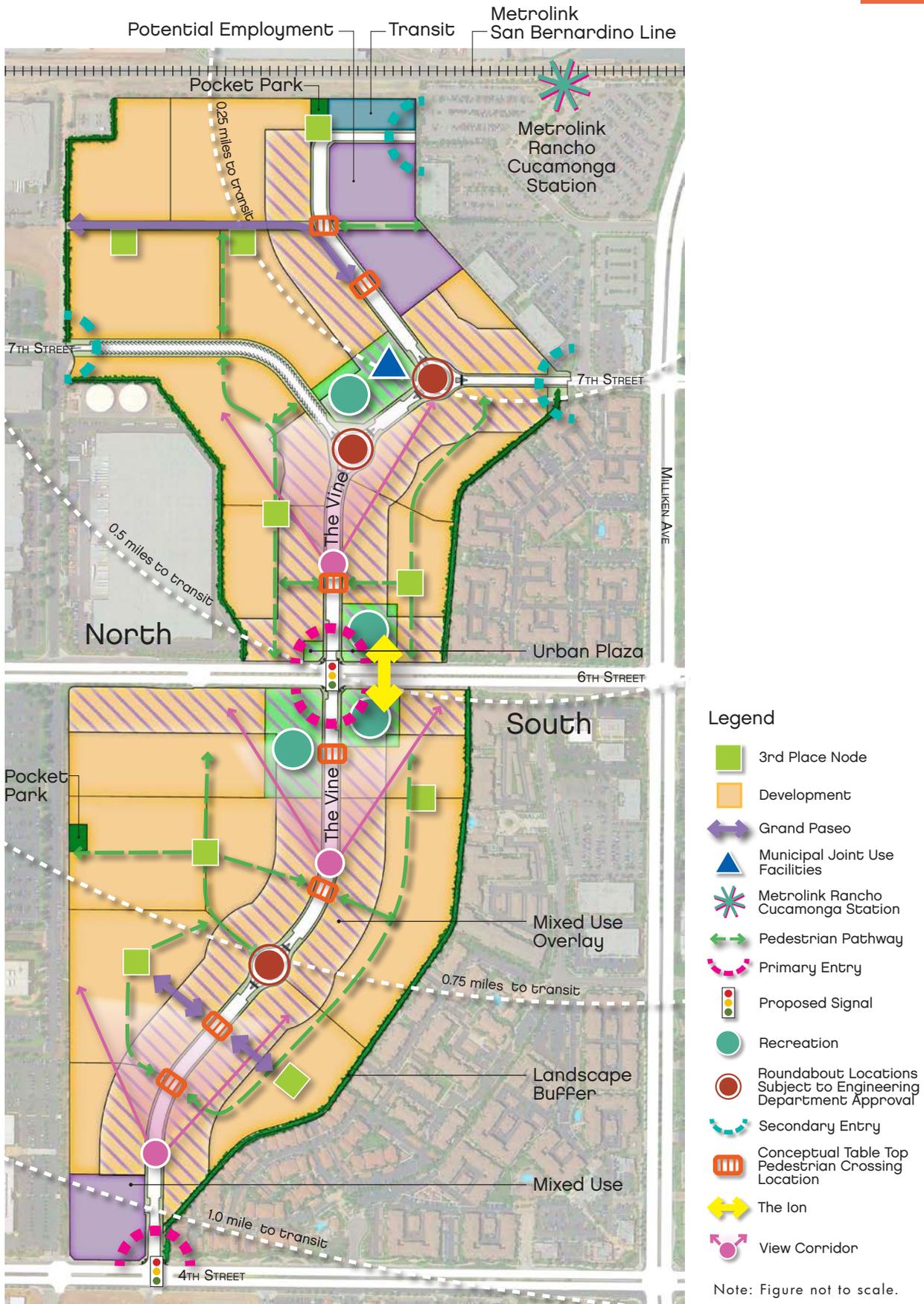


Figure 7.3: Design Concept

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

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

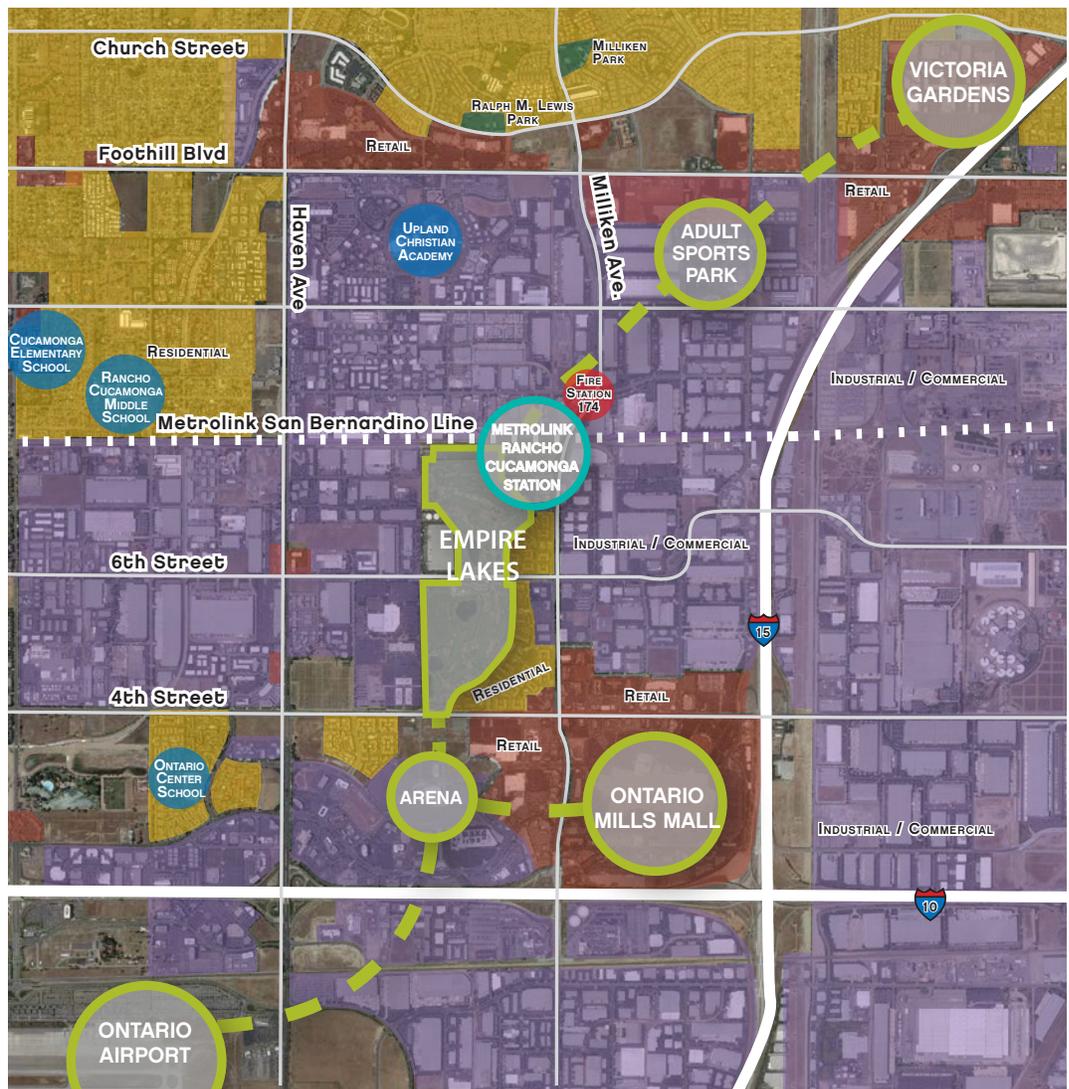


Figure 7.4: Regional Activity Context

Note: Figure not to scale.



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

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

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

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

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



3rd Place Spaces



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



Examples of sustainable landscape

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

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

Other sustainable features include:

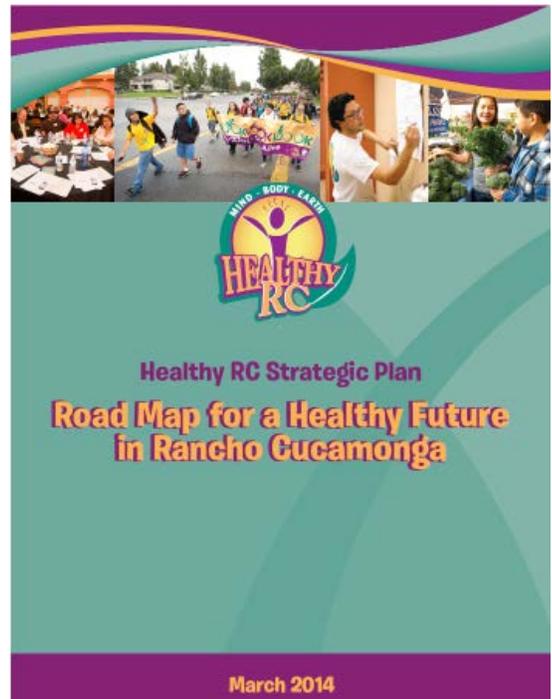
- Minimizing the amount of paved area of roadways, sidewalks, driveways, and parking areas to the extent feasible.
- Breaking up of large areas of impervious surface areas and directing stormwater flows away from these areas.
- Providing runoff storage dispersed though the site through bioretention facilities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



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

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

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



Healthy RC Strategic Plan



7.2.2 Community Framework

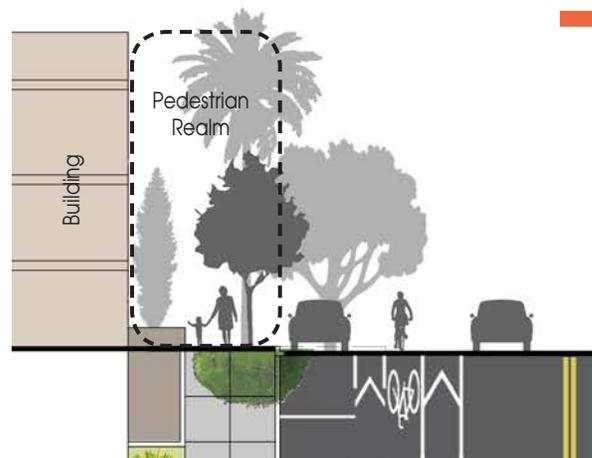
A. The Vine

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

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

Pedestrian Realm

The pedestrian realm extends from the curb edge to the building frontage. This pedestrian-dominated space is an integral part of the streetscape, necessary to balance the use of the streets for vehicle movement and pedestrian access. Amenities that contribute to a comfortable and inviting pedestrian realm may include hardscape, planting, seating, dining or patio areas, and bicycle parking. A quality pedestrian realm will connect the different functions and public spaces of the community and invite people to walk, cycle, and use public transit.



Note: Figure not to scale.



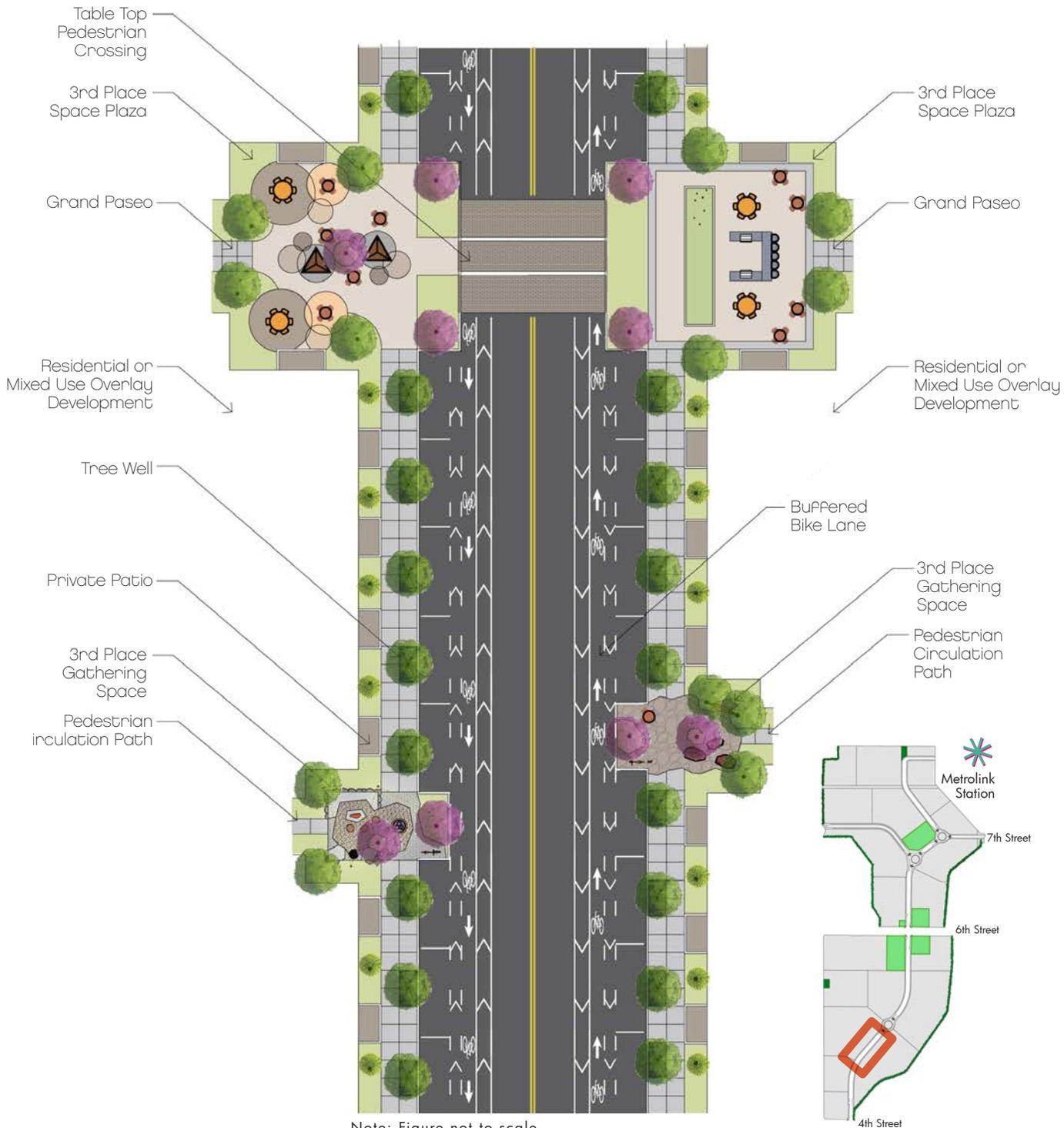


Figure 7.5: Conceptual Vine



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

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

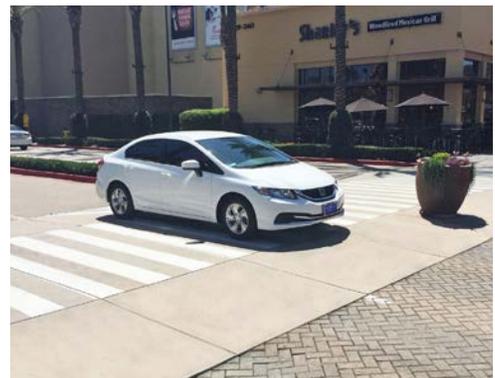
- A continuous community spine connecting 4th Street to the Metrolink station via the Vine.
- Seamless pedestrian connections via the Ion (the 6th Street underpass) without crossing a major arterial.
- Local streets designed to serve vehicular and pedestrian circulation equally with narrower or compact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

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

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

Table Top Pedestrian Crossing

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



B. The Ion

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



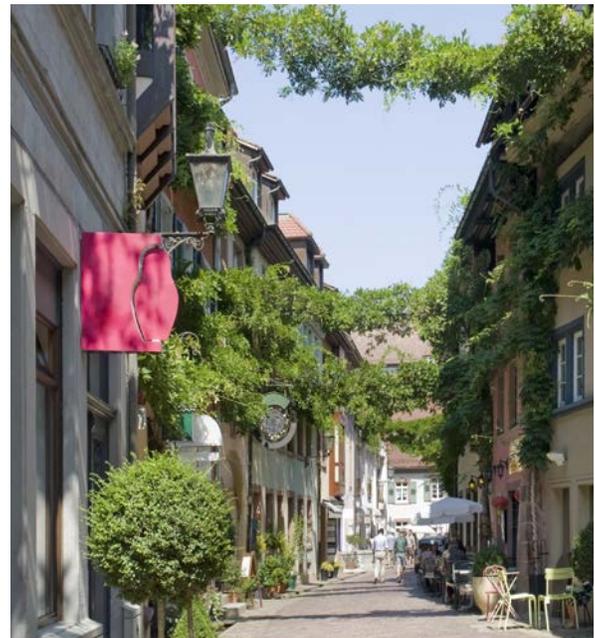
Conceptual rendering of the lighting design for the Ion underpass

C. 3rd Place Spaces

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

- Grand Paseos
- Pathways
- Gathering spaces

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



Inspirational imagery for creating memorable 3rd Place spaces



Example of articulated massing



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

D. Mixed use Architecture and Site Planning

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

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

7.3 Urban Design Standards

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

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

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



7.3.1 Development Potential

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

A. Maximum Development

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

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

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

B. Mixed Use Development

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

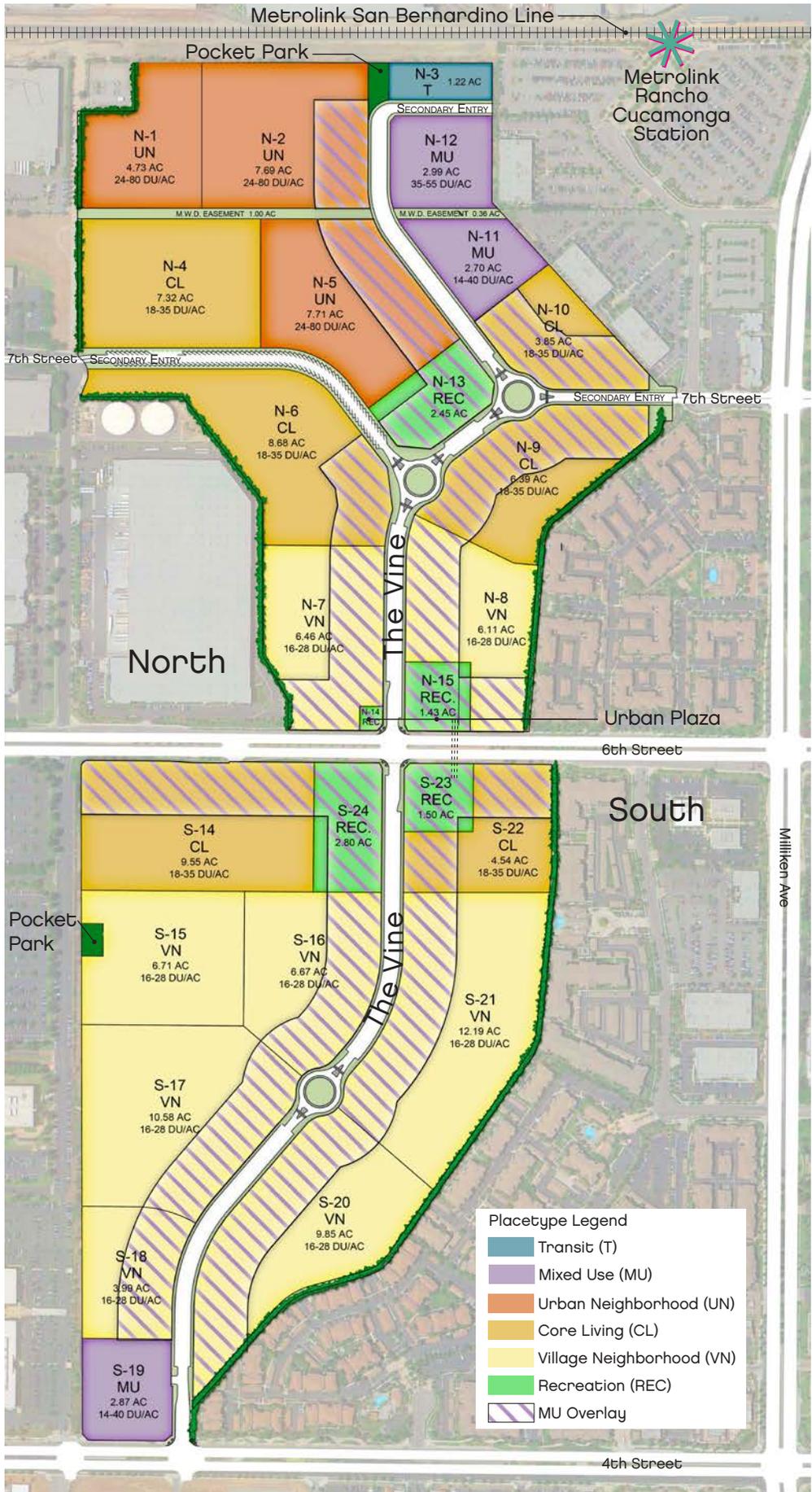


Figure 7.6: Conceptual Development Plan by Placetype

Note: Figure not to scale.





Table 7.1: PAI Development Program

North of 6th Street					
Placetypes	Acres ⁽¹⁾	Non-Residential Max SF	Residential		
			Permitted Density Range ⁽²⁾	Minimum Permitted Units ⁽²⁾	Maximum Permitted Units ⁽²⁾
Transit (T)	1.2	25,000 ⁽³⁾	-	-	-
Mixed Use (MU)	2.7	75,000 combined	14-40	0	108
	3.0		35-55	0	164
Urban Neighborhood (UN)	20.1	-	24-80	483	1,611
Core Living (CL)	26.2	-	18-35	472	918
Village Neighborhood (VN)	12.6	-	16-28	201	352
Potential Subtotal	65.9	100,000	17.6 - 47.9	1,157	3,153
Net Developable Minimum Required ⁽¹⁾ / Maximum Permitted	65.9	100,000	24.2 - 30.4	1,594	2,000
Non-Developable					
Recreation (REC) including Urban Plazas	3.9	(4)	-	-	-
MWD Easement OS	1.4	-	-	-	-
Roads/Misc. OS	12.1	-	-	-	-
Non-Developable Subtotal	16.2	(4)	-	-	-
Gross Developable Minimum Required ⁽¹⁾ / Maximum Permitted	82.0	100,000	19.4 - 24.4	1,594	2,000
South of 6th Street					
Placetypes	Acres ⁽¹⁾	Non-Residential Max SF	Residential		
			Permitted Density Range ⁽²⁾	Minimum Permitted Units ⁽²⁾	Maximum Permitted Units ⁽²⁾
Mixed Use (MU)	2.9	35,000	14-40	0	115
Core Living (CL)	14.1	-	18-35	254	493
Village Neighborhood (VN)	50.0	-	16-28	800	1,400
Potential Subtotal	67.0	35,000	15.7 - 30.0	1,053	2,008
Net Developable Minimum Required ⁽¹⁾ / Maximum Permitted	67.0	35,000	15.8 - 21.7	1,056	1,450
Non-Developable					
Recreation (REC)	4.3	(4)	-	-	-
Roads/Misc. OS	7.1	-	-	-	-
Non-Developable Subtotal	11.4	(4)	-	-	-
Gross Developable Minimum Required ⁽¹⁾ / Maximum Permitted	78.4	35,000	13.5 - 18.5	1,056	1,450
PAI Total Mixed-Use Overlay					
	Acres ⁽¹⁾	Non-Residential Max SF	Residential		
			Permitted Density Range ⁽²⁾	Minimum Permitted Units ⁽²⁾	Maximum Permitted Units ⁽²⁾
Minimum Required SF North of 6th Street		20,000 ⁽⁵⁾	Consistent with underlying Placetype		
Minimum Required SF South of 6th Street	-	20,000 ⁽⁵⁾			
Maximum Mixed Use (MU) Permitted		85,000 ⁽⁵⁾			
PAI Total					
	Acres ⁽¹⁾	Non-Residential Max SF ^{(3)(4) (5)(6)}	Residential		
			Permitted Density Range ⁽²⁾	Minimum Required Units ⁽²⁾	Maximum Permitted Units ⁽²⁾
Net Developable Minimum Required ⁽¹⁾ / Net Development Total Maximum	132.8	220,000	20.0 - 26.0	2,650	3,450
Gross Developable Minimum Required ⁽¹⁾ / Gross PAI Total	160.4	220,000	16.5 - 21.5	2,650	3,450

Table notes:

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

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

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

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

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

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

7.3.2 Placetype Descriptions

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

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

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

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

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





Source: Designlens.com



A. Transit (T) Placetype

Density: Residential not permitted

Permitted Square Footage: 25,000 SF

Primary Land Use: Transit-oriented services

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

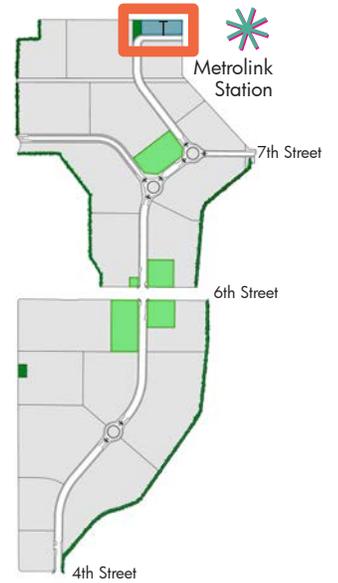
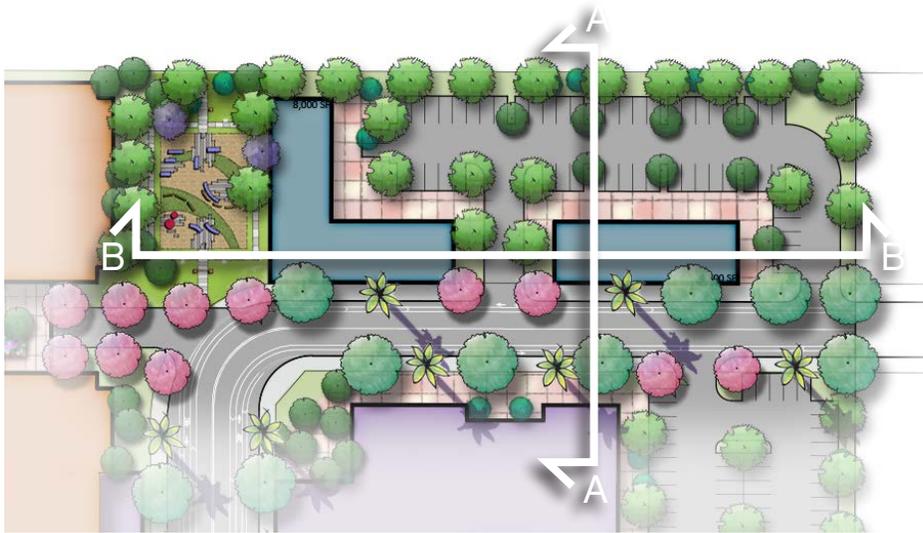
Transit-supportive uses may include, but are not limited to:

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

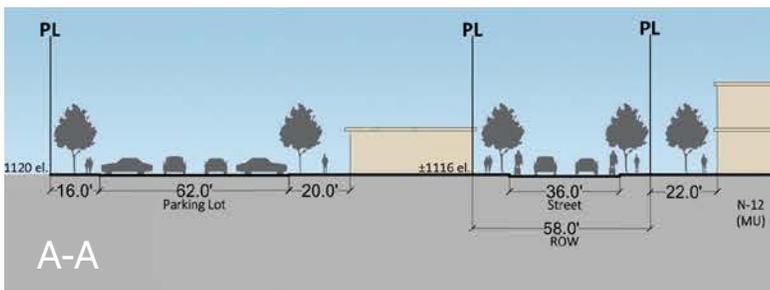


Transit Placetype inspirational images

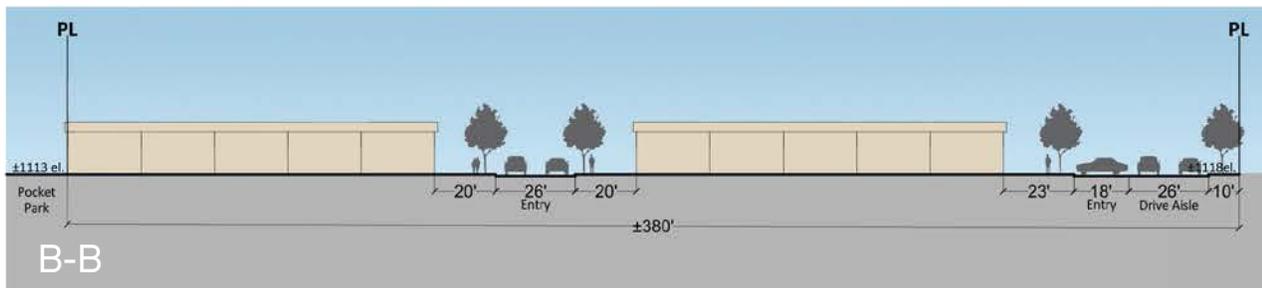




Note: Plotting may vary; figure not to scale.



Note: Figure not to scale.



Note: Figure not to scale.

Figure 7.7: Conceptual Transit Placetype Plan & Sections

B. Mixed Use (MU) Placetype

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

Permitted Square Footage: 110,000 SF

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

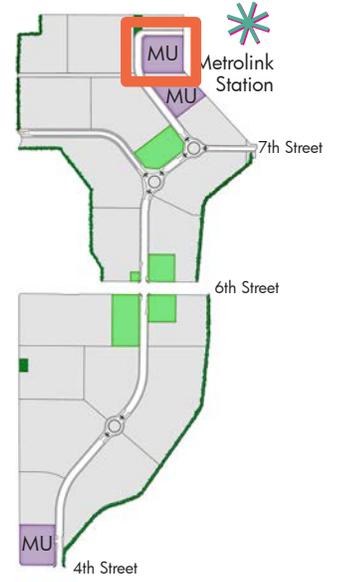
Primary Land Use: Mixed Medium-High Density Residential and Non-Residential Uses

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

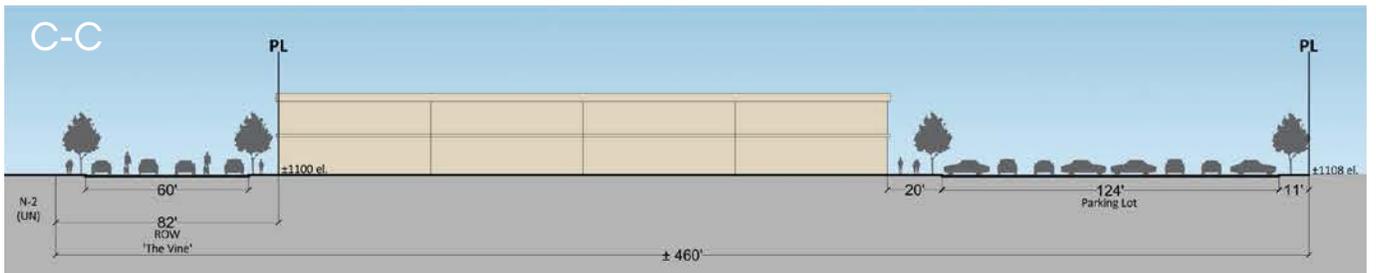


Live/work, retail, and horizontal mixed use setting inspirational images





Note: Plotting may vary; figure not to scale.



Note: Figure not to scale.

Figure 7.8: Conceptual Mixed Use Placetype Plan & Section

C. Urban Neighborhood (UN) Placetype

Density: 24-80 DU/acre

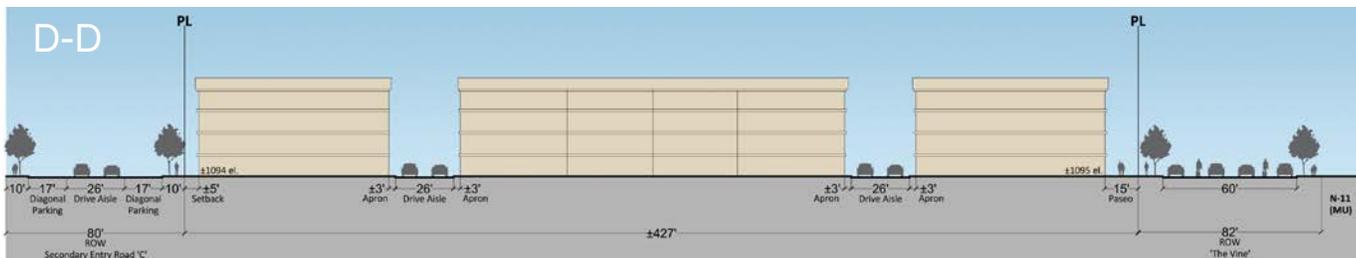
Primary Land Use: High-Density Residential

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





Note: Plotting may vary; figure not to scale.



Note: Figure not to scale.

Figure 7.9: Conceptual Urban Neighborhood Placetype Plan & Section

D. Core Living (CL) Placetype

Density: 18-35 DU/acre

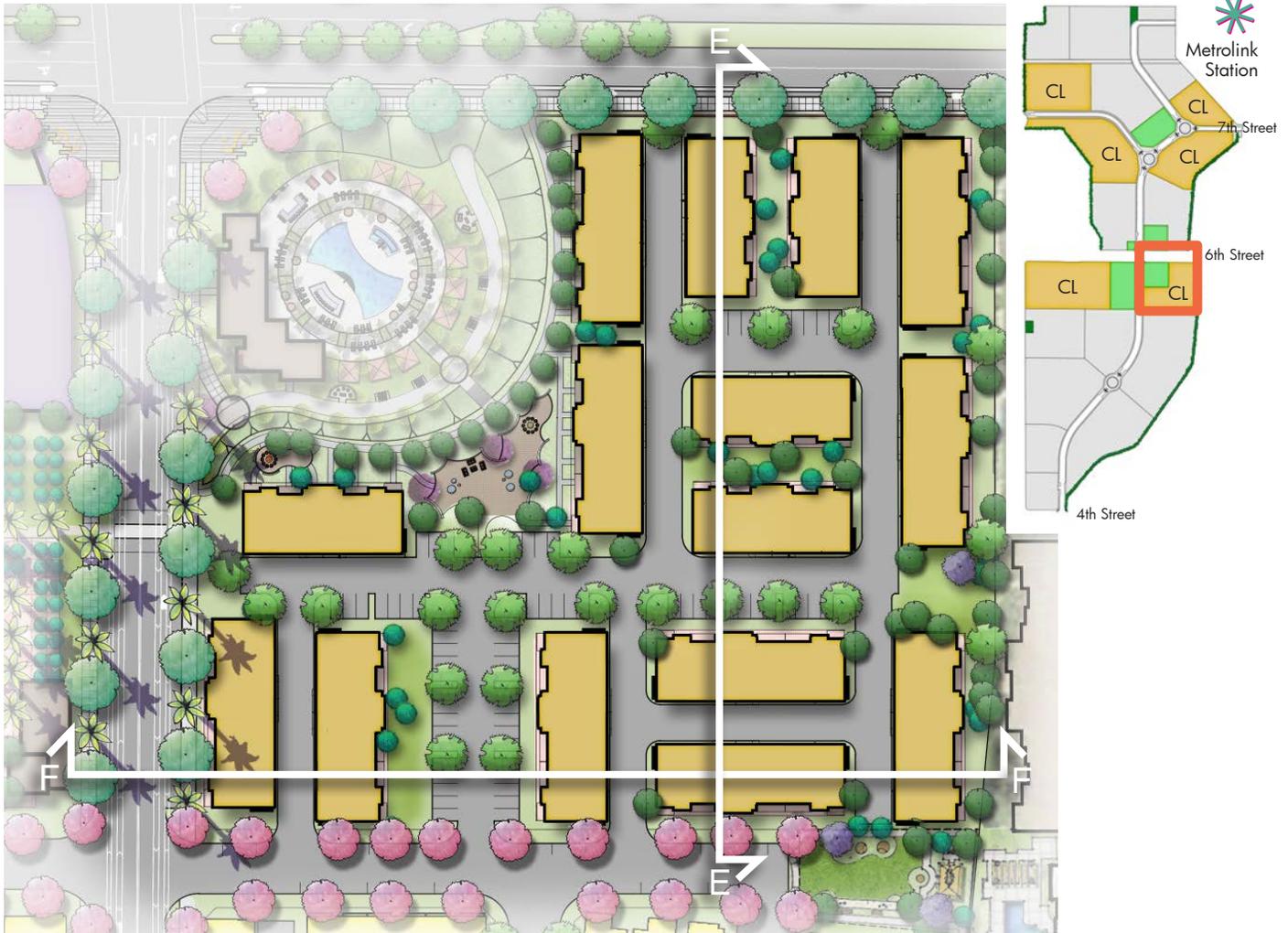
Primary Land Use: Medium-High Density Residential

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

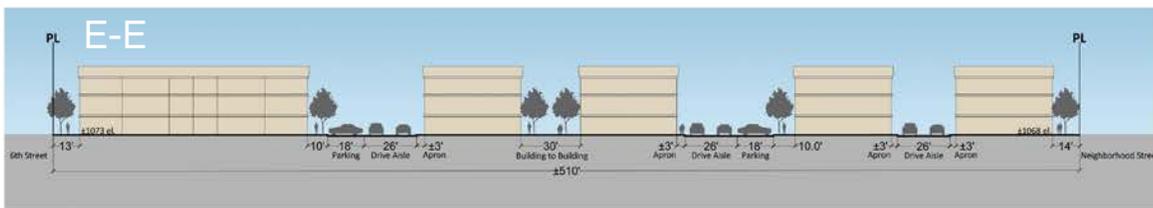


High-density inspirational images

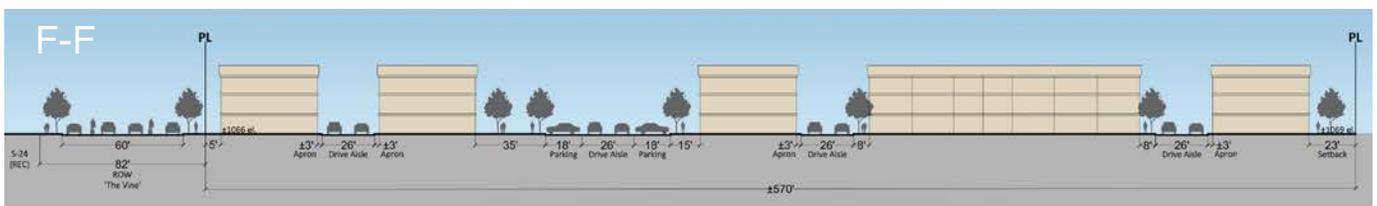




Note: Plotting may vary; figure not to scale.



Note: Figure not to scale.



Note: Figure not to scale.

Figure 7.10: Conceptual Core Living Placetype Plan & Sections

E. Village Neighborhood (VN) Placetype

Density: 16-28 DU/acre

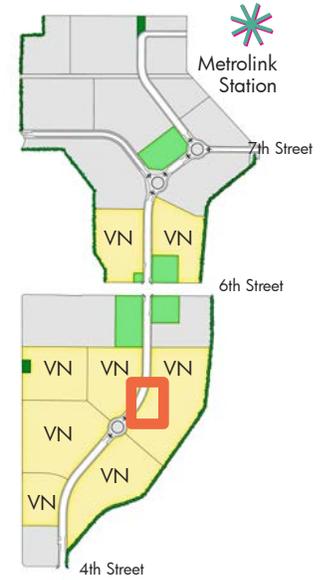
Primary Land Use: Medium Density Residential

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



Attached and detached medium density inspirational images





Note: Plotting may vary; figure not to scale.



Note: Figure not to scale.

Figure 7.11: Conceptual Village Neighborhood Placetype Plan & Section

F. Recreation (REC) Placetype

Density: Residential not permitted

Primary Land Use: Common Private & Public Recreation Amenities

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

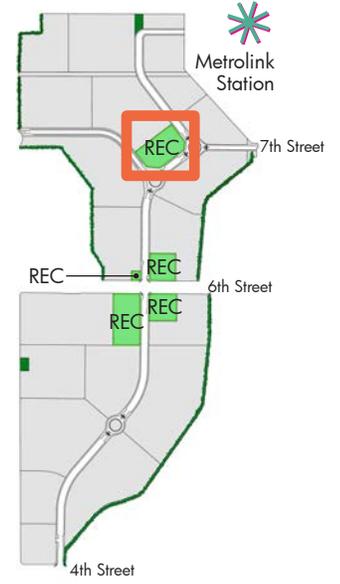
The community REC areas may include the following types of amenities:

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

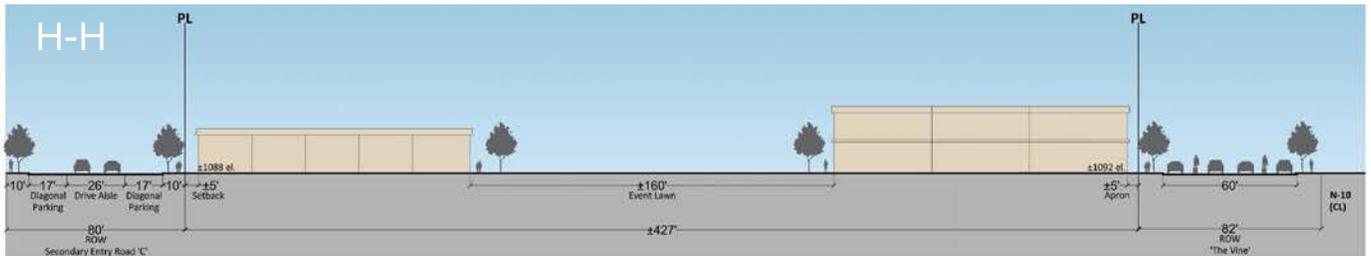


Recreation inspirational images





Note: Plotting may vary; figure not to scale.



Note: Figure not to scale.

Figure 7.12: Conceptual Recreation Placetype Plan & Section

G. Mixed Use Overlay

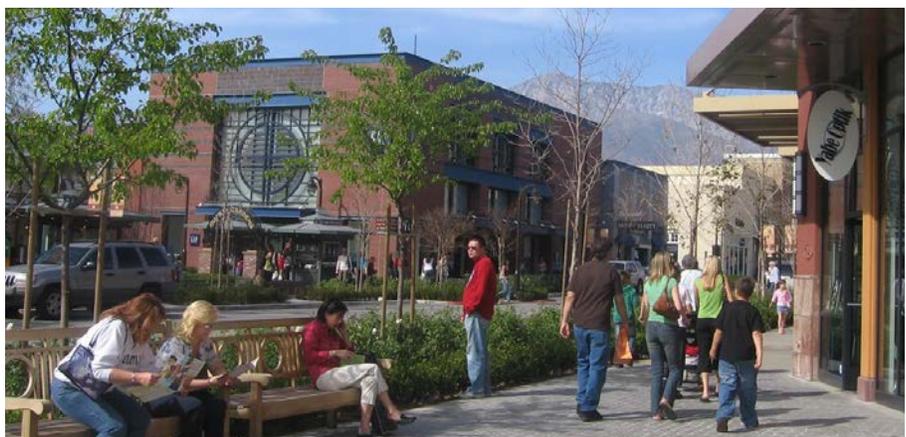
The Mixed Use Overlay, as identified in Figure 7.6: Conceptual Development Plan by Placetype, may be applied voluntarily to a parcel, or portion of a parcel. The Mixed Use Overlay provides market flexibility and added placemaking opportunities.

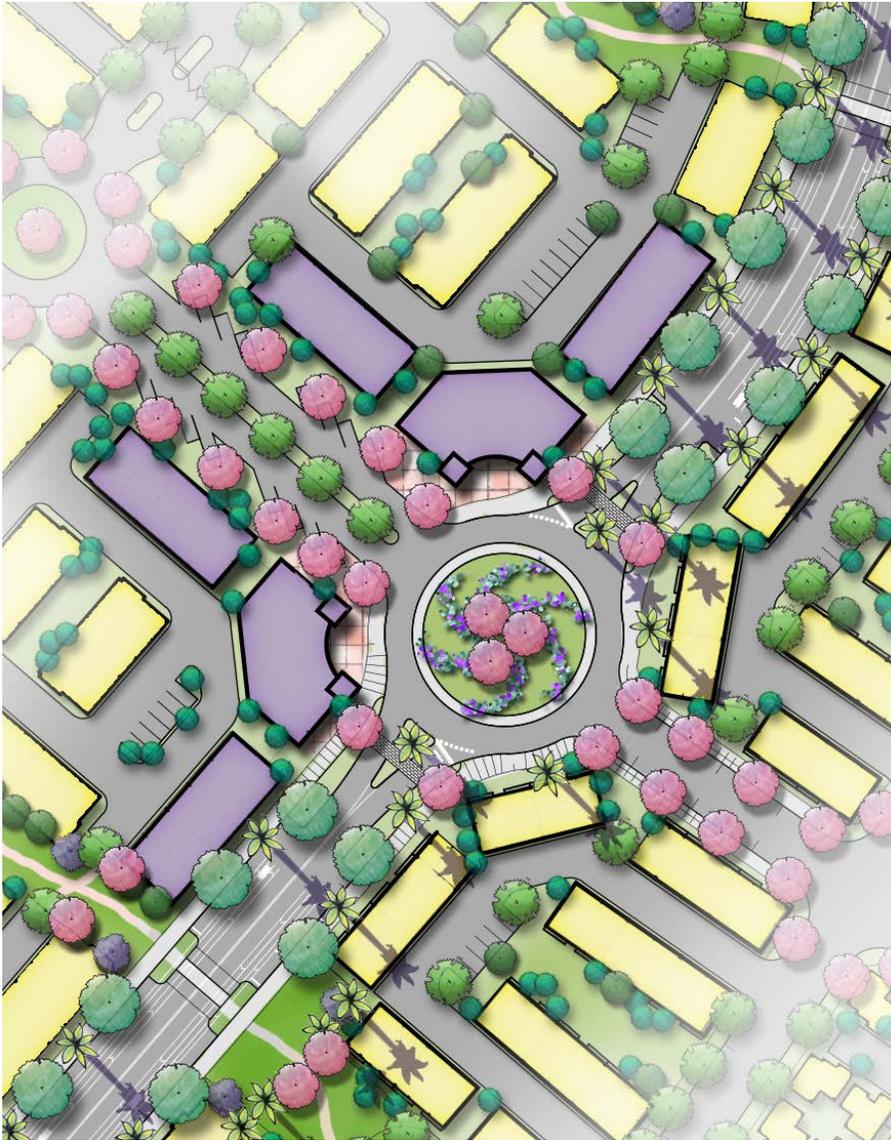
The Overlay allows a combination of residential and non-residential horizontal or vertical mixed use along the prime vehicular and pedestrian connections to add commercial and service elements. Where the Mixed Use Overlay is exercised, the non-residential uses should be carefully designed to provide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

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

Table 7.2: MU Overlay Standards

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





Note: Plotting may vary; figure not to scale.

Figure 7.13: Conceptual Mixed Use Overlay Placetype Plan



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

7.3.3 Land Use

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

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

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

7.3.4 Development Standards

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

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

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

How to Use These Development Standards

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

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



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

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

Table 7.3: Development Standards

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

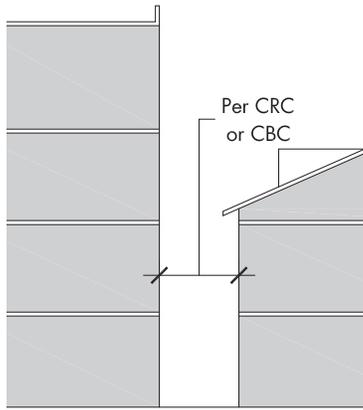
Table 7.3: Continued

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

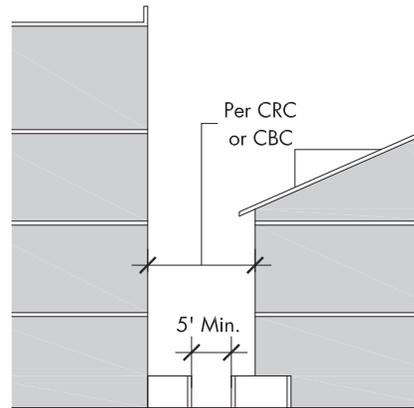
Notes:

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

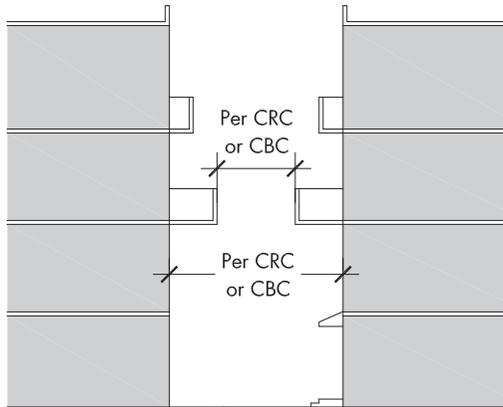




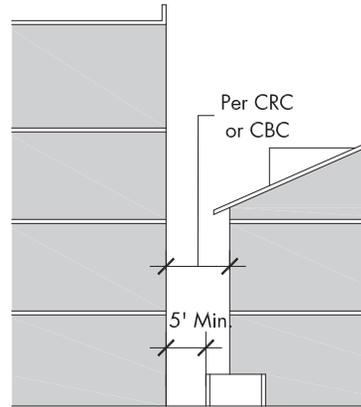
1 Between Buildings
No Patio or Balcony



2 Between Patio Fence/Wall



3 Between Balconies



4 Between Patio Fence/Wall
and Building Wall

Note: Figures not to scale.

Figure 7.14 Distance Between Building/Structure

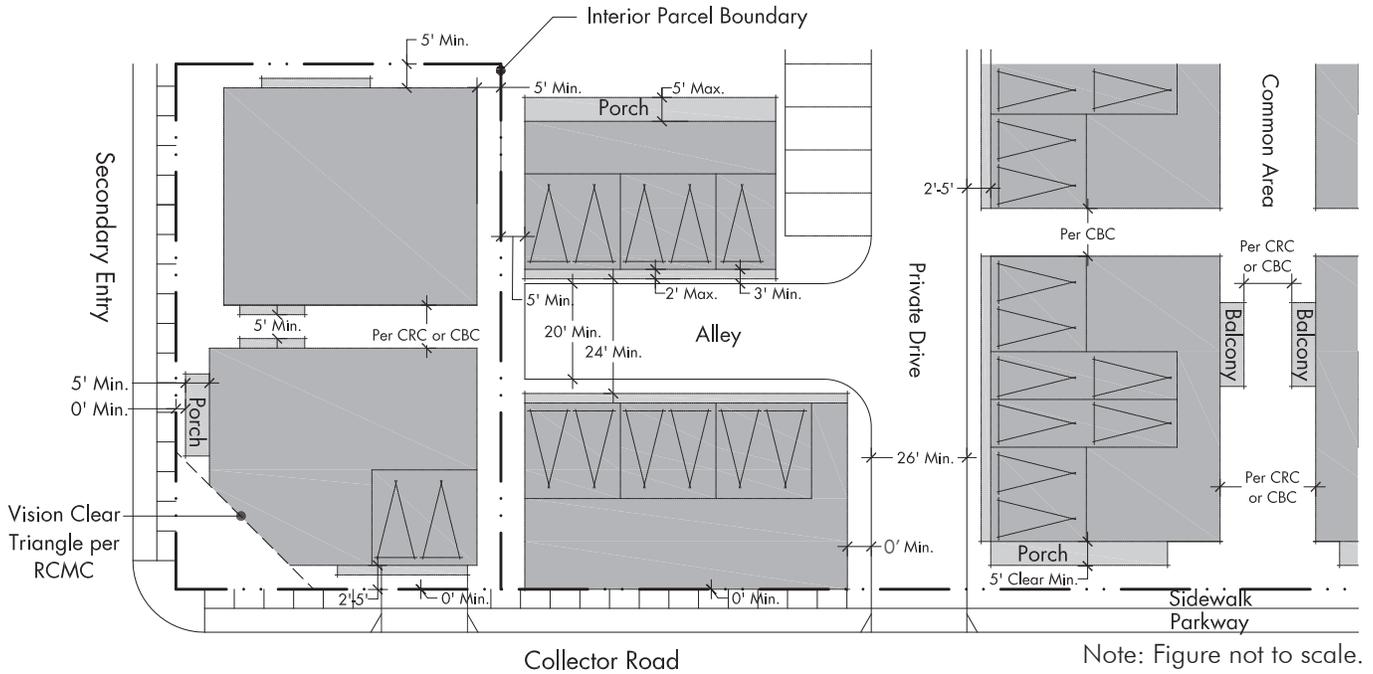


Figure 7.15 Minimum Building Setbacks

A. Setback Encroachments

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

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

Table 7.4: Permitted Encroachments

Standard	Permitted Encroachments into Required Setback	
	Adjacent to ROW	Adjacent to PAI Boundary Line
① Ground floor private or common open space	3 feet	3 feet
② Fireplaces, bay windows, cornice, eaves, sills, & similar architectural features	3 feet or per the California Building Code, whichever is less stringent	
③ Upper floor private or common open spaces & balconies (8-foot minimum vertical clearance required, measured from the floor below)	5 feet	5 feet
④ Awnings, lighting fixtures, and canopies (8-foot minimum vertical clearance required measured from the floor below)	4 feet	3 feet
⑤ Subterranean garages; 2-foot buffer required above for proper landscape growth	5 feet	5 feet
Porte cochere, transformers, similar features	5 feet	6 feet
ADA accessible ramps (including architectural features) and unenclosed stairwells	Full encroachment permitted; 0 feet to setback or boundary	
⑥ 0 foot setback permitted at interior PLs		

Permitted encroachments shall not extend into the horizontal or vertical clear space required for fire access lanes.



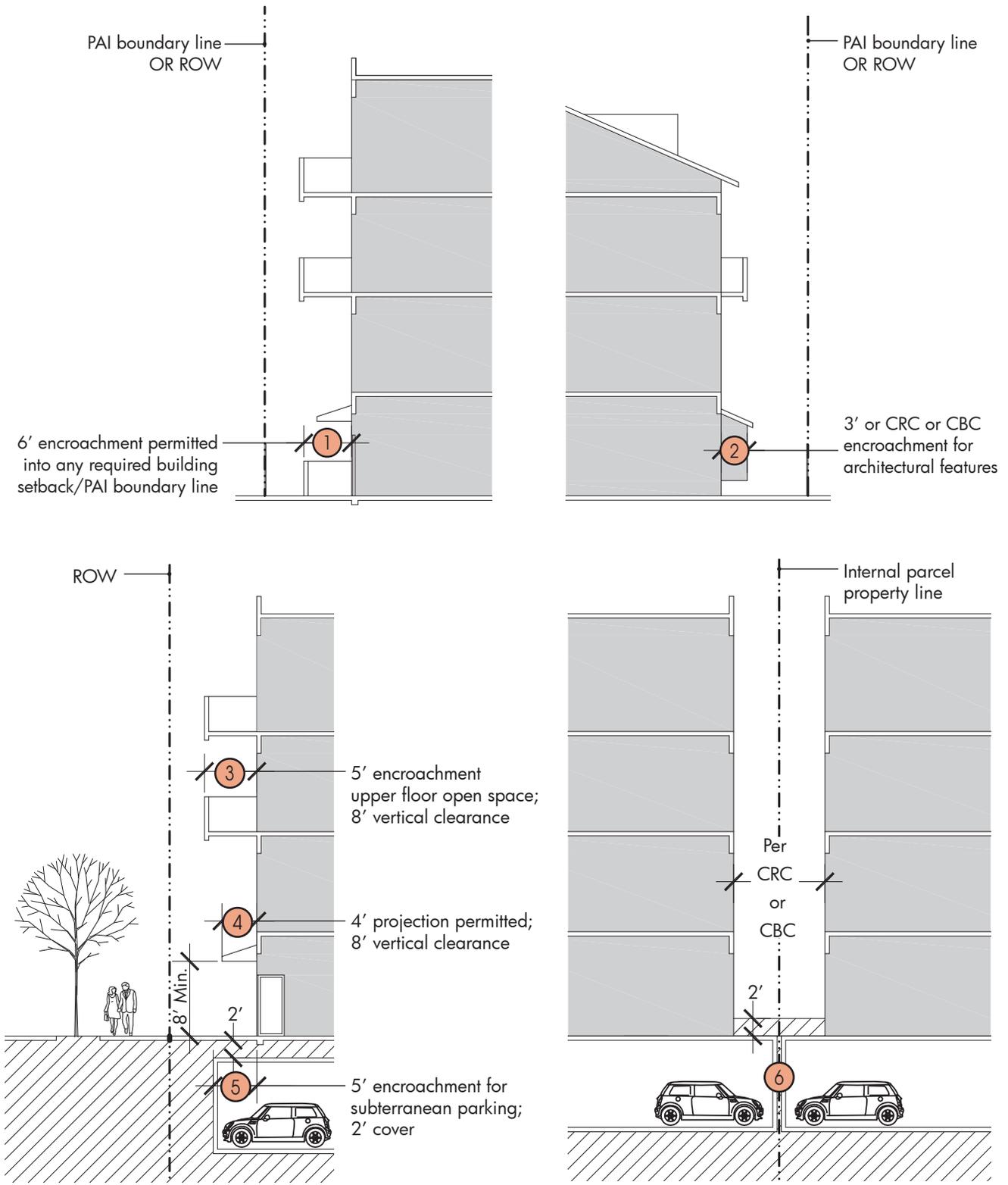
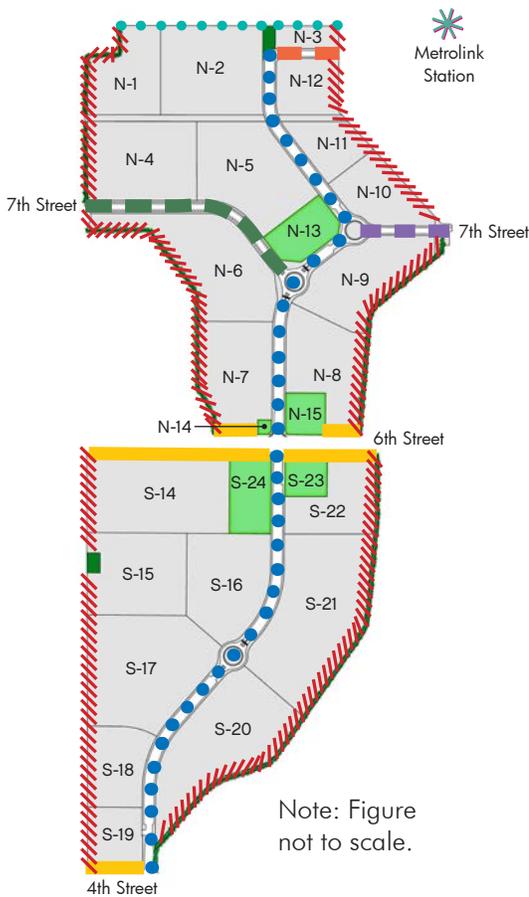


Figure 7.16: Encroachment Diagrams



Note: Figure not to scale.

B. Edge Conditions

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

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

Legend

PAI Boundary Setbacks

① 10 feet minimum

② 2 feet minimum

PAI Right-of-Way Setbacks

③ 10 feet minimum

④ 5 feet minimum

⑤ 0 feet minimum

⑥ 5 feet minimum

⑦ 5 feet minimum

Figure 7.17: Setback Locations

Table 7.5: Perimeter Setbacks

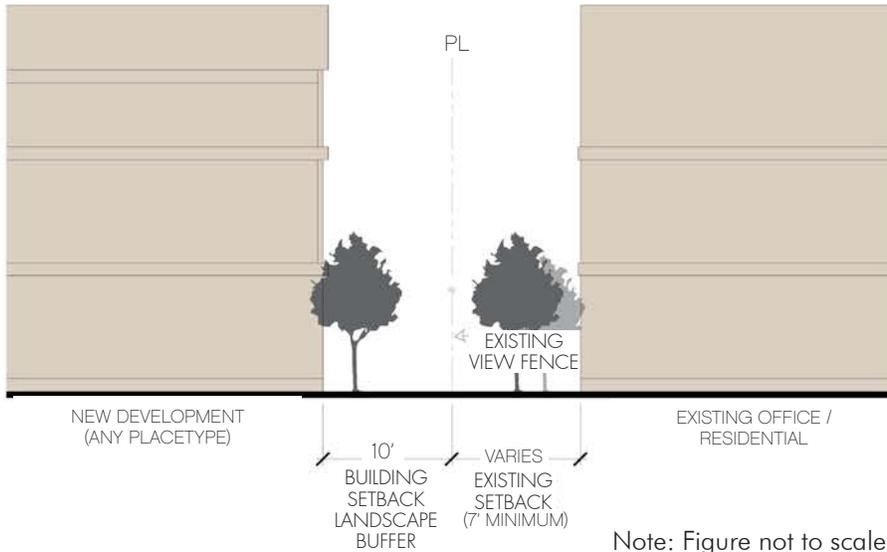
PAI Boundary Setbacks ¹					
Condition	Boundary	Minimum Setback	Maximum Setback	Applicable Parcels	Applicable Figures
①	Primary Edge	10 ft	None	N-1 N-3 N-4 N-6 N-7 N-10 N-11 N-12 S-14 S-15 S-17 S-18 S-19 N-8 N-9 S-20 S-21 S-22	Figure 7.18A: Primary Edge Section Figure 7.18B: Residential Edge Section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

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



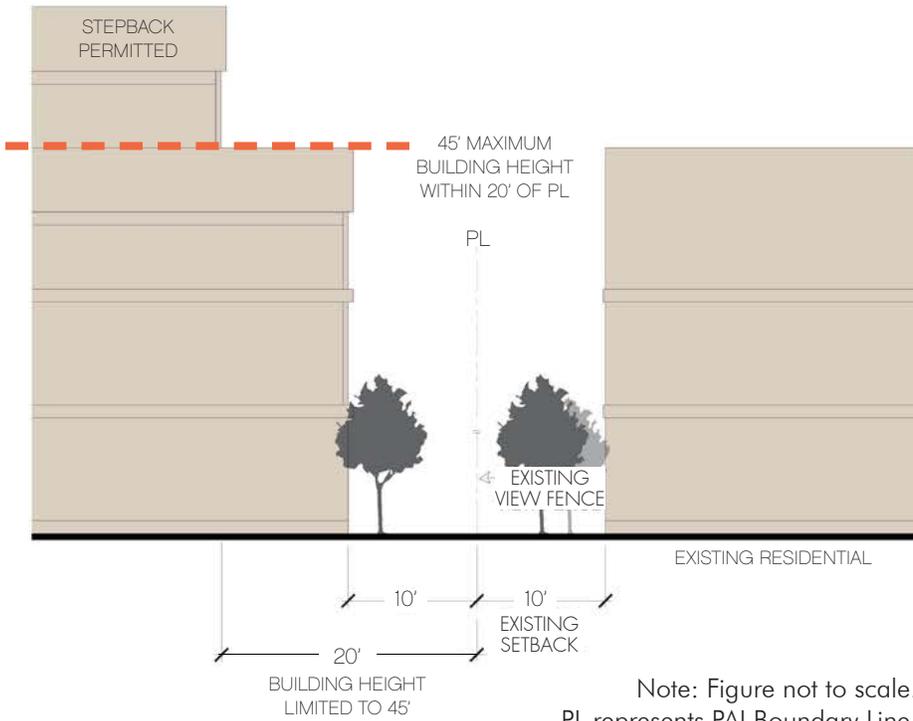
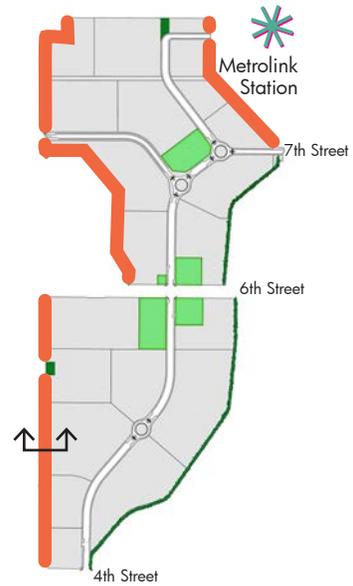
Primary Edge

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



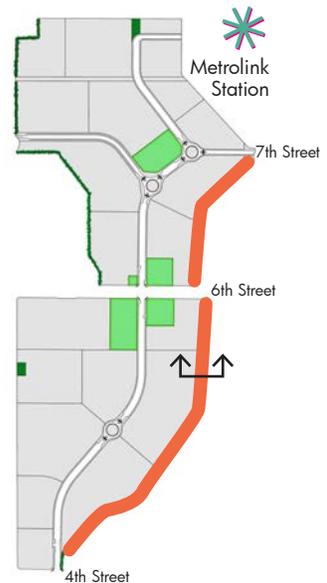
Note: Figure not to scale.
 PL represents PAI Boundary Line.

Figure 7.18A: Primary Edge Section



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

Figure 7.18B: Residential Edge Section





Rail Road Edge

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

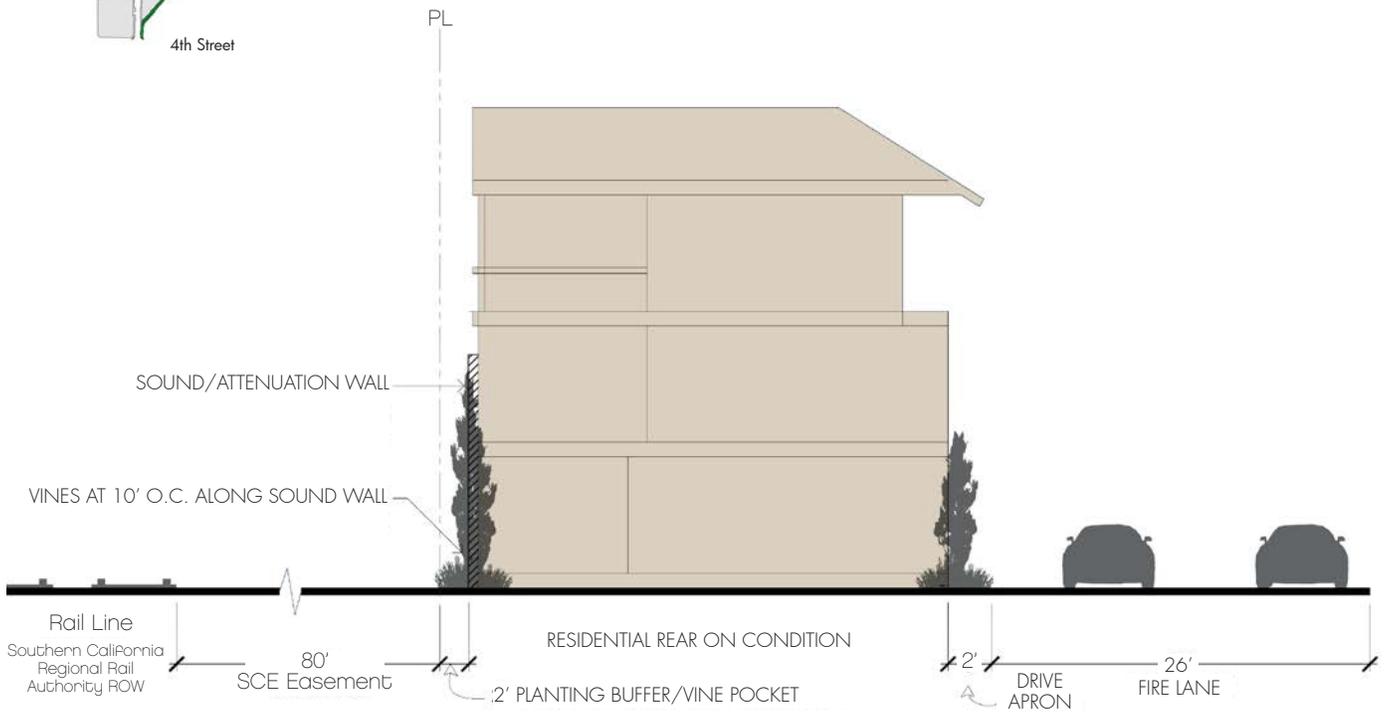


Figure 7.19: Rail Road Edge Section

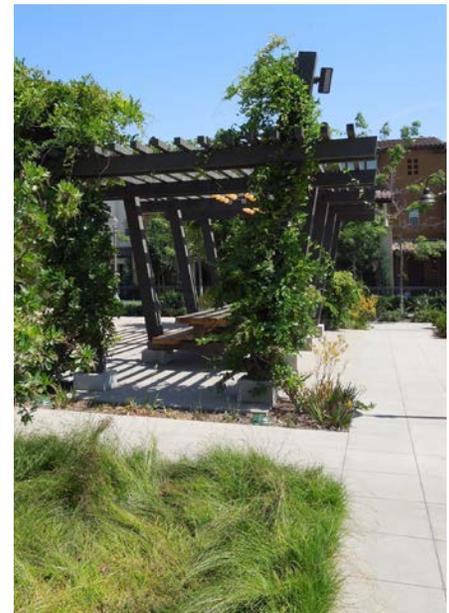
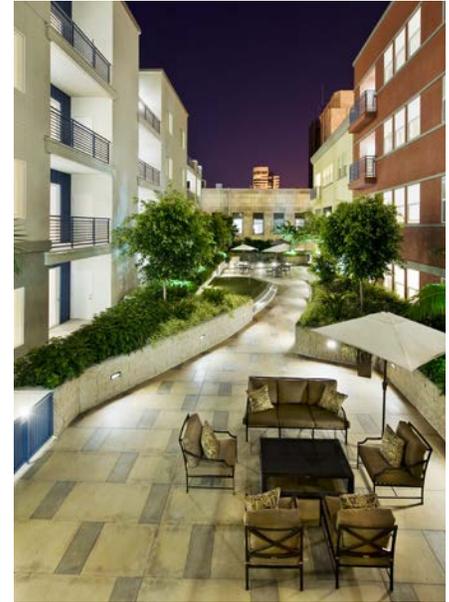
Note: Figure not to scale. PL represents PAI Boundary Line.



C. Private/Public Open Space

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

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



D. General Provisions

The following provisions shall apply to all proposed land development:

Private Open Space

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

Common Open Space

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



Examples of common and private open space

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

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

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

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

Technology All homes and businesses shall accommodate modern telecommunications technology.

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

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



7.3.5 Parking Requirements

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

A. Approach to Parking

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

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

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



Convenient on-street parking with landscape islands

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

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

B. Minimum Requirements

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

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

Table 7.6: Parking Standards

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

⁽¹⁾ Tandem garage parking counts as 2 parking spaces for all residential densities and mixed use configurations.

⁽²⁾ Guest parking space location is not limited to dwelling unit proximity per City's Development Code; actual distance to be reviewed by the City.

⁽³⁾ Maximum 2 steps permitted within minimum garage dimension.

⁽⁴⁾ When the calculation of the required number of parking spaces results in a fraction of a space, the number of spaces shall be rounded up to the nearest whole number.



Residential Parking Spaces

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

Uses Not Specified

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

C. Parking Modification/Reduction

A Parking Demand Study is required to be completed for:

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

A Parking Demand Study may be utilized:

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

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

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



Covered guest and resident parking



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



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



Recessed garage conditions with upper story projections



Garage parking accessed from a Private Drive/Alley

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

D. Private Garages

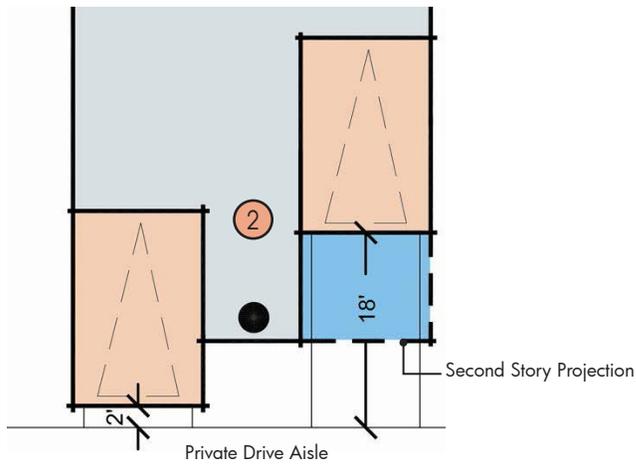
Private garage configurations that satisfy "enclosed space" requirement, may be front-, side-, or rear-loaded, and may exhibit a variety of siting conditions suitable to the building type. Driveway depth/setbacks to private garages shall be consistent with Table 7.6: Parking Standards. Refer to Figure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

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

E. General Standards

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



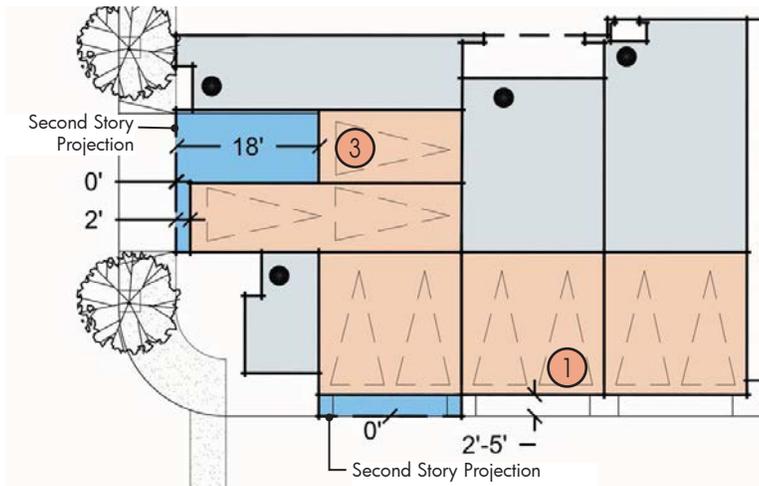


Split-car garages with driveways of different lengths

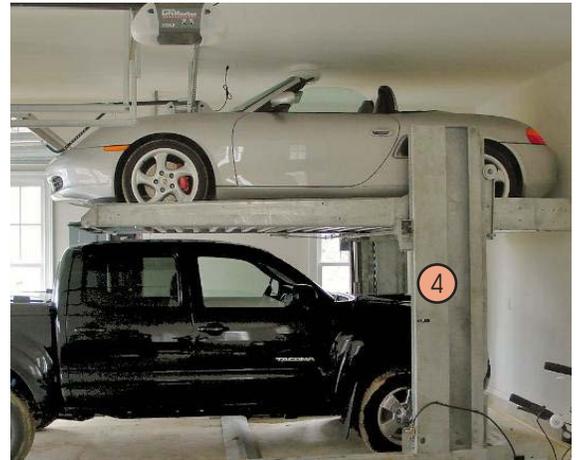
Legend

- Garage
- Second story overhang/projection
- Living area

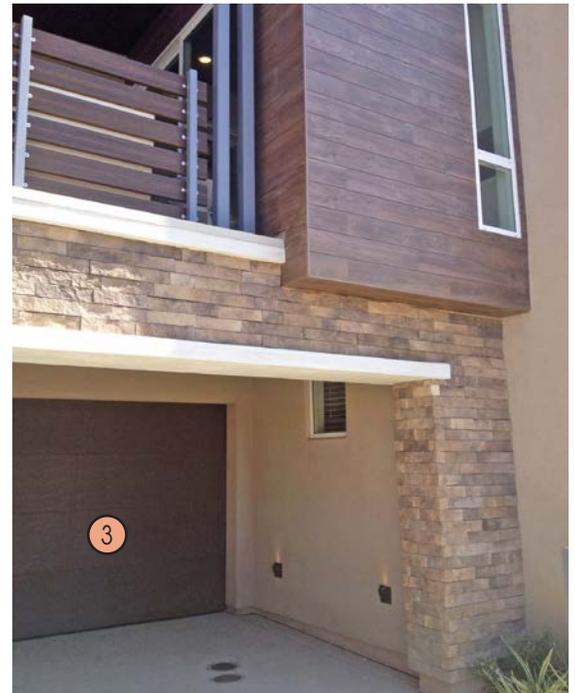
Note: Figure not to scale.



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



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



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

Figure 7.20: Driveway/Garage Door Setbacks



Landscaped parking area within a multi-story motorcourt product



Landscaping and striping have a positive impact on lot design



Trees located in planters

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

F. Parking Lot Design

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

The following standards shall apply to all parking lots:

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

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

G. Parking Structure(s)

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

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



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

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

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

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

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



Garage signage assists visitors



Garage design has minimal impact on streetscape



Architectural garage screening



Mural garage screening



Window openings allow natural light & ventilation

7.3.6 Circulation

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

A. Transit

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

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



Figure 7.21: Transit Circulation

Note: Figure not to scale.

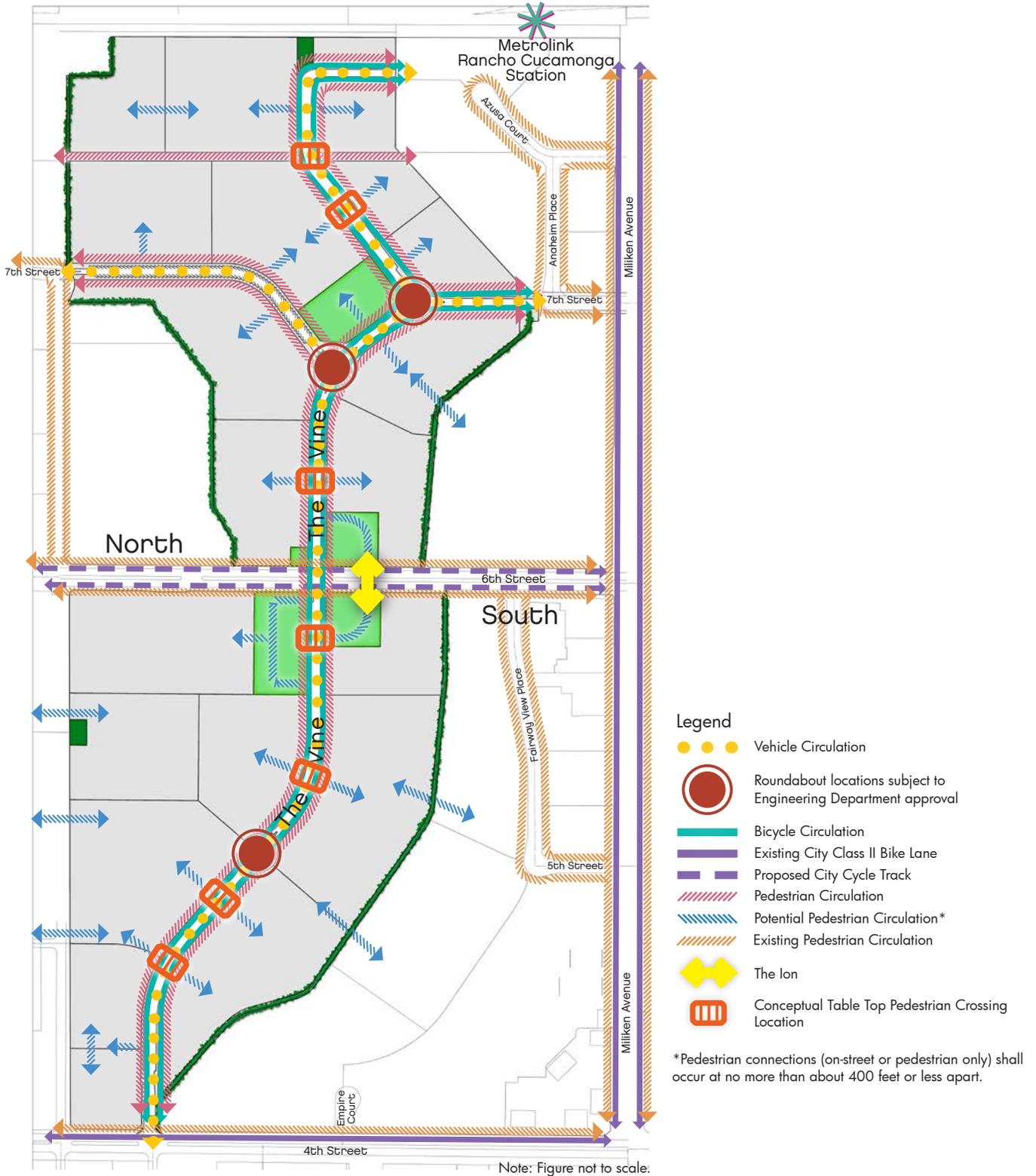


Figure 7.22: Overall Circulation Diagram



The circulation network includes on-street parking and sustainable features

B. Vehicle Network

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

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

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

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

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

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

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



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

C. Bicycle Circulation

Bike Lane Standards

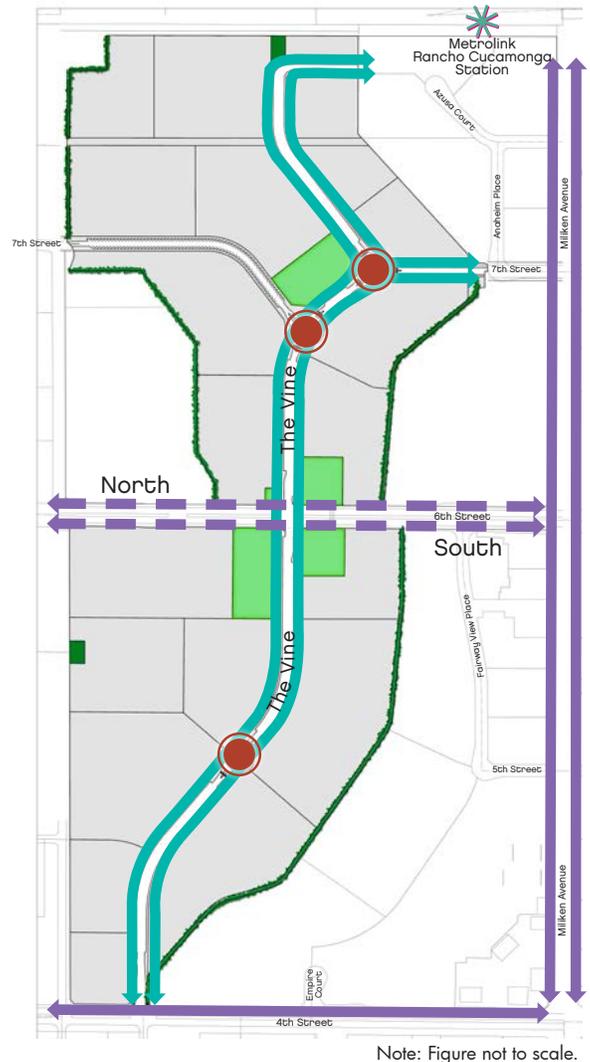
There is an existing City Class II Bike Lane located on 4th Street. There is a proposed City cycle track on 6th Street; the portion along the Empire Lakes frontage will be installed at the time of development. The Vine will provide buffered bicycle lanes allowing connection between 6th Street and the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

D. Pedestrian Circulation

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

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

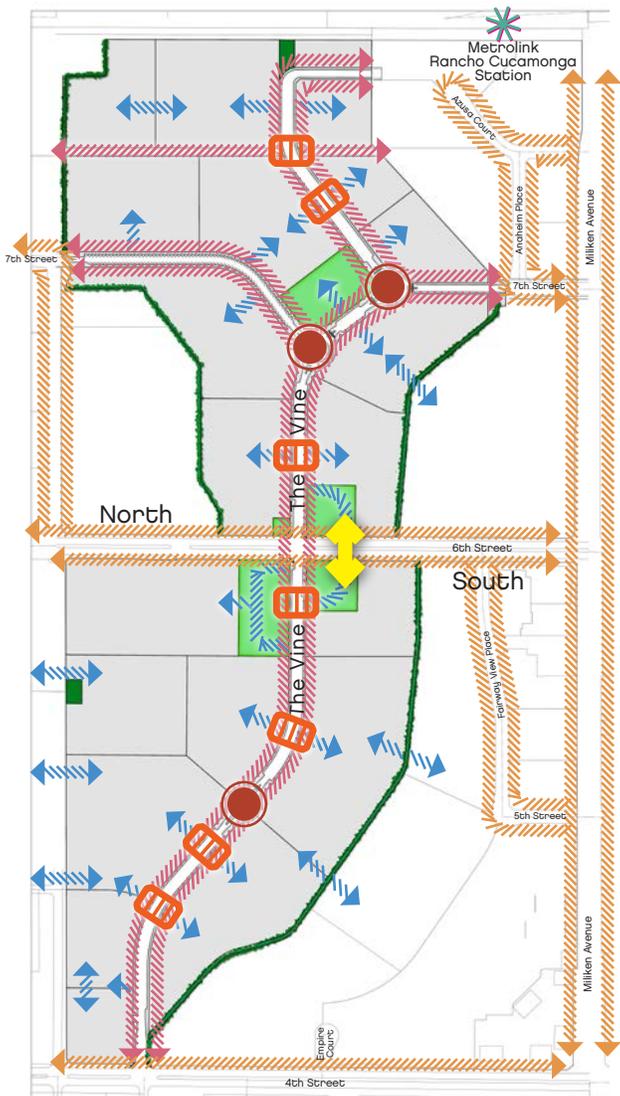
The PAI primary pedestrian circulation feature is the 16-foot pedestrian realm provided on each side of the Vine that links with 4th Street and the Metrolink Station. This space will provide strong north/south connectivity throughout. The pedestrian realm will be designed with vegetation and hardscape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



Legend

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

Figure 7.23: Bicycle Circulation Diagram



Legend

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

Figure 7.24: Pedestrian Circulation Diagram

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

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

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

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

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



Grand Paseos

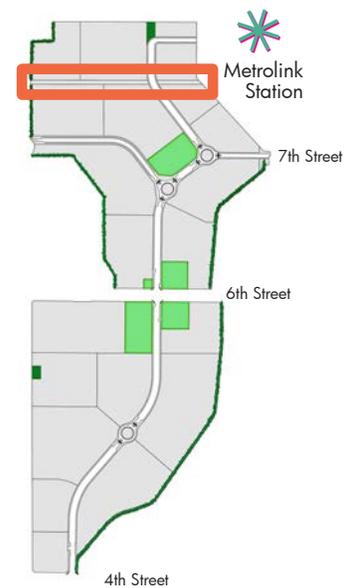
Grand Paseos provide east/west open space corridors connecting neighborhoods to the Vine. These should be active spaces designed for pedestrian connectivity, dog walking, and exercise. A minimum of four grand paseos shall be provided; two occurring south of 6th Street and two occurring north of 6th Street.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

MWD Easement

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



The circulation network includes pedestrian paths.

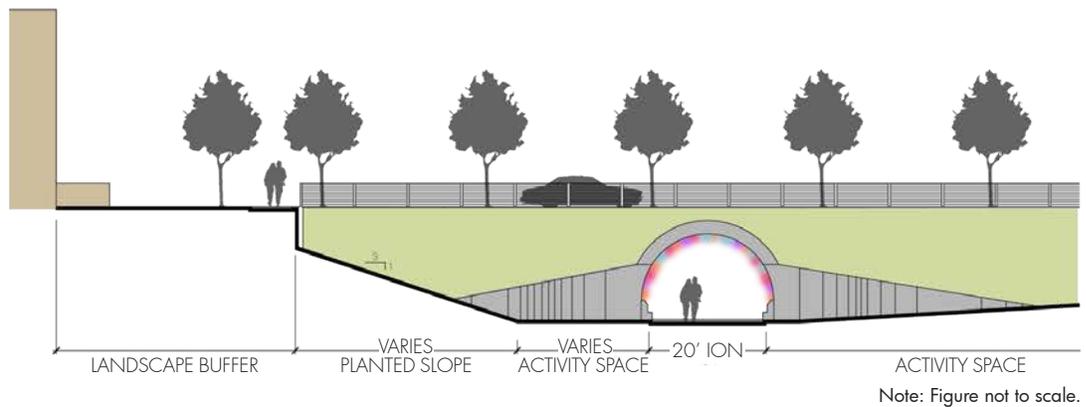


MWD Easement Location

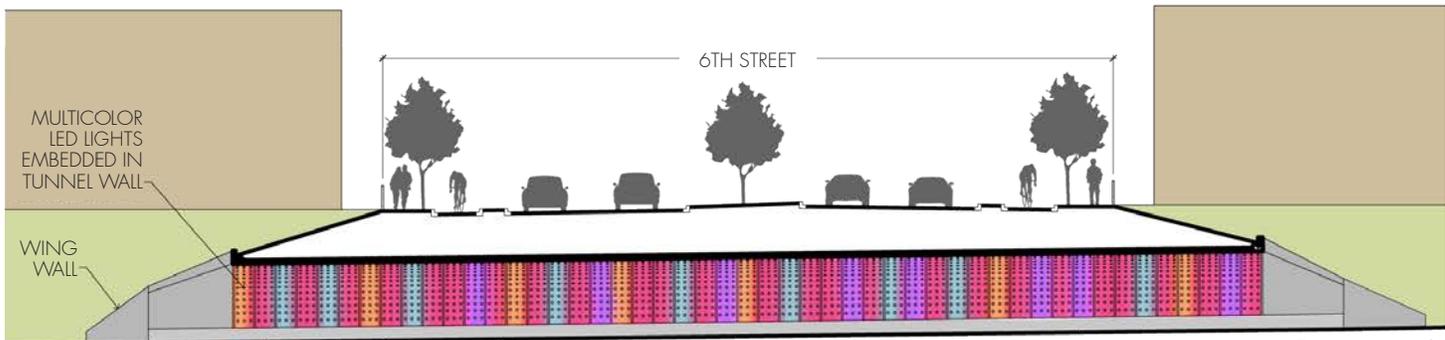


The Ion

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



Note: Figure not to scale.



Note: Figure not to scale.

Figure 7.25: Conceptual Ion Sections





Note: Figure not to scale.

Figure 7.26: Conceptual Ion Plan



Table Top Pedestrian Crossing Example

Table Top Pedestrian Crossings/Tapered Street

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

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



Figure 7.27: Conceptual Table Top Pedestrian Crossing Rendering



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

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

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

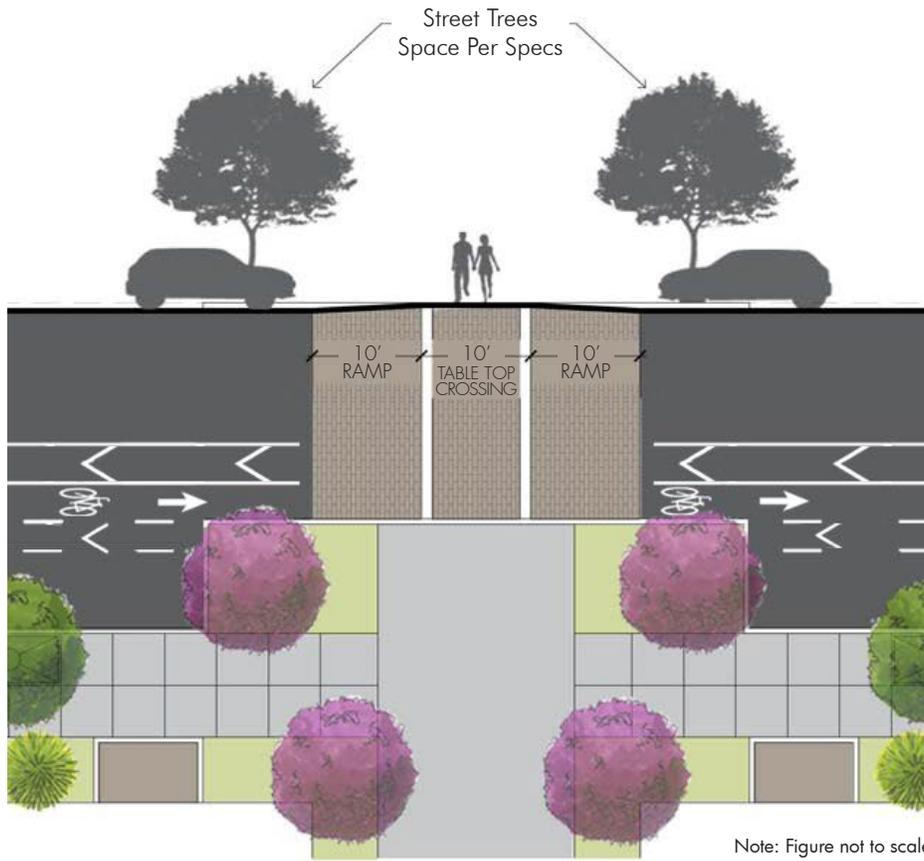
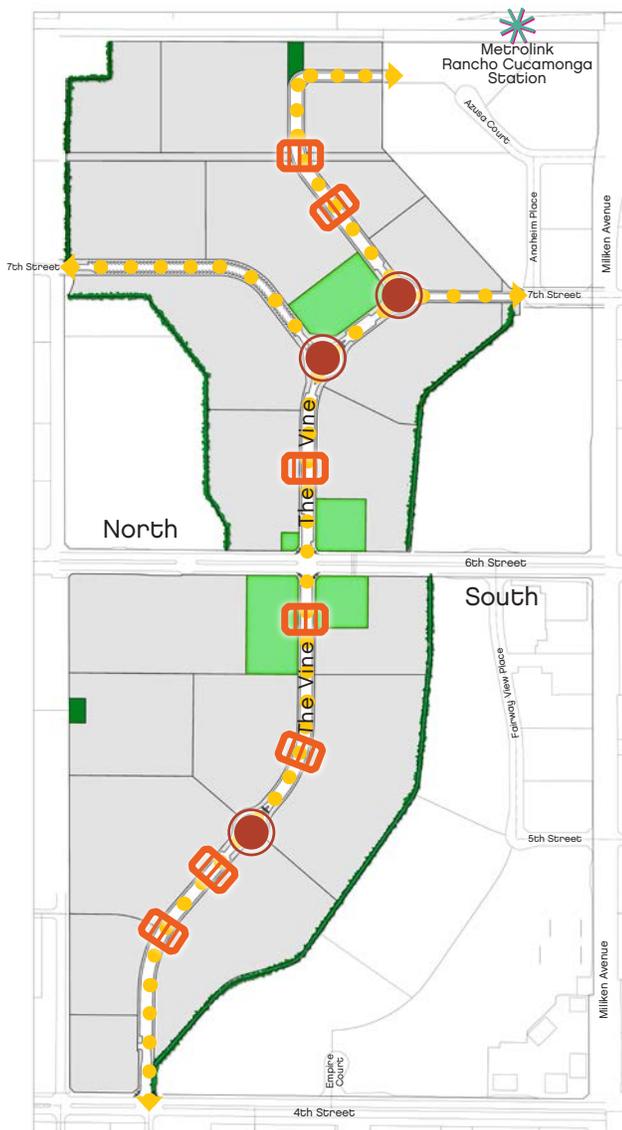


Figure 7.28: Table Top Pedestrian Crossing/Tapered Street



Legend

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

Note: Figure not to scale.

Figure 7.29: Vehicular Circulation Diagram

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

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

E. Vehicular Circulation

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

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

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

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



The Vine

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

The design of the Vine shall:

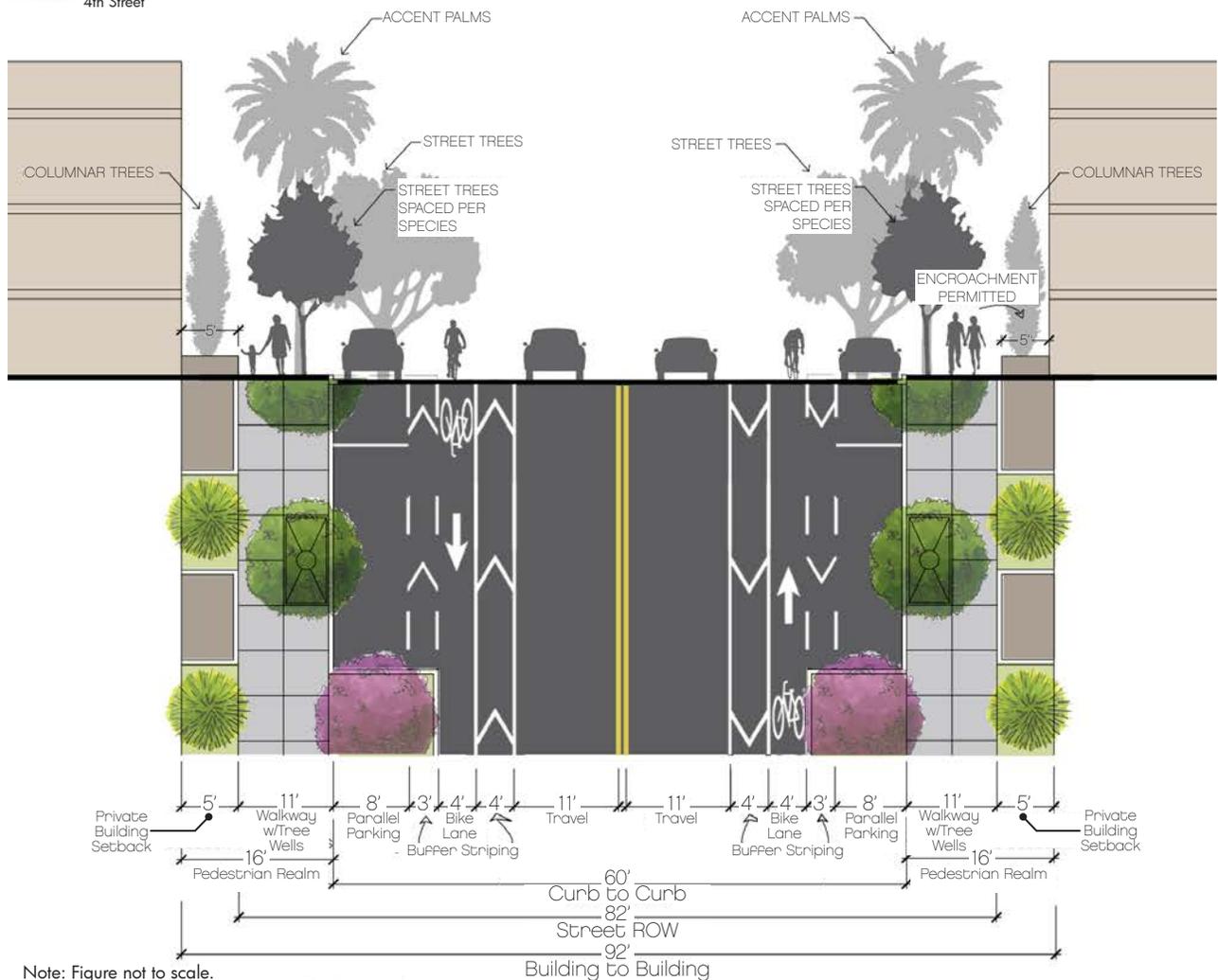
- Use vertical elements (such as tree massing, cadence of palms, or monuments, overhead string lighting, and tree rows spanning the space) as unifying features.
- Contains one travel lane each way; center turn lanes to be provided only at intersections where high left turn volumes are anticipated, as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



Figure 7.30: Conceptual Vine Rendering



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



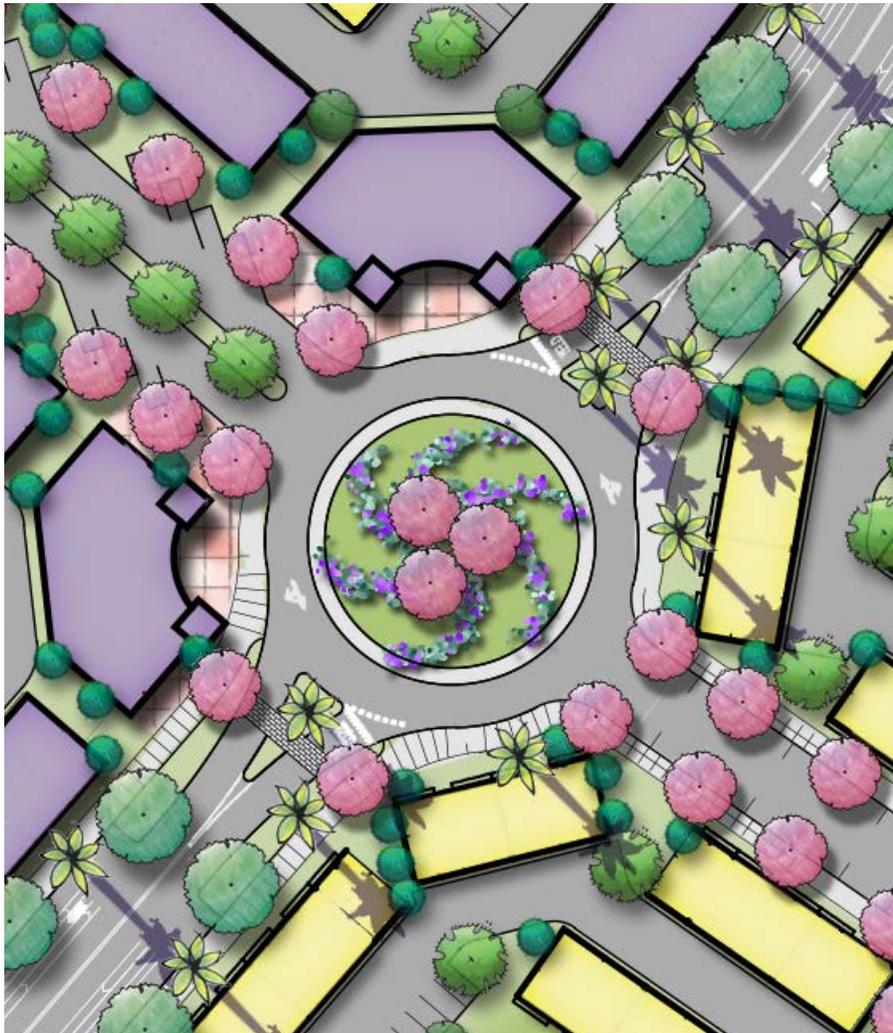
Note: Figure not to scale.

Figure 7.31: The Vine



Roundabouts

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



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

Figure 7.32: Typical Roundabout Plan



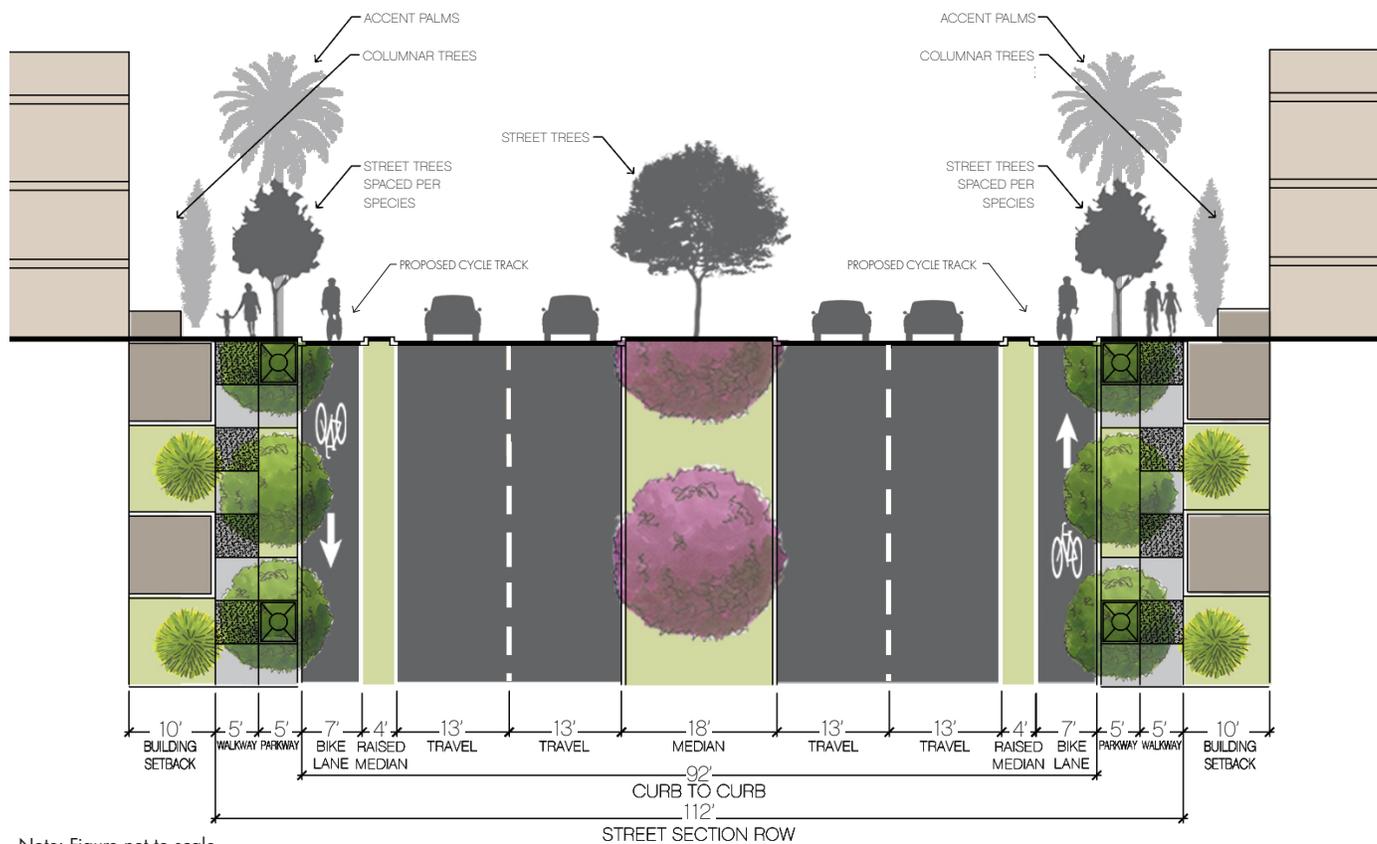


6th Street

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

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

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



Note: Figure not to scale.

Figure 7.33: 6th Street





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

Figure 7.34: 6th Street Intersection

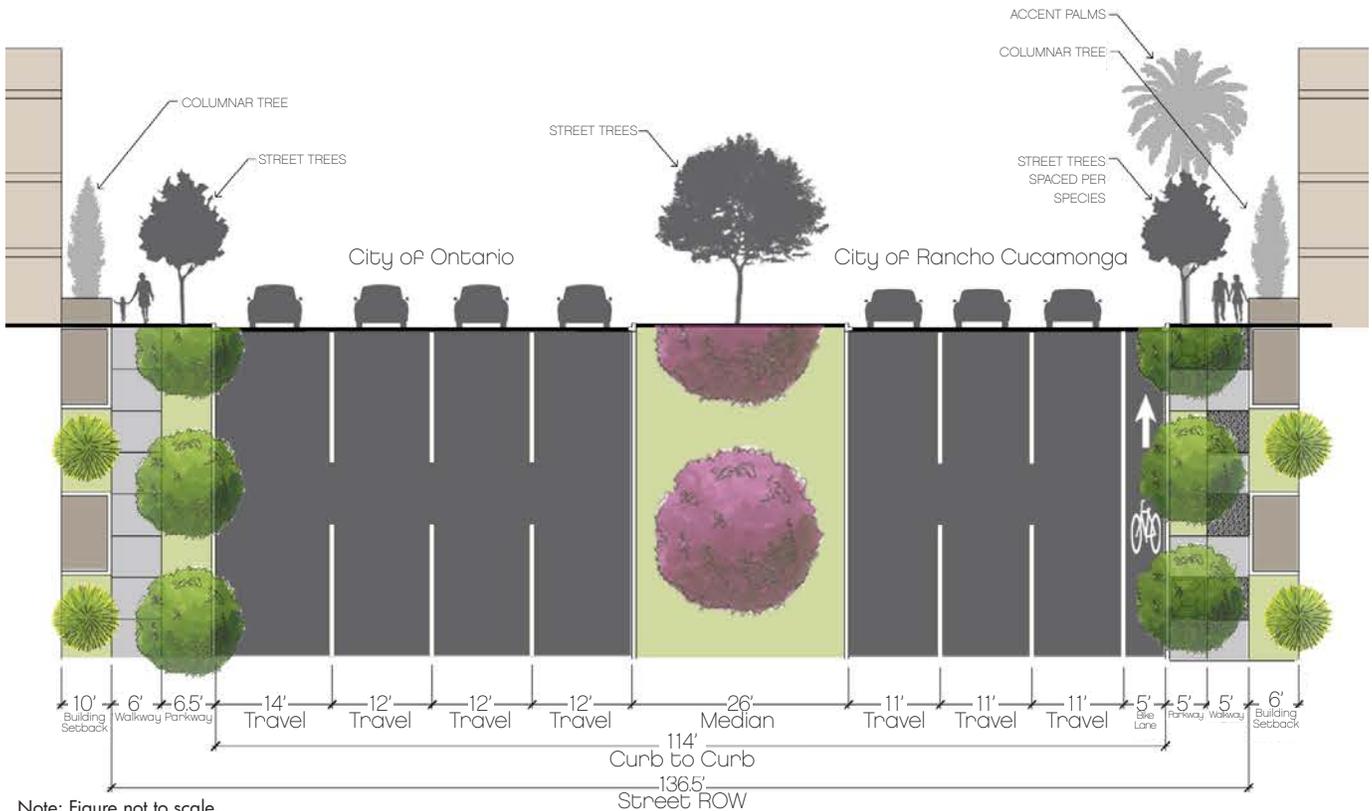


4th Street

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

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

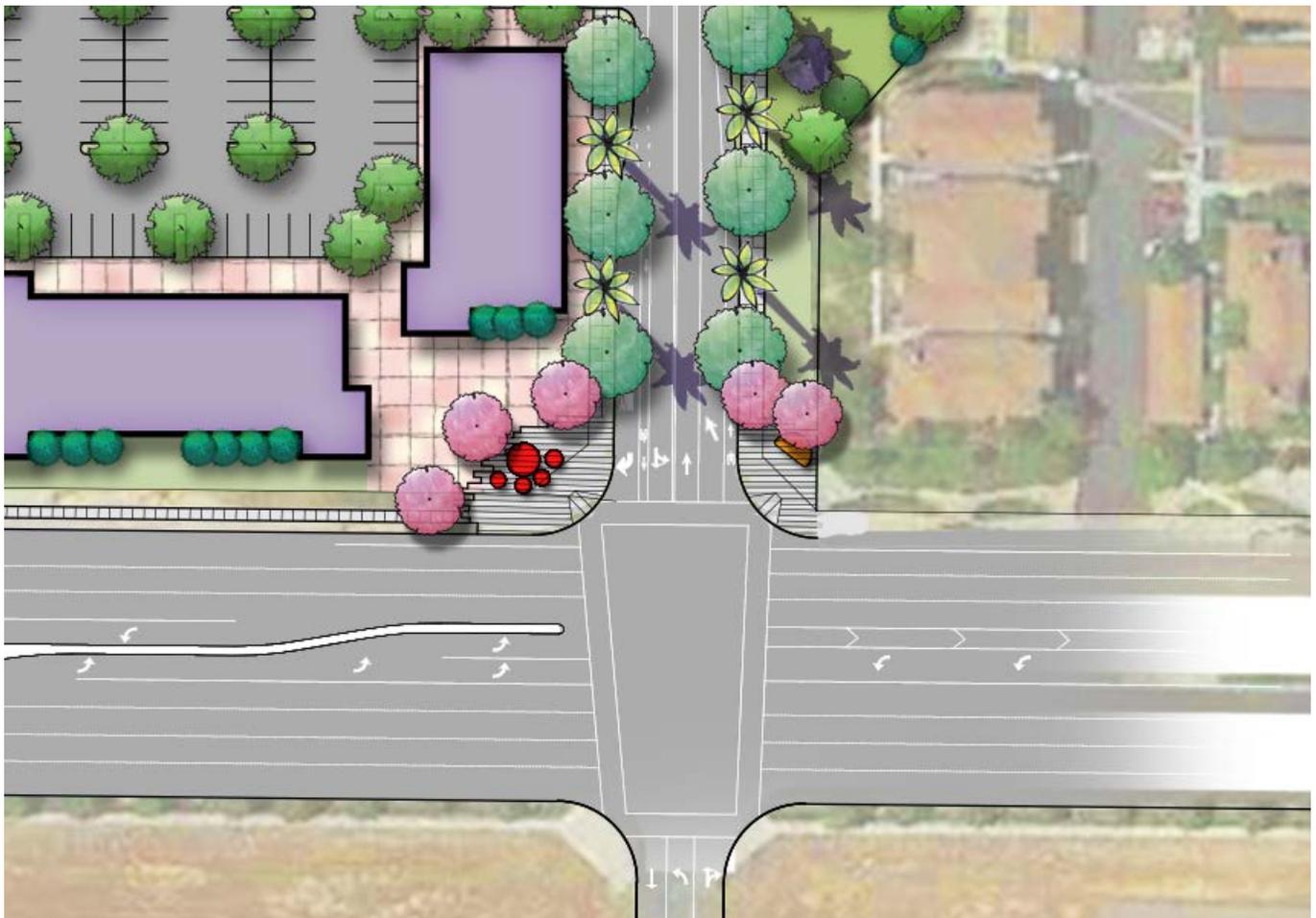
All buildings located adjacent to 4th Street shall have a landscape buffer. Monumentation at the community entry will be provided.



Note: Figure not to scale.

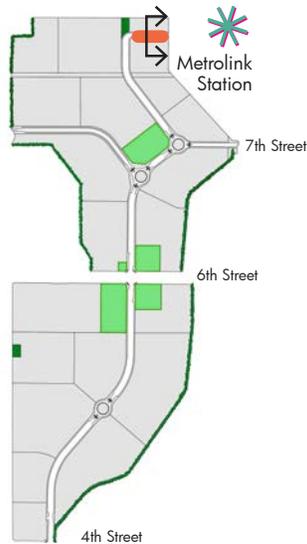
Figure 7.35: 4th Street





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

Figure 7.36: 4th Street Intersection



Secondary Entry Road 'A'

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

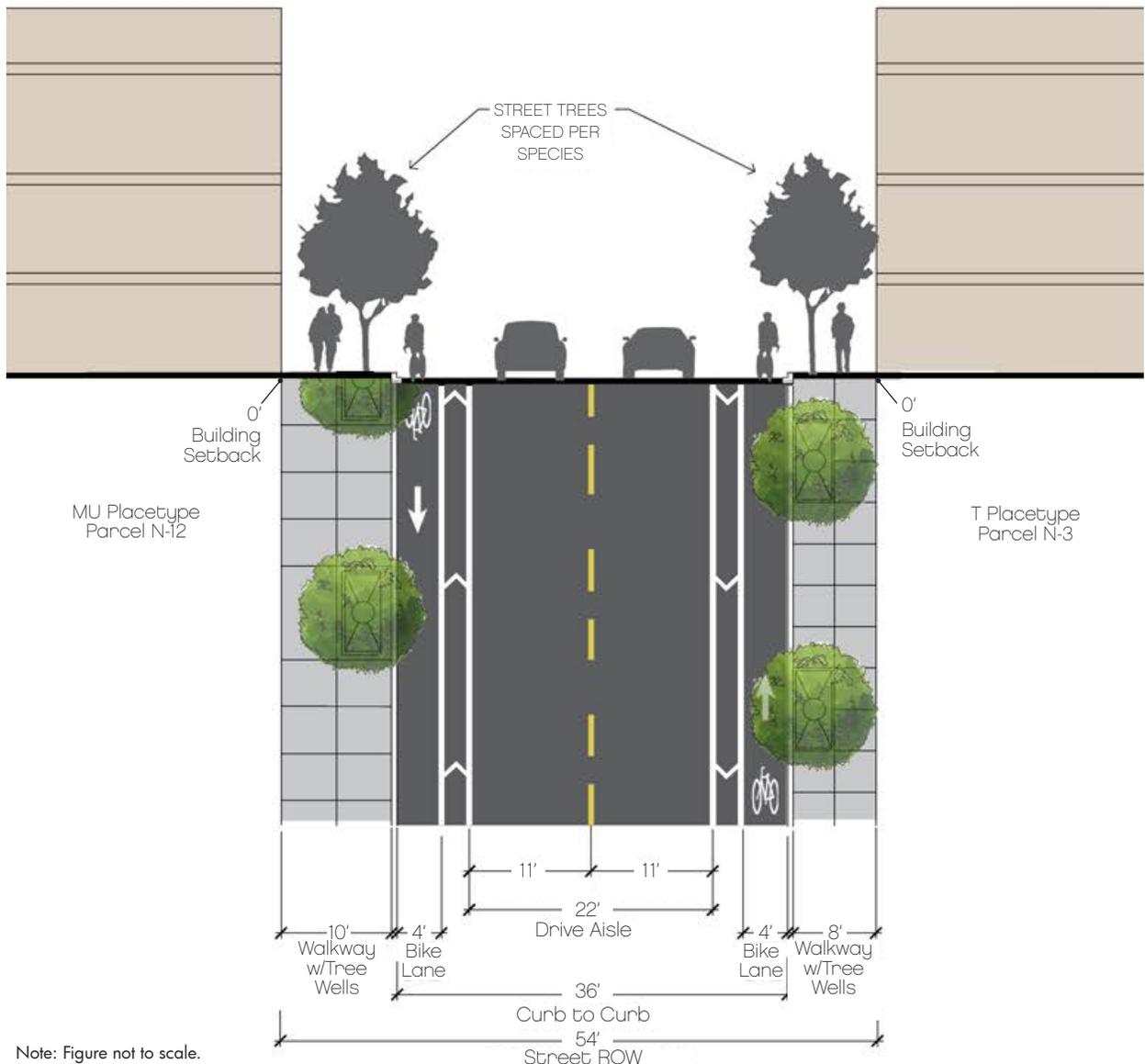


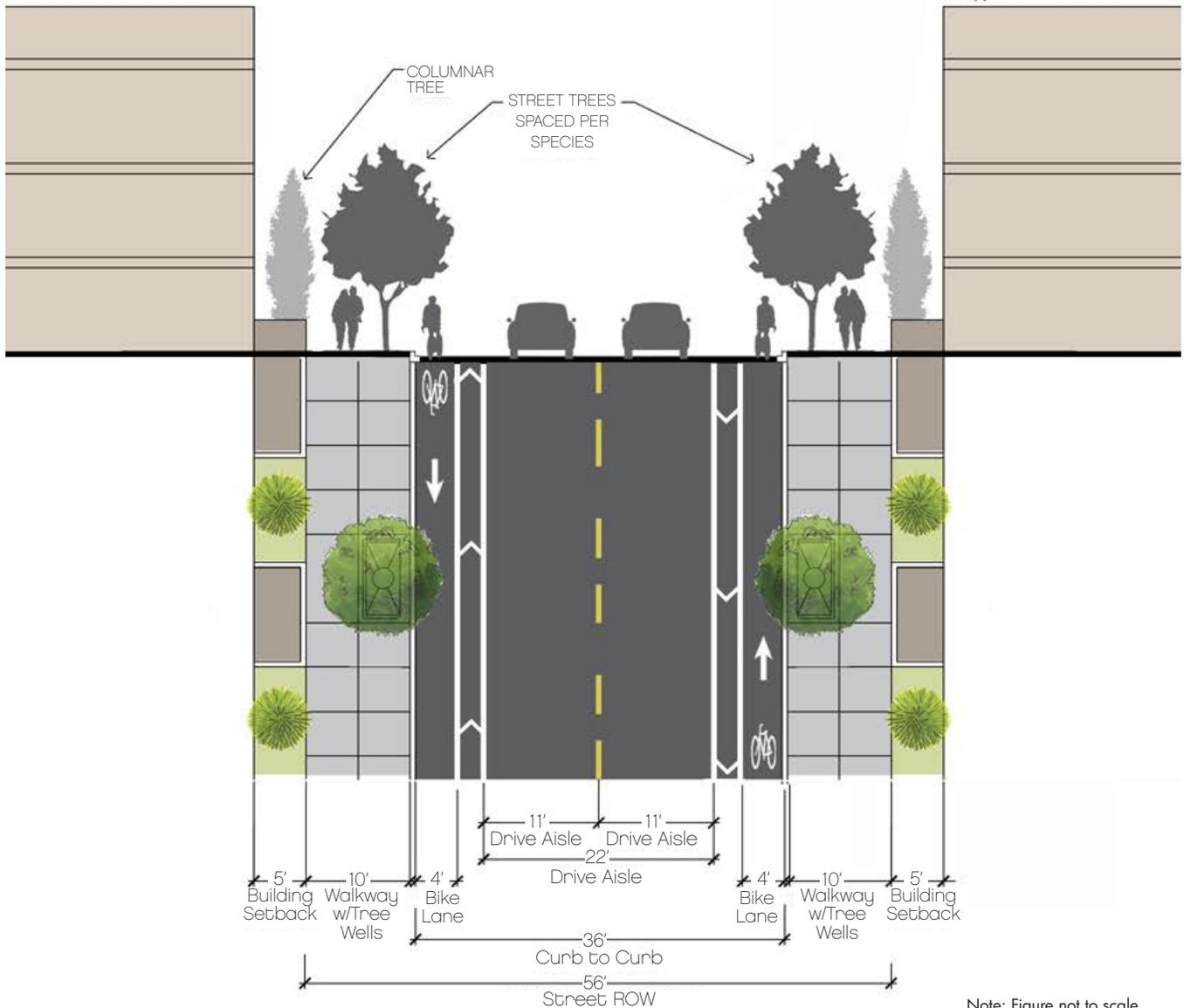
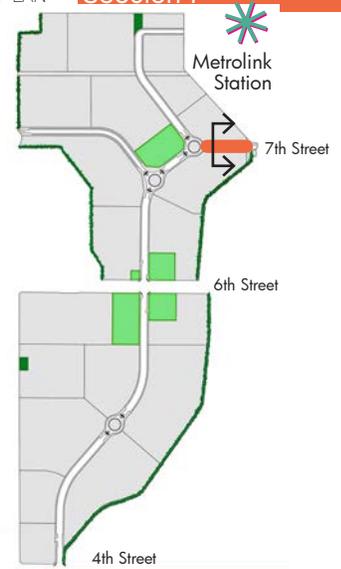
Figure 7.37: Secondary Entry Road 'A'





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

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



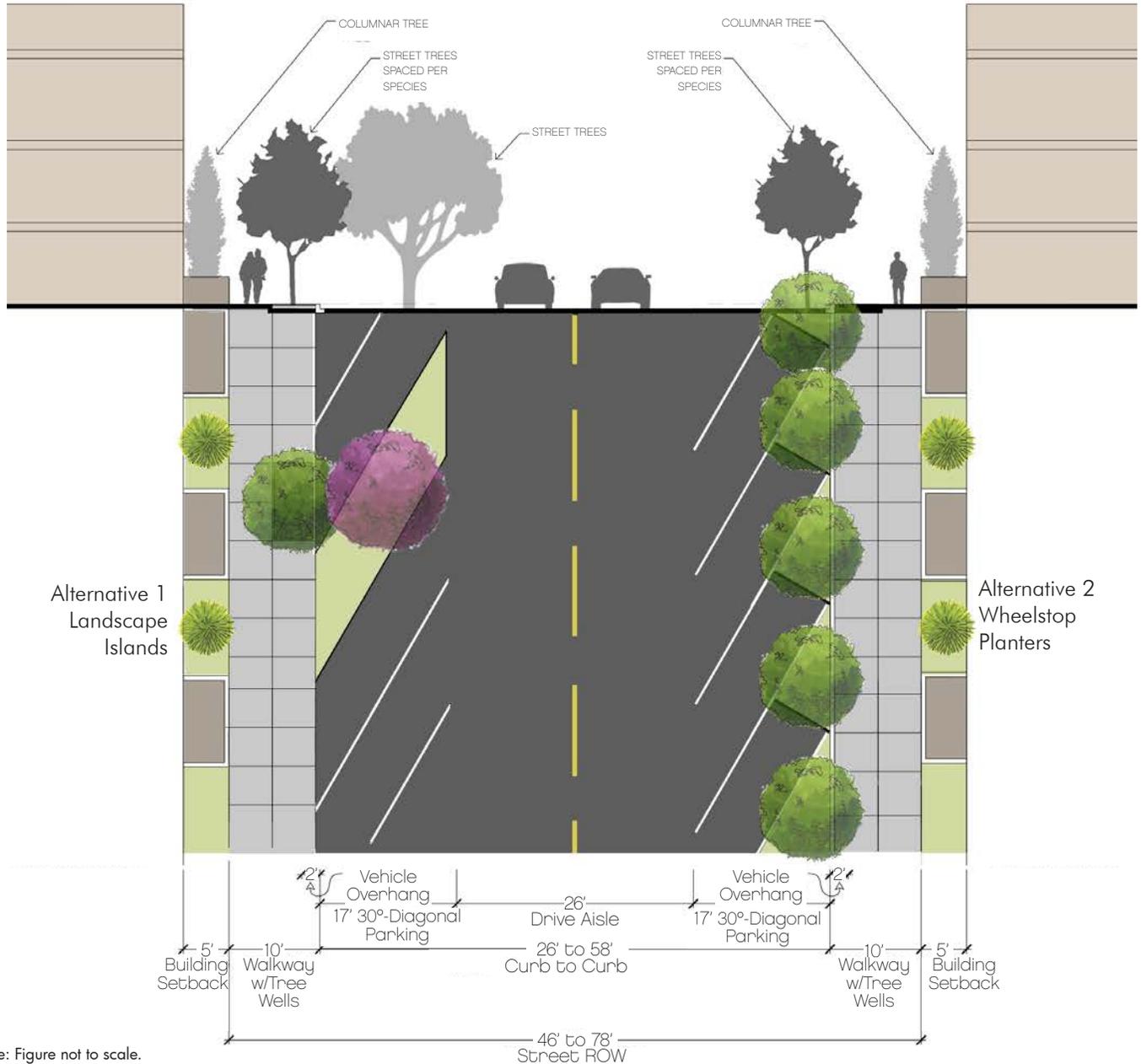
Note: Figure not to scale.

Figure 7.38: Secondary Entry Road 'B'



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

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



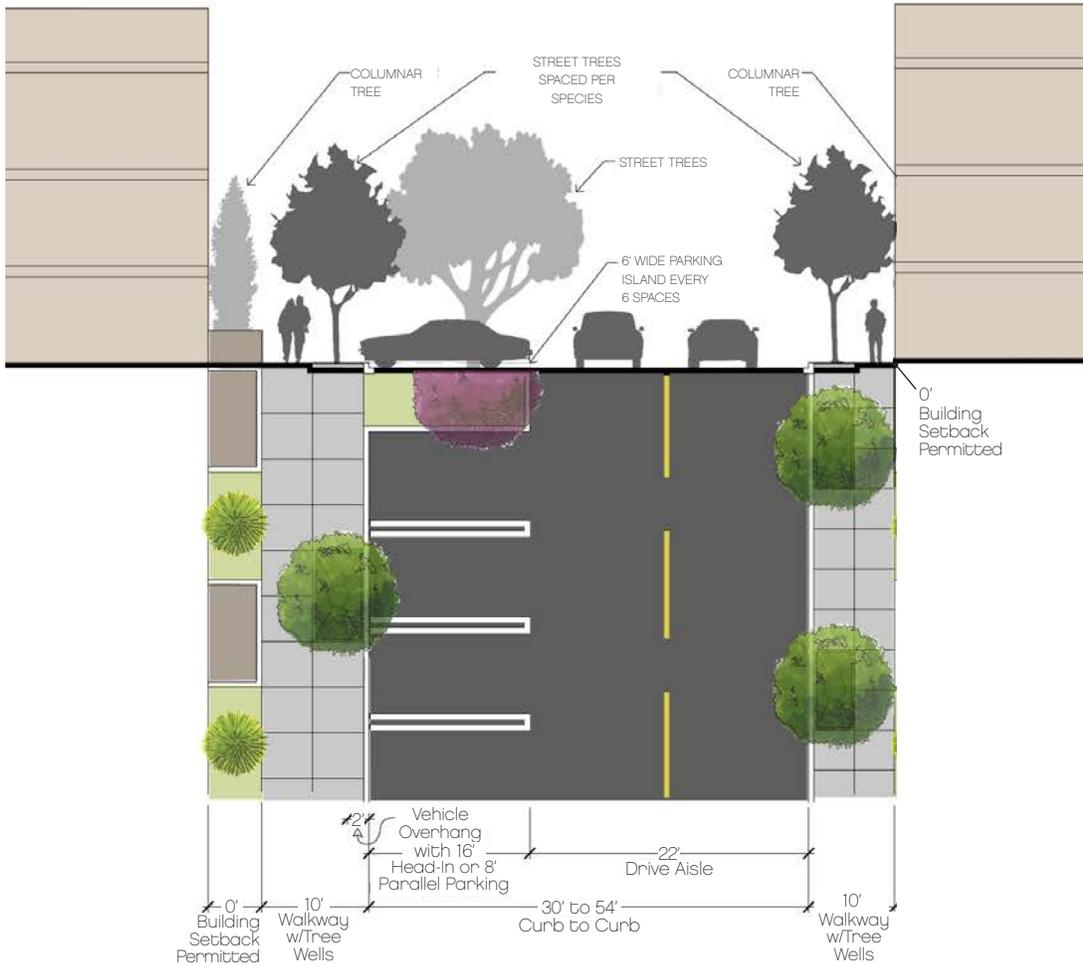
Note: Figure not to scale.

Figure 7.39: Secondary Entry Road 'C'



Collector Road

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

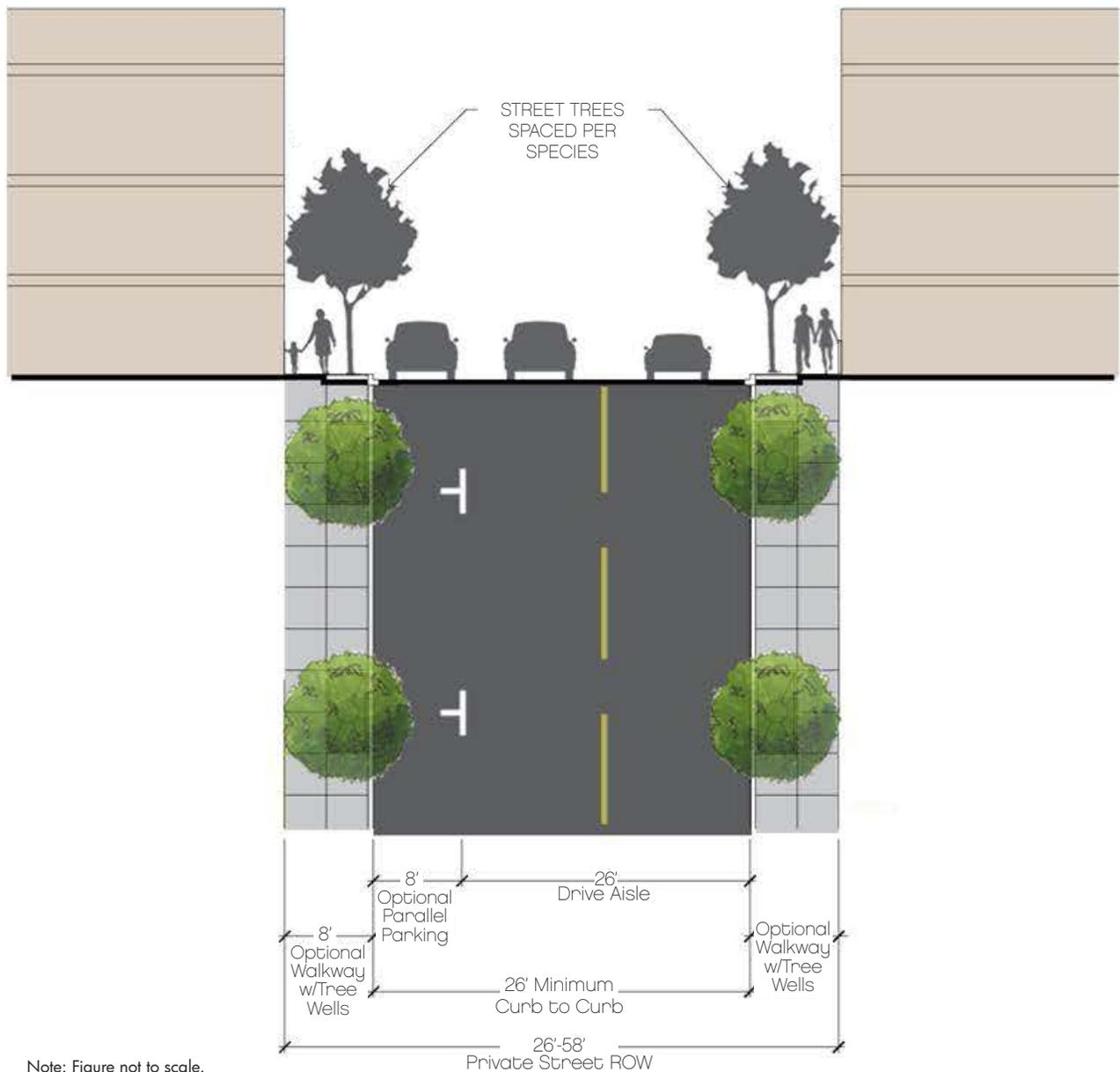


Note: Figure not to scale.

Figure 7.40: Collector Road

Private Drive Aisle

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



Note: Figure not to scale.

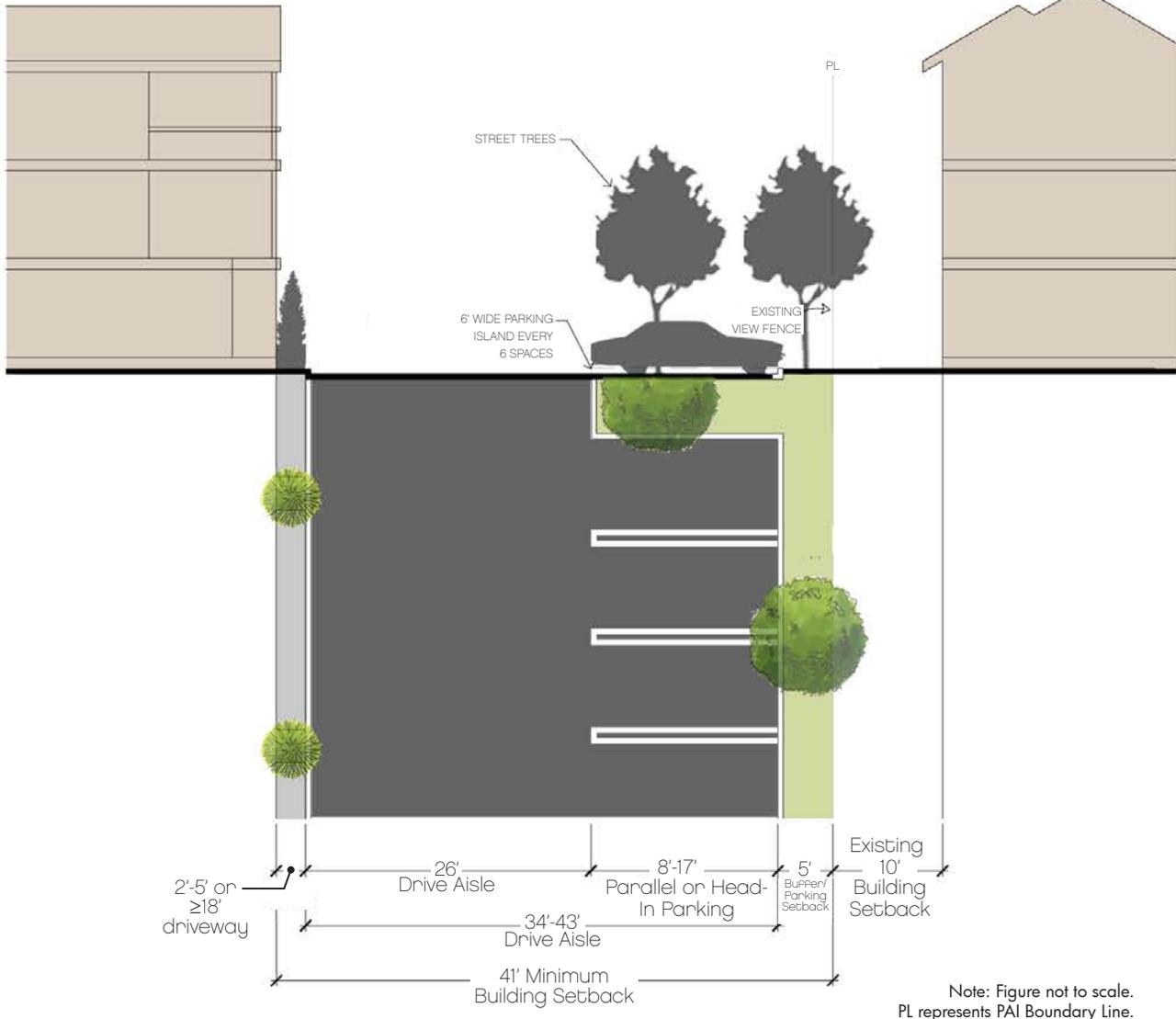
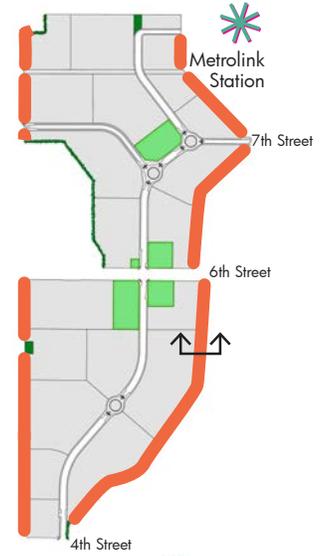
Figure 7.41: Private Drive Aisle



Private Drive Aisle at PAI Boundary

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

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

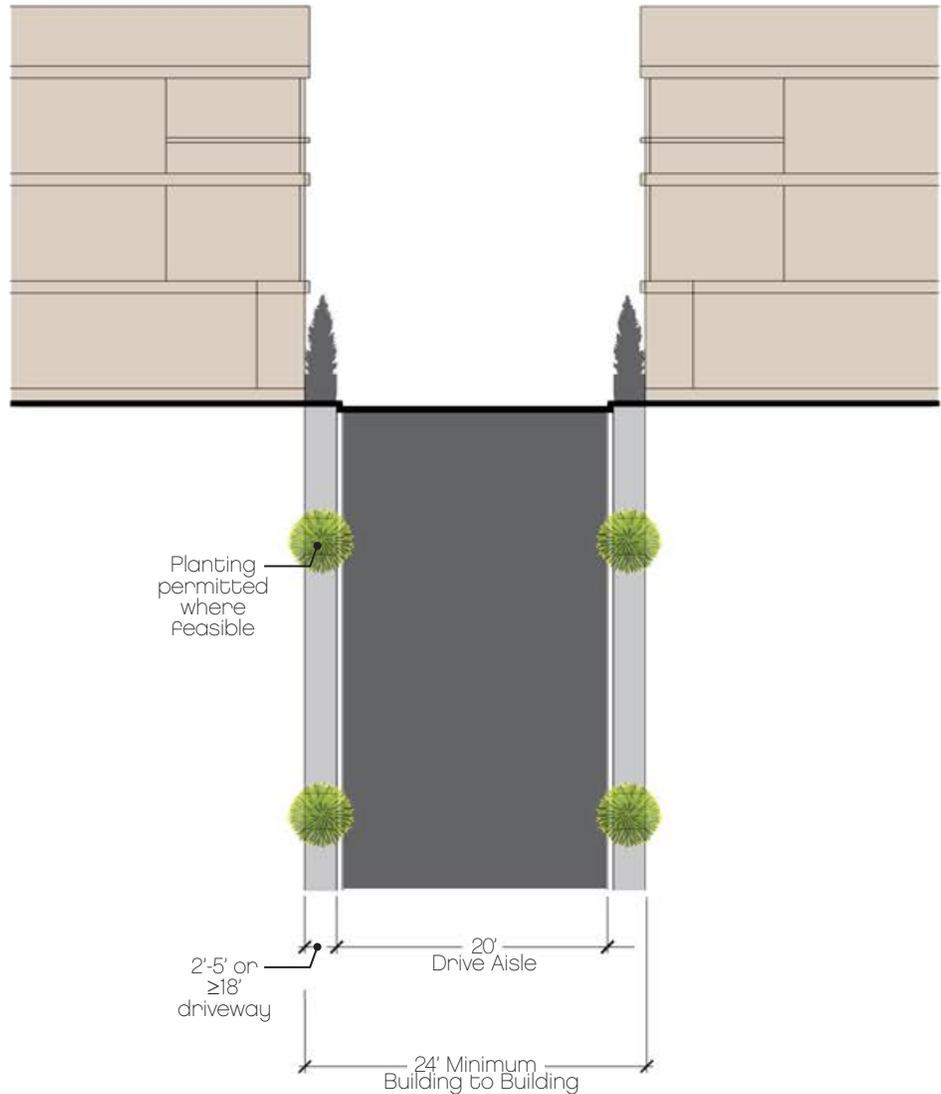


Note: Figure not to scale.
 PL represents PAI Boundary Line.

Figure 7.42: Private Drive Aisle at PAI Boundary

Alley

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



Note: Figure not to scale.

Figure 7.43: Alley Section



7.4 Architectural Guidelines

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

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

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



Architectural design may include contemporary, traditional, and interpretive vernaculars



Site planning can create 3rd place spaces

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



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



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

Active Architecture

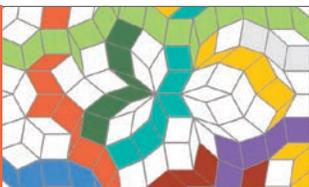
The variation of building form, wall movement, detailing, entry location or window placement provide human scale and interest along an elevation.

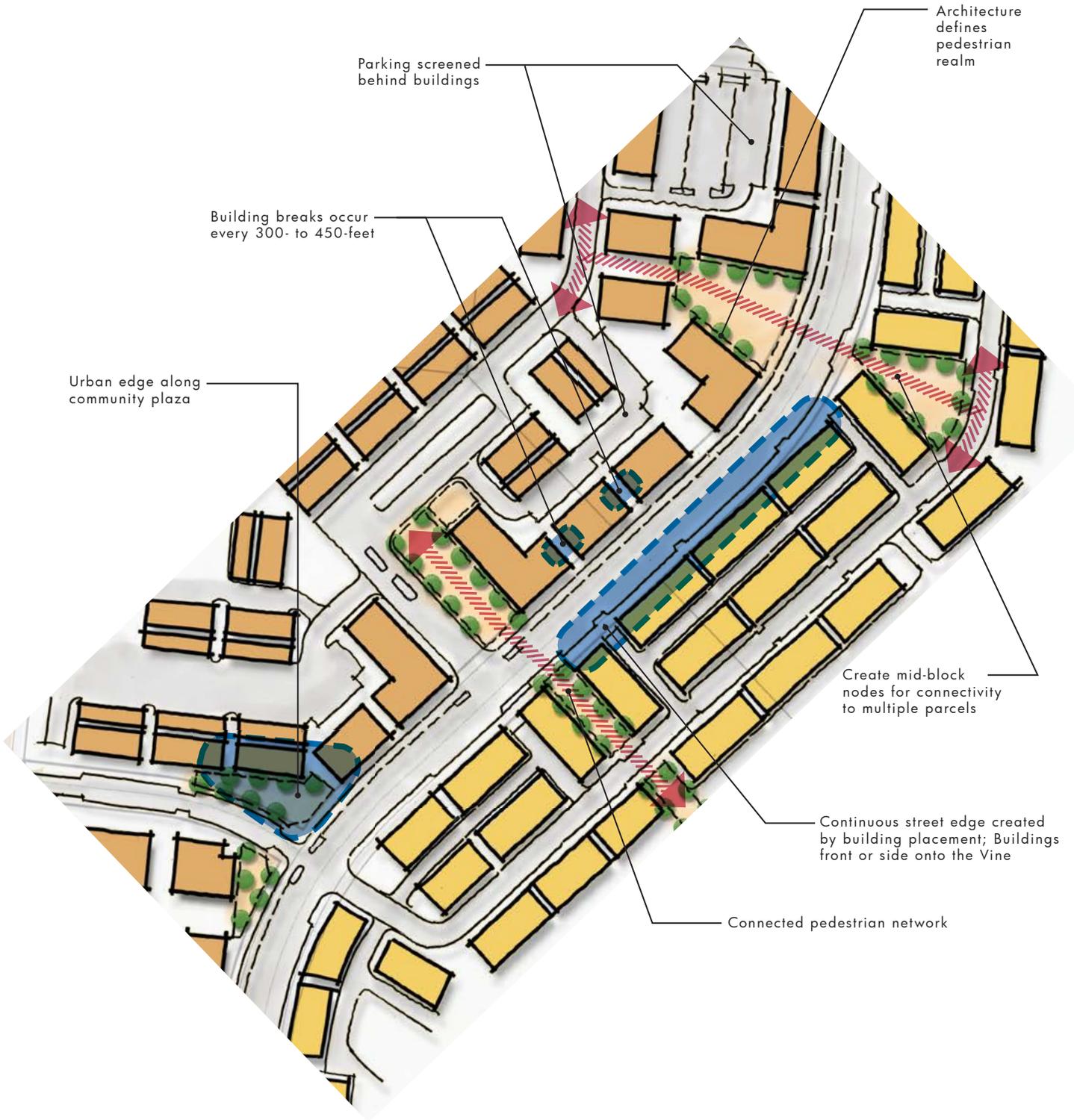
7.4.1 Site Planning Criteria

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

A. Planning For Active Spaces

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





Note: Figure not to scale.

Figure 7.44: Urban Framework Diagram



Tight massing addresses the street



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

7.4.2 Scale, Massing, and Articulation

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

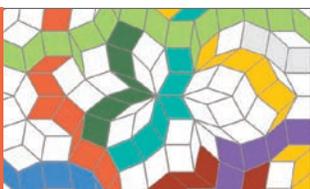
Each neighborhood shall include a collection of varied but complementary forms that create a streetscene that is clear to navigate physically and visually.

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

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

A. Vine

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



b. Human Scale Design

Buildings should incorporate design and construction methods that add human-scale to the building massing and three dimensional detailing that casts shadows and creates visual interest on the facade.

- Building forms shall be designed and well-proportioned resulting in a balanced composition of elements along public streets.
- The overall design aesthetic (composition of massing, scale, material, color, and detail) is more important than the level of articulation.
- The highest level of design shall occur on the Primary Elevation or Secondary Elevation.
- Selected details cohesive with the Primary Elevation design shall be incorporated into all other building facades appropriately based on the prominence of the elevation.
- All Primary and Secondary Elevations shall have building facades articulated through the use of offset massing elements or volumes, complementary colors and materials, variations in building setbacks, or attractive window fenestrations.

Primary Elevations

Primary Elevations are all elevations directly facing the Vine, 4th, 6th Streets and 7th Streets, and the street connecting the Vine to the Metrolink property. These elevations have the greatest impact on the quality and character of the community. The Primary Elevation may be a front or side facade. Garage doors should not face the Primary Elevation.

Secondary Elevations

Secondary Elevations include all non-Primary Elevations where front entries are located, or the elevations that face a Grand Paseo, 3rd Place space, private ROW, shared amenity, or other key neighborhood feature. The Secondary Elevation may be a front, side, or rear facade; garage doors are permitted along the Secondary Elevation.

Shape and design of balconies slightly modified for each building mass



Different but complementary cornice treatments vary building height and differentiate perceived building massing

Accent entry detail harmonizes elevation

Belt course location and design modified for each building mass

Unified elevation created by utilizing single architectural vernacular with varying detail and window design for each building mass.

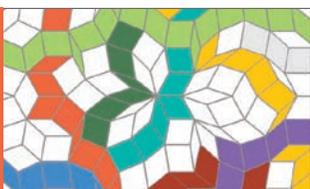
- **Height Variation** When a building exceeds 240 feet in length, the elevation height shall visually step in at least one location by a minimum of two feet.
- **Wall Plane Variation** A single wall plane shall not exceed 80 feet in length without a horizontal or vertical wall plane offset of at least one-foot in depth applying to one or more stories.
- Provide pedestrian-scaled massing element such as private courtyards, patios, and entry elements.
- Prominent vertical or horizontal building features may be used to accentuate key elements and provide variation in wall planes.



Use of interlocking volumes with massing changes & use of window design & balcony details creates variation along the streetscape.



Incorporate window design, roof treatments, details, color & material to enhance simple massing.





- Projections, overhangs, and recesses should be used to enhance shadow, articulation, and scale of primary edges.
- Massing offsets may consist of one or more of the following:
 - Building pop-outs and recesses (wall planes, massing features, or balconies).
 - Bay window or corner-wrapping window.
 - Prominent entry (encouraged on corner-side elevations).
 - Accent roof.
 - Volume space creating height variation.
 - Single-story element, such as a wrap-around porch, balcony, or courtyard.
 - Other similar features which enhance and provide massing articulation.



Composition of roof forms, projections, and awnings



Figure 7.45: Massing and Articulation Diagram

Horizontal or vertical wall plane break required for wall planes greater than 80 feet in length.

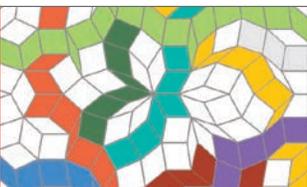


Massing offsets and architectural detailing wrapped to corner and private drive aisle elevation

- Massing offsets shall not encroach into the required horizontal or clear space of a fire access lane and turning radii.
- Entry vestibules or stoops, and architectural design features that provide articulation shall qualify as offsets.
- Blank wall areas visible to the public (without windows, architectural detail, or entrances) are prohibited.
- Architectural elements that create shadow, relief, and sheltered pedestrian areas, such as balconies, trellises, recesses, overhangs, awnings, stoops, and porches are encouraged.
- The main building entry, if applicable, shall be clearly identifiable and distinguished from the rest of the building, preferably a focal point along the elevation in a manner that is consistent with the style of building.



Massing, materials, and glazing activate non-residential corner



C. Privacy

Privacy is an important consideration in residential and mixed use site planning. Innovative site planning and design techniques should be used to preserve privacy while promoting social opportunities. In particular, windows of units should be located to minimize visual intrusion on neighbors' bedroom windows. Thoughtful and innovative techniques, including landscaping, should be incorporated where appropriate to provide privacy to residents.

7.4.3 Roofs

Roof forms contribute to the overall building design and have a large impact on the mass, scale, and design of the community as viewed from pedestrian spaces.

- Roof design shall incorporate variation in roof forms such as an aesthetic combination of changes in plane, form, ridgelines, and/or heights appropriate to the architectural style.



Examples of private spaces in a variety of configurations.



Variation in parapet height, design, and materials with central common open space



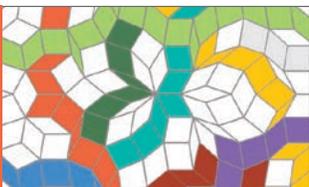
Window design, color scheme and projecting roof element detail this simply-massed building



Varied ridge heights and forms reduce overall scale of building

- Roof forms, material, and fascia elements shall be consistent with the overall design vocabulary of the building and should appear authentic.
- If parapets are used, one or more of the following detail treatments should be included:
 - Pre-cast or simulated pre-cast elements.
 - Contiguous banding or projecting cornice.
 - Dentils.
 - Caps.
 - Corner details.
 - Variety in pitch (sculpted).
- Roof vents should be painted to match or contrast the color of the roof material.
- Fascia design should be complementary to the architectural vernacular.
- Skylights, if used, shall be designed as an integral part of the roof; “bubble” skylights are not permitted. Skylight framing materials should be bronze, anodized or colored to match the adjacent roof materials.

Refer to Section 7.6 Public Safety for additional requirements.



7.4.4 Private Drive Aisle & Alley Treatments

The use of private drive aisles and alleys has evolved from purely functional to a space that residents experience daily, and may include front doors and garage access. Design of these spaces shall address the functional and aesthetic features to create a pleasant experience for residents. At least three of the following shall be implemented along the private drive aisle or alley:

- Massing offsets (layered wall planes, recesses or cantilevers) of at least one-foot.
- Window trim, colors, and selected details from the front elevation.
- Rear privacy walls and pedestrian gates.
- Enhanced garage door patterns or finishes.
- Planting areas between garage doors.
- Variety of garage doors using color or design elements.



Projections, wall plane offsets and recessed garage conditions in alley treatments



Upgraded garage doors, projecting private open space, and color blocking enhance the private drive aisle experience



Architectural detail, including prominent entry statement, contributes to quality design

7.4.5 Architectural Detailing

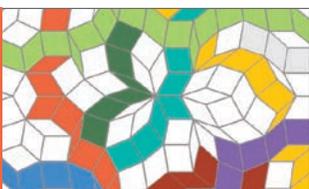
Architectural detailing of building facades is a key feature of quality design. Special attention is required in the treatment of entries (doors, vestibules, porches or courtyards) using enhanced trim or details to emphasize these as primary focal points. Articulated or unique window treatments can further enhance wall surfaces, provide shade and wind protection, and contribute to the character of the neighborhood.

- Secondary Elevations of attached product that have no rear elevation (such as wrap or podium buildings) should be designed in a way that complements the architectural vernacular of its surroundings.
- All building elements, such as materials and color, detail elements (porches, balconies, courtyards, awnings, surface treatments, and materials), and functional elements (garage door lights, exterior stairs, guardrails, gutters, downspouts, screen walls, electrical enclosures, or similar features) should be integral to the buildings design, consistent with the architectural vernacular of the building, and complement the surrounding neighborhood.
- All accessory structures (including detached garages and carports) should be compatible in design, materials, and color with the primary building(s), and be visually related to the development.

A. Entries

Front entry doors and entryways should:

- Be oriented toward a street, pathway, auto court or 3rd Place gathering space.
- Provide a focal point for each residential unit or the building as a whole.
- Be protected with overhangs, recesses, porches, awnings, trellises or other appropriate architectural element.



B. Windows

Windows play an important role in the exterior architectural character of the building. Special emphasis should be given to the way windows are used for design effect consistent with the architectural vernacular. See Section 7.4.9 Architectural Styles.

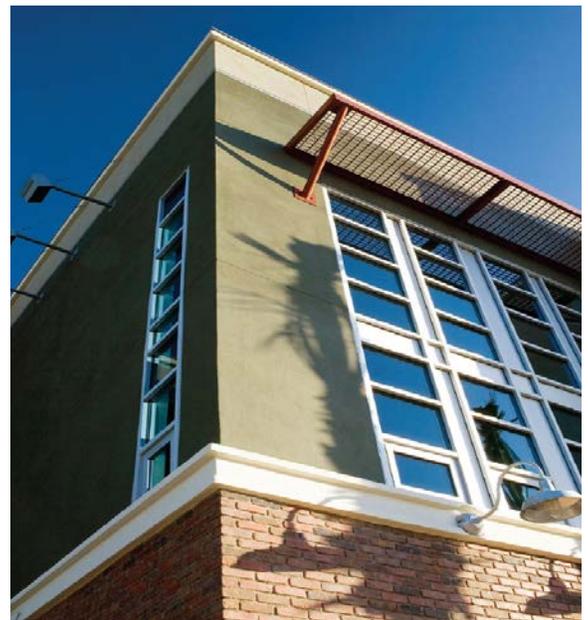
C. Materials

Construct buildings using quality materials to create a community of character and long-term value.

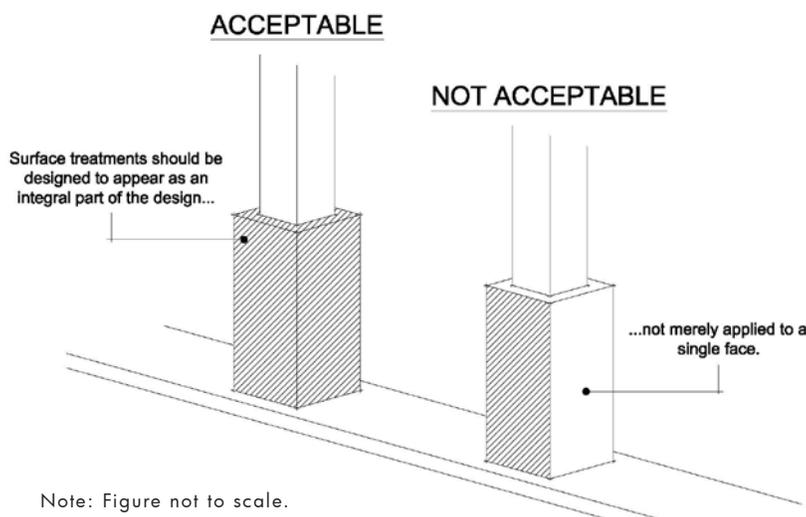
- A variety of materials and textures shall be incorporated within the design theme of the community.
- Heavier building materials, such as brick, stone, tile, and pre-cast concrete, shall be limited to ground level to form the building base and convey a sense of durable, and balanced construction.
- Durable, quality materials designed to appear as an integral part of the design shall be used.
- Material changes should occur at intersecting planes preferably at inside corners of walls or other meaningful locations where architecture elements intersect.
- All ground level materials shall wrap columns and posts in their entirety.



Genuine materials give an appearance of authenticity



Style-appropriate windows; heavier base material



Note: Figure not to scale.

Figure 7.46: Material Wrapping Diagram



Appropriate use of materials reinforces contemporary design theme



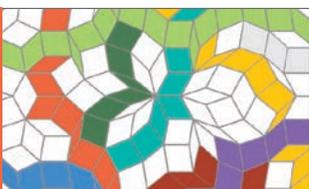
Utility cabinets integrated in architecture



Example of functional element treatments

D. Functional Elements

- All roof-mounted equipment should be screened from ground level view through the use of parapets or other effective architectural elements.
- Ground mounted equipment and meters should be visually concealed and designed to not detract from the architecture of a building.
 - Air conditioning units shall be screened by walls or landscaping a minimum of six inches taller than the equipment and located away from project amenities, except when located in courts and lanes with limited or no screening.
 - Where possible, group equipment.
 - Electrical meters should be ganged and located behind doors.
 - Natural gas meters should be grouped.
- Mechanical devices such as exhaust fans, vents, pipes, gutters, and downspouts should be painted to match adjacent surface, or colored to match accent colors.
- Fire Department connections (FDC), sprinkler post indicator valves (PIV), fire hydrants, and standpipes will be installed and screened as required by NFPA 13, 24, and RCFCD Standard 5-10.



7.4.6 Trash Enclosures

- Refuse and recyclable materials storage areas shall be enclosed consistent with the City's Development Code.
 - Storage areas that can be overlooked from above should incorporate roof structures to screen the contents of the enclosure from view. Such roof structures should be designed to allow the doors of the refuse container to fully open.
- All refuse/recyclable materials areas, mechanical devices, and utility area screening shall be finished using materials, vocabulary, and details compatible with the surrounding architecture.
- Gates shall be solid metal painted to match adjacent buildings.



Refuse enclosures should reflect the project design

7.4.7 Service and Loading

- Loading and service areas should be located to the side or rear of the building. Screening of these areas shall be provided by the use of walls, decorative fencing, or landscaping limiting views from public streets.
- Incorporate shared loading docks, driveways, and common waste collection areas between adjoining non-residential or mixed use sites to the extent practical.



A bold color palette can create visual interest

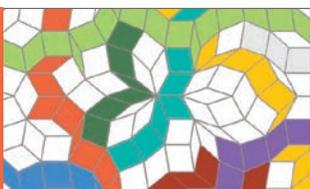


A subtle color palette can have lasting appeal

7.4.8 Elevations and Color Application

The plotting of elevations, color, and material palettes should be selected with the design objectives of avoiding monotony, providing depth and interest with a variety of colorful design schemes, and promoting visual diversity along public streets.

- Where one building type is used along a Primary Elevation parcel frontage, the following shall be required:
 - A minimum of two architectural styles.
 - A minimum of two color schemes.
 - Each elevation style shall have a different roof design, unless a flat roof is utilized.
- Each parcel shall have a minimum of two color schemes.
- Colors should complement the architectural style and overall color scheme of the building.
 - Selected finish materials should be appropriate in their use and application, be durable, and of high quality.
- Changes should occur at logical termination points, generally at inside corners. See Figure 7.46: Material Wrapping Diagram.





7.4.9 Architectural Styles

The massing, character and detailing of an architectural style should be expressive of and authentic to that style. However, the style guidelines should be applied with flexibility to allow contemporary adaptations of traditional vernaculars.

Architectural styles within the community may include:

Modern Styles:

- Art Deco.
- Contemporary.
- Industrial.

Adaptive Styles:

- Craftsman.
- European Heritage.
- Italian.
- Main Street.
- Monterey.
- Prairie.
- Spanish.

Additional styles may be proposed; however, they must follow the same principles and attention to detail as the specific vernaculars listed here.



Adaptive Prairie elevation



Industrial elevation



Contemporary elevation



Examples of urban elevations

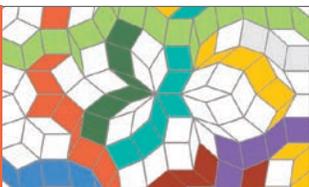
A. Modern Styles

The Modern styles accommodate the more urban setting. These styles are well-suited for high-density residential buildings in mixed use neighborhoods that blend business, industry, and housing.

The Modern styles include simple, unadorned geometric forms detailed with materials, projections, and windows. The styles emphasize interlocking volumes with a collage of materials and colors. Architectural elements such as awnings, balconies and trellises can be appended to the volumes, allowing indoor/outdoor spaces to be created. Vertical and horizontal elements can provide interest to the residential structures. The roofs may be flat with parapets, sloped, or a combination of both.

Urban Elements:

- Plan form is more cubic expressed in bold, simplified forms.
- Roofs are typically shielded by parapets and may have accent roof features such as curves, gables, hips or sheds.
- Wall materials typically consist of stucco, metal, brick, stone and/or siding; it is recommended that design be comprised of two different wall materials.
- Projections to articulate facades are typical and may include building wall planes, awnings, overhangs, canopies, window trim or accent roof forms.
- Braces in conjunction with projections are typical.
- Windows are typically a primary feature of the elevation; design sometimes includes groupings, unique size or shape or oversized and symmetrical mullions.
- Handrails and guardrails enhance the elevations.
- Color blocking is typical.



B. Adaptive Styles

Traditional architecture is based on recognizable, authentic and historically derived forms, materials and details that reasonably express a particular style. Adapted or historically derived elevations focus on character-defining elements but allow for the integration of modern materials, colors and artistic interpretation to generate a more contemporary, yet recognizable, expression of a traditional architectural style.

Adapted elevations can incorporate new, modern or progressive forms, details and materials in the modern context of architecture. Architectural liberties are taken in interpretation and design to create an identifiable style that is not strictly historical.

Adaptation Elements:

- Plan form is generally bold and simplified.
- Elevation is generally identifiable as derived from the traditional form, detail, or signature feature reflective of the style from which it is derived (i.e. balcony, brackets under eaves, entry surrounds, bay windows, porches, corbels, columns, and railing).
- Roof pitches may be exaggerated (shallower or steeper).
- Roof overhangs may be exaggerated.
- Wall materials typically consist of stucco, metal, brick, and/or siding; it is recommended that designs be comprised of two different wall materials.
- Wall materials may be modern.
- Windows match the theme of the elevation in detail, size, orientation or trim.
- Details are simpler and highlighted or exaggerated to define style.



Bold, simple form with traditional elements

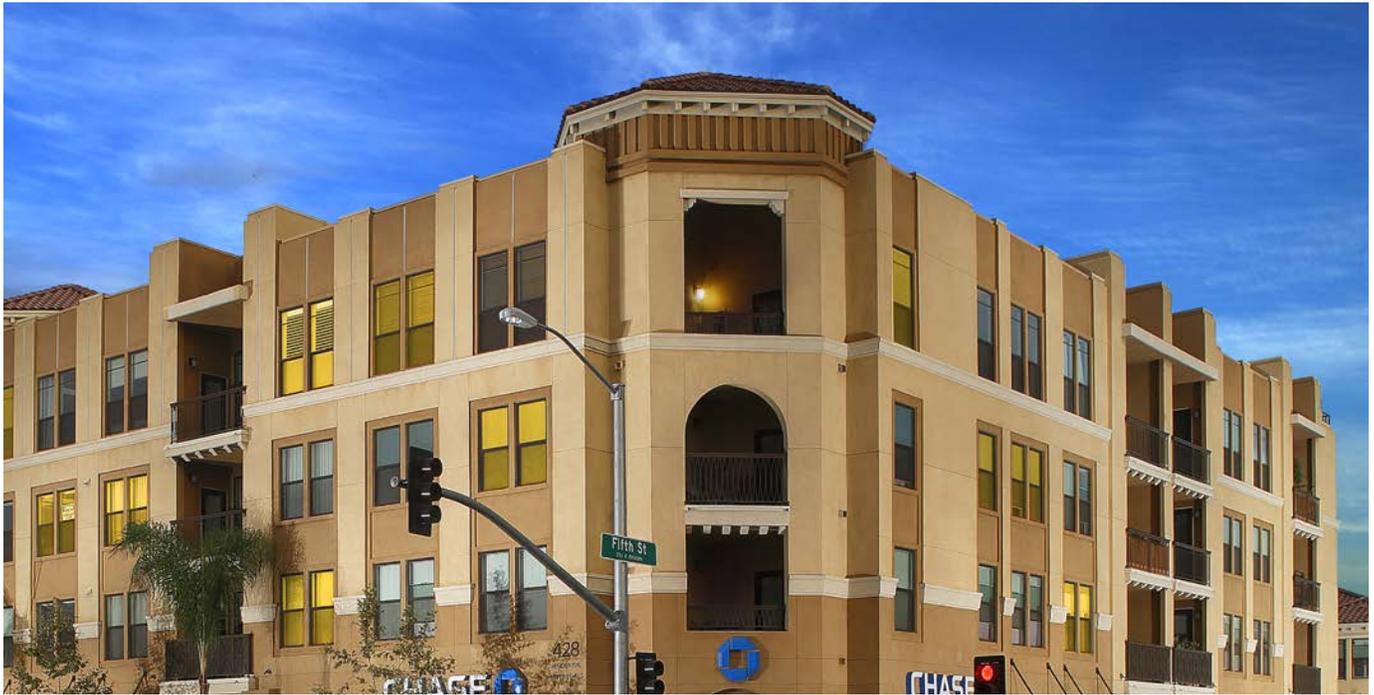


Modern expression mixing traditional materials with bold contemporary details



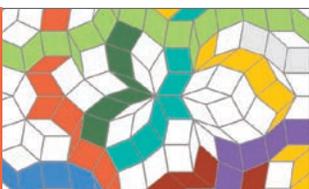
Prairie adaptation

Art Deco



The Art Deco style (including Streamline or Art Moderne subsets) was prevalent in America from the mid 1920s to mid 1940s. This style combined elements of Modern Architecture with an integration of decorative arts. There was less emphasis on asymmetrical compositions and on structural purity in favor of pattern of mass and rhythm of openings. Art Deco buildings can feature bold colors, bold geometric and rectilinear shapes, often emphasizing the vertical.

Later in this period came Streamline or Art Moderne influenced by aerodynamic principles of cars, trains, ships and even household appliances. This style has an emphasis on smooth, horizontal lines often accented by curved corner elements whether in solid walls (decorated with tiles or screed lines), windows, or glass block. Thin horizontal canopies, rounded forms, and even porthole windows are typical character-defining elements. The simple massing typology of this style is well-suited for multi-family attached and high-density homes.





Credit: Designlens.com

Art Deco Style Elements

Elements	Standards*	Enhancements
Roof Components	<ul style="list-style-type: none"> • Flat roof with parapet walls • Roof pitches not applicable • Small ledge coping along top of parapet walls 	<ul style="list-style-type: none"> • Tile or decorative accents along parapet
Roof Materials	<ul style="list-style-type: none"> • Consistent with overall design, as applicable 	
Roof Colors	<ul style="list-style-type: none"> • Consistent with overall design, as applicable 	
Architectural Components	<ul style="list-style-type: none"> • Square and rectangular forms highlighting vertical forms 	<ul style="list-style-type: none"> • Narrow section rectangular steel columns OR round slender steel posts at entries, decks or at shade devices
Wall Materials	<ul style="list-style-type: none"> • Stucco 	
Wall Colors	<ul style="list-style-type: none"> • Neutral to bold colors including whites and tints 	
Trim & Details	<ul style="list-style-type: none"> • Accent colors and/or materials highlighting vertical forms 	<ul style="list-style-type: none"> • Decorative horizontal or vertical grooves, geometric patterns • Stylized motifs as an accent just below the top of the parapet • Belt line running along the wall at a height even with the top of a second story window header
Trim Colors	<ul style="list-style-type: none"> • Contrasting neutral hues 	
Windows	<ul style="list-style-type: none"> • Large single-pane feature windows and corner windows • Secondary vertical windows 	<ul style="list-style-type: none"> • Transom window accents • Horizontal window mullion patterns
Doors	<ul style="list-style-type: none"> • Simple doors 	
Accent Colors	<ul style="list-style-type: none"> • Bold, contemporary accents strategically applied 	

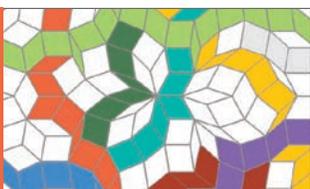
* All of the standard characteristics shall be incorporated into the design of any building using this architectural style. Variations shall be subject to review and approval by the Design Review Committee and the Planning Commission.

Contemporary



The Contemporary style represents the current thinking in design. The style is composed of simple, rectangular geometric forms with generous window areas, accented by bold use of materials and colors and detailed by interesting balcony railings and canopies. Flat roofs are typical but shallow-pitched roofs may also be utilized. Windows and balconies can emphasize

a corner orientation to break open the mass of the building. A combination of bold background colors can distinguish architectural features as will modern exterior materials such as fiber cement siding, panels or metal siding. Windows help articulate the form to create larger organizations, whether in horizontal or vertical compositions.





Contemporary Style Elements

Elements	Standards*	Enhancements
Roof Components	<ul style="list-style-type: none"> • Flat roof with parapet or shed roofs • Roof pitches 3:12 to 4:12 where applicable • Simple unadorned parapet walls 	<ul style="list-style-type: none"> • Accent roof element (sloping, hip OR gable, broad extended eaves, etc.) • Gable, hip OR shed forms • Exaggerated accent roof forms
Roof Materials	<ul style="list-style-type: none"> • Consistent with overall design, as applicable 	
Roof Colors	<ul style="list-style-type: none"> • Consistent with overall design, as applicable 	
Architectural Components	<ul style="list-style-type: none"> • Signature form, detail or feature 	<ul style="list-style-type: none"> • Architectural liberties are taken in interpretation & design
Wall Materials	<ul style="list-style-type: none"> • Stucco 	<ul style="list-style-type: none"> • Accents of metal, brick and/OR siding
Wall Colors	<ul style="list-style-type: none"> • Contrasting form and/or material defining colors 	
Trim & Details	<ul style="list-style-type: none"> • Minimal OR exaggerated window trim 	<ul style="list-style-type: none"> • Closed OR exposed eaves
Trim Colors	<ul style="list-style-type: none"> • Contrasting traditional OR contemporary colors 	
Windows	<ul style="list-style-type: none"> • Vertically proportioned, stacked or purposely unbalanced placement 	
Doors	<ul style="list-style-type: none"> • Rectangular, highlighted as primary feature of elevation 	
Accent Colors	<ul style="list-style-type: none"> • Contrasting traditional OR contemporary colors 	

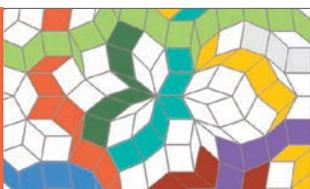
* All of the standard characteristics shall be incorporated into the design of any building using this architectural style. Variations shall be subject to review and approval by the Design Review Committee and the Planning Commission.

Industrial



The Industrial style has evolved from the rehabilitation and re-purposing of older industrial properties into dynamic mixed use buildings and residential loft spaces. The style includes simple and unadorned forms detailed with materials, projections and windows for indoor/outdoor living. The style emphasizes interlocking volumes with a collage of colors and materials. Typically the ground floor volume is larger, giving the appearance of residential built above as an addition to the building. Architectural elements such as awnings, balconies and

trellises can be appended to the volumes, allowing indoor/outdoor spaces to be created. Vertical and horizontal elements provide interest to the residential structures. The roofs may be flat with parapets, sloped or a combination of both. Windows should be placed in areas to overlook common areas and increase surveillance for these areas.





Industrial Style Elements

Elements	Standards*	Enhancements
Roof Components	<ul style="list-style-type: none"> Flat roof with parapet walls Roof pitches not applicable Simple unadorned OR detailed parapet walls 	<ul style="list-style-type: none"> Accent roof features as appropriate Signature towers OR vertical projections can extend above roof line Cantilevered projections Roof decks
Roof Materials Roof Colors	<ul style="list-style-type: none"> Consistent with overall design, as applicable 	
Architectural Components	<ul style="list-style-type: none"> Projections OR wall planes articulate facade Utilitarian and "edgy" Simple, unadorned forms 	<ul style="list-style-type: none"> Projections OR horizontal banding between floors Asymmetrical facade
Wall Materials	<ul style="list-style-type: none"> Stucco, metal OR fiber cement siding Contrasting wall materials and textures 	<ul style="list-style-type: none"> Brick OR stone veneer Metal accents Concrete OR glass
Wall Colors	<ul style="list-style-type: none"> Contrasting form and/or material defining colors 	
Trim & Details	<ul style="list-style-type: none"> Color blocking as appropriate 	<ul style="list-style-type: none"> Metal awnings OR overhangs Metal, cable, glass OR panel balcony railings Sunshades
Trim Colors	<ul style="list-style-type: none"> Contrasting neutral tones 	
Windows	<ul style="list-style-type: none"> Minimal trim Repetitive mullions 	<ul style="list-style-type: none"> Simple industrial dark window trim Larger window modules Long ribbons of windows Nontraditional window shapes and placements
Doors	<ul style="list-style-type: none"> Understated 	<ul style="list-style-type: none"> Roll-up doors Store front
Accent Colors	<ul style="list-style-type: none"> Bold, contemporary hues 	

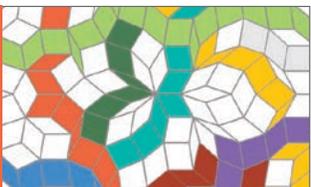
* All of the standard characteristics shall be incorporated into the design of any building using this architectural style. Variations shall be subject to review and approval by the Design Review Committee and the Planning Commission.

Craftsman



Influenced by the English Arts and Crafts movement of the late 19th century and stylized by California architects such as Bernard Maybeck in Berkeley and the Greene brothers in Pasadena, the Craftsman style stresses the importance of insuring that all exterior and interior elements receive both tasteful and artful attention. Originating in California, Craftsman architecture relies on the simple house tradition, combining hip and gable roof forms with livable porches and broad overhanging eaves.

The wood-working craft defines this style by carefully treating details such as windows and porches. Exposed rafter tails and knee braces below overhanging eaves and rustic-textured building materials are character defining features. Substantial, tapered porch columns with stone piers lend a Greene character while simpler double posts on square brick piers and larger knee braces make a Craftsman distinctly more Maybeck. The overall effect is the creation of a natural, warm and livable home of artful and expressive character.



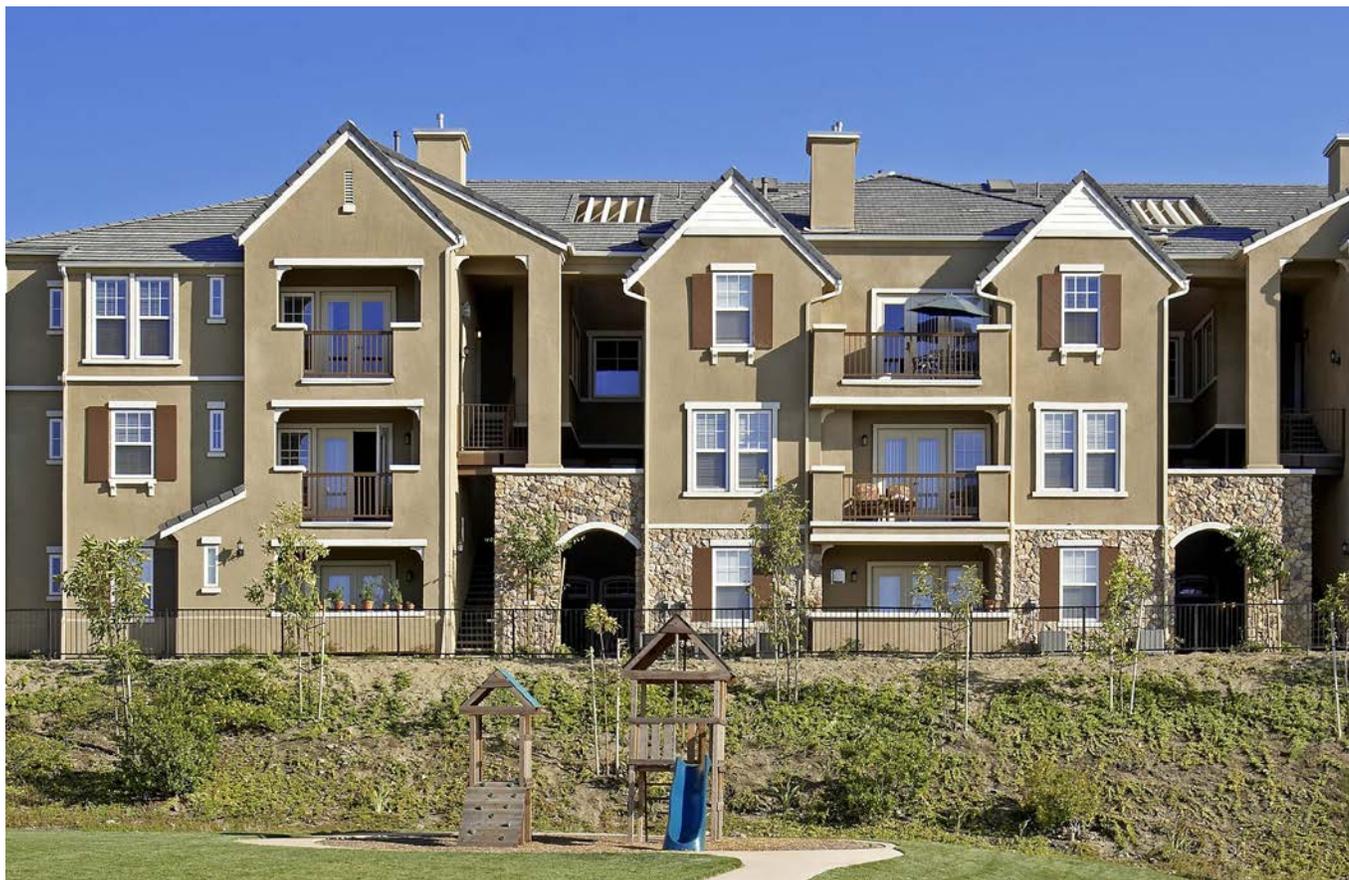


Craftsman Style Elements

Elements	Standards*	Enhancements
Roof Components	<ul style="list-style-type: none"> • Side-to-side gable with cross gables OR combination hip and gable forms OR flat roof with parapet walls • Roof pitches 3.5:12 to 8:12 where applicable • Exposed rafter tails at prominent locations • Bargeboard and rafter tails at gable ends, where used 	<ul style="list-style-type: none"> • Extended eaves at accent features • Shaped rafter tails preferred • Outlookers and brackets
Roof Materials	<ul style="list-style-type: none"> • Flat, shake concrete tile OR asphalt shingles 	
Roof Colors	<ul style="list-style-type: none"> • Medium to dark value browns, greens and earthy red hues 	
Architectural Components	<ul style="list-style-type: none"> • Porch OR covered entry OR defined entry 	<ul style="list-style-type: none"> • Heavy "timber" columns • Post & beams
Wall Materials	<ul style="list-style-type: none"> • Medium sand float stucco finish (16/20) • Horizontal siding 	<ul style="list-style-type: none"> • Shingle siding OR board & batten OR brick OR stone accents
Wall Colors	<ul style="list-style-type: none"> • Medium light to medium dark value earth-related tones of brown, rust, olive green and ochre 	
Trim & Details	<ul style="list-style-type: none"> • Appropriately sized columns (where used) 	<ul style="list-style-type: none"> • Gable end details • Tapered OR double-post porch columns on brick OR stone piers • Shutters • Pot shelves
Trim Colors	<ul style="list-style-type: none"> • Toned whites in light to medium light value range and brown shades in medium to dark value range 	
Windows	<ul style="list-style-type: none"> • Vertically proportioned windows • Window grids • Fully trimmed windows 	<ul style="list-style-type: none"> • Grouped windows with continuous head trim • Vertical windows at first floor • Horizontal windows at 2nd floor along belt course
Doors	<ul style="list-style-type: none"> • Paneled front entry doors • Paneled garage doors 	<ul style="list-style-type: none"> • Front entry wood and glass doors • Garage doors with windows
Accent Colors	<ul style="list-style-type: none"> • Earthy, warm hues, medium to dark value, including green, rust and burgundy tones 	

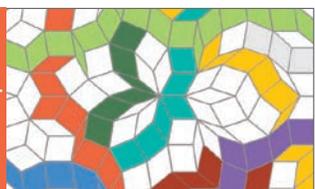
* All of the standard characteristics shall be incorporated into the design of any building using this architectural style. Variations shall be subject to review and approval by the Design Review Committee and the Planning Commission.

European Heritage



Many “traditional” American styles have been heavily influenced by European designs, emulated and adapted in a variety of expressive elevations. This European Heritage collection emerged from the stylization of simpler English and French building traditions that came to America in the first European colonial settlements and were revived by European architects for wealthy Americans.

In contrast to grander Tuscan and Italian styles that were adapted from the classical public building and church architecture of the time, the interpretation of traditional French or English styles has resulted in uniquely American expressions. All of these styles typically include steeper roof pitches, straightforward framing with simple forms, use of stone and brick veneers and tower elements meant to highlight the building entry.





European Heritage Style Elements

Elements	Standards*	Enhancements
Roof Components	<ul style="list-style-type: none"> Main roof hip OR gable with intersecting gable roofs OR flat roof with parapet OR mansards Roof pitches 6:12 to 12:12 where applicable Gable end OR parapet details French & English: tight rakes American: standard rakes 	<ul style="list-style-type: none"> American: Dormers French & English: Curved slope at roofline
Roof Materials	<ul style="list-style-type: none"> Flat concrete slate tile 	
Roof Colors	<ul style="list-style-type: none"> Cool tones of natural slate 	
Architectural Components	<ul style="list-style-type: none"> Porch OR covered OR defined entries 	<ul style="list-style-type: none"> Traditional pediment at entry Tower element Bay windows
Wall Materials	<ul style="list-style-type: none"> Medium sand float stucco finish (16/20) 	<ul style="list-style-type: none"> American: Siding accents (horizontal OR vertical) French & English: Stone OR brick accents
Wall Colors	<ul style="list-style-type: none"> Medium light to medium value subdued hues of taupe, warm gray, yellow and green and warm-toned whites 	
Trim & Details	<ul style="list-style-type: none"> Appropriately sized and minimally detailed columns 	<ul style="list-style-type: none"> Metal details American: Fully trimmed windows with projecting sills French & English: Plank shutters Details to create a thick wall look
Trim Colors	<ul style="list-style-type: none"> Warm tones of gray, blue-gray, brown and gray-green in medium to dark value 	
Windows	<ul style="list-style-type: none"> Window grids on all upper levels 	<ul style="list-style-type: none"> Dormer windows Window grids on all windows
Doors	<ul style="list-style-type: none"> Paneled front entry doors Paneled garage door with windows 	
Accent Colors	<ul style="list-style-type: none"> Muted shades of blue, green, gray and red in medium to medium dark value 	

* All of the standard characteristics shall be incorporated into the design of any building using this architectural style. Variations shall be subject to review and approval by the Design Review Committee and the Planning Commission.

Italian

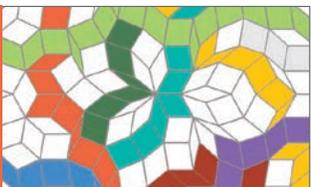


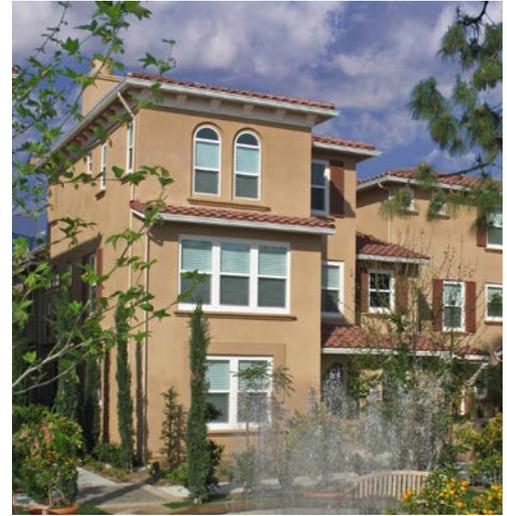
The Italian style is a good example of a transplanted style developed in a climate zone similar to the Southern California climate. In the 1860s, the Italian Villa was one of the fashionable architectural styles in the United States based on the formal and symmetrical palaces of the Italian Renaissance. Italian homes are straightforward and boxy, with only window crowns and cornice moldings as ornamentation.

This old world prototype has been refined, adapted and embellished into a truly eclectic classic style. The shallow pitched hipped roof, often with decorative brackets, identifies this style. As it became a popular

building material, wrought iron expanded the Italian style vocabulary to include a variety of embellished designs for porches, balconies, railings and fences.

An off-shoot of this style, Italianate, emerged in the row houses of San Francisco with amplified Italian Renaissance characteristics including the emphasis on use of classic Roman orders in columns, decorative motives along the exaggerated cornice line and projecting bay windows under hip roofs.





Italian Style Elements

Elements	Standards*	Enhancements
Roof Components	<ul style="list-style-type: none"> Main hip roof with hip ancillary roofs OR flat roof with parapets or mansards and cornice elements Roof pitches 3.5:12 to 5:12 where applicable 	<ul style="list-style-type: none"> Closed/shaped eave with corbels at accent elements
Roof Materials	<ul style="list-style-type: none"> "S" concrete tile 	<ul style="list-style-type: none"> Barrel tile
Roof Colors	<ul style="list-style-type: none"> Hues of terra cotta OR other natural clay roof tile colors 	
Architectural Components	<ul style="list-style-type: none"> Precast surrounds 	<ul style="list-style-type: none"> Medallions
Wall Materials	<ul style="list-style-type: none"> Medium sand float stucco finish (16/20) 	<ul style="list-style-type: none"> Brick OR stone accents
Wall Colors	<ul style="list-style-type: none"> Medium to medium dark value saturated colors in earth tones, especially yellow, orange and red 	
Trim & Details	<ul style="list-style-type: none"> Window and door trim Horizontal belt course 	<ul style="list-style-type: none"> Formal entry with smooth stucco trim Cast stone surrounds, precast trim Simulated precast columns at entry OR between windows Base trim
Trim Colors	<ul style="list-style-type: none"> Wood trim in medium dark to dark value browns; precast concrete trim in medium light value, warm toned whites 	
Windows	<ul style="list-style-type: none"> Arched, round top, OR pedimented accent windows at selected locations Symmetrically ordered and stacked windows and openings 	<ul style="list-style-type: none"> Paneled OR louvered shutters on accent window Grid patterned at front and visible windows Recessed windows
Doors	<ul style="list-style-type: none"> Entries detailed with precast surround feature Paneled front entry doors Paneled garage doors 	<ul style="list-style-type: none"> Garage doors with windows
Accent Colors	<ul style="list-style-type: none"> Vibrant shades of medium dark to dark value blues, greens, oranges and reds 	

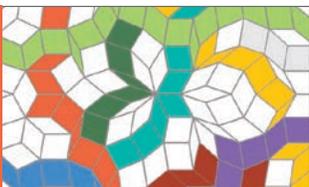
* All of the standard characteristics shall be incorporated into the design of any building using this architectural style. Variations shall be subject to review and approval by the Design Review Committee and the Planning Commission.

Main Street



In the 19th century typical Main Street architecture was built as a single building or in groups of buildings with party walls. Brick store fronts could extend up to a block in length. These buildings varied in height from one to three or more stories. In urban settings, this style was often occupied by a business on the ground floor and offices, apartments or owner's residence above. Typically the building had a tripartite organization of base, middle and top. Entrances were located

on- or off-center. The lower level was dominated by large windows framed by the building's corners and the panel of brick between floors. The upper levels sometimes included single or double bay windows, brick friezes, panels and decorative cornices. Other options include the use of corniced parapets, continuous sills or decorative lintels and string or belt courses dividing the wall laterally. The cornice functioned as a cap under which other elements were arranged and balanced.





Main Street Style Elements

Elements	Standards*	Enhancements
Roof Components	<ul style="list-style-type: none"> Flat roof with parapet Roof pitches not applicable Accent roof forms OR projecting awnings encouraged 	<ul style="list-style-type: none"> Decorative cornice detail that unified the facade OR provides variety
Roof Materials	<ul style="list-style-type: none"> Consistent with overall design 	
Roof Colors	<ul style="list-style-type: none"> Consistent with or accenting overall design 	
Architectural Components	<ul style="list-style-type: none"> Simple box, multi-story 'storefront' form with accent elements at entries Recessed doorways, tower elements OR applied architectural accents at entries Tripartite organization of base middle and top through use of horizontal belt course, change in material or massing offset 	<ul style="list-style-type: none"> Multiple building heights created by varied parapets and cornice design Balconies Colonnade Raised stoop Horizontal modulation of about 25'
Wall Materials	<ul style="list-style-type: none"> Stucco with accent materials (siding, brick veneer, metal, scored stucco in accent color, etc.) 	
Wall Colors	<ul style="list-style-type: none"> Neutral and accented colors appropriate to the materials used 	
Trim & Details	<ul style="list-style-type: none"> Awning OR projecting feature accenting overall design 	<ul style="list-style-type: none"> Features borrowed from traditional American main streets, appropriate to scale and massing of building
Trim Colors	<ul style="list-style-type: none"> Neutral hues may blend or contrast per context 	
Windows	<ul style="list-style-type: none"> Vertical, may be single OR multi-paned on upper stories, often grouped Large single-paned OR vertical multi-paned on ground floor 	<ul style="list-style-type: none"> Projecting OR angled awnings at any level Pedimented windows at ground level Transoms
Doors	<ul style="list-style-type: none"> Monumented with massing, architectural, OR awnings - design consistent with overall theme 	
Accent Colors	<ul style="list-style-type: none"> Contrasting neutral or bold tones as appropriate 	

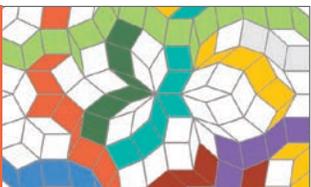
* All of the standard characteristics shall be incorporated into the design of any building using this architectural style. Variations shall be subject to review and approval by the Design Review Committee and the Planning Commission.

Monterey



Influenced by both Spanish Colonial and New England Colonial homes, historical Colonial Monterey features Spanish detailing while maintaining the Colonial style form. With its stucco or masonry walls, red barrel, "S" or flat concrete shake roofs, this style exhibits many of the same elements as an historical Spanish home: simple building form and mass, rusticated corbels, head trim, posts or balconies, and gable roof forms. Traditionally the style included horizontal siding on upper floors and the use of wood railings.

Interpretations of this style maintain a simple elegance. The early prototypes added many refinements and new details. Though usually thought to be fully adorned with porches, second floor balconies and verandas, many successful, historical adaptations of this style avoided these details and focused simply on careful massing, detail and the natural beauty inspired through its blend of rich Spanish and Colonial heritage.





Monterey Style Elements

Elements	Standards*	Enhancements
Roof Components	<ul style="list-style-type: none"> Simple roofs of hips OR gables OR flat roof with parapet walls Roof pitches 4:12 to 5:12 where applicable 	<ul style="list-style-type: none"> Parapets with barrel tile cap Rafter tails, shaped tails preferred
Roof Materials	<ul style="list-style-type: none"> Concrete "S" tile OR flat concrete shake tile OR asphalt shingles 	
Roof Colors	<ul style="list-style-type: none"> "S" tile in hues of terra cotta OR other natural clay colors Shake tile in natural wood tones 	
Architectural Components	<ul style="list-style-type: none"> Balconies cantilevered OR supported Simple wood beams at balcony 	
Wall Materials	<ul style="list-style-type: none"> Medium sand float stucco finish (16/20) Material change at second floor, typical 	<ul style="list-style-type: none"> Brick OR slump block on first floor at main entrance Board and battens OR horizontal siding at upper level
Wall Colors	<ul style="list-style-type: none"> Light to medium value warm colors and toned whites 	
Trim & Details	<ul style="list-style-type: none"> Stucco-wrapped, high density foam trim with fine sand float stucco finish (20/30) OR smooth manufactured foam trim Closed OR exposed eaves Plank-style shutters on feature windows 	<ul style="list-style-type: none"> Well-placed and proportional entry light fixture Wood (or simulated wood products) OR metal railing
Trim Colors	<ul style="list-style-type: none"> Medium to dark value browns reminiscent of stained woods OR toned whites 	
Windows	<ul style="list-style-type: none"> Vertically proportioned windows with simple minimal trim Typically rectangular, arches discouraged 	
Doors	<ul style="list-style-type: none"> Rectangular openings, with simulated precast surrounds OR header 	
Accent Colors	<ul style="list-style-type: none"> Muted tones of medium to dark value blue, green, rust OR burgundy and dark browns 	

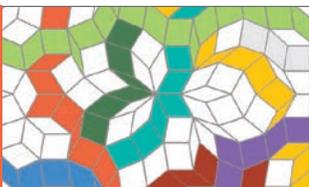
* All of the standard characteristics shall be incorporated into the design of any building using this architectural style. Variations shall be subject to review and approval by the Design Review Committee and the Planning Commission.

Prairie



The roots of Prairie architecture began in the late 1800s with the “Oak Park” and “River Forest” houses of Frank Lloyd Wright. The Prairie School of architecture came to California with its own unique interpretation. The style is characterized by horizontal expressions and proportions. Horizontal proportions provide an “earthy” feel while the lower pitched roof often seems to float with its deep overhangs over banded windows. Porte cocheres or raised porches extend out from the entry of the house as a typical feature of this style.

This first purely American style included new decorative motifs and details. The Prairie style in its vernacular form spread throughout the Midwest and to California and New York, along with Wright’s belief that a building should fulfill its primary function, but also exude character, life, spirit, beauty and a vibrant environment.





Prairie Style Elements

Elements	Standards*	Enhancements
Roof Components	<ul style="list-style-type: none"> Hip roof typical OR flat roof with parapet walls Roof pitches 3:12 to 4:12 where applicable 	<ul style="list-style-type: none"> Wider overhangs (24") at prominent locations
Roof Materials	<ul style="list-style-type: none"> Flat concrete slate tile 	
Roof Colors	<ul style="list-style-type: none"> Warm, earthy colors including reds, oranges, greens and browns 	
Architectural Components	<ul style="list-style-type: none"> Strong massing OR design features that accentuate horizontal Porches OR stoop entries 	
Wall Materials	<ul style="list-style-type: none"> Medium sand float stucco finish (16/20) Horizontal siding OR brick accents 	<ul style="list-style-type: none"> Brick base accents
Wall Colors	<ul style="list-style-type: none"> Warm colors in light to medium value range 	
Trim & Details	<ul style="list-style-type: none"> Horizontal belt course Appropriately scaled columns 	<ul style="list-style-type: none"> Gable end details Tapered OR double-post porch columns on brick piers
Trim Colors	<ul style="list-style-type: none"> Medium dark to dark value range warm colors or toned whites 	
Windows	<ul style="list-style-type: none"> Banded or grouped windows Vertically proportioned windows 	<ul style="list-style-type: none"> Strong unifying head OR sill on grouped windows
Doors	<ul style="list-style-type: none"> Paneled front entry door Paneled garage door 	<ul style="list-style-type: none"> Garage door with windows
Accent Colors	<ul style="list-style-type: none"> Earthy, medium to dark value range colors including greens, oranges, reds and browns 	

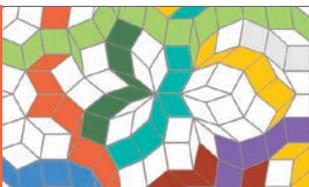
* All of the standard characteristics shall be incorporated into the design of any building using this architectural style. Variations shall be subject to review and approval by the Design Review Committee and the Planning Commission.

Spanish



The Spanish style attained wide-spread popularity after the Panama-California exposition of 1915 in San Diego. The Spanish style's most notable characteristics include the use of "S" or barrel tile roofs, stucco walls, feature entry doors and porticos, highlighted ornamental iron work and carefully proportioned recessed windows appropriate to its wall mass.

Key features of this style are adaptable to buildings both grand and humble. Plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the directness, adaptability and contrast of materials and textures.





Spanish Style Elements

Elements	Standards*	Enhancements
Roof Components	<ul style="list-style-type: none"> Hip OR gable roofs OR flat roof with parapet walls Roof pitches 3.5:12 to 5:12 where applicable Tight rake, where used 	<ul style="list-style-type: none"> Parapets with barrel tile caps Rafter tails, shaped tails preferred
Roof Materials	<ul style="list-style-type: none"> Concrete "S" tile 	<ul style="list-style-type: none"> Barrel tile
Roof Colors	<ul style="list-style-type: none"> Hues of terra cotta OR other natural clay colors 	
Architectural Components	<ul style="list-style-type: none"> Round top OR arched primary window OR architectural feature Recessed openings at front entry OR porch 	<ul style="list-style-type: none"> Shed roof accent feature Porches, balconies OR verandas
Wall Materials	<ul style="list-style-type: none"> Medium sand float stucco finish (16/20) 	<ul style="list-style-type: none"> Decorative ceramic tile OR brick accents
Wall Colors	<ul style="list-style-type: none"> Toned whites and light to medium light value warm colors 	
Trim & Details	<ul style="list-style-type: none"> Stucco-wrapped, high density foam trim with fine sand float stucco finish (20/30) OR smooth manufactured foam trim Gable end tile details Decorative metal elements (pot shelf, gate, balcony, etc.) 	<ul style="list-style-type: none"> Closed OR exposed eaves Wood beam accents, especially at porch Wall mounted light fixtures at garage door Well-placed and proportional entry light fixtures
Trim Colors	<ul style="list-style-type: none"> Medium dark value browns reminiscent of stained wood 	
Windows	<ul style="list-style-type: none"> Vertically proportioned windows Recessed feature windows 	<ul style="list-style-type: none"> Divided lights Round top windows
Doors	<ul style="list-style-type: none"> Front entry doors without a porch, deeply recessed from front facade Rectangular OR arched surrounds (following door design) 	
Accent Colors	<ul style="list-style-type: none"> Clear to muted blues, greens, rust and burgundy in medium to dark value range OR dark browns 	

* All of the standard characteristics shall be incorporated into the design of any building using this architectural style. Variations shall be subject to review and approval by the Design Review Committee and the Planning Commission.



7.5 Landscape Design

The urban nature of this community encourages a distinct landscape character with a creative and unique landscape aesthetic. Streets will be designed to be enjoyable, walkable, and interactive to pedestrians. Interior streetscapes shall be designed to provide a cohesive and hierarchal element tying the community together as a whole. Wall treatments will be made more apparent and distinct with decorative pilasters accentuated by selected accent trees and plants for visual impact. Trees shall be strategically located so as not to interfere with driving visibility.



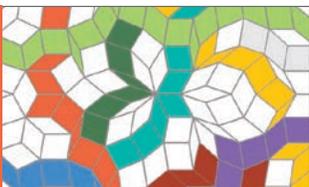
In urban planting schemes, it is critical to achieve contrast between plant species. The contrast can be in color (green to red), form (spiky to hedged), texture (lacy to static), or color value (dark to light). The eye must be able to easily see the difference in the shrub massing. A 'squint test' shall be utilized as a guide for the landscape design. If you can 'squint' and still definitely see the different shrub masses, then the planting scheme has enough contrast.

The landscape design goals include:

- Create a community that motivates, educates, and inspires residents and visitors and furthers their sense of community.
- Encourage residents to explore the physical nature and social fabric of the community.



Inspirational landscape design



The following policies implement this goal:

- Foster a healthy outdoor lifestyle that considers both physical and spiritual health in the manner that it is designed.
- Design for the user at the smallest neighborhood level and grow in scale outward into the community.
- Promote a sense of arrival that one has just entered somewhere special.
- Bolster a sense of intrigue, surprise, and discovery in 3rd Place spaces that provide opportunities for social interaction, active play, and passive recreation.
- Announce the community's presence and identity with unique features and landscape treatments.
- Celebrate the community's heritage and/or historically significant features within its landscape.
- Provide well-thought-out and sensitive community edges.
- Recognize that trees are "a valuable resource" that over time will have an increasingly positive impact when planned properly.
- Design horticulturally compatible landscape in its setting while striving to be environmentally sensitive.
- Include site features, such as bicycle racks, recycling bins, planters, and benches as an integral part of the design.



7.5.1 Landscape Placemaking

Landscape design should be used as a strong placemaking element to promote the aesthetic character value of the community by defining, unifying, and enhancing the pedestrian realm. The following features further define the elements and spaces of the pedestrian circulation network described in Section 7.3.6.D Pedestrian Circulation.

These guidelines provide design guidance relating to the overall character of the community to create a strong, cohesive identity. Use and repetition of consistent design concepts, practices, and details will reinforce the distinct character of various features with a native or regionally-adapted planting palette suitable to the climatic and soil conditions of the area. See Table B-1: Permitted Streetscape Tree List and Table B-2: Permitted Plant List in Appendix B Plant Palette for permitted streetscape and community plant list.

Note: Where a box size is notated herein, box size shall be dependent on a maintenance agreement if required by the City prior to planting.

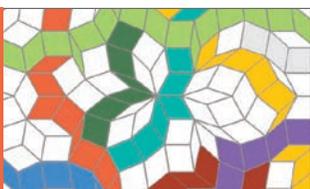
A. The Vine

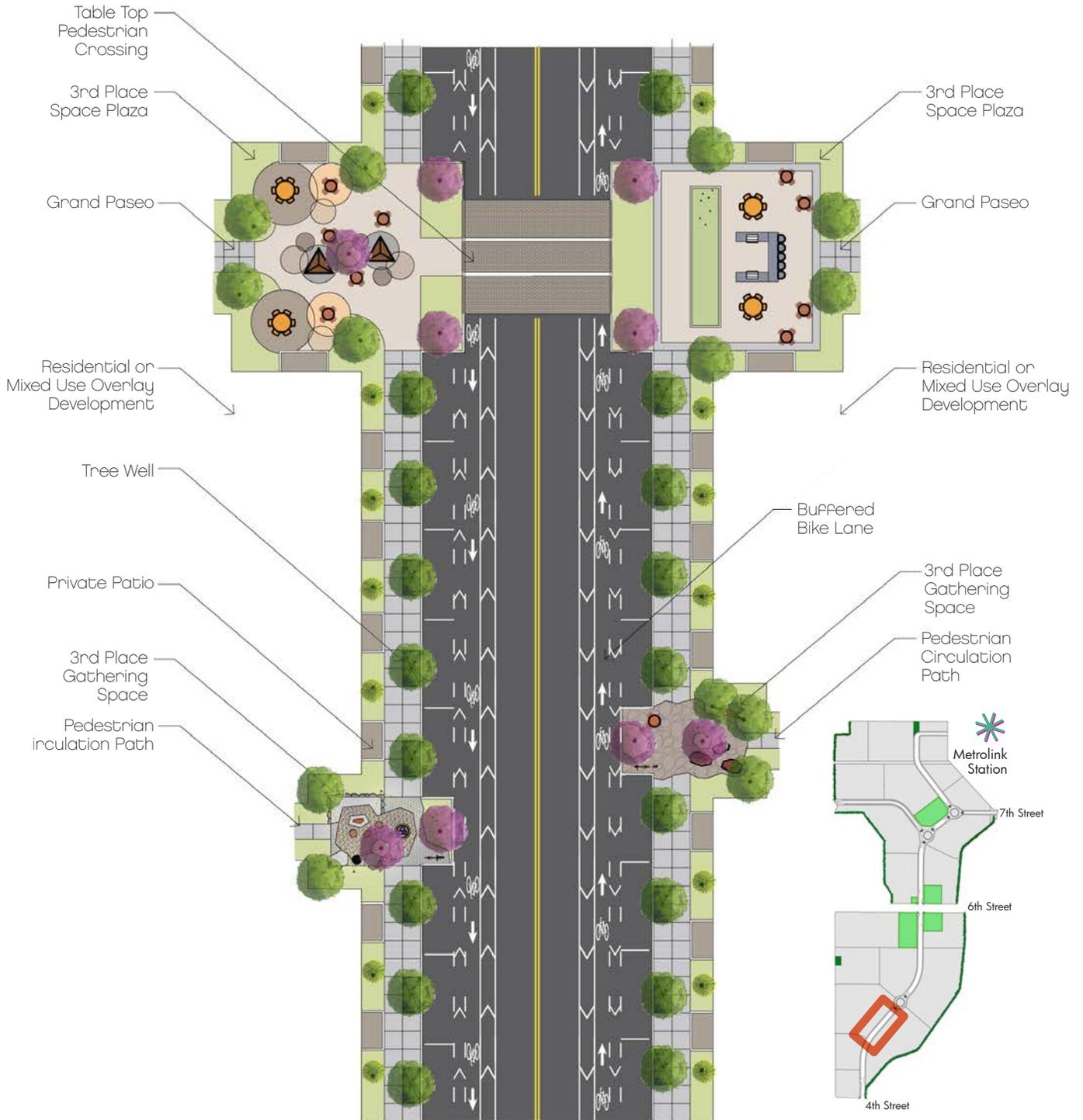
The Vine system is a designed network of landscaped pathways connecting 3rd Place spaces, the Metrolink station, and recreation areas. The following concepts shall be included in the Vine:

- Minimum 11-foot multi-use sidewalk located alongside each side of the street providing a pleasing landscape, dotted with an assortment of trees, a variety of shrubs, and groundcovers creating a sensory, walk-through experience.
- A variety of canopy trees strategically located to provide a “shade oasis” at specific intervals and seating node locations to add comfort for pedestrians.
- Trees should be selected and placed to create a canopy effect to help calm traffic.
- Small gathering spaces to encourage opportunities for social interaction among neighbors and promote a healthy community.
- Signage easily visible and harmonious with the community theme design.



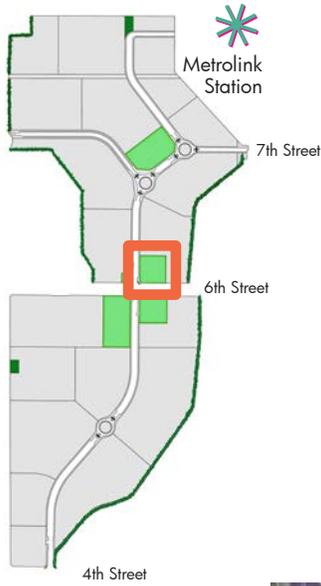
Figure 7.47: Conceptual Vine 3rd Place Space Plaza Rendering





Note: Figure not to scale.

Figure 7.48: Conceptual Vine



B. Urban Plaza

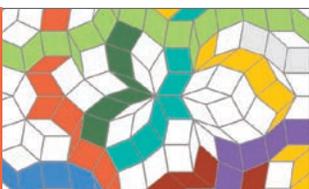
The Urban Plaza is the primary entry feature of the community, located on the north side of the intersection of 6th Street and the Vine. The physical and landscape design will set the character for the rest of the community. Thematic signage and stylized plant groupings that reflect the urban architectural theme will provide markers for identity and emphasis.

The Urban Plaza is located in the Mixed Use Overlay and the following standards shall apply whether or not mixed use development occurs within the plaza.



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

Figure 7.49: Conceptual 6th Street East Urban Plaza





Urban Plaza minimum design elements:

- Provide a 3,000-square-foot plaza/gathering space that connects the north side of the I-10 underpass.
- Provide monumentation with a unique focal element or vertical gateway element that is uniquely urban in character; this feature may include urban art, towers, walls, thematic signage, a fountain, or similar place-making element(s).
- Suggest a unique sense of place with tree-lined streets to announce arrival and enhance the community character.
 - Six focal 60-inch box trees or six palms (20-foot brown trunk height) to define the space and provide shade.
- Social activity space(s) or feature, such as a garden, seating, chess, or similar passive or active features.
- Bike racks at convenient locations to promote ridership.
- Wayfinding signage to direct pedestrians to the Vine and other amenities.
- Landscape lighting.
- Highlight landscape and monumentation features with accent lighting.
- Enhanced visibility with accent paving.



Inspirational plaza



C. 3rd Place Spaces

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

1. Grand Paseos
2. Pathways
3. Gathering spaces (such as bark parks and pocket parks)

3rd Places should encourage socialization and physical activity by providing both active and passive activities within a cohesive network of open space.



- 3rd Places shall be designed large enough to be usable, intimate, and safe, however not so large as to appear empty or barren.
- Architectural treatments and features are encouraged to connect these spaces to the built environment.
- Provide pathways that link 3rd Place spaces.
- Create event areas within some of the 3rd Place spaces that can host community activities.



Each 3rd Place space will be individually designed to suit the contextual neighborhood, market segment, and social niche; physical and technical details of each space will be addressed during final design and subject to City approval.

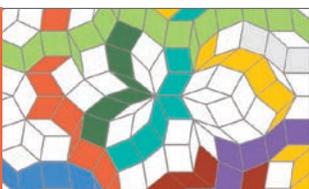
Grand Paseos

Grand Paseos enhance social interaction by connecting neighborhoods directly to the Vine. See Figure 7.50: Conceptual Grand Paseo.

Grand Paseo minimum design elements:

- Maintain a minimum width of 30 feet between buildings; private open space features may encroach to a maximum of five feet on one side.
- A urban walking path with a minimum width of eight feet.

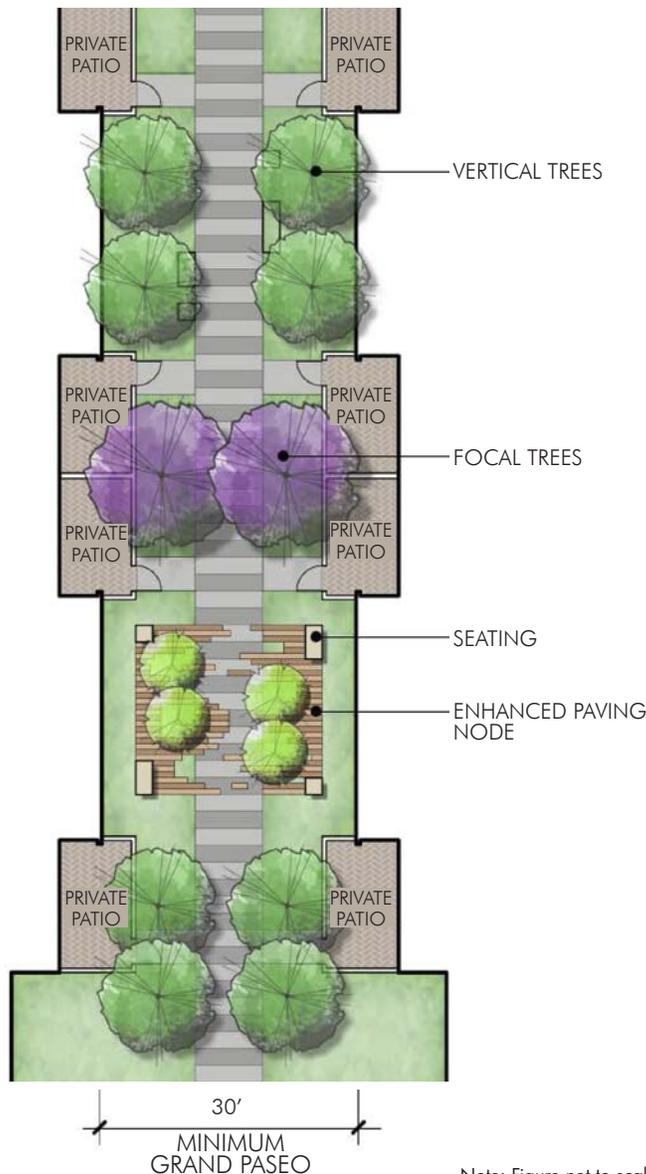
3rd Place spaces provide a variety of active and passive outdoor living amenities



- A double row of shade canopy trees (36-inch box spaced appropriate for species) along both sides of the urban walk.
- Bike racks at logical locations, or where neighborhood pathways connect with the Grand Paseo.
- Dog bag/waste stations as appropriate.
- Landscape lighting.
- Wayfinding signage and location information at each entry/connection to the Grand Paseo.
- A focal element, such as art, fountain, signature tree with seating where the Grand Paseo is intersected by a secondary paseo.
- Decorative paving accents.

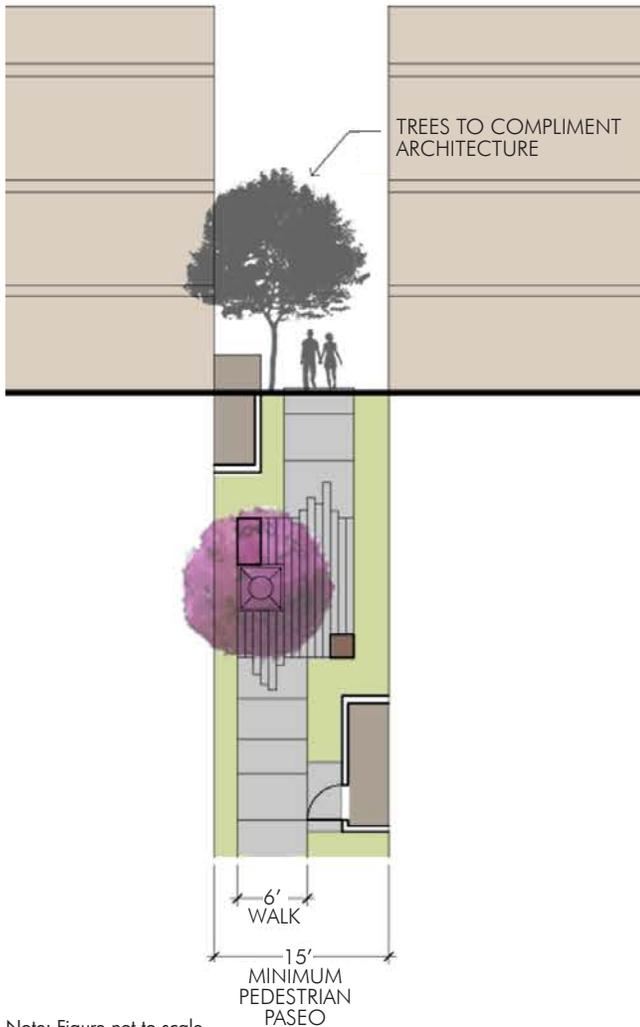


Focal art element example.



Note: Figure not to scale.

Figure 7.50: Conceptual Grand Paseo



Note: Figure not to scale.

Figure 7.51: Pathway Diagram



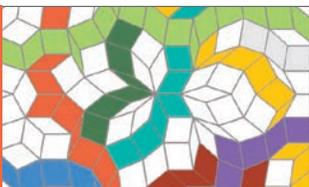
Inspirational pathway images

Pathways

Pathways provide connections interior to neighborhoods supporting a robust pedestrian network. Pathways are a smaller scale version of the Grand Paseos. Pathways may link up with Grand Paseos, and shall provide connections from neighborhoods to open space, pocket parks, community recreation amenities, and the Vine. Thematic furniture, shade amenities, and planting should support the community theme. Where possible, provide spaces for resting at regular intervals to enhance the pedestrian experience for users of all ages and abilities. See Figure 7.51: Pathway Diagram for additional landscape and amenity requirements.

Minimum design elements:

- A minimum width of 15 feet between buildings; private open space features may encroach to a maximum of three feet on one side.
- A walkway with a minimum width of six feet.
- A mix of shade canopy trees (24-inch box spaced appropriate for species) undulating on each side of the walkway.
- Landscape lighting in a minimal amount; primarily the lighting will be porch or front door lights to provide soft elegance.
- Decorative paving accents.



Pathways: Pedestrian Connection(s) to Adjacent Property

To enhance pedestrian circulation in the community and the area, pedestrian pathways are encouraged to connect to adjacent properties. A space and pedestrian access similar to Figure 7.52: Pedestrian Connection to Adjacent Property should be provided where pedestrian connections are arranged with adjacent property owners

Minimum design elements:

- A mix of shade canopy trees (24-inch box spaced appropriate for species) undulating on each side of the walkway.
- Landscape lighting in a minimal amount; primarily the lighting will be porch or front door lights to provide soft elegance.
- Decorative paving accents.



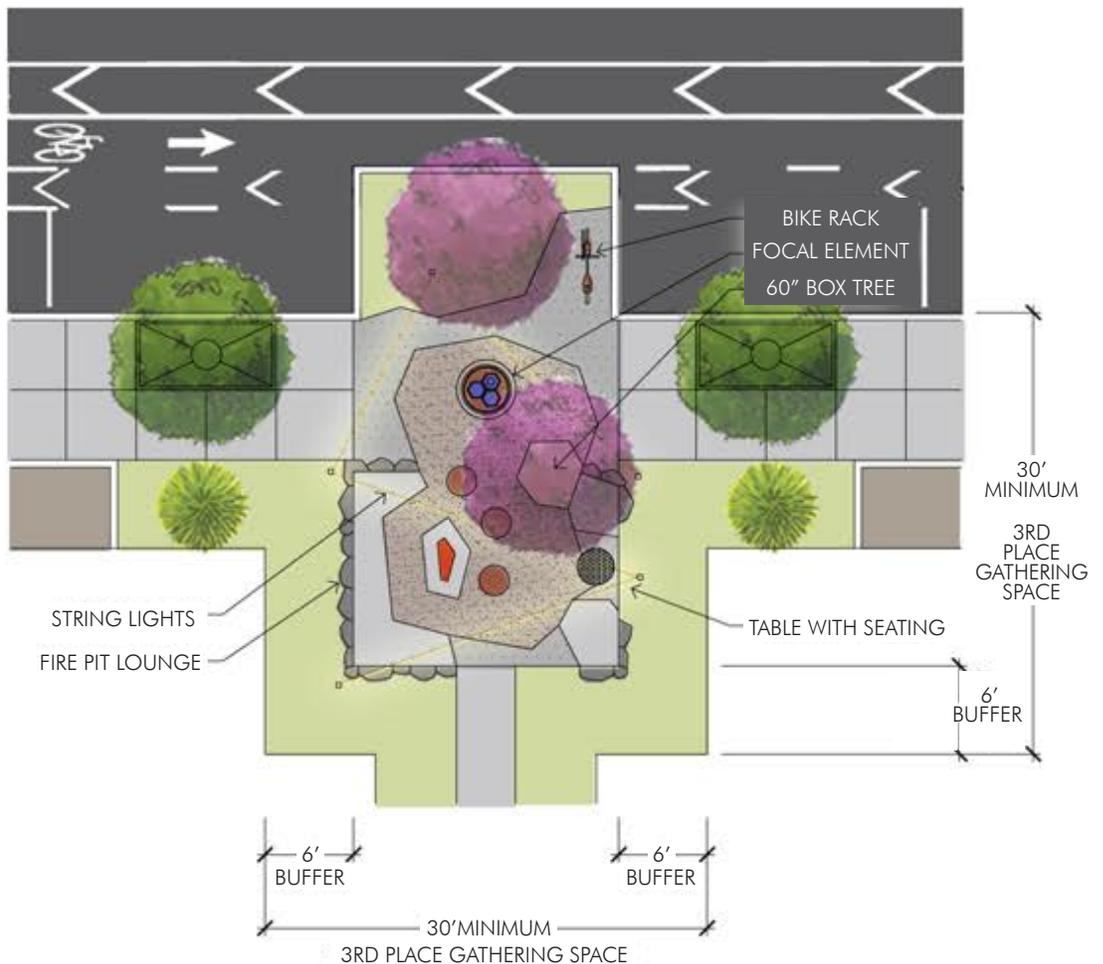
Note: Figure not to scale.

Figure 7.52: Pedestrian Connection to Adjacent Property

Gathering Spaces

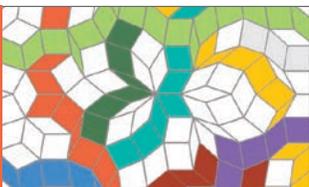
Gathering spaces provide unexpected social opportunities within the neighborhoods, or along the Grand Paseos or pathways. These may be bark parks, urban farming areas, expanded plazas, pocket parks, or celebration spaces that dot the pedestrian network and provide comfortable places for rest, social meetups, or highlighted activities. Refer to Figure 7.53: Conceptual Gathering Space for an example of a gathering space.

Gathering spaces should be designed to provide a sense of arrival, be scaled appropriate to the environment, and have a unique character—all while being flexible enough to allow a variety of functions to occur within.



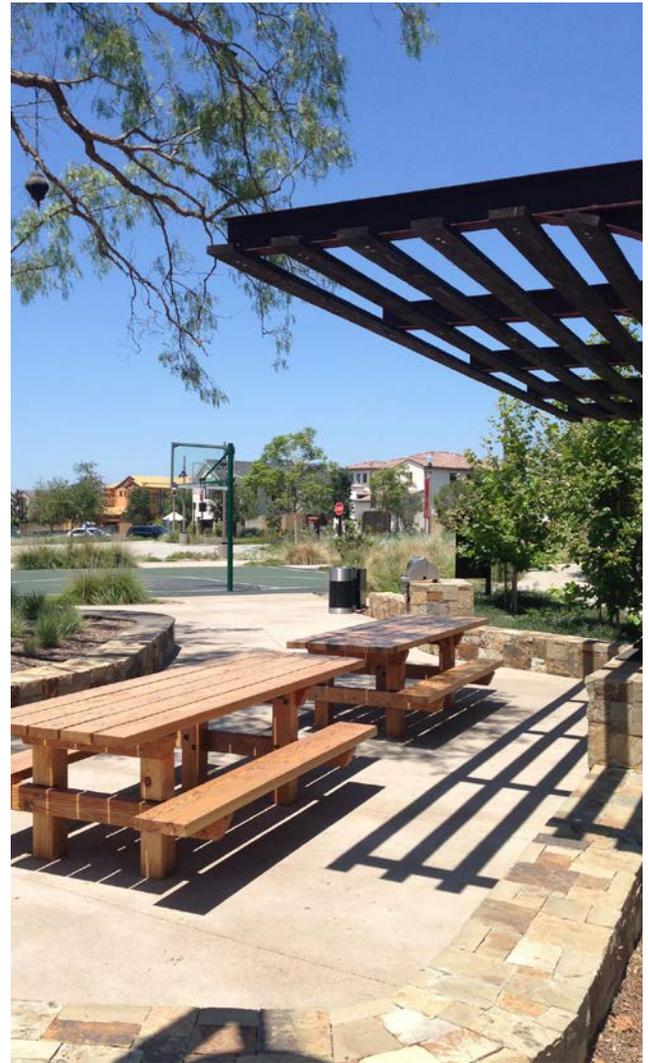
Note: Figure not to scale.

Figure 7.53: Conceptual Gathering Space



Minimum Gathering Space design elements:

- Minimum size of 900 SF measured building to building or other built feature.
- Define the space through the design and orientation of surrounding buildings.
- One focal 60-inch box tree, OR four 48-inch box trees to define the space and provide shade.
- One focal element, such as art, fountain, or signature tree with seating.
- Landscape lighting.
- Public art is encouraged in order to add a sense of culture and emotion to the surrounding environment. Ideally, art shall be 'linked' emotionally and/or physically with the space, such as a 'bone bench' art piece in the bark park.



Gathering places may be designed as a range of urban, passive, and active spaces to suit the context and neighborhood



Example of a 3rd Place Space defined by building location and amenitized with walls, landscape, and seating



Gathering Space: Bark Park

Urban dog parks have become a daily gathering and social activity space for dogs and their owners. To build community interaction and spirit, dog parks shall be incorporated in the community.

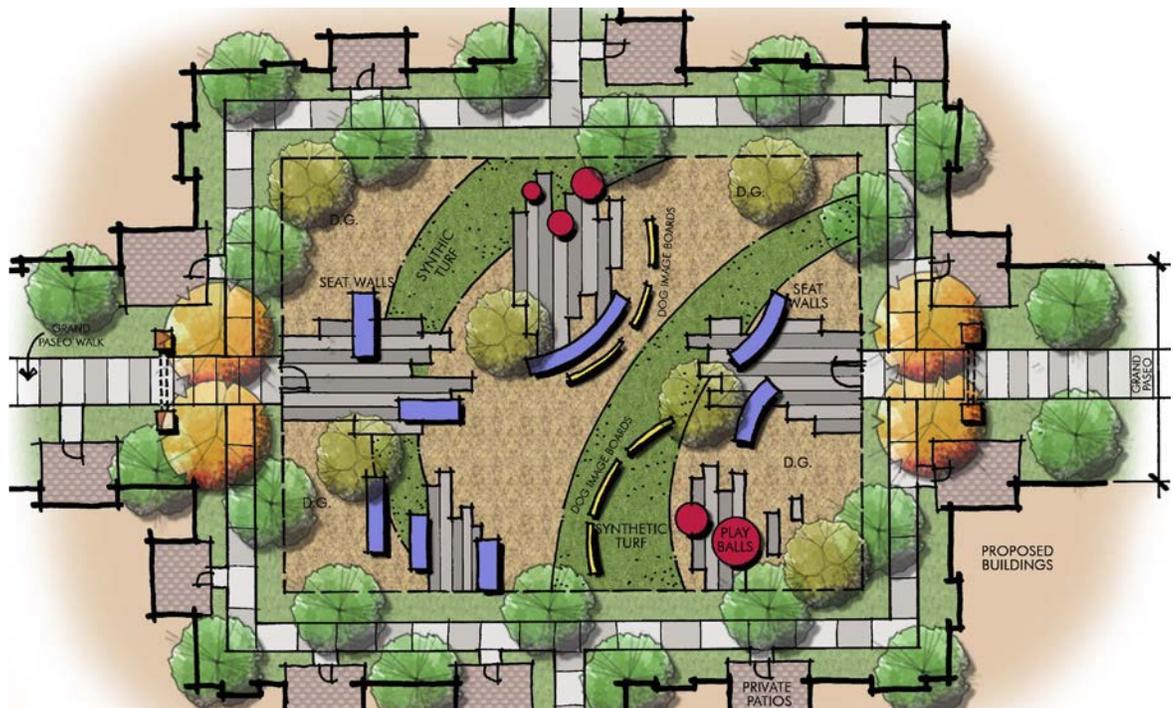
Minimum design elements:

- Table or bench seating.
- Dog bag/waste stations, provided as appropriate for the size of the space.
- Shade structure or planting to cool space and provide shade.
- One art piece to promote community character.

Recommended features or design elements:

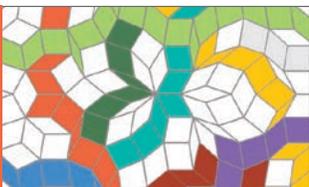
- Wash station/hose area for cleanup.
- Water fountains (for people and dogs).
- Mix of decorative paving, turf or substitute material, and other ground materials to define spaces and create an enjoyable setting.
- Dog activity structures or features.

Art pieces and dog activity structure/features can be usable art, such as bone benches, dog fire hydrants, or dog exercise equipment.



Note: Figure not to scale.

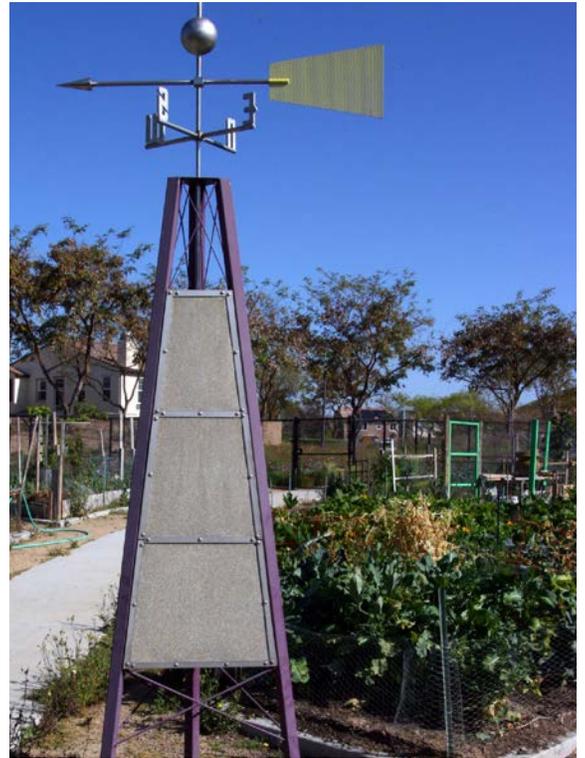
Figure 7.54: Conceptual Bark Park



Gathering Space: Urban Farming

The community may support and encourage on-site urban farming. Urban farms may be located in areas that maximize their benefit to the community and encourage use. Urban farm sites should:

- Have adequate solar exposure.
- Be designed to strengthen the character of the community.
- Contain a storage barn, seating with shade, and water access.



Inspirational urban farming examples



7.5.2 Landscape Guidelines

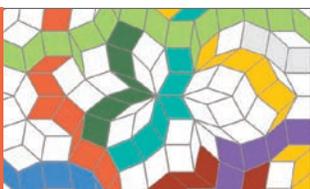
A. Plant Selection

Plant selection enhances the community character and provides contrast between the planning areas. The plant selection shall:

- Emphasize the planting of shade trees in formal and informal groupings throughout the community.
- Use non-invasive drought tolerant plant materials that are climate-appropriate where applicable.
- Consider service lines, traffic safety sight line requirements, and structures on adjacent properties to avoid conflicts both at the time of planting and as trees and shrubs mature.
- Select and install street trees and trees planted near walkways or street curbs to prevent damage to sidewalks, curbs, gutters, and other improvements. Use root barriers where appropriate.
- Encourage use of decorative gravel, decomposed granite, boulders, and similar materials as a texture and design element; size material suitable to remain in place after installation.
- Separate publicly-maintained areas with a walkway, curb, or mow strip when adjacent to private property.
- Reduce water use, as feasible, through the use of drought-tolerant plants, mulch, installation of drip irrigation systems, minimization of impervious areas, and the design of landscaped areas to retain irrigation water.



See Table B-1: Permitted Streetscape Tree List and Table B-2: Permitted Plant List in Appendix B Plant Palette for permitted streetscape and community plant list.



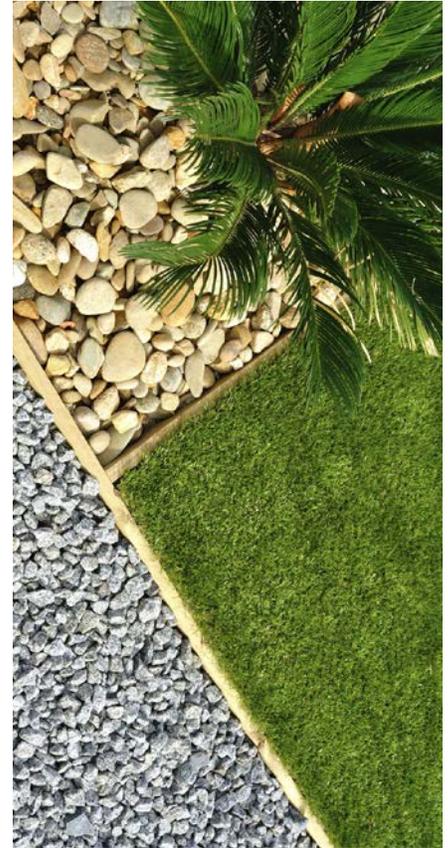
Turf Guidelines

- Restrict use of turf grass to active use areas.
- Use ground covers and drought-tolerant grasses that require less water in non-active areas.
- Size turf areas to optimize irrigation efficiency.
- Select turf type and location in the same manner as other planters.
- All turf shall be on separate irrigation zones.
- Turf is prohibited:
 - On slopes greater than 4:1.
 - Within the ROW, unless designed as an active space.

Irrigation

Irrigation for public and private landscapes should be designed to be water-efficient, water-wise, and utilize the existing reclaimed water system. All irrigation systems shall be designed to properly water plant materials given the site's climate, sun exposure, and soil conditions. The following is a list of appropriate irrigation system design features:

- Automatic irrigation infrastructure shall be permanently provided in all landscaped areas.
- Use drip irrigation where appropriate.
- A no-turf community is acceptable.
- Use automatic and private reclaimed irrigation systems for all public areas and right-of-ways that are compatible with reclaimed water systems.
- Use a weather-based master irrigation controller system that employs current satellite weather data and a rain shut-off device to ensure that the irrigation schedule is based upon actual "real time" plant needs.
- Use of point-irrigation (drip) systems where appropriate to allocate more efficient delivery of water to root systems and minimize run-off.
- Prohibit overhead spray heads in small non-turf applications.
- Use low volume (gpm) matched-precipitation spray heads only where necessary.



Use mixed materials and planting for water responsible design



- Irrigate turf areas with equipment that has a precipitation rate of one-inch or less per hour as specified by the manufacturer. Stream rotator heads are preferred; use of standard spray heads shall be avoided.
- Achieve an irrigation operational distribution uniformity of 70% or greater in all turf areas and 80% in all other landscaped areas.
- Use reclaimed water in all private and public open space areas where feasible.
- Design irrigation system based upon solar exposure where feasible.
- Provide additional support irrigation system for all major tree groupings by providing water to each individual tree utilizing a flush grade bubbler system on a separate valve in order to more efficiently manage water demand.

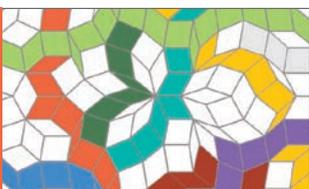


Acceptable Plant Materials

The planting concept for neighborhoods, urban, and commercial portion of the plan should be consistent with community concept. See Appendix B Plant Palette for an approved community plant palette.



Examples of non-turf landscape planting



B. Streetscapes

Streetscapes shall include:

- Appropriately sized (minimum size of 24-inch box) street trees with large canopies and/or skyline presence are encouraged to promote community identity and a sense of arrival.
- Root barriers as necessary, to discourage root growth invasion on pavement.
- Understory trees and shrub masses planted in series of tiered layering (foreground, mid-ground, and background) to help define borders and plant groupings while combining interesting foliage textures and color.
- Background and screen trees strategically planted behind sidewalks to help create a green backdrop supporting the street tree canopy.



Urban gathering space example

C. Alley Conditions

Alleys should include landscaped areas on both sides of the lane adjacent to selected garages subject to the following options:

- Condition A: When a planter is less than 24 inches deep, provide a vertical vine, a vine support, and foundation planting.
- Condition B: When a planter is 24 inches deep or greater, provide a vertical shrub and foundation planting.
- Condition C: For long linear foundation planters, provide either a vertical vine with support or a vertical shrub at garages, depending on planter depth as described above. Additional plant material shall fill the remainder of the planter.



Private drive aisle with planting



D. Bus Shelters

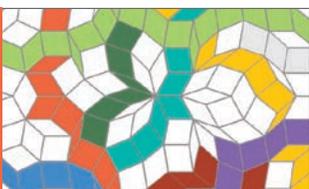
The visual appearance and design of bus stops and the allocation of bus stop amenities that enhance pedestrian comfort and safety play a significant role in the decision to use mass transit. Amenities should be provided to improve the attractiveness of mass transit reducing parking needs. Bus stops shall be designed to provide an aesthetic accent in the community.



Inspirational decorative structures

The design of bus stops shall be directed through coordination with Omnitrans, or their applicable design standards, if provided. Shelters shall be designed with the following factors taken into consideration:

- The durability and strength of materials.
- The resistance of chosen materials and paint treatments to weather conditions, graffiti, cutting, fire, and other forms of vandalism.
- Consideration of potential greenhouse effect during hot weather.
- The balance of external lighting within the commercial area with that within the bus shelter.
- Design which complements that of the urban character of the project.
- Wheelchair accessibility within the shelter.
- Inclusion of trash can and newspaper boxes.
- Use semi-transparent material(s) that allow bus operators to see inside the shelter.
- Wheelchair marking/placard that indicates dedicated wheelchair space within the shelter.



E. Neighborhood Landscape

To further the hierarchy of scale and variety, individual neighborhood character is allowed while maintaining connectivity within and between adjoining neighborhoods. Open space areas within a neighborhood should promote physical action and social interaction but at smaller, appropriately scaled spaces. The landscape at the neighborhood edges shall be designed with care.

- Landscaped areas along street frontages shall be appropriate to the scale, orientation, and purpose of the area. In addition, they should promote walkability, pedestrian comfort, and help strengthen the aesthetic character of the community.
- Perimeter landscape shall reflect the character of the community and at the same time, employ water conservation techniques to provide a sensible and complete landscape solution.
- Sufficient space must be provided between driveways and garden walls to allow for the growth of the tree trunks.
- Thorned trees must be avoided in areas where children play or ride bicycles.
- All landscape shall be maintained.

The following key design practices should be considered:

- Design planting to identify and support gathering spaces, walkway and pathway intersections.
- Frame desirable views and vistas.
- Screen and soften undesirable views.
- Size and place trees and plant material appropriate with neighborhood scale and the size of planters.
- Consider opportunities for summer shade and sunlight penetration.
- Encourage courtyard placement adjacent to sidewalk or pathways.
- Feature a cohesive and thematic mixture of trees, shrubbery, and ground covers with different shapes, textures, and colors.
- Use mass planting concepts for climate-appropriate plants, allowing growth to natural sizes and forms.
- Plant accent shrubs to highlight unit entries.



Varied examples of neighborhood landscape elements



Attached Homes

The landscape design for attached housing developments serves as a unifying element. The following concepts shall be included:

- Allow for a hierarchy of landscape open spaces from gathering areas and semi-private open spaces to smaller, more intimate spaces. The design of each of these types of spaces must be appropriate in scale and function, and reinforce the overall theme.
- The location, configuration, and quality of the private open spaces (where provided) for each unit are extremely important. It is encouraged to promote natural light penetration into these spaces to increase visibility and livability.
- Trees should be strategically located so as to help mitigate any second floor window to window incursion and screen private open space (where provided) at the ground level.
- Where applicable, tree/plant massing will be planted informally to break the monotonous pattern of equal spacing and create for a more vibrant rhythm.



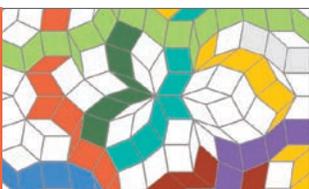
Detached Homes

The Landscape design for high-density detached housing creates a sense of place within each development. The following concepts shall be included:

- Front yard landscaping with a permanent automatic irrigation system shall be provided by the builder.
- Front yard landscape shall not exceed 50 percent turf and shall include appropriate size shrubs and trees.
- Feature a mixture of trees, shrubs, and ground covers with different shapes, textures, and colors.
- Size and place trees appropriate to the neighborhood scale.
- Opportunities for summer shade and sunlight penetration shall be considered.



Variety of home types



F. Tiered Landscape Program

Landscaping for PAI shall follow a tiered planting concept as outlined in Table 7.7: General Tiered Landscaping Requirements. By using different scales, forms, colors, and/or textures of plant materials, tiered (or layered) planting visually increases the depth of planters and promotes interest and diversity. The application of tiered planting is required to enhance the visual character of the project by softening the appearance of walls and fencing along major community roadways (the Vine and secondary entries). The tiered concept shall also be applied at the neighborhood level (along local streets) and in front of attached or detached high density housing. A selection of acceptable planting materials is found in the plant palette. Table 7.8A: Specific Tiered Landscaping Requirements for Yards and Table 7.8B: Specific Tiered Landscaping Requirements for Open Spaces provide details on how to approach multi-layered landscaping in yards and open spaces.

Table 7.7: General Tiered Landscaping Requirements

Layer	Description	Size
Layer A	Low spreading ground cover ⁽¹⁾ (including turf or turf substitute)	Under 12" height
Layer B	Low mounding shrub/ground cover ⁽¹⁾⁽²⁾ (informal mass planting)	12"- 30" height
Layer C	Low hedge (formal - linear)	12"- 30" height
Layer D	Medium shrub ⁽²⁾ (informal mass or hedge)	24-inch - 48" height
Layer E	Large shrub ⁽²⁾ (informal mass or hedge)	42"- 60" height
Layer F	Vertical (growth habit columns rather than horizontal)	42"- 72" height
Accent	Strategically located specimens	Varies

¹ Ground cover material shall be permeable and be able to retain moisture in the root zone, and reduce dust and weeds. Examples of appropriate ground plane materials include decomposed granite (3/8" minus with 11% fines), fractured gravel (3/4"-1"), fractured rock (2"- 6"), river rock (4"- 9"), shredded bark, and ornamental grass.

² Shrubs shall be a minimum of 5-gallons in size; in any "multi-layer" scheme. Shrubs serving as the first (shortest) layer, a 1-gallon shrub size or rooted cutting is acceptable.

Table 7.8A: Specific Tiered Landscaping Requirements for Yards

Planter Width	Number of Layers Required	
	Front Yards	Side Yards
18"- 30"	1	1
30"- 48"	2	2
48"- 60"	2 or 3	2
60" & up	3	3

Accent planting is encouraged depending on length of planter and could, depending on its use, count as a layer.

Table 7.8B: Specific Tiered Landscaping Requirements for Open Spaces

Planter Width	Number of Layers Required
	Large Open Spaces
18"- 30"	1
30"- 48"	1
48"- 60"	1
5-foot - 12-foot	2
12-foot & up	2 or 3

Accent planting is encouraged depending on length of planter and could, depending on its use, count as a layer.

7.5.3 Community Walls and Fencing

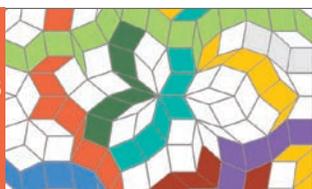
Walls and fences can be used as integral community features that enhance landscape design, privacy, and reinforce thematic design appropriate to maintain pedestrian connectivity.

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

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



Integrated use of architecture, decorative wall, and landscape

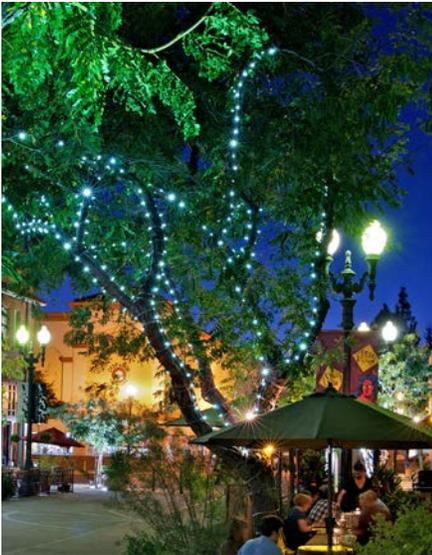


- Walls or fences may also be used to screen service areas, utilities, and trash areas.
- Precise locations of walls, fences, and gates will be determined on a case by case basis, at DRC, as project plans are submitted and reviewed.

A.. Parcel and Retaining Walls

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

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



Inspirational lighting images

7.5.4 Urban Lighting Design

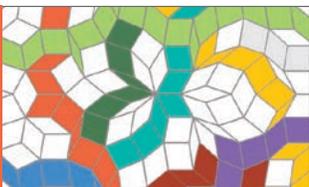
This section addresses urban area illumination for safety, security, and ambience, including lighting for parking areas, pedestrian walkways, architectural, and landscape features. Lighting on public and private streets shall meet City standards. Any deviations are subject to Engineering Services Department approval during the Site Development Review.

Lighting should provide a soft wash of light over illuminated objects, such as monumentation. Hierarchy shall be established by using a variety of lighting fixtures and illumination levels based on lighting design intent.

- Security lighting shall be sensitively designed to ensure that no off-site glare is directed to neighboring uses and that the overall intensity of the site lighting is not excessive.
- Use LED and other current lighting technology to promote sustainability.

A comprehensive lighting plan shall be prepared and approved in conjunction with the site plans submitted for approval to the City of Rancho Cucamonga.

- Exterior lighting within a parking lot, service area, or other intentionally lit area should be located and designed to minimize direct glare outside of the specific area.
- Lighting sources shall be shielded, diffused, or indirect in order to avoid glare to pedestrians and motorists.
- Lighting fixtures should be selected and located to confine the area of illumination to the boundaries of the non-residential area.
- Pedestrian paths should be lighted by pole, string lights, directed uplighting, urban art, or bollard-type fixtures; these elements should be pedestrian-scaled, typically limited to a maximum height of 15 feet for pole lights (including the base), or six feet for bollards.
- All lighting fixtures shall be designed to resist vandalism.



7.5.5 Signs

Signs and graphics play a large role in creating and reinforcing the desired feel of a vibrant community. Controlled wayfinding and identity signs are also a major factor in creating and preserving the design character of the overall community. Sign design should be respectful of the surrounding area, yet have a distinctive character that reflects the mixed use environment.

A Uniform Sign Program (USP) will be prepared for the entire community to allow individuality of signs while maintaining a unified and cohesive overall appearance. All signs shall be consistent with private property sign regulation standards of the City's Development Code. The USP will be processed as consistent with sign requirement review procedure standards of the City's Development Code.



Building Sign Example



Awning/Canopy Example



Monument Sign Examples

A. Community Directional Signs and Wayfinding

Community directional signs facilitate the flow of traffic and are typically horizontal signs with individual tenant or residential community names and directional arrows. Guidelines for community directional signs include:

- A detailed wayfinding program with the placement and location of directional signs shall be developed as part of the USP program.
- To avoid confusion, directional signs will typically have no more than 10 listings with arrows.
- The project name or logo may be located on the sign.
- Vehicular directional signs should be located at strategic locations to act as wayfinding and identity markers for pedestrians once they have parked their car.
- The placement of directional signs shall maintain sight lines.



Directional Sign Examples

B. Community Pageantry

Community pageantry includes flags, banners, canopies, directories, ground-mounted graphics, flower pots or other similar, temporary or permanent (but changeable) elements. The intent is to allow regular changes to the pageantry elements in terms of color, design, and other visual content so the pageantry can always look current. Pageantry may be located within the right-of-way, within the setback, or on private property.

Guidelines for pageantry include:

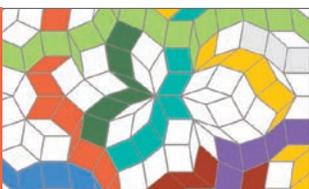
- Paper, cardboard, styrofoam, stickers, and decals are not acceptable forms of pageantry (directories or kiosks excepted).
- Pageantry shall not include flashing, flickering, rotating, or moving lights.

Temporary Decorations Temporary graphics and decorations for a holiday season which do not advertise merchandise or services are permitted, provided that such graphics and decorations are installed not more than 30 days before the holiday or holiday season and removed not later than 15 days after the holiday or a holiday season.

- Temporary decorations placed within the public right-of-way to be approved by the City and RCFPD.



Pageantry Flag Example



7.6 Public Safety

7.6.1 Fire Protection

Fire protection and emergency medical services are provided by the Rancho Cucamonga Fire Protection District (RCFPD) for PAI from seven fire stations. The closest fire station is Station 174, located at Milliken Avenue and Jersey Boulevard less than a third of a mile away.

RCFPD has developed policies and standards that provide interpretation and explanations of the California Fire Code. All development within the Specific Plan area will be reviewed by RCFPD for compliance with policies and regulations as applicable. Policies and regulations include but are not limited to, the provision of adequate fire access (roadway widths, turning radii, distance of hose pull to farthest portion of structure, residential gates, address signage, and knock boxes), adequate water sources (number and location of fire hydrants), and temporary access roads and fire hydrants.

As part of the site development review process, a way of addressing the buildings, open spaces (3rd Places spaces and paseos) and parking areas will be developed to the satisfaction of RCFPD to ensure that persons calling for emergency services from mobile phones can provide emergency responders with an accurate location identification.

Required Fire Apparatus Access Roads, including private drives designated as Fire Apparatus Access Roads, shall maintain the required horizontal or vertical clear space to the satisfaction of RCFPD. Mature tree canopies or shrub landscape shall not encroach into these required fire access roads. All access control gates shall be equipped with a RCFPD approved means of allowing emergency responder access.

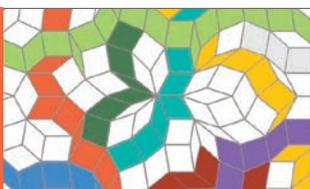
Required building separations shall maintain the required horizontal or vertical clear space to the satisfaction of RCFPD. Where parapets or other similar architectural elements are used to screen roof-mounted equipment, or if roof deck walls are provided, RCFPD required parapet ladders may be required to the satisfaction of RCFPD. All rooftop photovoltaic (PV) systems, gardens or decks shall be reviewed for proper access for emergency responders.

Minor changes to the Specific Plan that are regulated by RCFPD adopted Fire Code can be processed similar to Minor Exceptions as defined by the City's Development Code. Responsibility for reviewing and approving minor changes, as well as interpreting the Specific Plan with regard to fire and life safety provisions is assigned to the Fire Marshal of RCFPD.

7.6.2 Law Enforcement and Crime Prevention

Law enforcement and crime prevention services are provided by the San Bernardino County Sheriff's Department (SBCSD) under contract with the City of Rancho Cucamonga. Police impact fees are imposed on new residential and commercial development.

All development within PAI will be reviewed by the Police Department for compliance with their policies and regulations as applicable. Rancho Cucamonga values effective crime prevention and strives to find creative ways to make residents and businesses safe. Crime Prevention Through Environmental Design (CPTED) is a planning tool that focuses on the property design and use of the built environment to deter and prevent crime. The intent of the PAI design is provide natural surveillance and access control, territorial reinforcement and management and maintenance. In addition, infrastructure to support the Police Department's electronic systems shall be provided. All site plans will be reviewed by the City to ensure they meet these considerations.



7.7 Implementation

This Section contains the regulatory procedures and development regulations to implement PAI only. 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 PAI of the IASP:

1. The land use and development procedures shall be in accordance with Article 2 of the City's Development Code.
2. Proposed subdivisions of land shall be processed, reviewed, and approved in accordance with Title 16 - Subdivisions of the Rancho Cucamonga Municipal Code.
3. No master plan(s) shall be required; however if available, site plans shall show adjacencies on the surrounding parcels.
4. The following minor, technical, and/or informational revisions to the Specific Plan shall be processed administratively as described in Sections 17.16.020 Official Code Interpretations and 17.16.030 Plan Check/Zoning:
 - The addition of new information to the Specific Plan, in the form of maps and/or text, for the purpose of clarification that does not change the effect or intent of any regulation;
 - Changes in Placetype boundaries (shown on Figure 7.6: Conceptual Development Plan by Placetype) resulting from final road alignments and/or geotechnical or engineering refinements to the tentative and/or final tract map provided that the number of dwelling units and/or dwelling units per acre within the affected Placetypes is consistent with the minimum/maximum number and/or density range that applies to the subject Placetypes;
 - Clarification, including determination of meaning and intent, of any unclear or vague section, portion of a section, phrase, or word contained within this document;
 - Typographical and grammatical errors;
 - Revisions to tree species, size, and location, and to other landscape material in the public right-of-way are subject to the review and approval of the Engineering Services Department;

- Revisions to the location of the infrastructure and/or service providers (such as drainage systems, roads, water and sewer systems, etc.) provided that the agency or jurisdiction that regulates such infrastructure and/or service has reviewed and approved the revisions;
- Revisions to the determination of public and private facilities provided that the agency or jurisdiction that regulates such facility has reviewed and approved the revisions; and
- Variations in the gross density within any parcel or Placetype shown on Figure 7.6: Conceptual Development Plan by Placetype and Table 7.1: PAI Development Program, may occur at the time of final design of the parcel depending upon the residential product identified for development through the Intensity Monitoring Program and provided the maximum number of residential dwelling units permitted for the PAI area is not exceeded.

7.7.1 Intensity Monitoring Program

Table 7.1: PAI Development Program provides the design intent and range of development for PAI within the Specific Plan; however it is recognized there is a need for flexibility in planning to accommodate future development constraints and market demands while maintaining a minimum intensity. Intensity may be transferred between parcels consistent with the intensity assigned to the Placetype the parcel is located in provided the minimum required units are achieved. If any transfer results in an intensity that is inconsistent with the land use Permitted Density range for any Placetype, the transfer shall require a Specific Plan amendment.

An Intensity Monitoring Program is established to ensure that both the minimum intensity is developed as well as a maximum intensity is not exceeded. Table 7.9: Intensity Monitoring Program shall be maintained and updated by the Planning Department at the time of each Site Development Review. Unless a proposed project is exactly consistent with the target intensity shown on Table 7.9: Intensity Monitoring Program, an intensity transfer is required. If the said transfer is within the intensity ranges for the land use assigned to the Placetype, then it is assumed to be consistent with this Specific Plan. Intensity transfers shall be subject to the following documentation:

- The resulting intensity of both the granting and receiving parcels shall be consistent with the density ranges specified for each parcel.
- The overall maximum Specific Plan intensities identified in Table 7.1: PAI Development Program shall not be exceeded.
- Written agreement from each property owner has been received by the City.
- If necessary, supporting technical studies shall be provided that substantiate adequate infrastructure exists to support the intensity transfer.

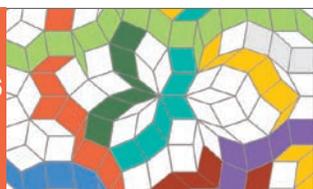




Table 7.9: Intensity Monitoring Program

North of Sixth											
Parcel	Placetypes	Acres	Permitted Density Range		Residential Intensities		Transferred Units			Project Name	
			Min	Max	Minimum Permitted Units	Maximum Permitted Units	Unit Target	Approved Residential Units	In		Out
N-1	Urban Neighborhood	4.73	24.0	80.0	114	379	151	0			
N-2	Urban Neighborhood	7.69	24.0	80.0	185	615	285	0			
N-3	Transit	1.22	-	-	-	-	-	-			
N-4	Core Living	7.32	18.0	35.0	132	256	176	0			
N-5	Urban Neighborhood	7.71	24.0	80.0	185	617	247	0			
N-6	Core Living	8.68	18.0	35.0	156	304	174	0			
N-7	Village Neighborhood	6.46	16.0	28.0	103	181	129	0			
N-8	Village Neighborhood	6.11	16.0	28.0	98	171	128	0			
N-9	Core Living	6.39	18.0	35.0	115	224	134	0			
N-10	Core Living	3.85	18.0	35.0	69	135	77	0			
N-11	Mixed Use	2.70	14.0	40.0	0	108	24	0			
N-12	Mixed Use	2.99	35.0	55.0	0	164	69	0			
Potential Net Subtotal		65.85	17.6	47.9	1,157	3,153	-	0			
Net Developable Minimum Required/Maximum Allowed		65.85	24.2	30.4	1,597	2,000	1,594				
South of Sixth											
Parcel	Placetypes	Acres	Permitted Density Range		Residential Intensities		Transferred Units			Project Name	
			Min	Max	Minimum Permitted Units	Maximum Permitted Units	Unit Target	Approved Residential Units	In		Out
S-14	Core Living	9.55	18.0	35.0	172	334	172	0			
S-15	Village Neighborhood	6.71	16.0	28.0	107	188	114	0			
S-16	Village Neighborhood	6.67	16.0	28.0	107	187	113	0			
S-17	Village Neighborhood	10.58	16.0	28.0	169	296	180	0			
S-18	Village Neighborhood	3.99	16.0	28.0	64	112	68	0			
S-19	Mixed Use	2.87	14.0	40.0	0	115	0	0			
S-20	Village Neighborhood	9.85	16.0	28.0	158	276	166	0			
S-21	Village Neighborhood	12.19	16.0	28.0	195	341	207	0			
S-22	Core Living	4.54	18.0	35.0	82	159	82	0			
Potential Subtotal		66.95	15.7	30.0	1,053	2,008	-	0			
Net Developable Minimum Required/Maximum Allowed		66.95	15.7	21.7	1,053	1,450	1,102				

7.7.2 Definition of Terms

The meaning and construction of words, phrases, titles, and terms shall be the same as provided under Universal Definitions of the City's Development Code unless otherwise specifically provided herein. Where terms in this document differ from the City's definition, those terms are defined in the Glossary.

7.7.3 Financing and Maintenance of Improvements

The financing of construction, operation, and maintenance of public improvements and facilities (the "facilities"), and public services for PAI may include funding through a combination of financing mechanisms. Final determination as to the facilities to be financed and as to maintenance responsibilities, whether publicly or privately maintained, will be made prior to approval of tentative maps. The following financing options can be considered for implementation:

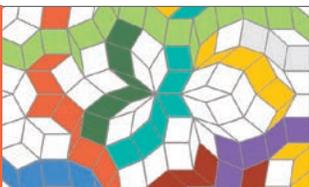
A. Facilities Construction Funding

- Private capital investment for the construction of facilities.
- Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of a variety of public facilities and the provision of public services.

B. Operation and Maintenance of Private Facilities

- By individual private property owner.
- By home owners' or property owners' association.

City approval is a prerequisite for the implementation of any and all establishment of financing mechanisms.



C. Operation and Maintenance of Public Facilities:

Public facilities are planned for public maintenance by either the City, CFD, or by the appropriate utility service provider. These public facilities include but are not limited to the following:

- Public streets (including the pedestrian realm walkway with tree wells).
- Public traffic signals and traffic control signs.
- Public on-site water facilities, sewer facilities, and drainage facilities within public streets.
- Street lighting within public rights-of-way.
- Water quality facilities for treatment of flows in public streets.

D. Home Owners' or Property Owners' Association / Private Property Owner Maintenance:

One or more associations may be established for the maintenance of private common area improvements. Private improvements to be maintained by the association(s) may include but are not limited to the following private facilities:

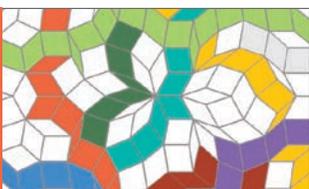
- Private streets, and drive aisles.
- Traffic control signs.
- Open space areas, the lon, and multiuse trails.
- Detention and water quality treatment facilities not located in public streets.
- Private sewer, storm drains and water systems.
- Parks and recreational facilities.
- Walkways, entries and signage, and paseos.
- Community theme walls and fencing.
- Courts, parkways, and landscaping within the residential areas.
- Common area facing wall surfaces, and internal slopes fronting streets.
- Common area landscaping and lighting.

E. Joint Use Public Facility

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

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

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



7.7.4 Phasing

PAI development is dependent upon the market and the ability to attract future end-users. Where possible, infrastructure within the project boundary may be installed in two or more overlapping or consecutive phases with Phase 1 starting south of 6th Street. These improvements include rough grading, storm drain, water, sewer, dry utilities, and street improvements.

Home construction will include many phases. Starts will be based on sales of homes in the previous phase. It is unclear at this time the final number of phases. The number of phases and number of units in phases may be altered from time to time.

7.7.5 ALUCP Compliance

PAI is within the Airport Influence Area (AIA) established by the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). Construction activities and future development in PAI shall be implemented in compliance with the applicable policies and requirements as identified in the ONT ALUCP. These include, but are not limited to:

A. Compliance with Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, Subpart C, Obstruction Standards (Airspace Protection Policy A1)

Building height limits in Sub-Area 18 shall not exceed the height limits prescribed in the ONT ALUCP which is 60 feet south of 6th Street and 70 feet north of 6th Street. Proposed structures shall comply with Federal Aviation Administration (FAA) height restrictions. Prior to approval of each tract map and/or parcel map, whichever comes first, the Property Owner/Developer shall submit an FAA Determination of No Hazard to Air Navigation to the City of Rancho Cucamonga. The Property Owner/Developer shall notify the FAA via filing FAA Form 7460-1 to initiate the FAA review and determination process. The Property Owner/Developer shall comply with the requirements of the FAA determination, including but not limited to further aeronautical study; installation of roof-top obstruction lighting; and/or marking requirements, if necessary.

B. Avigation Easement

In compliance with ONT ALUCP Airspace Protection Policy A2b and Special Compatibility Policy SP1a, an avigation easement shall be dedicated to the owner/operator of the Ontario International Airport for any portion of PAI that is within the High Terrain Zone, which includes the areas between 4th Street and 6th Street.

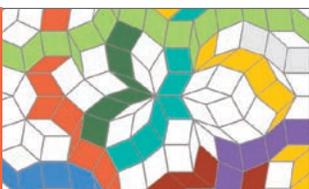
C. Real Estate Transaction Disclosure

In compliance with Airport Land Use Compatibility Plan for LA/Ontario Airport's (ONT ALUCP's) Overflight Policy O2, a Real Estate Transaction Disclosure is required for all development in PAI. State Law (Business and Professions Code Section 11010) provides the following disclosure language:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

7.7.6 Severability

If any section, subsection, sentence, clause, phrase or portion of this Specific Plan, or any future amendments or additions hereto, is for any reason found to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remainder of this Specific Plan document or any future amendments or additions hereto. The City hereby declares that it would have adopted these requirements and each sentence, subsection, clause, phrase or portion or any future amendments or additions thereto, irrespective of the fact that any one or more section, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.



7.7.7 Interpretation

Every effort has been made to provide policies and regulations that are clear; however, interpretations will be necessary when unanticipated issues arise. If any situation arises in the implementation of this Specific Plan that is not addressed by specific development regulations, or if an issue, condition, or situation arises that is not clearly addressed, the Planning Director shall provide an interpretation based on such City codes, goals, policies, plans, and requirements as are most closely related to the subject matter of the issue or situation to be interpreted.

In all matters, if there is a conflict between the provisions of this Specific Plan and the provision of the Rancho Cucamonga Development Code (RCDC) this Specific Plan shall prevail. As to matters not categorically superseded and not otherwise specifically addressed by this Specific Plan, the RCDC shall apply and shall be interpreted in a manner that is consistent with the goals and objectives of this Specific Plan. In no case shall any requirement of the California Building Codes be superceded by this Specific Plan.

Administrative interpretations of the Planning Director may be appealed pursuant to the appeal procedures and timelines set forth in the RCDC regarding appeals of administrative interpretation.

7.8 Glossary

3rd Place Spaces

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

Active Architecture

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

Color Blocking

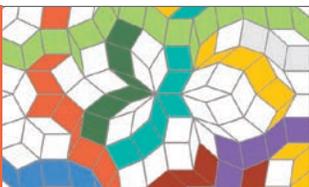
Utilization of color on elevations to visually enhance specific areas of a building mass.

Common Open Space

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

Pedestrian Crossings

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



Pedestrian Realm

The pedestrian realm extends from the curb edge to the building frontage. This pedestrian-dominated space is an integral part of the streetscape, necessary to balance the use of the streets for vehicle movement and pedestrian access. Amenities that contribute to a comfortable and inviting pedestrian realm may include hardscape, planting, seating, dining or patio areas, and bicycle parking. A quality pedestrian realm will connect the different functions and public spaces of the community and invite people to walk, cycle, and use public transit.

Placetypes

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

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

Primary Elevations

Primary Elevations are all elevations directly facing the Vine, 4th, 6th Streets and 7th Streets, and the street connecting the Vine to the Metrolink property. These elevations have the greatest impact on the quality and character of the community. The Primary Elevation may be a front or side facade. Garage doors should not face the Primary Elevation.

Private Open Space

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

Progressive Parking Management Strategy

A progressive parking management strategy to reduce minimum parking requirements may include traditional, proven, or progressive strategies that reduce the amount of land devoted to parking. Strategies that could be considered include, but are not limited to, valet parking solutions, bicycle share program, or an active car-share program.

Secondary Elevations

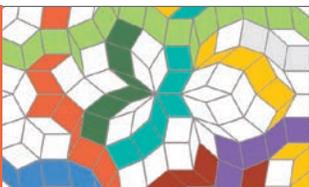
Secondary Elevations include all non-Primary Elevations where front entries are located, or the elevations that face a Grand Paseo, 3rd Place space, private ROW, shared amenity, or other key neighborhood feature. The Secondary Elevation may be a front, side, or rear facade; garage doors are permitted along the Secondary Elevation.

Table Top Crossings

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

Wrap/Podium Housing

Wrap/Podium housing are attached, multiple-dwelling building(s) where the required resident parking spaces are typically provided within a parking structure (subterranean or above-ground) or on a surface parking lot.



Appendix A Engineering

Prepared by:



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Mark Bertone, President



Encompass Associates, Inc.

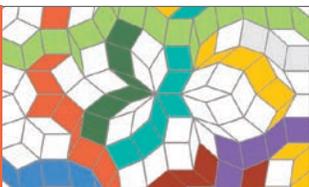
5699 Cousins Place
Rancho Cucamonga, CA 91737
909-684-0093
Aaron Skeers, P.E.

1.0 Grading

Development of PAI will require mass grading of approximately 160 acres. A grading concept plan has been designed for both the north and south portion of the site. Refer to Figure A-1: Conceptual Phase 1 Grading Plan, Figure A-3: Conceptual Phase 2 Grading Plan and Figure A-5: Conceptual Phase 3 Grading Plan. The grading concept will minimize the visual impact of grading by designing the site in a manner that limits the amount of cut and fill slopes or large retaining walls between the parcels. Based on our preliminary calculations we anticipate balancing the site.

The north portion of the site currently slopes southerly from 8th Street to 6th Street at an average slope of approximately 2 percent from north to south. The east and west sides of the site are almost the same elevation. Based on preliminary earthwork calculations the north portion of the site will require approximately 506,000 cubic yards of raw excavation and 356,000 cubic yards of raw fill. Taking into consideration subsidence and shrinkage losses the required fill volume has been calculated to be 482,000 cubic yards. Therefore the approximate export from the north portion of the site is 24,000 cubic yards. We anticipate that this export can be utilized on the south portion of the site.

The south portion of the site currently slopes southerly from 6th Street to 4th Street at an average slope of approximately 1.5 percent from north to south. The east and west sides of the site are almost the same elevation. Based on preliminary earthwork calculations the south portion of the site will require approximately 405,000 cubic yards of raw excavation and 303,000 cubic yards of raw fill. Taking into consideration subsidence and shrinkage losses the required fill volume has been calculated to be 418,000 cubic yards.



Therefore the approximate import required for the south portion of the site is 13,000 cubic yards. We anticipate that this import can be utilized from the export from the north portion of the site. This leaves a net export of only 11,000 cubic yards. 11,000 cubic yards is approximately one percent of the entire volume of excavation. Since shrinkage factors can vary greatly we anticipate balancing the site and having little or no export from the project. Refer to Figure A-2: Conceptual Phase 1 Cut/Fill Plan, Figure A-4: Conceptual Phase 2 Cut/Fill Plan and Figure A-6: Conceptual Phase 3 Cut/Fill Plan.

Grading is expected to occur in three (3) phases, sequentially, however market conditions may require overlapping of grading over two or more areas concurrently. Phase one will consist of the entire area between 4th Street and 6th Street, including grading of the depressed northeast Urban Plaza. With Phase one, a temporary interceptor channel will be graded around the depressed northeast Urban Plaza to redirect existing flows away from the Ion Tunnel. Phase two grading will occur over Planning Areas N-6, N-7, N-8, N-9 and N-13. Phase three grading will occur over Planning Areas N-1 through N-5, N-10 through N-12.

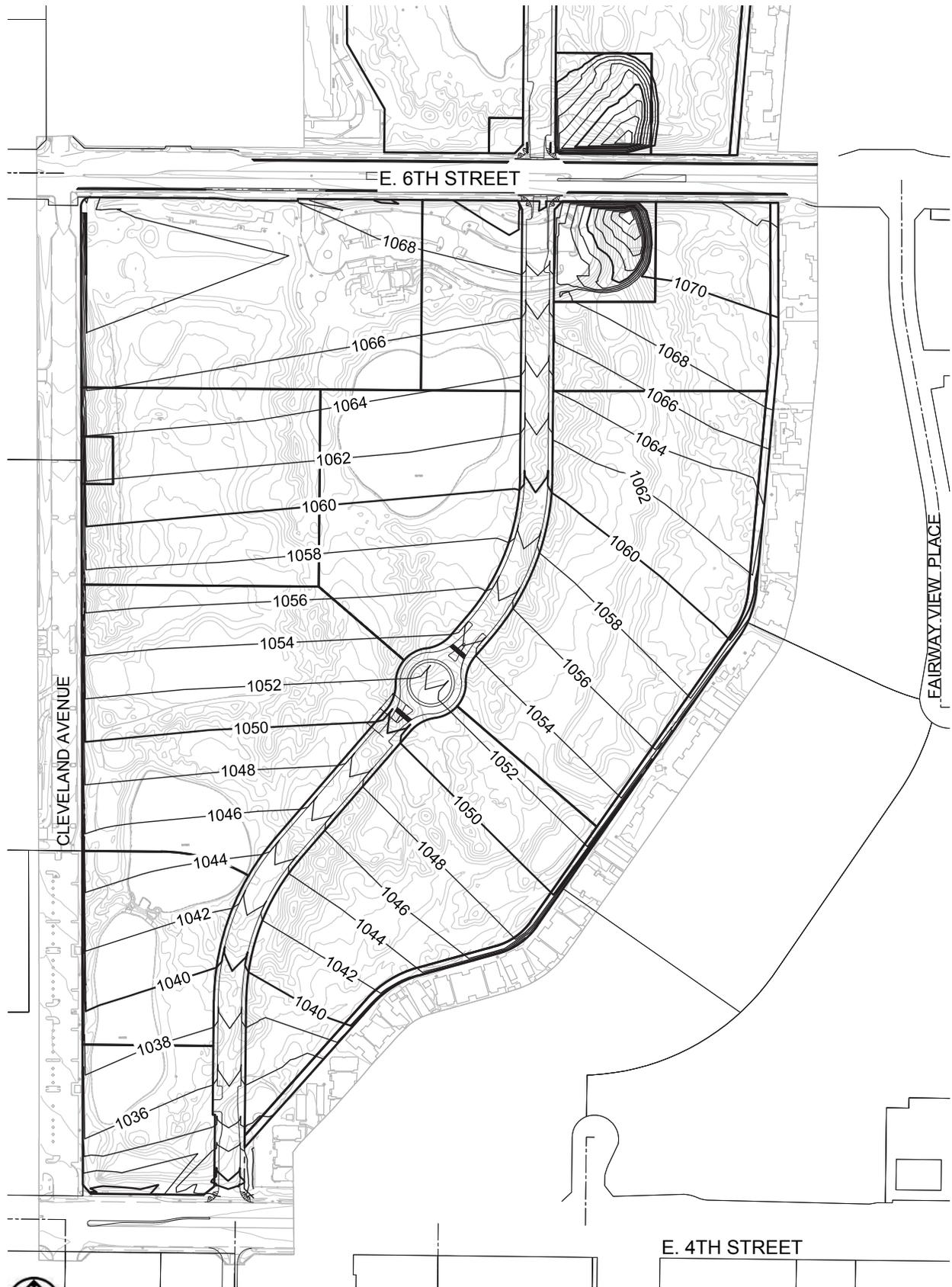
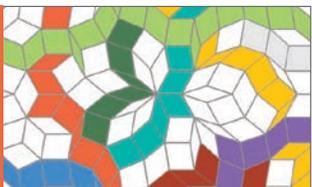


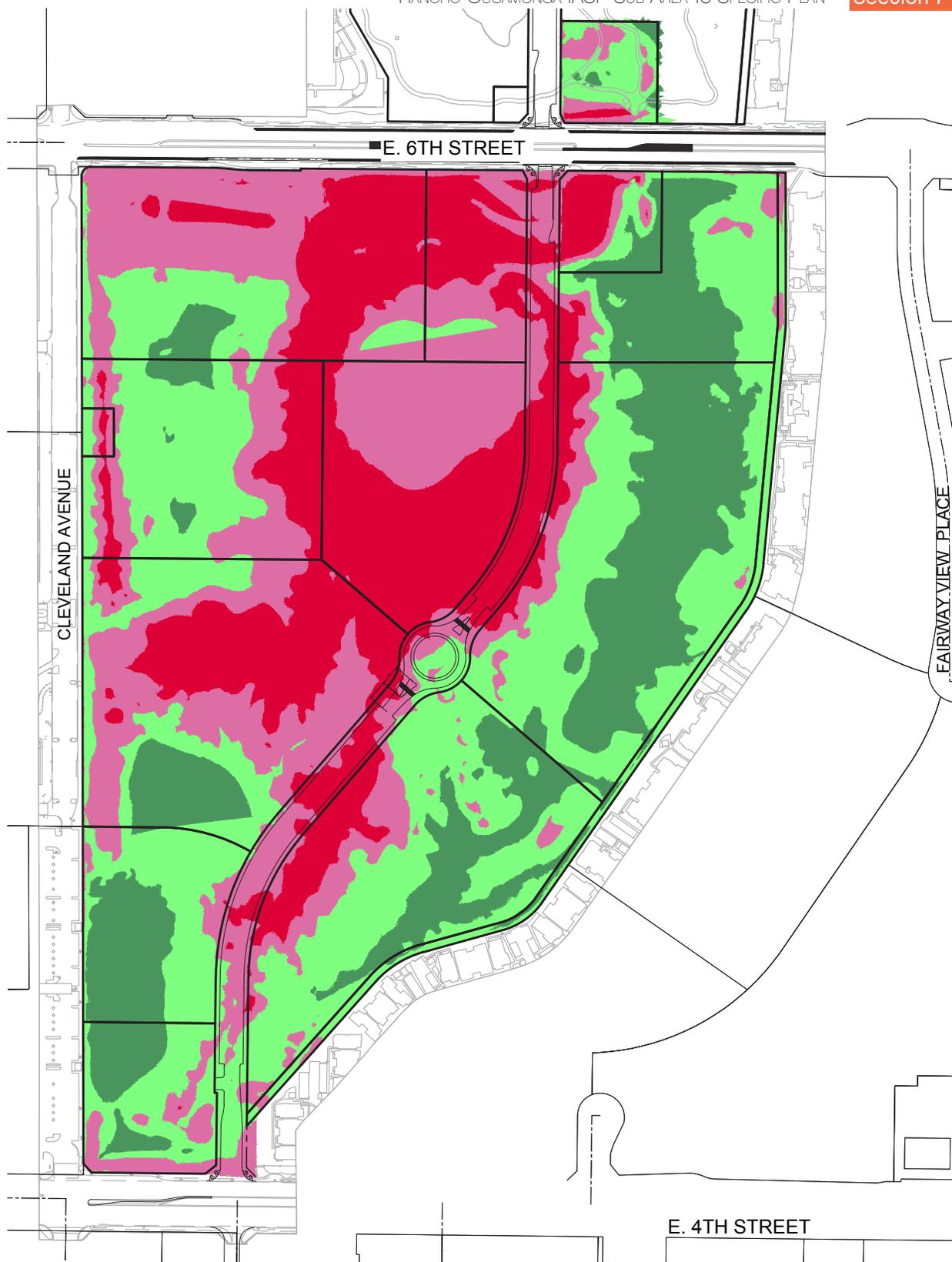
Figure A-1: Conceptual Phase 1 Grading Plan

LEGEND:

—1100— PROPOSED CONTOUR

Note: Figure not to scale.





LEGEND:
EARTHWORK

	-24' TO -6'
	-6' TO 0'
	0' TO 6'
	6' TO 20'

Figure A-2: Conceptual Phase 1 Cut/Fill Plan

Note: Figure not to scale.



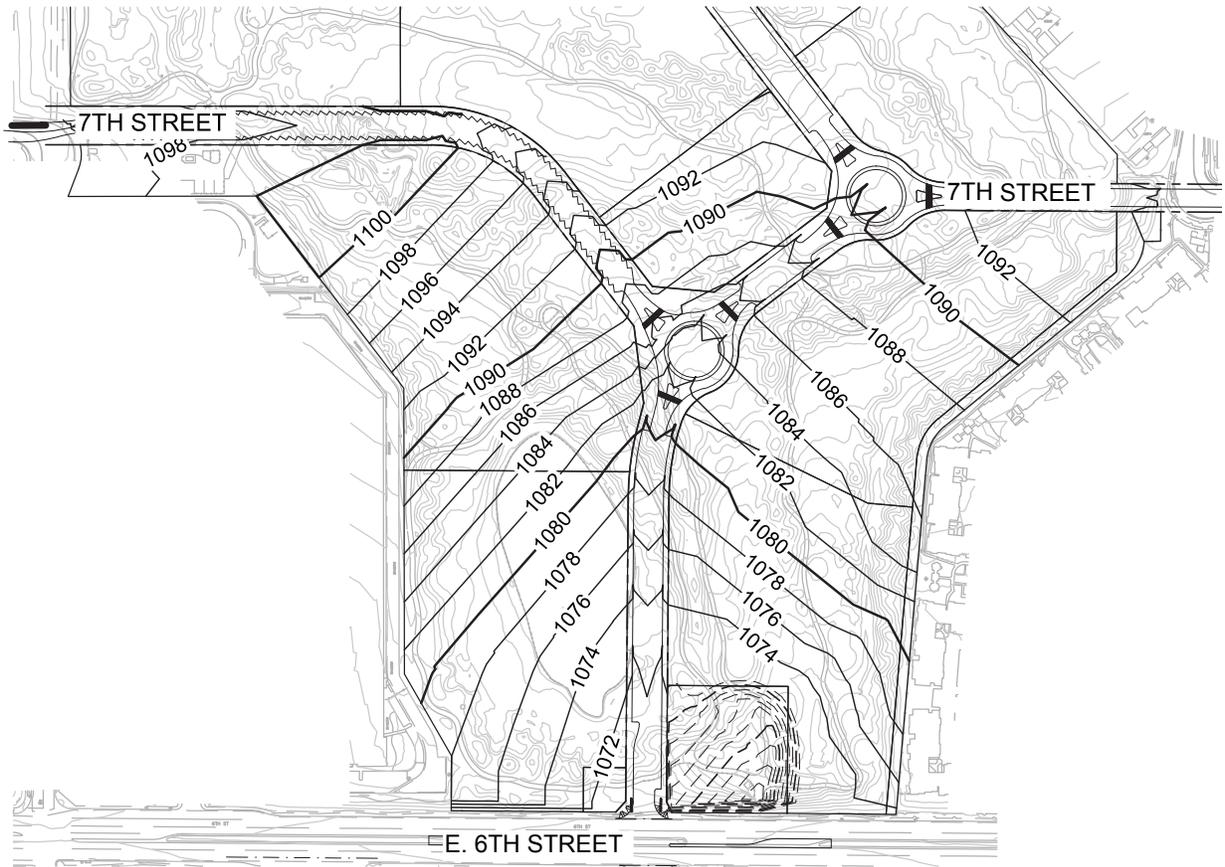
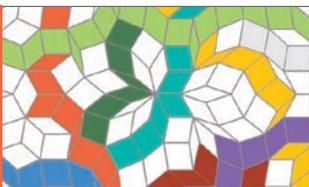


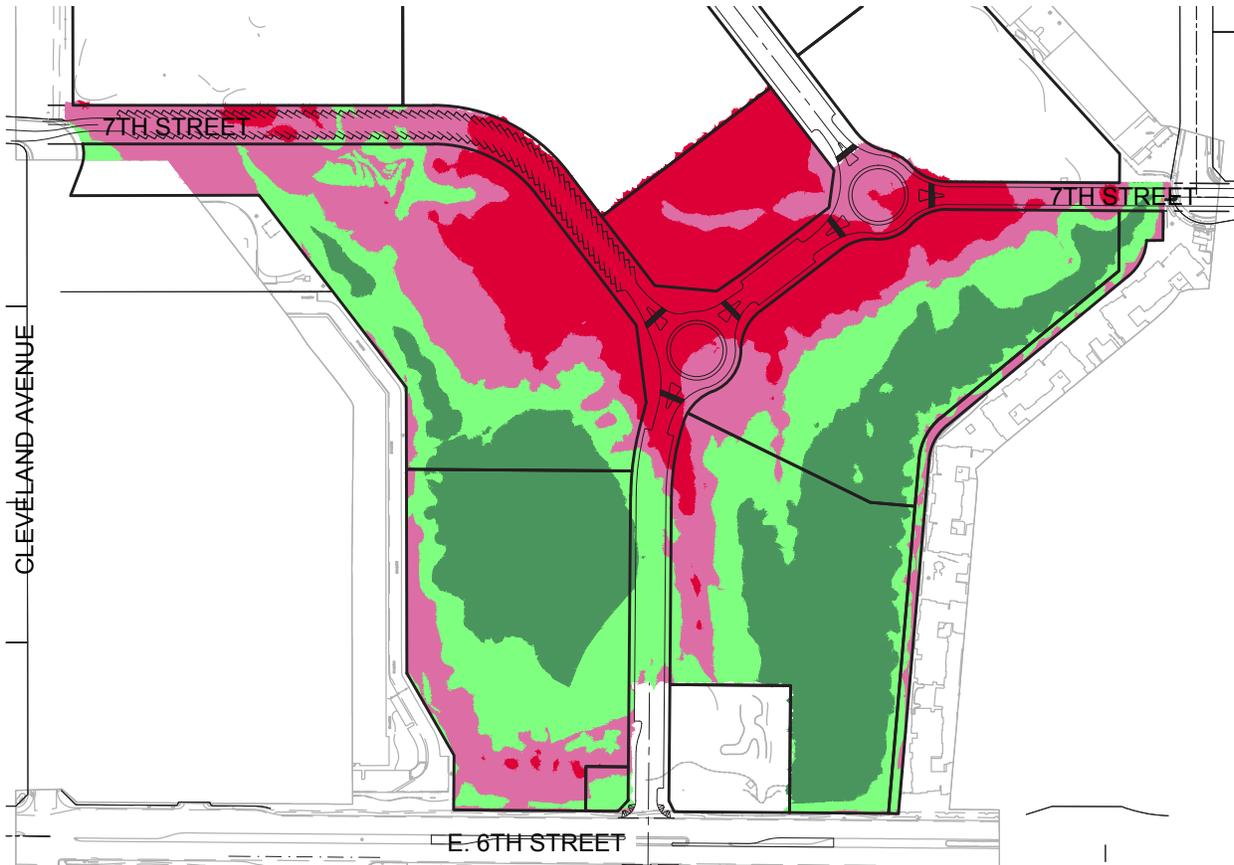
Figure A-3: Conceptual Phase 2 Grading Plan

Note: Figure not to scale.

LEGEND:

—1100— PROPOSED CONTOUR





LEGEND:
EARTHWORK

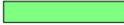
	-24' TO -6'
	-6' TO 0'
	0' TO 6'
	6' TO 20'

Figure A-4: Conceptual Phase 2 Cut/Fill Plan

Note: Figure not to scale.



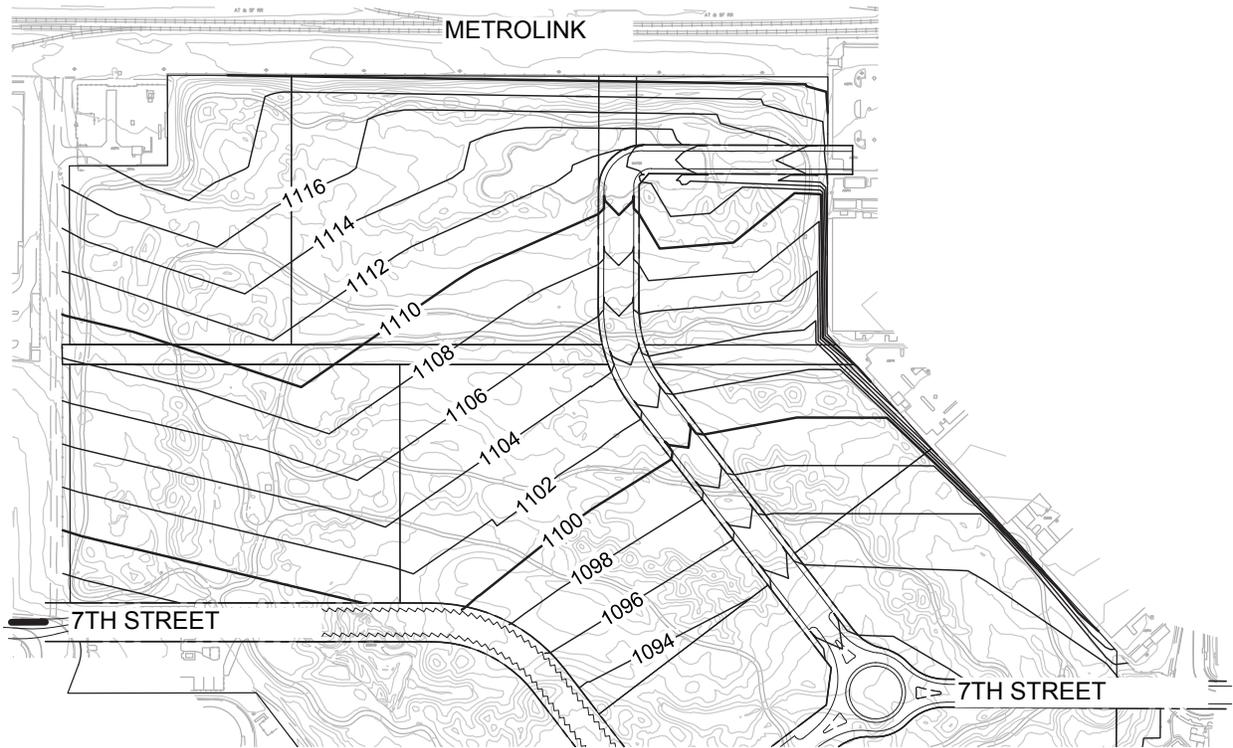
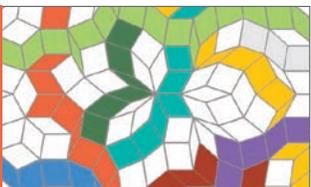


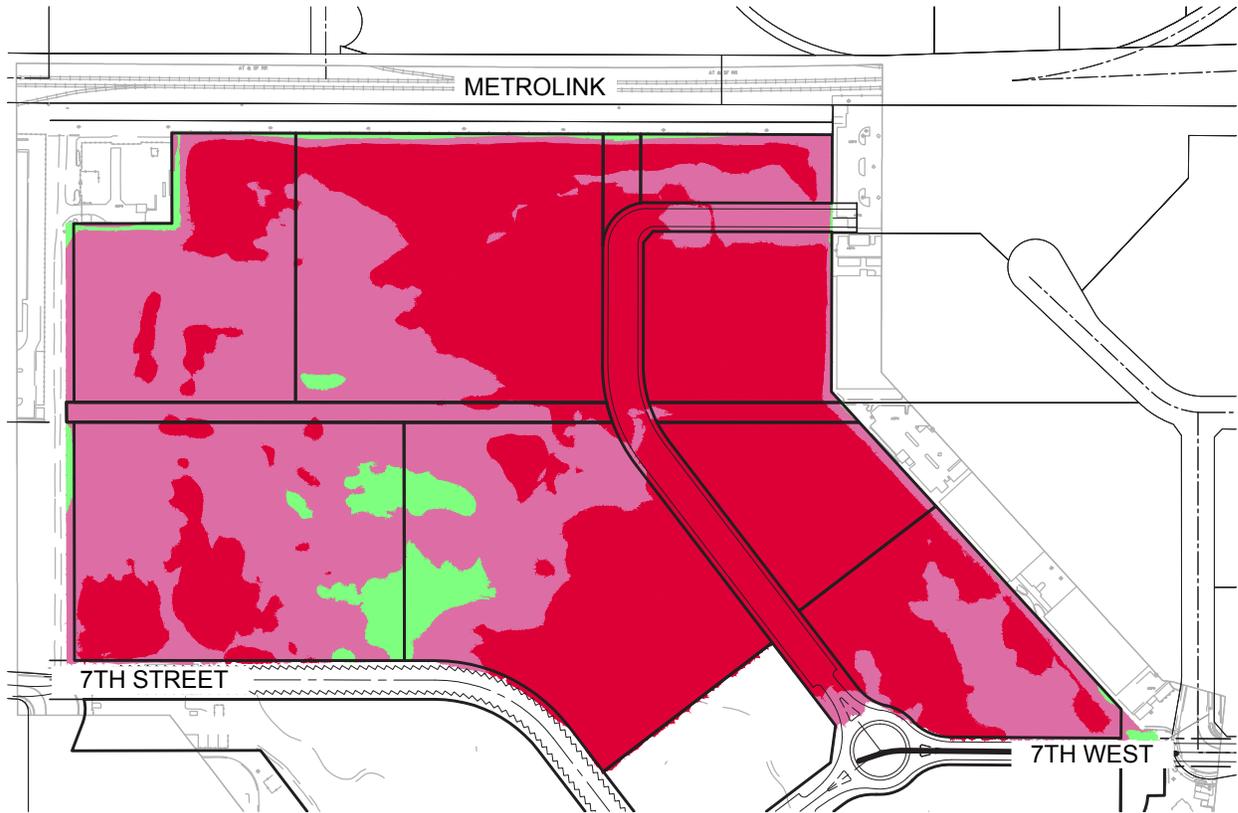
Figure A-5: Conceptual Phase 3 Grading Plan

Note: Figure not to scale.

LEGEND:

—1100— PROPOSED CONTOUR





LEGEND:
EARTHWORK

Dark Red	-24' TO -6'
Pink	-6' TO 0'
Light Green	0' TO 6'
Dark Green	6' TO 20'

Figure A-6: Conceptual Phase 3 Cut/Fill Plan

Note: Figure not to scale.



2.0 Storm Drainage

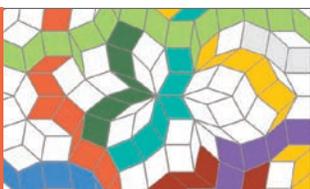
The site is currently developed as the Empire Lakes Golf Course with various surface and subsurface drainage conveyances on the property, and two detention basins installed to limit discharge to the pre-development condition. The detention basins were required at the time of the initial golf course development due to the fact that the 4th Street Storm Drain had not been constructed. Upon completion of the 4th Street Storm Drain, and the extension northerly in Cleveland Avenue, a pipe connection was made for the discharge of the detention basin.

Site drainage will be a combination of surface sheet flow and pipe flow with area and roof drains around buildings, and catch basins in streets and drives which intercept runoff. The mainline storm drain will flow southerly and will connect to the existing 4th Street Storm Drain located near the intersection with Cleveland Avenue.

The storm drain system will be constructed in three (3) phases. Phase 1 will include construction of a storm drain within 4th Street and the Vine between 4th Street and 6th Street. Additionally, a storm drain will be extended northerly in the Vine north of 6th Sixth Street to intercept captured existing runoff from the golf course that will be channeled away from the northeast Urban Plaza depressed graded area. A local storm drain will be placed within the Ion Tunnel to drain the depressed northeast Urban Plaza to PA S-23. Runoff within the depressed northeast Urban Plaza and the depressed PA S-23 will be handled in one of two ways: by pumping the collected runoff to the storm drain system in the Vine or by collecting the runoff and routing to a below ground injection well system that will recharge the groundwater basin. Refer to Figure A-7: Conceptual Phase 1 Storm Drain Facilities Plan and Figure A-8: Conceptual Phase 1 Interim Grading Storm Drain Facilities Plan. Phase 2 will extend storm drain in the Vine to the intersection of 7th Street and Anaheim Place. Refer to Figure A-9: Conceptual Phase 2 Storm Drain Facilities Plan. Phase 3 will extend storm drain in the Vine northerly towards Planning Area N-3. Refer to Figure A-10: Conceptual Phase 3 Storm Drain Facilities Plan.

The PAI 4th Street Storm Drain Hydraulic Analysis assessed the capacity of the existing off-site storm drain in the cities of Rancho Cucamonga and Ontario and determined that the existing system can handle runoff from proposed PAI development.

The City of Ontario has reviewed the 4th 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. Final drainage studies will be reviewed by both cities at the time of development.



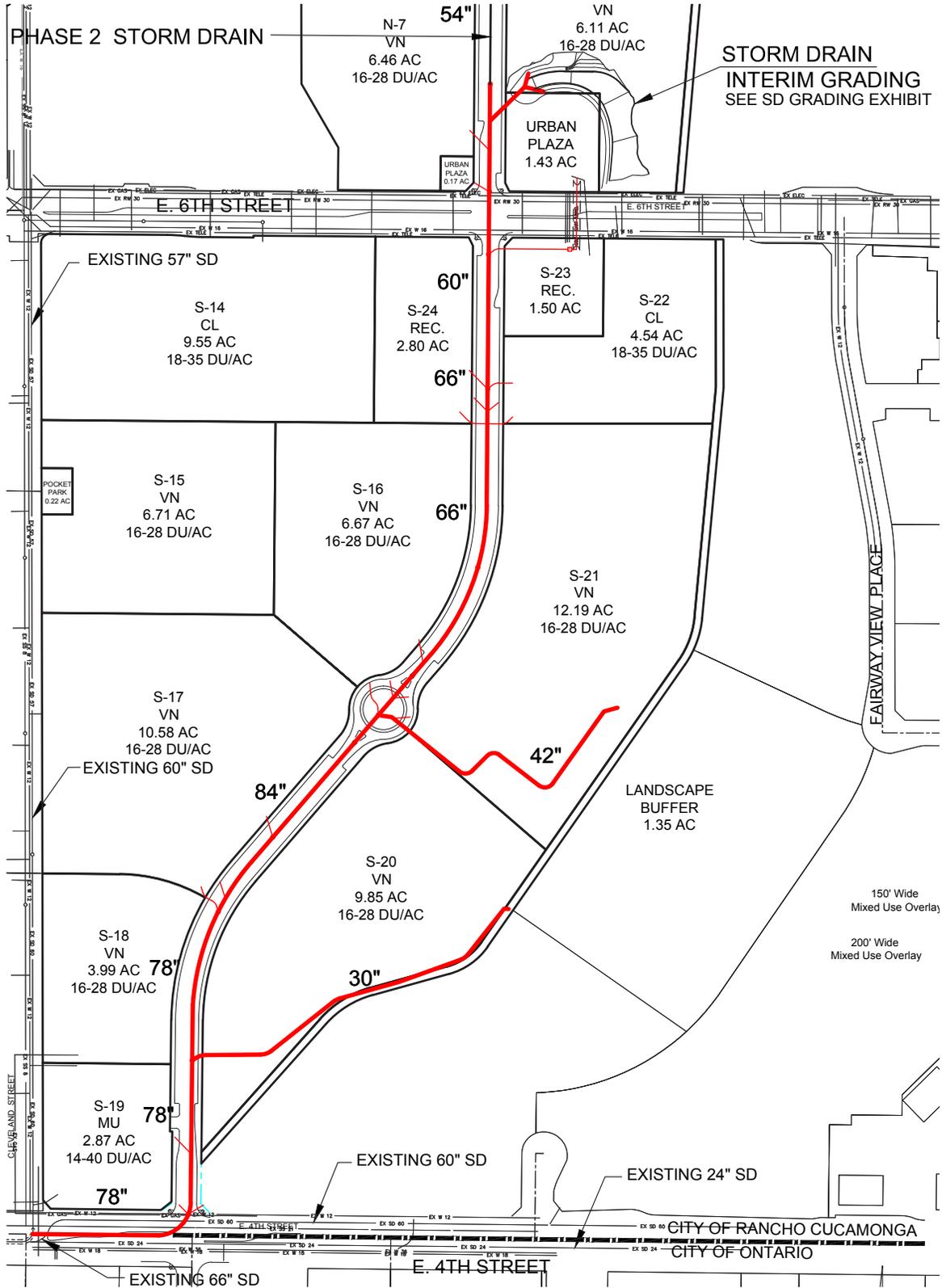


Figure A-7: Conceptual Phase 1 Storm Drain Facilities Plan

- LEGEND:**
- PROPOSED SD LAT.
 - 36" ← PROPOSED STORM DRAIN - DIA.
 - EX. 66" SD — EXISTING STORM DRAIN - DIA.

Note: Figure not to scale.



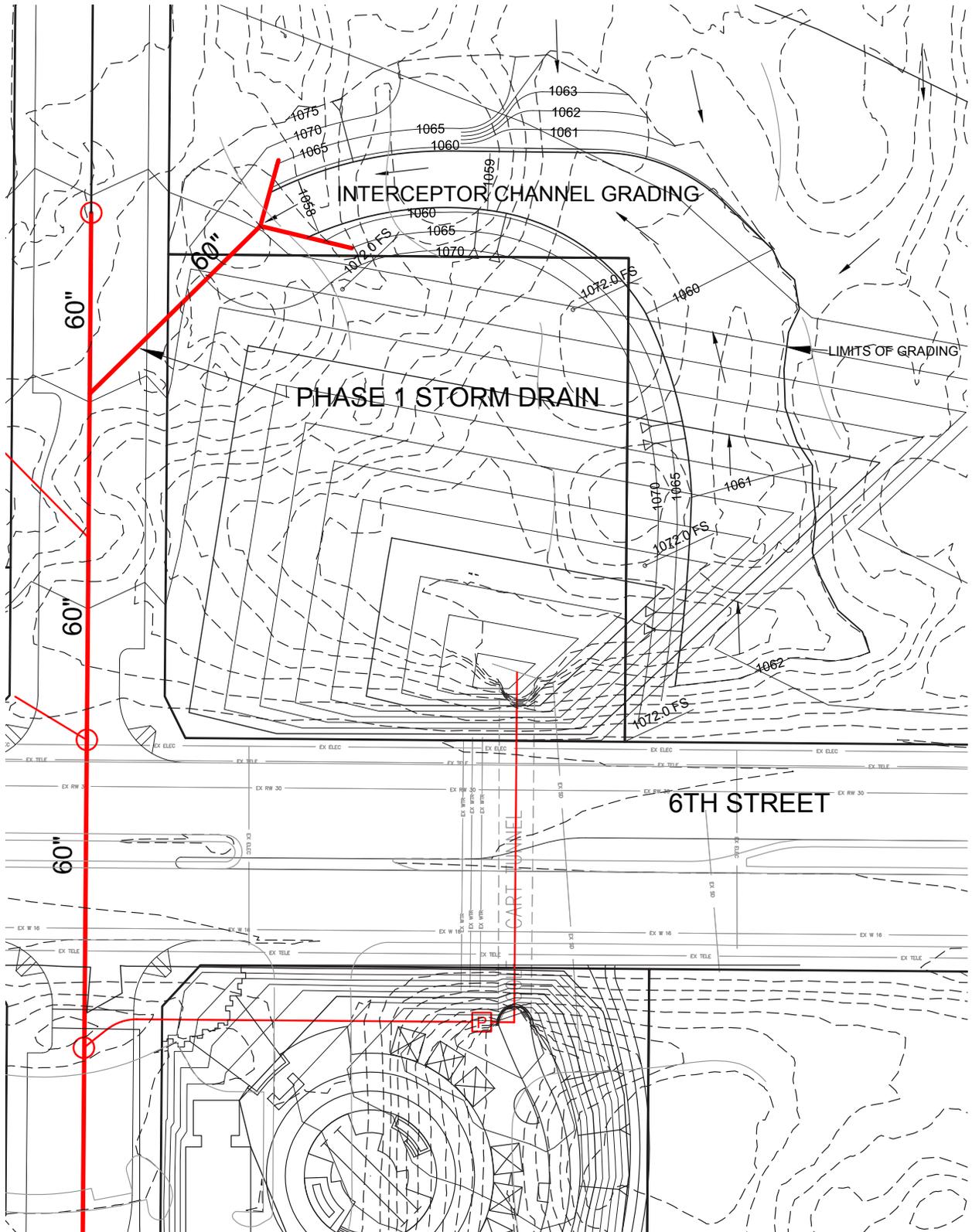
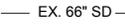
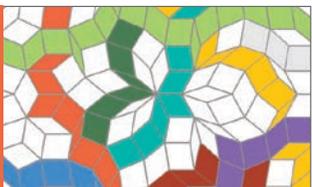


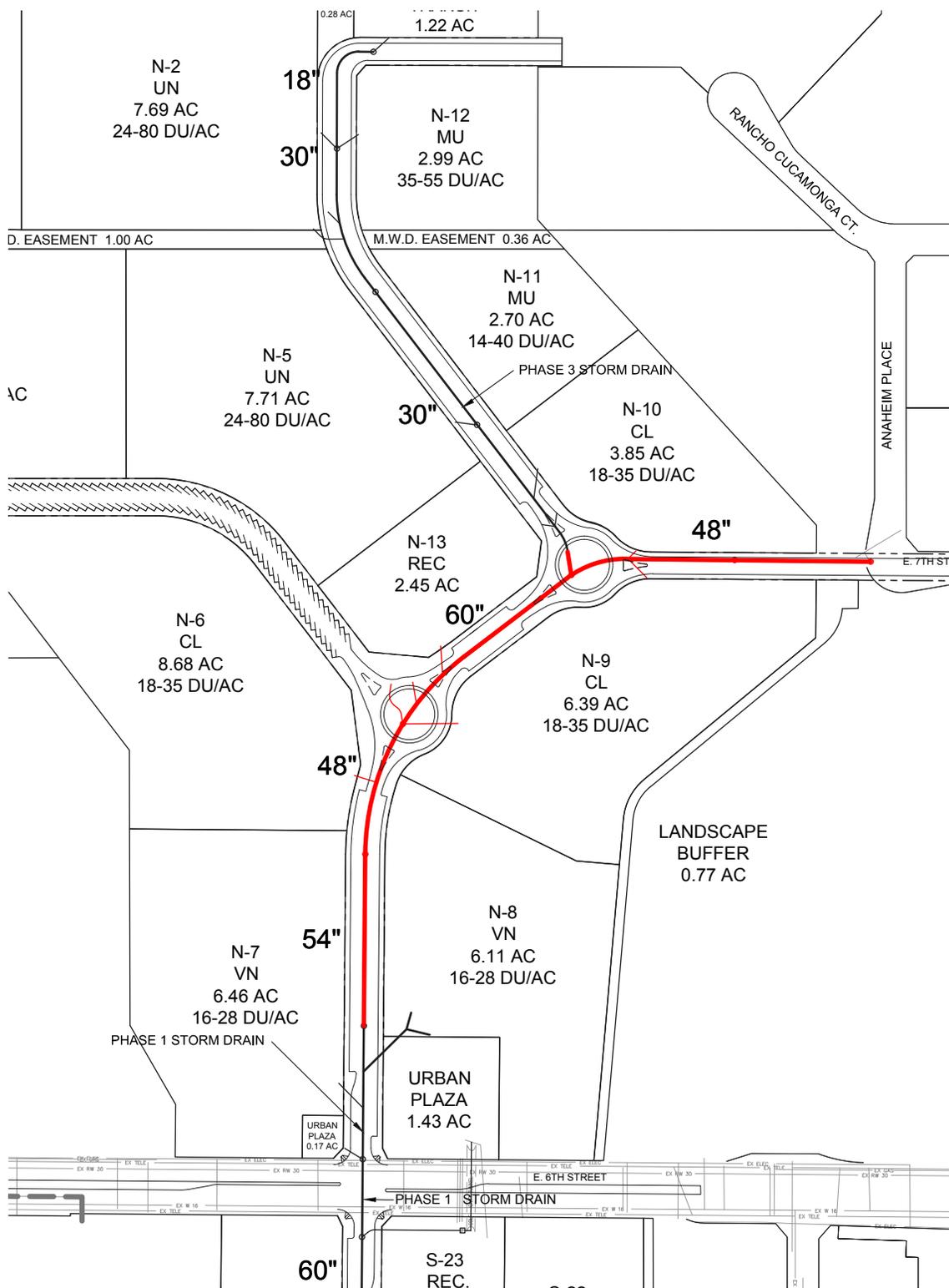
Figure A-8: Conceptual Phase 1 Interim Grading Storm Drain Facilities Plan

Note: Figure not to scale.

LEGEND:

-  PROPOSED SD LAT.
-  PROPOSED STORM DRAIN - DIA. 36"
-  EX. 66" SD — EXISTING STORM DRAIN - DIA.
-  DIRECTION OF INTERIM FLOWS
-  PROPOSED PUMP





LEGEND:

- 36" PROPOSED SD LAT.
- PROPOSED STORM DRAIN - DIA.
- EX. 66" SD EXISTING STORM DRAIN - DIA.

Figure A-9: Conceptual Phase 2 Storm Drain Facilities Plan

Note: Figure not to scale.



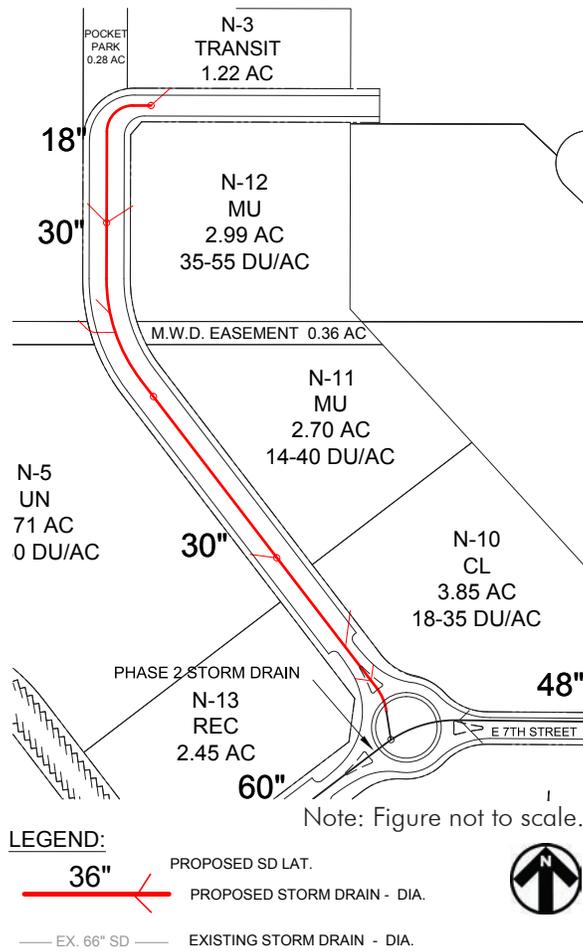
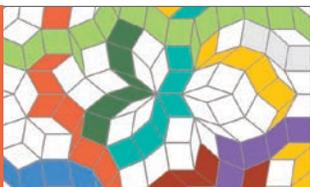


Figure A-10: Conceptual Phase 3 Storm Drain Facilities Plan



3.0 Storm Water Quality

The targeted high frequency, low flow storms will drain from the proposed streets onto the adjacent parkways, paseos, and parks to allow for enhanced filtration, infiltration, and peak reduction. Additional provisions will include pervious pavement for parking areas, infiltration trenches, pervious stormdrain pipes and bioretention landscaping systems.

As previously mentioned, storm runoff from PAI will drain to storm drains in Cleveland Avenue and 4th Street. All flows will eventually enter the 4th Street system, which drains to an unimproved area of Cucamonga-Guasti Regional Park, part of the San Bernardino County Regional Park system west of Turner Avenue and south of 4th Street. Flows from this area then enter the Cucamonga Creek Channel, down to Prado Dam, into the Santa Ana River, and ultimately out to the Pacific Ocean. The existing storm drain facilities are adequate to handle the 100-year storm. Until such time that there are downstream regional storm water quality facilities specifically designed to mitigate pollutants in the runoff from the proposed PAI development, storm water quality mitigation will need to be satisfied on-site.

A number of BMP concepts will be utilized to address storm water quality mitigation requirements. These concepts include:

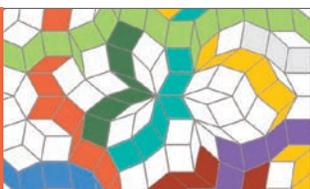
Hydrologic Source Control LID BMP - The primary BMP will be a hydrologic source control LID, where runoff is directed to landscaped areas and retained. In some cases, this retention will be in the form of a depressed area such as a basin, but more commonly it will just be an area that is held a few inches below the surrounding street, parking area, or storm drain inlet.

Infiltration LID BMP - Where retention of runoff is not feasible, or cannot mitigate the full design capture volume (DCV), the next priority BMP will be injection drywells and infiltration trenches. These drywells and trenches can be installed almost anywhere including in landscaped areas and under pavement, but should be avoided within 5 feet of buildings and walls. The injection drywell infiltration BMPs typically consist of two manholes, the first design to capture solids and sediment, with overflow conveyed to the second manhole, which has an open base and an 8-inch perforated pipe placed in a hole drilled 30 feet or more below the base of the manhole to maximize infiltration performance. The infiltration trench concept is simply a gravel

trench, typically 2 to 8 feet deep, from 2 to 5 feet wide, and is as long as needed or as space allows. The bottom of the trench reaches to a depth at or below native, undisturbed soil, or where compaction has achieved a relative density less than 90%. Good design practice includes an upstream inlet or system capable of filtering out trash and sediment. Further, the inclusion of a 12-inch or larger perforated pipe within the gravel bed helps to facilitate inspection and maintenance, and also serves to increase storage capacity. Proprietary below ground HDPE domed structures or CMP pipe can also be included to increase functionality.

Bioretention Systems - In locations where the other LID BMPs are not feasible or unable to mitigate the full DCV, volume-based filtration systems will be installed. These systems include bioretention systems, such as manufactured parkway planter or street tree well systems, rated to be effective at filtering runoff.

Bioretention Systems - In order to properly size and site the infiltration-type BMPs listed above, on site geotechnical investigations will be required. The double-ring infiltrometer test or standard (septic) percolation test are commonly completed to achieve an infiltration rate, ultimately in inches per hour, with the former test preferred. Because soil conditions can vary widely across a project, especially a large project such as Empire Lakes, these soil tests should be performed when final construction documents are being prepared, so that the tests are conducted at the proper location and depth for which the particular LID BMP will be constructed. However, infiltration rates are expected to be sufficient to support the proposed BMPs because this area is comprised of Hydrologic Soil Types A and B, defined by the USGS as being well-draining.



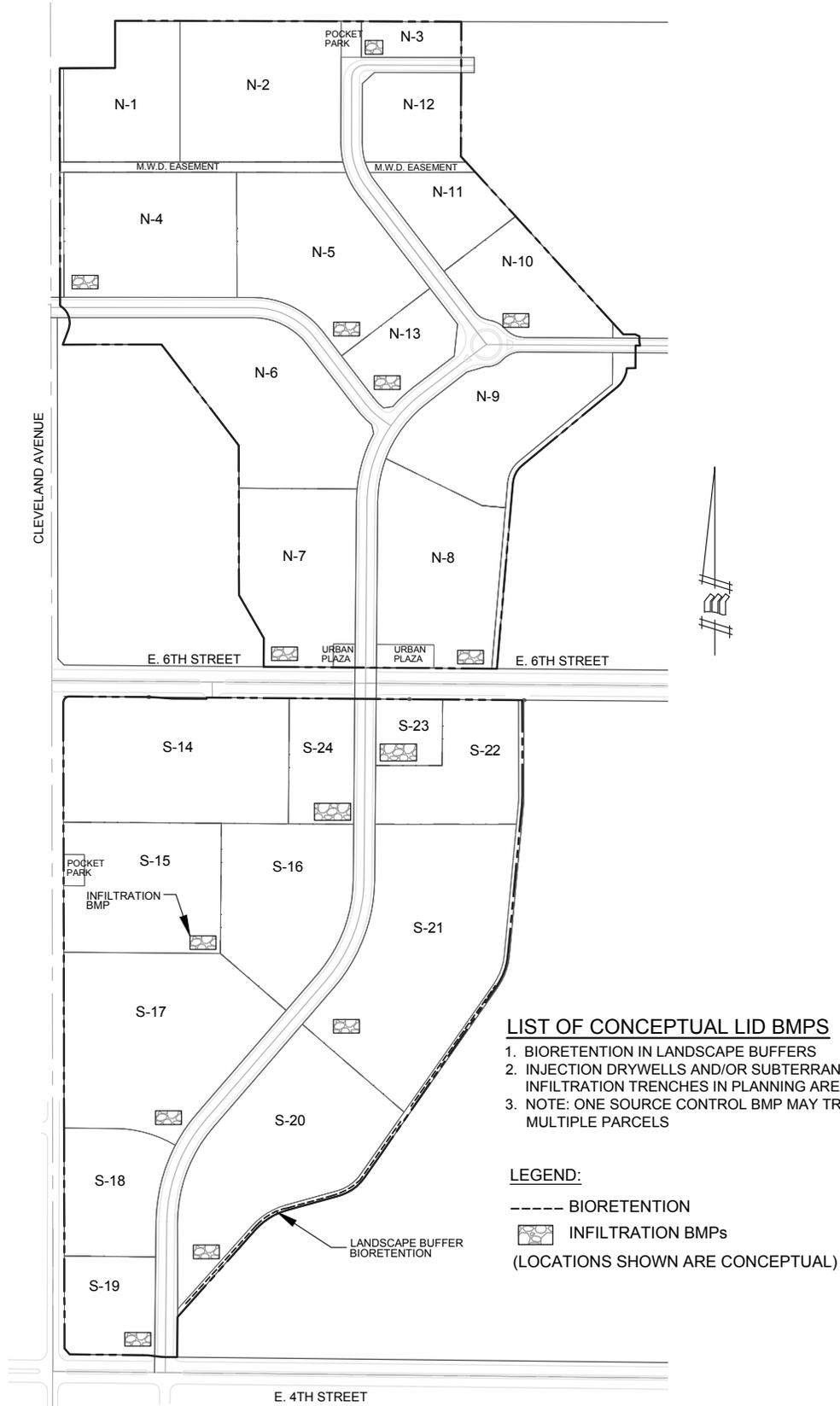


Figure A-11: Conceptual Storm Water Quality Management Plan

Note: Figure not to scale.

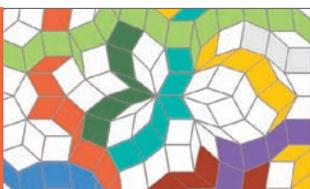


4.0 Sanitary Sewer

Peak sewer demands are calculated for each planning area based on standards established by the Cucamonga Valley Water District (CVWD). CVWD has an existing network of sewer pipelines in the vicinity with adequate excess capacity, and therefore off-site sewer line improvements are limited to short adjacent connections. The existing wastewater treatment plant (WWTP) currently has excess capacity. Therefore PAI will not need to contribute to the upsizing of any off-site facilities. CVWD management has indicated that the sewer pipelines which PAI sewer system will connect to have adequate capacity, as does the downstream WWTP.

Detailed plans for nonresidential uses are not yet available so it is not feasible to determine the plumbing (sewer drainage) fixture unit count required to estimate flows from the transit mixed-use commercial areas. For preliminary estimating purposes, a high-intensity loading factor (restaurant) for the County Sanitation District No. 21 of Los Angeles County was utilized. Sewage flow for the proposed common facilities, including restrooms in the parks, and the community building, was estimated based on the County Sanitation District factor for Parks. Because the exact nature of recreational facilities and improvements is not known, the factor is conservatively applied to the full planning area. The specific plan provides for a range in dwelling units for each planning area, but limits the total possible dwelling units to a level below a basic summation of the maximums. Therefore, the hydraulic calculations have a higher peak flow, because it cannot be determined precisely how many units will be developed in any planning area, so the maximums are used for all.

A system of sewer main pipelines will be installed throughout PAI, with larger lines serving as the backbone infrastructure, which in turn will serve smaller local sewer lines distributed throughout the various planning areas. The Sanitary Sewer system will be constructed in three (3) phases. Phase 1 sewer will extend from 4th Street northerly in the Vine to 6th Street. Refer to Figure A-12: Conceptual Phase 1 Sanitary Sewer Facilities Plan. Phase 2 sewer will continue north in the Vine and extend along the frontages of Planning Areas N-10 and N-13 in 7th Street East and West. Refer to Figure A-13: Conceptual Phase 2 Sanitary Sewer Facilities Plan. Phase 3 sewer will be constructed northerly in the Vine to Planning Area N-3 and within 7th Street West. Refer to Figure A-14: Conceptual Phase 3 Sanitary Sewer Facilities Plan. Calculations were made to size pipes which range from 8 inches up to 15 inches. There will be multiple points of connection for PAI sewers. A portion of the northwesterly area of PAI will connect to an existing sewer in Seventh Street at Cleveland Avenue. The balance of PAI will sewer to the existing 21-inch line in 4th Street at the south end of the site. No additional off-site improvements are anticipated.



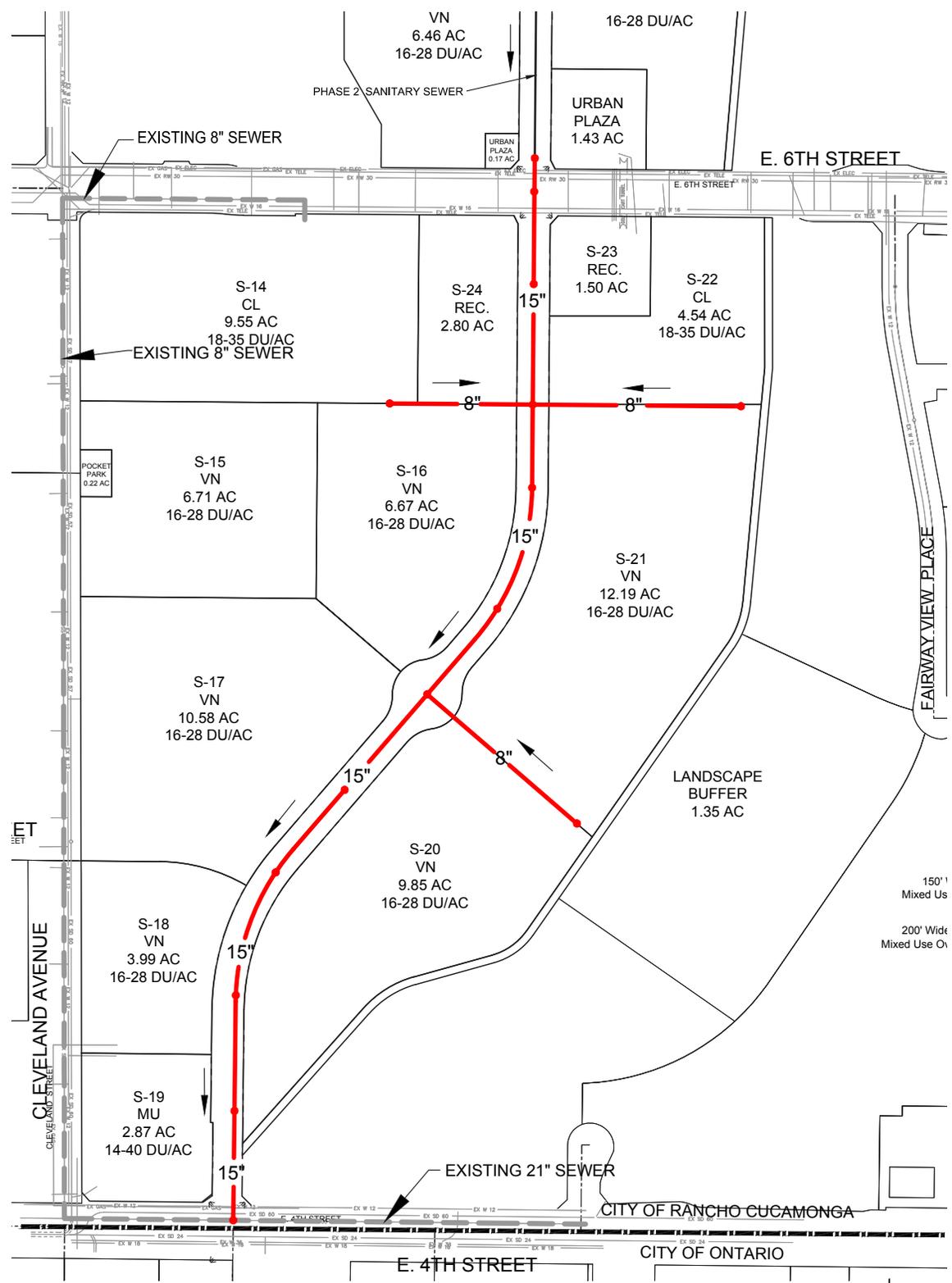


Figure A-12: Conceptual Phase 1 Sanitary Sewer Facilities Plan

LEGEND:

-  8" PROPOSED SANITARY SEWER - DIA.
-  EXISTING SANITARY SEWER - DIA.
-  DIRECTION OF FLOW

Note: Figure not to scale.



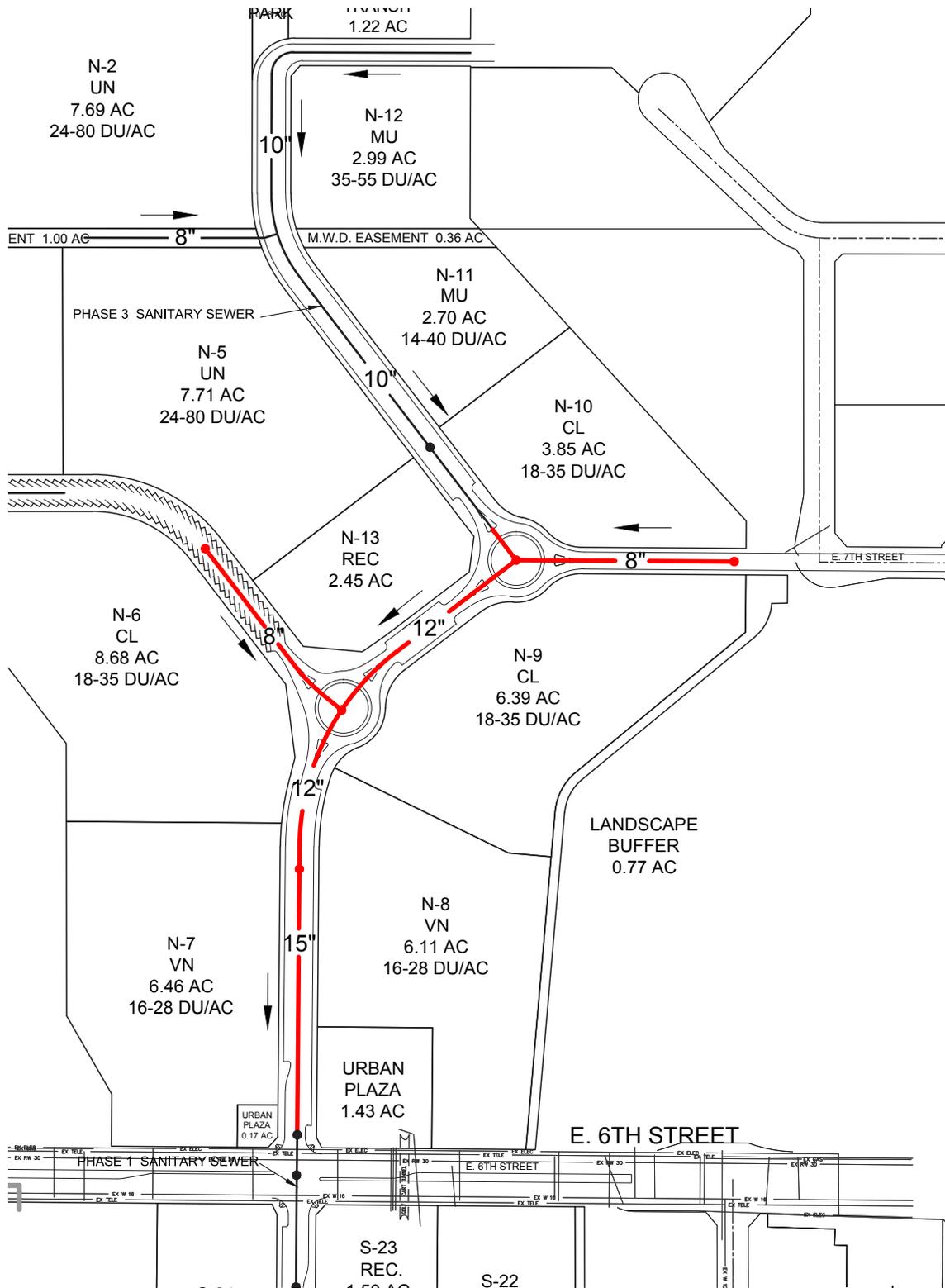
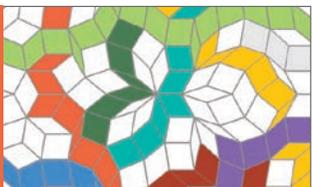


Figure A-13: Conceptual Phase 2 Sanitary Sewer Facilities Plan

Note: Figure not to scale.

LEGEND:

- 8" PROPOSED SANITARY SEWER - DIA.
- - - - - EXISTING SANITARY SEWER - DIA.
- ← DIRECTION OF FLOW



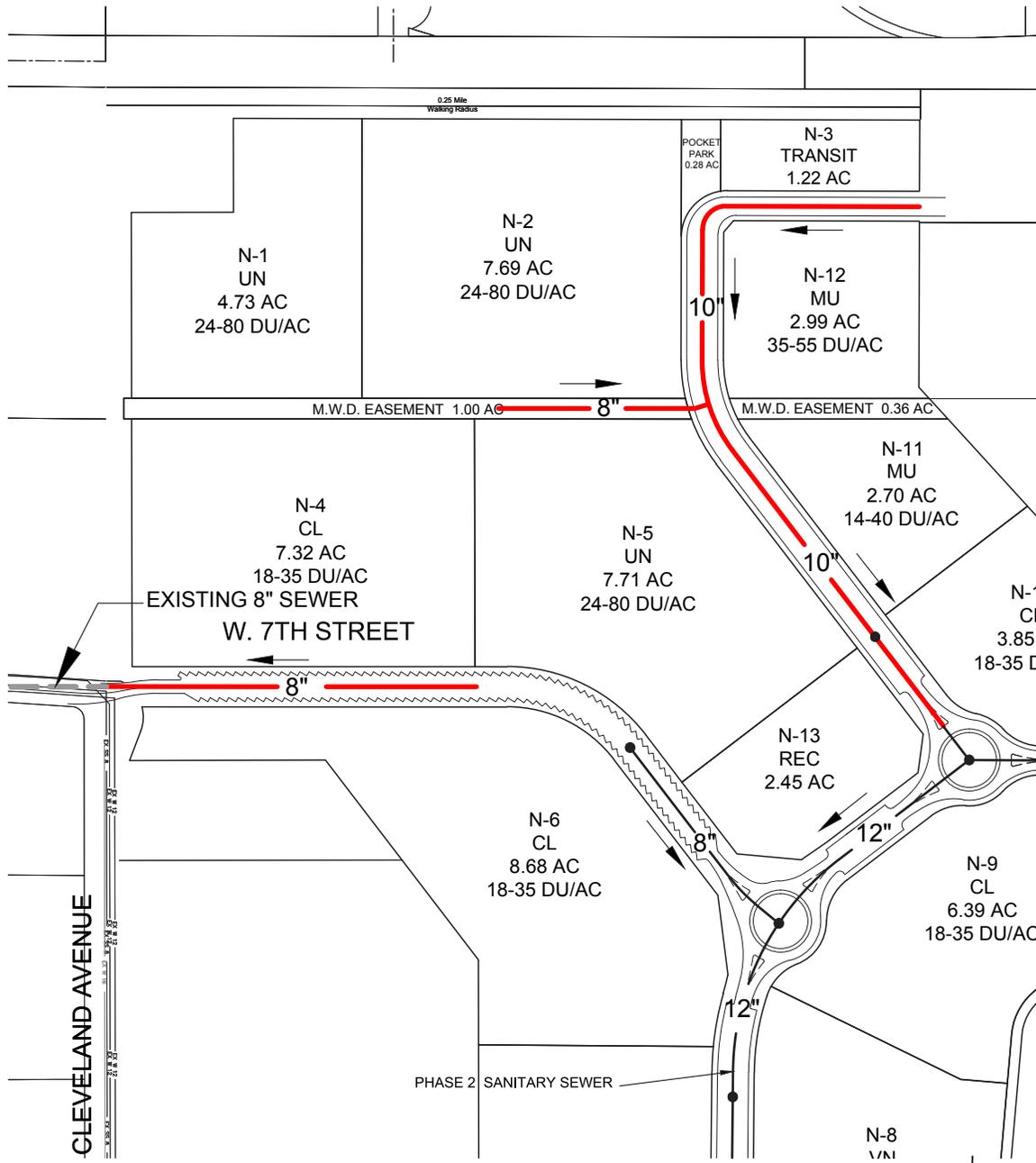


Figure A-14: Conceptual Phase 3 Sanitary Sewer Facilities Plan

LEGEND:

-  8" PROPOSED SANITARY SEWER - DIA.
-  EXISTING SANITARY SEWER
-  DIRECTION OF FLOW

Note: Figure not to scale.



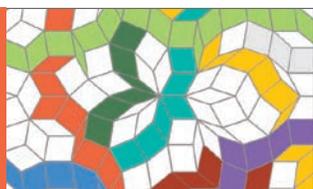
5.0 Domestic Water

Peak water demands are calculated for each planning area based on standards established by CVWD. Common area landscaping will be irrigated with recycled water. CVWD has an existing network of water pipelines in the vicinity of PAI with adequate excess capacity, and therefore off-site waterline improvements are limited to short adjacent connections. The existing supply network of imported water plus local surface and groundwater currently provides excess capacity, therefore PAI development will not need to contribute to the upsizing of any off-site facilities or secure additional sources of water supply. CVWD management has confirmed that the water pipelines which PAI development will connect to have adequate capacity, and that CVWD has excess storage and supply reserves sufficient to serve PAI.

In July 2011, CVWD issued the final 2010 Urban Water Management Plan (UWMP), as required by state law. The purpose of the UWMP is to demonstrate the ability for CVWD to provide potable water to all customers in the service area, and to provide a projection for future system supplies and demands to meet anticipated needs for the next 20 years or more. As detailed in the UWMP, CVWD acquires over 50% of the total supply from imported water provided by the Metropolitan Water District of Southern California (MWD), about 40% from groundwater, with the balance from surface water and recycled water.

Section 4.9 of the UWMP summarizes the current and projected water supplies, with over 50,000 acre-feet per year in 2010, and past 74,000 acre-feet per year by 2035. Current and projected water demand is summarized in Section 3.1 of the UWMP. Demand in 2010 was 48,000 acre-feet per year, and will rise to a projected 61,900 acre-feet per year by 2035. Therefore, CVWD projects that there will be excess capacity for the current and forecasted system demands.

PAI water demand is established based on the unit water demand from Section 3.4 of the UWMP, which is 252 gallons per capita per day. However, per CVWD, over 60% of water demand is outdoors, and with landscape irrigation being supplied with recycled water, the demand rate is only 101 gallons per capita per day. Per the 2010 US Census, the City of Rancho Cucamonga has an average of 2.99 persons per household. Persons per unit of multifamily are less than single-family, however that specific data is not available, and therefore

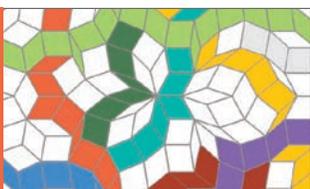


the 2.99 persons per capita will be used. Therefore, PAI development is estimated to have a water demand of 302 gallons per dwelling unit per day. Because detailed plans for nonresidential uses are not part of the specific plan, it is not feasible to determine the plumbing fixture unit count required to estimate demand from the transit mixed use commercial areas. For preliminary estimating purposes, demand data for County Sanitation District No. 21 of Los Angeles County was utilized. As recycled water will be used for irrigation, water demand is assumed to be equal to sewer loading. Because the specific plan does not place restrictions on the type of potential uses, a high-intensity factor is used in the calculations (restaurant). Water demand for the proposed common facilities, including restrooms in the parks, and the community building, was estimated based on the County Sanitation District factor for Parks. Because the exact nature of recreational facilities and improvements is not known, the factor is conservatively applied to the full planning area. Common area landscape irrigation is not included in the potable water calculations, as those areas will be served by the Recycled Water System. Calculations were made to determine the impact PAI development will have on the existing water system. The specific plan provides for a range in dwelling units for each planning area, but limits the total possible dwelling units to a level below a basic summation of the maximums. Therefore, the hydraulic calculations have a higher peak flow, because it cannot be determined precisely how many units will be developed in any planning area, so the maximums are used for all.

Water storage is necessary for the successful operation of a water system for a number of reasons. The various pressure zones are established based primarily on the average elevations in the connected reservoirs. The water storage also provides a buffer between the average water demand and the peak demand, as well as a reserve supply for emergencies, for example when a source of water is temporarily damaged or cut-off. The reservoirs also provide additional water for firefighting efforts. According to CVWD, there is sufficient excess storage capacity to serve PAI development.

A system of water main pipelines are proposed to be installed throughout PAI, with a transmission system proposed in the major streets, which in turn will serve local waterlines distributed throughout the various planning areas. Four points of connection to the existing CVWD domestic water system are proposed. The Domestic Water System will be constructed in three (3) phases. Phase 1 will consist of water distribution mains installed between 4th Street and 6th Street to serve all Planning Areas south of 6th Street. Phase 1 will connect to an existing 12-inch water main in 4th Street and an existing 16-inch water main in 6th Street. Phase 1 could have additional connections to an existing 12-inch water main in Cleveland Avenue. Phase 2 will consist of water distribution mains installed in the Vine between 6th Street and 7th Street and in 7th Street East and West. Refer to Figure A-15: Conceptual Phase 1 Domestic Water Facilities Plan. Phase 2 will connect to the existing 16-inch water main in 6th Street and existing 12-inch water mains in 7th Street East and West. Refer to Figure A-16: Conceptual Phase 2 Domestic Water Facilities Plan. Phase 3 will consist of water distribution mains in the Vine extending from 7th Street to Planning Area N-3. Refer to Figure A-17: Conceptual Phase 3 Domestic Water Facilities Plan.

Based on the preliminary hydraulic analysis, an 8-inch backbone infrastructure system should be adequate in most reaches, with some 10-inch segments needed to accommodate fire flows in the lowest pressure areas. CVWD has not identified any system deficiencies in the area. Therefore no off-site pipeline improvements are anticipated, other than the adjacent system connections.



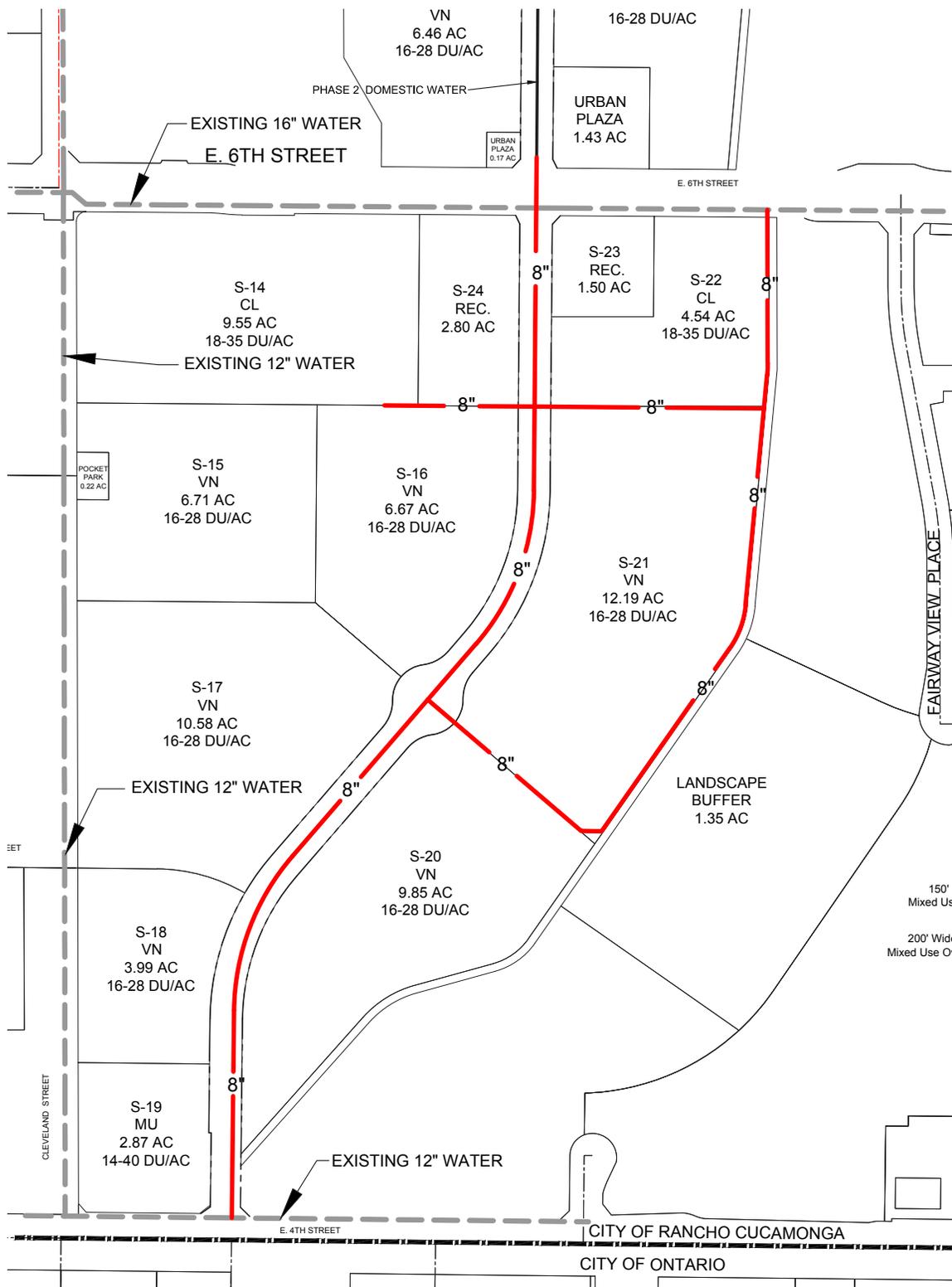


Figure A-15: Conceptual Phase 1 Domestic Water Facilities Plan

LEGEND:

- 8" PROPOSED DOMESTIC - DIA.
- EXISTING DOMESTIC WATER

Note: Figure not to scale.



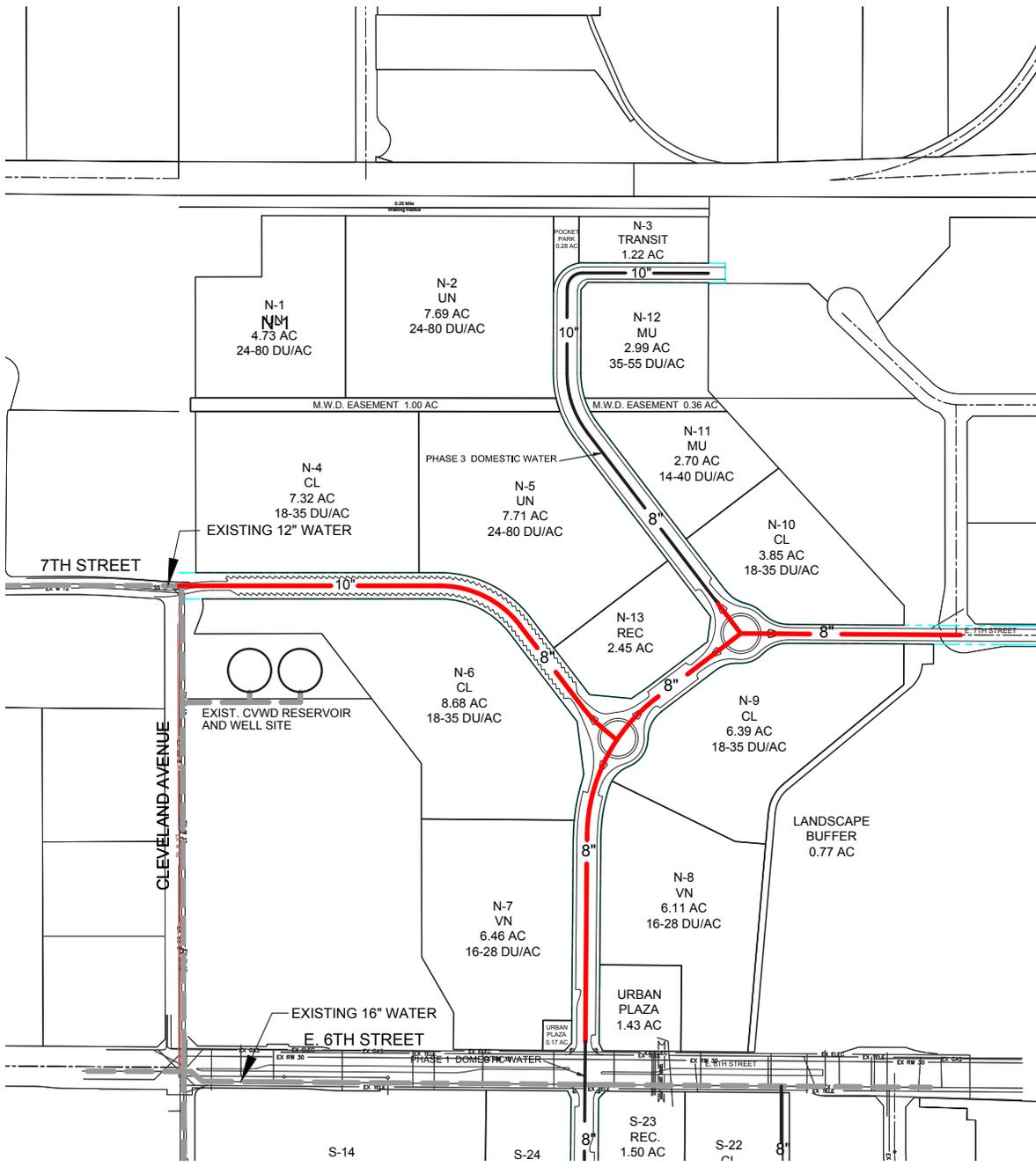
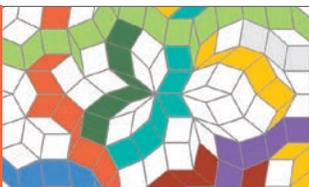


Figure A-16: Conceptual Phase 2 Domestic Water Facilities Plan

Note: Figure not to scale.

LEGEND:

- 8" PROPOSED DOMESTIC WATER- DIA.
- EXISTING DOMESTIC WATER



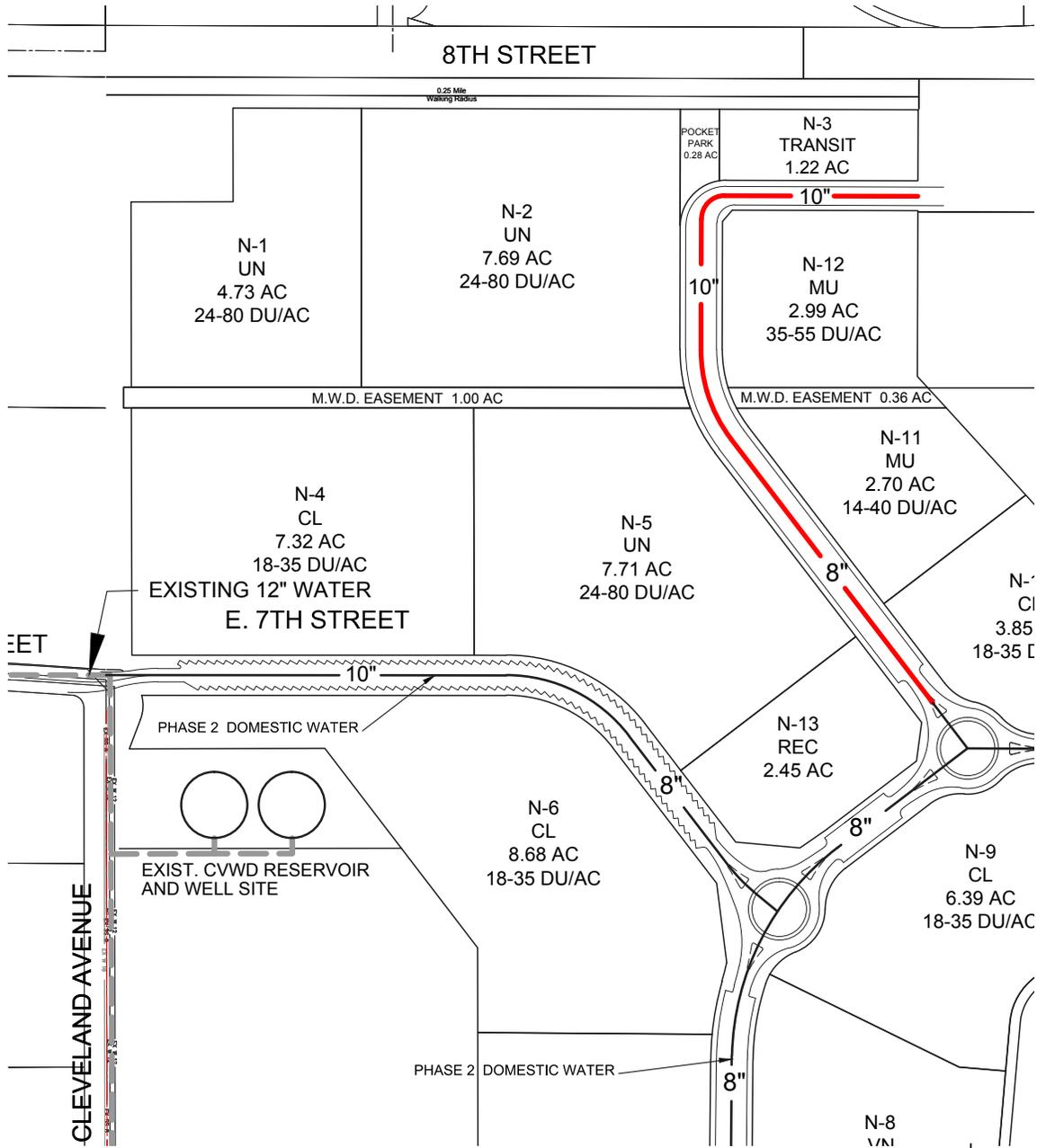


Figure A-17: Conceptual Phase 3 Domestic Water Facilities Plan

LEGEND:

- 8" PROPOSED DOMESTIC WATER - DIA.
- - - - - EXISTING DOMESTIC WATER

Note: Figure not to scale.



6.0 Recycled Water

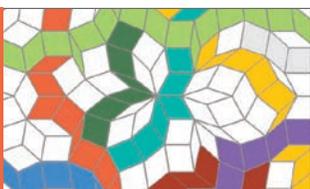
Peak recycled water demands are calculated for each planning area based on standards established by the CVWD. Domestic water will be provided by CVWD and is discussed previously. CVWD has an existing network of recycled water pipelines in the vicinity of the project with adequate excess capacity, and therefore off-site recycled waterline improvements are limited to short adjacent connections. The existing supply network of recycled water currently provides excess capacity. Therefore the project will not need to contribute to the upsizing of any off-site facilities.

CVWD management indicated that the recycled water pipelines which the project will connect to have adequate capacity to serve the project.

Recycled water will be used for irrigation of common area landscaping throughout the project. This includes landscaped areas around the multifamily residential properties. A range of irrigation demand from 170,000 up to 220,000 gallons per acre per year is estimated for the maximum demand to be utilized, which translates to 603 gallons per day per acre. It is assumed that irrigation for a given planning area will occur evenly throughout an eight-hour period, restricted in time between 9 pm and 6 am. A peaking factor is applied to the average daily demand (ADD) of 2.0 for the Maximum Day Demand (MDD). Estimates for each landscape area and demand for each parcel were made, with assumptions for the relative level of required irrigation, depending on the anticipated planting design. Residential areas are assumed to have 20% landscape coverage. Estimates are also made for the parks, plazas, and paseos.

Per CVWD, there are sufficient rights to recycled water such that new sources of recycled water supply are not required for this project. CVWD has an extensive existing recycled water system, including pipelines, wells, pumps, pressure reducing valves, and storage reservoirs. CVWD's system is currently split into multiple pressure zones. When construction improvement plans are available, CVWD can incorporate the project system into the district-wide system in order to assess the impact, however per discussions with CVWD management, there are no anticipated deficiencies.

The recycled water main system will be constructed in three (3) phases. Phase 1 will include a transmission line in the Vine, connecting to a 30-inch IEUA recycled water main in 6th Street and extending southerly to 4th Street along with local feeder mains extending into Planning Areas. Refer to Figure A-18: Conceptual Phase 1 Recycled Water Facilities Plan. Phase 2 will include transmission lines in the Vine between 6th Street and 7th Street, and in 7th Street East and West to serve local feeder mains extending into Planning Areas, with an additional connection to an existing 16-inch recycled water main in Cleveland Avenue. Refer to Figure A-19: Conceptual Phase 2 Recycled Water Facilities Plan. Phase 3 will extend a transmission line northerly in the Vine to Planning Area N-3. Refer to Figure A-20: Conceptual Phase 3 Recycled Water Facilities Plan.



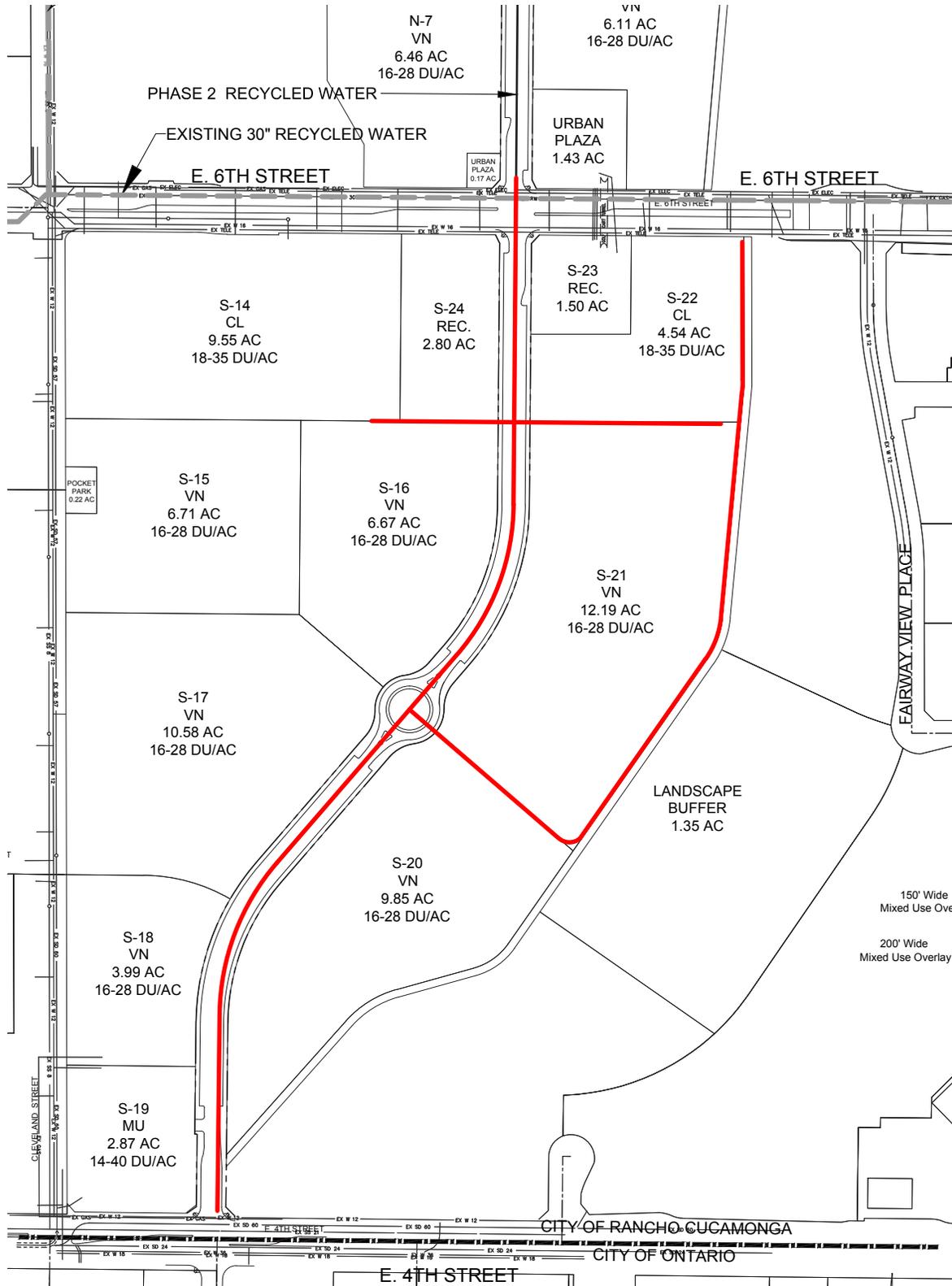


Figure A-18: Conceptual Phase 1 Recycled Water Facilities Plan

LEGEND:

- PROPOSED 8" RECYCLED WATER
- EXISTING RECYCLED WATER

Note: Figure not to scale.



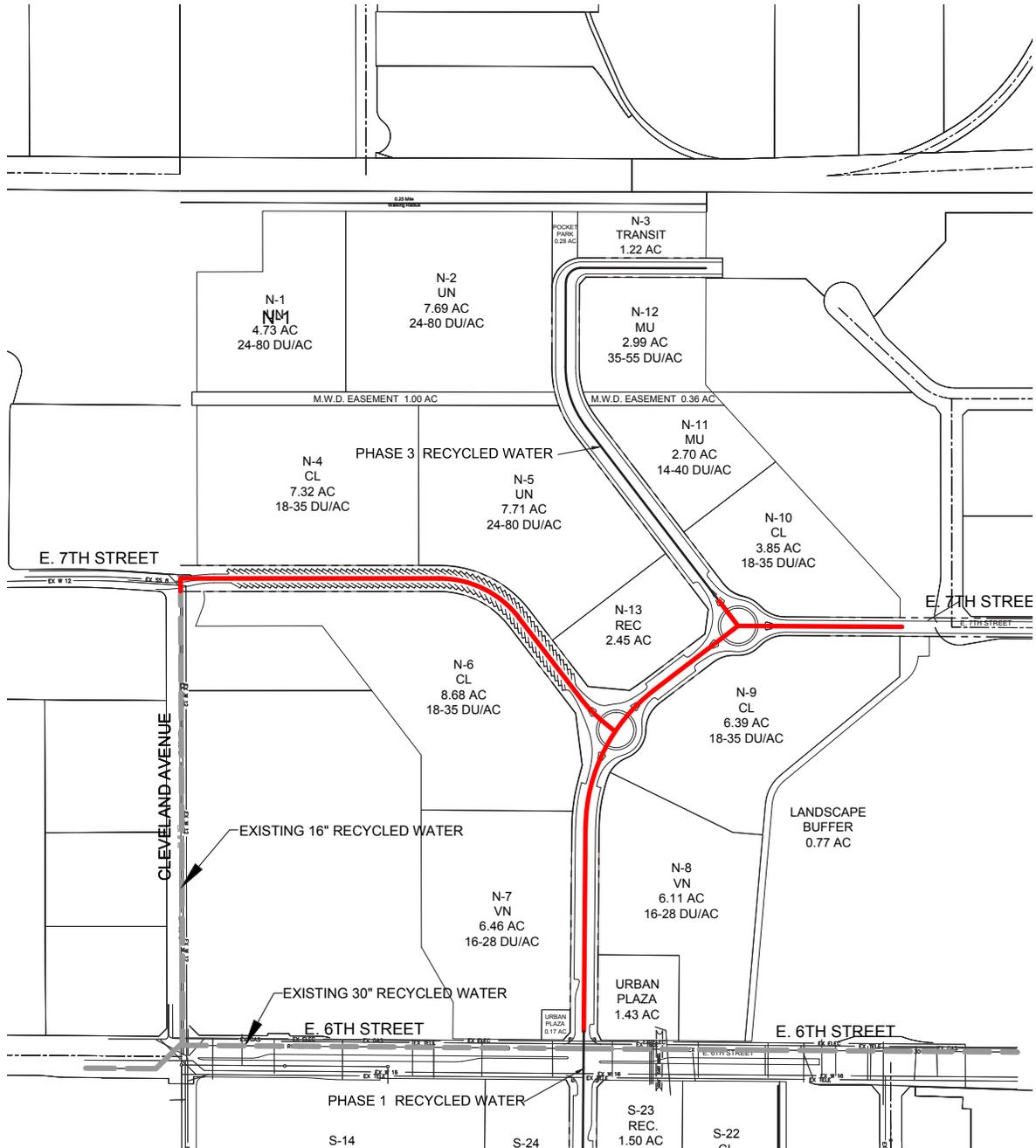
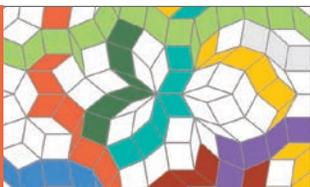


Figure A-19: Conceptual Phase 2 Recycled Water Facilities Plan

Note: Figure not to scale.

LEGEND:

- PROPOSED 8" RECYCLED WATER
- — — EXISTING RECYCLED WATER



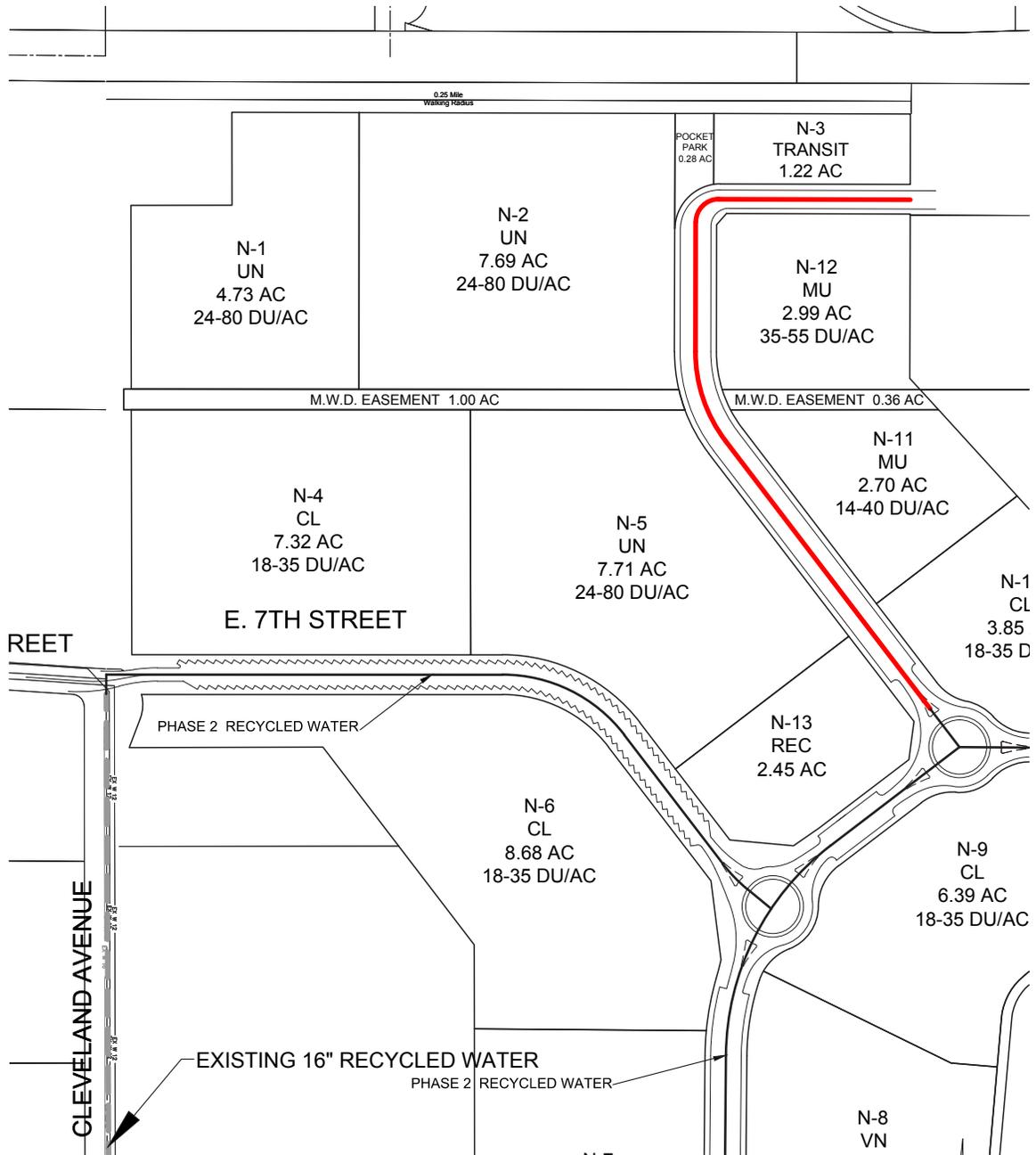


Figure A-20: Conceptual Phase 3 Recycled Water Facilities Plan

LEGEND:

- PROPOSED 8" RECYCLED WATER
- - - EXISTING RECYCLED WATER

Note: Figure not to scale.



7.0 Street Improvement

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

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

Phase 2 will include the following:

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

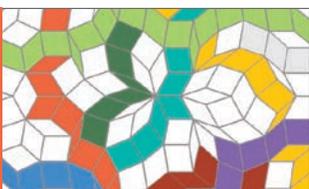
It should be noted that additional right-of-way will be required from APN 0209-272-17 to extend 7th Street from Anaheim Place to the project boundary.

Phase 3 will include the following:

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

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

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



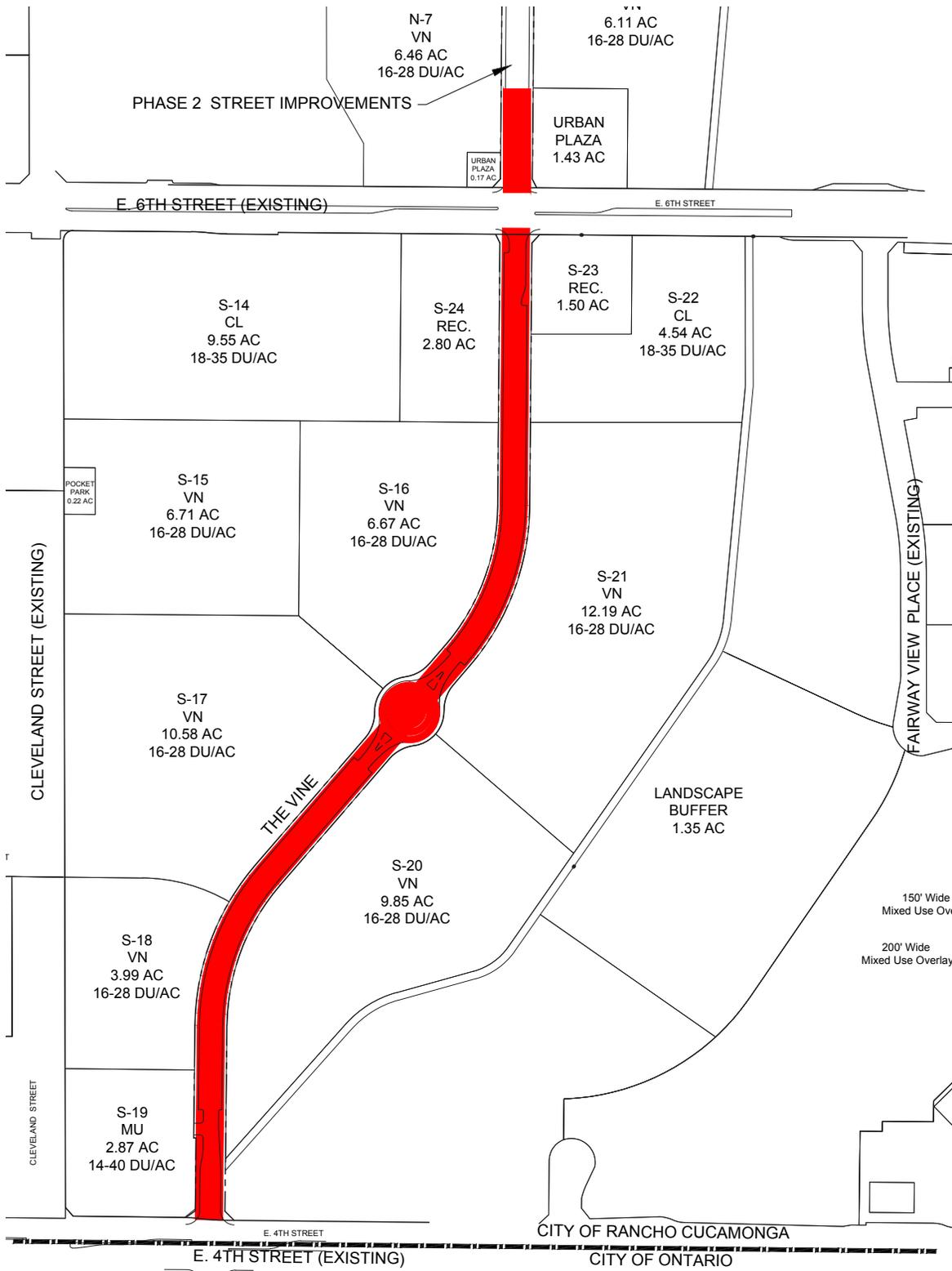


Figure A-21: Conceptual Phase 1 Street Improvement Facilities Plan

LEGEND:

PROPOSED STREET IMPROVEMENT

Note: Figure not to scale.

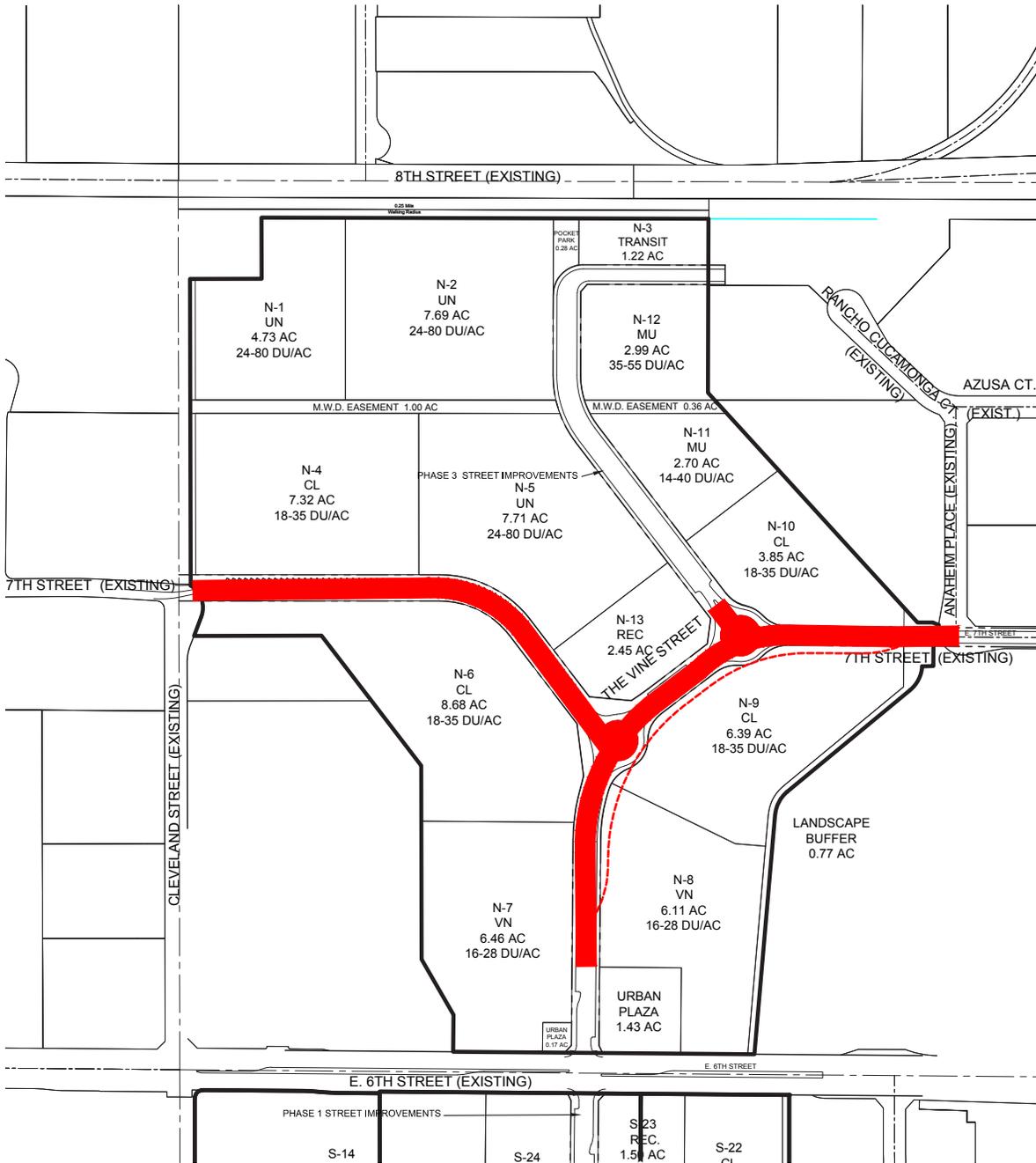
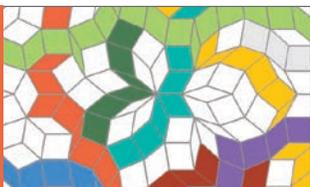


Figure A-22: Conceptual Phase 2 Street Improvement Facilities Plan

Note: Figure not to scale.

LEGEND:

- PROPOSED STREET IMPROVEMENTS
- INTERIM ACCESS CONNECTION



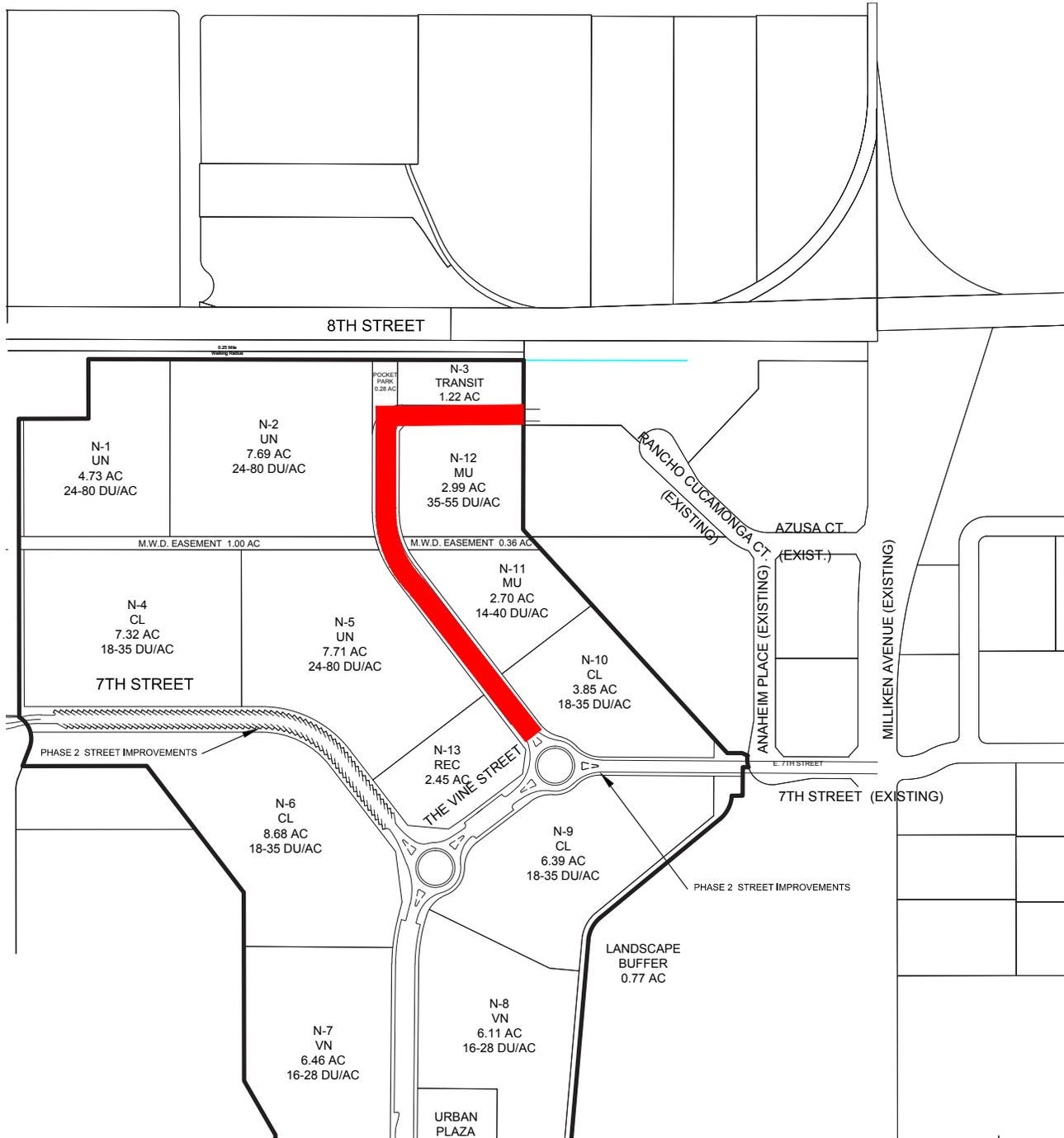


Figure A-23: Conceptual Phase 3 Street Improvement Facilities Plan

LEGEND:

 PROPOSED STREET IMPROVEMENTS

Note: Figure not to scale.



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

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

8.0 Dry Utilities

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

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

Natural Gas: Southern California Gas Company

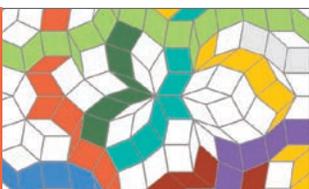
Telephone: Verizon

Cable Television: Charter Communications

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

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

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





Appendix B Plant Palette

Prepared by:



Table B-1: Permitted Streetscape Tree List

Appropriate Use

Scientific Name	Common Name	Native	Tree Wells	4' + Planting Area Width	7' + Planting Area Width	RC Approved Street Tree
<i>Arbutus unedo</i>	Strawberry Tree			•		
<i>Arctostaphylos densiflora</i>	Vine Hill Manzanita	•	•	•		
<i>Brachychiton acerifolius</i>	Flame Tree		•	•		•
<i>Brachychiton populneus</i>	Bottle Tree		•	•		•
<i>Celtis sinensis</i>	Chinese Hackberry				•	•
<i>Chilopsis linearis ssp. Linearis</i>	Desert Willow	•		•		
<i>Chitalpa X tashkentensis</i>	Chitalpa			•		•
<i>Fraxinus angustifolia</i>	Narrowleaf Ash		•	•		•
<i>Fraxinus velutina</i>	Velvet Ash	•	•	•		
<i>Geijera parviflora</i>	Australian Willow		•	•		•
<i>Hymenosporum flavum</i>	Sweetshade			•		•
<i>Jacaranda mimosifolia</i>	Jacaranda				•	
<i>Koelreuteria paniculata</i>	Goldenrain Tree		•	•		•
<i>Lagerstroemia hybrid 'Muskogee'</i> ⁽¹⁾	Crape Myrtle			•	•	•
<i>Lagerstroemia hybrid 'Natchez'</i> ⁽²⁾	Crape Myrtle			•	•	•
<i>Lagunaria Patterson</i>	Primrose Tree				•	•
<i>Lyonothamnus floribundus</i>	Island Ironwood	•	•	•		•
<i>Magnolia grandiflora</i> ⁽²⁾	Bull Bay				•	•
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark		•	•		•
<i>Olea europaea</i>	Fruitless Olive				•	
<i>Olneya tesota</i>	Desert Ironwood	•	•	•		
<i>Parkinsonia x 'Desert Museum'</i>	Thornless Palo Verde	•	•	•		
<i>Phoenix canariensis</i>	Canary Island Date Palm		•	•		
<i>Phoenix dactylifera</i>	Date Palm		•	•		
<i>Pinus canariensis</i> ⁽¹⁾	Canary Island Pine				•	•
<i>Pinus eldarica</i>	Afghan Pine				•	•
<i>Pistachia chinensis</i>	Chinese Pistache		•	•		•
<i>Plantanus acerifolia 'Bloodgood'</i> ⁽¹⁾	London Planetree				•	•
<i>Platanus racemosa</i>	California Sycamore	•			•	•
<i>Podocarpus</i>	Yew Pine		•	•		•
<i>Populus fremontii</i>	Freemont Cottonwood	•			•	
<i>Prosopis glandulosa</i>	Mesquite	•	•	•		
<i>Quercus agrifolia</i>	Coast Live Oak	•			•	•
<i>Quercus douglasii</i>	Blue Oak	•			•	
<i>Quercus engelmannii</i>	Engelmann Oak	•			•	
<i>Quercus ilex</i>	Holly Oak		•	•		•
<i>Quercus lobata</i>	Valley Oak	•			•	
<i>Triadica sebiferum</i>	Chinese Tallow Tree				•	
<i>Washingtonia filifera</i>	California Fan Palm	•	•	•		

Notes:

⁽¹⁾ 4th Street designated tree

⁽²⁾ 6th Street designated tree

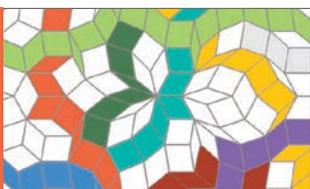


Table B-2: Permitted Plant List

Scientific Name	Common Name	Native	Plant Type
<i>Abies bracteata</i>	Santa Lucia Fir	•	tree
<i>Abies concolor</i>	White Fir	•	tree
<i>Abronia maritima</i>	Red Sand Verbena	•	low shrub/GC
<i>Abronia umbellata</i> ssp. <i>umbellata</i>	Pink Sand Verbena	•	low shrub/GC
<i>Abutilon palmeri</i>	Indian Mallow	•	shrub
<i>Acacia constricta</i>	White Thorn Acacia		shrub
<i>Acacia farnesiana</i>	Sweet Acacia		shrub
<i>Acacia greggii</i>	Catclaw Acacia	•	shrub
<i>Acacia redolens</i>	Desert Carpet		shrub
<i>Acacia stenophylla</i>	Shoestring Acacia		tree
<i>Acamptopappus sphaerocephalus</i> var. <i>hirtellus</i>	Rayless Goldenhead	•	shrub
<i>Acamptopappus sphaerocephalus</i> var. <i>sphaerocephalus</i>	Goldenhead	•	shrub
<i>Acer macrophyllum</i>	Big-leaf Maple	•	tree
<i>Acer negundo</i> var. <i>californicum</i>	California Box Elder	•	tree
<i>Achillea millefolium</i>	Common Yarrow	•	low shrub/GC
<i>Achnatherum coronatum</i>	Giant Stipa	•	grass
<i>Achnatherum hymenoides</i>	Rice Grass	•	grass
<i>Achnatherum speciosum</i>	Desert Needlegrass	•	grass
<i>Adenostoma fasciculatum</i>	Chamise	•	shrub
<i>Adolphia californica</i>	California Adolphia	•	shrub
<i>Aeonium</i> spp.			cactus/succulent
<i>Aesculus californica</i>	California Buckeye	•	tree
<i>Agave</i> spp.			cactus/succulent
<i>Agonis flexuosa</i>	Peppermint Tree		tree
<i>Albizia julibrissin</i>	Silk Tree		tree
<i>Aloe</i> spp.			cactus/succulent
<i>Alyogyne huegelii</i>	Blue Hibiscus		shrub
<i>Amelanchier utahensis</i>	Utah Service-Berry	•	shrub
<i>Amorpha californica</i> var. <i>californica</i>	California False-indigo	•	shrub
<i>Amorpha fruticosa</i>	Western False-indigo	•	shrub
<i>Antirrhinum coulterianum</i>	Coulter Snapdragon	•	shrub
<i>Arbutus marina</i>	Hybrid Strawberry Tree		tree
<i>Arbutus unedo</i>	Strawberry Tree		shrub
<i>Arbutus unedo</i>	Strawberry Tree		tree
<i>Arctostaphylos</i> spp.		•	shrub
<i>Argemone corymbosa</i>	Mojave Prickly-poppy	•	low shrub/GC
<i>Aristea ecklonii</i>	Blue Flies		low shrub/GC

Table B-2: Permitted Plant List (continued)

Scientific Name	Common Name	Native	Plant Type
<i>Aristida purpurea</i> var. <i>parishii</i>	Parish Three-awn	•	grass
<i>Armeria caespitosa</i>	Thrift		low shrub/GC
<i>Artemisia californica</i>	California Sagebrush	•	shrub
<i>Asclepias fascicularis</i>	Narrow-leaf Milkweed	•	shrub
<i>Aurinia saxatilis</i>	Basket of Gold		low shrub/GC
<i>Baccharis pilularis</i>	Coyote Brush	•	shrub
<i>Baccharis pilularis</i> 'Pigeon Point'	Prostrate Coyote Brush	•	low shrub/GC
<i>Baileya multiradiata</i>	Wild Marigold		low shrub/GC
<i>Berberis</i> [Mahonia] <i>aquifolium</i> var. <i>aquifolium</i>	Oregon Grape	•	shrub
<i>Berlandiera lyrata</i>	Chocolate Flower		low shrub/GC
<i>Bothriochloa barbinodis</i>	Beard Grass	•	grass
<i>Bougainvillea</i>	Bougainvillea		vine/espallier
<i>Bougainvillea</i>	Bougainvillea		low shrub/GC
<i>Bougainvillea</i>	Bougainvillea		shrub
<i>Brachychiton acerifolius</i>	Flame Tree		tree
<i>Brahea armata</i>	Mexican Blue Palm		palm
<i>Brahea brandegeei</i>	San Jose Hesper Palm		palm
<i>Brahea edulis</i>	Guadalupe Palm		palm
<i>Brahea elegans</i>	Franceschi Palm		palm
<i>Brickellia californica</i>	California Brickellbush	•	shrub
<i>Buddleia davidii</i>	Butterfly Bush		shrub
<i>Bulbine frutescens</i>	Yellow Bulbine		cactus/succulent
<i>Caesalpinia pulcherrima</i>	Red Bird of Paradise		shrub
<i>Calliandra californica</i>	Baja Fairy Duster	•	shrub
<i>Callistemon</i> 'Little John'	Little John Bottlebrush		shrub
<i>Calocedrus decurrens</i>	Incense Cedar	•	tree
<i>Calycanthus occidentalis</i>	Spice Bush	•	shrub
<i>Calystegia macrostegia</i>	So. California Morning Glory	•	vine/espallier
<i>Campsis radicans</i>	Trumpet vine/espallier		vine/espallier
<i>Capparis spinosa</i>	Caper		grass
<i>Carex barberae</i>	Santa Barbara Sedge		grass
<i>Carex pansa</i> (<i>praegacillis</i>)		•	grass
<i>Carex spissa</i>		•	grass
<i>Carissa macrocarpus</i>	Natal Plum		shrub
<i>Carpenteria californica</i>	Bush Anemone	•	shrub
<i>Cassia artemisioides</i>	Feathery cassia		shrub
<i>Cassia leptophylla</i>	Gold Medallion Tree		tree
<i>Ceanothus</i> spp.		•	shrub
<i>Ceratonia siliqua</i>	St. John's Beard		cactus/succulent

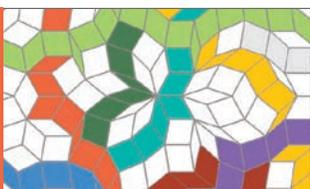




Table B-2: Permitted Plant List (continued)

Scientific Name	Common Name	Native	Plant Type
<i>Cercidium 'Desert Museum'</i>	Hybrid Palo Verde		tree
<i>Cercis occidentalis</i>	Western Redbud	•	tree
<i>Cercocarpus betuloides</i>	Mountain-Mahogany	•	shrub
<i>Chamaerops humilis</i>	Mediterranean Fan Palm		palm
<i>Chilopsis linearis</i>	Desert Willow	•	tree
<i>Chitalpa X tashkentensis</i>	Chitalpa		tree
<i>Chrysothamnus nauseosus ssp. hololeucus</i>	Common Rabbitbrush	•	shrub
<i>Cistus x purpureus</i>	Orchid Rockrose		shrub
<i>Clematis ligusticifolia</i>	Virgin's Bower	•	vine/espallier
<i>Cleome isomeris [Isomeris arborea]</i>	Bladderpod	•	shrub
<i>Convolvulus cneorum</i>	Bush Morning Glory		shrub
<i>Coreopsis californica</i>	Californian Coreopsis	•	shrub
<i>Cornus nuttallii</i>	Mountain Dogwood	•	tree
<i>Cotinus obovatus</i>	American Smoketree		tree
<i>Cotoneaster</i>	Cotoneaster		shrub
<i>Cotoneaster microphyllus</i>	Rockspray Cotoneaster		low shrub/GC
<i>Cotyledon orbiculata</i>	Pig's Ear		cactus/succulent
<i>Crassula spp.</i>			cactus/succulent
<i>Cylindropuntia [Opuntia] echinocarpa</i>	Silver Cholla	•	cactus/succulent
<i>Cylindropuntia [Opuntia] prolifera</i>	Coast Cholla	•	cactus/succulent
<i>Cylindropuntia californica [Opuntia parryi]</i>	Cane Cholla	•	cactus/succulent
<i>Dasyliirion longissimum</i>	Grass Tree		cactus/succulent
<i>Dasyliirion quadrangulatum</i>	Mexican Grass Tree		cactus/succulent
<i>Dasyliirion wheeleri</i>	Desert Spoon		cactus/succulent
<i>Datura wrightii</i>	Jimson Weed	•	low shrub/GC
<i>Dendromecon harfordii</i>	Channel Island Tree Poppy		shrub
<i>Dianella caevulea</i>	cassa blue		grass
<i>Dianella revoluta</i>	little rev		grass
<i>Diplacus [Mimulus] aurantiacus</i>	Sticky Monkeyflower	•	shrub
<i>Dodonaea viscosa</i>	Hopseed bush		shrub
<i>Dracaena spp.</i>			tree
<i>Dracaena spp.</i>			shrub
<i>Dudlea spp.</i>	Dudlea	•	low shrub/GC
<i>Echeveria elegans</i>	Hen and Chicks		cactus/succulent
<i>Echinocactus</i>	Barrel cactus		cactus/succulent
<i>Echinocereus triglochidiatus</i>	Mojave Mound cactus	•	cactus/succulent
<i>Eriobotrya japonica</i>	Loquat		tree
<i>Eriogonum spp.</i>		•	shrub
<i>Eriophyllum confertiflorum</i>	Golden Yarrow	•	shrub

Table B-2: Permitted Plant List (continued)

Scientific Name	Common Name	Native	Plant Type
<i>Erythrina</i> spp.	Coral Tree		tree
<i>Eschscholtzia californica</i>	Red Rock Poppy	•	low shrub/GC
<i>Escobaria vivipara</i>	Foxtail cactus	•	cactus/succulent
<i>Espostoa lanata</i>	Peruvian Old Man cactus		cactus/succulent
<i>Euphorbia antisiphilitica</i>	Candelilla		cactus/succulent
<i>Euphorbia characias</i>	Mediterranean Spurge		shrub
<i>Euphorbia cyparissias</i>	Cypress Spurge		shrub
<i>Euphorbia dulcis</i>	Chameleon		shrub
<i>Euphorbia misera</i>	Cliff Spurge	•	shrub
<i>Euphorbia rigida</i>	Gopher Plant		shrub
<i>Euphorbia seguieriana niciana</i>	Blue Haze		shrub
<i>Euphorbia x martinii</i>	Spurge Hybrid		shrub
<i>Euryops pectinatus veridis</i>	Green Euryops Daisy		shrub
<i>Ferocactus/succulent cylindraceus</i>	Barrel cactus/succulent	•	cactus/succulent
<i>Ficus benjamina</i>	Weeping Chinese Banyan		tree
<i>Forestiera pubescens</i>	Desert Olive	•	shrub
<i>Fouquieria splendens</i>	Ocotillo		cactus/succulent
<i>Fragaria vesca [californica]</i>	California Strawberry	•	low shrub/GC
<i>Fraxinus angustifolia</i>	Narrowleaf Ash		tree
<i>Fraxinus velutina</i>	Velvet Ash	•	tree
<i>Fremontodendron californicum</i>	California Flannelbush	•	shrub
<i>Galvezia speciosa</i>	Island Bush Snapdragon	•	shrub
<i>Geijera parviflora</i>	Australian Willow		tree
<i>Gelsemium sempervirens</i>	Carolina Jessamine		vine/espallier
<i>Grevillea asplenifolia</i>	Grevillea		shrub
<i>Grevillea australis</i>	Alpine Grevillea		shrub
<i>Grevillea banksii</i>	Grevillea		shrub
<i>Grevillea curviloba</i>	Grevillea		shrub
<i>Grevillea lanigera</i>	Woolly Grevillea		shrub
<i>Grevillea lavadulacea</i>	Lavender Grevillea		shrub
<i>Grevillea rosmarinifolia</i>	Rosemary Grevillea		shrub
<i>Grevillea thelemanniana</i>	Hummingbird Bush		shrub
<i>Grevillea victoriae</i>	Grevillea		shrub
<i>Grevillea x gaudichaudii</i>	Grevillea Hybrid		shrub
<i>Hardenbergia comptoniana</i>	Lilac vine		vine/espallier
<i>Hardenbergia violacea</i>	Lilac vine		vine/espallier
<i>Hesperaloe funifera</i>	Giant Hesperaloe		cactus/succulent
<i>Hesperaloe parvifolia</i>	Red Hesperaloe		cactus/succulent
<i>Hesperoyucca [Yucca] whipplei</i>	Chaparral Yucca	•	cactus/succulent

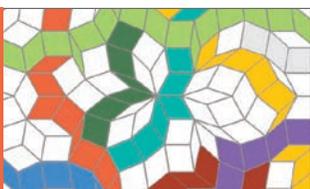




Table B-2: Permitted Plant List (continued)

Scientific Name	Common Name	Native	Plant Type
<i>Heteromeles arbutifolia</i>	Toyon	•	shrub/tree
<i>Heuchera spp.</i>			low shrub/GC
<i>Hymenosporum flavum</i>	Sweetshade		tree
<i>Iris douglasiana</i>	Douglas Iris	•	low shrub/GC
<i>Jacaranda mimosifolia</i>	Jacaranda		tree
<i>Juglans californica</i>	Southern California Black Walnut	•	tree
<i>Juniperus californica</i>	California Juniper	•	shrub/tree
<i>Justicia brandegeana</i>	Shrimp Plant		shrub
<i>Keckiella antirrhinoides</i>	Chaparral Beard-Tongue	•	shrub
<i>Keckiella breviflora</i>	Gaping Keckiella	•	shrub
<i>Keckiella cordifolia</i>	Heart-leaved Keckiella	•	shrub
<i>Koelreuteria paniculata</i>	Goldenrain Tree		tree
<i>Lagerstroemia hybrid 'Muskogee'</i>	Crape Myrtle		tree
<i>Lagerstroemia hybrid 'Muskogee'</i>	Crape Myrtle		tree
<i>Laurus nobilis</i>	Sweet Bay		Shrub
<i>Lavatera assurgentiflora</i>	Island Tree Mallow		shrub
<i>Layia glandulosa</i>	Desert Tidy Tips	•	low shrub/GC
<i>Layia heterotricha</i>	Pale-yellow Layia	•	low shrub/GC
<i>Layia platyglossa</i>	Tidy tips	•	low shrub/GC
<i>Leonotis leonurus</i>	Lion's Tail		shrub
<i>Lepechinia calycina</i>	White Pitcher Sage	•	shrub
<i>Lepechinia fragrans</i>	Fragrant Pitcher Sage	•	shrub
<i>Lepechinia hastata</i>	Pitcher Sage		shrub
<i>Leucadendron argenteum</i>	Silver Tree		tree
<i>Leucadendron discolor</i>	Flametip		shrub
<i>Leucadendron tinctum</i>	Spicey Conebush		shrub
<i>Leucospermum spp.</i>			shrub
<i>Leymus condensatus 'Canyon Prince'</i>	Canyon Prince Wild Rye	•	grass
<i>Lonicera subspicata var. denudata</i>	Johnston's Honeysuckle	•	low shrub/GC
<i>Lyonothamnus floribundus</i>	Island Ironwood	•	tree
<i>Lysiloma microphylla thornberi</i>	Feather Bush		shrub
<i>Macfadyena unguis-cati</i>	Cat Claw vine/espallier		vine/espallier
<i>Magnolia grandiflora</i>	Bull Bay		tree
<i>Malacothamnus densiflorus</i>	Bush Mallow	•	shrub
<i>Malosma laurina</i>	Laurel Sumac	•	shrub
<i>Mascagnia lilacina</i>	Lavender Orchid vine		vine/espallier
<i>Mascagnia macroptera</i>	Yellow Orchid vine		vine/espallier
<i>Melaleuca spp.</i>			shrub

Table B-2: Permitted Plant List (continued)

Scientific Name	Common Name	Native	Plant Type
<i>Mimulus [Diplacus] aurantiacus</i>	Sticky Monkeyflower	•	shrub
<i>Mirabilis laevis</i> var. <i>crassifolia</i>	Wishbone Bush	•	shrub
<i>Monardella villosa</i>	Coyote Mint	•	perennial herb
<i>Muhlenbergia rigens</i>	Deer Grass	•	grass
<i>Myoporum parvifolium</i>	Myoporum		low shrub/GC
<i>Myrica californica</i>	California Wax-myrtle	•	shrub
<i>Myrsine africana</i>	African Boxwood		shrub
<i>Nassella pulchra</i>	Purple Needlegrass	•	grass
<i>Nolina recurvata</i>	Bottle Palm		cactus/succulent
<i>Oenothera californica</i>	California Evening-Primrose	•	low shrub/GC
<i>Olea europaea</i>	Fruitless Olive		tree
<i>Olneya tesota</i>	Desert Ironwood		tree
<i>Opuntia</i> spp.		•	cactus/succulent
<i>Pandorea pandorana</i>	Wonga-wonga		vine/espallier
<i>Parkinsonia</i> x 'Desert Museum'	Thornless Palo Verde	•	tree
<i>Parthenocissus tricuspidata</i>	Boston Ivy		vine/espallier
<i>Pedilanthus macrocarpus</i>	Lady's Slipper		cactus/succulent
<i>Pellaea andromedifolia</i>	Coffee shrub	•	shrub
<i>Penstemon heterophyllus</i> 'Margarita BOP'	Foothill Penstemon	•	perennial herb
<i>Penstemon spectabilis</i>	Showy Penstemon	•	perennial herb
<i>Philadelphus lewisii</i>	Mock Orange	•	shrub
<i>Phlomis</i> spp.			shrub
<i>Phoenix canariensis</i>	Canary Island Date Palm		palm
<i>Phoenix dactylifera</i>	Date Palm		palm
<i>Phormium</i> spp.	Flax		shrub
<i>Photinia</i> x 'Fraseri'	Fraser's Photinia		shrub
<i>Pinus attenuata</i>	Knobcone Pine	•	tree
<i>Pinus canariensis</i>	Canary Island Pine		tree
<i>Pinus sabiniana</i>	Digger Pine	•	tree
<i>Pinus torreyana</i>	Torrey Pine	•	tree
<i>Pistachia chinensis</i>	Chinese Pistache		tree
<i>Plagiobothrys</i> spp.	Popcorn Flower	•	low shrub/GC
<i>Platanus acerfolia</i>	London Planetree		tree
<i>Platanus racemosa</i>	California Sycamore	•	tree
<i>Plecostachys serpyllifolia</i>	Licorice Plant		shrub
<i>Podocarpus</i>	Yew Pine		tree
<i>Polypodium californicum</i>	California Polypody	•	shrub
<i>Populus fremontii</i>	Freemont cottonwood	•	tree
<i>Portulacaria afra</i>	Elephant's Food		cactus/succulent

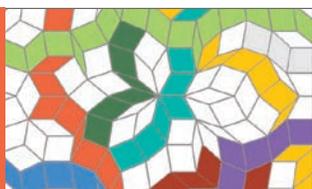




Table B-2: Permitted Plant List (continued)

Scientific Name	Common Name	Native	Plant Type
<i>Prosopis glandulosa</i> 'Phoenix'	Phoenix Honey Mesquite	•	tree
<i>Protea</i> spp.			shrub
<i>Prunus ilicifolia</i>	Holly-Leaved Cherry	•	tree
<i>Prunus virginiana</i>	Western Choke-Cherry	•	tree
<i>Pseudotsuga macrocarpa</i>	Bigcone Douglas-fir	•	tree
<i>Punica granatum</i>	Pomegranate		shrub
<i>Purshia mexicana</i>	Cliff Rose		shrub
<i>Puya berteroniana</i>	Puya		cactus/succulent
<i>Pyracantha crenatoserrata</i>	Firethorn		shrub
<i>Pyrostegia venusta</i>	Flame vine		vine/espallier
<i>Pyrosia lingua</i>	Japanese Felt shrub		shrub
<i>Quercus agrifolia</i> var. <i>agrifolia</i>	Coast Live Oak	•	tree
<i>Quercus berberidifolia</i>	Scrub Oak	•	tree
<i>Quercus chrysolepis</i>	Canyon Oak	•	tree
<i>Quercus chrysolepis</i>	Canyon Live Oak	•	tree
<i>Quercus douglasii</i>	Blue Oak	•	tree
<i>Quercus dumosa</i>	Nuttall's Scrub Oak	•	shrub
<i>Quercus engelmannii</i>	Engelmann Oak	•	tree
<i>Quercus garyana</i> var. <i>breweri</i>	Brewer's Oak	•	tree
<i>Quercus ilex</i>	Holly Oak		tree
<i>Quercus kelloggii</i>	Black Oak	•	tree
<i>Quercus lobata</i>	Valley Oak	•	tree
<i>Quercus tomentella</i>	Island Oak	•	tree
<i>Raoulia australis</i>	Saxon's Pass		low shrub/GC
<i>Ratibida columnifera</i>	Mexican Hat		low shrub/GC
<i>Rhamnus californica</i>	California Coffeeberry	•	shrub
<i>Rhamnus crocea</i>	Redberry	•	shrub
<i>Rhamnus ilicifolia</i>	Hollyleaf Redberry	•	shrub
<i>Rhamnus tomentella</i>	Hoary Coffeeberry	•	shrub
<i>Rhamnus tomentella</i> ssp. <i>cuspidata</i>	Hoary Coffeeberry	•	shrub
<i>Rhus integrifolia</i>	Lemonade Berry	•	shrub
<i>Rhus lancea</i>	African Sumac		tree
<i>Rhus laurina</i>	Laurel Sumac	•	shrub
<i>Rhus ovata</i>	Sugar Bush	•	shrub
<i>Ribes</i> spp.		•	shrub
<i>Robinia neomexicana</i>	Desert Locust		tree
<i>Robinia x ambigua</i>	Locust		tree
<i>Romneya coulteri</i>	Coulter's Matilija Poppy	•	shrub
<i>Rosa californica</i>	California Wild Rose	•	shrub

Table B-2: Permitted Plant List (continued)

Scientific Name	Common Name	Native	Plant Type
<i>Rosemarinus officinalis prostratus</i>	Dwarf Rosemary		low shrub/GC
<i>Rosmarinus officinalis</i>	Rosemary		shrub
<i>Rubus ursinus</i>	California blackberry	•	vine/espallier
<i>Salvia apiana</i>	White Sage	•	shrub
<i>Salvia clevelandii</i>	Cleveland Sage		shrub
<i>Salvia leucophylla</i>	Purple Sage	•	shrub
<i>Salvia mellifera</i>	Black Sage	•	shrub
<i>Salvia spathacea</i>	Hummingbird Sage	•	perennial herb
<i>Sambucus mexicana</i>	Mexican Elderberry	•	shrub
<i>Sansevieria trifasciata</i>	Bowstring Hemp		cactus/succulent
<i>Santolina virens</i>	Green Santolina		shrub
<i>Sapium sebiferum</i>	Chinese Tallow Tree		tree
<i>Satureja douglasii</i>	Yerba Buena	•	perennial herb
<i>Schinus molle</i>	California Pepper		tree
<i>Scirpus spp.</i>	Tule	•	grass
<i>Sedum spp.</i>			low shrub/GC
<i>Sempervivum arachnoideum</i>	Cobweb Houseleek		low shrub/GC
<i>Sempervivum tectorum</i>	Hen and Chicks		low shrub/GC
<i>Senna surattensis</i>	Scrambled Eggs		tree
<i>Sidalcea malviflora</i>	Dwarf Checkerbloom	•	low shrub/GC
<i>Simmondsia chinensis</i>	Jojoba		shrub
<i>Sisyrinchium bellum</i>	Blue-Eyed-Grass	•	low shrub/GC
<i>Solanum douglasii</i>	Douglas's Nightshade	•	low shrub/GC
<i>Solanum umbelliferum</i>	Blue Witch	•	shrub
<i>Solanum wallacei</i>	Catalina Nightshade	•	shrub
<i>Solanum xanti</i>	Purple Nightshade	•	shrub
<i>Solidago rugosa</i>	Fireworks		shrub
<i>Solidago sphacelata</i>	Golden Fleece		shrub
<i>Sophora secundiflora</i>	Mescal Bean		tree
<i>Spathodea campanulata</i>	African Tulip Tree		tree
<i>Sphaeralcea ambigua</i>	Rose Apricot Mallow	•	shrub
<i>Stachys byzantina</i>	Lamb's Ears		low shrub/GC
<i>Stanleya pinnata</i> var. <i>pinnata</i>	Prince's Plume	•	shrub
<i>Stenocereus thurberi</i>	Organpipe		cactus/succulent
<i>Symphoricarpos albus</i> var. <i>laevigatus</i>	Common Snowberry	•	shrub
<i>Symphoricarpos mollis</i>	Trailing Snowberry	•	low shrub/GC
<i>Tecoma stans</i>	Yellow Bells		shrub
<i>Teucrium cossonii majoricum</i>	Germander		low shrub/GC
<i>Thymus camphoratus</i>	Camphor Thyme		low shrub/GC

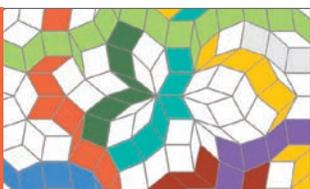




Table B-2: Permitted Plant List (continued)

Scientific Name	Common Name	Native	Plant Type
<i>Thymus herba-barona</i>	Caraway-scented Thyme		low shrub/GC
<i>Thymus pseudolanuginosus</i>	Woolly Thyme		low shrub/GC
<i>Thymus pulegioides</i>	Thyme		low shrub/GC
<i>Thymus serpyllum</i>	Mother-of-Thyme		low shrub/GC
<i>Thymus vulgaris</i>	Common Thyme		low shrub/GC
<i>Thymus x citriodorus</i>	Lemon Thyme		low shrub/GC
<i>Trichostema lanatum</i>	Woolly Bluecurls	•	shrub
<i>Typha</i> spp.	Monocot cattails	•	shrub
<i>Umbellularia californica</i>	California Bay	•	shrub
<i>Venegasia carpesioides</i>	Canyon Sunflower	•	shrub
<i>Verbena</i> spp.			low shrub/GC
<i>Viguiera laciniata</i>	San Diego Sunflower	•	shrub
<i>Viguiera stenoloba</i>	Skeleton Leaf Golden Eye		shrub
<i>Vitis californica</i>	California Wild Grape	•	vine/espallier
<i>Washingtonia filifera</i>	California Fan Palm	•	palm
<i>Westringia fruticosa</i>	Coast Rosemary		shrub
<i>Wisteria floribunda</i>	Japanese Wisteria		vine/espallier
<i>Wisteria sinensis</i>	Chinese Wisteria		vine/espallier
<i>Xanthorrhoea preisii</i>	Grass Tree		cactus/succulent
<i>Xanthorrhoea quadrangulata</i>	Grass Tree		cactus/succulent
<i>Xylosmo congestum</i>	Shiny Xylosmo		shrub
<i>Yucca</i> spp.			cactus/succulent
<i>Zauschneria californica</i>	California Fuschia	•	low shrub/GC



Appendix C General Plan Amendment

Land Use

In Rancho Cucamonga, vacant land has become a scarce resource. Land use decisions must be carefully crafted to protect established residential neighborhoods and plan for appropriate infill development while connecting land uses and transportation modes. These key objectives provide the framework for the City's land use strategies.

Land use is a term that describes different types of activities that occur in a particular area. For example, some areas in Rancho Cucamonga contain homes while other areas contain stores, warehouses, parks, or schools. In some places, like Victoria Gardens, a mixture of uses creates an active and vital commercial and cultural center. This Land Use section describes the general location, type, and intensity of development throughout Rancho Cucamonga.

The maps, graphics, and text in this section also define the distribution, intensity, and preferred form of land uses within residential neighborhoods, along key corridors, and on specific sites. The Land Use Policy Map (Figure LU-1) presents a pictorial representation of land use policy. Cumulatively, these policies will shape future development to maintain and enhance all areas of Rancho Cucamonga.

Planning Context

The pattern of development within Rancho Cucamonga is characterized by essentially a north/south split roughly along Foothill Boulevard. The northern two-thirds of the City are predominately residential, while the southern third is largely industrial. Commercial centers are primarily clustered along Foothill Boulevard, Base Line Road, and several other major roadways. The northern edge of the Sphere of Influence is dominated by open space and hillside terrain. Table LU-1 identifies the land use distribution for the City and Sphere of Influence by general categories as of 2009.

Note: Table to be updated by City

Table LU-1: Land Use Distribution - 2009

Land Use	City Acres	Sphere of Influence Acres	Total Acres	Percent of Total
Residential	10,310	125	10,435	39.3%
Commercial	660	--	660	2.5%
Mixed Use	702	--	702	2.6%
Industrial	3,203	--	3,203	12.1%
Public Facilities	1,656	1,448	3,104	11.7%
Schools	536	--	536	2.0%
Parks	347	--	347	1.3%
Open Space and Conservation	707	1,186	1,893	7.1%
Vacant	2,503	3,168	5,671	21.4%
Total	20,624	5,927	26,551	100.0%

Source: Rancho Cucamonga GIS data, 2009.



Land Use Designations

- Residential**
- Very Low (0.1 - 2.0 du/ac)
- Low (2.0 - 4.0 du/ac)
- Low Medium (4.0 - 8.0 du/ac)
- Medium (8.0 - 14.0 du/ac)
- Medium High (14.0 - 24.0 du/ac)
- High (24.0 - 30.0 du/ac)
- Commercial**
- Office (0.40 - 1.0 FAR)
- Neighborhood Commercial (0.25 - 0.35 FAR)
- Community Commercial (0.25 - 0.35 FAR)
- General Commercial (0.25 - 0.35 FAR)
- Mixed Use**
- Mixed Use (0.25 - 1.0 FAR)
- Industrial**
- Industrial Park (0.40 - 0.60 FAR)
- General Industrial (0.50 - 0.60 FAR)
- Heavy Industrial (0.40 - 0.50 FAR)
- Open Space**
- Hillside Residential (0.1 - 2.0 du/ac)
- Conservation
- Open Space (0 - 0.1 du/ac)
- Flood Control/Utility Corridor
- Public Facility**
- Civic/Regional (0.40 - 1.0 FAR)
- Schools (0.10 - 0.20 FAR)
- Parks
- Mixed Use Ave**

- 1. Victoria Gardens
- 2. Town Center (Foothill Blvd & Haven Ave)
- 3. Terra Vista
- 4. Hemosa Ave & Center Ave
- 5. Foothill Blvd
- 6. Foothill Blvd & Haven Ave
- 7. Foothill Blvd & Maytan Ave
- 8. Industrial Area Specific Plan (Sub-Area 19)
- 9. Foothill Blvd & Deer Creek Channel
- 10. Foothill Blvd & Arch St Site
- 11. Western Gateway (Bear Gulch Area)
- 12. Foothill Blvd-Cucamonga Channel Site
- 13. Historic Cucamonga (Analysis Site)

- Schools and Parks**
- Elementary School
- Junior High School
- High School
- College
- Proposed Park (1)

- Base Layers**
- Freeway
- Roads
- Sphere of Influence
- Waterways

Note: (1) Location of proposed parks are not fixed, and may be adjusted to accommodate future planning needs.

Source: Rancho Cucamonga and San Bernardino County Assessor, 2009.

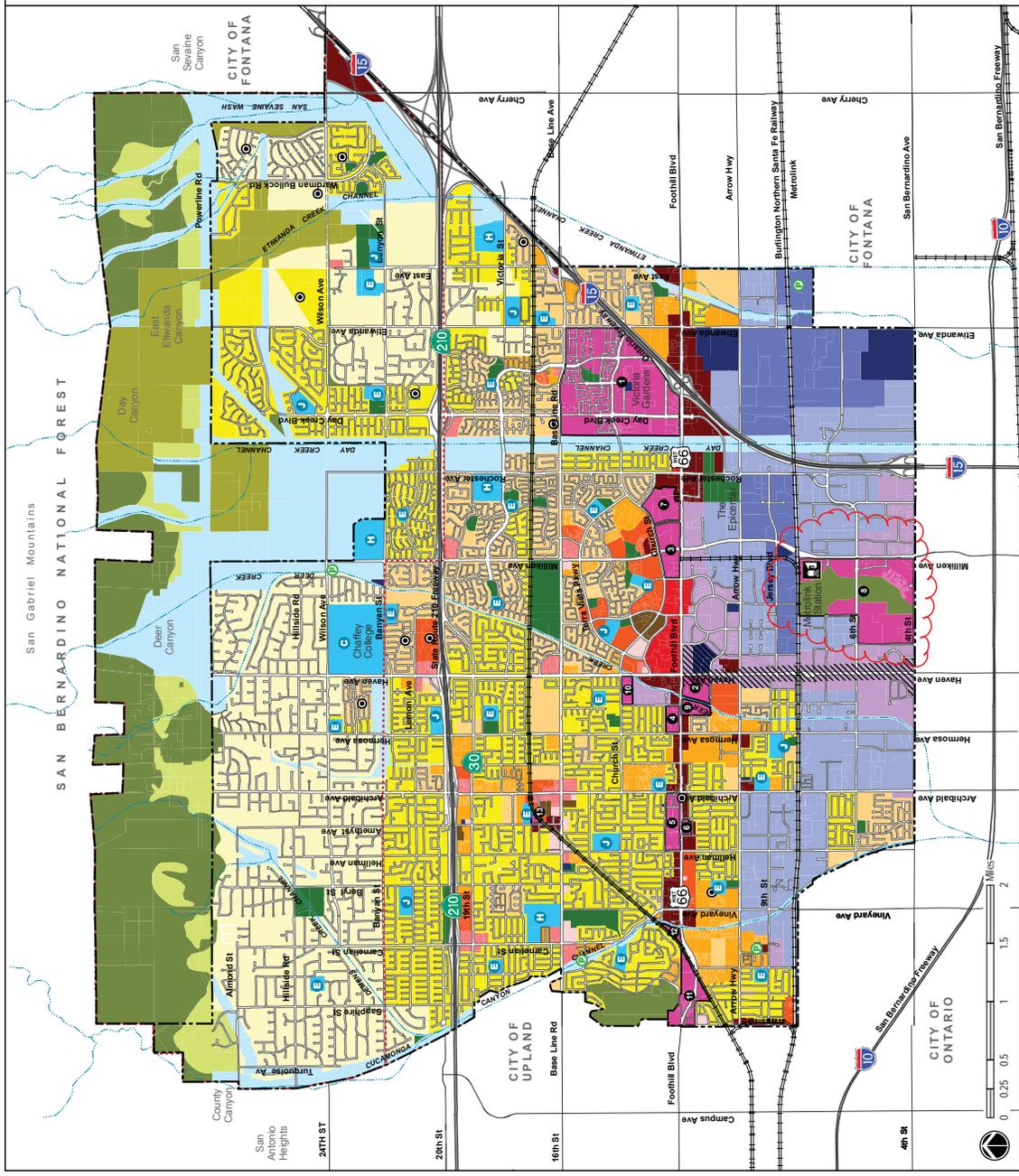


Figure LU-2:
Land Use Plan

Managing Land Use, Community Design, and Historic Resources
RANCHO CUCAMONGA GENERAL PLAN



- Mixed Use Areas**
1. Victoria Gardens
 2. Town Center (Foothill Blvd & Haven Ave)
 3. Terra Vista
 4. Foothill Blvd (Hermosa Ave & Center Ave)
 5. Foothill Blvd (Archibald Ave & Hellman Ave)
 6. Foothill Blvd (Heims Ave and Hampshire St)
 7. Foothill Blvd & Mayten Ave
 8. Industrial Area Specific Plan (Sub-Area 18)
 9. Haven Ave & Church St Site
 10. Western Gateway (Base, Couch Area)
 11. Eastern Gateway (Base, Couch Area)
 12. Foothill Station
 13. Historic Alta Loma (Amethyst St Site)

- Base Layers**
- City Boundary
 - Sphere of Influence
 - Waterways
 - Freeway
 - Roads
 - Railroads

Source: Rancho Cucamonga, 2001, and San Bernardino County Assessor, 2009.

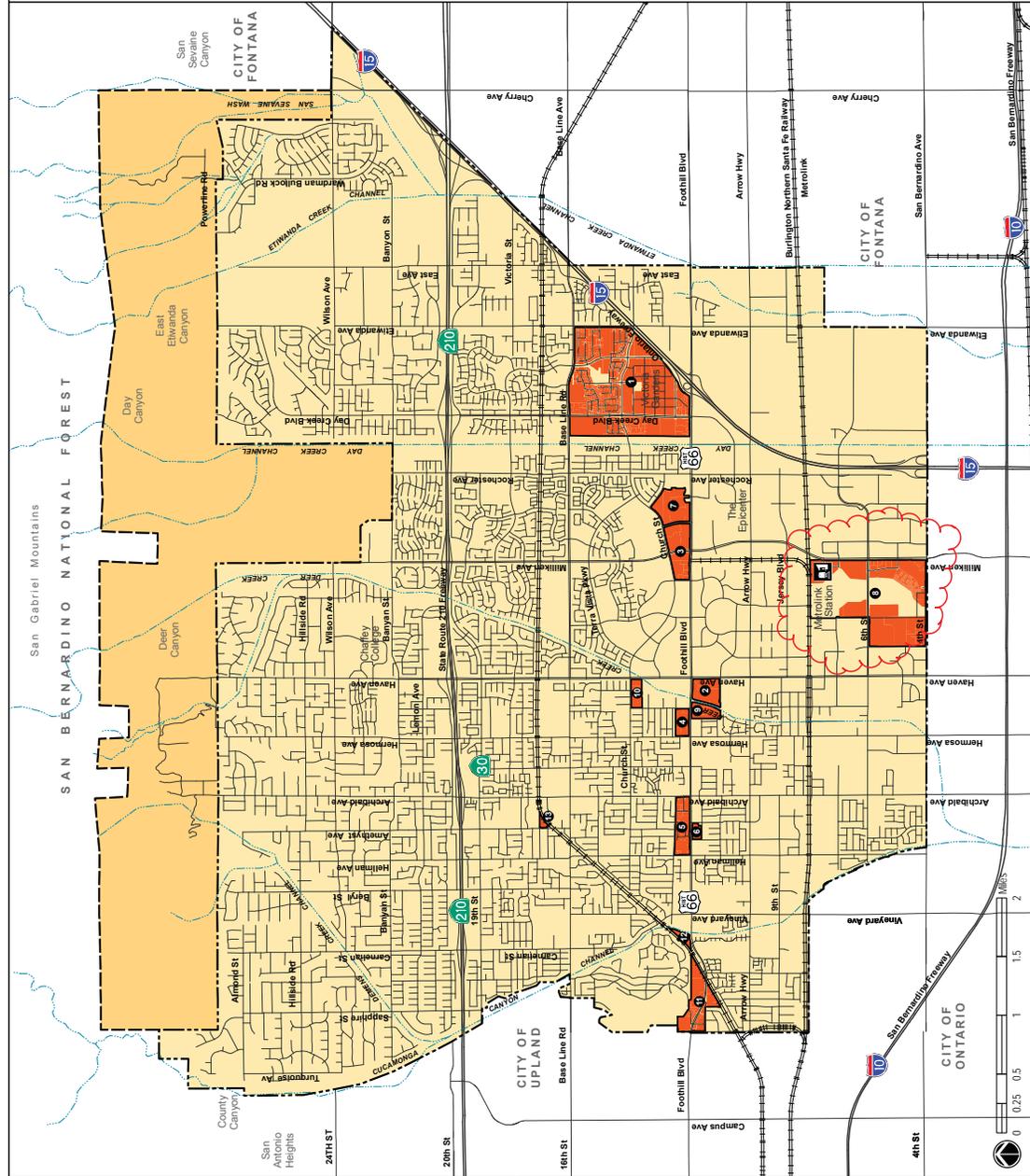


Figure LU-3:
Mixed Use Areas

Managing Land Use, Community Design, and Historic Resources
RANCHO CUCAMONGA GENERAL PLAN

Table LU-8: Mixed Use: Foothill Boulevard and Mayten Avenue

Land Use	Percent Range	Acreage Range Average Density (du/acre) Dwelling Unit Range	Estimated “Most Case” Acres/Dwelling Units (du)
Commercial	40%-60%	19.1-28.7 acres	28.7 acres
Office – professional	6%-10%	2.9-4.8 acres	4.8 acres
Public/Quasi-Public – parks/public plazas	4%	1.9 acres	1.9 acres
Residential	26%-50%	12.4-23.9 acres @ 24 - 30 du/acre [†] 298 to 717 du	12.4 acres @ 30 du/acre [†] 372 du
Totals	100%	47.8 acres	47.8 acres

Note:

1. Indicates target density, not a range. Actual density may increase up to 30 du/ac as long as the total of 717 dwelling units is not exceeded.

The residential component will provide connections in the form of small interior streets and pedestrian paseos to the commercial and office components of the development. Residential development should also include an active street front instead of blank walls along Mayten Avenue and Malaga Drive, and interior streets to connect the various parts of the development. Isolated and gated residential development that is walled off from adjoining uses would be prohibited.

Nearly two acres of public space in the form of public plazas and fountains will provide people with gathering areas in the commercial component of the development. Additional recreational amenities are also encouraged for the residential component of the development.

Mixed Use: Industrial Area Specific Plan (Sub-Area 18)

This area is bounded on the south by 4th Street, on the east by Milliken Avenue, on the north by the railroad, and on the west by Utica Street (#8 on Figure LU-3). ~~The development is entirely built out. It surrounds an 18-hole golf course and~~ includes the Metrolink Station off Milliken Avenue. The Industrial Area Specific Plan (Empire Lakes) Mixed Use area reflects the mixed land use approved under the Rancho Cucamonga IASP Sub-Area 18 Specific Plan. The intent of the Mixed Use designation is to:

- Promote planning flexibility to achieve more creative and imaginative employment-generating designs
- Integrate a wider range of retail commercial, service commercial, recreation, and office uses within this industrial area of the City
- Allow for the sensitive inclusion of high-density residential development that offers high-quality multi-unit condominiums and apartments for employees desiring housing close to work and transit

~~Table LU 9 specifies the uses and range of development allowed.~~

~~Table LU-9: Mixed Use: Industrial Area Specific Plan/Subarea 18~~

Land Use	Percent Range	Acres/Acre Range Average Density (du/acre) Dwelling Units	Estimated "Most Case" Acres/Dwelling Units (du)
Commercial—retail, service commercial, tourist-commercial, office (commercial and professional)	15%-25%	34-57 acres	40 acres
Office—professional, medical corporate offices	40%-60%	90-136 acres	110.5 acres
Public/Quasi-Public/Recreation	7.5%	16.5 ac	16.5 acres
Residential	11%-22%	25-50 acres @ 27.75 du/acre¹ 694 to 1,388 du	50 acres @ 27.75 du/acre¹ 1,388 du
ROW—Metrolink Parking	4.5%	10.3 ac	10.3 acres
Totals	100%	227 acres	227 acres

Note:

~~1. Indicates target density, not a range. Actual density may increase up to 27.75 du/ac as long as the total of 1,388 dwelling units is not exceeded.~~

Mixed Use: Foothill Boulevard and Deer Creek Channel

This site, located at Foothill Boulevard along Deer Creek Channel (#9 on Figure LU-3), provides an excellent opportunity to integrate commercial and residential uses into a cohesive development. Commercial development will be sited along the Foothill Boulevard frontage, while residential development will be located toward the southern area of the property. Development should provide pedestrian access between uses and direct pedestrian connections to Foothill Boulevard and transit stops. High-density development should step down to detached residential development along the western boundary providing a transition to the adjacent low-density residential development. Public street connections to Hampshire Street and Devon Street in the adjacent residential neighborhood will be discouraged, except for emergency vehicles.

Table LU-10 specifies the uses and range of development allowed.

Table LU-10: Mixed Use: Foothill Boulevard and Deer Creek Channel

Land Use	Percent Range	Acres/Acre Range Average Density (du/acre) Dwelling Unit Range	Estimated "Most Case" Acres/Dwelling Units (du)
Commercial	25%-30%	4.4-5.3 acres	5.3 acres
Residential	70%-75%	12.4-13.3 acres @ 10-14 du/acre ¹ 124 to 186 du	12.4 acres @ 14 du/acre ¹ 174 du
Totals	100%	17.7 acres	17.7 acres

Note:

1. Indicates target density, not a range. Actual density may increase up to 14 du/ac as long as the total of 186 dwelling units is not exceeded.

INSERT the following text in place of Table LU-9:

The Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan is located north of 4th Street, south of a commuter and freight railway, west of Milliken Avenue, and east of Utica/Cleveland Avenues (#8 on Figure LU-3). The plan provides a more urban, medium-to-high density development pattern with a mix of attached and detached residences, non-residential (office, commercial, etc.) uses, and private and common open space areas. Characteristic of the plan will be its pedestrian-oriented setting and access to various transit options including the Metrolink San Bernardino Line via the Rancho Cucamonga Station located at the northeast corner of the specific plan area. The plan is intended to provide a unique and engaging experience that offers to residents convenient access to areas for work, service/commerce, recreational activities, and public spaces. The plan reflects the mixed land use approved under the Rancho Cucamonga IASP Subarea 18 Specific Plan. The intent of the Mixed Use designation is to:

- Promote planning flexibility to achieve more creative and imaginative employment-generating designs;
- Integrate a wider range of retail commercial, service commercial, recreation, and office uses within this industrial area of the City;
- Allow for the sensitive inclusion of high-density residential development that offers high-quality multi-unit condominiums and apartments for employees desiring housing close to work and transit.

Note: Table to be updated by City

Table LU-15: Build-Out Summary

	Baseline: 2009 ¹			General Plan Build Out: 2030			Change (total only)	Percent Change
	City	SOI ²	Total	City	SOI ²	Total		
Dwelling Units	55,608	91	55,699	62,196	1,057	63,253	7,554	13.6%
Population	179,200	300	179,500	200,400	3,400	203,800	24,300	13.5%
Non-Residential Square Feet	80,030,000	0	80,030,000	99,797,000	0	99,797,000	19,767,000	24.7%
Employment	77,350	0	77,350	103,040	0	103,040	25,690	33.2%

Notes:

1. 2009 Baseline data is based on Existing Land Use Geographical Information Systems land use data.
2. SOI: Rancho Cucamonga Sphere of Influence.

Note: Table to be updated by City

Table LU-16: Land Use Plan Summary-Residential Designations

Land Use Designations	Density Factor ¹		City Area		Sphere of Influence			Totals		
	Acres	Dwelling Units ²	Target Dwelling Units ³	Acres	Dwelling Units ²	Target Dwelling Units ³	Total Acreage	Total Dwelling Units	Total Target Dwelling Units	
Residential Designations										
Hillside (0.1-2.0 du/ac)	133	13 to 268	151	695	70-1,400	831	828	83-1,668	982	
Very Low (0.10-2.0 du/ac)	4,007	401 to 8,029	7,394	-	-	-	4,007	401-8,029	7,394	
Low (2.0-4.0 du/ac)	4,371	9,194 to 18,080	18,050	-	-	-	4,371	9,194-18,080	18,050	
Low Medium (4.0-8.0 du/ac)	1,852	7,739 to 15,100	13,320	-	-	-	1,852	7,739-15,100	13,320	
Medium (8.0-14.0 du/ac)	790	6,270 to 10,837	9,283	-	-	-	790	6,270-10,837	9,283	
Medium High (14.0-24.0 du/ac)	367	5,237 to 8,915	7,432	-	-	-	367	5,237-8,915	7,432	
High (24.0-30.0 du/ac)	44	1,376 to 1,713	1,221	-	-	-	44	1,376-1,713	1,221	
Mixed Use ⁴	276	3,701 to 6,511	5,345	-	-	-	276	3,701-6,511	5,345	
Open Space (0.0-0.1 du/ac)	483	0 to 48	- ⁵	2,496	0-250	226	2,979	0-298	226	
RESIDENTIAL SUBTOTAL	12,323	33,931 to 69,501	62,196	3,191	70-1,650	1,057	16,513	34,001-71,151	63,253	

Notes:

1. The Density Factor is based upon actual development that has occurred in the City and represents a level midway between 50% and 75% of the range. It is used to calculate the target number of dwelling units. This factor is only applied to vacant developable lands. A different Density Factor was applied to existing development to obtain an accurate baseline number.
2. The range of dwelling units is derived by multiplying the lower and upper threshold of density/intensity range by the number of acres, and rounded to the nearest whole number. This range represents the theoretical potential. Some development will produce densities at or near the top of the range; however, most will not.
3. Target dwelling units is the probable level of development based on historical development patterns, except for Mixed Use Residential, which is based primarily on a target density.
4. Mixed Use allows both residential and non-residential uses.
5. Open Space is generally a non-residential category that permits a very limited number of residential units on privately owned properties. Within the City, Open Space applies to the golf courses and the Pacific Electric Trail. In the northwest quadrant of the City, a few properties are designated Open Space and could yield residential units. However, any such development would be limited to a density of 0.1 units per acre (or one unit per parcel on lots less than 10 acres in size) and would be subject to the slope, drainage, flood zones, and fault zone analysis at a minimum under the Hillside Overlay Ordinance, further limiting any residential development potential.

Table LU-17: Land Use Plan Summary-Non-Residential Designations

Land Use Designations	Acres		Square Feet (in thousands) ¹ (City Only)	Probable Square Feet (in thousands) (City Only)	Employment ³ (City Only)	Total Acres
	City	SOI				
Non-Residential²						
Office (0.40-1.0 FAR)	86	-	1,497 to 3,746	1,497	3,180	86
Neighborhood Commercial (0.25-0.35 FAR)	164	-	1,785 to 2,500	1,785	3,030	164
Community Commercial (0.25-0.35 FAR)	119	-	1,292 to 1,810	1,292	1,970	119
General Commercial (0.25-0.35 FAR)	470	-	6,555 to 7,165	6,555	10,020	470
Subtotal	839	-	11,129 to 15,221	11,129	18,200	839
Mixed Use (0.25-1.0 FAR) ⁴	626	-	6,498 to 25,996	11,973	20,270	626
Subtotal	626	-	6,498 to 25,996	11,973	20,270	626
Industrial Park (0.40-0.60 FAR)	559	-	9,739 to 14,610	9,739	6,610	559
- Haven Overlay (0.40-1.0 FAR)	215	-	3,745 to 9,365	3,745	7,950	215
General Industrial (0.50-0.60 FAR)	1,974	-	42,993 to 51,592	42,993	29,220	1,974
Heavy Industrial (0.40-0.50 FAR)	891	-	15,523 to 19,405	15,523	15,820	891
Subtotal	3,639	-	72,000 to 94,972	72,000	59,600	3,639
Open Space (0.0-0.10 du/ac)	483	2,496	-	-	-	2,979
Conservation	353	983	-	-	-	1,336
Flood Control/Utility Corridor	1,711	1,753	-	-	-	3,464
Subtotal	2,547	5,232	-	-	-	7,779
Civic/Regional (0.40-1.0 FAR)	130	-	2,265 to 5,662	2,265	1,050	130
Schools (0.10-0.20 FAR)	558	-	2,430 to 4,861	2,430	3,920	558
Parks	445	-	-	-	-	445
Subtotal	1,133	-	4,695 to 10,523	4,695	4,970	1,133
NON-RESIDENTIAL SUBTOTAL	8,784	5,232	94,322 to 146,712	99,797	103,040	14,016

Notes:

1. The range of square footage is derived by multiplying the probable lower and upper threshold of intensity range by the number of acres, and rounded to the nearest hundred.
2. Non-residential FAR Range: lower number is the probable FAR on average, but in some cases it may be lower. Higher number is the maximum FAR allowed for any specific project.
3. Employment is calculated by using the Probable Square Feet and employment factors for each non-residential land use designations.
4. Mixed Use allows both residential and non-residential use.

Table LU-18: Build Out Summary by Land Use

Land Use Designations	Acres ¹			Percent of Total	Target Dwelling Units			Probable Non-Residential (City Only)	
	City	SOI	Total		City	SOI	Total	Square Feet (in thousands)	Employment
Hillside Residential (0.1-2.0 du/ac)	133	695	828	3.1%	151	831	982	-	-
Very Low Residential (0.1-2.0 du/ac)	4,007	-	4,007	15.1%	7,394	-	7,394	-	-
Low Residential (2.0-4.0 du/ac)	4,371	-	4,371	16.5%	18,050	-	18,050	-	-
Low Medium Residential (4.0-8.0 du/ac)	1,852	-	1,852	7.0%	13,320	-	13,320	-	-
Medium Residential (8.0-14.0 du/ac)	790	-	790	3.0%	9,283	-	9,283	-	-
Medium High Residential (14.0-24.0 du/ac)	367	-	367	1.4%	7,432	-	7,432	-	-
High Residential (24.0-30.0 du/ac)	44	-	44	0.2%	1,221	-	1,221	-	-
Mixed Use ²	902	-	902	3.4%	5,345	-	5,345	11,973	20,270
Office (0.40-1.0 FAR)	86	-	86	0.3%	-	-	-	1,497	3,180
Neighborhood Commercial (0.25-0.35 FAR)	164	-	164	0.6%	-	-	-	1,785	3,030
Community Commercial (0.25-0.35 FAR)	119	-	119	0.4%	-	-	-	1,292	1,970
General Commercial (0.25-0.35 FAR)	470	-	470	1.8%	-	-	-	6,555	10,020
Industrial Park (0.40-0.60 FAR)	559	-	559	2.1%	-	-	-	9,739	6,610
- Haven Ave Office Overlay (0.40-1.0 FAR)	215	-	215	0.8%	-	-	-	3,745	7,950
General Industrial (0.50-0.60 FAR)	1,974	-	1,974	7.4%	-	-	-	42,993	29,220
Heavy Industrial (0.40-0.50 FAR)	894	-	894	3.4%	-	-	-	15,523	15,820
Open Space (0.0-0.1 du/ac)	483	2,496	2,979	11.2%	-	226	226	-	-
Conservation	353	983	1,336	5.0%	-	-	-	-	-
Flood Control/Utility Corridor	1,711	1,753	3,464	13.0%	-	-	-	-	-
Civic/Regional (0.40-1.0 FAR)	130	-	130	0.5%	-	-	-	2,265	1,050
Schools (0.10-0.20 FAR)	558	-	558	2.1%	-	-	-	2,430	3,920
Parks	446	-	445	1.7%	-	-	-	-	-
GRAND TOTAL	20,624	5,927	26,551	100.0%	62,196	1,057	63,253	99,797	103,040

Notes:

1. Acres include existing development and undeveloped vacant properties.
2. Mixed Use allows both residential and non-residential uses.

Note: Table to be updated by City

An additional purpose is to capture and reflect the historic significance of this route as part of the legendary Route 66 that linked Los Angeles and Chicago for several critical decades during the twentieth century. Such landmarks as the Sycamore Inn and the Magic Lamp Restaurant symbolize that memorable period in the emergence of Southern California as a mecca for families seeking a better life. The combination of use patterns, development standards, and design guidelines of the plan testify to the area's complex planning issues and the need for creative regulatory devices. Ultimately, the goal of the Specific Plan is to give this critical centerpiece of the City the prominence it deserves.

Industrial Area Specific Plan

The Industrial Area Specific Plan is a particularly significant specific plan due to its successful role in the development of the City's industrial base (which is a critical component of an overall long-term balance of uses). Part of this success can be attributed to the quality standards incorporated into the Specific Plan and the protection those standards afford to business investors in this area. The Specific Plan, encompassing nearly 5,000 acres, has been divided into three zones and 19 subareas. The subareas represent specific land use characteristics and development constraints which can be dealt with on a subarea basis rather than through the application of broadly applied development standards. The purpose of the Specific Plan is to establish specific standards and guidelines that will be used for development throughout the City's industrial area.

Industrial Area Specific Plan Sub-Area 18 Plan (Empire Lakes)

The purpose of the Sub-Area 18 Specific Plan is to provide for a broader mix of land uses than was originally permitted within the Industrial Area Specific Plan. The plan was expanded to include such uses as recreational, hotel/conference center, retail, restaurant, and entertainment, as well as office, research and development, and light industrial uses. ~~These uses are intended to surround the existing 18-hole golf course.~~ A subsequent amendment to further expand the use list included ~~limited~~ multi-unit residential development to maximize potential use of the Metrolink Station near Milliken Avenue.

Adopted Planned Communities

Caryn Planned Community Development Plan

The Caryn Planned Community Development Plan, now completed, lies north of the Victoria planned community. The community's special identity is provided by an elementary school, single-unit residential development, and walking trails that tie the community together.

Terra Vista Community Plan

The Terra Vista Community Plan area is centrally located in Rancho Cucamonga and encompasses 1,321 acres. It is comprised of four distinct neighborhoods, with a greenway serving as the backbone connector. The area is planned for a mix of residential and commercial uses, with a large concentration of commercial and office uses along Foothill Boulevard and Haven Avenue that serves as a community-wide activity center.

Victoria Community Plan

The Victoria Community Plan area encompasses 2,150 acres and provides for a series of residential villages and related support uses, designed around a central spine called Victoria Park Lane. Victoria Community Plan includes the Victoria Arbors Master Plan and the Victoria Gardens Master Plan.

Open Space Resources

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. Open spaces can be found throughout the City. Natural open spaces are primarily located in the hillsides and Sphere of Influence areas of the City, while urban open spaces, such as developed parks and open plazas can be found in the built areas of the City.

Preservation of open space benefits environmental sustainability and promotes the Healthy RC Initiative. Open space allows the recharge of groundwater basins, which provide a clean source of water for everyday use to the Rancho Cucamonga community. Open space provides plentiful opportunities for recreational activities such as hiking and bird watching as well as areas of scientific and educational value. Preservation of open space serves to protect views and retain a connection to our environmental and cultural history. Open space also provides protection from natural hazards such as flooding and wildland fires. And finally, open space is not just limited to the hillsides; within the urban area, open space provides softening and contrast to the built environment, active and passive recreational opportunities, view corridors, and general enhancement of the overall visual quality of the City.

Established Open Space Areas

Approximately 31 percent, or 8,224 acres, of the Planning Area is devoted to open space, including parks, undeveloped parcels, conservation areas, and flood control/utility corridors, as shown in Figure RC-1: Open Space and Conservation Plan. Hillside Residential and Very Low-density Residential areas (two dwelling units or less per acre) also contribute to the rural character within the northern portion of the City and Sphere of Influence area (see Chapter 2, Figure LU-1: Land Use Plan).

Open space in Rancho Cucamonga provides the following benefits:

- **Open Space: Preservation of Natural Resources.** In an effort to protect wildlife and biological resources within Rancho Cucamonga, conservation areas have been established in Rancho Cucamonga's Planning Area. These conservation areas are intended to protect the alluvial fan sage scrub habitat and the wildlife it supports by preserving open space land in its natural state. See the Wildlife Resources section (page RC-26) in this Chapter for more information regarding conservation areas and protection of wildlife resources.
- **Open Space: Managed Protection of Natural Resources.** Open space areas and expansive spreading grounds allow the recharge of groundwater basins, which are a critical resource for the Cucamonga Valley Water District. These areas need to be protected because the Cucamonga Valley Water District obtains a large portion of its water supply from the groundwater basins. Rancho Cucamonga's Sphere of Influence also has limited aggregate resources (sand and gravel), which are found in alluvial fans at the opening of canyons. These are important resources to the construction industry from which Rancho Cucamonga and the region have greatly benefited. However, this resource must be properly managed so that we can protect important habitat areas, allow for appropriate redevelopment, and avoid future land use conflicts. See the Mineral Resources section (page RC-8) in this Chapter for more information.

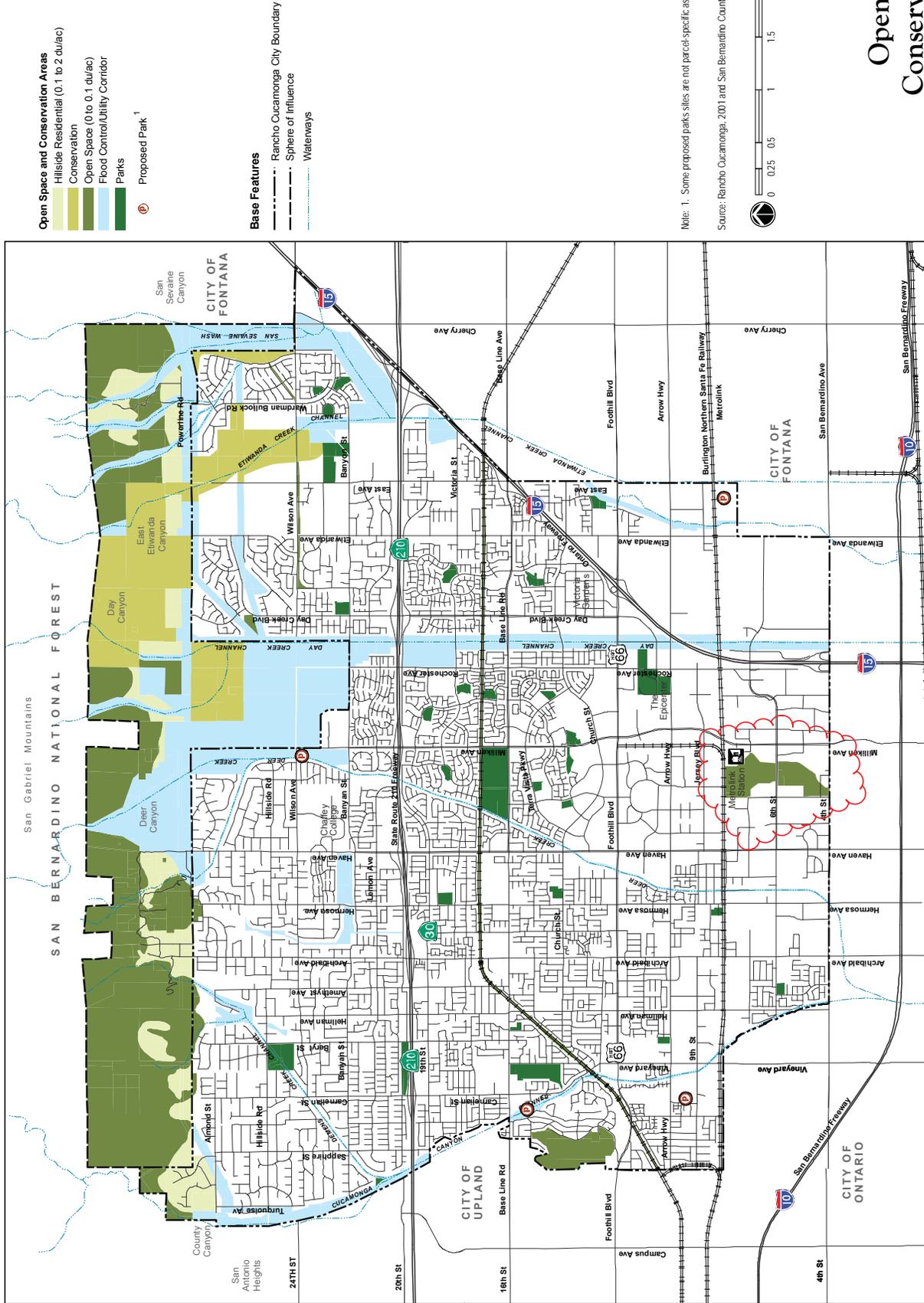


Figure RC-1:
Open Space and
Conservation Plan

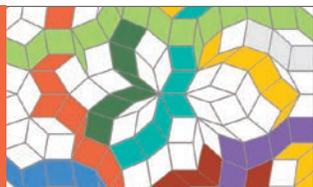


Appendix D General Plan Consistency

1.0 General Plan Consistency

Specific Plans must be compatible with the goals and policies of the adopted General Plan. The Rancho Cucamonga General Plan contains numerous policies to guide development and uses planned within the City. This Section contains an analysis of how the project is consistent with the applicable General Plan policies.

Applicable General Plan Policy/Objective		SPA Consistency Discussion
Land Use and Development Policies		
Goal LU-1: Ensure established residential neighborhoods are preserved and protected, and local and community-serving commercial and community facilities meet the needs of residents		
LU-1.1	Protect neighborhoods from the encroachment of incompatible activities or land uses that may have a negative impact on the residential living environment.	<u>Consistent.</u> The SPA will support higher density living environments near transportation alternatives to protect existing neighborhoods from increased density pressures.
LU-1.2	Designate appropriate land uses to serve local needs, and be able to respond to regional market needs.	<u>Consistent.</u> The goal of the SPA is to support smart growth in the city by locating urban housing in proximity to transit, employment and entertainment.
LU-1.3	Encourage commercial centers that serve a broad range of retail and service needs for the community.	<u>Consistent.</u> Commercial centers are an allowed use in the Transit Placetype, Mixed Use Placetype, and Mixed Use Overlay. The urban housing also supports commercial centers within Rancho Cucamonga.
LU-1.5	Development of densities and intensities shall be implemented within the ranges specified in the General Plan within the limits of the range.	<u>Consistent, as amended.</u> General Plan and Zoning Ordinance amendments allow residential densities up to 80 du/ac.
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.	<u>Consistent.</u> The Village Neighborhood and Core Living Placetypes allow small-lot detached or attached neighborhoods in proximity to existing attached neighborhoods.
Goal LU-2: Facilitate sustainable and attractive infill development that complements surrounding neighborhoods and is accessible to pedestrians, bicycles, transit, and automobiles		
LU-2.1	Plan for vibrant, pedestrian-friendly Mixed Use and high-density residential areas at strategic infill locations along transit routes.	<u>Consistent.</u> The SPA allows mixed use and high density residential uses in a pedestrian-friendly setting and great access to transit. The SPA allows up to 3,450 residences, 220,000 square feet of non-residential, and 6.8 acres of recreation amenities within 0.5 mile of the Metrolink station.
LU-2.2	Require new infill development to be designed for pedestrians and automobiles equally, and to provide connections to transit and bicycle facilities.	<u>Consistent.</u> The Vine is designed as a complete street; pedestrian circulation facilitated by the Vine and internal connections; all infill development is within one mile of Metrolink station.
LU-2.3	Provide direct pedestrian connections between development projects where possible.	<u>Consistent.</u> Pedestrian connections to adjacent development open space features are planned where possible.
LU-2.4	Promote complementary infill development, rehabilitation, and re-use that contribute positively to the surrounding residential neighborhood areas.	<u>Consistent.</u> Transit-proximate infill residential and mixed use development will be complementary to adjacent residential and non-residential development.
LU-2.5	Facilitate effective use of land constrained by challenging parcel sizes and dimensions, and encourage consolidation of parcels to provide greater development flexibility.	<u>Consistent.</u> The SPA provides a cohesive development plan for 160-acre infill site.
Goal LU-3: Encourage sustainable development patterns that link transportation improvements and planned growth, create a healthy balance of jobs and housing, and protect the natural environment.		
LU-3.1	Encourage the creation and maintenance of regional employment, cultural, and retail destinations, as well as a full range of amenities and services to support residents of Rancho Cucamonga.	<u>Consistent.</u> Refer to Policies LU-1.2 and LU-1.3.
LU-3.2	Encourage a mix of retail, service, industrial and manufacturing, and professional uses that create diverse, well-paying employment opportunities.	<u>Consistent.</u> Employment, professional, light industrial, and commercial uses are permitted in the Transit Placetype, Mixed Use Placetype, and Mixed Use Overlay.



Applicable General Plan Policy/Objective		SPA Consistency Discussion
LU-3.3	Locate regionally serving land uses with immediate access to the regional transportation network that is designed to provide maximum access capabilities and permit maximum dispersal of traffic.	<u>Consistent.</u> Refer to Policy LU-2.1
LU-3.4	Promote development that is sustainable in its use of land and that limits impacts to natural resources, energy, and air and water quality.	<u>Consistent.</u> Previously disturbed infill site will not impact natural resources; public spaces will utilize reclaimed water.
LU-3.5	Work toward a sustainable jobs-housing balance by accommodating a range and balance of land uses within Rancho Cucamonga.	<u>Consistent.</u> Refer to Policy LU-2.1
LU-3.6	Create focused, pedestrian-friendly neighborhoods that are reminiscent of the qualities found in earlier days, particularly within the original communities of Cucamonga, Alta Loma, and Etiwanda, and along Historic Route 66 (Foothill Boulevard).	<u>Consistent.</u> Refer to Policy LU-2.2.
LU-3.7	Encourage new development projects to build on infill vacant sites within a built-out area, and/or redevelop previously developed properties that are underutilized.	<u>Consistent.</u> The SPA allows redevelopment of an existing golf course with mixed use development surrounded by a built-out area.
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.	<u>Consistent.</u> Refer to Policies LU-2.1 and LU-2.2.
LU-3.11	New development should be permitted especially where it is logical to extend existing infrastructure improvements and includes housing of varied densities.	<u>Consistent.</u> The infill site has current access to existing infrastructure; Implementation of the project would result in a varied density of medium to higher density housing with minimum density thresholds.

Community Design Policies

Goal LU-9: Foster a cohesive, healthy community through appropriate patterns and scales of development, including complementary transitions between districts, neighborhoods, and land uses.

LU-9.5	Establish Mixed Use areas as higher intensity “urban centers” where there is sensitive integration of land uses, convenient modes of transportation, and a focused “sense of place” that emanates from the architectural and landscape design.	<u>Consistent.</u> Refer to Policy LU-2.1
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Goal LU-10: Encourage sustainable landscaping and streetscape design.

LU-10.1	Continue to require implementation of the City’s Water Efficiency Ordinance, which should be reviewed and updated periodically.	<u>Consistent.</u> Compliance with the City’s Water Efficiency Ordinance is required.
LU-10.2	Encourage the planting of edible landscaping plants such as citrus trees, box gardens, vineyards, and other plant materials wherever possible.	<u>Consistent.</u> The SPA allows urban farming provisions and a landscape palette that includes edible plants.
LU-10.3	Promote low water usage, and emphasize fire safe defensible space.	<u>Consistent.</u> The landscape plan limits turf and high-water demand plants. Appropriate building separations are provided consistent with the building code.
LU-10.4	Encourage streetscape design and landscaping programs for commercial frontages that create vibrant places which support walking, bicycling, transit, and sustainable economic development.	<u>Consistent.</u> Development standards and design guidelines promote strong pedestrian-oriented streetscape with minimal building setbacks. The Mixed Use Overlay permits non-residential development.

Goal LU-11: Ensure that community aesthetics are maintained through appropriate regulations.

LU-11.2	Continue to require the undergrounding of utility lines and facilities wherever feasible to minimize the unsightly appearance of overhead utility lines and utility enclosures.	<u>Consistent.</u> All utility and facilities will be underground wherever feasible and allowed by utility providers.
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Applicable General Plan Policy/Objective	SPA Consistency Discussion
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Goal LU-12: Foster a variety of travel routes that are enjoyable ways to experience Rancho Cucamonga.

LU-12.1	Ensure that streetscape design along roadways creates a strong landscaped edge, provides a coherent high-quality appearance along each route, and enhances the image of adjacent development.	<u>Consistent.</u> Streetscape design along 6th Street and 4th Street will provide a coherent appearance and be compatible with adjacent development. The Vine includes landscape and hardscape elements.
LU-12.2	Require the design of transit stops to be compatible with adjacent development and provide for adequate seating, signage, shade, and refuse receptacles.	<u>Consistent.</u> The SPA provides guidelines for bus shelters that would be coordinated with Omnitrans.
LU-12.3	Support development projects that are designed to facilitate convenient access for pedestrians, bicycles, transit, and automobiles.	<u>Consistent.</u> Refer to Policy LU-2.2.

Goal LU-13: Take full advantage of view lines and vista points with carefully designed development.

LU-13.1	On north-south roadways, open space corridors, and other locations where there are views of scenic resources, trees, and structures, encourage framing and orientation of such views at key locations, and endeavor to keep obstruction of views to a minimum.	<u>Consistent.</u> The SPA identifies view corridors. Where possible, the design of the Vine is generally in a north-south orientation.
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Goal LU-14: Support public art as an important amenity of a beautiful City

LU-14.2	Continue to promote the establishment of entry monumentation as a means of identifying communities, districts, and neighborhoods.	<u>Consistent.</u> The SPA includes monumentation and signage standards and guidelines to promote the urban character of the infill site.
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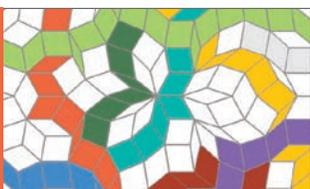
Community Mobility

Goal CM-1: Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes.

CM-1.1	Continue to provide a safe and efficient street system in the City, to support mobility goals, all transportation modes, and the goals of Managing the Land Use, Community Design, and Historic Resources Chapter.	<u>Consistent.</u> The SPA supports mobility goals under the City's General Plan.
CM-1.2	Provide an integrated network of roadways that provides for convenient automobile, transit, bicycle, and pedestrian circulation movement around the City.	<u>Consistent.</u> The SPA provides adequate internal circulation with a high level of access to and from the Metrolink station, 6th Street, and 4th Street via the Vine.
CM-1.5	Implement street design standards per this General Plan, except that modified standards may be applied where appropriate on arterial corridors relating to transit, bicycle facilities, sidewalks, and on-street parking to be context sensitive to adjacent land uses and districts, and to all roadway users, including transit, bicycles, and pedestrians.	<u>Consistent.</u> The SPA includes modified street standards for the envisioned community with enhanced pedestrian facilities appropriate for the context, densities and land uses proposed..

Goal CM-2: Plan, implement, and operate transportation facilities to support healthy and sustainable community objectives.

CM-2.1	Facilitate bicycling and walking citywide.	<u>Consistent.</u> The SPA includes a continuous pedestrian and bikeway corridor along the Vine that links users from the Metrolink station to 4th Street. Pedestrians may also use the existing 6th Street undercrossing to avoid the 6th Street intersection. The Vine is designed to include a protected bike lane for enhanced bicycle connectivity traveling north/south through the site.
CM-2.2	Encourage all feasible measures to reduce total vehicle miles traveled by automobiles, including enhanced transit access and land use approaches that provide compact and focused development along major transit corridors.	<u>Consistent.</u> Refer to Policy LU-2.1.
CM-2.3	Support the use of hybrid, electric, and low/zero emission vehicles.	<u>Consistent.</u> All development shall comply with the electric vehicle charging requirements of the CALGreen Code.
CM-2.5	Establish priority parking locations for hybrid, electric, and low/zero emission, and alternative fuel vehicles.	<u>Consistent.</u> Non-residential development shall comply with the designated parking requirements of the CALGreen Code.
CM-2.6	Accommodate charging and fueling stations for alternative fuel vehicles, and put forth strong efforts to have charging facilities provided at employment centers.	<u>Consistent.</u> Refer to Policy CM-2.3.



Applicable General Plan Policy/Objective		SPA Consistency Discussion
CM-2.7	Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.	<u>Consistent.</u> While it is not expected that there would be large employers, Mitigation Measure 2-6 requires tenants/operators of non-residential uses to post both bus and Metrolink schedules in conspicuous areas and to configure the employee work schedules around the Metrolink schedule to the extent reasonably feasible.
CM-2.8	Support the installation of high-speed communications infrastructure to facilitate the ability of residents to work at home.	<u>Consistent.</u> All homes and businesses shall accommodate modern telecommunications technology.
Goal CM-3: Provide a transportation system that includes connected transit, bicycle, and pedestrian networks		
CM-3.7	Continue to develop and maintain a citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets to provide connections between neighborhoods, schools, parks, civic center/facilities, recreational facilities, and major commercial centers.	<u>Consistent.</u> Refer to Policy CM-2.1.
CM-3.8	Continue to encourage the provision of bicycle facilities, such as bicycle lockers and secure bike parking, throughout the City.	<u>Consistent.</u> The SPA includes requirements for bicycle parking per CALGreen.
CM-3.10	Continue to complete the installation of sidewalks and require new development to provide sidewalks.	<u>Consistent.</u> All public streets and collector roads will provide sidewalks.
CM-3.11	Continue to provide pedestrian amenities on sidewalks on major streets that are key pedestrian routes, including the provision of benches, shade trees, and trash cans.	<u>Consistent.</u> The SPA includes standards and guidelines for pedestrian and bicycle amenities along the Vine, other roads and 3rd Place spaces.
CM-3.12	Continue to require that the siting and architectural design of new development promote safety, pedestrian-friendly design, and access to transit facilities.	<u>Consistent.</u> Refer to Policies LU-2.2 and LU-10.4.
CM-3.13	Establish a number of bike hubs in the City (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes), at key transit nodes, and at commercial nodes.	<u>Consistent.</u> Refer to Policies CM-3.8 and CM-3.11.
CM-3.14	Enhance pedestrian and bicycle access to local and regional transit, including facilitating connections to transit.	<u>Consistent.</u> Refer to Policy CM-2.1.
Goal CM-5: Require that new development mitigate transportation impacts and contribute to the improvement of the City's transportation system.		
CM-5.1	Continue to require that new development participates in the cost of transportation mitigation and improvements necessitated by new development, including non-automobile solutions.	<u>Consistent.</u> Development will be required to participate in the cost of transportation mitigation and improvements.
CM-5.2	Require evaluation of potential traffic and transportation impacts associated with new development prior to project approval, and require adequate mitigation measures, including non-automobile solutions prior to, or concurrent with, project development.	<u>Consistent.</u> A Traffic Impact Analysis has been prepared. In addition to multi-modal circulation facilities, mitigation measures are identified to reduce impacts.
CM-5.3	Require that new and substantially renovated office, retail, industrial, and multi-family developments implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.	<u>Consistent.</u> The project site is located near the Metrolink station and Omnitrans bus routes. The Transit Placetype facilitates easy pedestrian and bicycle access through the site and supports transit and multi-modal users with commercial, retail, and services. At the time of development, plans will be reviewed by the City and/or transit agency for appropriate bus stops/shelter locations. Transit services may include, but not be limited to car-share facilities, bike-share stations, transit pass kiosks, or concierge services. All projects would meet CALGreen requirements related to bicycle parking.

Applicable General Plan Policy/Objective		SPA Consistency Discussion
CM-5.4	Require that new and substantially renovated office, retail, industrial, institutional and multi-family developments to provide bicycle and pedestrian amenities on site and/or in the vicinity of the development to facilitate bicycling and walking, including on-site bike paths where appropriate, secure off-street bicycle parking, sidewalk improvements, benches, and should encourage such developments to provide bicycle facilities such as, showers and changing rooms.	<u>Consistent.</u> Refer to Policies CM-2.1 and CM-3.8.
CM-5.5	Allow shared parking between land uses where feasible and appropriate, and encourage "park-once" strategies to facilitate the efficient use of parking resources.	<u>Consistent.</u> The SPA includes strategies and a process for reducing demand for parking and provides for shared parking facilities.

Economic Development Policies

Goal ED-1: Achieve and maintain a diverse and sustainable economic base

ED-1.4	Create opportunities for residents and workers to have local access to the full range of retail needs in appropriate areas throughout the City.	<u>Consistent.</u> The transit-oriented infill development allows residents to be near existing commercial areas and opportunities for development of on-site retail and services.
ED-1.5	Support housing opportunities for workers of all income ranges.	<u>Consistent.</u> The SPA provides new housing options for workforce families, young professionals and allow entry level and move-up home ownership opportunities in an urban setting based on a range of permitted densities.

Goal ED-2: Maintain local long-term fiscal sustainability

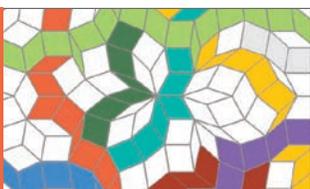
ED-2.2	Diversify the City's retail base.	<u>Consistent.</u> The Mixed Use and Transit Placetype designations and the Mixed Use Overlay allow mixed use and non-residential development in configurations not typical of other developments in the City and in close proximity to transit.
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Goal ED-3: Continue to emphasize quality as a core community value as it applies to local workers and residents.

ED-3.2	Provide community and cultural amenities.	<u>Consistent.</u> The SPA includes outdoor gathering spaces, 3rd place nodes, recreational areas, and other site amenities that would create a cohesive community and can be used for cultural amenities or to promote cultural events.
ED-3.4	Improve internal circulation for all modes of transportation, consistent with the concept of "Complete Streets".	<u>Consistent.</u> Refer to Policy LU-2.2.

Goal ED-4: Implement consistent high-quality standards for all future development.

ED-4.1	Encourage high-quality design for infill development and continue to support new high quality uses.	<u>Consistent.</u> The SPA includes development standards and design guidelines to enable high-quality urban infill development with mixed use opportunities.
ED-4.2	Make green building and green business a priority.	<u>Consistent.</u> The SPA implements green building principles relating to mixed use and transit-oriented development near the Metrolink station. All development would be constructed in compliance with 2013 CALGreen requirements. Additionally, mitigation measures require compliance with certain voluntary provisions of the CALGreen code.
ED-4.3	Improve connectivity between development projects to create a more cohesive atmosphere.	<u>Consistent.</u> Vehicular and pedestrian connections are provided between projects and to the Metrolink station. Refer to Policy LU-2.3.



Applicable General Plan Policy/Objective	SPA Consistency Discussion
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Community Services Policies

Goal CS-1: Provide attractive, high-quality community services facilities that adequately meet the community's need.

CS-1.1	Provide adequate park and recreational facilities that meet the City standard of 5.0 acres of parkland (including trails and special facilities) for every 1,000 persons.	<p><u>Consistent.</u> Parkland/recreation facilities include the provision of on-site facilities and open space (the facilities qualifying for a credit towards the minimum requirement would be determined by the Community Services Department); provision of a joint use facility to be used by the Community Services Department, Library Department and Police Department or alternative community benefit agreed to be the City and the Property Owner/Developer; and payment of applicable mitigation fees.</p>
CS-1.2	Develop parks that contribute to active and healthy lifestyles, and allow for a balanced commitment to both organized recreation activities and passive park environments.	<p><u>Consistent.</u> The SPA requires the development of "3rd Place spaces" throughout the project to provide smaller passive and programmed open spaces; private recreation amenities will be provided in the REC Placetype.</p>
CS-1.5	Continue to require new development to provide needed park facilities through the various measures and tools available to the City (e.g., in-lieu fees and/or land dedication).	<p><u>Consistent.</u> Refer to Policy CS-1.1.</p>
CS-1.7	Encourage public safety and compatibility with adjacent uses through park location and design, including the location of buildings, lighting, parking, public transit, emergency access, and pedestrian/bicycle access.	<p><u>Consistent.</u> The SPA standards and guidelines consider public safety, compatibility and location of buildings and pathways adjacent to existing development.</p>

Goal CS-7: Encourage healthy lifestyles for all Rancho Cucamonga residents.

CS-7.1	Consider all opportunities to encourage community gardens and similar community gathering places.	<p><u>Consistent.</u> Refer to Policies LU-10.2 and CS-1.2.</p>
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Resource Conservation Policies

Goal RC-1: Encourage stewardship of natural open space areas, environmentally sensitive lands, and agricultural resources.

RC-1.2	Develop measures to preserve and enhance important views along north-south roadways, open space corridors, and at other key locations where there are significant views of scenic resources.	<p><u>Consistent.</u> Refer to Policy LU-13.1.</p>
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Goal RC-3: Support the use of water that is both efficiently consumed and recycled to minimize waste and maximize supplies.

RC-3.1	Require the use of cost-effective methods to conserve water in new developments, and promote appropriate water conservation and efficiency measures for existing businesses and residences.	<p><u>Consistent.</u> Refer to Policy LU-10.1.</p>
RC-3.3	Support efforts to expand the recycled water distribution system and actively promote the widespread use of recycled water in Rancho Cucamonga.	<p><u>Consistent.</u> The existing site utilizes reclaimed water resources; implementation of the project will use reclaimed water for open space watering.</p>

Goal RC-4: Encourage the use of energy resources that are efficiently expended and obtained from diverse and sustainable sources, in an effort to minimize greenhouse gas and other air emissions

RC-4.1	Pursue efforts to reduce energy consumption through appropriate energy conservation and efficiency measures throughout all segments of the community.	<p><u>Consistent.</u> The SPA development will meet the adopted California Energy Standards and CALGreen requirements.</p>
RC-4.2	Promote the use of renewable energy and alternative energy technology, and support efforts to develop small-scale, distributed energy generation (e.g. solar, wind, cogeneration, and biomass) to reduce the amount of electricity drawn from the regional power grid and reduce the use of natural gas, while providing Rancho Cucamonga with a greater degree of energy and economic self-sufficiency.	<p><u>Consistent.</u> Refer to Policy RC-4.1.</p>

Applicable General Plan Policy/Objective		SPA Consistency Discussion
RC-4.3	Encourage the use of solar energy systems in homes and commercial businesses.	<u>Consistent.</u> Refer to Policy RC-4.1.
RC-4.4	Reduce operational energy requirements through sustainable and complementary land use and circulation planning. Support implementation of State mandates regarding energy consumption and greenhouse gas reduction, including AB32 and SB375.	<u>Consistent.</u> Refer to Policy LU-2.1.

Goal RC-6: Encourage and support green buildings in Rancho Cucamonga.

RC-6.2	Encourage green practices for new and existing buildings throughout the community.	<u>Consistent.</u> Refer to Policy RC-4.1.
RC-6.3	Promote energy-efficient design features, including but not limited to, appropriate site orientation, use of light-colored roofing and building materials, and use of deciduous trees and wind-break trees to reduce fuel consumption for heating and cooling beyond the minimum requirements of Title 24 State Energy Codes.	<u>Consistent.</u> Refer to Policy RC-4.1.
RC-6.4	Promote green practices and the use of energy saving designs and devices for new and existing buildings throughout the community. Consult with energy providers such as Southern California Edison, Southern California Gas, the Rancho Cucamonga Municipal Utility, and others to establish and coordinate energy efficiency programs that promote energy efficient design in all projects and assist residential, commercial, and industrial users.	<u>Consistent.</u> Refer to Policy RC-4.1.

Goal RC-8: Protect wildlife habitats that support various plants, mammals and other wildlife species.

RC-8.5	Continue to manage and care for all trees located on City property or within City rights-of-way. Provide information to the public on correct tree pruning practices. Encourage residents to properly care for and preserve large and beautiful trees on their private property.	<u>Consistent.</u> New trees located on City property or within City ROW would be installed to City specifications. A public maintenance district will be created to maintain landscaping within the public ROWs. Any tree removal would be conducted in compliance with the City's Tree Preservation Ordinance.
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PUBLIC FACILITIES AND INFRASTRUCTURE

Goal PF-2: Improve access for all Rancho Cucamonga residents to high quality educational opportunities that satisfy each individual's needs, desires, and potential.

PF-2.2	Consider the needs of the school districts that serve Rancho Cucamonga in future planning and development activities.	<u>Consistent.</u> All development will be required to pay applicable school impact fees.
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Goal PF-6: Provide adequate and reliable wastewater collection and treatment facilities to meet current and future needs.

PF-6.2	Consult with the Inland Empire Utilities Agency and the Cucamonga Valley Water District to ensure that the treatment facility has sufficient capacity to meet future wastewater treatment needs.	<u>Consistent.</u> The Inland Empire Utilities Agency and the Cucamonga Valley Water District have been consulted to ensure that the treatment facility has sufficient capacity.
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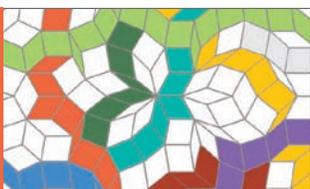
Goal PF-7: Minimize the volume of solid waste that enters regional landfills and encourage recycling.

PF-7.1	Continue to adopt programs and practices that minimize the amount of materials entering the waste stream. Encourage recycling and composting in all sectors of the community, including recycling of construction and demolition materials, in order to divert items from entering landfills.	<u>Consistent.</u> All new development City code requirements related to diversion and recycling of solid wastes.
PF-7.2	Consult with public agencies and private contractors to ensure adequate refuse collection and disposal facilities are available.	<u>Consistent.</u> There is sufficient capacity to serve the proposed uses.

Public Health and Safety Policies

Goal PS-1: Plan, promote, and demonstrate a readiness to respond and reduce threats to life and property through traditional and innovative emergency services and programs

PS-1.9	Require adequate water supply and fire flow throughout the City to meet fire demand during times of peak domestic water demand through a cooperative relationship with the Cucamonga Valley Water District.	<u>Consistent.</u> CVWD has confirmed that adequate water supply and storage are available to serve allowed development.
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Applicable General Plan Policy/Objective		SPA Consistency Discussion
GOAL PS-3: Protect City residents, businesses, and employees from the potential hazards associated with the use, storage, transport, and disposal of hazardous materials in and through Rancho Cucamonga		
PS-3.2	Identify and regulate businesses that handle hazardous materials in Rancho Cucamonga.	<u>Consistent.</u> Development would comply with existing hazardous material regulations.
Goal PS-4: Provide a high level of public safety services throughout Rancho Cucamonga.		
PS-4.6	Utilize the principles of Crime Prevention Through Environmental Design (CPTED) during the review of development projects.	<u>Consistent.</u> The SPA incorporates CPTED guidelines. Refer to Policy CS-1.7.
Goal PS-5: Minimize the potential damage to structures and loss of life that may result from earthquakes and other seismic hazards.		
PS-5.1	Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and developmental review process for all structures proposed for human occupancy.	<u>Consistent.</u> A geotechnical feasibility study was conducted for the SPA. Additionally, supplemental geotechnical investigations would be required for future development.
PS-5.5	Continue to incorporate the most recent seismic safety practices into City codes and project review processes.	<u>Consistent.</u> All development will meet the adopted California building codes.
PS-7	Provide adequate and appropriately designed storm drainage and flood control facilities to minimize the risk of flooding.	<u>Consistent.</u> The conceptual storm drain facilities plan concludes that the existing system can handle runoff from the project.
Goal PS-9: Balance economic development and land use objectives in Rancho Cucamonga with the operational needs of LA/Ontario International Airport.		
PS-9.3	Create an appropriate strategy to address proposed development where heights exceed FAR Part 77 standards.	<u>Consistent.</u> The project is consistent with Ontario ALUCP.
Goal PS-10: Maintain good local air quality, and reduce the local contributions of airborne pollutants to the air basin		
PS-10.1	Pursue efforts to reduce air pollution and greenhouse gas emissions by implementing effective energy conservation and efficiency measures and promoting the use of renewable energy (e.g., solar, wind, biomass, cogeneration, and hydroelectric power).	<u>Consistent.</u> Refer to Policy RC-4.1.
PS-10.3	Consider surrounding land uses when locating sensitive receptors such as schools, hospitals, and residential uses so they are not unreasonably exposed to uses that generate pollutants considered detrimental to human health.	<u>Consistent.</u> None of the adjacent properties pose an adverse environmental impact to the site and future occupants.
PS-10.4	Require projects that generate potentially significant levels of air pollutants to incorporate the best available air quality mitigation into the project design, as appropriate.	<u>Consistent.</u> BMPs have been identified to reduce potential air quality impacts to the extent feasible.
PS-10.5	Avoid placing sensitive land uses adjacent to heavy industrial areas.	<u>Consistent.</u> Refer to Policy PS-10.3.
PS-10.6	Implement the policies in the Resource Conservation Chapter that are related to energy resources, energy conservation, and green buildings.	<u>Consistent.</u> Refer to Policy RC-2.1.
Goal PS-11: Reduce the volume of pollutants generated by motorized vehicles		
PS-11.1	Implement the policies in the Community Mobility Chapter to foster a healthy and sustainable community and promote transportation choices other than the private automobile.	<u>Consistent.</u> Refer to CM policies above.
PS-11.2	Minimize vehicle emissions by encouraging alternative land use patterns that reduce the need for automobile trips.	<u>Consistent.</u> Refer to Policies LU-9.5 and CM-2.2.
Goal PS-12: Mitigate against climate change.		
PS-12.2	Encourage renewable energy installation, and facilitate green technology and business and a reduction in community-wide energy consumption.	<u>Consistent.</u> Refer to Policy RC 6.3.

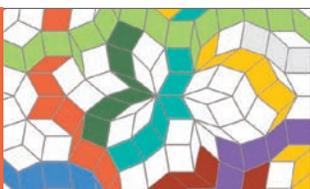
Applicable General Plan Policy/Objective		SPA Consistency Discussion
PS-12.3	Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation.	<u>Consistent.</u> Refer to Policies LU-1.1, LU-1.2, and LU-2.1.
PS-12.4	Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).	<u>Consistent.</u> Refer to Policy LU-2.2.
PS-12.7	Support tree planting, planting more vegetation (including native and drought-resistant planting), and preservation of open space.	<u>Consistent.</u> A Tree Removal Permit is required and approximately 5,600 new trees would be planted. The development would result in the loss of a private golf course use. The golf course is not included in the City's calculation of parkland and is not a conservation area. The SPA includes on-site parks, recreation areas, 3rd place nodes, and outdoor gathering spaces to serve future residents, guests, and visitors. These spaces support a healthy, active urban community and encourage a dynamic living environment with integrated open spaces that link people with jobs, and community activities with the surrounding venues.

Goal PS-13: Minimize the impacts of excessive noise levels throughout the community, and adopt appropriate noise level requirements for all land uses

PS-13.1	Consider the compatibility of proposed land uses with the noise environment when preparing or revising community and/or specific plans and when reviewing development proposals. The contour map depicting future noise levels (Figure PS-10) should be used by the City as a guide to land use/noise compatibility.	<u>Consistent.</u> All development will meet adopted California building and Rancho Cucamonga development codes related to interior noise levels. The SPA includes sound wall provisions for parcels adjacent to the rail line.
PS-13.2	Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.	<u>Consistent.</u> Refer to Policy LU-13.1.
PS-13.3	Consider the use of noise barriers or walls to reduce noise levels generated by ground transportation noise sources and industrial sources.	<u>Consistent.</u> Refer to Policy LU-13.1.
PS-13.4	Require that acceptable noise levels are maintained near residences, schools, health care facilities, religious institutions, and other noise sensitive uses in accordance with the Development Code and noise standards contained in the General Plan.	<u>Consistent.</u> Refer to Policy LU-13.1.
PS-13.6	Implement appropriate standard construction noise controls for all construction projects.	<u>Consistent.</u> Mitigation measures are required to be implemented to reduce construction-related noise and vibration.
PS-13.7	Require all exterior noise sources (construction operations, air compressors, pumps, fans, and leaf blowers) to use available noise suppression devices and techniques to bring exterior noise levels down to acceptable levels	<u>Consistent.</u> Refer to Policy PS-13.4.
PS-13.8	Require that Mixed Use structures be designed to account for noise from adjacent uses.	<u>Consistent.</u> Refer to Policy PS-13.1.

Goal PS-14: Minimize the impacts of transportation-related noise.

PS-14.2	Require development that is, or will be, affected by railroad noise to include appropriate measures to minimize adverse noise effects on residents and businesses.	<u>Consistent.</u> A solid wall is proposed along the northern property boundary to reduce noise impacts from the railroad operations. All homes will have interior noise as required by California building codes.
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Applicable General Plan Policy/Objective		SPA Consistency Discussion
HOUSING		
<p>Goal HE-1: Allow and create new opportunities that enable a broad range of housing types, maintain a balanced supply of ownership and rental units, and provide sufficient numbers of dwelling units to accommodate expected new household formations.</p>		
HE-1.1	Ensure a wide range of housing alternatives and enable the City to achieve its share of the RHNA through the utilization of land use distribution and development standards to encourage a mix of housing types, including mobile homes and apartments, within a variety of price ranges.	<u>Consistent.</u> The SPA allows the development of up to 3,450 attached and detached medium-high and high-density housing units, Live-Work units, and Shopkeeper units.
<p>Goal HE-2: Provide housing opportunities that meet the needs of all economic segments of the community including very low, low-, and moderate-income households and special needs groups.</p>		
HE-2.1	Protect and expand the range of housing opportunities available by location, price, and tenure to low- and moderate-income households.	<u>Consistent.</u> Refer to Objective HE-1.1.
HE-2.4	Recognize the unique characteristics of elderly and handicapped households and address their special needs.	<u>Consistent.</u> All new development is required to meet the Accessibility requirements of Chapter 11 of the CBC. Transit proximity and pedestrian connections reduce the need for residents to be dependent on personal motor vehicles.
HE-2.4.2	Enforce and regulate the disabled accessibility and adaptability standards contained in Title 24 of the California and Uniform Building Codes as they apply to apartments, condominium, and townhouse projects.	<u>Consistent.</u> Refer to Objective HE-2.4.
<p>Goal HE-3: Provide quality residential environments which contribute to a well-functioning community by ensuring residential development which is not only attractive in design, but which functions to protect the public safety and welfare, and provide benefits to the community.</p>		
HE-3.1.2	Continue to evaluate residential projects for safety concerns, including lighting, pedestrian movements, parking lot configuration and design, as well as unit design and orientation, particularly with regard to multi-family development.	<u>Consistent.</u> All projects will be reviewed for CPTED features incorporated in the design. Remote monitoring for the Police Department will be provided.
HE-3.1.3	Promote the development of Crime Prevention Through Environmental Design (CPTED) concepts to evaluate single-family and multi-family residential developments and write CPTED design guidelines to improve the safety of new residential developments.	<u>Consistent.</u> Refer to Policy PS-4.6 and Objective HE-3.1.2



Appendix E Zoning Code Amendment

Section 17.38.070 Rancho Cucamonga IASP Sub-Area 18 Specific Plan

Table 17.38.070-1 Allowed Land Uses and Permit Requirements by Placetype provides the correlation of land use by Placetype to the Base Zoning District in the City's Development Code.

Land use classifications/categories, descriptions, and entitlement/permit requirements are per the City's Development Code unless otherwise defined in this section.

Uses Not Specifically Listed

Uses not specifically listed as permitted or conditionally permitted, but deemed by the Planning Director to be similar to a listed permitted or conditionally permitted use, may be allowed subject to a use determination made by the Planning Director.

A. Shopkeeper and Live/Work Units

In order to encourage businesses that create new jobs while ensuring compatibility with residential units, the following requirements have been established.

Shopkeeper Units

Shopkeeper units are units that include both residential (R-2 occupancy) and non-residential (B-occupancy) mixed occupancy types as defined by the California Building Code. Shopkeeper allows individual occupancy of the non-residential space with separate entries from residence. The non-residential portion of the unit may be leased separately from the residential portion of the unit.

Live/Work Units

Live/Work homes provide non-residence space within the home and are defined by the California Building Code and shall be consistent with the City's Development Code 'Live-Work Facility' allowed use description.

Shopkeeper and Live/Work Homes Permitted Uses

The general types of businesses identified below are allowed within Shopkeeper and Live/Work units:

- Artisan shop.
- General office, business and professional.
- General retail/commercial.
- Restaurant, cafe, or bakery.
- Service commercial.
- Other similar uses as permitted by the master development association and Planning Director, other than those prohibited below.

Persons who do not reside in the unit may be employed at the unit provided that an employee parking space has been approved by the master development association.

Characteristics of Shopkeeper and Live/Work Units

Within the Shopkeeper and Live/Work units, the following operational characteristics shall apply:

- Outside storage of materials or stock in trade is prohibited.
- Signage for the business shall comply with the approved sign program.

Manufacturing, Custom Small Scale

Small scale independent craftsman manufacturing or fabrication of custom-made products. These types of business establishments do not utilize raw materials for their finished products, but rather may utilize semi-finished type of manufactured materials for their custom made-to-order products. Activities can be completed wholly on-site and do not include outdoor storage, wholesale distribution, or similar intensive uses. The uses do not produce odors, noise, vibration, or particulates that would adversely affect uses in the same structure or on a same site.

Table 17.38.070-1. Allowed Land Uses and Permit Requirements by Placetype

Land Use/Zoning District	MH	MH	H	MU	MU	MU	MU
Placetype	VN	CL	UN	T	MU	Rec	MU Overlay*
Residential Uses							
Adult day care home	P	P	P	P	P	P	P
Caretaker housing	C	C	C	C	C	C	C
Dwelling, multi-family	P	P	P	P	P	P	P
Dwelling, second unit ⁽¹⁾	N	N	N	N	N	N	N
Dwelling, single-family	P	P	N	N	N	N	N
Dwelling, two-family	P	P	P	P	P	P	P
Emergency shelter	N	N	N	N	N	N	N
Family day care home, large ⁽¹¹⁾	C	C	C	C	C	C	C
Family day care home, small	P	P	P	P	P	P	P
Guest house	N	N	N	N	N	N	N
Group residential	C	C	C	C	C	C	C
Home occupation ⁽²⁾	P	P	P	P	P	P	P
Live-work facility	C	C	C	N	P	P	P
Shopkeeper ^(*)	P	P	P	N	P	P	P
Manufactured home ⁽³⁾	N	N	N	N	N	N	N
Mobile home park ⁽³⁾	N	N	N	N	N	N	N
Residential care facility	C	C	C	C	C	C	C
Residential care home	P	P	P	N	N	N	N
Single-room occupancy facility	P	P	P	P	P	P	P
Transitional housing	P	P	P	P	P	P	P
Agriculture and Animal-Related Uses							
Agricultural uses	N	N	N	N	N	N	N
Animal keeping, domestic pets ⁽⁴⁾	P	P	P	P	P	P	P
Animal keeping, exotic animals ⁽⁴⁾	C	C	C	C	C	C	C
Animal keeping, insects ⁽⁴⁾	N	N	N	N	N	N	N
Animal keeping, livestock animals ⁽⁴⁾	N	N	N	N	N	N	N
Animal keeping, poultry ⁽⁴⁾	N	N	N	N	N	N	N
Equestrian facility, commercial	N	N	N	N	N	N	N
Equestrian facility, hobby	N	N	N	N	N	N	N
Recreation, Resource Preservation, Open Space, Education, and Public Assembly Uses							
Assembly use	C	C	C	C	C	C	C

P= Permitted
 C= Conditional Use Permit
 N= Not Permitted
 LWC= Live/Work with a Conditional Use Permit***

Table notes:
 (*) Uses Permitted in the MU-Overlay Zone override the underlying Placetype where there is a conflict
 (**) Leasing and New Homes Sales Centers
 (***) Shopkeeper units are those that include both residential (R-2 occupancy) and non-residential (B-occupancy) mixed occupancy types as defined by the California Building Code. The non-residential portion of the unit may be leased separately from the residential portion of the unit.
 (1) See additional second dwelling unit regulations in Chapter 17.100.
 (2) See additional home occupation regulations in Chapter 17.92.
 (3) See additional mobile home regulations in Chapter 17.96.
 (4) See additional animal keeping in Chapter 17.88.
 (5) Utility facilities and infrastructure involving hazardous or volatile gas and/or liquid pipeline development require approval of a CUP.
 (6) See additional adult entertainment businesses in Chapter 17.86. Adult-oriented businesses are not permitted west of Haven Avenue.
 (7) See additional regulations for special regulated uses in the Chapter 17.102.
 (8) See additional regulations for drive-in and drive-through facilities in Chapter 17.90.
 (9) Not permitted within 300 feet of residentially zoned property.
 (10) See additional regulations for wind energy systems and facilities in Chapter 17.76.
 (11) Family Day Care Home—Large requires approval of A Large Family Day Care Permit, not a Conditional Use Permit.
 (12) "Wholesale, Storage, and Distribution — Medium" is not permitted on any parcel that is located within, or partly within, five hundred (500) feet of the Foothill Boulevard right-of-way.
 (13) Permitted in Industrial Park and General Industrial zoning districts when proposed in conjunction with "Commercial (Repurposing) — Industrial".
 (14) Maximum square footage for a single user shall not exceed 10,000 square feet.
 (15) The maximum number or rooms for hotels/motels is 200 rooms.

Table 17.38.070-1. Allowed Land Uses and Permit Requirements by Placetype

Land Use/Zoning District	MH	MH	H	MU	MU	MU	MU
Placetype	VN	CL	UN	T	MU	Rec	MU Overlay*
Cemetery/mausoleum	N	N	N	N	N	N	N
Community center/civic use	C	C	C	C	C	P	C
Community garden	C	C	C	N	N	N	N
Convention center	N	N	N	N	N	N	N
Golf course/clubhouse	N	N	N	N	N	N	N
Indoor amusement/entertainment facility	N	N	N	C	C	C	C
Indoor fitness and sports facility - large	N	N	N	C	C	P	C
Indoor fitness and sports facility - small	N	N	N	P	P	P	P
Library and museum	C	C	C	P	P	P	P
Outdoor commercial recreation	N	N	N	C	C	C	C
Park and public plaza	P	P	P	P	P	P	P
Public safety facility	C	C	C	C	C	P	C
Resource-related recreation	P	P	P	P	P	P	P
School, academic (private)	C	C	C	C	C	C	C
School, academic (public)	P	P	P	P	P	P	P
School, college/university (private)	N	N	N	N	P	N	P
School, college/university (public)	N	N	N	N	P	N	P
Schools, specialized education and training/studio	N	N	N	C	C	C	C
Theaters and auditoriums	N	N	N	C	C	C	C
Tutoring center - large ⁽¹⁴⁾	N	N	N	C	C	C	C
Tutoring center - small	N	N	N	P	P	P	P
Utility, Transportation, Public Facility, and Communication Uses							
Broadcasting and recording studios	N	N	N	N	N	N	N
Park and ride facility	N	N	N	P	N	N	N
Parking facility	N	N	N	P	P	P	P
Transit facility	N	N	N	P	N	N	N
Utility facility and infrastructure - fixed based structures ⁽⁵⁾	N	N	N	N	N	N	N
Utility facility and infrastructure - pipelines ⁽⁵⁾	P	P	P	P	P	P	P
Wind energy system - small ⁽¹⁰⁾	N	N	N	N	N	N	N
Retail, Service, and Office Uses							
Adult day care facility	N	N	N	C	C	C	C
Adult-oriented business ⁽⁶⁾	N	N	N	N	N	N	N

P= Permitted
 C= Conditional Use Permit
 N= Not Permitted
 LWC= Live/Work with a Conditional Use Permit***

Table notes:

- (*) Uses Permitted in the MU-Overlay Zone override the underlying Placetype where there is a conflict
- (**) Leasing and New Homes Sales Centers
- (***) Shopkeeper units are those that include both residential (R-2 occupancy) and non-residential (B-occupancy) mixed occupancy types as defined by the California Building Code. The non-residential portion of the unit may be leased separately from the residential portion of the unit.
- (1) See additional second dwelling unit regulations in Chapter 17.100.
- (2) See additional home occupation regulations in Chapter 17.92.
- (3) See additional mobile home regulations in Chapter 17.96.
- (4) See additional animal keeping in Chapter 17.88.
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- (7) See additional regulations for special regulated uses in the Chapter 17.102.
- (8) See additional regulations for drive-in and drive-through facilities in Chapter 17.90.
- (9) Not permitted within 300 feet of residentially zoned property.
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Table 17.38.070-1. Allowed Land Uses and Permit Requirements by Placetype

Land Use/Zoning District	MH	MH	H	MU	MU	MU	MU
Placetype	VN	CL	UN	T	MU	Rec	MU Overlay*
Alcoholic beverage sales	N	N	N	C	C	C	C
Ambulance service	N	N	N	N	N	N	N
Animal sales and grooming	N	N	N	P	P	P	P
Art, antique, collectable shop ⁽¹³⁾	LWC	LWC	LWC	P	P	P	P
Artisan shop ⁽¹³⁾	LWC	LWC	LWC	P	P	P	P
Bail bonds	N	N	N	N	N	N	N
Banks and financial services	N	N	N	C	C	C	C
Bar/nightclub	N	N	N	C	C	C	C
Bed and breakfast inn	N	N	N	N	N	N	N
Building materials store and yard	N	N	N	N	N	N	N
Business support services	N	N	N	P	P	P	P
Call center	N	N	N	N	N	N	N
Card room	N	N	N	N	N	N	N
Check cashing business ⁽⁷⁾	N	N	N	P	P	P	P
Child day care facility/center	N	N	N	C	C	C	C
Consignment store	N	N	N	C	C	C	C
Convenience store	N	N	N	P	P	P	P
Crematory services ⁽⁷⁾	N	N	N	N	N	N	N
Drive-in and drive-through sales and service ⁽⁸⁾	N	N	N	N	N	N	N
Equipment sales and rental	N	N	N	N	N	N	N
Feed and tack store	N	N	N	N	N	N	N
Furniture, furnishing, and appliance store ⁽¹⁴⁾	N	N	N	C	P	N	P
Garden center/plant nursery ⁽¹⁴⁾	C	C	C	C	C	C	C
Grocery store/supermarket ⁽¹⁴⁾	N	N	N	P	P	P	P
Gun sales	N	N	N	N	N	N	N
Hookah shop	N	N	N	C	C	C	C
Home improvement supply store ⁽¹⁴⁾	N	N	N	C	C	N	C
Hotel and motel ⁽¹⁵⁾	N	N	N	C	C	C	C
Internet cafe	N	N	N	P	P	P	P
Kennel, commercial	N	N	N	N	N	N	N
Liquor store	N	N	N	C	C	C	C
Maintenance and repair, small equipment	N	N	N	P	P	P	P

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Table notes:

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(**) Leasing and New Homes Sales Centers

(***) Shopkeeper units are those that include both residential (R-2 occupancy) and non-residential (B-occupancy) mixed occupancy types as defined by the California Building Code. The non-residential portion of the unit may be leased separately from the residential portion of the unit.

(1) See additional second dwelling unit regulations in Chapter 17.100.

(2) See additional home occupation regulations in Chapter 17.92.

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(6) See additional adult entertainment businesses in Chapter 17.86. Adult-oriented businesses are not permitted west of Haven Avenue.

(7) See additional regulations for special regulated uses in the Chapter 17.102.

(8) See additional regulations for drive-in and drive-through facilities in Chapter 17.90.

(9) Not permitted within 300 feet of residentially zoned property.

(10) See additional regulations for wind energy systems in alternative energy systems and facilities in Chapter 17.76.

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Land Use/Zoning District	MH	MH	H	MU	MU	MU	MU
Placetype	VN	CL	UN	T	MU	Rec	MU Overlay*
Massage establishment	N	N	N	C	C	C	C
Medical marijuana dispensary	N	N	N	N	N	N	N
Medical services, extended care	C	C	C	C	C	C	C
Medical services, general	N	N	N	P	P	P	P
Medical services, hospitals	N	N	N	N	N	N	N
Mobile hot food truck	N	N	N	N	N	N	N
Mortuary/funeral home	N	N	N	N	N	N	N
Office, business and professional(**)	LWC	LWC	LWC	P	P	P	P
Office, accessory	N	N	N	P	P	P	P
Pawnshop ⁽⁷⁾	N	N	N	N	N	N	N
Personal services	N	N	N	P	P	P	P
Restaurant, no liquor service	N	N	N	P	P	P	P
Restaurant, beer and wine	N	N	N	P	P	P	P
Restaurant, full liquor service	N	N	N	C	C	C	C
Retail, accessory	N	N	N	P	P	P	P
Retail, general	LWC	LWC	LWC	P	P	P	P
Retail, warehouse club	N	N	N	N	N	N	N
Secondhand dealer	N	N	N	P	P	P	P
Shooting range	N	N	N	N	N	N	N
Smoke shop ⁽⁷⁾	N	N	N	N	N	N	N
Specialty food store ⁽¹³⁾	N	N	N	P	P	P	P
Tattoo shop ⁽⁷⁾	N	N	N	N	C	N	C
Thrift store ⁽⁷⁾	N	N	N	N	N	N	N
Veterinary facility	N	N	N	C	C	C	C
Automobile and Vehicle Uses							
Auto vehicle dismantling	N	N	N	N	N	N	N
Auto and vehicle sales and rental	N	N	N	N	N	N	N
Auto and vehicle sales, auto broker	N	N	N	N	N	N	N
Auto and vehicle sales, wholesale	N	N	N	N	N	N	N
Auto and vehicle storage	N	N	N	N	N	N	N
Auto parts sales	N	N	N	N	N	N	N
Car washing and detailing	N	N	N	N	N	N	N

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Placetype	VN	CL	UN	T	MU	Rec	MU Overlay*
Recreational vehicle storage	N	N	N	N	N	N	N
Service stations	N	N	N	N	N	N	N
Vehicle services, major	N	N	N	N	N	N	N
Vehicle services, minor	N	N	N	N	N	N	N
Industrial, Manufacturing, and Processing Uses							
Fuel storage and distribution	N	N	N	N	N	N	N
Manufacturing, custom small-scale	LWC	LWC	LWC	P	P	N	P
Manufacturing, heavy	N	N	N	N	N	N	N
Manufacturing, heavy-minimum impact	N	N	N	N	N	N	N
Manufacturing, light	N	N	N	N	N	N	N
Manufacturing, medium ⁽⁹⁾	N	N	N	N	N	N	N
Microbrewery	LWC	LWC	LWC	P	P	N	P
Printing and publishing	N	N	N	P	P	P	P
Recycling facility, collection	N	N	N	N	N	N	N
Recycling facility, processing	N	N	N	N	N	N	N
Recycling facility, scrap and dismantling facility	N	N	N	N	N	N	N
Research and development	N	N	N	N	N	N	N
Storage, personal storage facility	N	N	N	N	N	N	N
Storage warehouse	N	N	N	N	N	N	N
Storage yard	N	N	N	N	N	N	N
Wholesale, storage, and distribution - heavy	N	N	N	N	N	N	N
Wholesale, storage, and distribution - light	N	N	N	N	N	N	N
Wholesale, storage, and distribution - medium ⁽⁹⁾⁽¹²⁾	N	N	N	N	N	N	N
<p>P= Permitted C= Conditional Use Permit N= Not Permitted LWC= Live/Work with a Conditional Use Permit***</p> <p>Table notes: (*) Uses Permitted in the MU-Overlay Zone override the underlying Placetype where there is a conflict (**) Leasing and New Homes Sales Centers (***) Shopkeeper units are those that include both residential (R-2 occupancy) and non-residential (B-occupancy) mixed occupancy types as defined by the California Building Code. The non-residential portion of the unit may be leased separately from the residential portion of the unit. (1) See additional second dwelling unit regulations in Chapter 17.100. (2) See additional home occupation regulations in Chapter 17.92. (3) See additional mobile home regulations in Chapter 17.96. (4) See additional animal keeping in Chapter 17.88. (5) Utility facilities and infrastructure involving hazardous or volatile gas and/or liquid pipeline development require approval of a CUP. (6) See additional adult entertainment businesses in Chapter 17.86. Adult-oriented businesses are not permitted west of Haven Avenue. (7) See additional regulations for special regulated uses in the Chapter 17.102. (8) See additional regulations for drive-in and drive-through facilities in Chapter 17.90. (9) Not permitted within 300 feet of residentially zoned property. (10) See additional regulations for wind energy systems in alternative energy systems and facilities in Chapter 17.76. (11) Family Day Care Home—Large requires approval of A Large Family Day Care Permit, not a Conditional Use Permit. (12) "Wholesale, Storage, and Distribution — Medium" is not permitted on any parcel that is located within, or partly within, five hundred (500) feet of the Foothill Boulevard right-of-way. (13) Permitted in Industrial Park and General Industrial zoning districts when proposed in conjunction with "Commercial (Repurposing) — Industrial". (14) Maximum square footage for a single user shall not exceed 10,000 square feet. (15) The maximum number or rooms for hotels/motels is 200 rooms.</p>							

Plan. A full copy of all adopted Specific Plan documents (and any adopted amendments thereto) shall be kept in the Planning Department and in the City Clerk's office.

- A. **Etiwanda Specific Plan (ESP).** The Etiwanda Specific Plan was adopted by the City Council in 1983. It encompasses over 3,000 acres located in the northeast corner of the city and is roughly bounded by the I-15 to the southeast, the City's Sphere of Influence to the north, the Victoria Planned Community to the west, and the city's industrial area to the south. Etiwanda can be described as a rural community, characterized by large land parcels, eucalyptus tree rows, remnants of citrus groves and vineyards, stone curbs, and other elements that convey its unique and historic sense of place. The primary purpose of the Specific Plan is to ensure the continued rural character of this portion of the city. Please refer to the adopted Etiwanda Specific Plan maintained by the Planning Department and City Clerk for comprehensive details.
- B. **North Etiwanda Specific Plan (NESP).** The North Etiwanda Specific Plan was adopted by the City Council in 1992. It includes 6,850 acres located just north of the Etiwanda Specific Plan. A portion of the Specific Plan area lies outside the city and outside the Sphere of Influence. Open space is the most prominent feature of the North Etiwanda area, which comprises a gently sloping alluvial fan and chaparral habitat situated on the lower slopes of the foothills. Drainage courses throughout the North Etiwanda area support a variety of tree species, including oak, sycamore, and walnut, among others. A unique feature of the area is a freshwater marsh, approximately 11 acres in size, located in the northwestern portion of the area. Open space is expected to remain a prominent feature even after development occurs. The Specific Plan builds upon the unique character and charm of the Etiwanda Specific Plan area by providing a land use pattern that extends the low-density character of Old Etiwanda into the North Etiwanda area. The primary purpose of the Specific Plan is to preserve rural area with large parcels, dense landscape, and historic properties. Please refer to the adopted North Etiwanda Specific Plan maintained by the Planning Department and City Clerk for comprehensive details.
- C. **Empire Lakes Specific Plan (ELSP).** The Empire Lakes Specific Plan was adopted in 1994. It includes 380 acres within the previously adopted Industrial Specific Plan Area as Sub-Area 18. The primary purpose of this subsequent Specific Plan is to provide for a broader mix of land uses than was originally permitted within the Industrial Area Specific Plan. The plan was expanded to include such uses as recreational, hotel/conference center, retail, restaurant, and entertainment, as well as office, research and development, and light industrial uses. ~~These uses are intended to surround the existing 18-hole golf course.~~ A subsequent amendment to further expand the use list included ~~limited~~ multi-unit residential development to maximize potential use of the Metrolink Station near Milliken Avenue.

Section 17.114.030 Planned Community Descriptions

The Planned Communities listed below have been adopted by the City of Rancho Cucamonga and designated on the Zoning Map as Planned Community (PD) with a specific reference number to each adopted plan. This Section provides a reference to each adopted Planned Community, along with a summary of the unique land use and development standards applicable to each individual Planned Community. A full copy of all adopted Planned Community documents (and any adopted amendments thereto) shall be kept in the Planning Department and in the City Clerk's office.

TABLE 17.36.020-1 DEVELOPMENT STANDARDS FOR MIXED USE SITES

Mixed Use Sites	Land Use Mix				Average Density Range
	Residential	Commercial	Office	Public/Quasi Public	
Victoria Gardens/Victoria Arbors	21–36%	20–41%		5–12%	4–14 du/ac
Town Center (Foothill Boulevard and Haven Avenue)	25–35%	10–15%	30–50%	0–10%	14 du/ac
Terra Vista	12–15%		85–87%		30 du/ac
Foothill Boulevard between Hermosa Avenue and Center Avenue	0–62%	0–100%			20 du/ac
Foothill Boulevard between Archibald Avenue and Hellman Avenue	67–70%	30–33%			15–30 du/ac
Foothill Boulevard at Helms Avenue and Hampshire Street	30–40%	60–70%			30 du/ac
Foothill Boulevard and Mayten Avenue	26–50%	40–60%	6–10%	4%	24–30 du/ac
Rancho Cucamonga IASP PA4-11	11–22%	15–25%	40–60%	7.5%	28 du/ac
Foothill Boulevard and Deer Creek Channel	70–75%	25–30%			14 du/ac
Haven Avenue and Church Street Site	0–100%		0–100%		8–14 du/ac
Western Gateway (Bear Gulch Area)	30–50%	50–70%			14 du/ac
Foothill Boulevard and Cucamonga Channel Site	0–100%		0–100%		8–14 du/ac
Historic Alta Loma (Amethyst Site)	0–100%		0–100%	16.3-20.0%	14–24 du/ac
Rancho Cucamonga IASP PA1	72.6-77.5%		0.1-7.4%		19.7-25.7

Section 17.36.030 Development Standards for Commercial and Office Zoning Districts

- A. **Purpose and Applicability.** The purpose of this Section is to establish minimum development standards that are unique to development projects within the Commercial and Office Zoning Districts. Development standards in this Section apply to all land designated on the Zoning Map within the Commercial and Office Zoning Districts.
- B. **Commercial and Office Districts Described.** As identified in Chapter 17.26 (Establishment of Zoning Districts), the city includes six (6) Commercial and Office Zoning Districts: